

DATE: 13 February 2013

## **A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS FOR THE MONTH OF MARCH 1908 - 2012**

Compiled By:  
ANG History Office (NGB/HO)

**12 March 1911.** The California National Guard established an Aeronautical Detachment of its 7th Coast Artillery Company. Eugene Ely became the unit's first private.<sup>1</sup>

**26 March 1918.** Col. Raynal C. Bolling, the former New York National Guardsman who had established and commanded that state's First Aero Company, was killed by German infantry during a ground reconnaissance near Amiens, France. He was the most senior American military aviator to die during World War I.<sup>2</sup>

**7 March 1927.** Accompanied by MSgt Clyde Plank, 1<sup>st</sup> Lt Daniel F. Kearns of the Colorado National Guard's 120<sup>th</sup> Observation Squadron flew one of the unit's Douglas O-2C biplanes to Silverton in the southwestern corner of the state to deliver badly needed typhoid vaccine over the 11,000 to 12,000 foot mountain peaks which ringed that community. The 120<sup>th</sup>'s first mercy mission was launched because devastating snowstorms had completely isolated Silverton from the outside world for six weeks and civil authorities feared the outbreak of a typhoid epidemic.<sup>3</sup>

**19-22 March 1936.** The 103<sup>rd</sup> Observation Squadron, Pennsylvania National Guard, conducted flood relief operations in Pennsylvania while under state control. The unit was equipped with O-38 aircraft.<sup>4</sup>

**2 March 1941.** The 122<sup>nd</sup> Observation Squadron, Louisiana National Guard, received federal recognition.<sup>5</sup>

**March 1942.** The mobilized 124<sup>th</sup> Observation Squadron, Iowa National Guard, saw its first war action when it moved to Ellington Field, Texas and began conducting anti-submarine patrols over the Gulf of Mexico with its eight different types of obsolete aircraft. Unit members designed bomb racks and fitted them on its O-47 aircraft to employ them as bombers against German subs. The 124<sup>th</sup> continued its sub-hunting mission until March 1943 when it became a tactical reconnaissance squadron.<sup>6</sup>

**28 March 1944.** The 118<sup>th</sup> Tactical Reconnaissance Squadron, formerly the 118<sup>th</sup> Observation Squadron, Connecticut National Guard, began flying defensive patrols in India. It was the first of five former National Guard air units to conduct combat operations in the China-Burma-India Theater. The others were the 103<sup>rd</sup> and 123<sup>rd</sup> Photographic Reconnaissance Squadrons plus the 115<sup>th</sup> and 127<sup>th</sup> Liaison Squadrons.<sup>7</sup>

**March 1944.** P-51/F-6 aircraft from the 109<sup>th</sup> Tactical Reconnaissance Squadron (formerly the 109<sup>th</sup> Observation Squadron, Minnesota National Guard) photographed German rocket launching platforms and control buildings in northwestern France that were being used to launch attacks against England. The photos were used to make target maps that helped Army Air Forces bombers attack those sites.<sup>8</sup>

**March 1946.** The first mission given to the new Air Defense Command (ADC) of the Army Air Forces was to “organize and administer the integrated air defense system of the Continental United States; . . . [and] maintain units of the Air National Guard . . . in a highly trained and operational condition of readiness; . . . [for that mission]”<sup>9</sup>

**March 1946.** Lt. Gen. George E. Stratemeyer, commander of the Air Defense Command (ADC) which was responsible for training ANG flying units for their wartime continental air defense mission, proposed that the NGB’s responsibilities for the allocation of aircraft and equipment to ANG units be transferred to his command.<sup>10</sup>

**March 1950.** *The National Guardsman* magazine announced that, in accordance with the National Defense Act, four Air Guard officers had been called to active duty tours of four years each with Headquarters, U.S. Air Force to deal with all matters pertaining to the Air National Guard. They were: Col. Clinton A. Burrows, California; Col. Orren H. Lane, Georgia; Lt. Col. Edward H. Bradford, Massachusetts; and Lt. Col. Royal Hatch, Jr., Alabama.<sup>11</sup>

**1 March 1951.** ANG flying squadrons mobilized on this date because of the Korean War were the: 102nd Bomb Squadron (BS) (Light), New York; 105th Fighter Squadron (FS), Tennessee; 109th FS, Minnesota; 110th FS, Missouri; 114th BS (Light), New York; 136th FS, New York; 141st Fighter Bomber Squadron (FBS), New Jersey; 149th FS, Virginia; 153rd FS, Mississippi; 170th FS, Illinois; 175th FS, South Dakota; 179th FS; Minnesota; 192nd FBS, Nevada; and the 195th FS, California.<sup>12</sup>

**1 March 1951.** After being called to active duty on this date because of the Korean War, the South Dakota ANG’s 175<sup>th</sup> Fighter Squadron was

redesignated the 175<sup>th</sup> Fighter Interceptor Squadron and assigned to air defense duty at Ellsworth AFB, South Dakota with its F-51Ds.<sup>13</sup>

**1 March 1951.** The California ANG's 195<sup>th</sup> Fighter Squadron, called into federal service on this date because of the Korean War, remained at its home station at Van Nuys until it was returned to state control. In October 1952, its F-51Ds were supplemented by F-51Hs.<sup>14</sup>

**1 March 1951.** The Oregon Air Guard's 123<sup>rd</sup> Fighter Squadron was redesignated the 123<sup>rd</sup> Fighter Interceptor Squadron. While it remained at Portland AFB during the Korean War, most of its pilots were transferred to other units. They were replaced by active duty Air Force pilots.<sup>15</sup>

**1 March 1951.** After being mobilized on this date because of the Korean conflict, the Tennessee ANG's 105<sup>th</sup> Fighter Squadron remained at its home station at Nashville for 15 months. In April 1951 it converted from F-47Ds to F-51Ds and was redesignated the 105<sup>th</sup> Fighter Interceptor Squadron on 1 May 1952. The unit was moved to McGhee Tyson Airport on 1 June 1952 and remained there until returned to state control.<sup>16</sup>

**March 1951.** The 154th Fighter Squadron, Arkansas ANG, redesignated as the 154th Fighter Bomber Squadron for active duty and moved to Langley AFB, Virginia in October 1950, converted from F-51Ds to F-84Es.<sup>17</sup>

**March 1951.** After being mobilized on 1 February 1951 during the Korean War, the Wisconsin Air Guard's 126<sup>th</sup> Fighter Interceptor Squadron moved to Truax Field, Madison from its home station at General Mitchell Field, Milwaukee. It remained there on air defense duty with its F-80As until returned to state control on 31 October 1952.<sup>18</sup>

**March 1952.** The Air Force established the mobilization assignment of all ANG fighter units in the continental U.S. as air defense.<sup>19</sup>

**1 March 1953.** The 138th Fighter Interceptor Squadron at Syracuse, New York and the 194th Fighter Bomber Squadron at Hayward, California began an experimental augmentation of ADC's runway alert program by Air Guard fighter units. Each unit maintained two F-51Ds and five pilots on alert from one hour before sunrise to one hour after sunset throughout the week. Based upon the experiment's success, continuous Air Guard participation in the runway alert program was adopted in 1954. It marked the beginning of the Air Force's total force approach to reserve component utilization and training.<sup>20</sup>

**27 March 1953.** Maj. James P. Hagerstrom, a Texas Air Guardsman flying an F-86 in a regular Air Force unit, shot down a MiG 15 raising his total kills to 5.5 during that war. Hagerstrom was the fourth Air Guardsman to become an ace in Korea. He ended the conflict with 8.5 confirmed kills. During World War II, Hagerstrom had downed 8 enemy aircraft in the Southwest Pacific while a member of the Army Air Forces. He remained in the active duty Air Force after the Korean War.<sup>21</sup>

**15 March 1954.** Headquarters, U.S. Air Force rejected a campaign begun earlier that year by the Air Guard to transfer the training and inspection function for ANG units from the Continental Air Command to organizations such as the Air Defense Command that would actually use those outfits in wartime. That proposal, which became known as the “gaining command” concept of reserve forces management, was finally adopted by the Air Force in February 1960. Its basic premise was that those major air commands which would fight Guard and Reserve units during wartime would train and inspect them in peacetime.<sup>22</sup>

**March 1959.** Flying their Northrop F-89H Scorpions from Tyndall AFB, Florida, pilots of the 109<sup>th</sup> Fighter Interceptor Squadron, Minnesota ANG, became the first Air Guardsmen to live-fire Falcon radar-guided air-to-air missiles.<sup>23</sup>

**March 1959.** Members of the New York Air Guard’s 213<sup>th</sup> Ground Electronics Engineering and Installation Agency Squadron spent their 15-day annual training period installing communications facilities at the Air Force’s Cape Canaveral missile test center and nearby Patrick AFB, Florida. It was the first time an ANG unit had been employed in the huge expansion project underway at Canaveral. The unit’s deployment to Florida combined durable work and realistic “live scheme” training.<sup>24</sup>

**14 March 1960.** The 120<sup>th</sup> Fighter Interceptor Group, Montana ANG, received its first F-89J Scorpion fighter. The aircraft was capable of firing the nuclear-armed Genie air-to-air rocket.<sup>25</sup>

**March 1960.** The 120<sup>th</sup> Fighter Group, Montana ANG, converted to F-89J fighters armed with Genie nuclear air-to-air missiles. The nuclear weapons were stored at Gore Hill, the unit’s home station. The 120<sup>th</sup> received its first F-89J on 11 March; the last F-89J left the 120<sup>th</sup> on 4 November 1966 ending the group’s nuclear mission.<sup>26</sup>

**March 1960.** Selected aircrews from six ANG C-97 units completed retraining with the Military Air Transportation Service at Travis AFB, California, then made transoceanic checkout flights to Tachikawa AFB, Japan, and back.<sup>27</sup>

**March 1962.** *The Air Reservist* magazine reported that personnel from three Air Guard Aircraft Control and Warning Squadrons located in Denver, Colorado, Salt Lake City, Utah and Puerto Rico were manning radar sites on a fulltime basis for the Air Defense Command. In Hawaii, an Air Guard Aircraft Control and Warning Squadron also operated a radar site around-the-clock.<sup>28</sup>

**20 March 1964.** A C-97 from the Georgia Air Guard's 165<sup>th</sup> Air Transport Group (Heavy) flew the unit's first trans-Pacific flight, carrying 22.7 tons of cargo to Japan.<sup>29</sup>

**27 March 1964.** After one of the largest earthquakes in its history caused enormous damage in Alaska, members of the ANG's 144<sup>th</sup> Air Transport Squadron helped rescue victims in Anchorage and provided food and shelter to them, reestablished vital communications across the state, and airlifted rescue workers and supplies to other stricken communities. The unit's C-123Js flew 77 sorties airlifting 201 passengers and 131,054 pounds of cargo within a week during its relief operations. They were aided by Air Guardsmen from four other states who flew 12 airlift missions carrying relief supplies to Alaska.<sup>30</sup>

**March 1964.** Illinois Air Guardsmen assigned to the 126<sup>th</sup> Air Refueling Group installed and began testing a prototype conversion of a Boeing KC-97G Stratotanker which gave that aircraft the capability to refuel any fighter in the Air Force inventory. That initiative, which they had suggested, involved installing jet engines pods and an improved rendezvous radar equipment on a KC-97G from KB-50s which the Air Force had withdrawn from service. The prototype cost \$40,000.00. Based on the experiment's success, the Air Force approved a proposal to modify all 54 Stratotankers in the ANG inventory with jet engines and improved radar. The jet-augmented ANG aircraft were designated KC-97Ls.<sup>31</sup>

**3-13 March 1969.** Astronaut Russell L. Schweickart, a former Massachusetts Air Guard fighter pilot, orbited the earth in NASA's Apollo 9 space mission.<sup>32</sup>

**28 March 1969.** Maj Clyde Seiler, a pilot in the Colorado Air Guard's mobilized 120<sup>th</sup> Fighter Squadron, was killed when his F-100 crashed after being hit by enemy ground fire during a strafing mission in Vietnam.<sup>33</sup>

**March 1969.** *The National Guardsman* magazine reported that the Illinois Air Guard's 126<sup>th</sup> Tactical Hospital had recently deployed a 36-bed hospital with a 30-day stock of supplies from its home station at Chicago's O'Hare International Airport to Kindley AFB, Bermuda aboard a C-97 Stratofreighter and a KC-97L Stratotanker from the 126<sup>th</sup> Air Refueling Wing. That unit airlifted 24 personnel and 25,000 pounds of equipment to Bermuda to handle

its 13-tent hospital complex. The two-week exercise was the first known deployment of an ANG hospital unit outside the continental U.S. for training.<sup>34</sup>

**23-26 March 1970.** Following a declaration of national emergency by President Richard M. Nixon because of a wildcat strike by the Manhattan-Bronx Letter Carrier's Union, over 14,000 New York Army and Air Guardsmen along with thousands of active duty and federal reserve forces personnel were mobilized to assist postal supervisors in making sure that the mail was delivered in the metropolitan New York City area.<sup>35</sup>

**March 1972.** *The National Guardsman* magazine reported that the Minnesota Air Guard's 133<sup>rd</sup> Training Flight had recently begun training members of the Spanish Air Force to become instructors in the operation and maintenance of KC-97 Stratotankers. Spain had purchased KC-97s from the U.S. to refuel its fighter aircraft. In addition to working with the Spanish, the 133<sup>rd</sup> also provided transition training on the KC-97 and C-130 to other ANG units.<sup>36</sup>

**4 March 1976.** President Gerald R. Ford awarded the Medal of Honor to Colonel George E. ("Bud") Day, USAF, a former Iowa Air Guardsman, for personal bravery. After Day's F-100 Super Sabre was shot down on 26 April 1976 during a "Misty FAC" mission over North Vietnam, North Vietnamese troops captured the badly injured flyer. Day escaped and made his way back to South Vietnam, only to be shot and again captured by Viet Cong soldiers; he then endured a brutal 67-month imprisonment before being released on 14 March 1973.<sup>37</sup>

**12 March 1976.** A KC-135A from Ohio's 145<sup>th</sup> Air Refueling Squadron became the first ANG tanker to participate in a Strategic Air Command (SAC) over water air refueling. The Guard aircraft helped SAC KC-135s refuel A-7s deploying from California to Hawaii.<sup>38</sup>

**March 1976.** In response to a severe ice storm, volunteers from the 110<sup>th</sup> Tactical Air Support Group, Michigan ANG, traveled on state active duty (SAD) orders from their base at Battle Creek to the Clarkston and Millington areas in their home state to assist in restoring electrical power to a local college, nursing home and high school.<sup>39</sup>

**1-17 March 1979.** Air Guardsmen from Alabama's 226<sup>th</sup> Combat Communications Group and Hawaii's 201<sup>st</sup> Combat Communications Group deployed to the Republic of Korea to participate in Team Spirit 79. It was the first field training exercise involving the Combined Forces Command, the newly integrated command structure for U.S. and Republic of Korea forces in the latter nation.<sup>40</sup>

**30 March 1979.** Pennsylvania Air Guardsmen assigned to the 193<sup>rd</sup> Tactical Electronic Warfare Group at Harrisburg International Airport began providing local transportation to members of the Nuclear Regulatory Commission (NRC) and White House teams that descended on the area to deal with the nuclear reactor incident at the nearby Three Mile Island power plant. Members of the ANG unit's maintenance squadron logged 310 hours parking, unloading, and servicing transient aircraft during the incident. Personnel assigned to the 193<sup>rd</sup>'s field maintenance shop built special shipping containers, racks, and detector shields for use by NRC personnel.<sup>41</sup>

**17-20 March 1982.** To protect Fort Wayne, Indiana against the rapidly rising flood waters of the three rivers that converged within its boundaries, Governor Robert Orr mobilized the Air Guard's 122<sup>nd</sup> Tactical Fighter Wing and elements of Army Guard units to assist local authorities. Air Guardsmen focused on providing supervisors to the efforts to build up the existing system of dikes that protected the city. They also established a vital communications network that linked the workers on the dikes with the unit's home station at Fort Wayne Municipal Airport and the city's downtown command post. Their efforts were successful and the dikes held.<sup>42</sup>

**March 1982.** Major General John B. Conaway, ANG Director, testified before the House Armed Services Committee that, during Fiscal Year 1981, the Air Guard had been called upon 22 times to perform state active duty for approximately 3,800 workdays. Those missions had involved civil disturbance control operations, power outages, forest fires and the California Med Fly operation. In addition, the ANG was called up 45 times to support the National Search and Rescue Service and was involved in 32 saves/rescues. He also reported that the ANG had achieved the lowest Category A Aircraft accident rate in its history with a rate of 1.7 accidents per 100,000 hours of flying. General Conaway stressed that the Air Guard had achieved a personnel end strength of 98,293 in Fiscal Year 1981, its highest ever.<sup>43</sup>

**18-21 March 1983.** The Hawaii Air National Guard's 154<sup>th</sup> Composite Group deployed personnel from its fighter squadron as well as its aircraft control and warning squadron plus six F-4Cs to South Korea for the Team Spirit exercise. The 201<sup>st</sup> Combat Communications Group, Hawaii ANG, and the 251<sup>st</sup> Combat Communications Group, Ohio ANG, also sent personnel and equipment to South Korea for the exercise.<sup>44</sup>

**March 1983.** The 189<sup>th</sup> Tactical Training Flight and the Reconnaissance Weapons School were organized by the Idaho ANG at Boise's Gowen Field to train ANG RF-4C replacement crews and to teach advanced tactics to ANG RF-

4C crews.<sup>45</sup>

**1 March 1989.** The 114<sup>th</sup> Tactical Fighter Training Squadron, Oregon ANG, received its first F-16 upgraded to an air defense configuration. The unit had converted from F-4Cs to F-16A/Bs during the fall of 1988.<sup>46</sup>

**March 1990.** The Idaho Air Guard enlarged its RF-4C reconnaissance training program at Boise under a project called "USAF Top Off" to include not only ANG aircrews but active duty Air Force ones as well.<sup>47</sup>

**11 March 1992.** Brig. Gen. J. M. Hafen, Utah ANG, reported to Maj. Gen. Phil Killey, ANG Director, that the B-52H mission which had been offered to the ANG by the Air Force was "doable" but not as desirable as the KC-135 mission.<sup>48</sup> Washington state ANG leaders convinced Rep. Tom Folley (D.-Washington), the Speaker of the House of Representatives, that it was not a good idea to exchange their KC-135s for B-52s as the Air Force planned to do. Speaker Folley discussed the matter with senior Air Force leaders and the aircraft conversion plan was quietly dropped.<sup>49</sup>

**24 March 1992.** Astronaut and former Massachusetts Air Guard A-10 pilot Byron K. Lichtenberg served as a payload specialist aboard the Space Shuttle *Atlantis* (STS-45) which was launched into orbit on this date. It was Lichtenberg's second space flight. The *Atlantis* landed safely on 2 April 1992.<sup>50</sup>

**27 March 1992.** The last ANG C-130A departed the Memphis base of the 164<sup>th</sup> Tactical Airlift Group, Tennessee ANG, for the bone yard in Arizona. The 164<sup>th</sup> was transitioning to the C-141B.<sup>51</sup>

**11 March 1993.** An Air Force report on Base Realignment and Closure recommended that, contrary to the recommendations of the 1991 commission, the 121<sup>st</sup> Air Refueling Wing (ARW) and 160<sup>th</sup> Air Refueling Group, Ohio ANG, should remain at the Rickenbacker ANG Base, Ohio. It also called for the closure of O'Hare Air Reserve Station in Illinois and that the 126<sup>th</sup> ARW, Illinois ANG, be moved to another location.<sup>52</sup>

**March 1993.** The 124<sup>th</sup> Fighter Group, Idaho ANG, sent F-4G "Advanced Wild Weasel" aircraft and volunteers to Saudi Arabia to help enforce the no-fly zone over Iraq in Operation Southern Watch.<sup>53</sup>

**9 March 1996.** After Cuban fighters shot down two U.S. civilian aircraft over the Straits of Florida, F-15s from the 125<sup>th</sup> Fighter Wing (FW), Florida ANG, scrambled from Homestead AFB to provide a combat air patrol over the U.S. Coast Guard's search and rescue operations in international waters off the Cuban coast. The 125<sup>th</sup> FW flew 15 armed sorties on 9-10 March. They were

joined by F-16s from Minnesota's 148th FW which flew eight sorties from their alert site at Tyndall AFB, Florida.<sup>54</sup>

**March 1996.** The 184th Bomb Wing, Kansas ANG, completed its conversion to the B-1B bomber.<sup>55</sup>

**1 March 1997.** Lt. Col. Martha Rainville, Vermont Air Guard, was sworn in as the nation's first female Adjutant General ever by the state's Governor, Howard Dean.<sup>56</sup>

**March 1997.** 12 F-16s from the ANG and AFRES deployed to Incirlick AB, Turkey to form a "rainbow unit" of fighters to support Operation Northern Watch to help maintain a no-fly zone over the northern portion of Iraq. Units involved were Wisconsin's 115th Fighter Wing (FW) and Ohio's 178th FW plus the Air Force Reserve's 419th FW.<sup>57</sup>

**26 March 1998.** Representatives of the National Science Foundation (NSF), Department of Defense, Air Force, Navy, U.S. Transportation Command, and the NGB signed a Memorandum of Agreement turning over responsibility for providing airlift support of NSF operations in Antarctica from the U.S. Navy to the New York ANG's 109th Airlift Wing.<sup>58</sup>

**24 March 1999.** NATO aircraft began a bombing campaign against Yugoslavia designed to force the Serbs to accept an alliance-sponsored peace agreement for the latter's breakaway province of Kosovo. KC-135 Stratotankers and crews from the Hawaii ANG's 203rd Air Refueling Squadron, on a previously scheduled deployment to France, participated in Operation Allied Force.<sup>59</sup>

**27 March 1999.** About 100 Air Guard volunteers and two EC-130 Commando Solo aircraft from Pennsylvania's 193rd Special Operations Wing deployed to Germany to support the NATO air campaign against Yugoslavia.<sup>60</sup>

**28 March 1999.** The NGB requested help for Operation Allied Force from Nebraska's 155th Air Refueling Wing. Less than 60 hours later, wing personnel and 3 of their KC-135 tankers were on the ground at Rhine Main Air Base, Germany.<sup>61</sup>

**17 March 2001.** A C-5 Galaxy assigned to the New York Air Guard's 105th Airlift Wing delivered 65,600 pounds of relief supplies to earthquake-ravaged El Salvador at the San Salvador International Airport.<sup>62</sup>

**4 March 2002.** Tech. Sgt. Keary Miller, a Kentucky Air Guard pararescue specialist from 123rd Special Tactics Squadron, cared for wounded personnel

and participated in a firefight with nearby enemy forces after the Army special operations helicopter he was riding was shot down on a mountain named Taku Ghar in eastern Afghanistan. For his heroism and professional skill during that 15-hour ordeal in Operation Enduring Freedom, Miller was awarded the Silver Star, the nation's third highest award for valor.<sup>63</sup>

**2 March 2003.** Approximately 300 members of the 118<sup>th</sup> Airlift Wing, Tennessee ANG, were mobilized to serve at an undisclosed location in a possible war against Iraq.<sup>64</sup>

**17 March 2003.** The last Operation Northern Watch mission was flown from Incirlik AB, Turkey.<sup>65</sup>

**17 March 2003.** President George W. Bush issued an ultimatum giving Saddam Hussein and his sons 48 hours to leave Iraq.<sup>66</sup>

**20 March 2003.** Conventional U.S. and coalition ground forces began invading Iraq. The war was named Operation Iraqi Freedom.<sup>67</sup>

**25 March 2003.** Maj. Gregory L. Stone, Idaho ANG, died of his injuries two days after a U.S. Army soldier allegedly threw a grenade into his tent in Kuwait. Stone was serving as an air liaison officer with the Army's 101<sup>st</sup> Airborne Division.<sup>68</sup>

**29 March 2003.** SSgt. Jacob Frazier, a member of the Illinois ANG's 169<sup>th</sup> Air Support Operations Squadron, died when his four-vehicle reconnaissance patrol was ambushed in southern Afghanistan during Operation Enduring Freedom. He was the first Air Guardsmen to be killed in action against enemy forces since the Vietnam War.<sup>69</sup>

**29 March 2003.** As of this date, the ANG had flown 72 percent of Operation Noble Eagle's fighter sorties, 52 percent of its tanker sorties, and 35 percent of its airlift sorties.<sup>70</sup>

**29 March 2003.** As of this date, the ANG had flown 24 percent of Operation Enduring Freedom's fighter sorties, 21 percent of its tanker sorties, and 6 percent of its airlift sorties.<sup>71</sup>

**12 March 2004.** Col. George T. Lynn, Georgia ANG, Commander, 116<sup>th</sup> Air Control Wing (ACW), was promoted to brigadier general in a ceremony at Robins AFB, Georgia. The 116<sup>th</sup> ACW was the first and only blended active duty Air Force/ANG wing in the USAF.<sup>72</sup>

**March 2004.** Detachment 1, Headquarters Nevada Air National Guard was established in March 2004 with the intent of developing it into the Air Guard's first Predator associate unit.<sup>73</sup>

**9 March 2005.** In a letter to Gen. John P. Jumper, the Air Force Chief of Staff, the President of the Adjutant Generals Association of the United States, Maj. Gen. David P. Rataczak, Arizona ARNG, stressed that problems existed with the Air Force's Future Total Force (FTF) initiative "that could be very detrimental to the National Guard to the point of irreversible deterioration. . . . the FTF initiative seems to focus on accelerated reductions of current weapons systems located predominantly in the Air National Guard and the relocation of ANG units to active duty bases."<sup>74</sup>

**23 March 2005.** The Air Force took delivery of its final E-8C Joint STARS aircraft. It was the seventeenth production aircraft, all of which were assigned to the blended ANG/USAF 116<sup>th</sup> Air Control Wing at Robins AFB, Georgia.<sup>75</sup>

**March 2005.** Nevada Air National Guardsmen began working in association with Air Force personnel to learn how to operate Predator drones.<sup>76</sup>

**March 2007.** The West Virginia ANG's 167<sup>th</sup> Airlift Wing flew its first C-5 mission. The unit was converting from C-130s to C-5s.<sup>77</sup>

**12 March 2008.** Nearly 250 members of the Wisconsin Air Guard's F-16 equipped 115<sup>th</sup> Fighter Wing returned to their home station after a voluntary two-month deployment to Iraq. Approximately 30 other members of the unit remained in the region serving voluntary tours of 60 to 180 days.<sup>78</sup>

**14 March 2008.** The ANG dedicated its new high tech Crisis Action Team (CAT) at the ANGRG to the memory of the late Maj. Gregory L. Stone, a Utah Air Guardsman, who died in a field hospital in Kuwait on 25 March 2003 after a soldier in his Army division discharged grenades and gunfire into his and two other tents. Maj. Stone had served in the ANG CAT shortly after the 9/11 terrorist attacks on the U.S.<sup>79</sup>

**19 March 2009.** The Air Force accepted its first MC-12W Liberty Project Aircraft (LPA) from Hawker Beechcraft during a ceremony at a company facility in Wichita, Kansas. The aircraft was the first of 37 modified King Air 350 planes which the Air Force was obtaining to bolster its ISR capabilities in Afghanistan and Iraq. Weapon system training for the MC-12W would be conducted by the ANG at Key Field in Meridian home of the Mississippi Air Guard's 186<sup>th</sup> Air Refueling Wing.<sup>80</sup>

**20 March – 5 April 2009.** The 138 FS, 174 FW, New York ANG based at

Hancock Field, New York, deployed their F-16 aircraft, pilots, and maintenance personnel to Nellis AFB, Nevada to participate in Red Flag exercises. This was the last F-16 deployment for the 174 FW before the unit converted to the MQ-9 Reaper mission.<sup>81</sup>

**March 2009.** The ANG notified its civil engineering units that involuntary deployments were planned for them during the next two years as part of the Air Force's surge of such organizations to buildup infrastructure in Afghanistan that would accompany the U.S. troop increase there.<sup>82</sup>

**6 March 2010.** The 174<sup>th</sup> Fighter Wing, New York ANG, lost its last two F-16s as a result of BRAC 2005. It was transitioning to MQ-9 Reaper remotely piloted aircraft.<sup>83</sup>

**Ca. 30 March 2010.** The "[Fiscal Year] 2011 National Guard Posture Statement" reported that 146,000 Air Guardsmen had deployed overseas since the 9/11 terrorist attacks on the United States, many of them on their second or third rotations to combat zones.<sup>84</sup>

**11 March to 22 April 2011.** 52 ANG members from the 109<sup>th</sup> Air Operations Group, Hawaii ANG and 157<sup>th</sup> Air Operations Group, Missouri ANG participated in humanitarian relief operations following the 9.0 magnitude earthquake that struck Japan. Dubbed Operation TOMODACHI, ANG personnel integrated with the active duty 613<sup>th</sup> Air Operations Center at Kadena AB and Yokota AB.<sup>85</sup>

**19 March 2011.** Coalition forces launched "Operation Odyssey Dawn" to enforce UN Security Council Resolution 1973 to protect the Libyan people from that nation's ruler, Moammar Gadhafi and his regime.<sup>86</sup>

**21 March 2011.** Seven crew members from the 172<sup>nd</sup> Airlift Wing, Mississippi ANG, assisted in Japan after a tsunami damaged a nuclear reactor by transporting a team taking air and ground samples.<sup>87</sup>

**22 March 2011.** NGB officials reported that airmen and aircraft from 11 ANG refueling wings were contributing to Operation Odyssey Dawn, the international operation enforcing a United Nations authorized no-fly zone in Libya. The ANG units involved came from Alaska, Arizona, Illinois, Iowa, Michigan, Nebraska, New Jersey, Ohio, Pennsylvania, Tennessee and Utah.<sup>88</sup>

**31 March 2011.** NATO took the lead in the coalition operation against the Gadhafi regime in Libya. "Operation Odyssey Dawn" became "Operation Unified Protector."<sup>89</sup>

**31 March 2011.** As of this date, the ANG had 106,443 personnel on board. Its programmed end strength was 106,700.<sup>90</sup>

## SOURCE NOTES

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- <sup>1</sup> Francillon, *Air Guard*, p. 12; Article (U), Sylvia Ronzone, Public Information Office, California National Guard, "The National Guard sprouts its Wings," *The National Guardsman*, January 1954, pp. 2-3.
- <sup>2</sup> Juliette A. Hennessy, *The United States Army Air Arm, April 1861 to April 1917*, (Air Force Historical Study No. 98, Maxwell AFB, AL U.S. Air Force Historical Division, Research Studies Institute, Air University, 1958), pp. 131-134, 183-187; Henry Greenleaf Pearson, *A Business Man in Uniform: Raynal Cawthorne Bolling*, (New York: Duffield & Co., 1923), pp. 66-84.
- <sup>3</sup> *Colorado Pride*, p 36.
- <sup>4</sup> Maurer Maurer, Editor, *Combat Squadrons of the Air Force: World War II*, (Washington, DC: Albert F. Simpson Historical Research Center, Office of Air Force History, Headquarters, USAF, 1982), p 188.
- <sup>5</sup> Francillon, *Air Guard*, p. 19.
- <sup>6</sup> Col. J. Lane, MSgt V. Augspurger, and SSgt A. Robertson, Editors-In-Chief, *The History of the 124<sup>th</sup> Ftr Sqn/132<sup>nd</sup> Ftr Wg, Iowa Air National Guard. 1941 Thru 1982*, (132<sup>nd</sup> TFW, Iowa ANG, March 1983), p 39.
- <sup>7</sup> Francillon, *Air Guard*, p. 35.
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