

DATE: 22-23 APRIL 2013

A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS FOR MAY

Compiled By:
ANG History Office (NGB/HO)

22 May 1912. Lt. Col. Charles B. Winder of Ohio became the first Guardsman to be awarded a Reserve Military Aviator's rating. He earned it by completing the Army's aviation school at Augusta, Georgia.¹

23 May 1917. The First Aero Company, New York National Guard, was disbanded.²

May 1918. Maj. Reuben Fleet, an Army officer and former Washington state Guardsman, organized the first U.S. air mail service. After World War I, he left the Army and founded the Consolidated Aircraft Corporation in Buffalo, New York.³

22 May 1922. Members of the 136th Squadron, Tennessee National Guard, conducted a sham air battle for the public above the American Legion Field in Nashville.⁴

7 May 1926. The 107th Observation Squadron, Michigan National Guard, received federal recognition.⁵

20-21 May 1927. Capt. Charles A. Lindbergh, a member of the 110th Observation Squadron, Missouri National Guard, became the first person to fly solo across the Atlantic Ocean. For his accomplishment, he received the Medal of Honor, one of three Guard aviators to be awarded the nation's highest military honor.⁶

24 May 1927. Because of an attempted prison break at Folsom Prison, two aircraft from the California National Guard's 115th Observation Squadron, armed with machine guns, were sent to Sacramento to stand by for possible use. But, no prisoners escaped and the aircraft returned to their home station at Griffith Park in Los Angeles.⁷

May 1931. The National Guard provided 65 aircraft and crews from all of its 19 observation squadrons to participate in the Army Air Corps' annual maneuvers that began at Wright Field, Ohio and then crisscrossed the United States. This was the first known participation of National Guard aviation units in Army Air

Corps maneuvers.⁸

1 May 1941. The 128th Observation Squadron, Georgia National Guard, received federal recognition.⁹

10 May 1946. After what a National Guard spokesman described as a “knock-down drag-out fight,” Gen. Carl Spaatz, the AAF’s commander, informed General Stratemeyer that federal law limited his control of the ANG while the latter remained in its state status. Spaatz agreed that the AAF, including the ADC, would work through the NGB on all ANG matters.¹⁰

28 May 1946. The 464th Fighter Squadron, AAF, was redesignated the 199th Fighter Squadron and reassigned to the Hawaii National Guard.¹¹

May 1947. 25 P-51s arrived at Standiford Field in Louisville to be flown by the 165th Fighter Squadron, Kentucky ANG. Prior to that, the unit had flown 4 B-26s, 3 C-47s, 2 AT-6s, and a pair of L-5s.¹²

26 May 1949. As of this date, all 514 ANG units authorized in postwar plans of the War Department had been organized and federally recognized.¹³

1 May 1950. Special Regulation (SR) 10-230-1, “Organization and Functions, Department of the Army, National Guard Bureau,” established a new position, Deputy Chief of the National Guard Bureau. That officer would serve in the rank of major general like the chief. The deputy chief would be nominated by the Secretary of the Air Force, with the agreement of the Secretary of the Army, from a list of Air National Guard candidates submitted by state and territorial governors as well as the commanding general of the District of Columbia’s National Guard. SR 10-230-1 was modified in February 1953 to allow either an Air or Army Guardsman to serve as deputy when the chief was a member of the other reserve component.¹⁴

1 May 1951. ANG units called into federal service on this date because of the Korean War included the: 142nd Aircraft Control and Warning Squadron (AC&WS), Oregon; 162nd Aircraft Control and Warning Group (AC&WG) Group, California; 147th AC&WS, California; 148th AC&WS, California; 149th AC&WS, California; 159th AC&WG, Colorado; 137th AC&WS; Colorado; 138th AC&WS, Colorado; 139th AC&WS, Colorado; 132nd AC&WS, Minnesota; 130th AC&WS, Utah; 160th AC&WG, Washington; 141st AC&WS, Washington; and the 143rd AC&WS, Washington.¹⁵

14 May 1951. The ANG’s 116th Fighter Bomber Wing received a warning order to prepare for a move to Europe to help shore up NATO against a possible attack by the Soviet Union.¹⁶

15 May 1951. The first contingent of the ANG's 136th Fighter Bomber Wing personnel left the United States for Japan.¹⁷

17 May 1951. The Delaware ANG's 142nd Fighter Squadron (Jet) was redesignated the 142nd Fighter Interceptor Squadron. It had assumed air defense responsibilities for the mid-Atlantic region at its home station with its F-84Cs after being mobilized on 1 February 1951.¹⁸

18 May 1951. Personnel of the Air Guard's 136th Fighter Bomber Wing (FBW) began arriving in Japan. They reported to the 27th Fighter Escort Wing (FEW) at Itazuke AB for training and indoctrination. The 136th FBW took over F-84Es from the 27th FEW when the latter completed its final operations in July 1951.¹⁹

24 May 1951. Flying F-84Es belonging to the 27th Fighter Escort Wing, pilots of the Air Guard's 136th Fighter Bomber Wing saw their first combat action during the Korean War.²⁰

29 May 1951. Personnel of the Oregon ANG's 142nd Aircraft Control and Warning Squadron sailed for Alaska aboard the *USNS Lt. Raymond O. Beaudoin*. Following their arrival, they manned three radar sites along the Bering Sea and built three more sites at other remote locations in that territory.²¹

May 1951. The Pennsylvania ANG's 146th Fighter Bomber Squadron (FBS), which remained under state control during the Korean War, converted from F-47Ns to F-51Hs. On 1 October 1952, it was redesignated the 146th Fighter Interceptor Squadron and then on 1 December 1952 and was redesignated the 146th FBS.²²

1 May 1952. Many of the personnel of the Connecticut ANG's 103rd Aircraft Control and warning Squadron (AC&WS) were transferred to the newly-organized 932nd AC&WS. After intensive training on Cape Cod, Massachusetts, the new unit moved to Iceland that fall where it established the first radar installation on the island of Keflavik.²³

3 May 1952. Flying an F-86 in a regular Air Force squadron, Capt. Robert J. Love, a California Air Guardsman, shot down his fifth MiG-15. With that victory, he became the first of four ANG aces during the Korean War. Love ended the conflict with six confirmed MiG kills.²⁴

13 May 1952. Flying F-84Gs, aircraft equipped for in-flight-refueling and capable of delivering tactical nuclear weapons, the Kansas ANG's 127th

Fighter Bomber Squadron deployed to Chaumont, France as part of the 137th Fighter Bomber Wing (FBW). After training Air Force pilots on the aircraft, the unit returned home two months later and its personnel were demobilized. The unit's F-84Gs remained in France and were absorbed into the 48th FBW.²⁵

20 May 1952. Maj. Gen. George G. Finch of Georgia, Continental Air Command's Deputy for Air National Guard Matters, proposed that small numbers of ANG pilots at strategic locations be placed on short tours of active duty to augment the Air Defense Command's runway alert program.²⁶ The proposal was originally rejected by the Air Force as illegal and probably ineffective. But, due to a significant shortage of resources available for continental air defense, the service reluctantly agreed to try it on an experimental basis. This was part of a larger Air Force pattern of involving the ANG in some missions the service did not place a high priority on or turning over such missions to the Air Guard in their entirety such as special operations in the middle 1950s. However, it must be noted that, for the most part, the Air Force integrated ANG units in key fighter, airlift, air refueling, etc., missions after the Korean War.²⁷

28-29 May 1952. The Air Guard's 116th Fighter Bomber Wing participated in "Operation High Tide," the first air refueling under combat conditions. After launching missions from Japan and attacking targets near Sariwon, North Korea, its F-84 fighter-bombers were refueled by KB-29 tankers on their return flights to Misawa Air Base.²⁸

May 1952. The Air Guard's 126th Bomb Wing (Light) of Illinois was transferred from Merignac AB, France to Laon AB, France.²⁹

21 May 1955. Piloting an F-86A, 1st Lt. John M. Conroy of the California Air Guard's 115th Fighter Interceptor Squadron became the first aviator to complete a coast-to-coast round trip flight across the United States from sunrise to sunset on the same day. Conroy dreamed up the stunt to garner publicity for his unit.³⁰

1 May 1958. The Hawaii ANG began providing around-the-clock air defense alert with the F-86L all-weather interceptor, which it had begun to receive on 5 February 1958.³¹

May 1959. Some 50 firefighters from the ANG's 104th Tactical Fighter Group helped local firemen subdue a forest fire that destroyed 400 acres of woodland near the 104th's home station at Barnes Airport, Westfield, Massachusetts, which was threatening the installation's safety.³²

25 May 1960. Members of the Alaska Air Guard's 144th Air Transport Squadron flew their first operational mission in two ski-equipped C-123Js. At the request of the Air Force, they carried radio equipment to scientists conducting geophysical research on the Arctic ice pack about 600 miles from the North Pole. The mission took place approximately one month after the unit received its first Provider.³³

2-6 May 1965. The Oklahoma Air Guard's 185th Air Transport Squadron deployed its C-97E "Talking Bird" flying command post to Puerto Rico to support the U.S. military intervention in the Dominican Republic.³⁴

May 1965. The last F-84F Thunderstreak to serve with the active duty Air Force was flown from the 366th Tactical Fighter Wing at Holloman AFB, New Mexico to its new home with the Air Guard's 170th Tactical Fighter Squadron at Springfield, Illinois.³⁵

May 1966. *The National Guardsman* magazine reported that Capt. John M. Swigert, a former Connecticut ANG flier, had been selected by the National Aeronautics and Space Administration for astronaut training. Swigert, a civilian test pilot for the Pratt & Whitney Division of the United Aircraft Corporation, had served as a Connecticut Air Guard pilot for approximately five years.³⁶

3 May 1968. The first stage of the deployment of 4 mobilized Air Guard tactical fighter squadrons to South Vietnam was completed on this date when 20 F-100Cs from Colorado's 120th Tactical Fighter Squadron (TFS) landed at Phan Rang Air Base. They were followed in short order by F-100s from Iowa's 174th TFS (Phu Cat Air Base), New Mexico's 188th TFS (Tuy Hoa Air Base), and New York's 136th TFS (Tuy Hoa Air Base).³⁷

8 May 1968. Pilots from the 120th Tactical Fighter Squadron, Colorado ANG, began flying operational missions in South Vietnam.³⁸

13 May 1968. The Department of Defense mobilized an additional 22,200 Guardsmen and Reservists, including 1,333 Air Guardsmen, in response to the *Pueblo* crisis and the communists' Tet Offensive in South Vietnam. The ANG units called into federal service included two tactical fighter squadrons and an aeromedical airlift squadron.³⁹

May 1968. The Air Force announced that four ANG airlift units scheduled for deactivation in July 1968 – the 105th Military airlift Group (MAG), New York; the 111th MAG, Pennsylvania; the 195th Military Airlift Squadron, California; and the 170th MAG, New Jersey – would continue in their current missions for

at least another year.⁴⁰

May 1968. Members of the Venezuelan Air Force began deploying to Puerto Rico for “Operation Magic Eye” which involved the Puerto Rican ANG training them in fighter intercepts and air controllership for air defense operations.⁴¹

May 1970. The “Air National Guard Airlift Command Post” at Nashville, Tennessee, was renamed the “Airlift Operations Center.” Operating around-the-clock, 365 days a year, it monitored and directed ANG aircraft across the nation.⁴²

May 1970. After a disastrous tornado hit the Lubbock, Texas area killing 26 individuals, photos taken on an “unofficial” basis by ANG reconnaissance pilots helped assess the damage and charted the storm’s path. Subsequently, the NGB set up a pilot program for nationwide civil defense tornado assessment and assigned the mission to the Michigan Air Guard’s 110th Tactical Reconnaissance Group.⁴³

1 May 1975. CMSgt. Theodore H. Jackson, a New Jersey Air Guardsman, reported to the National Guard Bureau’s Air Directorate as the first Senior Enlisted Advisor to the Director of the Air National Guard.⁴⁴

3 May 1975. Previously slated to be deactivated, the California Air Guard’s 129th Special Operations Squadron was redesignated the 129th Aerospace Rescue and Recovery squadron. It was equipped with Lockheed HC-130H/Ps and Sikorsky HH/CH-3Es. It was the first ANG unit to be officially designated a rescue unit.⁴⁵

21 May 1977. At the annual dinner of the Order of Daedalians in Denver, Colorado, the Air Force presented the Air National Guard with the 1976 Major General Benjamin D. Foulois Memorial Award for having the most effective aircraft accident prevention program of all of its major commands. During 1976, the ANG experienced an all-time low (to that point) for its major aircraft accident rate of 3.2 per 100,000 flight hours. It was the first time that an Air Reserve Component had won the safety award.⁴⁶

14 May 1979. The last Air Guard C-121 type aircraft, an EC-121 “Coronet Solo” variant operated by Pennsylvania’s 193rd Tactical Electronic Warfare Squadron, was retired from service and flown to the Military Aircraft Storage and Disposition Center at Davis-Monthan AFB, Arizona.⁴⁷

3 May 1980. The 155th Tactical Reconnaissance Group, Nebraska ANG

deployed eight RF-4Cs to Eskisehir Air Base, Turkey for two weeks to participate in Dawn Patrol, a NATO exercise.⁴⁸

7 May 1980. The first unit of the Virgin Islands ANG, the 285th Combat Communications Flight, was activated on this date.⁴⁹

25 May 1983. Georgia's 116th Tactical Fighter Wing at Dobbins AFB retired the last F-105 in ANG service.⁵⁰

May 1984. *National Guard* magazine reported that the 190th Air Refueling Group of Kansas had become the first Air Guard unit ever to win the U.S. Air Force's Saunders Trophy for the best overall performance by an air refueling unit during the Strategic Air Command's annual navigation/bombing competition.⁵¹

May 1984. Air Guard and Air Force Reserve C-130 units deployed to Zaragoza Air Base, Spain to participate in exercise Distant Hammer'84. It was the first time the two forces had worked together with an "interfly" agreement that enabled their personnel to operate each others' aircraft.⁵²

May 1985. Nine ANG KC-135s provided air refueling support to 36 Air Guard A-7s which deployed to the United Kingdom for Exercise Coronet Buffalo. The ANG tankers were augmented by Air Force KC-135s and KC-10s.⁵³

May 1985. *National Guard* magazine reported that a C-130 and aircrew from the Tennessee Air Guard's 164th Tactical Airlift Group had recently transported over 4,000 blankets for the Defense Department's efforts to help provide relief for a famine in Ethiopia and the Sudan. They were joined by ANG aircrews and C-130s from Colorado, Maryland, California, Oklahoma, and West Virginia. The Air Guardsmen delivered relief supplies to collection points in the U.S. from which they were flown to Africa by Air Force jet transports.⁵⁴

2 May 1990. When two pilots from the Royal Netherlands Air Force (RNAF) soloed for the first time in F-16s from the home station of the Arizona Air Guard's 162nd Tactical Fighter Group at Tucson International Airport, it marked a key milestone in a joint agreement between those two organizations for Guardsmen to train Dutch fighter pilots. The training program had begun at Tucson in March 1990. The 162nd was the only ANG unit training pilots from another nation's air force.⁵⁵

1 May 1993. Maj. Jackie Parker was sworn into the New York Air Guard's 174th Fighter Wing becoming the ANG's first female fighter pilot.⁵⁶

15 May 1993. The 178th Fighter Group, Ohio ANG, was the last unit in the U.S. armed forces to fly the A-7. It said goodbye to the Corsair II during a "SLUF [i.e., Short, Little Ugly Flyer] Salute" at its home station in Springfield, Ohio.⁵⁷

27 May 1993. The Air Force announced force structure changes at McConnell AFB, Kansas which would cause the 184th Fighter Group, Kansas ANG, a training unit, to lose its 54 F-16s and replace them with 10 B-1Bs.⁵⁸

28 May 1996. The 192nd Fighter Wing, Virginia ANG, deployed four F-16C/Ds equipped with tactical photo reconnaissance pods -- the Tactical Air Reconnaissance System it was developing with a contractor -- to Italy. It successfully tested them while supporting NATO forces in Bosnia during peacekeeping operations. The unit departed from Italy for its home station on 15 July 1996.⁵⁹

May 1998. Secretary of Defense William S. Cohen announced the specific locations of the 10 joint Army and Air Guard Rapid Assessment and Initial Detection (RAID) teams that would be established during the next fiscal year to assist civil authorities in the event of an incident involving weapons of mass destruction on American soil. The RAID teams would be placed at: Los Alamitos, California; Aurora, Colorado; Dobbins Air Reserve Base, Georgia; Peoria, Illinois; Natick, Massachusetts; Fort Leonard Wood, Missouri; Stratton Air National Guard Base, New York; Fort Indiantown Gap, Pennsylvania; Austin, Texas; and Tacoma, Washington.⁶⁰

May 1998. Governor Gary Locke of Washington state mobilized the Air Guard's 141st Security Forces Squadron to augment local law enforcement when a riot erupted on the campus of Washington State University. The situation was under control within 24 hours and the unit returned to its home station at Fairchild Air Force Base.⁶¹

1 May 1999. Operation Coronet Nighthawk, the Air Guard's drug interdiction program with fighter aircraft in the Caribbean region, was shifted from Panama to the Dutch island of Curaçao because of the pending closure of U.S. military bases in Panama.⁶²

1 May 1999. The 171st Air Refueling Wing (ARW), Pennsylvania ANG, received its official activation order for Operation Allied Force. The order involved deploying about 400 personnel and 14 KC-135Es to the theater of operations.⁶³ Other mobilized ANG tanker units included: the 117th ARW, Alabama; the 128th ARW, Wisconsin; the 141st ARW, Washington; the 151st ARW, Utah; and the 161st ARW, Arizona.⁶⁴

4-6 May 1999. Approximately 300 mobilized members of the Arizona ANG's 161st Air Refueling Wing and six KC-135s deployed to Europe to support NATO's war against Yugoslavia, Operation Allied Force.⁶⁵

12 May 1999. Acting Secretary of the Air Force F. Whitten Peters announced that additional ANG units had been mobilized for Operation Allied Force. They included the: 232nd Combat Communications Squadron (CBCS), Alabama; 117th Intelligence Squadron, Alabama; 117th Intelligence Squadron, Alabama; 123rd Intelligence Squadron, Arkansas; 149th CBCS, California; 231st CBCS, District of Columbia; 259th Air Traffic Control (ATC) Group, Louisiana; 241st ATC Squadron, Missouri; 152nd Intelligence Squadron, Nevada; 260th Intelligence Squadron, New Hampshire; 269th CBCS, Ohio; 271st CBCS, Pennsylvania; 169th Intelligence Squadron, Utah; and the 143rd CBCS, Washington.⁶⁶

17 May 1999. 18 ANG A-10s and approximately 510 mobilized personnel from the 104th Fighter Wing (FW), 110th FW, and 124th FW left Barnes Municipal Airport, Massachusetts heading for Italy to participate in Operation Allied Force. They comprised the 104th Expeditionary Operations Group.⁶⁷

18 May 1999. The Acting Secretary of the Air Force F. Whitten Peters directed that 109 members of the 255th Air Control Squadron (ACS), Louisiana ANG, be mobilized for active duty in Southwest Asia under a Presidential Selective Reserve Call-Up announced by the Secretary of Defense on 22 February 1998.⁶⁸

18 May 1999. F. Whitten Peters, the Acting Secretary of the Air Force, directed the call-up of 44 Air Guardsmen from the following units: 103rd Air Control Squadron (ACS), Connecticut; 117th ACS, Georgia; and the 128th ACS, Wisconsin.⁶⁹

19 May 1999. The 104th Expeditionary Operations Group, consisting of 18 A-10s and personnel from 3 ANG units, arrived at Trapani Air Base in Sicily for Operation Allied Force.⁷⁰

21 May 1999. Air Guard A-10s from the 104th Expeditionary Operations Group began flying Operation Allied Force missions.⁷¹

21 May 1999. The Acting Secretary of the Air Force, F. Whitten Peters, directed the mobilization of 752 Air Guardsmen from the 101st Air Refueling Wing (ARW), Maine, and the 108th ARW, New Jersey under a Presidential Selective Reserve Call-Up for Operation Allied Force.⁷²

26 May 1999. A small contingent of Air Guardsmen and A-10s assigned to the 104th Expeditionary Operations Group deployed from Trapani Air Base,

Sicily, to Tazar Air Base, Hungary, to perform combat search and rescue operations as required for Operation Allied Force.⁷³

26 May 1999. During a Pentagon press briefing, Maj. Gen. Charles F. Wald of the JCS Joint Staff, observed that "many of those really well-trained pilots are in the Guard and Reserve The Guard unit that arrived in Trapani about a week and a half ago - the A-10s from Massachusetts, Michigan, and Idaho - have an average flying hours per pilot of about 2,000 hours. Many of them have combat time. So many of our real high-flying, experienced pilots are in the Guard and Reserve."⁷⁴

27 May 1999. Approximately 100 mobilized members of the 271st Combat Communications Squadron, Pennsylvania ANG, left for Europe to participate in Operation Allied Force. They served in Turkey and Italy.⁷⁵

May 1999. Cuban government officially admitted that four Alabama Air Guardsmen, serving as civilian contractors, had been killed on 19 April 1961 when their B-26s had been shot down during the Bay of Pigs invasion.⁷⁶

8 May 2000. While wild fires that began on National Park Service land eventually charred 47,650 acres and left 405 families homeless, New Mexico's Governor Gary Johnson called out the National Guard to help evacuate some 25,000 residents and assist in controlling the fire. The largest New Mexico state call-up in nearly 30 years included nearly 40 Security Forces personnel from the 150th Fighter Wing who assisted the Los Alamos Police Department.⁷⁷

14 May 2002. The U.S. Senate confirmed Maj. Gen. Daniel James III, the Adjutant General of Texas, as the new Director of the Air National Guard. A Vietnam combat veteran, he would be the first African-American and the first three-star general to hold that assignment.⁷⁸

21 May 2002. The National Guard Bureau reported that 17,933 Air Guardsmen were serving on partial mobilization status in operations Noble Eagle and Enduring Freedom. Another 6,078 ANG members were serving as volunteers in those two operations. In addition, 248 Air Guardsmen were helping to provide security at civilian airports while on state status (Title 32, U.S. Code) performing active duty support work tours.⁷⁹

31 May 2002. The National Guard's airport security mission ended. Since it began in September 2001 following the terrorist attacks on the U.S., 8,597 Guardsmen had served at 444 airports across the nation. Several hundred of them had been Air Guardsmen.⁸⁰

1 May 2003. Operation Northern Watch was officially ended in a ceremony at Incirlik Air Base, Turkey.⁸¹

2 May 2004. The Tennessee ANG's 164th Airlift Wing in Memphis phased out the last C-141 (tail number 60157) in the ANG inventory during a ceremony at its home station. The aircraft's call sign was "Elvis 73." The unit was slated to receive C-5s.⁸²

5 May 2004. Two C-130s from the California Air Guard's 146th Airlift Wing, equipped with the Modular Airborne Firefighting System, dropped 21,600 gallons of fire-retardant on Santa Barbara County's Cachuma fire.⁸³

21 May 2004. The Alaska ANG officially took over the operation of Clear Air Force Station and its early warning radar from the Air Force during a ceremony attended by seven general officers including Gen. Lance Lord, Commander, Air Force Space Command, and Lt. Gen. Daniel James, III, ANG Director.⁸⁴

10 May 2005. The Adjutant General (TAG) of Wyoming issued a proposal to co-locate an Active Associate C-130 squadron with the 153rd Airlift Wing, Wyoming Air National Guard. It led to the creation of the 30th Airlift Squadron, USAF, which was activated in Cheyenne, Wyoming on 8 July 2006, the first unit of its kind associated with the ANG.⁸⁵

13 May 2005. The Department of Defense (DOD) released its recommended list of bases for realignment and closure to the BRAC Commission. It recommended closing nearly 180 installations across the DOD; if approved as written, it would have a major impact on ANG installations, force structure, and modernization programs. 37 of the 42 Air Force BRAC recommendations affected ANG units, with implications for 56 ANG bases. The Air Force BRAC list eliminated flying missions for 22 ANG units, and in most instances the Air Force had not identified new missions for the affected units. The Adjutants General (AGs) complained bitterly that they had been excluded from the Air Force portion of that process, which exceeded the established BRAC scope of dealing with excess infrastructure by including an effort to transform the force structure of the total Air Force including the ANG. While technically correct, that complaint by the AGs was misleading because a significant number of them had either rebuffed or ignored efforts by the NGB and HQ USAF to significantly reshape the ANG's force structure for several years prior to BRAC 2005. At any rate, the BRAC 2005 process created an enormous amount of suspicion and distrust between the Adjutants General and the Air Force which took several years to overcome.⁸⁶

15 May 2006. In a prime-time televised speech from the Oval Office, President George W. Bush said that he would send 6,000 National Guardsmen to the porous U.S.- Mexican border beginning the next month to help staunch the flow of illegal immigrants into the nation from south of that international boundary. Guardsmen would provide intelligence, surveillance, and logistical assistance to the U.S. Border Patrol during the next two years but not law enforcement duties.⁸⁷

20 May 2006. Maj. Gen. Craig R. McKinley, a Florida Air Guardsman, was promoted to lieutenant general and assumed the post of ANG Director on this date.⁸⁸

4-5 May 2007. Within hours of a deadly tornado that struck Greenburg, Kansas, 15 Air Guardsmen from the Security Forces Squadron of the 184th Air Refueling Wing, Kansas ANG, were among the first wave of responders to the scene of the disaster providing law enforcement assistance. They were joined in that initial wave by 15 members of the 134th Air Control Squadron, Kansas ANG, who provided mobile communications equipment to assist the emergency responders.⁸⁹

14 May 2007. Oklahoma ANG personnel arrived in Azerbaijan for Operation Cherokee Angel, a medical humanitarian mission designed to improve the health of the population while training and working beside Azeri medical personnel.⁹⁰

16 May 2008. 25 members of the Utah Air Guard's 151st Security Forces Squadron left for Saudi Arabia. They were the first of about 1,100 members of that ANG career field that were expected to be sent to Southwest Asia in FY 2008. Typically members of the Security Forces were mobilized for nine months and deployed overseas for 179 days. Members of other Air Force career fields usually deployed for 120 days. Approximately 6,800 Air Guardsmen were members of the Security Forces career field.⁹¹

18 May 2008. Flown by a crew from the Hawaii Air National Guard's 204th Airlift Squadron, the first of two Air Force C-17 Globemaster IIIs arrived at Chengdu Shuangliu International Airport in the People's Republic of China delivering nearly 100,000 pounds of food, tents, blankets and tools in the wake of a devastating earthquake that struck the region on 12 May 2008. The aircraft was based at Hickam AFB, Hawaii.⁹² This was the first known instance that National Guard aviators had operated in China since World War II. During the last year of the war, three Guard flying units had been based in that nation. They were the: 118th Tactical Reconnaissance Squadron (originally the 118th Observation Squadron, Connecticut); 35th Photo Reconnaissance Squadron (originally the 123rd Observation Squadron,

Oregon); and the 115th Liaison Squadron (originally the 115th Observation Squadron, California).⁹³

28 May 2008. The 190 ARW, Kansas ANG, dispatched the Air Force's oldest KC-135E to the "boneyard" on this date. The aircraft (Stratotanker 55-3145) was flown to Topeka to Tucson by a KC-135E-qualified aircrew from the 126 ARW, Illinois ANG. The aircraft had been delivered to the Air Force on 18 December 1957 as a KC-135A. The 190th had transitioned to "R" model KC-135s. Congress had directed that "E" models be retired.⁹⁴

1 May 2009. On this date, 167 ANG security forces personnel were mobilized and deployed for 179 days to Eskan Village, Saudi Arabia.⁹⁵

1 May – 1 September 2009. The 129th Rescue Squadron (RQS), 129th Rescue Wing, California ANG deployed three HH-60G Pave Hawk helicopters to southern Afghanistan to provide Personnel Recovery and Medical Evacuation (PR/MEDEVAC) capability to the International Security Assistance Forces (ISAF) in support of Operation Enduring Freedom. During the deployment, the 129 RQS flew 583 missions and saved 310 lives. They also assisted in the recovery of an additional 608 personnel in routine, convenience, and casualty evacuation missions.⁹⁶

May 2009. The contentious issues of modernization and funding remained clearly evident in discussions about one priority mission that the Air National Guard performed for the Air Force: the Air Sovereignty Alert (ASA) mission. In hearings before the House Armed Services Readiness Committee, Air Guard Director Lt. Gen. Harry M. Wyatt, III, reaffirmed that the ASA mission "is job number one—defending our homeland," but that funding for the mission had been inadequate and that the aircraft used to support the mission were nearing the end of their service life. Wyatt pointed out that 80 percent of the ANG's F-16s would reach the end of their lifespan within eight years. According to the Director, recapitalizing the Air National Guard fleet with the addition of F-22 or F-35 fighter aircraft could reverse the trend, as could proper funding for the ASA mission. Who should actually fund ASA and Operation Noble Eagle (ONE) was a very contentious issue between the Air Force and the ANG after 9/11. Despite the fact that homeland defense was touted as its number-one priority by the DOD, ASA and ONE frequently did not even appear in the Air Force's annual Program Objective Memorandum submissions. The Air Force often asked the ANG to perform those operations from its own cash flow, with the expenditures to be reimbursed after the fact.

The Air Force had not been a big supporter of continental air defense for decades after it and the DOD determined that Soviet ballistic missiles not its small number of strategic bombers were the real threat to the United states. In 1994 it transferred responsibility for manning First Air Force to the Air Guard and deactivated the last of its fighter interceptor squadrons (FISs)

devoted to that mission. The few remaining FISs in the continental United States were all ANG units. By the spring of 2012, the projected service lives of fighter aircraft performing the air defense mission had been reevaluated and extended. The new timeline combined with a SLEP/CAPE (Service Life Extension Program/Combat Avionics Programmed Extension Suite) upgrade for block 40/50 F-16s will allow enough aircraft to exist in the Air Force inventory to permit recapitalization of the ANG fleet. However, the details of the iron flow and the locations, dates and subsequent conversion issues have not been established. Additionally, if further issues arise with the F-35 delivery, then the plan will encounter significant issues.⁹⁷

4 May 2010. Secretary of Defense Robert Gates approved requests from three additional Gulf Coast states to fund the deployment of thousands of National Guardsmen to respond to the oil slick in the Gulf of Mexico.⁹⁸

4 May 2010. Secretary of the Air Force Michael Donley announced that the Air Force would proceed with its plan to augment the Air Force's C-130 training fleet with aircraft from the ANG and AFRES. He added that the service planned to establish an Air Reserve Components C-130 training unit at Little Rock AFB, Arkansas to handle the temporary transfer of those aircraft for training purposes.⁹⁹

11 May 2010. The Air Force announced that the Springfield base of the Ohio Air National Guard would soon have an MQ-9 Predator unit and positions produced by the expansion of the National Air and Space Intelligence Center at nearby Wright-Patterson AFB. It was also slated to serve as an interim site for F-16 bulkhead repairs.¹⁰⁰

22 May 2010. Pilots and A-10Cs of the 188th Fighter Wing, Arkansas ANG, returned to their home station from an Aerospace Expeditionary Force deployment to Kandahar Airfield in Afghanistan. It was the unit's first combat deployment since it transitioned to the aircraft. The 188th shared the four-month A-10 rotation with the Maryland Air Guard's 175th Wing.¹⁰¹

29 May 2010. The Minnesota ANG's 148th Fighter Wing received its 20th and final Block 50 F-16 which replaced its Block 25 aircraft.¹⁰²

16 May 2011. Officials at Shaw AFB, South Carolina announced that that the 20th Fighter Wing [USAF] at that base had turned over its responsibility for the air defense of the southeastern United States to the South Carolina ANG's 169th Fighter Wing at McEntire Joint National Guard Base.¹⁰³

25 May 2011. Two ANG tactical air control party airmen from the 116th Air Support Operations Squadron, Washington ANG directed critical tactical air

power during a 13-hour battle that resulted in zero friendly casualties but killed over 270 Taliban fighters.¹⁰⁴

NOTES

¹ Francillon, *Air Guard*, p. 12; Gross, *American Military Tradition*, p. 27.

² Gross, *American Military Tradition*, p 31.

³ Gross, *American Military Tradition*, pp. 29-30.

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