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## **A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, 1908 – 2013 JULY**

Compiled By:  
ANG History Office (NGB/HO)

**27 July 1911.** Eugene Ely, a private in the California National Guard Aeronautical Detachment of its 7<sup>th</sup> Coast Artillery Company and a pioneering civilian aviator, was commissioned.<sup>1</sup>

**15 July 1915.** The Nebraska National Guard organized a small “Aviation Corps.”<sup>2</sup>

**13 July 1916.** The First Aero Company, New York National Guard, was mobilized during the border crisis with Mexico precipitated by Pancho Villa's raid on Columbus, New Mexico. This was the first time that a Guard aviation unit was called into federal service. It trained at Mineola, New York but did not deploy to the Mexican border.<sup>3</sup>

**July 1921.** Maryland’s 104<sup>th</sup> Squadron received several of its allotted 13 Curtiss JN-4Ds, becoming the first postwar National Guard aviation unit to obtain planes from the Army Air Service.<sup>4</sup>

**July 1922.** Maryland’s 104<sup>th</sup> Squadron became the first postwar National Guard flying unit to participate in an annual summer training encampment. The training was conducted at Langley Field, Virginia.<sup>5</sup>

**6 July 1925.** The 116<sup>th</sup> Observation Squadron, Washington state National Guard, hired its first six full-time “caretaker” personnel under the authority of the National Defense Act of 1916. They maintained the unit’s airfield and equipment between drills as well as when the unit was not conducting its annual training encampment.<sup>6</sup>

**2 July 1926.** By act of Congress, the Army Air Service became the Army Air Corps. The Air Corps was required to assist and support National Guard aviation units including training them.<sup>7</sup>

**2 July 1926.** As proposed by the Militia Bureau, the Air Corps Act permitted National Guard aviators to meet their flight requirements on armory drill pay at times other than the period of the particular drill.<sup>8</sup>

**1 July 1927.** The 108<sup>th</sup> Observation Squadron, Illinois National Guard, received federal recognition.<sup>9</sup>

**July 1929.** The War Department placed the first orders to purchase 1 new Douglas O-38A and 12 new Douglas O-38s biplanes to begin modernizing the Guard's aircraft inventory. These aircraft models were destined to remain the standard equipment of Guard observation squadrons through much of the 1930s.<sup>10</sup>

**July 1936** The first of 45 brand new North American O-47A's were ordered for Guard aviation units by the War Department. The O-47 was the first Guard aircraft to incorporate such modern aircraft features as retractable landing gear, a fully enclosed cockpit, and cantilever monoplane construction.<sup>11</sup>

**8 July 1937.** The National Guard Bureau took delivery of the Guard's first multi-engine aircraft, the Y1C-37, 37-376, a military staff transport version of a Lockheed twin-engine commercial airliner.<sup>12</sup>

**1 July 1938.** The earliest known separate air organization, the Aviation Division, appeared on an National Guard Bureau organization chart for the first time. An indication of the growing importance attached to aviation in the Guard, it was the only National Guard combat or support arm to be represented by a its own distinct office within the bureau.<sup>13</sup>

**22 July 1938.** The National Guard took delivery of the first of 93 North American O-47A airplanes for which it had contracted. The aircraft was an all-metal, long wing monoplane with a crew of three designed specifically for observation missions.<sup>14</sup>

**7 July 1943.** The 111<sup>th</sup> Reconnaissance Squadron (Fighter), formerly the 111<sup>th</sup> Observation Squadron of the Texas National Guard, began preparing to fly tactical reconnaissance missions from its base at Bou Fucia, Tunisia during the invasion of Sicily which was launched three days later.<sup>15</sup>

**10 July 1943.** Pilots of the 111<sup>th</sup> Tactical Reconnaissance Squadron (formerly the 111<sup>th</sup> Observation Squadron, Texas National Guard), operating P-51s, flew their first combat missions over the beaches of Sicily for General Patton's 7<sup>th</sup> Army.<sup>16</sup>

**14 July 1943.** The 111<sup>th</sup> Reconnaissance Squadron (Fighter), formerly of the Texas National Guard, began flying tactical reconnaissance missions from Sicily in direct support of advancing allied troops on that island.<sup>17</sup>

**10 July 1946.** World War II Medal of Honor recipient and Marine Cops

fighter ace, Joe Foss, was appointed by the Adjutant General of South Dakota to form and command the state's 175<sup>th</sup> Fighter Squadron.<sup>18</sup>

**13 July 1946.** Permanent caretakers (technicians) were authorized for the Colorado National Guard's flying unit, which was federally recognized as the 140<sup>th</sup> Fighter Group in November of that year.<sup>19</sup>

**29 July 1946.** The 39<sup>th</sup> Tactical Reconnaissance Squadron, formerly the 101<sup>st</sup> Observation Squadron, Massachusetts National Guard, was inactivated at March Field, California. The 39<sup>th</sup> had flown combat missions in Europe from March to May 1945. It was the last unit carrying a prewar National Guard lineage to leave active federal service after World War II.<sup>20</sup>

**27 July 1948.** The Nebraska Air Guard's 173<sup>rd</sup> Fighter Squadron received the first two of its allotted 25 F-80C jet fighters.<sup>21</sup>

**1 July 1950- 30 June 1951.** During Fiscal Year 1951, the experiment in ANG unit training that had been conducted during the previous fiscal year was adopted for all ANG units by the. Training periods were increased from a minimum of 8 hours each month to 12 hours; two periods of 4 hours each had to be conducted in 1 day and there were two additional periods of two hours each.<sup>22</sup>

**20 July 1950.** The Continental Air Command requested the mobilization of 20 ANG fighter squadrons to strengthen the air defenses of the United States. The request was denied by Headquarters, U.S. Air Force because the number of Air Force fighter interceptor wings was already scheduled to be increased by four during Fiscal Year 1951.<sup>23</sup>

**23 July 1950.** The aircraft carrier U.S.S. *Boxer* arrived in Tokyo with 145 F-51s aboard which had been taken from ANG units for transfer to Air Force units which were gearing up for combat in Korea.<sup>24</sup>

**3 July 1951.** Because of growing concerns in the Far East about the build up of communist air strength just north of the Yalu River in China, the Air Guard's 116th Fighter Bomber Wing received orders transferring it to Japan instead of Europe as originally planned. The unit had already sent its 75 F-84Es to New York for shipment to Europe and had to obtain other F-84Es from the Air Force to replace them.<sup>25</sup>

**10 & 12 July 1951.** The Air Guard's 116th Fighter Bomber Wing -- consisting of the 158th Fighter Bomber Squadron (FBS), Georgia, 159th FBS, Florida, and the 196th FBS, California -- departed San Diego, California for Japan with their F-84Es aboard the aircraft carriers *USS Windham Bay* and *USS Stikoh Bay*.<sup>26</sup>

**18 July 1951.** Joseph L. Murray, a transfer pilot from the New Mexico ANG assigned to the Air Force's 67<sup>th</sup> Tactical Fighter Squadron, was killed when his F-51 was shot down during a bomb run in Korea.<sup>27</sup>

**24 & 27 July 1951.** The Air Guard's 116<sup>th</sup> Fighter Bomber Wing arrived in Japan at Yokosuka Naval Base. The wing was stationed at Misawa AB, Japan. Despite extensive efforts to protect them with heavy coatings of cosmoline, nearly half of the unit's 75 F-84Es suffered either structural damage or sea-spray corrosion during the ocean crossing. Two of the wing's fighter squadrons were stationed at Misawa AB while the third was sent to Chitose.<sup>28</sup>

**July 1951.** The last units of the Air Guard's 136<sup>th</sup> Fighter Bomber Wing left the United States for Japan.<sup>29</sup>

**July 1951.** The 160<sup>th</sup> Tactical Reconnaissance Squadron, Alabama ANG, was redesignated the 160<sup>th</sup> Tactical Reconnaissance Squadron (Photo Jet) and converted from RF-51Ds to RF-80As.<sup>30</sup>

**July 1951.** After replacing many of its older F-86As with newer models, the proportion of combat-ready aircraft assigned to the 116<sup>th</sup> Fighter Interceptor Squadron, Washington ANG, rose from 38 to 77 percent while its aircraft in-commission rate increased from 56.6 to 75 percent.<sup>31</sup>

**July 1951.** The District of Columbia Air Guard's 121<sup>st</sup> Fighter Interceptor Squadron converted from F-84Cs to F-94Bs at New Castle County AFB, Delaware. It remained at that location executing its air defense mission until it returned to state control.<sup>32</sup>

**1 July 1952-30 June 1953.** During Fiscal Year 1953, the NGB directed that ANG unit training assembly time would be a minimum of 12 hours and a maximum of 16 hours each month.<sup>33</sup>

**9 July 1952.** Congress passed the "Armed Forces Reserve Act of 1952," also known as the "Magna Charta" of the reserve components. Designed to rejuvenate the reserve components, it divided them into three categories: ready, standby, and retired. The ready reserve was authorized a strength of 1.5 million. All ANG units were placed in the highest priority category, the ready reserve - a position that they had held in fact, if not law, since 1946. The legislation also allowed individual Guardsmen and Reservists to volunteer for active duty for routine peacetime operations and contingencies thereby avoiding the political and diplomatic risks of mobilizations.<sup>34</sup>

**10 July 1952.** On this date, the following ANG flying squadrons were demobilized: 111th Fighter Bomber Squadron (FBS), Texas; 112th Bomb Squadron (Light), Ohio; 125th Fighter Squadron (FS), Oklahoma; 127th FS, Kansas; 128th FBS, Georgia; 154th FBS, Arkansas; 156th FS, North Carolina; 157th Tactical Reconnaissance Squadron, South Carolina; 158th FBS, Georgia; 159th FBS, Florida; 160th TRS, Alabama; 165th FS, Kentucky; 167th FS, West Virginia; 182nd FBS, Texas; and the 196th FBS, California.<sup>35</sup>

**July 1952.** The Texas ANG's 181<sup>st</sup> Fighter Interceptor Squadron, which remained under state control during the Korean War, relocated from Hensley Field, Naval Air Station Dallas to Love Field, Dallas. It operated F-51H aircraft.<sup>36</sup>

**1 July 1953.** Col. Winston P. Wilson, an Arkansas Air Guardsman, was appointed Acting Chief, Air Force Division of the NGB because of the ill-health of Maj. Gen. Earl T. Ricks.<sup>37</sup>

**1 July 1953 – 30 June 1954.** During Fiscal Year 1954, the NGB allowed ANG unit commanders who desired to do so to permit their units complete all 48 required annual unit training assemblies in 2 all-day sessions each month. The Bureau still required that each ANG unit accomplish a minimum of 12 hours and a maximum of 16 hours of that training each month.<sup>38</sup>

**27 July 1953.** Representatives of China, North Korea, and the United States signed an armistice ending Korean War hostilities.<sup>39</sup> During those hostilities, 66 of the ANG's 92 flying squadrons and some 45,000 Air Guardsmen (approximately 80 percent of its personnel) had been called into federal service. In Korea, Guard pilots flew 39, 530 combat sorties, destroyed 39 enemy aircraft, dropped 44,000 bombs, launched 31,000 rockets, and fired over 16,000,000 rounds of machine gun ammunition. 101 Air Guardsmen were listed as either killed or missing in action.<sup>40</sup>

**1 July 1956.** The 111<sup>th</sup> Fighter Bomber Squadron, Texas ANG, began standing air defense runway alert at the Houston Municipal Airport with F-80 jet fighters.<sup>41</sup>

**1 July 1956.** The Hawaii ANG commenced the active air defense of Hawaii. The 199<sup>th</sup> Fighter Squadron provided two F-86s and two pilots on five-minute alert from sunrise to sunset.<sup>42</sup>

**1 July 1956.** Members of the Hawaii Air Guard's 169<sup>th</sup> Aircraft Control and Warning Squadron and its 109<sup>th</sup> Aircraft Control and Warning Flight began manning a radar site around-the-clock, seven days a week to maintain constant surveillance of the air approaches to those Pacific islands.<sup>43</sup>

**1 July 1957.** Air National Guard technicians at two units – Salt Lake City, Utah’s 130<sup>th</sup> Aircraft Control and Warning Flight and Denver, Colorado’s 138<sup>th</sup> Aircraft Control and Warning Flight – began operating and maintaining radar sites around-the-clock, seven days a week at each location. The ANG sites were integrated into the Air Defense Command’s radar network.<sup>44</sup>

**July 1958.** Air Guard fighter units began using Camp Atterbury, Indiana as an air-to-ground gunnery and bombing range.<sup>45</sup>

**July 1959.** Ending as it had begun, unofficially, the Colorado Air Guard’s “Minute Men” aerial demonstration team performed for the last time – at Junction City, Colorado.<sup>46</sup>

**July 1959.** The last F-94Cs were phased out of Air National Guard service by Minnesota’s 179<sup>th</sup> Fighter Interceptor Squadron.<sup>47</sup>

**July 1960.** Texas’ 182<sup>nd</sup> Fighter Interceptor Squadron became the first Air Guard unit to officially convert to Convair’s F-102A Delta Dagger. Eventually, 22 more ANG fighter squadrons flew that aircraft.<sup>48</sup>

**1 July 1961.** Equipped with F-89Js, the 123<sup>rd</sup> Fighter Interceptor Squadron (FIS), Oregon ANG, assumed its first 24-hour runway alert. The unit was based at the Portland International Airport.<sup>49</sup>

**1 July 1961.** Illinois’ 108<sup>th</sup> Fighter Interceptor Squadron, redesignated the 108<sup>th</sup> Air Refueling Squadron on this date, became the first ANG unit to be assigned an air refueling role.<sup>50</sup>

**5 July 1961.** The last class of the "Air National Guard Jet Instrument School" completed its course of instruction. Since its inception in October 1957, the school had graduated 926 pilots.<sup>51</sup>

**July 1961.** *The National Guardsman* magazine reported that the Arizona Air National Guard’s 161<sup>st</sup> Fighter Group had begun training 27 officers from the Republic of China to serve as maintenance instructors for F-104 Starfighters.<sup>52</sup>

**1 July 1962.** Beginning on this date and continuing through 31 August 1962, Military Air Transport Service transports returned over 9,600 ANG personnel and 1,400 tons of equipment, including fighter aircraft, from Europe to the US following the end of the Berlin Wall crisis. Some 24 of those approximately 260 airlift missions were flown by C-97s from mobilized ANG units.<sup>53</sup>

**6 -20 July 1962** Air traffic controllers from the 231<sup>st</sup> Mobile Communications Squadron, District of Columbia ANG, operated the control tower, ground controlled approach, and navigation aids at the Air Guard's field training site at Phelps-Collins Field, Alpena, Michigan. It was the first time that Air Guardsmen, not active duty Air Force personnel, had assumed the full responsibility for air base traffic control away from their home station during one of their annual training periods.<sup>54</sup>

**9 July 1962.** Upon arrival at Andrews AFB, Maryland from their Operation Stair Step deployment in Europe, an advance party of the ANG's 152<sup>nd</sup> Tactical Control Group, received an impromptu greeting by President John F. Kennedy, Secretary of the Air Force Eugene M. Zuckert, and Gen. Curtis E. LeMay, Air Force Chief of Staff.<sup>55</sup>

**11 July 1962.** A C-97 from the Delaware ANG launched the unit's first overseas flight. The mission to the Azores, Europe, and Greenland was undertaken primarily for training but the aircraft also carried cargo from Dover to Europe.<sup>56</sup>

**22 July 1962.** Under Operation High Top, all the ANG flying squadrons that had deployed to Europe during the Berlin Wall crisis, except three fighter interceptor squadrons (i.e., 151<sup>st</sup>, Tennessee; 157<sup>th</sup>, South Carolina; and 197<sup>th</sup>, Arizona) had returned to their home stations without accident by this date.<sup>57</sup>

**1 July 1963.** Air Guard troop carrier units (originally air resupply units) in California, Maryland, West Virginia, and Rhode Island were redesignated air commando units. That change finally openly acknowledged their special operations role. They were the: 129<sup>th</sup> Air Commando Group (ACG), California; 130<sup>th</sup> ACG, West Virginia; 135<sup>th</sup> ACG, Maryland; and the 143<sup>rd</sup> ACG, Rhode Island.<sup>58</sup>

**July 1965.** The New Jersey Air Guard's 170<sup>th</sup> Air Transport Group was moved to McGuire AFB from Newark because of base closing decisions made by Secretary of Defense Robert S. McNamara.<sup>59</sup>

**1 July 1966.** Tennessee Air National Guard flight nurses and medical technicians began providing complete teams to serve on Air Force aircraft performing aeromedical missions in the Pacific theater including Vietnam. They were based at Tachikawa AFB, Japan and had volunteered to help the Air Force overcome a shortage of qualified aeromedical personnel in that theater of operations. The Tennessee Air Guard personnel were sometimes augmented by flight nurses and medical technicians from the Mississippi ANG; however, the latter usually supported Air Force aeromedical evacuation missions in the US.<sup>60</sup>

**10 July 1967.** The first group of volunteer students, 93 Air Guardsmen from 28 states, began classes at the Air National Guard NCO Academy at McGhee Tyson Airport near Knoxville, home of Tennessee ANG's 134<sup>th</sup> Air Refueling Group. The class was considered a pilot project.<sup>61</sup>

**24-25 July 1967.** Over 80 percent of the Michigan Air Guard's 1,200 personnel were ordered on federal active duty because of riots in Detroit. They guarded utility installations, rode with police and firefighters, guarded prisoners, and secured a base at the Detroit Metropolitan Airport.<sup>62</sup> The Michigan Air Guard's 110<sup>th</sup> Tactical Reconnaissance Group was activated at Battle Creek by President Lyndon B. Johnson to help deal with massive rioting, looting, and arson in Detroit. The unit's Air Police contingent was flown to the city for duty, its RB-57s flew 35 sorties over damaged parts of the city producing over 9,000 photos, and other unit members took over 400 ground photos. By July 30<sup>th</sup>, all unit personnel but the Air Police had been demobilized. The latter remained on duty in Detroit until released from service on July 2<sup>nd</sup>.<sup>63</sup>

**July 1967.** The Department of Defense (DOD) cancelled ANG airlift flights to Southeast Asia on the grounds that it would be more economical to rely on jets flown by commercial air freight carriers. But, Congress overturned the DOD decision and Air Guardsmen resumed conducting airlift missions to Southeast Asia in August 1967 at a reduced rate of about flights 25 per month.<sup>64</sup>

**1 July 1968.** Effective this date, the Air Guard was allowed to recruit women other than nurses into its ranks for the first time under the authority of Public Law 90-180 enacted by Congress in November 1967.<sup>65</sup>

**1 July 1968.** Ms. Reanie Popcock enlisted in the 146<sup>th</sup> Military Airlift Wing, California ANG, becoming the first known female member of the Air Guard other than nurses.<sup>66</sup>

**6 July 1968.** Pilots and 27 F-100Cs from the mobilized 127<sup>th</sup> Tactical Fighter Squadron (TFS), Kansas ANG, arrived at Kunsan Air Base, Korea as part of the U.S. military response to the Pueblo crisis. Along with Guardsmen and F-100Cs from the 166<sup>th</sup> TFS, Ohio ANG, Guardsmen from other units, active duty Air Force personnel, and Air Force Reservists, they formed the Air Force's 345<sup>th</sup> Tactical Fighter Wing.<sup>67</sup>

**24 July 1968.** The mobilized 154<sup>th</sup> Tactical Reconnaissance Squadron (TRS), Arkansas ANG, and its RF-101G/Hs deployed to Itazuke Air Base, Japan to provide photo reconnaissance support for U.S. forces in Japan, Korea, and Okinawa.<sup>68</sup>

**31 July 1968.** The Aerospace Defense Command (ADC) recommended against the deployment of F-102s from the 196<sup>th</sup> Fighter Interceptor Squadron, California ANG, to Alaska for the unit's annual training as proposed by the unit and the Alaskan Air Command. Headquarters, U.S. Air Force rejected ADC's recommendation.<sup>69</sup>

**26 July 1970.** Two EC-121S aircraft from the Pennsylvania ANG's 193<sup>rd</sup> Tactical Electronic Warfare Squadron deployed from their home station to Korat, Thailand for Operation Commando Buzz. The aircraft served as flying radar stations and airborne control platforms for U.S. air operations over North Vietnam and the Gulf of Tonkin during the Vietnam War. A total of some 250 Air Guard volunteers from the 193<sup>rd</sup> rotated to Thailand on 30 to 60-day tours until the operation ended on 24 December 1970.<sup>70</sup>

**July 1970.** Operation Palace Alert ended. During its approximately two-year run, some 110 Air Guard F-102 pilots performed air defense alert duties with Air Force fighter units in Vietnam, Thailand, Korea, the Philippines, Okinawa, Holland, Germany, and Alaska. The ANG volunteer flyers served on tours that lasted from 90 to 139 days.<sup>71</sup>

**2 July 1972.** ANG crews and aircraft began supporting Air Force tanker task forces overseas with aircraft and volunteer aircrews on an as needed basis.<sup>72</sup>

**July 1972.** *The National Guardsman* magazine reported that the Kansas ANG's 184<sup>th</sup> Tactical Training Group had recently graduated its first class of F-105 fighter pilots from across the Air Guard.<sup>73</sup>

**18 July 1973.** Former Air National Guardsman, John L. McLucas was sworn in as the Secretary of the Air Force. Capt. McLucas had served in the Pennsylvania ANG's 112<sup>th</sup> Aircraft Control and Warning Squadron from May 1949 to September 1951. He remained the Air Force's top civilian official until 23 November 1975.<sup>74</sup>

**15-25 July 1975.** Astronaut Deke Slayton, a former Minnesota Air Guardsman, served as the Apollo docking module pilot of the Apollo-Soyuz Test Project mission, a flight that culminated in the first meeting of American astronauts and Soviet cosmonauts in space. Astronaut and former California Air Guardsman Vance DeVoe Brand served as the Apollo command module pilot on that mission.<sup>75</sup>

**July 1975.** Pentagon officials announced that, within the next three months, New York's 109<sup>th</sup> Tactical Airlift Group would convert from the C-130A to the

ski-equipped C-130D and provide airlift support to Distant Early Warning (DEW) line radar sites on Greenland's ice cap. The unit would operate the only ski-equipped aircraft in the Air Guard.<sup>76</sup>

**1 July 1976.** Ohio's KC-135A equipped 145<sup>th</sup> Air Refueling Squadron became the first Air National Guard unit to participate in the Strategic Air Command's nuclear alert force.<sup>77</sup>

**July 1976.** Members of the Colorado Air Guard assisted state and local authorities in dealing with aftermath of the Big Thompson flood.<sup>78</sup>

**July 1977.** ANG units began participating in the Strategic Air Command's permanent tanker task force at RAF Mildenhall in the United Kingdom. Each tasked unit furnished a KC-135 and an aircrew at that location for two weeks.<sup>79</sup>

**July 1977.** After a flash flood killed over 70 people in seven western Pennsylvania counties, members of the Air Guard's 271<sup>st</sup> Combat Communications Squadron and its 112<sup>th</sup> Tactical Control Squadron provided around-the-clock communications between flood-ravaged Johnstown and the Adjutant General's office. ANG assistance was needed because the flood had destroyed the local phone firm's main switching facility in the flooded region.<sup>80</sup>

**1 July 1979.** Operating Location AA of the Colorado ANG at Buckley Air National Guard Base, equipped with two T-43As, officially assumed United States Air Force Academy Airmanship program responsibilities.<sup>81</sup>

**16 July 1979.** The 187<sup>th</sup> Tactical Airlift Squadron, Wyoming ANG, was called to active duty to repair its own damage and help protect ruined areas of Cheyenne after a killer tornado ripped through the city.<sup>82</sup>

**19 July 1979.** A C-130 and aircrew from the Tennessee Air Guard's 164<sup>th</sup> Tactical Airlift Group, deployed to Panama for Operation Volant Oak, rescued Lawrence A. Pezzullo, U.S. Ambassador to Nicaragua, and his party of 34 from Managua's airport just hours before the country fell to the Marxist Sandinista rebels. It was the last plane to depart before the airport was closed.<sup>83</sup>

**July 1979.** The *National Guard* magazine reported that Air Guard PRIME BEEF Civil Engineer units had completed a six month deployment to Howard AFB in the Panama Canal Zone to assist their Air Force counterparts in completing construction and other projects on that installation. The units rotating to Panama were the: 188<sup>th</sup> Civil Engineering Flight (CEF), Arkansas; 131<sup>st</sup> CEF, Missouri; 143<sup>rd</sup> CEF, Rhode Island; 174<sup>th</sup> CEF and 106<sup>th</sup> CEF, New York; 114<sup>th</sup> CEF, South Dakota; and the 156<sup>th</sup> CEF, Puerto Rico.<sup>84</sup>

**13 July 1981.** Upon orders from the Governor of Massachusetts, 16 members of the 104<sup>th</sup> Tactical Fighter Group were assigned to cover four hospitals in their local area of Westfield because of a strike by state employees. Another 534 members of the unit were available on a stand-by basis but not used during the call-up which only lasted one day.<sup>85</sup>

**21 July 1981.** The Headquarters, Guam Air National Guard was activated on this date.<sup>86</sup>

**July 1982.** After being modernized with more powerful, quieter JT3D engines and other engineering improvements in the new KC-135E configuration at Boeing's Wichita, Kansas plant, the "City of Mesa" tanker (Tail Number 57-1496) was returned to the Arizona Air Guard's 161<sup>st</sup> Aerial Refueling Group. The aircraft was the first ANG KC-135 to be modified into the new configuration.<sup>87</sup>

**July 1982.** Colorado Air Guardsmen assisted state and local authorities in coping with the aftermath of the Estes Park flood which was caused by a break in the Lawn Lake dam.<sup>88</sup>

**July 1983.** South Carolina's 157<sup>th</sup> Fighter Squadron became the first ANG unit to begin converting to the General Dynamic F-16 Fighting Falcon.<sup>89</sup>

**2 July 1985.** The 137<sup>th</sup> Military Airlift Group, New York ANG, received its first C-5A marking the return of the Air Guard to the strategic airlift mission. The unit converted from the smallest plane in the Air Force inventory, the Cessna O-2A, to the largest, Lockheed's Galaxy.<sup>90</sup>

**26 July 1985.** The Air National Guard Support Center received formal recognition with the dedication of its new headquarters building at Andrews AFB, Maryland. Maj. Gen. John B. Conaway, the Director of the Air National Guard, hosted the ceremony.<sup>91</sup>

**12 July 1986.** Gen. Duane H. Cassidy, commander of the Military Airlift Command, piloted the Air Guard's first C-141B Starlifter to Allen C. Thompson Field, Mississippi where he turned the aircraft over to Governor Bill Allain for use by the 183<sup>rd</sup> Military Airlift Squadron. The latter organization was the first ANG unit to convert to the StarLifter.<sup>92</sup>

**1 July 1987.** The 161<sup>st</sup> Tactical Fighter Training Squadron, Kansas ANG, received federal recognition. It was an F-16A/B replacement training unit assigned to the 184<sup>th</sup> Tactical Fighter Group.<sup>93</sup>

**11 July 1989.** At a meeting of the Air National Guard Long Range Planning Steering Committee, Brig. Gen. Donald E. Barnhart, Arizona ANG, discussed his recent meetings with Maj. Gen. Phil Killey, ANG Director, and others concerning a concept to involve the Guard in Air Force space missions.<sup>94</sup>

**28 July 1989.** As directed by Governor Cecil Andrus, Idaho Air Guard RF-4Cs from the 190<sup>th</sup> Tactical Reconnaissance Squadron at Boise began flying missions to provide aerial photo coverage of forest fires plaguing the state.<sup>95</sup>

**July 1989.** *National Guard* magazine reported that 12 F-4s and 196 Air Guardsmen from the District of Columbia's 113<sup>th</sup> Tactical Fighter Wing had deployed to Naval Air Station Keflavik, Iceland to augment the air defense alert mission of the Air Force's 57<sup>th</sup> Fighter Interceptor Squadron at that installation. While deployed there, the Air Guardsmen also flew against the host unit's F-15s in an air superiority role to help their active duty counterparts prepare for an upcoming William Tell competition.<sup>96</sup>

**13 July 1992.** C-130 aircraft and volunteer crews from the 167<sup>th</sup> Airlift Squadron of the West Virginia ANG began flying food and relief supplies into the besieged Bosnian city of Sarajevo. It was the first Air Guard unit to participate in Operation Provide Promise.<sup>97</sup>

**1 July 1994.** The 184th Fighter Group, Kansas ANG, was redesignated the 184th Bomb Group effective this date. It was the first ANG unit to fly the B-1B bomber.<sup>98</sup>

**30 July 1994.** Air Guard volunteers from nine units began participating in Rwanda relief operations during two rotations in Operation Support Hope. By 15 November 1994, their C-130s had flown 915 sorties while logging 1,598.2 flying hours and delivering 4,515.8 tons of cargo while carrying 4,021 passengers.<sup>99</sup>

**July 1994.** Approximately 200 members and 10 RF-4C Phantom aircraft assigned to the Nevada Air Guard's 152<sup>nd</sup> Reconnaissance Group deployed to Denmark for two-weeks to conduct photo mapping of bombing and gunnery ranges in Italy, Germany, Holland, Belgium, England, Scotland and France.<sup>100</sup>

**July 1995.** The *National Guard* magazine reported that the North Dakota Air Guard's 119<sup>th</sup> Fighter Group had been awarded the Hughes Trophy as the best fighter unit within the total Air Force in the air defense/air superiority mission during the previous year.<sup>101</sup>

**July 1995.** Over 250 personnel from 7 ANG Engineering Installation Squadrons (EIS) deployed to Europe to participate in Empire Endeavor'95, an exercise that combined 57 real-world communications projects with wartime readiness training. Participating EISs were Minnesota's 210<sup>th</sup>, Pennsylvania's 211<sup>th</sup> and 270<sup>th</sup>, Massachusetts' 212<sup>th</sup>, Illinois' 217<sup>th</sup>, Ohio's 220<sup>th</sup>, and New York's 213<sup>th</sup>.<sup>102</sup>

**17 July 1996.** Crew members of an airborne UH-60 Blackhawk helicopter assigned to the 106<sup>th</sup> Air Rescue Wing, New York ANG witnessed the crash of TWA Flight 800, a Boeing 707 bound from New York City to Paris, into the Atlantic Ocean. Joined soon afterward by a C-130 from their unit and Coast Guard rescue vessels, the Air Guardsmen scoured the area but were unable to locate any survivors from among the 230 passengers and crew aboard the doomed airliner.<sup>103</sup>

**July 1997.** The Air Force halted plans to cut the primary authorized aircraft of five ANG C-130 units from 12 to 8 aircraft each. Opposition to the cuts had been led on Capitol Hill by Senator Wendell Ford of Kentucky whose state's Air Guard unit flew that aircraft.<sup>104</sup>

**17 July 1998.** CMSgt Gary R. Broadbent replaced CMSgt Edwin R. Brown as the Air National Guard Senior Enlisted Advisor and the position was renamed the Air National Guard Command Chief Master Sergeant.<sup>105</sup>

**16 July 1999.** The Defense Department announced that the Lockheed Martin Corporation of Marietta, Georgia had been awarded a \$370 million modification to an Air Force contract to produce seven more C-130J aircraft including four that would go to the Air Guard.<sup>106</sup>

**27 July 1999.** The 135<sup>th</sup> Airlift Group of the 175<sup>th</sup> Wing, Maryland ANG, accepted the Air Guard's first brand new C-130J (Aircraft # 97-1351) at its home station, Martin State Airport.<sup>107</sup>

**28 July 1999.** The 126<sup>th</sup> Air Refueling Wing, Illinois ANG, closed the Air Reserve Station at O'Hare International Airport and prepared to complete its move to Scott AFB, Illinois.<sup>108</sup>

**31 July 1999.** The ANG Crisis Action Team at the Air National Guard Readiness Center on Andrews AFB, Maryland, which had been activated to facilitate the Guard's involvement in Operation Allied Force, was closed down effective this date.<sup>109</sup>

**10-11 July 2002.** Air Guardsmen from Alaska's 210<sup>th</sup> Rescue Squadron, operating with an HC-130 rescue tanker aircraft and an HH-60 helicopter,

rescued a Filipino sailor who was stricken with a serious case of appendicitis 1,000 miles at sea and delivered him to a hospital at Kodiak. The entire mission lasted about 26 hours.<sup>110</sup>

**12 July 2002.** The 119<sup>th</sup> Fighter Squadron of the New Jersey Air Guard's 177<sup>th</sup> Fighter Wing became the first unit in the Department of Defense to fly its 1,000<sup>th</sup> Operation Noble Eagle mission. Noble Eagle was the enhanced defense of America after the terrorist attacks on 11 September 2001. The mission was flown by Major Yarko Sos in an F-16C fighter.<sup>111</sup>

**1 July 2003.** LTG H Steven Blum, USA, Chief, NGB, announced that effective this date the Bureau would operate as a joint military headquarters. Several new NGB joint staff elements became operational with his announcement.<sup>112</sup>

**30 July 2003.** Secretary of Defense Donald H. Rumsfeld signed a memo to the Chief, NGB directing the Bureau to examine ways to make the organization and the entire National Guard more relevant and accessible in the current national security environment.<sup>113</sup>

**16 July 2004.** Retired Maj. Gen. Charles Sweeney, 84, a former commander of the Massachusetts ANG, died. During World War II he piloted the B-29 that dropped an atomic bomb on Nagasaki.<sup>114</sup>

**28 July 2005.** Col. Larry Gallogly, commander of the Rhode Island ANG's 143<sup>rd</sup> Airlift Wing, lauded the performance of two of his unit's C-130Js and four crews to the Middle East during a 120-day deployment (10 December 2004- 8 March 2005). While deployed, they flew 625 sorties and logged 1,371 hours moving 7,031 passengers and 1,151 cargo pallets to locations in Iraq and Afghanistan plus a few trips to the Horn of Africa.<sup>115</sup>

**8 July 2006.** Lt. Col. Steve Hopkins, USAF, took command of the Air Force's new 30<sup>th</sup> Airlift Squadron in a ceremony within a Wyoming ANG hangar at Cheyenne. The Air Force unit would be under the operational control of the Wyoming Air Guard's 153<sup>rd</sup> Airlift Wing and share the latter's C-130 transports. The 30<sup>th</sup> would be attached administratively to Little Rock Air Force Base's 463<sup>rd</sup> Airlift Group in Arkansas. The 30<sup>th</sup> was the first unit of its kind associated with the ANG.<sup>116</sup>

**2 July 2007.** The 119<sup>th</sup> Wing, North Dakota ANG, flew its first Unmanned Aerial System (UAS) mission from Fargo, Dakota. That January, the unit had transitioned from F-16As to MQ-1 Predators and C-21A Lear jet transports.<sup>117</sup>

**22 – 28 July 2007.** The 121st Air Refueling Wing, Ohio ANG based at Rickenbacker ANG won first place in the 2007 Air Mobility Command *Rodeo* competition held at McChord AFB, Washington.<sup>118</sup>

**July 2007.** *Air Force Magazine* reported that Arizona Air Guardsmen of the state's soon-to-be-activated 214<sup>th</sup> Reconnaissance Group had begun flying Predators over Afghanistan and Iraq.<sup>119</sup>

**15 July 2008.** Operation Jump Start on the southwest border of the U.S. with Mexico officially ended. 5,193 Air National Guardsmen had participated in the operation.<sup>120</sup>

**16 July 2008.** SECDEF Robert Gates announced that Lt. Gen. Craig McKinley, USAF, ANG Director, had been nominated to become the first four-star chief of the National Guard Bureau. He also announced that Army LTG H Steven Blum, USA, the current head of the NGB, had been nominated to become the deputy commander of U.S. Northern Command, another National Guard first.<sup>121</sup>

**10 July 2009.** Major General Raymond F. Rees, the Adjutant General of Oregon, announced that the 173<sup>rd</sup> Fighter Wing, Oregon ANG, at Klamath Falls Airport/Kingsley Field is slated to become the Air Force's only F-15 training unit.<sup>122</sup>

**15 July 2009.** The New York ANG's Northeast Air Defense Sector was redesignated the Eastern Air Defense Sector effective this date to better reflect the expanded geographic scope of its mission.<sup>123</sup>

**31 July 2009.** The 179th Fighter Squadron, 148th Fighter Wing, Minnesota ANG won the 2008 Raytheon Trophy as the best air superiority squadron in the Air Force.<sup>124</sup>

**31 July 2009.** The ANG had 2,331 personnel on State Active Duty (SAD) and Title 32 to participate in various Domestic Operations (DOMOPS) that included Operation Jump Start and the Air Sovereignty alert (ASA) mission. In addition, 8,501 ANG personnel were deployed on Title 10 orders for overseas missions.<sup>125</sup>

**July 2009.** The Air National Guard Nuclear Enterprise Operations office became the single point of contact for issues relating to the nuclear enterprise mission in the ANG. Lt Col Jeff Burkett was appointed the first chief of NGB/A3N.<sup>126</sup>

**2 July 2010.** The first of 20 F-22 Raptors to be assigned to the Hawaii Air

Guard's 199<sup>th</sup> Fighter Squadron landed at Joint Base Pearl Harbor-Hickam.<sup>127</sup>

**28 July 2010.** Four airmen, including three Alaska ANG members, were killed when a C-17 crashed at Joint Base Elmendorf-Richardson, Alaska.<sup>128</sup>

**29 July 2010.** The Air Force announced that Burlington Air Guard Station in Vermont was one of the bases that had been chosen to receive the new F-35 Joint Strike Fighter.<sup>129</sup>

**18 July 2011.** The first of eight C-17s programmed to replace New York Air Guard C-5As arrived at Stewart ANG Base, New York.<sup>130</sup>

**1 July 2012.** A C-130 from the North Carolina ANG's 145<sup>th</sup> Airlift Wing crashed late Sunday night while helping to battle a wildfire in the Black Hills of South Dakota. Four members of the crew were killed and two others were injured.<sup>131</sup>

**16 July 2012.** At Eglin AFB, Florida, Major Jay Spohn of the 33<sup>rd</sup> Operations Group became the first Air Guard pilot to fly the F-35 Lightning II fighter.<sup>132</sup>

**19 July 2012.** The Armed Services Committee of the United States Senate held a confirmation hearing on President Obama's nominee to be the next Chief of the National Guard Bureau, Lt. Gen. Frank J. Grass. General Grass was a Missouri Army National Guardsman assigned as the deputy commander of U.S. Northern Command.<sup>133</sup>

**26 July 2012.** The United States Senate confirmed Missouri ARNG member Lt. Gen. Frank J. Grass to be the next NGB Chief and ANG Maj. Gen. Joseph L. Lengyel to be its Vice Chief. They would serve as a 4-star and a 3-star general respectively. Grass would also be a member of the JCS like his predecessor, Florida ANG member Gen. Craig R. McKinley.<sup>134</sup>

**1 July 2013.** The US Forest Service, through NIFC, directed the repositioning of MAFFS aircraft from Colorado Springs, Colorado to Mesa, Arizona. MAFFS C-130 aircraft assigned to the 146<sup>th</sup> AW and the 302d AW repositioned four aircraft to Mesa to fight fires on Dean peak.<sup>135</sup>

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