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NOVEMBER: AIR NATIONAL GUARD AND ITS ANTECEDENTS, 1908 – 2012 CHRONOLOGY

Compiled By:
ANG History Office (NGB/HO)

1 November 1915. Capt. Raynal C. Bolling organized and received appointment as commander of the First Aero Company, New York National Guard. His organization is recognized as the first National Guard Aviation unit.¹

2 November 1916. The First Aero Company, New York National Guard, mustered out of federal service at Mineola, New York.²

November 1920. Maj. Gen. Milton Reckord, the Adjutant General of Maryland, met with members of the American Flying Club, a civilian organization promoting the development of aviation in the U.S., to discuss the possibility of establishing a National Guard flying squadron in his state. Most members of the club were Army Reserve officers who were flyers. This meeting was a key event leading to the creation of an observation squadron in the Maryland National Guard in 1921.³

17 November 1921. The 102nd Squadron, New York National Guard, received federal recognition. One of its original organizers and early commanders was Lt. Col. George A. Vaughan, a veteran combat pilot with 9.5 kills in Europe during World War I. The 102d was redesignated the 102nd Observation Squadron on 25 January 1923.⁴

18 November 1921. The 101st Squadron, Massachusetts National Guard, received federal recognition. It was redesignated the 101st Observation Squadron on 25 January 1923.⁵

1 November 1923. The 118th Observation Squadron, Connecticut National Guard, received federal recognition.⁶

November 1936. Major General Oscar Westover, Chief of the Army Air Corps, transferred Air Corps Colonel Clarence L. Tinker to the National Guard Bureau (NGB) because Major General Albert Blanding, Chief, NGB, wanted a higher ranking officer than Major Thomas W. Blackburn to be assigned as his personal pilot. Once on duty in Washington, D.C., Tinker

assumed his role as Blanding's pilot and was also responsible for aviation training in the National Guard.⁷

12 November 1940. The 126th Observation Squadron, Wisconsin National Guard, received federal recognition.⁸

9-10 November 1942. The 111th, 122nd, and 154th Observation Squadrons arrived in Morocco to participate in Operation Torch as elements of the Army Air Force's 68th Observation Group. They were equipped with Douglas A-20s.⁹

1 November 1943. The 108th Reconnaissance Squadron (Special), originally the 108th Observation Squadron, Illinois National Guard, was inactivated at Howard Field in the Panama Canal Zone after serving there for 21 months.¹⁰

8 November 1943. The last 16 personnel of the Louisiana National Guard's 122nd Observation Squadron were transferred to a new unit, the 885th Bombardment Squadron (Heavy). Equipped primarily with B-17s, the 885th flew special missions, including dropping agents and supplies to partisans in occupied Europe, for the rest of the war from bases in Algeria and Italy.¹¹

30 November 1943. The 120th Tactical Reconnaissance Squadron (formerly the 120th Observation Squadron, Colorado National Guard), which had been mobilized for service with the Army Air Forces (AAF) in World War II, was inactivated at Birmingham, Alabama. Its personnel and equipment were transferred to other AAF units.¹²

23 November 1947. The 198th Fighter Squadron, Puerto Rico ANG, was federally recognized, with 13 officers and 32 airmen. It was commanded by Captain Alberto A. Nido.¹³

1 November 1949. The NGB directed that ANG weekly training assemblies be increased from 8 to 12 hours each month; one 8-hour training period (2 four-hour drills in one day) and two 2-hour training periods. Prior to that, 48 two-hour training assemblies had been required. This change was done on an experimental basis to improve training. The experiment lasted from 1 November 1949 until 30 June 1950. Favorable results, in general, were reported by ANG unit commanders.¹⁴

12 November 1949. Lt. Gen. Ennis C. Whitehead, the commander of the Continental Air Command (CONAC), wrote that "at best the Air National Guard represents aircraft in flyable storage." CONAC was responsible for supervising the ANG for the Air Force.¹⁵

1 November 1950. All ANG tactical units reorganized under the Air Force combat wing type organization. That action increased the authorized strength of the Air Guard from 57,382 to 67,000 personnel. The Air Guard's actual assigned strength at that time was only 49,500 personnel because of budgetary limitations.¹⁶

1 November 1950. The New York ANG's 138th Fighter Squadron (Jet), which remained under state control during the Korean War, was redesignated the 138th Fighter Bomber Squadron and converted from F-84Bs to F-51Hs.¹⁷

1 November 1951. ANG units called into federal service this date because of the Korean War included the: 110th Aircraft Control and Warning Squadron (AC&WS), South Carolina; 114th AC&WS, Florida; 155th AC&WG, Ohio; 121st AC&WS, Ohio; 122^d AC&WS, Indiana; 123rd AC&WS, Ohio; 124th AC&WS, Oklahoma; 125th AC&WS, Missouri; 126th AC&WS, Missouri; 131st AC&WS, Missouri; 133^d AC&WS, Iowa; 155th Aircraft Control and warning Group (AC&WG), Ohio; and the 157th AC&WG, Missouri.¹⁸

5 November 1951. Col. Albert Prendergast, commander of the Air Guard's 136th Fighter Bomber Wing, was shot down and killed during a combat mission over Korea.¹⁹

10 November 1951. An advance party of the Air Guard's 123rd Fighter Bomber Wing arrived at Manston RAF Station in the United Kingdom from the United States.²⁰

15 November 1951. Deploying to England for service with the 3rd Air Force, the main body of the Air Guard's 123rd Fighter Bomber Wing left Goodman Field, Kentucky for shipment overseas from the New York Port of Embarkation aboard the *USNS General M.L. Hersey*.²¹

16 November 1951. The Air Force transferred four ANG fighter wings -- the 131st, 146th, the 132nd, and the 108th -- from the Strategic Air Command to the Tactical Air Command (TAC). The official reason for the switch was to help fulfill TAC's requirements to support Army ground training. The transferred units were equipped with piston-engine fighters.²²

28 November 1951. Elements of the Florida ANG's 159th Fighter Bomber Squadron, including 13 F-84s, arrived at Teague AB, Korea from Japan for a short combat tour and began flying combat missions that same day. They bombed rail lines near Wonsan, North Korea as part of the campaign to interdict the flow of communist supplies to the battle front.²³

November 1951. The Continental Air Command reported that the Air Guard had been authorized to form cadre units to begin preparing for the return of mobilized ANG units to state service. The command had begun preparing plans for that development in July 1951. Each cadre unit would be established six months prior to the return of an Air Guard unit to its home station.²⁴

November 1951. The Air Guard's 123rd Fighter Bomber Wing -- consisting of the 165th Fighter Bomber Squadron (FBS), Kentucky, 156th FBS, North Carolina, and the 167th FBS, West Virginia -- took over F-84Es at its base at RAF Manston in the United Kingdom from an Air Force unit. The 167th FBS reported that less than 10 percent of its ANG personnel remained with the unit when it moved to England. The bulk of its original personnel had been either sent to Korea or transferred to Air Force units in the continental U.S.²⁵

November 1951. The 101st Fighter Interceptor Squadron of Massachusetts, which remained under state control during the Korean War, converted from F-84Bs to F-51Hs.²⁶

November 1951. The 131st Fighter Squadron of the Massachusetts Air Guard, which remained in state service during the Korean War, converted from F-47Ds to F-51Hs and redesignated as the 131st Fighter Interceptor Squadron.²⁷

1 November 1952. ANG flying squadrons relieved from active duty on this date were the: 113th Fighter Squadron (FS), Indiana; 115th BS (Light), California; 116th Fighter Interceptor Squadron, Washington; 121st FS, District of Columbia; 134th FS, Vermont; 142nd FS, Delaware; 148th FBS, Pennsylvania; 163rd FS; Indiana; 166th FS, Ohio; 171st FS, Michigan; 172nd FS, Michigan; 175th FS, South Dakota; 176th FS, Wisconsin; and the 197th FS, Arizona.²⁸

5 November 1952. The Ohio ANG's 164th Fighter Squadron, which remained in state service during the Korean War, was redesignated the 164th Fighter Bomber Squadron. It continued to operate its F-51H aircraft.²⁹

15 November 1952. Several ANG flying squadrons demobilized on this date: the 103rd Bomb Squadron (BS) (Light), Pennsylvania; 106th Tactical Reconnaissance Squadron (TRS), Alabama; 108th BS (Light), Illinois; 120th Fighter Squadron (FS), Colorado; 124th FS, Iowa; 155th TRS, Tennessee; 173rd FS, Nebraska; 174th FS, Iowa; 178th FS, North Dakota; 185th TRS, Oklahoma; 186th FS, Montana; and the 187th Fighter Bomber Squadron, Wyoming.³⁰

15 November 1952. The 146th Fighter Bomber wing, which consisted of three ANG fighter squadrons equipped with F-51s -- the 190th Fighter Bomber Squadron (FBS), Idaho; 186th FBS, Montana; and 178th FBS, North Dakota -- was transferred from SAC to TAC. The wing remained at George AFB, California.³¹

19 November 1952. The Hawai'i ANG's 199th Fighter Bomber Squadron, which remained under state control during the Korean War, was redesignated a fighter interceptor squadron. It continued flying F-47Ns from Hickam AFB.³²

1 November 1953. ANG units demobilized on this date were: the 110th Aircraft Control and Warning Squadron (AC&WS), South Carolina; 114th AC&WS, Florida; 122d AC&WS, Indiana; 123d AC&WS, Ohio; 124th AC&WS, Oklahoma; 125th AC&WS, Missouri; 131st AC&WS, Missouri; 133 AC&WS, Iowa; 155th Aircraft Control and warning Group (AC&WG), Ohio; and the 157th AC&WG, Missouri.³³

26 November 1953. A C-47 assigned to the 179th Fighter Interceptor Squadron, Minnesota ANG, flew two tons of clothes donated by Duluth residents for shipment to Korean orphans, to Los Angeles, California.³⁴

November 1953. Montana's 186th Fighter Interceptor Squadron became the first Air Guard unit in state service to convert to North American's F-86 Sabre. Eventually 31 ANG squadrons were equipped with the aircraft before its phase-out from Guard service in 1960.³⁵

November 1953. The number of ANG fighter squadrons under the Air Defense Command's cognizance was increased from 52 to 70. Every fighter squadron then allotted to the Air Guard was included.³⁶

19 November 1955. Unable to obtain facilities for jet fighters in its home state, the 152nd Fighter Interceptor Squadron, Rhode Island ANG, was inactivated and its designation was transferred to the Arizona ANG.³⁷

14 November 1956. The Air Defense Command opposed equipping ANG units with complicated missile-firing fighters which it believed were probably beyond the capability of the latter to maintain and operate effectively. In a complete reversal of its earlier recommendations, the command urged that no more than 30 percent of Air Guard fighter squadrons be equipped with all-weather interceptors and another 30 percent be given day fighters while the remaining flying units were converted to rescue and transport missions. The ADC Commander feared that the ANG would run off with the entire continental air defense mission.³⁸

15 November 1957. The Mississippi ANG's 183rd Tactical Reconnaissance Squadron (Night Photographic) was redesignated the 183rd Aeromedical Transport Squadron and began converting from RB-26s to C-119Fs. The latter aircraft was subsequently modified to the MC-119J configuration to better suit them for the aeromedical evacuation role.³⁹

1 November 1959. The 119th Fighter Interceptor Group, North Dakota ANG, began converting from F-89Ds to F-89Js to perform its 24-hour air defense alert mission. The F-89J carried two MB-1 "Genie" nuclear armed air-to-air missiles.⁴⁰

1 November 1961. The Air Force mobilized three ANG fighter interceptor squadrons equipped with F-104A/Bs to help deal with the Berlin crisis.⁴¹

2 November 1961. To reinforce NATO during the Berlin crisis, the first of 216 ANG jet fighter, reconnaissance, and trainer aircraft from mobilized units reached their bases in western Europe during Operation Stair Step. The entire island-hopping deployment across the Atlantic Ocean took place without losing a single plane. Stair Step was the largest aircraft deployment operation in the Air Guard's history. Although Air Guardsmen were proud of their accomplishment, Air Force leaders saw the deployment as deeply flawed. ANG units had been allotted resources as for training, not for immediate deployment in a crisis. Its aircraft were obsolescent and its deploying units had been manned at approximately 80 percent of wartime strength due to Defense Department policy. The active-duty Air Force retained large amounts of critical ANG equipment after the Air Guard units were demobilized in 1962. The ANG personnel retention rate dropped to 56.4 percent in 1964. The majority of senior regular Air Force officers refused to recognize any real improvement in the Air Guard's program of training and operations. They were convinced that Air Guardsmen were still amateurs with limited usefulness in an era that demanded increasingly high standards of operational competence. They failed to recognize the limitations which obsolescent aircraft, inadequate funding and manning levels, as well as poor planning had placed on the Air Guard's performance. In addition, using Guardsmen and Reservists as Cold War pawns created political problems for the Kennedy administration, and it later influenced President Lyndon B. Johnson's decision not to resort to a large scale mobilization of Guardsmen and Reservists during the Vietnam War.⁴²

10 November 1961. Because of mechanical troubles, the first of 60 F-104A/Bs from 3 ANG fighter interceptor squadrons mobilized for the Berlin crisis were airlifted to Europe by Air Force C-124s in Operation Brass Ring. The last of those aircraft were transported to Europe on 12 December 1961.⁴³

28 November 1962. An Air Guard C-97 and crew from Oklahoma's 125th Air Transport Group completed a 14-day, 21,000-mile flight around the world to dramatize the ANG's emerging status as a truly global force. Along the way, it delivered 14 prize breeding cattle to Kabul, Afghanistan as part of the Air Guard's first diplomatic mission.⁴⁴

November 1962. *The National Guardsman* magazine reported that Maryland ANG SA-16 transport pilots had begun familiarizing Argentinean air force flyers with the amphibian flying boats.⁴⁵

22 November 1963. Refueled twice by Air Guard tankers, 12 ANG F-100s from the District of Columbia's 113th Tactical Fighter Wing and 6 from Missouri's 131st Tactical Fighter Group staged a joint deployment from Andrews AFB, Maryland to Ramey AFB, Puerto Rico. Their four-and-one-half-hour flight during exercise "Cane Cutter" was the ANG's first ever non-stop, over-water deployment.⁴⁶

29 November 1963. During exercise "Abbey Tower," the Colorado Air Guard's 140th Tactical Fighter Wing deployed a provisional task force of 12 of its own F-100Cs and 8 RF-84s from the Mississippi ANG's Tactical Reconnaissance Group to Roosevelt Roads Naval Station, Puerto Rico. Their non-stop flight from was supported by ANG KC-97 tankers and C-97 transports.⁴⁷

November 1965. Beginning this month and lasting into December, 76 ANG aircrews operating 19 C-121s and 59 C-97s made the 96-hour round trip to South Vietnam from the US to deliver over 400 tons of Christmas gifts, mail, and other treats to American servicemen during Operation Christmas Star.⁴⁸

17 November 1966. The first of 433 personnel from 17 Air Guard Ground Electronics Engineering Agency (GEEIA) units arrived in France to aid the Air Force in Operation Fast Race. The mission of those GEEIA personnel was to quickly remove Air Force ground communications and electronics gear from France after President Charles DeGaulle decided to withdraw his nation from active military participation in NATO and close all U.S. bases on its soil. The operation was completed in February 1967 well ahead of the 31 March 1967 deadline established by the French government.⁴⁹

November 1967. Army Captain Charles J. Watters, a former Air Guard chaplain, was killed in action near Dak To, Vietnam after rescuing seven wounded soldiers and administering last rites to several dying men during an attack on his unit. For his heroism, the former member of New Jersey's 108th Tactical Fighter Wing received the Medal of Honor posthumously. Watters had taken a reduction in rank and transferred to the active Army in 1965 so he

could serve in the combat zone as a chaplain.⁵⁰

18 November 1968. The mobilized 192nd Tactical Reconnaissance Squadron (TRS), Nevada ANG, relieved the previously mobilized 154th TRS, Arkansas ANG, which returned to the U.S. from Itazuke Air Base, Japan. The 192nd and its RF-101Hs continued to provide photo reconnaissance support for U.S. forces in Japan, Korea, and Okinawa.⁵¹

November 1970. The National Guard Bureau and the Air Force established Detachment 1 of the New Mexico ANG to fly F-100Cs on target support sorties for training soldiers at the Army Air Defense School at Fort Bliss, Texas. All of the new Air Guard organization's members were full-time support personnel.⁵²

1 November 1974. Teams from Air Guard units completed a clean sweep of top honors in all three categories of the Aerospace Defense Command's William Tell 1974 fighter weapons meet at Tyndall AFB, Florida. Maine's 101st Fighter Group won the F-101 competition while Idaho's 124th Fighter Interceptor Group scored tops in the F-102 category and Montana's 120th Fighter Interceptor Group took the laurels for F-106 squadrons. The Top Gun was Major Ralph D. Townsend of Idaho's 124th Fighter Interceptor Group.⁵³

21 November 1976. During the 1976 William Tell Weapons Meet at Tyndall AFB, Florida, a team from the Montana Air Guard's 120th Fighter Interceptor Group won top honors in the F-106 category, while one from the Oregon Air Guard's 142nd Fighter Interceptor Group garnered the laurels in the F-101 category. Major Bradford A Newell, a pilot with Oregon's 142nd Fighter Interceptor Group, was the competition's Top Gun.⁵⁴

November 1978. ANG C-130s and volunteer crews from Missouri's 139th Tactical Airlift Group and Oklahoma's 137th Tactical Airlift Group, originally deployed to Panama on a Volant Oak rotation, participated in recovery operations following the mass suicides at Jonestown, Guyana. They flew 111 hours while airlifting 208 passengers and 77,500 pounds of cargo. Altogether, 51 ANG aircrew members and crew chiefs flew into Guyana.⁵⁵

4-8 November 1979. ANG fighter units participated in the Strategic Air Command's (SAC's) bombing and navigation competition, Giant Voice, for the first time. Aircraft and crews from North Dakota's 119th Fighter Interceptor Group, Montana's 120th Fighter Interceptor Group, and California's 144th Fighter Wing flew against SAC planes as "enemy" interceptors.⁵⁶

November 1979. The last ANG F-100 was retired to the Military Aircraft Storage and Disposition Center in Arizona by Indiana's 113th Tactical Fighter

Squadron. Super Sabres had equipped 21 squadrons since their Air Guard debut in April 1958.⁵⁷

November 1981. *National Guard* magazine reported that the Air Guard had established a new type of PRIME BEEF civil engineering unit, the Command Staff Augmentation team, commonly known as the CF-4 team. Each of the three initial ANG CF-4 teams was deployable worldwide on a 28-hour alert basis to augment major active duty command staffs during wartime operations.⁵⁸

November 1981. *National Guard* magazine reported eight pilots flying A-10s from the New York Air Guard's 174th Tactical Fighter Wing had become the first Air Reserve Component contingent to deploy overseas in the Thunderbolt II. During their 17 days in Germany, the Air Guardsmen flew 237 sorties accumulating 449 hours of flight time in a CORONET SAIL exercise.⁵⁹

November 1981. Elements of the West Virginia ANG's 130th Tactical Airlift Group and their C-130Es deployed to the Middle East to participate in exercise "Bright Star" conducted by the Rapid Deployment Joint Task Force in Egypt, Somalia, Sudan, and Oman. After "Bright Star" ended, they returned to home station in December 1981.⁶⁰

11 November 1982. Astronaut and former California ANG fighter pilot Vance DeVoe Brand served as commander of the Space Shuttle Orbiter *Columbia* on mission STS-5, which launched this date as the first fully operational flight of the Space Transportation System. Brand returned safely to earth with *Columbia* on 16 November 1982.⁶¹

24 November 1982. In response to Hurricane Iwa, which did hundreds of millions of dollars' worth of damage to Hawaii, members of the Air Guard's 202nd Air Traffic Control Flight on Kauai maintained the only official communications channel that remained open between that island and the rest of the world during the worst of the storm. After the storm ended, the Hawaii Air Guard's C-7 Caribou cargo plane flew the first of 38 missions carrying equipment and supplies to the island of Kauai. Air Guardsmen also provided generators from Oahu, Maui, and the big island of Hawaii to Kauai to pump water and help maintain emergency services.⁶²

28 November 1983. Astronaut Byron K. Lichtenberg, a Massachusetts Air Guard A-10 pilot, was a member of the Spacelab -1 crew which was launched into orbit aboard the Space Shuttle *Challenger* mission STS-9 on this date. The mission lasted 10 days. Lichtenberg was the first NASA payload specialist to be launched on a space mission.⁶³

30 November 1984. Lt. Col. Ned M. Cole, Jr. of the 152nd Tactical Control Group, New York ANG, traveled a record setting distance of approximately 10,400 miles from Peking, China to Syracuse, New York, to participate in a unit training assembly.⁶⁴

November 1986. Maj. Patrick M. O'Rourke and Capt. Jay T. Stevenson of the Idaho Air National Guard's 190th Tactical Reconnaissance Squadron won the top aircrew designation at the U.S. Air Force's first Reconnaissance Air Meet.⁶⁵

1 November 1988. Maj. Gen. Philip G. Killey, a South Dakota Air Guardsman, became the Director of the Air National Guard. He was a Vietnam combat veteran and had served as the Adjutant General of his state.⁶⁶

1 November 1988. After completing its conversion from F-106A/Bs to F-16A/Bs, the 119th Fighter Interceptor Squadron, New Jersey ANG, resumed its air defense alert duties.⁶⁷

4 November 1990. The Pentagon announced that Guard and Reserve combat units would be called up for possible deployment to the Persian Gulf region.⁶⁸

November 1991. Air Guard Red Horse personnel began building a base camp at Las Delicias, Honduras, for an exercise titled Fuertes Caminos '92 that would involve over 7,000 reserve component airmen and soldiers training with host control military personnel to enhance their readiness to operate in a remote, austere tropical environment.⁶⁹

10-12 November 1992. During the annual ANG senior commanders conference at Atlantic City, New Jersey, Maj. Gen. Phil Killey, the ANG Director, presented his strategic vision for reshaping the ANG to meet the challenges of the post-Cold War era. The ANG would try to broaden its portfolio of flying missions to include acquiring bomber units as well as more airlift and tanker units in addition to seeking new missions like space for some of its support units. The Air Directorate, NGB, would attempt to preserve all ANG flying units and protect the jobs of their personnel. To accomplish those goals, the ANG would aggressively seek out alternative missions in new roles for some ANG flying units, reduce the number of aircraft assigned to each unit, combine similar units at the same location if necessary, and, as a last resort, close down flying units.⁷⁰

3 November 1993. Lt. Col. Mark Kalber of the National Guard Bureau's Air Directorate briefed a concept of operations for ANG support of Antarctic operations by the National Science Foundation with LC-130s flown by the 109th

Airlift Group, New York ANG.⁷¹

12 November 1993. Maj. Gen. Philip G. Killey, the ANG Director, approved a concept to establish an Air National Guard tanker task force at an east coast ANG installation to be determined when the Air Force closed its own East Coast Tanker Task Force at Plattsburgh AFB, New York.⁷²

15 November 1993. ANG fighter aircraft and volunteers began participating in Operation Deny Flight, the enforcement of a U.N.-sponsored no-fly zone over Bosnia-Herzegovina. The aircraft were stationed at Aviano Air Base, Italy and operated under NATO command.⁷³

November 1993. Congress prohibited the Air Force from transferring the 116th Tactical Fighter Wing of the Georgia ANG from Dobbins Air Reserve Base to Robins Air Force Base and delayed it from converting the unit from F-15s to B-1s for one year.⁷⁴

November 1994. The *On Guard* newspaper reported that 22 Air Guard combat communications specialists from 5 states had deployed to Haiti. Logging over 150 missions, 15 Guard airlift units had hauled nearly 500 tons of equipment to that nation during Operation Uphold Democracy, the US military intervention there, which began in September 1994.⁷⁵

November 1994. The *On Guard* newspaper reported that, although first permitted by law in 1951, the forging of interstate compacts to provide mutual humanitarian assistance had been recently revitalized when 19 southern states signed an agreement enabling their National Guard organizations to assist each other more quickly and efficiently in supplying emergency assistance.⁷⁶

21 November 1995. The Air Force announced that the 172nd Airlift Wing, Mississippi ANG, would receive six new C-17s and phase out its C-141s.⁷⁷

1 November 1997. Lt. Col. Linda K. McTague received assignment as commander of the 201st Airlift Squadron, District of Columbia ANG. She was the first woman to command an Air Guard flying squadron.⁷⁸

18 November 1997. The ANG's Northeast Tanker Task Force (TTF) in Bangor, Maine began around-the-clock operations for Operation Phoenix Scorpion, the movement of Air Force aircraft to the Persian Gulf in response to Saddam Hussein's refusal to allow U.N. experts to inspect dozens of facilities suspected of hiding chemical and biological weapons. The TTF, consisting of 4 Air Force and 10 ANG KC-135s, pumped over 1 million pounds of jet fuel into Air Force aircraft during the operation, which lasted a week.⁷⁹

3 November 1999. The Columbia (SC) *State* newspaper reported that the 169th Fighter Wing of the South Carolina ANG had recently qualified most of its pilots to hunt and disable enemy surface-to-air missile sites through the use of the High Speed Anti-Radiation Missile (HARM) Targeting System (HTS). Consequently, the 169th was the only ANG fighter unit capable of performing the Suppression of Enemy Air Defenses mission using HARM and HTS.⁸⁰

9 November 2001. The number of Air Guard volunteers serving in response to the 11 September 2001 terrorist attacks on the United States and other taskings peaked at 12,864.⁸¹

17 November 2004. Gen. John P. Jumper, Air Force Chief of Staff, testified before the House Armed Services Committee that “There’s nothing in any of our plans that reduces the manpower of the Air National Guard. That’s point No. 1. We will be asking the Air National Guard to transition into more modern missions, along with the active duty. These more modern missions will include different things, like space operations, information operations, command and control, unmanned air vehicles.”⁸²

24 November 2004. The Secretary of the Air Force and the Air Force Chief of Staff signed a letter directing MAJCOM commanders to provide plans to test initiatives for closer integration of Guard and Reserve assets into active duty units and operations, no later than 17 January 2005.⁸³

30 November 2004. Headquarters, U.S. Air Force, approved an Air Guard request to establish the 170th Operational Support Squadron, Nebraska ANG. The 170th would become an associate unit of the Air Force’s 55th Wing. The latter conducted a wide variety of global reconnaissance, intelligence, information operations, command and control, presidential support, treaty verification, training, and airlift missions from its home station at Offutt AFB, Nebraska.⁸⁴

29 November 2005. From 30 August 2005 through this date, the Air Guard had flown 4,132 airlift sorties in relief efforts after hurricanes Katrina and Rita devastated parts of the southeastern US. It had airlifted 34,639 passengers and carried 11,496 tons of cargo during those relief efforts. In addition, ANG transports had evacuated 2,046 patients from the region. Air Guard combat controllers in helicopters evacuated another 23,604 endangered people in Louisiana and Mississippi and moved them to local safe havens.⁸⁵

28 November 2006. The Air Guard formally established its first unit-equipped MQ-1 Predator unit at March Air Reserve Base, California, when the 163rd Air

Refueling Wing was redesignated the 163rd Reconnaissance Wing.⁸⁶

28 November 2006. The Kentucky ANG announced the creation of the 123rd Contingency Response Group (CRG) in Louisville. The 123rd was the first rapid air base construction group to be formed in the Air Guard. The 123rd would be able to open a runway, load and unload aircraft, provide security, and create conditions for follow-on forces to operate austere airfields.⁸⁷

9 November – 31 December 2007. Due to the grounding of all Air Force F-15 aircraft, Air Combat Command tasked the 148th Fighter Wing, Minnesota ANG based at Duluth IAP, to deploy six F-16 fighters and about 55 personnel to Hickam AFB, Hawaii, to take-over the Air Sovereignty Alert mission at Hickam AFB from the F-15s assigned to the 154th Wing, Hawaii ANG.⁸⁸

November 2007. *Air Force* magazine reported that in the Fiscal Year 2008 authorization bill the House Armed Services Committee had directed the USAF and ANG leadership to jointly study acquiring F-35s for ANG units to conduct homeland defense air patrol sorties.⁸⁹

19 November 2007. Led by Air National Guard Director Lt. Gen. Craig R. McKinley, USAF, officials broke ground at Andrews AFB, Maryland for an expansion of the Air National Guard Readiness Center.⁹⁰

28 November 2007. The Air Guard formally stood up the first of its planned MQ-1 predator units at March Air Reserve Base, California, on this date. The California ANG's 163rd Air Refueling Wing (ARW) had earlier become the 163rd Reconnaissance Wing (RW).⁹¹

1 November 2008. On this date, 166 ANG security forces personnel mobilized and deployed for 179 days to Eskan Village, Saudi Arabia.⁹²

2 November 2008. In accordance with the 2005 BRAC law, the 172d Fighter Squadron, 110th Fighter Wing, Michigan ANG, flew their last A-10 sortie from Battle Creek ANGB.⁹³

5 November 2008. The 150th Air Refueling Squadron (ARS), New Jersey ANG, went into inactive status.⁹⁴

17 November 2008. Lieutenant General Craig R. McKinley, USAF, became the 26th Chief of the National Guard Bureau (CNGB), promoted to the rank of General. General McKinley, the former ANG Director, became the first Guard officer to be promoted to four-star rank.⁹⁵

1 November 2009. On this date, 165 ANG security forces personnel were mobilized and deployed for 179 days to Eskan Village, Saudi Arabia.⁹⁶

13 November 2009. The ANG's Academy of Military Science graduated its first class of Guard officer cadets since moving from Tennessee to Maxwell AFB, Alabama.⁹⁷

19-21 November 2009. The first National Guard Joint Senior Leadership Conference took place at the Gaylord Convention Center in National Harbor, Maryland. This conference brought together senior leaders from the National Guard Bureau, Army National Guard, and Air National Guard.⁹⁸

29 November 2009. The ANG had 2,250 personnel on State Active Duty (SAD) and Title 32 to participate in various Domestic Operations (DOMOPS) that included Operation Jump Start on the U.S.-Mexican border and the Air Sovereignty alert (ASA) mission. In addition, 10,143 ANG personnel were deployed on Title 10 orders for overseas missions.⁹⁹

23 November 2010. The Secretary of the Air Force's Office of Public Affairs announced that the USAF Chief of Staff had recently designated the 116th Air Control Wing (ACW) at Robins AFB, Georgia as an "active association" wing. The new designations also established the regular Air Force's 461st ACW as the USAF's "associate" wing. The Georgia ANG's 116th ACW serves as the host wing. The 116th ACW was originally designated as a "blended wing" in 2002.¹⁰⁰

1 November 2011. As of this date, ANG C-130 units (156 AS, NC ANG, 115 AS, CA ANG, and 187 AS, WY ANG) tasked with the Modular Aerial Fire Fighting System (MAFFS) flew 443 sorties and 479 hours for 2011. They made 509 drops that equated to 1,207,651 gallons of fire-retardant.¹⁰¹

NOTES

- ¹ Gross, *American Military Tradition*, p. 30.
- ² Francillon, *Air Guard*, p. 15.
- ³ Col. Ron Ball, Executive Editor, *The Maryland Air National Guard: A Commemorative History, 1921-2000*, (Dallas, TX: Taylor Publishing Co., 2000), p. 25.
- ⁴ Francillon, *Air Guard*, p. 19; Gross, *American Military Tradition*, p. 39.
- ⁵ Francillon, *Air Guard*, p. 19.
- ⁶ Francillon, *Air Guard*, p. 19.
- ⁷ Monograph Extract (U), James L. Crowder, Jr., "Osage General: Maj. Gen, Clarence L. Tinker," Office of History, Oklahoma Air Logistics Center, Tinker AFB, Oklahoma, 1987, pp. 237-238, 241, 375.
- ⁸ Francillon, *Air Guard*, p. 19.
- ⁹ Francillon, *Air Guard*, p. 32.
- ¹⁰ Francillon, *Air Guard*, p. 36.
- ¹¹ Francillon, *Air Guard*, p. 33.
- ¹² *Colorado Pride*, pp 63, 66, 215.
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