

DATE: 29 NOVEMBER 2013

A DECEMBER CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, 1908 - 2013

Compiled By:
ANG History Office (NGB/HO)

4 December 1921. The 136th Squadron, Tennessee National Guard, received federal recognition as a Corps Aviation unit. It was redesignated the 136th Observation Squadron on 25 January 1923 and then the 105th Observation Squadron when assigned to the 30th Division on 16 January 1924.¹

5 December 1943. Equipped with Bell P-39Q's, the 110th Reconnaissance Squadron (Fighter), originally the 110th Observation Squadron, Missouri National Guard, arrived in Australia. It then moved to New Guinea to support General Douglas MacArthur's offensive against Japanese forces.²

20 December 1943. The 107th Tactical Reconnaissance Squadron, formerly the 107th Observation Squadron, Michigan National Guard, commenced combat operations over France from the United Kingdom with its F-6As in preparation for the Allied invasion of Europe.³

10 December 1944. The 127th Liaison Squadron (Commando), formerly the 127th Observation Squadron, Kansas National Guard, arrived in Bombay, India and prepared to fly missions in support of British forces in the China Burma India Theater with a variety of light aircraft.⁴

12 December 1945. The Aviation Group of the National Guard Bureau (NGB) was established to help plan and organize a new reserve component -- the Air National Guard (ANG) -- of a planned new military service, the United States Air Force. The Aviation Group, NGB consisted of three individuals headed by Col. William A. R. Robertson, an Army Air Forces officer.⁵

December 1947. The 197th Fighter Squadron, Arizona Air National Guard, experienced its first state mobilization. The unit's L-5 utility aircraft were employed to fly constant patrol over lettuce sheds during a strike. After completion of each successful mission, a lettuce leaf was painted on the patrolling aircraft's cowling.⁶

December 1949. Indiana became the first state to name a chief of the newly authorized air section of its state National Guard headquarters staff with the appointment of Brig. Gen. Oliver H. Stout to that post.⁷

6 December 1950. Lt. Gen. Ennis C. Whitehead, the Continental Air Command's commander, requested that 38 ANG fighter squadrons be mobilized to strengthen the air defenses of the U.S. during the Korean War.⁸

29 December 1950. Because of the deteriorating situation in Korea following the Chinese intervention in that conflict and the growing fears of another world war, the Continental Air Command requested that all 38 ANG fighter squadrons which it had asked to be mobilized earlier that month be called into federal service as soon as possible.⁹

1 December 1951. ANG units mobilized this date because of the Korean War included the: 111th Aircraft Control and Warning Squadron (AC&WS), Pennsylvania; 112th AC&WS, Pennsylvania; 113th AC&WS, District of Columbia; 119th AC&WS, Tennessee; 144th AC&WS, 145th AC&WS, California; 146th AC&WS, California; 153rd Aircraft Control and Warning Group (AC&WG), Pennsylvania; and 161st AC&WG, California.¹⁰

2 December 1951. The 159th Fighter Bomber Squadron dispatched 16 F-84Es, pilots, and support personnel from Japan to Teague AB, Korea where they flew their first combat mission that same morning.¹¹

7 December 1951. After moving to Europe by sea, the main body of personnel and equipment of the 126th Bombardment Wing (Light) arrived at its base near Merignac, France.¹²

7 December 1951. The main body of the 123rd Fighter Bomber Wing arrived at Manston RAF Station, England after movement by sea from the U.S. The unit would operate F-84Es obtained from the Strategic Air Command by its advance detachment.¹³

24 December 1951. The mobilized 154th Air Control and Warning Group, Georgia ANG, began its deployment to Nouarseur Air Base, French Morocco, to reinforce NATO. The unit included squadrons from Georgia and North Carolina.¹⁴

December 1951. The 140th Fighter Wing of the Colorado Air Guard, mobilized for the Korean War, was transferred to Clovis AFB, New Mexico. Its leader, Brig. Gen. Joe C. Moffitt, became the only ANG general officer known to have commanded an Air Force tactical unit and base during that conflict.¹⁵

December 1951. North Carolina's 118th Aircraft Control and Warning Squadron (AC&WS) was transferred from Stewart AFB, Tennessee to French Morocco to help protect SAC's bomber base at Nouasseur. It also maintained detachments in the Atlas Mountains and the Sahara Desert. Georgia's 116th AC&WS, 117th AC&WS, and 129th AC&WS served in French Morocco during the Korean War as did that state's 154th Tactical Control Group.¹⁶

December 1951. The Utah ANG's 191st Fighter Bomber Squadron moved to Clovis AFB, New Mexico from its home station with its F-51Ds. It remained at Clovis AFB until it returned to state control.¹⁷

December 1951. The Wyoming ANG's 187th Fighter Bomber Squadron, equipped with F-51Ds, moved from Cheyenne to Clovis AFB, New Mexico. It remained there until it was returned to state control.¹⁸

1 December 1952. ANG flying squadrons relieved from active duty on this date were the: 102nd Bomb Squadron (BS) (Light), New York; 105th Fighter Squadron (FS), Tennessee; 110th FS, Missouri; 123rd FS, Oregon; 141st Fighter Bomber Squadron, New Jersey; 149th FS, Virginia; 153rd FS, Mississippi; 170th FS, Illinois; and the 179th FS, Minnesota.¹⁹

1 December 1952. The 118th Fighter Squadron (FS), Connecticut ANG, and the 126th FS, Wisconsin ANG, were demobilized.

1 December 1952. The 169th Fighter Interceptor Squadron of the Illinois Air Guard was redesignated a fighter bomber squadron. Remaining in state service during the Korean War, it operated F-51Hs from its home station at Peoria.²⁰

4 December 1952. Headquarters, U.S. Air Force authorized the Air Defense Command to place 10 ANG pilots on active duty at Hancock Field, New York and Hayward, California to test the Air Guard's runway alert concept at those locations.²¹

15 December 1952. The 137th Aircraft Control and Warning Squadron, Colorado ANG, the 159th Aircraft Control and Warning Group (AC&WG), Colorado ANG, and the 162d AC&WG, California ANG, were returned to state control.²²

1 December 1953. The last ANG units demobilized after their Korean War service were the: 111th Aircraft Control and Warning Squadron (AC&WS), Pennsylvania; 112th AC&WS, Pennsylvania, 113th AC&WS, District of Columbia; 119th AC&WS, Tennessee; 144th AC&WS, California; 145th AC&WS, California; 146th AC&WS, California; 153d Aircraft Control and

Warning Group (AC&WG), Pennsylvania; and the 161st AC&WG, California.²³

December 1953. The 183rd Tactical Reconnaissance Squadron (Night Photographic) of the Mississippi ANG performed its first state active duty when its C-47 administrative support aircraft was used to transport medical supplies, blankets and Red Cross personnel to the city of Vicksburg which had been devastated by a tornado. The unit had been extended federal recognition on 1 July 1953.²⁴

11 December 1959. Headquarters, U.S. Air Force officially approved transferring four-engine C-97 transports to the ANG that had been declared surplus to the needs of the active force. Brig. Gen. Winston P. Wilson, Assistant Chief, National Guard Bureau, Air, had formally requested that 48 C-97s being phased out of the USAF inventory be transferred to ANG units. Gen. Curtis E. LeMay, the Air Force Vice Chief of Staff, had rejected the request on the grounds that such big aircraft were too complex for ANG units to maintain and fly. He wanted Air Guardsmen to stick with simpler fighter aircraft but was overruled by Secretary of the Air Force James H. Douglas, Jr., a World War II Army Air Forces airlifter.²⁵

December 1959. After a huge snowstorm isolated ranch families in eastern New Mexico, the state's lone ANG C-47 dropped 60 to 70 tons of hay over a seven-day period saving an estimated 50,000 to 60,000 sheep and an untold number of cattle.²⁶

1 December 1960. The Alaska ANG's 144th Air Transport Squadron (Medium) completed its conversion from C-47As to ski-equipped C-123Js. It was the only ANG unit to be equipped with the C-123 as its mission aircraft.²⁷

5 December 1960. The first F-102 Delta Dagger arrived at the Hawaii ANG and replacing its F-86Ls on air defense alert.²⁸

23 December 1964. Starting this date, Air Guardsmen from California's 146th Air Transport Wing and its 129th Air Commando Group accumulated 175 flying hours carrying 188 passengers and 238 tons of cargo during a 16-day period to aid flood-ravaged communities in the Golden State.²⁹

December 1964. *The National Guardsman* magazine reported that a handful of enlisted ANG technicians from Massachusetts' 276th Communications Squadron, operating out of a trailer at their Wellesley headquarters, were helping to operate a satellite tracking station for the Air Defense Command's USAF Space Tracking Service. Other members of the

unit were helping to staff the communications center at the Space Track Research and Development Center at nearby Hanscom AFB. The 267th's technicians had been first assigned to the Hanscom facility on a fulltime basis in 1961 to learn to handle special message traffic there.³⁰

December 1965. Secretary of Defense Robert S. McNamara announced that the Department of Defense planned to eliminate two Air Guard heavy transport groups and three ANG flying squadrons by 1 October 1966. If implemented, the closures would have affected over 1,500 Air Guardsmen. Effective lobbying in the Pentagon and on Capitol Hill by Guardsmen and their supporters killed Secretary McNamara's unit closure initiative.³¹

21-29 December 1967. Aircrews and C-97s of the Arizona Air Guard's 161st Military Airlift Group flew 56 sorties and dropped more than 400 tons of hay to isolated livestock after heavy snows blanketed the state. They also airlifted a load of skimobiles from Denver, Colorado to Phoenix, Arizona and flew 17,000 pounds of food to Window Rock, Arizona from which it was flown by helicopters to the Navajo Reservation where thousands of Indians were stranded in remote area.³²

December 1968. *The National Guardsman* magazine reported that Ms Kathleen Day Kovacs had enlisted in the Illinois ANG's 126th Air Refueling Wing joining her father, Colonel Joseph J. Kovacs, and her brother, A2C Lawrence Kovacs, to form the first known daughter-father-son team in any Air Guard unit.³³

December 1969. *The National Guardsman* magazine reported that over 100 Air Guard volunteer F-102 pilots had flown air defense missions in Europe, Okinawa, the Philippines, and Alaska with active duty units under the auspices of Operation Palace Alert since the Air Force launched it in June 1968. Participating ANG pilots ranged in experience from seasoned lieutenant colonels to recent flight school graduates. They normally served 90-day Palace Alert active duty tours overseas.³⁴

December 1969. A Colorado ANG C-54 airlifted over two tons of food and clothing to aid needy Navajo families at that Baptist Shepherd Mission in Farmington, New Mexico.³⁵

December 1970. *The National Guardsman* magazine reported that the Air Guard's first commissioned WAF, 2nd Lt. Connie Kreis, had graduated from the Air Force's Officer Training School and had been assigned to the finance section of the Texas ANG's 136th Air Refueling Wing.³⁶

December 1970. Personnel and two EC-121 aircraft from the Pennsylvania Air Guard's Tactical Electronic Warfare Group completed a six-month deployment to Southeast Asia.³⁷

23 December 1972. Following a disastrous earthquake, 7 ANG KC-97Ls from Illinois and Wisconsin hauled 70 tons of food, medical supplies, and radio parts to Managua, Nicaragua. In addition, two ANG C-124s from Georgia and Tennessee flew outsize cargo to that nation.³⁸

December 1974. The North Dakota Air Guard's 119th Fighter Interceptor Group became the first ANG unit to be presented the Hughes Trophy. The award was given annually by the Hughes Aircraft Corporation to recognize the best qualified Air Force fighter interceptor unit in the Aerospace Defense Command having a primary mission of air defense.³⁹

December 1974. Personnel and C-130s from the Air Guard's 146th Tactical Airlift Wing participated in Operation Gold Bear, a statewide exercise testing the ability of the California National Guard to assist other state agencies in dealing with domestic emergencies.⁴⁰

16 December 1977. Col. James E. Cuddihee, commander of the New Hampshire Air Guard's 157th Air Refueling Group, became the senior active military aviator in the U.S. Air Force when he logged his 20,000th flying hour while piloting one of his unit's KC-135s. Col. Cuddihee had enlisted in the Army Air Forces in 1942 and received his wings in January 1942. He had joined the New Hampshire ANG in 1948.⁴¹

December 1978. Chief Warrant Officer James Kozak, the last warrant officer in the Massachusetts ANG and one of the few remaining ones in the total Air Force, retired from the 104th Tactical Fighter Group. He had joined the unit in 1947 and spent his entire career in avionics maintenance.⁴²

27 December 1979. Responding to a call for help from a commercial sailing vessel, the John F. Leavitt, two Sikorsky HH-3 Jolly Green Giant helicopters and paramedics from the New York Air Guard's 102nd Air Rescue and Recovery Squadron saved nine crewmen whose vessel was sinking in storm tossed Atlantic Ocean about 260 miles southeast of the unit's base at the Suffolk County Airport on Long Island. The HH-3s were refueled enroute shortly before sighting the sinking ship. All aircraft plus crewmen from the Leavitt and the Air Guardsmen returned safely to the Suffolk County Airport after the eight hour mission.⁴³

1 December 1981. Congress became increasingly concerned during the early 1980s that the equipment modernization requirements of the Guard and reserve components of the armed forces were not being adequately addressed. In the FY 1982 Defense Authorization Appropriation Act (PL 97-86), Capitol Hill established a separate National Guard and Reserve Equipment Account (NGREA) that was funded by an appropriation which was not a part of the Defense Department's annual budget request.⁴⁴

16 December 1982. Col. Russell C. Davis, Commander of the 113th Tactical Fighter Wing, District of Columbia ANG, was promoted to brigadier general becoming the first African-American to hold that rank in the Air Guard's history.⁴⁵

December 1982. Maj. Byron K. Lichtenberg, an Air Guard A-10 pilot assigned to the 104th Tactical Fighter Group at Westfield, Massachusetts, was selected by NASA to be the payload specialist on the first Spacelab shuttle mission. Dr. Lichtenberg was a biomedical engineer and an MIT research scientist.⁴⁶

December 1982. Over 100 Colorado Air Guardsmen were mobilized to assist civil authorities in dealing with the emergency situations caused by a blizzard.⁴⁷

24 December 1985. The Arizona Air Guard's new 148th Tactical Fighter Training Squadron received its first two F-16s. The squadron's mission was to train Guard and Reserve pilots to fly F-16s.⁴⁸

11 December 1988. Starting on this date, Air Guardsmen flying C-141Bs from Mississippi's 172nd Military Airlift Group (MAG) and C-5As from New York's 105th MAG participated in an airlift of clothing, food, and supplies to Armenia after a powerful earthquake devastated that region of the Soviet Union.⁴⁹

17 December 1989. President George H. W. Bush launched Operation Just Cause to remove Panamanian dictator Manuel Noriega from power and replace him with a democratically elected government. Air Guard A-7 fighters and C-130 transports already deployed to Panama on continuing rotations participated in the operation which ended on 3 January 1990. They were joined by ANG C-5s and C-141s which flew 35 airlift missions from the US plus EC-130 aircraft from the 193rd Special Operations Group that flew 18 unspecified missions.⁵⁰

2 December 1990. Astronaut and former California Air Guard fighter pilot Vance DeVoe Brand commanded the Space Shuttle *Challenger* (STS-35) which was launched on this date. It was his fourth space flight. Former Texas Air

Guard fighter pilot, astronaut John M. Lounge, served as flight engineer on the mission. It was Lounge's third space flight. The *Challenger* returned safely to earth on 10 December 1990.⁵¹

5 December 1990. Volunteers from the 152nd Tactical Reconnaissance Group, Nevada ANG, replaced the volunteer contingent from the 117th Tactical Reconnaissance Wing, Alabama ANG, in the Persian Gulf region as part of Operation Desert Shield.⁵²

10 December 1990. The 240th Combat Communications Squadron, South Carolina ANG, was mobilized and subsequently deployed to Al Kharij Air Base, Saudi Arabia where it supported the Air Force's 4th Tactical Fighter Wing (Provisional) during Operation Desert Storm.⁵³

13 December 1990. Several ANG air refueling units were mobilized for service in the Middle East. They were the: 126th Air Refueling Squadron (ARS), Wisconsin; 116th ARS, Washington; and the 117th ARS, Kansas.⁵⁴

17 December 1990. Theodore C. Marrs, a physician and former federal government official who had worked for presidents Nixon and Ford, died. A former Alabama Air Guardsman and a retired brigadier general in the Air Force Reserve, Marrs had developed and sold the Total Force concept in the Pentagon while he served Secretary of Defense Melvin Laird. Marrs based his Total Force proposals largely on his service in the Air National Guard and Air Force Reserve.⁵⁵

20 December 1990. The following ANG air refueling units were mobilized for duty in the Middle East during the Persian Gulf crisis: 132nd Air Refueling Squadron (ARS), Maine; 108th ARS, Illinois; 151st ARS, Tennessee; 133rd ARS, New Hampshire; 145th ARS, Ohio; 150th ARS, New Jersey; and 147th ARS, Pennsylvania.⁵⁶

26 December 1990. The 191st Air Refueling Squadron, Utah ANG, and the 142nd Tactical Airlift Squadron, Delaware, were mobilized for service in the Middle East during the Persian Gulf crisis.⁵⁷

28 December 1990. The 180th Tactical Airlift Squadron, Missouri ANG, was mobilized for service in the Persian Gulf region.⁵⁸

29 December 1990. The 169th Tactical Fighter Group, South Carolina ANG, deployed pilots and 24 F-16As to Saudi Arabia for a possible war with Iraq.⁵⁹

December 1991. After absorbing instructors from the Reconnaissance

Weapons School and receiving six RF-4Cs, the 189th Tactical Reconnaissance Training Flight, Idaho ANG, began training RF-4C and RF-4G crews.⁶⁰

4 December 1992. The Hawaii ANG received its first KC-135R Stratotanker.⁶¹

5 December 1992. A preliminary deployment of nine ANG and three Air Force Reserve KC-135 tankers to Moron Air Base, Spain to establish a tanker task force (TTF) for Operation Restore Hope, Somalia operations, was completed. Col. Joseph Simeone, Commander, 157th Air Refueling Group, New Hampshire ANG, was selected by the Air Mobility Command as the TTF's commander.⁶²

5 December 1992. The 172^d Airlift Group (AG), Mississippi ANG, and the 164th AG, Tennessee ANG -- both equipped with C-141s -- were tasked by AMC to provide aircraft and crews to participate in Operation Restore Hope. The operation was initiated to provide humanitarian relief in Somalia.⁶³

12 December 1992. The first 2,900 Marines of the 28,000 U.S. troops scheduled to intervene in Somalia landed at Mogadishu. To support the operation, the ANG had 31 personnel deployed in the continental US, 385 overseas (mostly in Spain), and 9 in Somalia. All were volunteers.⁶⁴

18 December 1992. To support Operation Restore Hope, two ANG aero-medical evacuation crews deployed to Mogadishu, Somalia.⁶⁵

4 - 6 December 1993. Volunteers and aircraft from four ANG F-16 fighter squadrons arrived at Incirlik Air Base, Turkey, to participate in a composite or "rainbow unit" to support Operation Provide Comfort, the protection and relief of the Kurdish population in northern Iraq. The units were the: 120th Fighter Squadron (FS), Colorado; the 149th FS, Virginia; the 175th FS, South Dakota; and the 185th FS, Iowa.⁶⁶

10 December 1993. Due to faulty wiring within a fuel pump housing, a KC-135R assigned to the 123rd Air Refueling Group, Wisconsin ANG, exploded on the ground killing six enlisted members of the unit and destroying the aircraft.⁶⁷

1 December 1994. Effective this date, Headquarters Northeast Air Defense Sector at Griffis AFB, New York was redesignated as the Headquarters Northeast Air Defense Sector (ANG).⁶⁸

1 December 1994. The 124th Fighter Group, Idaho ANG, deployed personnel and F-4G "Wild Weasel" aircraft to Turkey to participate in Operation Provide Comfort II, the protection of the Kurdish population in northern Iraq. The

Idaho Guardsmen ended their rotation on 31 December 1994.⁶⁹

10 December 1994. After nine mid-air refuelings, an HH-60G Pave Hawk helicopter and crew from the New York ANG's 102nd Rescue Squadron pulled a sailor from a sunken Ukrainian freighter out of 30-foot seas about 750 miles off the coast of Nova Scotia and returned him safely to shore.⁷⁰

10 December 1995. The Air Force tasked the ANG to deploy a radar package to Tazar, Hungary. Within 36 hours of notification, the Ohio Air Guard's 251st Combat Communications Group launched a composite package of equipment and volunteers drawn from ANG units across the nation.⁷¹

18 December 1995. Maj. Gen. Russell C. Davis was assigned as the Vice Chief, NGB. General Davis, a District of Columbia Air National Guard officer, had been the Commanding General, District of Columbia National Guard. He was the first African American to hold the former assignment.⁷²

10 December 1996. The last brand new C-130Hs purchased for the Air Guard were delivered to the Minnesota Air Guard's 133rd Airlift Wing.⁷³

19 December 1997. Effective this date, Maj. Gen. Larry K. Arnold, assumed command of First Air Force from the retiring Maj. Gen. Philip G. Killey. Both officers were Air Guardsman.⁷⁴

30 December 1997. ANG C-130 units from Wyoming, Oklahoma, Texas, Minnesota and Idaho responded to a call for help from President Bill Clinton and dropped nearly 465 tons of hay to starving livestock in New Mexico after nearly 22 inches of snow had blanketed the state.⁷⁵

December 1998. Six Air Guard fighter units were unable to deploy to Southwest Asia to enforce the no-fly zones over Iraq because their F-16s lacked the precision guided munitions, tactical data links (specifically, Link-16) and targeting pods that were now required to operate in that region. The Air Force had refused to provide the resources needed to upgrade the capabilities of those aircraft. Air Guard officials reported that they had already begun moving to upgrade F-16s in many states with modifications that would enable them to fly night and all-weather missions and fire precision guided munitions. It included Litening II targeting pods, night vision goggles and new cockpit lighting for nighttime operations as well as a new computerized data link system to improve situational awareness for pilots in the battle space. The resulting upgrade program was known as "Combat Quadrangle." The Israelis, Northrop and the Air Force Reserve cooperated with ANG on the targeting pod element of the program despite the lack of initial Air Force support.⁷⁶

December 1998. C-130E aircraft and aircrews from the Maryland Air Guard's 175th Wing flew two relief missions to Honduras after Hurricane Mitch ravaged it. They delivered 49,500 pounds of food and equipment to that Central American nation as part of international relief effort that involved crews from 12 nations.⁷⁷

13 December 1999. The 123rd Air Control Squadron, Ohio ANG, was called up under a Presidential Selective Reserve Call-Up authority for duty in Kuwait. 73 members of the unit deployed to that nation.⁷⁸

December 1999. *The On Guard* newspaper, published by the National Guard Bureau, reported that 108 Air Guardsmen from New York's 213th Engineering Installation Squadron (EIS) had recently spent two weeks installing 4,400 feet of fiber optic cable, connecting it inside buildings and erecting antenna towers at four European air bases: Moron, Spain plus Bitburg, Ramstein and Spangdahlem in Germany.⁷⁹

5 December 2001. As part of Operation Noble Eagle, Florida Air Guard F-15s from the 125th Fighter Wing patrolled the skies over the Kennedy Space Center as the space shuttle Endeavor was launched. It was the first shuttle launch after the 11 September 2001 terrorist attacks on the U.S.⁸⁰

December 2001. Elements of the 147th Fighter Wing, Texas ANG, deployed to Atlantic City, New Jersey to fly combat air patrol (CAP) missions in their F-16s over New York City, New York, Philadelphia, Pennsylvania and Washington, DC as part of Operation Noble Eagle (ONE).⁸¹

December 2001. The Rhode Island ANG's 143rd Airlift Wing became the first U.S. military unit to be equipped with the brand new C-130J-30 Hercules transport.⁸²

2 December 2002. Lt. Gen. Daniel James III, the Air Guard's Director, unveiled his transformational strategy known as "VANGUARD" in Denver, Colorado at the ANG's annual Senior Leadership Conference.⁸³

7 December 2002. An aviation package from the Pennsylvania ANG's 111th Fighter Wing, including six A-10 aircraft, deployed to Bagram AB, Afghanistan for approximately five weeks for Operation Enduring Freedom. Elements of the 175th Wing, Maryland ANG, deployed as well.⁸⁴

1 December 2003. Col. Linda McTeague assumed command of the 113th Wing, District of Columbia Air National Guard. She was the first woman to command an ANG wing.⁸⁵

17 December 2003. In a ceremony at its Long Beach, California plant, Boeing delivered the first of eight brand new C-17 Globemaster IIIs to the Mississippi ANG's 172nd Airlift Wing.⁸⁶

28 December 2003. A C-130H and crew from the Oklahoma Air Guard's 137th Airlift Wing became the first U.S. Air Force assets to land in Iran in over 20 years when it delivered 27,000 pounds of purified water and blankets to an airport in Kerman, the provincial capital of a region that had been devastated by a 6.6 magnitude earthquake two days earlier. The Oklahoma Air Guardsmen had been participating in Operation Iraqi Freedom.⁸⁷

1 December 2004. Air Force officials announced that Virginia ANG pilots from the 192nd Fighter Wing at Richmond would be partnering with pilots from the Air Force's First Fighter Wing to train on the F/A-22 Raptor, the service's newest fighter aircraft. The Raptor was scheduled to deploy to Langley AFB in May 2005.⁸⁸

10 & 13 December 2004. Members of the Rhode Island ANG's 143rd Airlift Squadron flew to Southwest Asia from their home station with their new C-130J-30 transports. It was the first time that the C130J-30 had been deployed by U.S. military forces to support combat operations in Afghanistan and Iraq.⁸⁹

December 2004. The Air Guard participated in Operation Unified Assistance, a multinational effort to deliver relief supplies and personnel to coastal areas in Southeast Asia after the region was devastated by a tsunami on 26 December 2004. At least one ANG aircraft – a C-5A from the 105th Airlift Wing from Stewart Air National Guard Base, New York – took part in the massive airlift which ended in February 2005.⁹⁰

12 December 2007. Effective this date, Gen. John D. W. Corley, USAF, Commander, Air Combat Command (ACC), declared Full Operational Capability (FOC) for the integrated 1st Fighter Wing (USAF)/192 Fighter Wing (VA ANG). The unit flew the Air Force's premier new fighter aircraft, the F-22A Raptor.⁹¹

6 December 2008. Officials unveiled Battle Creek decals on a newly assigned C-21. It was a bridge aircraft designed to maintain a flying mission at that installation until the C-27 (the Joint Cargo Aircraft) was assigned to the Michigan ANG unit, the 110th Fighter Wing, which was losing its A-10s.⁹²

10 December 2008. The Air Force announced that active associate units would be formed at three ANG KC-135 wings - - the 117th ARW, Alabama; the 126th ARW, Illinois; and the 157th ARW, New Hampshire - - beginning in July 2009 as a Total Force initiative. All three active associate units were

expected to assume their full operational responsibilities by September 2011.⁹³

1 December 2009. New York Air Guardsman of the 174th Fighter Wing at Hancock Field in Syracuse entered steady-state operations on this date flying MQ-9 Reaper drones over Afghanistan in support of coalition ground forces. The wing was the first ANG unit to operate MQ-9s. The wing lost its F-16 flying mission in June 2008 because of BRAC 2005.⁹⁴

1 December 2009. On this date, 329 ANG security forces personnel mobilized and deployed for 179 days to three CENTCOM locations. The three locations were Baghdad International Airport, Iraq; Manas Air Base, Kyrgyzstan; and Kirkuk Air Base, Iraq.⁹⁵

9 December 2009. A training center was opened on this date at Robins AFB, Georgia to train Air Guardsmen to operate the new C-27J transport aircraft. The Air Force was in the process of procuring 38 C-27Js for the ANG.⁹⁶

December 2009. Major Tammy Barlette, Arizona Air National Guard, became the first reserve component remotely piloted vehicle operator to graduate from the Air Force Weapons School instructor course at Nellis AFB, Nevada.⁹⁷

8 December 2010. Air Force officials announced that Key Field, the ANG's base in Meridian Field, Mississippi, had been picked for C-27J Spartan training.⁹⁸

December 2010. *Air Force Magazine* reported that the Great Falls Airport, Montana had been selected over the Boise Air Terminal, Idaho as the Air Force's preferred location for basing the ANG's seventh C-27J unit.⁹⁹

31 December 2011. In accordance with provisions of the Fiscal Year 2011 National Defense Act signed on this date by President Obama, the Chief of the National Guard Bureau was added to the Joint Chiefs of Staff over the objections of all of the military services.¹⁰⁰

31 December 2011. 9,934 ANG members were deployed overseas to participate in Operation Enduring Freedom.¹⁰¹

NOTES

- ¹ Francillon, *Air Guard*, p. 19.
- ² Francillon, *Air Guard*, pp. 34-35.
- ³ Francillon, *Air Guard*, p. 34.
- ⁴ Rpt (U), 102nd Military History Detachment, Kansas ARNG, "The Jayhawk Squadron: The History of the 127th Observation Squadron, 1941-1945," Topeka, KS: Kansas ARNG, 24 January 1982, pp. 19-21.
- ⁵ Rpt (U), NGB, Subj.: "Annual Report of the Chief, National Guard Bureau, Fiscal Year Ending 30 June 1946, Washington, DC.: USGPO, undated, p. 80; Study (U), Charles J. Gross, Ph.D., NGB-PAI-H, "Air National Guard Headquarters: A Brief Organizational History," 18 June 1999, p. 1.
- ⁶ Major Edward R. Glady, 161st Military Airlift Group, *Arizona ANG, 25th Anniversary, The Arizona Air National Guard: A Complete History Of The 161st Military Airlift Group-Phoenix [And The] 162nd Tactical Fighter Training Group – Tucson*, (Phoenix, AZ: 161st Military Airlift Group, November 1971), p. 15, ANGRC, NGB/HO, ANG Historical Archives, Arizona State Files, Box VI.1.
- ⁷ Article (U), "States Set Up Air Staff Sections," *The National Guardsman*, January 1950, p. 29.
- ⁸ Ritchie, "History of the 116th FIS, 1951-1952," p 2.
- ⁹ Ritchie, "History of the 116th FIS, 1951-1952," p 2.
- ¹⁰ Paper (U), "Data Concerning Air National Guard Units Called Into Active Military Service" undated, ANG Korean War File, Korean War (ANG), Documents, Drafts, Photo Lists, etc., Hollinger Box, ANG Historical Archives.
- ¹¹ McLaren, *Republic F-84 Photo Chronicle*, p 114.
- ¹² *Illinois Air National Guard Fiftieth Anniversary, 1927-1977*, pp 40-41; Hist (U), USAFE, July - December 1952, Volume I, pp 26-27,
- ¹³ Armstrong and Long, *Kentucky Air Guard*, p 50.
- ¹⁴ *Georgia Air National Guard History, 1941-2000*, p 22.
- ¹⁵ *Colorado Pride*, p 216; ANG Oral History (U), Joe C. Moffitt, Maj Gen, Colorado ANG (Ret), by MSgt Steven L. Stearns, ANGSC/CDH, and SSgt Tom Otto, 140 TFW/HO, 2 October 1986, p 21,
- ¹⁶ Lt. Col. William T. Bundy, NCANG, and Maj. Billy J. Reid, NCANG, *History Of The North Carolina Air National Guard*, (North Carolina ANG, 1973), p 11; Lt. Col. Billy J. Reid, NCANG, *History of the 263rd Combat Communications Squadron*, (263rd Combat Communications Squadron, NCANG, 1979), p 3; ANG Unit Data Cards for Georgia, NGB-PAI-H Archives.
- ¹⁷ Francillon, *United States Air National Guard*, p 170.
- ¹⁸ Francillon, *United States Air National Guard*, p 176, Air National Guard Unit Data Cards, Historical Archives, NGB-PAI-H.

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- ¹⁹ ANG Unit Data Cards, ANG Historical Archives.
- ²⁰ Francillon, *United States Air National Guard*, p 120.
- ²¹ Study (S/RD/NOFORN), "The Air National Guard In Air Defense," pp. 25-26, info used was (U).
- ²² ANG Unit Data Cards, ANG Historical Archives.
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