

A CHRONOLOGICAL HISTORY OF THE AIR NATIONAL GUARD AND ITS ANTECEDENTS, JANUARY

Compiled By:
Dr. Charles J. Gross
NGB-PAH

17 January 1921. Minnesota's 109th Squadron (redesignated the 109th Observation Squadron on 25 January 1923) became the first post World War I National Guard air unit to receive federal recognition.¹

21 January 1922. The 125th Squadron, Alabama National Guard, received federal recognition as a Corps Aviation unit. (It was redesignated the 135th Observation Squadron on 25 January 1923 and then it was redesignated the 114th Observation Squadron as an aviation unit the 39th Division on 1 May 1923. On 16 January 1924, it was it was redesignated the 106th Observation Squadron as an aviation unit in the 31st Division.) Maj. James A. Meissner, a World War I ace who had flown with Capt. Eddie Rickenbacker, led the effort to form the unit and served as its first commander.²

January 1923. The National Guard sent 10 officers to Brooks Field, Texas to begin Army flight training and 8 of them subsequently graduated to become junior airplane pilots.³

30 January 1930. The 119th Observation Squadron, New Jersey National Guard, received federal recognition as the aviation unit in the 44th Division. It was the last of the original 19 air units allotted to the National Guard after World War I to be organized.⁴

January 1930. For three weeks during the peak of ice floods on the lower Wabash River, daily patrols were flown by five aircraft and aircrews from the Indiana National Guard's 113th Observation Squadron. The Guardsmen dropped food and clothing to cutoff refugees, ferried doctors, and provided all other possible assistance to flood victims.⁵

24 January 1937. Martial law was declared in Evansville, Indiana because of a huge Ohio River flood which inundated the southern portion of the state. The entire 113th Observation Squadron of the Indiana National Guard was called into service during the emergency which lasted into the following month. Aircrews from the unit relayed information to Guardsmen on the ground and provided vital radio relay communications for the area since many telephone

circuits had failed. The flood damaged property from Pittsburgh to Cairo, Illinois, left 1 million people homeless and 385 dead, and caused property losses valued at \$500 million.⁶

30 January 1937. Personnel and aircraft from the Tennessee National Guard's 105th Observation Squadron were ordered to Memphis from their home station at Nashville for flood relief duty. Equipped with two-way radios, they flew river patrol missions searching for high water areas and flood victims plus stranded livestock to aid rescue efforts. They returned to their home station on 10 February 1937.⁷

13 January 1942. The 108th Observation Squadron, Illinois National Guard, arrived at Howard Field in Panama becoming the first Guard aviation unit to serve overseas during World War II. It flew a collection of A-18s, B-18s, L-4s, O-47s, O-49s, P-36s, and P-39s in defense of the Canal Zone.⁸

January 1942. By the early part of that month, 17 National Guard aviation squadrons were flying antisubmarine patrols over the Atlantic Ocean off the U.S. east coast, 3 others were flying such missions over the Gulf of Mexico and 5 were patrolling off the west coast. Of the remaining four units, and three were training with ground forces within the continental U.S. The 108th had been sent to Panama that month.⁹

12-13 January 1942. Ten O-47 aircraft and crews from several Guard aviation squadrons sailed from San Francisco, California for Singapore as part of *Combat Team X*, a unit formed with 10 aircraft and crews from former Guard units. After Singapore fell to the Japanese, they were diverted to Australia where they briefly flew antisubmarine patrols before being transferred to other Army Air Forces units with more modern aircraft.¹⁰

21 January 1944. The 110th Reconnaissance Squadron (Fighter), formerly the 110th Observation Squadron, Missouri National Guard, began flying combat missions from New Guinea.¹¹

30 January 1944. Equipped with North American B-25s, the 106th Reconnaissance Squadron, formerly the Alabama National Guard's 106th Observation Squadron, flew its first combat sorties against the Japanese from its base on Sterling Island in the South Pacific.¹²

30 January 1946. The Army Chief of Staff, General of the Armies Dwight D. Eisenhower, ordered the piecemeal activation of National Guard aviation units under an Army Air Forces' plan.¹³

20 January 1949. During President Harry Truman's inauguration parade, some 300 Air National Guard F-47s and F-51s from 25 states roared over the Capitol in a massive formation.¹⁴

January 1949. Following devastating blizzards, Air Guard C-47s began dropping hay to stranded and starving livestock throughout the Rocky Mountain region. Colorado ANG C-47s flew 17 such missions in January and February 1949 dropping tons of hay that saved thousands of cattle and wildlife. Transport aircraft from ANG fighter squadrons in Utah, Wyoming, and North Dakota were similarly employed. Colorado Air Guard F-51s and A-26s also flew reconnaissance missions during that emergency. The Arizona Air Guard dropped food packages to villages and hospitals on the Navajo Indian Reservation during that month.¹⁵

5 January 1950. Senior officers at Headquarters U.S. Air Force and the CONAC decided that the Air Guard could not be relied upon as force that would be immediately ready to perform its air defense mission upon mobilization. Instead, they concluded that the ANG should be shifted to a tactical support mission that it could perform after additional preparations following mobilization for a general war.¹⁶

31 January 1950. The 138th Fighter Squadron received the New York Air Guard's first jet fighter when an F-84 arrived at its Hancock Field, Syracuse base. F-84s were slated to replace the unit's piston-driven F-47s.¹⁷

January 1951. The authorized strength of all ANG units except wing and group headquarters was raised to its wartime level, approximately 80,000 personnel, from its previously authorized 67,000 personnel.¹⁸

8 January 1951. To further strengthen the nation's continental air defenses during the Korean War the Air Force mobilized a number of ANG units on this date including the: 154th Air Control & Warning Group (AC&WG), Georgia; 116th Aircraft Control and Warning Squadron (AC&WS), Georgia; 117th AC&WS, Georgia; 118th AC&WS, North Carolina, and the 129th AC&WS, Georgia¹⁹

22 January 1951. Responding to the Continental Air Command's requests in December 1950 to strengthen the air defenses of the U.S. during the Korean War by mobilizing 38 ANG fighter squadrons, the Air Force announced that 15 ANG fighter squadrons would be called into federal service on 1 February 1951 with 6 more to be mobilized on 1 March 1951.²⁰

January 1952. The Alabama ANG's 160th Tactical Reconnaissance Squadron deployed to Europe and was temporarily stationed at

Furstenfeldbruck AB and Neubiberg AB in Germany pending completion of facilities at Toul-Roisieres AB, France.²¹

1 January 1953. ANG flying squadrons demobilized on this date from their Korean War era service were the: 117th Bomb Squadron (BS) (Light), Pennsylvania; 122nd BS (Light), Louisiana; 168th BS (Light), Illinois; 180th BS (Light), Missouri; and the 190th Fighter Squadron, Idaho.²²

4 January 1954. Maj. Gen. Earl T. Ricks, an Arkansas Air Guardsman assigned as the Chief of the Air Force Division and the Deputy Chief of the National Guard Bureau, died in the service of his country.²³

26 January 1954. Brig. Gen. Winston P. Wilson, an Arkansas Air Guardsman, was appointed Assistant Chief, National Guard Bureau, Air, following the death of Maj. Gen. Earl T. Ricks. Wilson had been serving as the acting head of the Air Guard because of Ricks' illness.²⁴

January 1954. Pennsylvania's 146th Fighter Bomber Squadron became the first Air Guard unit to begin converting to the Republic F-84F Thunderstreak. The aircraft eventually equipped 24 ANG squadrons and performed the interceptor, nuclear weapons delivery, and tactical fighter roles until the last ones were phased out of Guard service in the first quarter of 1972.²⁵

15 January 1955. 1st Lt. Thomas E. Williams, a Tuskegee Airman and a member of the 141st Fighter Bomber Squadron, New Jersey Air National Guard, was killed during a routine training mission when his F-86A crashed after entering an unrecoverable spin. Having joined his unit on 7 May 1954, he was the first known African American pilot in the ANG.²⁶

January 1955. Brig. Gen. Joseph J. Foss, a recent South Dakota ANG Chief of Staff, was inaugurated as governor of that state following his victory in the November 1954 election. Foss had been a Marine Corps fighter pilot in the Pacific during World War II where he had become an ace and a Medal of Honor recipient.²⁷

January 1960. ANG fighter units in California, Minnesota, New Hampshire, New York, and Oklahoma began converting from F-86s to C-97s, the reserve component's first four-engine transports. During 1960, six ANG units acquired 48 C-97s.²⁸

January 1965. As part of Secretary of Defense Robert S. McNamara's initiative to shrink the size of U.S. military reserve programs and improve their

readiness, Secretary of the Air Force Eugene M. Zuckert proposed transferring all Air Force Reserve units to the ANG. The proposal failed to win political support on Capitol Hill and was prohibited by the Congress.²⁹

January 1965. Assisted by several ANG airlift units, the West Virginia Air Guard's 130th Air Commando Group deployed the first of three increments of personnel and equipment to Howard AFB, Panama Canal Zone to conduct its annual training. The deployments, which continued into March and were dubbed "Project Highland Fling," marked the first known instance of an ANG unit sending all of its personnel outside the U.S. to conduct its annual training.³⁰

January 1966. Air Guard volunteers began flying regularly scheduled airlift missions overseas, the majority of them to Southeast Asia. They averaged 75 flights a month in C-121s and C-97s.³¹

January 1966. The New Hampshire Air Guard's 157th Air Transport Group moved from Grenier AFB to Pease AFB because of base closing decision made by Secretary of Defense Robert S. McNamara.³²

25 January 1968. In response to the North Korean seizure of the *U.S.S. Pueblo*, President Lyndon B. Johnson mobilized 14,000 reserve components personnel including 9,343 Air Guardsmen. The Air Guard units that were called up included three tactical fighter squadrons and three tactical reconnaissance squadrons.³³

25 January 1968. Maj. Gen. Errol H. Zistel, Ohio ANG (Ret.), died. He had begun his military career as fighter pilot in Britain's Royal Flying Corps and then transferred to General Pershing's American Air Service during World War I. In 1927, he was among the organizers of the Ohio National Guard's first aviation unit, the 112th Observation Squadron. Zistel had retired in 1957 while serving as Chief of Staff of the Ohio Air National Guard.³⁴

January 1970. The 147th Fighter Group, Texas ANG, opened a combat crew training school to train F-102 pilots from across the Guard because the Air Force was no longer doing so as it phased out the aircraft from active duty units.³⁵

January 1971. Using training flights, aircrews and two ANG C-121s from New Jersey's 170th Aeromedical Airlift Group transported 20,620 pounds of donated civilian clothing to Ellington AFB, North Dakota from their home station at McGuire AFB to aid suffering members of the Brule Sioux tribe on the Rosebud Reservation.³⁶

January 1972. The first McDonnell F-4 entered Air Guard service beginning with Illinois' 170th Tactical Fighter Squadron.³⁷

1 January 1974. The Air Guard assumed the responsibility for operating the flying field at Otis AFB, Massachusetts.³⁸

January 1975. Secretary of Defense James Schlesinger formally recommended that the Air Force not merge the ANG and the Air Force Reserve. The Department of Defense Appropriation Act of 1974 (PL 93-155) had directed DOD to study the possibility of combining them. Schlesinger had concluded that "The small savings realized by combining administrative headquarters could be offset by losses in combat readiness caused by a total reorganization of the Air Reserve Components."³⁹

January 1976. 150 members and 16 F-100s from Ohio's 180th Tactical Fighter Group became the first Air Guard participants in the Air Force's new Red Flag exercise at Nellis AFB, Nevada.⁴⁰

3 January 1978. A C-130 and crew from California's 146th Tactical Airlift Wing flew the ANG's first Volant Oak mission. The flight was from Howard AB, Panama Canal Zone to Bogota, Columbia.⁴¹

27 January 1978. 2nd Lt. Marilyn Koon, a former North Dakota ANG member, became the Air Guard's first female pilot. She accepted an assignment as a KC-135 pilot in the 161st Air Refueling Group, Arizona ANG upon earning her wings.⁴²

1 January 1980. The fighter interceptor squadrons (FISs) defending the continental U.S. consisted of 10 ANG FISs pulling home station alert and 2 others with detached alert site responsibilities. On the active duty side, seven Air Force FISs pulled home station alert and six of those same units had detached alert site responsibilities.⁴³

1 January 1982. The Vermont Air Guard's 158th Defense Systems Evaluation Group was redesignated the 158th Tactical Fighter Group and converted to McDonnell F-4Ds. It had retired the last EB-57s in the ANG's inventory during the winter of 1981.⁴⁴

January 1985. Colorado Air Guard T-43 aircraft were used to send medical and other supplies to famine victims in North Africa.⁴⁵

12 January 1988. The commander of First Air Force recommended the elimination of air sovereignty alert at most sites along the U.S. border with Canada. The sites he proposed eliminating -- all operated by ANG units -- were

located at: Burlington International Airport (IAP), Vermont; Niagara Falls, New York; Selfridge ANG Base, Michigan; Duluth IAP, Minnesota; Hector Field, North Dakota; and Great Falls IAP, New York.⁴⁶

January 1988. New York's 109th Tactical Airlift Group sent aircrews and ski-equipped C-130s to New Zealand to participate in Operation Deep Freeze. They backed up the Navy and prepared to assume the latter's mission of supporting the National Science Foundation in Antarctica.⁴⁷

January 1989. In preparation for taking over the mission from the U.S. Navy, aircrews and two ski-equipped C-130s from the New York Air Guard's 109th Tactical Airlift Group flew their unit's first missions to McMurdo Station in the Antarctic to support the National Science Foundation in Operation Deep Freeze.⁴⁸

January 1989. *National Guard* magazine reported that NASA had selected the New York Air Guard's 106th Aerospace Rescue and Recovery Group as the lead rescue agency for the space shuttle program.⁴⁹

31 January 1990. Operation Coronet Cove, the ANG A-7 fighter unit volunteer rotation to defend the Panama Canal that had begun on 30 September 1978, ended. The official reason given for terminating the mission was the drawdown of U.S. forces in the Panama Canal. Each unit had deployed for a month while most personnel rotated to Panama for 15 days. The last unit to deploy was the Iowa Air Guard's 114th Tactical Fighter Group.⁵⁰

January 1990. The "1990 ANG Long Range Plan" called on the Air National Guard to seek a role in Air Force space missions.⁵¹

2 January 1991. The 174th Tactical Fighter Wing, New York ANG, deployed pilots and 18 F/A-16s to Saudi Arabia for a possible war with Iraq.⁵²

17 January 1991. Operation Desert Storm, the US-led coalition war against Iraq's seizure of Kuwait, was initiated.⁵³

27 January 1991. Flying unescorted, two unarmed RF-4C aircraft from the Nevada Air Guard's 192nd Reconnaissance Squadron photographed open oil manifolds along a heavily defended section of Kuwait's coastline during Operation Desert Storm. The manifolds had been opened by Iraqi forces to help thwart an amphibious assault in that area by dumping oil into the Persian Gulf. While approaching the target, the Air Guardsmen were fired on by Iraqi surface-to-air missiles and anti-aircraft artillery. The next day, their photos were used by allied fighter bombers to help destroy the oil manifolds and stop the flow of crude oil into the Persian Gulf.⁵⁴

6 January 1993. A crew and KC-135 aircraft from the Illinois Air Guard's 126th ARW, temporarily deployed to Geilenkirchen, Germany, flew the ANG's first air refueling mission of a NATO AWACS aircraft on a training mission.⁵⁵

15 January 1993. All ANG KC-135 tankers departed the tanker task force at Moron AB, Spain for the continental US. They had flown 348 sorties, refueled 261 aircraft, off-loaded 20,159,300 gallons of fuel and carried 549 passengers while accumulating 1,833 flight hours in support of Somalia relief, Operation Restore Hope.⁵⁶

19 January 1993. The Air Force publicly announced its intent to assign B-1B and B-52 bombers to the ANG and the Air Force Reserve. Those aircraft would be configured for conventional, not nuclear, missions.⁵⁷

21 January 1993. Air Combat Command added Air National Guard combat search and rescue (CSAR) forces to its deployments to the Persian Gulf region for the first time. During Fiscal Year 1993, all three ANG CSAR units participated in Operation Southern Watch.⁵⁸

28 January 1993. The final ANG strategic airlift summary for Operation Restore Hope was 137 sorties which delivered 1,359.4 tons, carried 585 passengers and accumulated 679 flying hours.⁵⁹

January 1993. Under the auspices of a foreign military sales contract, Air Guard KC-135 tankers and their volunteer crews began refueling NATO E-3 AWACS training missions from Geilenkirchen AB, Germany.⁶⁰

12 January 1994. In an arrival ceremony at its home station, McEntire Air National Guard Base, the South Carolina, the Air Guard's 169th Fighter Group received its first two brand new F-16C/Block 52 Fighting Falcons.⁶¹

28 January 1994. Maj. Gen. Donald W. Shepperd, a Massachusetts Air Guardsman and combat veteran of the Vietnam War, became the Director of the Air National Guard. He was the only United States Air Force Academy graduate ever to be assigned to that post.⁶²

28 January 1994. At the direction of Gen. Merrill McPeak, Air Force Chief of Staff, Maj. Gen. Philip G. Killey, the former ANG Director, assumed command of the Continental U.S. NORAD Region (CONR) and First Air Force at Tyndall AFB, Florida.⁶³

January 1996. The ANG sent 8 C-130 aircraft, 16 aircrews, and 201 personnel to Saudi Arabia and Oman for Operation Southern Watch. The Ohio

Air Guard's 179th Airlift Wing led this multi-unit volunteer deployment which ended in March 1996.⁶⁴

21 January 1996. The 137th Space Warning Squadron, Colorado ANG officially went into business in an activation ceremony at Greeley, Colorado. It was the first space unit in the history of the Air Guard.⁶⁵

1 January 1998. Reflecting its broader and expanding mission, the I.G. Brown Air National Guard Professional Military Education Center near Knoxville, Tennessee was renamed the I.G. Brown Air National Guard Training and Education Center. The organization was named after the late Maj. Gen. I.G. Brown, an Arkansas Air Guardsman and former ANG Director who had been instrumental in establishing the school.⁶⁶

28 January 1998. Maj. Gen. Paul A. Weaver, Jr., a New York Air Guardsman, became the Director of the Air National Guard.⁶⁷

13 January 1999. A KC-135E from the 141st Air Refueling Wing, Washington state ANG, crashed and burned near Geilenkirchen Air Base, Germany killing all four crew members. It was deployed to that base as part of a well-established Air Guard rotation that refueled NATO AWACS training sorties. It was the first time that the 141st had lost an aircraft since it began the air refueling mission in 1976.⁶⁸

January 1999. The Texas Air Guard's 149th Fighter Wing converted from a general purpose fighter mission to training ANG F-16 aviators to help ease the huge backlog of student flyers waiting to become full-fledged Viper pilots.⁶⁹

13 January 2000. Elements of the 169th Fighter Wing, South Carolina ANG, deployed from McEntire Air National Guard Base by commercial air to Incirlik AB, Turkey to participate in Operation Northern Watch (ONW). It was the first ANG unit to deploy operationally in the Suppression of Enemy Air Defenses (SEAD) role, the first ANG unit to employ the High Speed-Anti Radiation Missile in a SEAD mission, and the first to deploy a female ANG F-16 pilot on an operational combat mission to ONW.⁷⁰

4 January 2001. Maj. Gen. Paul A. Weaver, Jr., ANG Director, broke ground for the new Chaplain Service Academy at the I.G. Brown Air National Guard Training and Education Center at McGhee-Tyson ANGB, Tennessee.⁷¹

20 January 2001. Texas Governor and former Texas Air National Guardsman George W. Bush, a Republican, was inaugurated as President of the United States. Bush was the only former Air Guardsmen to attain the Oval Office.

1 January 2005. The 170th Operational Support Squadron, Nebraska ANG, was activated at Offutt AFB, Nebraska. It was an associate unit of the Air Force's 55th Wing that was headquartered at Offutt AFB, Nebraska.⁷²

January 2005. The Hawaii Air Guard's 199th Fighter Squadron dispatched 8 F-15s and 70 airmen to Thailand for Exercise Cope Tiger. It was the 11th time that U.S. forces had participated in the Royal Thai Air Force-led exercise.⁷³

24 January 2006. The Air Guard announced that over 400 members of Indiana's 122nd Fighter Wing had arrived at Ballad Air Base, Iraq. They had deployed 12 F-16s and some 35 pilots to that installation.⁷⁴

January 2006. The Air Force, the National Guard Bureau, and the Adjutant General of California announced that the 163rd Air Refueling Wing, which was set to lose its KC-135 tankers because of the 2005 Base Realignment and Closure (BRAC) Commission, would be converting to the MQ-1 Predator Unmanned Aerial System (UAS).⁷⁵

January 2006. *The On Guard* newspaper reported that the first three Air Guardsmen trained to fly and maintain the Air Force's newest fighter, the F-22A, were now on duty at Langley AFB, Virginia, home of the Raptor-equipped 1st Fighter Wing (FW). The Virginia Guardsmen from the 192nd FW were Lt. Col. Phillip Guy, TSgt Scott Browning and TSgt David Dehart. They were the preliminary phase of the integration of the two wings.⁷⁶

3-4 January 2007. A C-130 and airmen from the Wyoming Air National Guard began dropping hay to starving cattle near Lamar, Colorado. A blizzard had isolated the animals on ranches in that area. Augmenting the ongoing work of Colorado Army National Guard helicopters, the C-130 hay drops were conducted from the aircraft's rear cargo door normally at 500 feet above ground depending on the terrain.⁷⁷

10 January 2007. The first of eight C-21 executive transports arrived at Hector Airport, North Dakota. They were intended to serve as a bridge mission for the North Dakota Air Guard's 119th Fighter Wing between the time it relinquished its F-16s due to the 2005 Base Realignment and Closure process and 2010 when the unit was expected to obtain the proposed new Joint Cargo Aircraft. The 119th was also slated to obtain Predator unmanned aerial vehicles after it lost its fighter aircraft.⁷⁸

NOTES

-
- ¹ Gross, *American Military Tradition*, p 37.
- ² Francillon, *Air Guard*, p. 19; Gross, *American Military Tradition*, pp. 37-38.
- ³ Maurer, *Aviation In The U.S. Army*, p. 95.
- ⁴ Francillon, *Air Guard*, p. 19; Francillon, *United States Air National Guard*, p. 26.
- ⁵ Maj. Robert E. Hall, et. al., *A History: 181st Tactical Fighter Group, Indiana Air National Guard, 1921-1986*, (Terre Haute, Indiana: 181st TFG, Indiana ANG, undated), pp. 13-14.
- ⁶ Hall, *A History: 181st Tactical Fighter Group*, pp 14,16.
- ⁷ Childers, *Blackwood Field To Berry Field*, p.48.
- ⁸ Francillon, *United States Air National Guard*, p.118; Unit Data Card (U), 108th Air Refueling Squadron, Illinois ANG, ANG Archives, NGB..
- ⁹ Francillon, *Air Guard*, pp. 31, 89.
- ¹⁰ Francillon, *Air Guard*, pp. 31-32.
- ¹¹ Francillon, *Air Guard*, pp. 34-35.
- ¹² Francillon, *Air Guard*, p. 35.
- ¹³ Gross, *Prelude*, p. 19.
- ¹⁴ Article (U), "In the Spotlight," *The National Guardsman*, March 1949, p. 26.
- ¹⁵ Rpt (U), NGB, "Annual Report of the Chief National Guard Bureau Fiscal Year Ending 30 June 1949," Washington, D.C.: USGPO, 1950, p. 52; Colorado ANG, *Colorado Pride: A Commemorative History, 1923-1988*, (Dallas, TX: Taylor Publishing Co., 1989), p. 76; Article (U), "Missions Of Mercy," *The National Guardsman*, March 1949, pp. 6-10, 25.
- ¹⁶ Study (S/RD/NOFORN), "The Air National Guard In Air Defense," p. 13, info used was (U).
- ¹⁷ Article (U), Gets Jet Fighter Plane," *New York Times*, 1 February 1950, p 53.
- ¹⁸ Memo For Record, Evans, "The ANG," 8 February 1951.
- ¹⁹ Gross, *Prelude*, p. 64; Paper, NGB, Subject: "Data Concerning Air National Guard Units Called Into Active Military Service," undated, in "Korean War - ANG" File, Air National Guard Unit Data Cards, ANG Historical Archives, NGB-PAH.
- ²⁰ Ritchie, "116th FIS, 1951-1952," p. 4.
- ²¹ Francillon, *United States Air National Guard*, p 99.
- ²² ANG Unit Data Cards, ANG Historical Archives, NGB-PAH.
- ²³ Article (U), "In Memoriam: Major General Earl T. Ricks," *The National Guardsman*, February 1954, p 5.
- ²⁴ Gross, *American Military Tradition*, p. 197.
- ²⁵ Francillon, *United States Air National Guard*, p. 203.
- ²⁶ Article (U), Gary Gault, NGB-PAH, "Proud Pioneer," *The On Guard*, February 2000, p. 15; Article (U), Maj. Roger Pharo and TSgt. John Carothers, 177th Fighter Wing, New Jersey ANG, "On the Leading Edge of

-
- History: The Story of 1st Lt. Thomas Williams,” *Contrail*, Vol. XXXII, No. 2, February 1999, pp. 1, 6-8.
- ²⁷ Article (U), Washington Report,” *The National Guardsman*, January 1955, p. 9.
- ²⁸ Gross, *Prelude*, p. 64; Francillon, *United States Air National Guard*, p 59; Article (U), Col. W.D. McGlasson (Ret.), “Anywhere, Anytime in a C-97,” *National Guard*, September 1985, pp. 28,29.
- ²⁹ Gross, *American Military Tradition*, pp. 87-88; Article (U), “One Reserve Force: The Air National Guard,” *The National Guardsman*,” February 1965, p.16.
- ³⁰ Article (U), Donald W. Coble, NGB, “They called it ‘Highland Fling’, “ *The National Guardsman*, June 1965, pp. 8-12.
- ³¹ Gross, *Mobility Milestones*, p 4; Gross, *Adapting The Force*, p.28.
- ³² Hist (S/NOFORN), ANG, CY 2001-CY 2004, p. 136, info used was (U).
- ³³ Gross, *Prelude*, p. 156.
- ³⁴ Biography (U), Ohio ANG, Subj.: “Major General Errol H. Zistel, July 16, 1895-January 25, 1968,” Errol H. Zistel File, ANG VIPs, ANG Historical Archives.
- ³⁵ Article (U), “From Fighters To Trainers: The Hot Outfit,” *The Air Reservist*, May 1970, pp. 10-11.
- ³⁶ News Item (U), “New Jersey Guardsmen Fly Clothing To Indians,” *The National Guardsman*, April 1971, p. 31.
- ³⁷ Francillon, *United States Air National Guard*, p. 195.
- ³⁸ Memo (U), Subj.: “U.S. Air Force History (Your ltr, 16 Dec 74),” 23 December 1974, **DOC 2006-25, ANG Chronology**.
- ³⁹ Gross, *American Military Tradition*, p. 120.
- ⁴⁰ News Item (U), Untitled (Subj.:180th Tactical Fighter Gp.), *The Air Reservist*, March 1976, p. 3; Francillon, *The United States Air National Guard*, p. 152.
- ⁴¹ Hist (FOUO), ANG, CY 1977, Document # 62, Hist (U), ANG, CY 1978, p. 98.
- ⁴¹ Rpt (U), NGB, “Annual Review, Chief, National Guard Bureau Fiscal Year 1977,” undated, p. 51; Hist (FOUO), ANG, October-December 1977, p. 62, info used was (U); Gross, *Adapting the Force*, pp. 41-42. used was (U).
- ⁴² Hist (FOUO), ANG, CY 1978, pp xix, 130, info used was (U); Gross, *American Military Tradition*, p. 123.
- ⁴³ Hist (S/FRD/NOFORN), ADTAC, 1 October 1979-31 December 1980), p 11, info used was (U).
- ⁴⁴ Francillon, *United States Air National Guard*, pp. 171, 194.
- ⁴⁵ *Colorado Pride*, p 219.
- ⁴⁶ Hist (S/NOFORN), First Air Force, CY 1988, Chapter III, p. 111, info used was (U).
- ⁴⁷ Gross, *Mobility Milestones*, p 17.

-
- ⁴⁸ Article (U), Belinda Reilly, News Editor, "The 109th TAG Explores New Horizons," *National Guard*, May 1998, pp. 34-36.
- ⁴⁹ Article (U), 106th ARRG, New York ANG, "Shuttle 'Rescue'," *National Guard*, January 1989, p. 171.
- ⁵⁰ Hist (FOUO), ANG, CY 1986-CY 2001, p. 135, and Sup Doc III-18.
- ⁵¹ Plan (U), NGB/XOX, "1990 Air National Guard Long Range Plan," January 1990, SD I-72, Hist (U), ANG, CY 1986-CY 1991, pp 11-12.
- ⁵² Gross, *Persian Gulf Crisis*, p. 27.
- ⁵³ Gross, *Persian Gulf Crisis*, p. 25.
- ⁵⁴ Caption (U), Nation Guard Heritage Painting by Rick Herter, " 'High Rollers 'Over Kuwait.'"
- ⁵⁵ Email (U), Maj Stephen R. Lippert, NGB/A3XO to Charles Gross, NGB-PAI-H, Subj.: "NATO AB Geilenkirchen, Germany Information," 8 January 2007, 11:15 AM, **DOC 2007-4, ANG Chronology**; Article (U), Maj Dan Seale, "Calling 'ESSO' ," NATO SKYWATCH, Vol. 9, No.1, NATO Air Base, Geilenkirchen, 15 January 1993, p 3.
- ⁵⁶ Chronology (U), "ANG in Restore Hope and Provide Relief," p 26.
- ⁵⁷ Hist (U), ANG, CY 1992-CY 1993, p. xv.
- ⁵⁸ Hist (U), ANG, CY 1995-CY 1997, p. viii; Rpt (U), NGB, Subj.: "Annual Review of the Chief, National Guard Bureau, Fiscal Year 1993," undated, p. 69.
- ⁵⁹ Chronology (U), "ANG in Restore Hope and Provide Comfort," pp 27-28.
- ⁶⁰ Article (U), Maj. Art Powell, 134th ARG, Tennessee ANG, "Air National Guard Tankers Refuel NATO AWACS: Eye On Europe," *National Guard*, March 1994, pp. 20-21.
- ⁶¹ Capt Lester Carroll, Jr., PAO SCANG, "South Carolina Advances Into the 21st Century," *National Guard*, March 1994, p. 17; Capt Les Carroll, PAO SCANG, "New Jet Takes Off At McEntire," *The On Guard*, April 1994, p 4.
- ⁶² Hist (U), ANG, CY 1992-CY 1994, p. xxii; News Release No. 418-93 (U), OASD (PA), Subj.: "New Director of the Air National Guard Is Named," w/Atch Biography, Brig. Gen. Donald W. Shepperd, 10 September 1993, SD I-9c, Hist (U), ANG, CY 1992-CY 1994.
- ⁶³ Hist (U), ANG, CY 1992-CY 1994, pp. xxii-xxiii.
- ⁶⁴ Rpt (U), NGB, Subj.: "Annual Review of the Chief, National Guard Bureau, Fiscal Year 1996," undated, p 63.
- ⁶⁵ News Clips (U), NORAD/USSPACECOM/AFSPC Directorate of Public Affairs, Bob Kretschman, News Item (untitled), *Greeley Tribune*, 21 January 1996, SUP DOC No. I-132, Hist (FOUO), ANG, CY 1995-CY 1997, info used was (U); Article (U), "Air National Guard Organization, Year In Review And Major Units," *1997 National Guard Almanac*, p 107.
- ⁶⁶ MSG (U), NGB-CF to ANG 7301/CC, et al, Subj.: "Title Change For ANG PMEC, 101037Z Dec 1997, SD CHRON-1, Hist (FOUO), ANG, CY 1998 - CY 2000.
- ⁶⁷ S O AA-124 (U), Lt Gen Edward D. Baca, Chief NGB, promotion and

Assignment of Maj Gen (Select) Paul A. Weaver, Jr. as ANG Director, 25 November 1997, SD CHRON-2, HIST (FOUO), ANG, CY 1998 - CY 2000; Memo (U), SECAF For AF/CC, "Appointment of Director, American Military Tradition (ANG)," 5 June 1997, SD CHRON-3, Hist (FOUO) ANG, CY 1998 - CY 2000.

⁶⁸ Article (U) MSgt Bob Haskell, NGB, "Remembering a Hero," *The On Guard*, February 1999, pp 8-9; Hist (U), 141st ARW, "History of the 141st," undated, <http://www.wafair.ang.af.mil/History/history.html>, p 4.

⁶⁹ Article (U), "Fighter Unit Warms to New Training Mission," *National Guard*, July 1999, p. 36.

⁷⁰ Newsletter (U), South Carolina ANG, SSG Richard D. Hodges and CTF ONW/PA, *SCANG News*, March 2000, pp 1&4, SD CHRON-54, Hist (FOUO), ANG, CY 1998 – CY 2000.

⁷¹ Hist (S/NOFORN), ANG, CY 2001-CY 2004, p xii, info used was (U).

⁷² Rpt Extract (U), ANG/XPYI, "Air National Guard Facts And Figures," January 2006, p. 12, **DOC 2006-6, ANG Chronology**.

⁷³ Article (U), Maj. Stacey Bako, "Fighters, Crews Deploy to Thailand for Joint Exercise," *National Guard*, April 2005, p 93.

⁷⁴ Article (U), Ryan Lengerich, "122nd Fighter Wing lands at air base in Iraq," *CentreDaily.com*, 24 January 2006, **DOC 2006-8, ANG Chronology**; Article (U), Dogen Hannah, "U.S. fighter aircraft in Iraq have an unusual mission: reconnaissance," *Knight-Ridder Newspapers*, 23 February 2006, **DOC 2006-9, ANG Chronology**.

⁷⁵ Article (U), NGAUS staff report, "Air Refueling Wing to Convert to Predator Unmanned Aircraft," *National Guard*, February 2006, pp 33-34.

⁷⁶ Article (U), A1C Meaghan McNeil, "Richmond to Langley, via the Raptor," *The On Guard*, January 2006, p 16.

⁷⁷ Article (U), AFPN, "Wyoming Air Guard dropping hay for Colorado cattle," *Air Force Print News Today*, 4 January 2007, http://www.af.mil/news/story_print?storyID=123036734.

⁷⁸ Column (U), "News Notes," *Air Force Magazine*, March 2007, pp 24-25.