



## Remembering Our Heritage



**9 Apr 1867:** The US Senate ratified the treaty purchasing the Territory of Alaska from Russia. However, it took the House of Representatives sixteen months to approve appropriations. In the absence of Congressional appropriations and in view of Alaska being a newly acquired foreign territory President Andrew Johnson elected military rule as the initial form of government. The Army attached Alaska to the Department of California and appointed Brig Gen Lowell H. Rousseau as the official United States commissioner and Brevet Maj Gen Jefferson C. Davis as the commander of the newly created Military District of Alaska. The plan called for Sitka, the former Russian America capital, to be the headquarters with posts established at Portland Canal in southeastern Alaska, Cook Inlet in south central Alaska, Unalaska in the eastern Aleutians and on Kodiak Island. No plans were made for basing Navy forces in Alaska. For the next ten years, the Army constituted the only government in Alaska. (Nielson, *Armed Forces on a Northern Frontier*, p. 11.)

**10-13 Apr 1924:** The Douglas World Cruisers arrived at Sitka, Alaska, after leaving Prince Rupert the same day where the Seattle had been damaged on landing and quickly repaired. Weather delayed the Cruisers for several days in Sitka. On 13 April, they landed in Resurrection Bay, Seward, where snowstorms delayed the flight further. (Official Report of the United States Army Air Service Around the World Flight.)



**12 Apr 1934:** An article in the *Washington Herald* (DC newspaper), quoted Representative William Sirovich of New York alleging that Japanese war plans called for the capture of Alaska during the favorable months of April or May and establishment of bases there in which to attack the rest of the United States. He based his claim on secret papers and maps shown him by the Russians. He also claimed that the Japanese were developing planes that could be launched from submarines with the intent of dropping poison gas bombs on American cities. (Woodman, *Duty Station Northwest*, Vol II, p. 51.)

**Apr 1939:** War Plan Orange had addressed a war with Japan. Because of increasing threat posed by Germany, the United States had to consider responding to two threats at once. The Joint Army and Navy Board began studying the options. It decided that if Japan and Germany joined in a war, the United States would have to withdraw its forces to the 180 degree longitude, which ran just west of Midway Island and through the Aleutians near Amchitka Island, and stand on the defensive against Japan. It required the strengthening of defenses in the Panama Canal Zone and Hawaii and fortifying Alaska, which up until that time had no defenses except those provided by Chilkoot Barracks. (Dod, *US Army in World War II: The Corps of Engineers: The War Against Japan*, p. 10.)



U.S. Air Force Photo

**14 Apr 1940:** The first Army Air Corps detachment, headed by Maj Dale V. Gaffney, arrived at Ladd Army Air Field (later renamed Fort Wainwright). In addition to Major Gaffney, the detachment included Lt. Marvin Walseth, US Army Air Corps, Maj. Edward M. George, US Army Quartermaster Corps, and 15 enlisted men. They brought with them a crated Douglas O-38F (33-324) observation aircraft, the first military aircraft to be assigned to Alaska. It was later destroyed in a crash landing south of Fairbanks. The United States Air Force Museum

recovered it in 1968 and had it restored and placed on display there. Ladd Field served as a cold weather test facility and as an Air Transport Command base for the transfer of American aircraft to the Russians during the war. After the war, Ladd AFB became a fighter interceptor base until it was transferred to the Army in 1960 and renamed Fort Wainwright. (Hist, Vol I, Alaska Div, Air Transport Command, 1939-1941, pp. 36-38; Woodman, *Duty Station Northwest*, Vol II, p. 60.)

Source: Office of History, Elmendorf AFB



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**9 Apr 1942:** Captain Thomas W. Jackson, Commander, 54<sup>th</sup> Fighter Squadron, and three others left Paine Field, WA, for Elmendorf Field to assess conditions in Alaska in preparation for the deployment of his squadron there. The group returned to Paine Field on 22 April. Major Jackson submitted a report shortly after his return. The trip and report constituted the first indication that the squadron might be deployed to Alaska and a number of its personnel expressed misgivings about the weather, isolation and hardship. (Nocenti, Hist, 54<sup>th</sup> Fighter Squadron, 15 Jan 1941-31 Dec 1943, pp. 10-11.)



**11 Apr 1942:** Nine A-24s of the 8<sup>th</sup> Squadron bombed the Lae airdrome on New Guinea, attacking parked aircraft and anti-aircraft positions. A direct hit on three parked bombers was observed. Three enemy fighters intercepted the formation and two were shot down. The remaining enemy fighter downed Lt Gus Kitchens and his gunner, Sgt George F. Kehoe. It was believed that both were taken prisoner. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 9)



**13 Apr 1942:** Captain Kameto Kuroshima, ADM Isoroku Yamamoto's senior war planner, presented the Navy plan to the Imperial Headquarters composed of the Emperor and the Chiefs of Staff of the Army and Navy. The plan called for expanding Japan's defensive line by anchoring the north end in the western Aleutians and the south end in the Fiji Islands. The line also encompassed Midway Island in the Central Pacific, New Caledonia Island in the South Pacific and New Guinea in the Southwest Pacific. It also called for the destruction of the remaining Pacific Fleet. Following a successful execution of the plan, the Japanese hoped to negotiations a favorable treaty with the United States and her allies. Admiral Yamamoto opposed expanding the line stating: "The success of our strategy in the Pacific depends on our destroying the United States fleet, especially its carrier task force. The proposed operations against Midway will draw our enemy's carriers and destroy them in decisive battle. Should the enemy avoid our challenge, we will gain by advancing our defensive perimeter to Midway and the western Aleutians without obstruction." (Japanese Monograph No. 88, Aleutian Naval Operations, p. 3; Carver, *War Lords*, p. 399.)

**9 Apr 1943:** The 90<sup>th</sup> Squadron attacked Madang, destroying an anti-aircraft position, three fighters and two bombers on the ground. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 49)

**10-14 Apr 1943:** The weather reconnaissance bomber crew observed four unidentified aircraft near Segula Island in the western Aleutians. A search for the unidentified aircraft found nothing. Over the next five days, B-25s, P-38s and P-40s flew thirty-eight attack missions against Kiska. On each day, the last mission turned back due to weather. The missions caused large fires, damaged the runway, parked seaplanes and facilities on Little Kiska. (Carter and Mueller, *Combat Chronology*, p. 119-21.)

**13 Apr 1943:** The 90<sup>th</sup> Squadron attacked Bogia, and encountered intense and accurate machine-gun fire. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 50)

**15 Apr 1943:** The daily weather reconnaissance flew over Kiska, the Semichis, Aggatu and Attu. Thirty-two B-24, twenty B-25, twenty-five P-38 and forty-four P-40 sorties were flown and 85 tons of bombs dropped on North Head and Little Kiska during fifteen mission. One F-5A mission was flown to obtain aerial photographs. One B-24D was shot down and four other bombers damaged by anti-aircraft fire. Bomber units participating were 21<sup>st</sup>, 36<sup>th</sup> and 77<sup>th</sup> Bombardment Squadrons. (Intel Summary No. 108, HQ XI Bomb Comd, 15 Apr 1943.)



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**15 Apr 1943:** The reserve force of the 7<sup>th</sup> Infantry Division consisting of the 1<sup>st</sup> and 2<sup>nd</sup> Battalions, 32<sup>nd</sup> Infantry Regiment with its supporting forces, consisting of around 8,200 men departed Fort Mason, San Francisco, for Adak. Included in the number was the Provisional Scout Battalion, which headed for Dutch Harbor. The main force departed on 24 April in five transports. (Smith, *Preliminary Report on Attu Landing*, p. 2; Love, *The Hourglass*, pp. 17-18.)

**9 Apr 1944:** Captain Horace B. Huston Jr., Commander, Flight A, 2<sup>nd</sup> Photo Charting Squadron met with Maj Gen Davenport Johnson, Commander, Eleventh Air Force, shortly after the air echelon of the flight arrived at Elmendorf Field. General Johnson informed Captain Huston that his mission would be taking area photographs of the northern and central Kuriles for the purpose of making maps and that the pilots would have to attend the Eleventh Air Force Instrument School and the aircrew received aerial gunnery training. The pilots completed the instrument school but the aerial gunnery training proved disappointing. (Hist, Flight A, 2<sup>nd</sup> Photo Charting Squadron, pp. 2-3.)

**12 Apr 1944:** The 3<sup>rd</sup> Bombardment struck Hollandia again, inflicting considerable damage to shipping bringing in supplies to the Japanese garrison. (Hist, Third Bombardment Group (Light), 1 April 1944 to 31 December 1944, Unit History for April, p. 6, *Grim Reapers*, p. 79)

**15 Apr 1944:** The 404<sup>th</sup> Bombardment Squadron surgeon began prescribing Benzedrine to the B-24 crews to keep them alert during long missions. (2/Lt H. D. Leland, Hist, 404<sup>th</sup> Bombardment Squadron, Apr 1944, p. 16.)

**12 Apr 1945:** President Roosevelt died at Warm Springs, GA, of a massive stroke. Vice President Harry Truman became the 33<sup>rd</sup> president. President Roosevelt had served longer than any president before or since, from 1932 to 1945 during three and part of a fourth term. (Goralski, *World War II Almanac*, p. 395.)



**10 Apr 1950:** The Alaskan Air Command inactivated the 770<sup>th</sup> Air Force Band at Elmendorf AFB and transferred its personnel to the 752<sup>nd</sup> Air Force Band. (HQ GO 14, 7 Apr 1950; Thomblison, Hist, AAC, Jan-Jun 1950, p. 17.)

**12 Apr 1950:** The Air Force awarded a contract for \$1,766,667 to Gaasland and Company to build the Naknek (F-3, later renamed King Salmon) Direction Center with a completion date of 1 September 1951. (AAC Study, "AC&W Development in Alaska," 1953, p. 52; Thomblison, Hist, AAC, Jan-Jun 1950, p. 41.)

**15 Apr 1951:** Captain Harry C. Torrey, 8<sup>th</sup> Bombardment Squadron, flew the 3<sup>rd</sup> Bombardment Wing's 5,000<sup>th</sup> night sortie during the Korean War. (Hist, 3BG, Apr 51, Ch 2, p. 5)

**16 Apr 1951:** The Alaskan Air Command activated the 5004<sup>th</sup> Air Intelligence Service Squadron to air intelligence and limited field analysis and disseminations of information. (HQ AAC GO 13, 27 Mar 1951; Chart and Staff, Hist, AAC, Jan-Jun 1951, p. 27.)

**11 Apr 1952:** VFM (N)-513, a U.S. Marine Corps night fighter squadron, arrived at Kunsan (K-8). The 3<sup>rd</sup> Bombardment Wing provided the Marine combat operations personnel a desk in its Combat Operations Center, marking the start of joint night operations. The Air Force and Marine personnel worked side by side using common equipment and supplies such as phones, maps, and briefing charts. The joint operations center coordinated briefings and debriefings, routes to and from targets, targets and target times, take off times, tactical traffic in and out of K-8, and search procedures. (Hist, 3BG, Apr 52, pp.2-3)





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**10 Apr 1953:** Headquarters, USAF, at the request of AAC, revised the conversion from the F-94 to the F-89 schedule. The new schedule called for the 65<sup>th</sup> Fighter Interceptor Squadron to convert from the F-94B to the F-89C during July-September 1953, the 74<sup>th</sup> and 433<sup>rd</sup> Fighter Interceptor Squadrons to deploy with F-89Cs to Ladd AFB during October-December 1953, the 449<sup>th</sup> Fighter Interceptor Squadron to convert from the F-94A to the F-89C during January-March 1954 and the 64<sup>th</sup> and 66<sup>th</sup> Fighter Interceptor Squadron from the F-94B to the F-89C during April-June 1954. (Chart, Hist, AAC, Jan-Jun 1953, p. 190.)

**12-13 Apr 1953:** The crew of a 13<sup>th</sup> Bombardment Squadron B-26C, assigned to the 3rd Bombardment Wing, was informed prior to going on a night reconnaissance mission that they would be the first successful squadron crew to fly 10,000 accident free hours when they returned. On approaching Kunsan AB at 2340 hours, the crew as ordered to make way for another B-26 that was having a flight emergency. The crew, Charles Parks, pilot, Bill Boede, navigator, John Johnson, flight engineer and Tex Wallace, gunner, went to bed after the debriefing, figuring the other crew had received the honor. Later, they were awoken to told to report to the flight line in gear, where they were recognized by Colonel LeBailly, for flying the 10,000 accident free hour. The crew of another B-26 that landed behind them suffered the collapse of the left main landing gear. (Bill Boede, "A Night Still Remembered," *Invader*, Vol. 10, No. 1, Mar 1993)



**15 Apr 1959:** An Alaskan Air Command C-47 landed 15 persons under the command of Capt James F. Smith on a five by seven mile ice island, nicknamed Ice Station Alpha II, 300 miles north of Point Barrow. The crews of C-124s airdropped 450 tons of supplies and equipment. Included in the drop were two Jamesway huts, food, fuel, and a pair of all-purpose Weasels track vehicles. Ice Station Alpha II was re-designated Drift Station Charlie on 11 September 1959 after AAC assumed responsibility for Drift Station Bravo (T-3), which had been supported from Thule AB, Greenland. The Command established the maximum camp complement at 12 Air Force support personnel and 15 scientists. (Miller, Hist, AAC, Jul 1958-Jun 1959, pp. 248-249.)

**10 Apr 1964:** The 8<sup>th</sup> and 13<sup>th</sup> Bomb Squadrons arrived at their new station, Clark AFB, Philippines and were assigned to the 405<sup>th</sup> Tactical Wing. More than 40 B-57 bombers were involved in the transfer to the P.I. (Hist, 3BW (Tactical), 1 Jul 63-8 Jan 64, pp. 48-50)



**14 Apr 1964:** The Joint Chiefs of Staff, in response to an ALCOM and AAC request in 1963 for a more capable fighter-interceptor than the F-102A, proposed U.S. Strike Command provide 18 rotational F-4Cs, the number of F-102As be reduced to 26 and the White Shoes F-106A deployments be ended. Lieutenant General Raymond Reeves, Commander-in-Chief, ALCOM responded that an F-4C squadron should be assigned to Alaska rather than sending one on rotational duty. The Joint Chiefs of Staff did not agree to this or an earlier recommendation that an F-4C wing be assigned. They remained firm in their original plan with implementation to occur during the July-September 1965 time period. (Weidman and Ravenstein, Hist, AAC, 1964, pp. 683-.)

**12 Apr 1968:** Capt James V. Fiorelli, an F-100 pilot with the 531<sup>st</sup> TFS assigned to 3<sup>rd</sup> TFW, set a Southeast Asia combat flying record of 458 missions in the F-100 Supersabre. The mark stood as the highest for an F-100 pilot in SEA. Fiorelli was serving his second voluntary combat tour extension. (Hist, 3 TFW, Apr-Jun 68, p. 49)

Source: Office of History, Elmendorf AFB



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**13 Apr 1968:** Two F-100s, 90<sup>th</sup> TFS, struck enemy positions in a base camp that were harassing an Army special forces camp 40 miles west of Can Tho. Flying through heavy automatic weapons fire, the pilots hit the enemy with 500-pound bombs, rockets and 20mm canon fire. They destroyed six bunkers and two sampans, killed eight of the enemy and silenced two machine gun positions. (Hist, 3 TFW, Apr-Jun 68, p. 36)



**12-15 Apr 1969:** F-100 aircraft from the 90<sup>th</sup> TFS killed 11 enemy soldiers and destroyed a bunker complex 14 miles southeast of Khanh Hung in the Bac Dieu Province. Pilots from the 531<sup>st</sup> TFS destroyed a bunker complex, killing 5 enemy soldiers, 11 miles northwest of My Tho. Two A-37s, 604<sup>th</sup> SOS, bombed enemy bunkers 28 miles northwest of Saigon, killing 5 Viet Cong soldiers. Pilots of the 510<sup>th</sup> TFS, blasted a large enemy base camp 10 miles southwest of Khan Hung. (3 TFW History, Apr-Jun 69, p. 26; 3 TFW History, Apr-Jun 69, p. 32; 3 TFW History, Apr-Jun 69, p. 34; 3 TFW History, Apr-Jun 69, p. 28.)

**14 Apr 1970:** 8<sup>th</sup> AS pilots scrambled from alert near midnight, delivering firebombs against known enemy positions in IV Corps. After dropping their bombs, the two fighters strafed the positions in 6 passes. As soon as they returned to base, the same pilots were again scrambled to the same area. The pilots were credited with destroying 80 bunkers, and killing a probable 200 enemy soldiers. (3 TFW History, 1 Apr-30 Jun 1970, Vol I, p. 39)



**10 Apr 1974:** Lieutenant General James C. Sherrill, Commander-in-Chief, ACLOM, in his capacity as Commander, Alaskan NORAD Region, wrote to Gen. Lucius D. Clay, Jr., to express his concerns over the Air Force concept of operations for the E-3 and stated the need for Alaska to become part of the Joint Surveillance System/Regional Operations Control Center (JSS/ROCC) concept. At the time, NORAD was planning four Regional Operations Control Centers as replacements for the

Semiautomatic Ground Environment (SAGE) system. (Hales, Hist, AAC, Jul 1972-Jun 1974, p. 253.)

**12 Apr 1974:** General Gamble, responding to an Air Staff request for cost data on three options for providing air defense in Alaska, noted that two considerations that needed to be addressed. They included the fact that other than the FAA air control facilities in Anchorage and Fairbanks, the Air Force was responsible for radar coverage of the remainder of the state; and AAC's mission also included providing training and combat tactical air support of U.S. Army forces in Alaska. The three options presented by the Air Staff were: retaining the existing air defense system, automating the AAC/ANR manual system with either two backup interceptor control (BUIC) installations or one modified BUIC—the proposed ROCC and AWACS in time of crisis, or the current system with either military or contract support personnel and AWACS in time of crisis. Costs ranged from \$463,674,000.00 and 1,773 for the existing system to \$260,369,000.00 and 585 personnel for a system of ROCC and AWACS. General Gamble stated that the best system would be a ROCC and dedicated E-3. The Air Defense Command staff supported AAC's position and on 23 April asked that ANR be included in the JSS/ROCC Program. (Hales, Hist, AAC, Jul 1972-Jun 1974, p. 254.)



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**14 Apr 1975:** Mr. Steven Heller, President, RCA Alascom proposed to Maj. Gen. Donald L. Werbeck, Commander, Air Force Communications Service, that his firm lease the entire White Alice Communications System from the Air Force. General Werbeck replied that state of Alaska concurrence would be needed first. Mr. Heller then wrote to Mr. L.K. Mosemann III, Deputy Secretary of the Air Force with the same proposal. (Mr. Hales, Hist, AAC, 1 Jul-31 Dec 1975, p. 105.)



**15 Apr 1977:** The Elmendorf Central Civilian Personnel Office assumed responsibility for all Air Force civilian personnel in Alaska. The Civilian Personnel Office on Elmendorf AFB, headed by Mr. Bud Burr, maintained a satellite office at Eielson AFB and supported Clear AFS. The Eielson AFB civilian personnel records were moved to Elmendorf AFB on 13 April aboard an Alaska Air National Guard aircraft. Planning had begun in late 1976 for consolidating the two offices as a cost reduction initiative. (Hales, Hist, AAC, 1976, p. 130; Hales, Hist, AAC, 1977, p. 71.)

**9 Apr 1979:** The 1st Battalion, 43rd Air Defense Artillery (Nike Hercules) ceased operations in the Anchorage area. It left the Elmendorf AFB, Fort Richardson and Anchorage are without an anti-aircraft defense system for the first time since World War II. The Joint Chiefs of Staff had notified General Scott of its decision on 6 April. All missiles and associated guidance equipment were subsequently removed and on 31 July 1979, the battalion was formally inactivated during ceremonies on Fort Richardson. With the loss of the Nike Hercules, AAC identified the need to place two F-4Es on alert on Elmendorf AFB and began examining the possibility of acquiring the Patriot surface to air missile system. The former sites were turned over to a caretaker until a formal decision could be made. (Cloe, Hist, AAC, 1979, pp. 226-227.)

**9-13 Apr 1979:** The Alaskan Air Command conducted the annual Emerald Cap 79 exercise on the polar ice north of Point Barrow. It involved the air drop of pararescuemen augmented by 24 airborne troops from the 172<sup>nd</sup> Infantry Brigade-Alaska. Three HH-3Es and a HC-130 from the 71<sup>st</sup> Aerospace Rescue and Recovery Squadron participated. Two Army OV-1 Mohawks were used to conduct an infrared search for the simulated crash site on a commercial Boeing 747. (Cloe, Hist, AAC, 1979, pp. 250-251.)

**9 Apr 1981:** Information on the proposed realignment of AAC under TAC appeared in the Anchorage press six days prior to its planned public release. Roberta Graham, an *Anchorage Daily News* reporter on military activities, wrote that AAC would lose its "independent status." The *Anchorage Times* and *The Fairbanks Daily News Miner* carried similar stories. How Ms Graham obtained her information was a subject of speculation. Surprisingly, unlike the news of other command relation changes, this one resulted in a favorable response. An editorial, "Top Cover for America," that appeared in the 11 April editions of the *Anchorage Times*, called the decision a "positive thing for the country," which would result in more "aerial hardware in Alaska." It stated that Senator Stevens was in full agreement. (Cloe, Hist, AAC, 1981, pp. 14-15.)

**13-16 Apr 1981:** The Alaskan Air Command conducted its annual search and rescue exercise, Emerald Cap along a similar line of the previous series. The 71<sup>st</sup> Aerospace Rescue and Recovery Squadron deployed HH-3Es refueled and supported by an HC-130P to Point Barrow. A ground party simulating victims of a downed aircraft were dropped off in the frozen Beaufort Sea north of Point Barrow and on 15 April, two three man pararescue teams were air dropped from an HC-130. The forces were recovered the following day. Unlike past exercises, the 172<sup>nd</sup> Infantry Brigade (Alaska) participation was limited. (Cloe, Hist, AAC, 1980, p. 319.)





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**13 Apr 1982:** The Deputy Chief of Staff, Operations, AAC approved a study by the 21<sup>st</sup> Tactical Fighter Wing to equip the T-33As with KS-121 photoreconnaissance cameras. General Clark ordered the study. The T-33, in fact had been configured to carry a pod mounted P-2 camera, that had been developed during World War II for battle damage assessment. Shutter speed and exposure had to be set on the ground and it was not effective above 5,000 feet. Parts were difficult to obtain. The alternative was to obtain a better system, such as the KS-121, which had been developed by Chicago Aerial Industries during the mid-1970s for the RF-5E. The Command decided to order it. Mr. Steve Campbell, a civilian in the 21<sup>st</sup> Component Repair Squadron designed a pod for it, which became known as the "Alaska Pod." The first mission was flown with the new camera on 10 November. It worked well and by the end of the year, AAC had acquired 20 KS-121s. The next step, championed by General Clark, involved equipping the T-33A so that it could air drop the developed photographs to ground troops. An inspection of the T-33 fleet revealed that many still retained the wiring for air drops. The last time they had been used for that purpose was during Polar Strike in 1964. Contrary to Air Force orders, AAC had not removed the wiring and it was a simple matter of checking out and reconnecting systems. Captain Dick V. Embry from the 5021<sup>st</sup> Tactical Operations Squadron designed a canister from high strength plastic tubing that could be air dropped. The 36-inch long canister consisted of a storage compartment and another for a small parachute. Stabilizing fins were provided. (Cloe, Hist, AAC, 1982, pp. 330-333; Cloe, Hist, AAC, 1983, pp. 230-233.)



**7-17 Apr 1983:** U.S. Third Fleet FLEETEX 83, a long range transit of carrier battle groups in the North Pacific near the Aleutian Islands, was conducted. It was the largest deployment of naval forces to the North Pacific region since World War II. The force consisted of the aircraft carriers *Coral Sea* (CV-43), *Enterprise* (CV-65) and *Midway* (CV-41), plus 34 other vessels organized into three carrier battle groups. The 21<sup>st</sup> Tactical Fighter wing deployed four F-15s along with support personnel to Shemya AFB. The 71<sup>st</sup> Aerospace Rescue and Recovery Squadron deployed two HC-130s to Shemya AFB and attempted to deploy three HH-3Es. The rescue helicopters crews made it as far as Naval Air Station Adak, where they remained for the rest of the exercise due to weather. The F-15Cs operated under the control of the guided missile cruiser *Leahy* (CG-16), which took up station off Shemya Island. As anticipated, the Russians responded to the exercise by sending an number of reconnaissance flights over the area. The 43<sup>rd</sup> Tactical Fighter Squadron pilots conducted three intercepts near Shemya. The Strategic Air Command provided aerial refueling support from Elmendorf AFB. (Cloe, Hist, AAC, 1993, pp. 364-371.)

**8 Apr 1983:** The first search and rescue save in Alaska credited to the SAR satellite system occurred. The system of satellites was used to locate Munz Northern Airlines Britten-Norman Island aircraft with three passengers and twelve dogs aboard which had gone down on a flight between Nome and Kotzebue. Civil Air Patrol aircraft and 3<sup>rd</sup> Scout Battalion, Alaska Army National Guard, rescued the passengers and dogs. (Cloe, Hist, AAC, 1983, p. 410.)

**10 Apr 1983:** Two 43<sup>rd</sup> Tactical Fighter Squadron F-15 pilots on deployment to Shemya AFB, Captains Norman Seip and William Wimberly, intercepted a flight of two M-4 Bisons under the control of the guided missile cruiser *Leahy* during FLEETEX 83. It was the first time since 27 February 1968 that a Bison had been intercepted near Alaska. (Cloe, Hist, AAC, 1983, pp. 248 and 369.)



Source: Office of History, Elmendorf AFB



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**12 Apr 1983:** Two 43<sup>rd</sup> Tactical Fighter Squadron F-15 pilots on deployment to Shemya AFB, Captains David Tullis and David Richardson, intercepted a TU-16 Badger K flight during FLEETEX 83. (Cloe, Hist, AAC, 1983, pp. 255 and 370.)

**10-12 Apr 1984:** The 71<sup>st</sup> Aerospace Rescue and Recovery Squadron (SAC) conducted the annual Search and Rescue Recovery (SAR) on the Beaufort Sea by deploying two HH-3Es and two HC-130s to the Barter Island DEW Line station. This exercise simulated the rescue of a crew from a nuclear submarine 700 nautical miles north of the station. The actual exercise took place ten miles north. Two A-10s from the 18<sup>th</sup> Tactical Fighter Squadron also participated. One of the HH-3Es was used to transport a ground party to a position on the ice. It simulated the submarine crew. It set up two SAR satellite transmitters, an emergency beacon and a prototype beacon being tested by NASA. The party spent the night on the ice in minus 70 degree weather. The next day, a HC-130 dropped six pararescuemen followed by two equipment drops. They spent the night with the ground party. The HH-3Es picked everyone up the next day. (Cloe, Hist, AAC, 1984, pp. 383-364.)

**12 Apr 1991:** The first intercept of an AN-74 Coaler was made. (Cloe, Hist, 11AF, 1991, p. 132.)



**8 Apr - 17 Jul 1995:** In a historic first, the 54<sup>th</sup> Fighter Squadron deployed six F-15Cs to Incirlik AB, Turkey in support of Operation Provide Comfort, a humanitarian mission that ensured that the Iraqis would not fly air strikes against the Kurdish enclave in northern Iraq. The 19<sup>th</sup> Fighter Squadron later relieved the 54<sup>th</sup> Fighter Squadron. The deployment lasted until 17 July 1995. (Hist, 11AF, 1995, 74)



**15 Apr 1996:** President Bill and First Lady Hillary Clinton stopped at Elmendorf AFB en-route back to Washington from Moscow.

**14 Apr 2000:** Mr. Don Delk, Mr. Ed Lamm, and other volunteers completed the restoration of the P-38G recovered from Attu during June 1999. (Hist, 3 WG, 2000, p. 12.)

**12 Jun 2002:** The majority of the personnel from the 12<sup>th</sup> Fighter Squadron returned to Elmendorf AFB from their deployment to Prince Sultan Air Base, Saudi Arabia in support of Southern Watch. The remainder of the personnel and 24 F-15s deployed returned shortly afterwards. ("Dirty Dozen Comes Home," *Alaska Military Weekly*, 13 Jun 2002)

**15 Apr 2003:** Colonel Robertus C.N. "Dutch" Remkes, Commander, 3<sup>rd</sup> Wing, noted during the Wing Stand Up meeting in the Reeves Center, that although the World situation had changed with the fall of the Saddam Hussein Regime in Iraq, and with it the requirement to deploy in support of Northern and Southern Watch, the 3<sup>rd</sup> Wing still needed to maintain a high state of readiness. He expected that the wing would be tasked to make other deployments. The remarks were made during the briefing on Ops Tempo. (Notes taken by John H. Cloe, 3<sup>rd</sup> Wing Historian, during meeting.)

