



Remembering Our Heritage



11-17 February

16 Feb 1926: Carl Ben Eielson arrived in Fairbanks after completing his military service. Sir George Hubert Wilkins, an Australian Arctic explorer, hired Eielson as the advance man for the *Detroit Arctic Expedition* to make preliminary arrangements for positioning supplies and fuel at Point Barrow for a flight across the Arctic Ocean from Point Barrow to Spitsbergen, a Norwegian island above the Arctic Circle in the Barents Sea. The Detroit Aviation Society, *Detroit News*, and others had assisted Wilkins in funding the air expedition, which was equipped with a single-motor Fokker F.VII equipped with a 450 horsepower liquid-cooled Liberty engine and a tri-motor Fokker F.VII equipped with three 200 horsepower air-cooled Wright Whirlwind engines. In addition to Eielson, Wilkins had secured the services of Maj Thomas G. Lanphier and Sgt C.M. Wisely on leave from the Army Air Corps. Both were pilots. Andrew Hufford, a mechanic from the Wright Aeronautical Corporation and Gordon Scott of the Detroit Snow Motors Company rounded out the party. In addition to the expedition party, the media provided a sizable contingent to record the events.



13 Feb 1934 – 1 Jun 1935: Civil airmail contracts were cancelled by the Postmaster General and President Roosevelt because of perceived fraud and collusion. The Army Air Corps took over the delivery of the mail. The 3rd Attack Group personnel were assigned to mail carrying duties for the central United States. A majority of the group was utilized for this detached service, based out of Chicago, IL.

12 Feb 1935: Brig Gen William "Billy" Mitchell, testifying before the House Military Affairs Committee in the executive session on behalf of House Resolution 4130, spoke about the strategic importance of Alaska in the coming era of air power. He noted, "Japan is our dangerous enemy in the Pacific. They won't attack Panama. They will come right here to Alaska. Alaska is the most central place in the world for aircraft, and that is true either of Europe, Asia, or North America. I believe in the future he who holds Alaska will hold the world, and I think it is the most important strategic place in the world."



12 Feb 1940: The War Department issued a news release, stating that Secretary of War Harry H. Woodring announced the Army was planning to build two airfields in Alaska, one near Fairbanks and the other near Anchorage. It also stated that \$4,000,000 had been appropriated in the fiscal year 1940 (July 1939-June 1940) budgeted for the airfield near Fairbanks, which would be used primarily for cold weather testing. The news release went on further to say the airfield had been named after Capt Arthur K. Ladd. He was killed in an aircraft accident 13 December 1935 near Dale, SC. The War Department also stated that an estimated \$12,734,060 had been requested in the fiscal year 1941 (July 1940-June 1941) to build an airfield near Anchorage on 1,400 acres of land. The news release announced that the airfield would be named in honor of Capt Hugh M.

Elmendorf, who had been born in New York 5 January 1895. He had been commissioned second lieutenant in the Infantry reserves 26 October 1917 and promoted to captain in the Regular Army in 1 July 1920, graduated from flight school in 1921. He was killed in an aircraft accident at Wright Field, 13 January 1933.



Remembering Our Heritage



11-17 February

12 Feb 1942: Brig Gen Simon Buckner presided over the dedication of the Kashim Service Club on Elmendorf Field. Major Marvin "Muctuk" Marston, the Special Services Officer, had conceived the club as a log cabin type building and had recruited volunteers to build it. The men cut trees near Palmer into 20-foot logs. Construction was done during the winter months. The Kashim, an Eskimo word for welcome, featured a large stone fireplace and a well-appointed snack bar operated by the Post Exchange. The dedication featured a barbeque with moose and caribou. Today, this building is home to the Military and Family Readiness Center.



14 Feb 1942: General Buckner wrote to General DeWitt expressing his frustration at the low number of fighters and bombers assigned to Alaska. At the time there were 17 operational fighters and 6 medium bombers on Elmendorf Field and another operational fighter and three medium bombers on Kodiak. He noted, "I fear WD is obsessed with an unfortunate degree of optimism and dismisses Alaska with the thought that if anything happens, we will rush a lot of planes up there and take care of the situation. The point which is not taken into consideration is that planes cannot be rushed to Alaska and if anything happens it will be too late to do much about it." General DeWitt added his urgent

appeal for more aircraft. The Army Air Forces took the conservative view, opting to deploy forces to Alaska if necessary. The Alaska Defense Command emphasized the air defense of South Central Alaska. There were not enough aircraft to defend all the territory. Five squadrons had been allocated to Alaska and with no more planned. The new bases being planned on the Alaska Peninsula and on Umnak Islands did not have air units programmed for them. The reason for limited aircraft for Alaska was that there was a shortage of air units elsewhere and there was insufficient shipping to support additional units in Alaska.

12 Feb 1943: The Army Air Forces Naming Board submitted names for airfields in Alaska to the Commanding General, US Army who forwarded with approval to General DeWitt. The following airfields were named in honor of those who gave their lives:

Location	Name	Individual
Otter Point, Umnak Island	Cape Army Air Field	Lt. John J. Cape, 11th Fighter Squadron, KIA, 4 June 1942
Cold Bay	Thornbrough Army Air Field	Capt. George W. Thornbrough, 73rd Bombardment Squadron, KIA, 4 June 1942
Bethel	Todd Army Air Field	Capt. Jack F. Todd, 38th Bombardment Squadron, 11 June 1942
Nome	Marks Army Air Field	Maj. Jack L. Marks, 36th Bombardment Squadron, KIA, 17 July
McGrath	Walseth Army Air Field	Maj. Marvin E. Walseth, 36th Bombardment Squadron, KIA, 18 July 1942
Kodiak	Miller Army Air Field	Maj. Wilbur G. Miller, 42nd Fighter Squadron, KIA, 28 Sep 1942



Remembering Our Heritage



11-17 February

13 Feb 1943: Six Douglas A-20 aircraft assigned to the 3rd Bombardment Group strafed and bombed the track around Guadagasal, Mubo, Komiatum, and Salamaua. An additional 11 strafing passes were made in the Buigap River valley area. Six B-25s attacked new buildings at Lae without results. Finally, the 13th Bombardment Squadron strafed supply dumps at Malahang and dropped propaganda leaflets to villagers at Bapi and Japanese troops at Malahang.



16 Feb 1943: Lt Kenneth Saxhaug, 18th Fighter Squadron, made the first landing on the newly constructed landing strip on Amchitka Island in his P-40K during the morning hours a month and three days after the first troops had landed on the island. Seven more P-40 pilots from the 18th Fighter Squadron followed him. Four P-38s from the 54th Fighter Squadron landed and a C-47 with personnel and supplies landed. The construction of the fighter strip on Amchitka Island was difficult. Bulldozer and grader operators cut part of a hill away and filled in low and marshy holes and gullies and then graded out a level landing strip.

17-18 Feb 1951: The 3rd Bombardment Wing employed the use of short-range radar (SHORAN) for the first time in a night bombing mission.

15 Feb 1957: The Alaska District, US Army Corps of Engineers awarded a \$7,246,724 contract to the Manson-Osberg Company to build the DEW Line stations at Cold Bay on the southern end of the Alaska Peninsula and Cape Sarichef about 100 miles to the west on Unimak Island. Several weeks later, the Corps awarded a \$3,548,190 contract to Chris Berg, Inc. to build the Aleutian DEW Line (Project Stretch Out) station at Port Heiden and another contract for \$4,010,000 to S.S. Mullen Company to build the Port Moller station. Both were located on the Alaska Peninsula. The final two contracts were also awarded independently. The joint venture firm Patti-MacDonald Construction Company of St. Louis, MO, and the Morrison-Knudson Company of Boise, ID, received a \$4,915,052 to build the Driftwood Bay station on Unalaska Island and the Nikolski contract for \$4,643,645 went to the Baker and Ford Company of Bellingham, WA.



11 Feb 1970: Two Cessna A-37 Dragonfly aircraft from the 8th Attack Squadron, assigned to the 3rd Tactical Fighter Squadron, targeted a large concentration of Viet Cong troops near the Cambodian border. The fighter pilots were credited with destroying four gun sites, three bunkers, and killing seven enemy soldiers.



Remembering Our Heritage



11-17 February

13 Feb 1974: Gen George S. Brown, Air Force Chief of Staff, inquired if Alaskan Air Command was “concerned about possible loss of career employees to jobs created by the construction of the Trans-Alaska Pipeline” scheduled to begin in the summer. He wrote again on 13 June after hearing reports of concern from commanders. Col Louis S. Mauro, responded that it had not been a serious problem. The civilian vacancy fill rate had actually improved. Of the 59 vacancies that occurred at Eielson AFB, 24 were known to have been caused by pipeline construction and of the 81 at Elmendorf AFB, five were attributed to the pipeline.



15 Feb 1979: The Alaskan Forces Satellite TV network became operational, providing live TV services to Shemya AFB, Galena, King Salmon, and Adak Naval Station via satellite. It cost \$545,000 to set up the system of which the Navy paid \$140,650. The cost was offset by the elimination of 21 Air Force positions. The 5049th Broadcasting Squadron looked into the possibility of providing similar services to the other remote stations, but the idea was rejected due to the high costs and the fact that there were no manpower positions that could be eliminated.

16 Feb 1981: The Alaskan Air Command published Program Action Directive 80-1, *F-15 Beddown*. The directive called for 27 F-15s to be in place by July 1982, and the 43rd Tactical Fighter Squadron be operationally ready by the end of 1982. Additional requirements included ending the alert requirement at Eielson AFB, maintaining the F-4Es until no longer needed, consolidating all the T-33s on Elmendorf AFB, providing mission qualification training on Elmendorf AFB, and continuing the production orientated maintenance organization concept.



17 Feb-2 Mar 2001: The 3rd Medical Group participated in the multi-service Arctic Care exercise that provided medical services in Alaska’s remote villages. Arctic Care provided the villages with medical, dental, optometry, and veterinary assistance, as well as having some Marine combat engineers build structures around fuel tanks to help prevent fuel from leaking onto the ground and into local water supplies. This year, Arctic Care was conducted at split locations to communities along the Yukon-Kuskokwim Delta and Western Aleutian and Pribilof Islands.

16 Feb 2002: The 3rd Wing deployed six F-15Cs from the 19th Fighter Squadron and six F-15Es from the 90th Fighter Squadron along with more than 400 personnel to Nellis AFB NV to participate in Red Flag 19 Feb-1 March.



16 Feb 2002: President George W. Bush and First Lady Laura Bush stopped at Elmendorf AFB while en route to Asia for state visits in Japan, Korea and China. The President spoke to a crowd of approximately 5,000 predominated military personnel in a hangar followed by an appearance at a Republican fundraiser at the Alaska Native Heritage Center. He spoke of his support of the military and the opening of the Arctic National Wildlife Refuge for oil exploration to a cheering crowd.

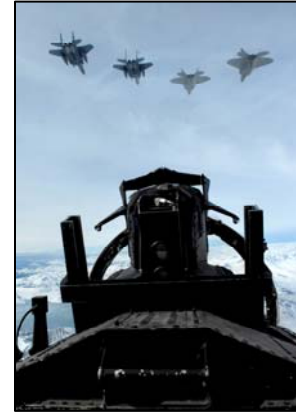


Remembering Our Heritage



11-17 February

14-28 Feb 2003: Around 200 personnel from the 3rd Wing participated in Cope Tiger 03 at Korat Royal Thai Air Force Base, Thailand. The deployment included 10 F-15Cs from the 12th Fighter Squadron and an E-3B from the 962nd Air Control and Air Warning Squadron. They joined the other 400 personnel from the Air Force, US Marines, and the 600 servicemen from the Republic of Singapore and Thailand. The annual joint/combined air-to-air and air-to-ground and large force employment training exercise provided a means for sharpening the three nations war fighting skills, improving national relations and demonstrating the commitment of the U.S. to regional stability. A command post exercise was conducted in Singapore 17-18 December 2002, followed by the flying exercise in Thailand in February.



11 Feb 2005: In 1999, Col Jonathan S. Gration requested that Elmendorf AFB receive a C-130 and a C-12 aircraft to place on display in the 3rd Wing Heritage Park in order to provide a true representation of aircraft that have supported the 3rd Wing's mission in the past. In 2003, a C-130E became available for placement on Elmendorf AFB from the 86th Wing, Ramstein AB, Germany. It arrived on base in May 2004. Various base units

spent the year between its arrival and placement preparing the plane and its spot in Heritage Park. Project officers had to wait until mid-winter to place the C-130 because the ground needed to be frozen in order to support the plane's weight. The aircraft was painted with markings from the 17th Tactical Airlift Squadron, which was stationed at Elmendorf AFB from July 1964 until April 1992, when it was redesignated the 517th Airlift Squadron.

14 Feb 2005: Brig Gen Michael Snodgrass, 3 WG Commander, cut the ribbon during the grand opening of the Alaska USA Federal Credit Union building. The new credit union was located near the Base Commissary and Base Exchange.

11 – 12 Feb 2007: Representatives from the Air Force and Lockheed Martin gathered at the F-22 production plant in Marietta, GA to unveil the first F-22 aircraft bound for Elmendorf AFB, the 3rd Wing, and the 90th Fighter Squadron. Those in attendance included Gen Paul V. Hester, PACAF Commander, Lt Gen Douglas Fraser, 11 AF Commander, Brig Gen Hawk Carlisle, 3 WG Commander, and Lt Col Michael Shower, 90 FS Commander.

