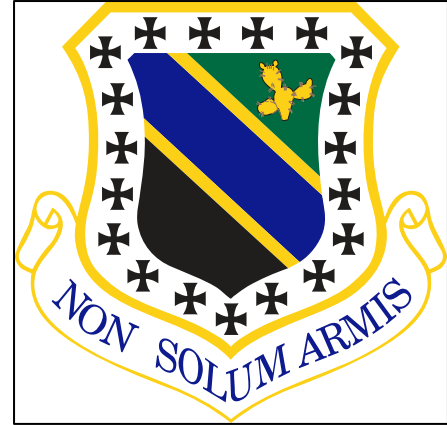




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17 Jan 1922: The Army approved the 3rd Group's emblem with the motto, Non Solum Armis-Not by Arms Alone. The emblem was designed by SSgt Floyd L. Parker of the 1st Photographic Section. The shield is divided diagonally into the original colors of the Air Service, green and black. Over the dividing line is a band of the Air Force's, present colors, ultramarine blue and golden yellow representative of the Rio Grande River dividing the US and Mexico. On the green field is a yellow cactus commemorating the group's first patrols along the Mexican border. Around the shield is a white border with black German crosses equal to the number of aerial victories credited to the group's original squadrons during the WWI. (*Air Force Combat Units*, p. 30, Hist, Third Bombardment Group (Light), Activation to 31 December 1941, p. 11)



17 Jan 1939 (Tue): Secretary of War, Harry H. Woodring, and Army Chief of Staff, Gen Malin Craig, testifying before the Committee on Military Affairs House of Representatives, noted the need for \$4 million to build an airfield in Alaska. At the time, the Panama Canal Zone and the Hawaii each had two military airfields and Alaska none. While the other two locations had substantial defenses, Alaska was limited to Chilkoot Barracks. (DoD, *US Army in World War II: The Corps of Engineers: The War Against Japan*, pp. 7-8.)



15 Jan 1941 (Wed): *The Anchorage Daily Times* announced that Capt Benjamin B. Talley assumed the responsibilities of Resident Engineer, Seattle District, U.S. Army Corps of Engineers. The responsibilities included overseeing Army construction in Alaska. The following day, *The Anchorage Daily Times* quoted him as being "very gratified with work at the Anchorage base and I am taking over a well organized and smooth running organization." The article also stated that he did not plan to make any changes in operations. (*The Anchorage Daily Times*, Jan 16, 1941.)

15 Jan 1941 (Wed): The 3rd Bombardment Group formed and activated two new light bombardment groups, the 45th and 46th. The new groups continued with the 3rd until they were moved to their own stations in May and June. The 12th Pursuit (later Fighter) Squadron was activated at Selfridge Field, Mich., as part of the 50th Pursuit (later Fighter) Group. (Hist, Third Bombardment Group (Light), Activation to 31 December 1941, p. 20; Maurer Maurer, *Air Force Combat Units of World War II*, p. 66)

15 Jan 1942 (Thu): The Alaska Defense Command General Order 3, activated the Headquarters and Headquarters Squadron, Alaskan Air Force with a permanent station at Fort Richardson and initial strength of 15 officers and 158 enlisted men. The activation of the headquarters and headquarters squadron established the beginning of the lineage and honors of the Eleventh Air Force.





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15 Jan 1942 (Thu): West Cost Construction Company of Boston, MA, began drilling the Whittier Tunnel, which consisted of two sections. The first, a 4,910-foot section, ran from the moraine of nearby Portage Glacier on the west side of the Chugach Mountains to Bear Valley. The second section ran 13,090-feet from Bear Valley to the east side exit near Whittier Glacier. The rectangular shape, 16-feet wide and 15-feet high tunnel accommodated a standard gage rail. Initially, the contractor had to rely on sending men over an old Indian trail between the two locations to coordinate the work. Later, the two locations were connected by a telephone line, which broke on occasion due to high winds and avalanches. (Woodman, *Duty Station Northwest*, Vol. II, pp. 142.)



19 Jan 1942: The 3rd Bombardment Group departed Hunter Field for Australia without its aircraft per Special Order No. 17, HQ, Savannah Army Air Base. 1st Lt Robert Strickland, photo to the left, assumed command of the 3 BG, relieving Lt Col Phillip Melville, who was transferred to the 3rd Air Support Command. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 94, *Air Force Combat Units*, p. 31; *The Grim Reapers*, p. 8; Hist, 3rd Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 94)

21 Jan 1942 (Wed): The Japanese attack on Pearl Harbor resulted in more attention be given to the defense of Alaska. Some believed that the Japanese intended to attack Dutch Harbor and Kodiak. In a 21 January 1942 letter to President Roosevelt, General Marshall stated: "We have been anticipating at any moment a destructive raid on this region, especially at Dutch Harbor where our state of preparation is far from complete. Also there is the hazard of the destruction of barracks, store houses, etc., at both Kodiak Island and Anchorage, which would involve a difficult situation in the winter period. As most of the construction is frame and of temporary nature, it presents a serious fire hazard. As a later development, I consider it probable that if the Japanese successes in other areas release ships and troops, a positive effort towards actual occupation of our Alaskan base will be undertaken." General Marshall added: "Our greatest difficulty has been to get sufficient numbers of bomber and pursuit aircraft to Alaska." (Ferguson, AAF Study No. 4, p. 20.)

16 Jan 1943 (Sat): The B-26 flew its last combat mission of the Aleutian Campaign. The 73rd and 77th Bombardment Squadron completed conversion to B-25Cs and Ds during February and the 406th Bombardment Squadron began converting from A-29s to B-25s on 15 February. The B-25 proved an easier medium bomber to fly and had a greater range. The B-26s had not stood up well to Aleutian operations. The B-26 had proven difficult to operate in the Aleutian conditions due to its limited range and tricycle landing-gear, which made landing difficult on the primitive, piece steel plank landing strips. The Eleventh Air Force had equipped the medium bomber with torpedoes obtained from the Navy, but their use proved disappointing. (Ferguson, Study No. 4, p. 62.)

18-25 Jan 1943 (Thur-Tue): The Eleventh Air Force lost 13 aircraft during this period to operational mishaps. They included one B-17, four B-24s, two B-25s, three P-38s, two P-40s and an A-29. None were lost to combat. Four B-24s from the 21st Bombardment Squadron were lost after turning back from a mission to Kiska on 18 January. One crashed into two parked P-38s on Adak destroying all three, another

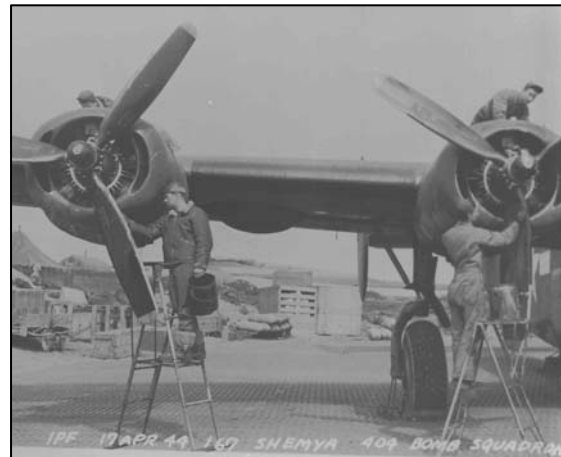


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crash landed Great Sitkin Islands and was abandoned and two disappear with their crews. One B-17E from 36th Bombardment Squadron was lost in a mid-air collision on 21 January with all aboard. Two B-25 crews, unable to get their gear down, belly landed on 23 January. A P-40 caught fire in midair and the pilot successfully bailed out. Another P-40 from the 18th Fighter Squadron crashed into Kuluk Bay, Adak, on 21 January, killing the pilot, Lt Robert L. Mrag. A P-38 crashed into a B-24, caught fire and burned. An A-29 from the 406th Bombardment Squadron crashed on takeoff from Whitehorse, Canada with two minor injuries. (Gilman, *Our Hidden Front*, p. 139.)

19 Jan 1944 (Wed): The Eleventh Air Force conducted a practice mission with four B-24Ds from the 404th Bombardment Squadron and six P-38s from the 54th Fighter Squadron to determine if long range, high altitude, fighter escorted missions could be flown against the northern and central Kurile Islands. It involved launching a flight of four B-24Ds from Shemya joined by six P-38s from Attu with the mission of dropping bombs on the Chugul Island near Atka Island. Two B-24s aborted the mission because of mechanical failures and only one P-38 remained with the bombers. The others were forced to land at Adak because of mechanical and other difficulties. (Hist, 404th Bombardment Squadron, Jan-Mar 1944, pp. 14-16.)



19-20 Jan 1944 (Wed-Thu): Fleet Air Wing Four launched a night armed reconnaissance mission against the Kurile Islands with the mission of bombing and taking photographs of Kakumabetsu Harbor area, Kashiwabara Staging Area and the Kurabu Cape airfield complex on Paramushiru Island. It consisted of three PV-1s from VB-139 and four PBY-5As from VP-43. Lieutenants Douglas M. Birdsall, Robert A. McGreagor and Thomas H. McKelvey, piloted the PV-1s (numbers 25V3m, 31V3 and 34V3 respectively). Each Ventura carried bomb bay and wing tanks in addition to the internal tanks, giving them a capacity of 1420 gallons of gas. A hatch was cut in the nose to allow for a camera and another in the tail where photoflash bombs could be dropped by hand. Two PV-1s, configured as armed photoreconnaissance aircraft, carried a bomb load of three 500-pound general-purpose-bombs, four 52-pound photoflash bombs and twenty 20-pound anti-personnel fragmentation bombs. One PV-1 carried a load of three 500-pound general-purpose bombs and twenty 20-pound fragmentation bombs. Two Catalinas were configured for night photoreconnaissance carried a bomb load of two 500-pound general-purpose bombs, six 52-pound photoflash bombs and twenty 20-pound antipersonnel fragmentation bombs. The other two PBYs carried two 500-pound general-purpose bombs, eight 100-pound general-purpose bombs and twenty 20-pound fragmentation bombs. Two PBY crews turned back due to fuel shortage. The other two crews made individual radar bombing runs on the southern part of Paramushiru Island. The three PV-1 crews also made individual runs on the northern area of the island. Photographs were also obtained of the Karasu Harbor cannery and sections of the Tomari Cape on Paramushiru. The crews found weather conditions over the northern Kuriles generally clear. Anti-aircraft fire, while intense, proved inaccurate. Approximately ten searchlights were active in the Kashiwabara Airfield area and one PV-1 was held in the light for approximately five minutes. (Field HQs, 11AF A-2 Intelligence Summary for 20 Jan 1944, "Paramushiru-Shimushu Night Attack Mission, Fleet Air Wing Four;" Chronology, Fleet Air Wing Four, 11 Aug 1941-15 Dec 1944, p. 36; Hutchison, *World War II in the North Pacific*, p. 128.)



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16 Jan 1952 (Wed): The Alaskan Air Command closed the temporary "Lashup" radar station (C-1) at Naknek (later renamed King Salmon) and the permanent station (F-3) became operational. The temporary station's AN/CPS-5 continued to operate until repairs could be made to the AN/FPS-3, which was awaiting parts. All personnel working in the temporary station switched to the permanent station. (Chart, Hist, AAC, Jan-Jun 1952, p. 199.)

19 Jan 1954 (Tue): The Alaskan Command formed a working group under the leadership of Brig Gen E.L. Sykes, J-3, Alaskan Command to develop air defense communications system that also supported other government agencies. Known as the Theater Communications Study Group, it was comprised of representatives from all military commands in Alaska, the Alaska Communication System and the Civil Aeronautics Administration to recommend a reliable communications system of Alaska's air defense system. The group met in eighteen regular and two extraordinary meetings between 21 January 1954 and 10 October 1955. The discussions ultimately led to the "717" Project which became known as the White Alice Communications System. The Air Force awarded a contract to the American Telephone and Telegraph (AT&T) Company to conduct a communications study and make recommendations. (Ravenstein, Hist, AAC, Jul-Dec 1953, p. 258; Mrs. Leona B. Miller, Hist, AAC, Jan-Jun 1957, pp. 106-107.)

21 Jan 1955 (Fri): A C-124 crew from the 62nd Troop Carrier Wing delivered the first load to Point Barrow at 0300, initiating the airlift in support of the construction of the DEW Line. The squadron had arrived at Eielson AFB earlier in the month from Larson AFB, WA, with 12 C-124D aircraft to begin airlift operations in support of DEW Line construction. The Alaskan Air Command had been informed in late December 1954 of the deployment and designated Eielson AFB as the airlift base for airlifting some 7,000 tons of material and supplies to Point Barrow and the intermediate field at Umiat needed by the DEW Line



contractor Western Electric and its subcontractor Puget Sound-Drake Construction Company. The Alaskan Air Command had the capability of only delivering 300 tons with its airlift aircraft. Ladd AFB lacked the support facilities and Elmendorf AFB was committed to supporting joint field training exercise Snowbird. In order to assist, AAC cancelled the last part of Snowbird and convinced SAC to delay a planned exercise at Eielson AFB. The 62nd Troop Carrier Squadron completed its airlift operation on 9 April after delivering 4,494 tons of cargo and returned to Larson AFB. The 54th Troop Carrier Squadron and Wien Airlines continued to airlift cargo in support of DEW Line construction. (Chart, Hist, AAC, Jan-Jun 1955, pp. 192-195.)

15 Jan 1960 (Fri): The Alaskan Air Command completed the abandonment of Ice Station Charlie which deteriorated. This left Ice Station Bravo, T-3, as the only remaining drifting ice station. The breakup of Ice Station Charlie began the first of the year, and by 7 January, the commander requested its evacuation. The ice flow had shrunk to one fourth of its size and the runway length had gone from 5,000 feet to 3,700 feet. The Tactical Air Command provided ski-wheel equipped C-130Ds, which flew 11 sorties to evacuate personnel and high value equipment. There were around 13 Air Force support personnel and 16-20 scientist on the ice islands at the time. (Miller, Hist, AAC, Jan-Jun 1960, pp. 527, 564-565, 589.)

17 Jan 1966 (Mon): General Reeves, in a speech to the Anchorage Chamber of Commerce, reiterated his earlier statement that there would not be a major reduction of forces due the requirements of Southeast Asia and Alaska would play an important role in support the Military Airlift Command's support to the war



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effort there. It would also continue to defend Alaska. Observers believed that the General was lying to allay fears of Anchorage and Fairbanks where the military played an important role in the economy. ("Alaska Air Base Stay in Key Role," *Fairbanks News-Miner*, 17 Jan 1966.)

15 Jan 1968 (Mon): The building containing the film library and the Airmen's Club was destroyed in a fire. The Alaskan Air Command received authorization of \$735,000 to erect a new club during 1968-1969. (Weidman, Hist, AAC, Jan-Jun 1968, p. 100.)

19 Jan 1968 (Fri): Elmendorf AFB crews conducted successful experiments using snow instead of foam on runways for belly landings. (Highlights of History.)

19 Jan 1970 (Mon): The Air Force towed the last F-102A assigned to the 317th Fighter-Interceptor Squadron, 56-1282, to the Alaska Transportation Museum near the Ted Stevens International Airport. Members of the 21st Field Maintenance Squadron readied the fighter by removing the engine and various other parts and then gave it a fresh painting in Arctic markings. The effort reduced the weight from 20,300 pounds to 15,000 pounds. Anchorage Police provided escort as it travel through the streets of Anchorage. Major General Joseph A. Cunningham, Commander, AAC, officially presented the F-102A to the museum on 21 January and attached a plaque to it commemorating the years it had served with the 317th Fighter-Interceptor Squadron. Lieutenant Colonel Glenn A. Fletcher, former squadron commander gave brief talk on the history and role the squadron. ("Alaska Transportation Museum, AAC's Last F-102 Gets New Home," *Sourdough Sentinel*, 23 Jan 1970.)



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21-25 Jan 1980 (Mon-Fri): The Alaskan Air Command hosted an E-3 beddown conference on Elmendorf AFB to plan for the reception of the rotational deployment of the E-3 to Alaska. (Cloe, Hist, AAC, 1980, p. 261.)

15 Jan 1984 (Sun): General Brown hosted the first meeting of his Civilian Advisory Board for a day of briefings and tours. Twenty-six members attended. They received briefings on the command mission, Brim Frost, the Knik Arm Crossing, meteor burst communications, transfer of the Alaska Railroad and its impact on the military, Cool Home and the role of Canadian Forces in Alaska. Mr. Robert Atwood, Chairman of the CAB noted "We have a group of enthusiastic Alaskans who want to be helpful...Once you give them a goal, they can be strong activists, agitators, lobbyists, salesmen, propagandists, or even beggars to reach that goal." (Cloe, Hist, AAC, 1984, p. 308)

15 Jan 1994 (Sat): The C-17A Globemaster III combined test team arrived at Eielson AFB for cold weather testing of the cargo plane. (Cloe, Hist, 11 AF, 1994, p. 107.)



16-29 Jan 1997 – COPE TIGER: The 3rd Wing deployed 10 F-15Cs and 125 personnel from the 19th Fighter Squadron and one E-3B and 36 personnel from the 962nd Airborne Air Control Squadron to Khorat Royal Thai AB, Thailand, to participate in the annual multi-national exercise Cope Tiger. (Gohl, Hist, 3 WG, 1997, p. 81.)



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20 Jan 2000 – 3 WG Change of Command: Brig Gen. Jonathan S. Gration relinquished command of the 3rd Wing to Brig Gen. (Select) Douglas M. Fraser. (Hist, 3 WG, 2000, p. 2.)

18 Jan – 5 Feb 2006 – Red Flag 06.1: (U) The 12th Fighter Squadron deployed 12 F-15Cs, along with life support and maintenance personnel to Nellis AFB, NV to participate in Red Flag 06-1. This was the first coalition RED FLAG and involved 26 units from two countries. The Joint Multi-National Red Flag combat exercise involved over 875 sorties, 1,450 flying hours, 1,400 Airmen, and 84 aircraft. The 12 FS returned all 12 aircraft to Elmendorf AFB on schedule with no mishaps. (3 WG History 2006, 2007.)

