



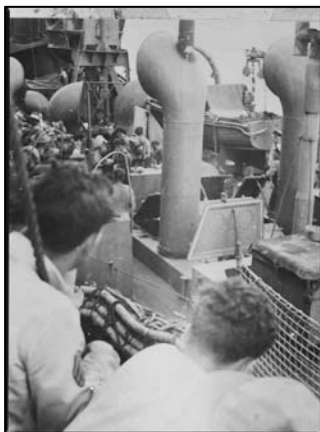
Remembering Our Heritage



1 Feb 1940 (Thu): The Army activated the 28th Composite Group at March Field, CA, and assigned to 1st Wing, GHQ Air Force, with the 34th Pursuit Squadron, and 36th and 37th Bombardment Squadrons assigned. The group possessed one B-17 and four B-18As. The group received notification shortly after activation that it would deploy to a new base near Anchorage. Almost immediately, the group's officers and senior NCOs began writing the Anchorage Chamber of Commerce and the editor of *The Anchorage Daily News*, asking about the availability of housing. The group, however, remained in a state of reduced manning, while waiting for orders assigning it to Alaska. (Major William A. Herold, Hist, 28BG, 1 Feb 1940-31 Mar 1944, pp. 2-7; Lt. Jerry N. Ransohoff, Lt Jerry N., AAF, Historian, Eleventh Air Force, Hist, Eleventh Air Force (11AF), 15 Jan 1942 -Sep 1945, pp. 4-5.)



3 Feb 1941 (Mon): *The Anchorage Daily News* reported that 1,400 men were working on completing the temporary buildings Fort Richardson and Elmendorf Field and getting started on the permanent ones. The work on the water tower, laundry, cold storage was in progress and excavation for three sets of officer quarters underway. The temporary hangar was nearly completed. The paper also reported that the steel for the hospital and permanent barracks was almost in place. (*Anchorage Daily Times*, 3 Feb 1941, p. 1.)



31 Jan 1942: The 3rd Bombardment Group boarded U.S. Army ship, *Ancon*, sharing the transport with the 2nd Platoon, 2nd Chemical Company attached. While on board over 60 percent of enlisted personnel, 463 men, were promoted on Special Orders No. 11. (Hist, Third Bombardment Group (Light), 1 Jan 1942 to 31 Mar 1944, p. 95)

3 Feb 1942 (Tue): The Alaskan Air Force initiated a policy to transfer pilots between the 11th Fighter Squadron and the 18th Fighter Squadron and between the 73rd Bombardment Squadron and the 77th Bombardment Squadron. Each flight of the newly arrived squadrons gained at least one experienced pilot from the original squadrons assigned to Alaska. Some of the newly arrived pilots were sent to Kodiak to train on the B-18 and P-36 aircraft. The air units in Alaska remained thinly spread due to a lack of experienced personnel to go around. (Ransohoff, Hist, 11AF, p. 101.)

31 Jan 1943: The 3rd Bombardment Group flew 93 combat sorties during January 1943, dropping 47 tons of bombs and expending 81,660 rounds of ammunition. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 36)

31 Jan 1944: The 3rd Bombardment Group flew 525 combat sorties during January 1944, dropping 336 tons of bombs and expending 2,120 rounds of ammunition. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 81)

31 Jan 1948 (Sat): The Alaskan Air Depot and all Air Force units under it were relieved from assignment to U.S. Army, Alaska, and assigned to the Alaskan Air Command. Colonel Henry O. Bordelon, USAF, assumed command. (Maxwell, Hist, AAC, 1948, p. 1.)



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1 Feb 1952 (Fri): General Old informed Gen Hoyt Vandenberg, Chief of Staff, USAF, that AAC could accommodate 25 Women in the Air Force (WAF) officers and 100 enlisted on Elmendorf AFB and another 8 WAF officers at Ladd AFB. Eielson AFB had to capability to accept 15 officers and 182 WAF enlisted. The lack of suitable quarters had prohibited the assignment of WAC personnel prior. (Chart, Hist, AAC, Jul-Dec 1951, p. 52.)



30 Jan 1953 (Fri): The Air Force Inspector General submitted a report following a visit to Alaska in the wake of significant aircraft losses during the 1952 in which he recommended an improved navigational air system of Alaska. He had found that installations of modern systems in Alaska by the Civil Aeronautics Administration lagged the rest of the nation. He recommended a complete Visual Omni-Range system for Alaska air routes, elimination of the duplicated Air Force and CAA control surveillance radars at Anchorage and Fairbanks and providing the aircraft control and warning system radar information to the CAA. (Chart, Hist, AAC, Jan-Jun 1953, pp. 130-131.)

2 Feb 1957 (Sat): The *Anchorage Daily News* reported that the Alaska District, U.S. Army Corps of Engineers had invited interested contractors to bid of four Nike-Hercules surface-to-air missile sites in the Fairbanks-Eielson AFB area with an estimated \$10,000,000 costs and completion date by 1 October 1958. The paper reported that the Anchorage area would be next to be submitted for bids. Each site included a battery control building of 26,000 square feet, a launcher control building of 7,000 square feet, two launcher section structures of 15,900 square feet, a fuel storage building, access roads and outside utilities. (Chart, Hist, AAC, Jan-Dec 1956, p. 40.)

2 Feb 1960 (Tue): General Thomas D. White, Chief of Staff, USAF, wrote to Gen Lyman L. Lemnitzer, Chief of Staff, U.S. Army describing the situation in Alaska and that the Air Force had completed a study which required a major reorganization of AAC. He stated that the Air Force wanted to transfer all its flying activities from Ladd AFB to Eielson AFB. Other activities being duplicated on the two bases would be inactivated. The Air Force would continue to operate the Air Force hospital and the Arctic Aeromedical Laboratory on Ladd AFB. General White recommended in view of the Army's activities on Ladd AFB that it assume responsibility for the base and transfer its Eielson AFB activities there. He recommended a September 1961 transfer date. (Miller, Hist, AAC, Jan-Jun 1960, pp. 144-146.)



1 Feb 1962 (Thu): The Commander-in-Chief, Alaskan Command (CINCAL), established a regional staff for the Alaskan NORAD Region. The Alaskan NORAD Region/Continental Air Command Region had been established in 1958 and CINCAL designated its commander. He had used his ALCOM staff to handle ANR matters. A NORAD evaluation in October 1961 pointed out that a dedicated ANR staff was needed in order to be in compliance with other NORAD regions. The ANR staff that was established consisted of 18 Air Force and 14 Army personnel serving in dual capacities in the AAC and USARAL headquarters staff. It was superimposed on the AAC structure and used AAC facilities. The Commander-in-Chief, ALCOM was the only ALCOM member. The

Commander, AAC served as the Vice Commander, ANR. The DCS Operations, AAC, served as the Director of Operations, ANR. (Miller, Hist, AAC, Jul-Dec 1962, pp. 31-32.)



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1 Feb 1964 (Sat): The Alaskan Air Command assumed operation control of the Alaskan Forces Radio Network (as it became known as) from the J-1, Alaskan Command. The Information Office, AAC, assumed operational responsibility. The radio network traced its beginnings to a small radio station that was established at Kodiak Naval Station during early World War II. Other stations were built at Nome, Point Barrow and Fairbanks shortly afterwards. By 1956, there were 20 Armed Forces Radio Services radio stations scattered throughout Alaska. Control of the system passed from AAC to ALCOM that year. Television was added later. When AAC reassumed responsibility, there were eighteen personnel assigned to the main network station on Elmendorf AFB. They included five Army and one Navy with the rest being Air Force. Other stations operated at Eielson AFB, Fort Greely, Kodiak Naval Air Station and Adak Naval Air Station. The stations provided radio and television services state wide except for those locations serviced by commercial stations. (Weidman and Ravenstein, Hist, AAC, 1964, pp. 254-258.)

3-6 Feb 1965 (Wed-Sat): A series of earthquakes, the largest measuring 6.5 on the Richter scale, struck the Aleutian Islands. Shemya AFS reported glass breakage, cracks in the taxiways, the sinking to the depth of two and one-half feet of the taxiway leading to Hangar Five, temporary loss of approach lights to Runway 28 and minor damage to POL valves; no injuries reported. (Weidman, Hist, AAC, Jan-Jun 1965, p. 66.)

31 Jan 1968: Bien Hoa AB came under an intense ground assault during the Tet Offensive. The brunt of the attack centered on the east end of the installation near a single bunker called Bunker Hill 10. The intense battle lasted from 0330-1200; when it was over, the 3rd Tactical Fighter Wing had lost two men and 14 wounded. As for the enemy, over 60 dead bodies were counted. The wing flew 52 combat sorties in defense of the base and supported four ground operations. The Air Force awarded one Air Force Cross and three Silver Stars to the following men who fought that day: Capt Reginald V. Maisey, Jr., Air Force Cross (Posthumous); Capt Martin E. Strones, Silver Star; Staff Sergeant Larry H. Sawyer, Silver Star; and Staff Sergeant William Piazza, Silver Star. (Copies of Award Citations, located in joint ACLOM/11AF/ 3TFW Archives)



31 Jan 1973 (Wed): Lieutenant General James C. Sherrill, in assessing the defense of the Trans Alaskan Pipeline, wrote to ADM Thomas H. Moorer, Chairman, Joint Chiefs of Staff. He stated that the 798-mile, 48-inch pipeline from Prudhoe Bay to the port of Valdez would be difficult if not impossible to defend and efforts should be concentrated on providing air defense of the Valdez with its 7,650,000 barrel storage capacity and docking and pumping facilities. The approach to Prince William Sound and Valdez itself lacked air defense radar coverage. General Sherrill recommended that a joint venture be initiated with the FAA to provide radar coverage of the area. (Hales, Hist, AAC, Jul 1972-Jun 1974, pp.246-247.)

1 Feb 1975 (Sat): Shemya AFB experienced 7.5 earthquake on Richter Scale struck Shemya AFB. The epicenter was 75 miles northwest of the island. There were no fatalities and no serious injuries. The earthquake severely damaged the runway, reducing the usable length from 10,000 feet to 5,800 feet. It also damaged three of the four World War II hangars and a number of fuel storage tanks. Most of the buildings sustained slight damages and there were some damages to the roads and water distribution center. General Gamble requested and General Hill concurred that C-130Es deployed from Jack Frost 75 because of their increased range and load capacity be used to provide recovery airlift support and the 317th Tactical Airlift Wing, Pope AFB, NC, was selected. Two C-130Es and three crews were retained at Elmendorf AFB until 23 February. The C-130Es airlifted 300 barrels of cold patch material were airlifted in so that



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temporary repairs to the runway could be made that permitted the landing of C-141s. The Air Force awarded a \$600,000 contract to make permanent repairs on the runway. The project was completed on 20 May 1975. Another contract for \$733,000 was awarded to repair the wooden trusses in the hangars and tighten bolts in the wooden hangars. (Cloe, Hist, AAC, Jul 1974-Jun 1975, pp. 98-99, 275-276.)

1-5 Feb 1982 (Mon-Fri): A E-3 from the 966th Airborne Warning and Control System Squadron, Tinker AFB, OK, conducted the first of a series of deployments to Elmendorf AFB. Unlike previous deployments, airborne control and warning aircraft was specifically deployed to Alaska to participate in training with AAC air defense forces. Other deployments were made 27 February-6 March and 27 November-2 December. The E-3s had been original programmed to begin permanent rotational deployments in 1992, but President Reagan decided to commit them in support of Saudi Arabia, which delayed the deployments to 1988. (Cloe, Hist, AAC, 1982, pp. 396-398.)



4 Feb 1986 (Tue) Headquarters, USAF, announced that two E-3s with 280 additional personnel were being assigned on permanent rotation deployment to Elmendorf AFB. The local news media greeted the assignment with enthusiasm with headlines such as "AWACS to Boost Economy." Senator Murkowski took the opportunity to inform his constituents that "The Department of Defense took a major step in improving Alaska's defense capability by complying with Senator Ted Stevens and my request to permanently deploy two AWACS to Elmendorf this year." He went on to say that it would add 280 military and 15 civilian positions to Elmendorf AFB and boost the annual payroll by \$6.5 million. (Cloe, Hist, AAC, 1986, pp. 183-185.)



2-4 Feb 1993 (Tue-Wed): An F-22 design team from the F-22 System Program Office, Wright-Patterson AFB, OH, toured 3rd Wing maintenance facilities and gathered information on cold weather operations. They focused their attention of the F-15E since it had arrived at Elmendorf AFB from the factory. The wing maintenance personnel impressed on the team the need of keep flight line maintenance to the minimum and make maximum use of indoor facilities. (Boyd, Hist, 3WG, pp. 62-64.)

3 Feb 1999: Col Jonathan S. Gration, 3rd Wing Commander, held a town hall meeting so base residents could voice their concerns over the renaming of the streets on Elmendorf AFB. (Hist, 3 WG, 1999, p. 82)

30 Jan 2006: (U) General Paul Hester, COMPACAF, issued a policy prohibiting cell phone use while operating a motor vehicle on PACAF installations. The policy applied to all uniformed military personnel, DoD civilians, contractors, family members, and any other non-DoD drivers operating a motor vehicle on all PACAF installations. This policy went into effect immediately and violators of this policy received a written warning until 28 February 2006. (3 WG History 2006)