



Remembering Our Heritage



11-17 June

14 Jun 1877: The Sitka Garrison boarded transports and departed Alaska; this ended the first ten-year military presence in Alaska. The local citizens watched them depart with concern. The next night the Tlingits in Sitka tore down parts of the fort and plundered the buildings. (Nielson, *Armed Forces on a Northern Frontier*, p. 27.)

14 Jun 1917: The 19th Aero Squadron was organized as the 14th Aero Squadron and re-designated as 19th Aero Squadron on 26 June 1917 at Kelly Field, TX. (Maurer Maurer, editor, *Air Force Combat Units of World War II*, GPO, Washington DC, 1960, p. 102)



14 Jun 1926: After a series of flight tests, the Alaska Aerial Survey Expedition began its photo-mapping project. The amphibians were equipped with T-3 tri-lens cameras. The three lenses gave three simultaneous exposures, providing overlapping coverage. A plane flying at 10,000 feet above sea level and 100 miles per hour could photograph an area seven miles wide and one hundred miles long in one hour. The work continued in good weather until 16 June, by which time photographs had been taken of Revillagigedo, Annett, Pennock and Gravina Islands and the western slope of the mainland and the eastern slope of Prince of Wales Island. (Stevens, *Alaskan Aviation History*, pp.324-325.)

12 Jun-14 Aug 1935: Captain Hez McClellan, accompanied by Sergeant Tamosan and Corporal Krause, took off from Bolling Field, Washington DC in a Douglas C-29 Dolphin amphibian on 12 June and proceeded to Alaska by way of Wright Field, OH; Fort Sill, OK; Midland and El Paso, TX; Rockwell Field, CA; and Seattle, WA. They departed Seattle on 22 June and flew to Skagway, AK via Alert Bay and Swanson River, BC; Ketchikan, Wrangell, Juneau and Haines, AK. From Skagway, they flew on to Yakutat, Cordova, Valdez, and Seward before turning north to Anchorage. They then flew to Fairbanks by way of Palmer and Wasilla. While at Fairbanks, Captain McClellan and his two enlisted assistants conducted flights to Nome by way of Ruby and Nulato; and to Point Barrow via Circle, becoming the first military flyers to cross the Arctic Circle. He and his two assistants landed at Bolling Field on 14 August 1935. During his fact finding trip to Alaska, Captain McClellan flew on 38 days and accumulated 153 hours and 25 minutes flying time, taking aerial photographs of places visited and conducting ground surveys of potential landing sites. (Army Air Corps Newsletter, 15 Jan 1936; Wright Field GO No. 3, 26 May 1936; Art, "Who is Major McClellan," *Spacemaker*, 8 Jan 1982.)



12 Jun 1940: The *Anchorage Daily Times* announced that a crew of 100 men will be employed to erect floors and frames for tents to house approximately 900 soldiers and local building suppliers were asked to provide two by four boards and other materials to build the frames. More lumber was anticipated to arrive by train from Seward to build barracks. A four-inch pipeline to carry water from Ship Creek was planned. The original construction plan included a 5,000 foot north-south paved runway and a 7,000 foot east-west paved runway with taxiways and aprons, one temporary and three permanent hangars, aviation gasoline facilities consisting of a 600,000 gallon

tactical storage capacity and distribution system, a 1,500,000 operations reserve storage facility, concrete igloos for air and ground ordinance, housing and administration facilities for 7,000 men, and a 294 bed hospital. Major utilities included a water-borne sewage system, outfall sewer and mains, a 7,000,000-gallon per day gravity water system with reservoir and chlorinator, a 6,000kw central heating and power plant and a bomb-proof radio transmitter building. (*Anchorage Daily Times*, 12 Jun 1940.)



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12 Jun 1941: *The Anchorage Daily Times* announced that the 18th Pursuit Squadron had conducted a formation flight over and around Mount McKinley with its P-36As. (18th Pursuit Squadron Circles McKinley," *The Anchorage Daily Times*, 12 Jun 1941, p. 41.)



16 Jun 1941: Lt Milton Ashkins and his crew chief, Sgt Raymond A. Roberts, experienced engine problems with the O-38F they were making a proficiency flight in and had to "pancake" into the trees 40 miles south of Fairbanks. Unhurt, they radioed for help and a B-18A out of Ladd Field arrived overhead shortly afterwards. The bomber crew dropped rations, a two man inflatable raft and a rifle. Lieutenant Ashkins and Sergeant Roberts then hiked back to Fairbanks. Years later, Lieutenant Ashkins remembered the trip as being one of his most enjoyable wilderness experiences. The O-38F remained where it was until the USAF Museum recovered it in 1968. (Woodman, *Duty Station Northwest*, Vol. II, pp. 60-61.)



11 Jun 1942: Col William O. Eareckson led five B-17E crews from the 36th Bombardment Squadron on the second mission of the day against the Japanese on Kiska Island. Colonel Eareckson flew lead B-17 and Maj Russell Cone, squadron commander, led second element. The flight departed Umnak at 1500. Each B-17 carried six 500-pound bombs. Instead of flying in formation, the bomber crews dropped their bombs individually at low-level. All bombers returned safely to Cape Field on Umnak Island. The bombing results proved disappointing. The crews reported seeing six destroyers and four transports and other smaller vessels. (Wheeler Diary.)

14 Jun 1942: Brig Gen Lawrence Kuter, the youngest brigadier general on General Arnold's staff, received sudden orders in mid-June from the Chief, Army Air Forces to fly to Alaska and investigate the situation. General Arnold, who was concerned about the condition of the Eleventh Air Force and the way it was being handled in the aftermath of Dutch Harbor, suddenly ordered General Kuter to fly to Alaska in a C-62 and "fix things." He had never met Admiral Theobald and the last time he had seen General Buckner was at West Point in 1923 where the general was a major at the time who gave Cadet Kuter ten demerits. General Kuter visited Ladd, Elmendorf and Cape Fields and met with Generals Buckner and Butler, Admiral Theobald, Colonel Eareckson and later General DeWitt. When General Kuter arrived at Ladd Field, General Butler's first question was "why were you here, who sent you." Later in Kodiak, Admiral Theobald showed obvious concern about a young brigadier general being in Navy territory. General Kuter responded that General Arnold had sent him to gather information and make a first hand report. Generals Buckner and Butler and Admiral Theobald met with General Kuter on Fort Richardson prior to his departure for Washington DC. They wanted more forces and approval to retake the islands as soon as possible. General Kuter found that the higher the headquarters, the greater the level of the threat assessment. The Western Defense Command intelligence staff briefed him that the Japanese had a division of 15,000 in the Aleutians and were preparing to invade the West Coast. Generals Marshall and Arnold received General Kuter's oral report with interest. General Arnold never explained why he had





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suddenly sent General Kuter to Alaska. General Butler, according to General Kuter, believed that it was intended to get all the principal commanders together. General Kuter noted later that the communications between them was "far from satisfactory." A number of improvements resulted from the trip, which included better altimeters and bomb fuses and skip bombing techniques. The concept of a unified command had to wait. General Kuter also noted that "Colonel Eareckson was flying missions as a tail gunner, because his tail gunner was not properly trained and when he returned from his mission, he went in the mess tent and made biscuits because his cooks did not know how. He got better cooks and trained tail gunners." (Gen Lawrence Kuter, "How Hap Arnold Built the AAF," *Air Force Magazine*, Sep 1973.)

11 Jun 1944: The 77th Bombardment Squadron historian noted in the monthly history: "We were hit a low blow today. Radiogram was received today canceling all rotation (to the states). Morale no longer exists." (1/Lt Chauncey M. Griggs, Hist, 77th Bomb Squadron, Jun 1944, p. 5.)

14 Jun 1944: After waiting for days for favorable weather, Flight A, 2nd Photo Charting Squadron, the "Blue Geese," flew its first photomapping mission to the Kuriles. The flight of four F-7As took off from Shemya at 9:00 AM, climbed to 9,000 feet, flew to a position off Matsuwa Island, then climbed to 15,000 feet and separated into two elements. Captain Horace B. Houston in 42-73034 led the first element of F-7As flown by Lt. Robert O. Gauger in 42-73033 and Jerry L. Geren in 42-73028 north along the west coast of Matsuwa Island and then across Raikoke, Shasukotan, Ekaruma, Haramukotan and Onnekotan Islands in the central Kuriles to the southern tip of Paramushiru Island before turning east at a mid-way point between Kurabu Cape airfield complex on the southern tip of island and Suribachi Air Field on south east coast. The element encountered accurate anti-aircraft fire over the southern tip of Paramushiru Island, which damaged the elevator of Lieutenant Geren's F-7, forcing him to fall behind the other two. Approximately 13 Zeroes from Kurabu Cape rose in opposition and concentrated on Lieutenant Geren's photoreconnaissance plane. A 20-millimeter cannon round hit the oil cooler of the number one engine, causing an immediate loss of oil. With one engine shut down and the propeller wind milling, Lieutenant Geren and his crew broke free from the fighters after enduring an approximate forty-five minute air battle, descended from 17,000 feet to 1,700 feet and began jettisoning equipment including the ball turret. The crew claimed two positive strikes on the attacking fighters and reported one going down in a spin with its engine smoking. En route back to Shemya, the F-7 crew encountered a Japanese Betty bomber, which made three passes attempting to shoot down the bomber with its tail mounted 20-millimeter cannon. Lieutenant Geren's right waist gunner scored several hits on the Japanese medium bomber on the third pass and observed its left engine smoking badly. Lieutenant William C. Colt and his crew flew a solo mission I 42-73028 south along the east coast of Matsuwa Island and then continued south, crossing over Rashuwa, Ketoi and Shimushiru Islands before turning northeast and heading back to Shemya. He and his crew encountered the same inaccurate anti-aircraft fire over Matsuwa Island that Captain Houston's element had. A Japanese Zero made four attacks south of Matsuwa without inflicting any damage. Captain Houston and Lieutenant Gauger landed at Shemya at 8:00 PM followed by Lieutenant Geren at 9:00 PM and Lieutenant Colt at 9:44 PM. Lieutenant Geren's F-7A, 43-73040, because of the damage and loss of equipment it had received was declared unfit for further Kurile service. After being repaired, it was flown back to the Alaska Air Depot for further repairs. (Field HQs, 11AF A-2 Intelligence Summary No. 44-55 for 14 Jun 1944; Hist, Flight A, 2nd Photo Charting Squadron, 7 Apr-30 Sep 1944, pp. 5-8.)





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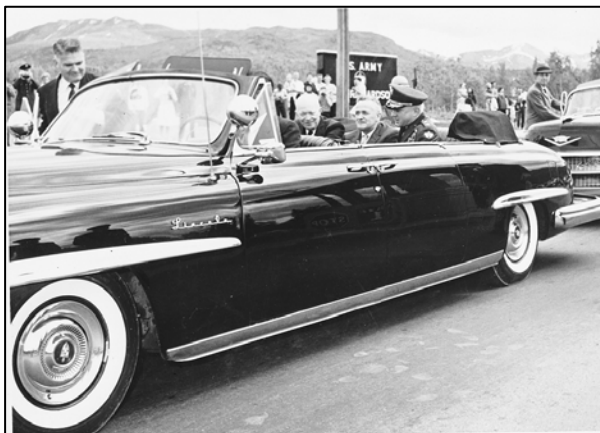
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13 Jun 1950: The Air Force awarded a \$2,636,000 contract to Haddock Engineering Ltd., for the construction of the Cape Newenham (F-5) Air Craft Control and Warning Station with a completion date of 1 September 1951. (Thomblison, Hist, AAC, Jan-Jun 1950, p. 42.)



12 Jun 1954: The U.S. Senate Appropriations Committee instructed the Air Force to keep Shemya AFB open until the Civil Aeronautics Authority could move into Cold Bay and begin servicing commercial flights. Headquarters, USAF had announced the previous year plans to close Shemya and Cold Bay as no longer needed to support the Great Circle Route to the Far East. (Chart, Hist, AAC, Jan-Jun 1954, pp. 14-19.)

15 Jun 1955: The Air Force conducted an evacuation of its non-essential civilians to test Safe Haven plans. The Safe Haven plan had been developed in response to a need to disperse civilian employees and their dependents and the dependents of military members in the event of pending nuclear attack. It called for everyone to be equipped emergency rations, bedding, survival kits, fuel and water for a road trip by privately owned vehicle to a Safe Haven area for possible movement by air to a safer location. The Commander, Alaskan Command ordered the practice test of the system by Elmendorf AFB, Eielson AFB, Ladd AFB, Fort Richardson and Naval Air Station Kodiak to determine the current status of main base capabilities to execute rapidly the provisions of ALCOM's original concept and condition psychologically civilian personnel to recognize the necessity for, and to prepare for emergency dispersal. Rather to go to the designated Save Haven (Palmer for Elmendorf AFB and Birch Lake for Eielson AFB and Ladd AFB), AAC decided to have its civilians drive out the gates and then return. It also exempted emergency essential civilians and those pregnant. No sponsor, military or civilian, could act as a driver. The alert sounded at 0630 on the three bases. Anchorage civilians participating in a Civil Defense alert moved south along the Seward Highway and Elmendorf AFB civilians north along the Glenn Highway. A total of 5,225 civilians from Elmendorf AFB participated and between 0635 and 0735 approximately 1,000 vehicles had cleared the base in an orderly manner. At Ladd AFB, 2,033 civilians cleared the gate in 553 vehicles, moved 19 miles along the highway before turning around and heading for the base. Control proved excellent. Eielson AFB likewise dispersed 1,575 civilians. Despite the fact that detailed planning had gone into the pre-announced evacuation and the Save Haven had not been used, the exercise proved a good test of the system. (Chart, Hist, AAC, Jan-Jun 1955, pp. 230-235.)



12 Jun 1960: President Eisenhower made the first Presidential visit to Alaska following statehood. He stopped and spent the night on Elmendorf AFB while en-route to the Far East. Governor Egan, Lt. Gen. Frank A. Armstrong, members of the Alaskan Command and AAC and civilian dignitaries from Anchorage met the president. President Eisenhower toured the base, Fort Richardson and Anchorage. (Miller, Hist, AAC, Jan-Jun 1960, p. 122.)

13 Jun 1961: The Alaskan Air Command reported that the two-year test to man the Aleutian DEW Line

Segment with military personnel as opposed to using contract civilians at the other DEW Line sites had proven satisfactory. The Command noted that for the system to operate effectively with military manning it had to be manned at 100 percent, a nearby major support base was required and all administrative work that was absolutely not necessary eliminated. (Miller, Hist, AAC, 1961, pp. 154 and 157.)



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15 Jun 1964: The 17th Troop Carrier Squadron (now 517th Airlift Squadron), assigned to 516th Troop Carrier Wing at Dyess AFB, TX, was relieved from assignment to the Tactical Air Command and assigned to Elmendorf AFB. It was further attached to 5040th Air Base Wing for administrative and logistical support and assigned to Headquarters, Alaskan Air Command for operational control. The 17th Troop Carrier Squadron was equipped with six C-130D ski-wheel aircraft and six C-130D-6s from which the skies had been removed. The C-130Ds had been used in the construction of the DEW Line sites DYE II and DYE III on the Greenland Ice Cap. They carried a payload of 16 tons. (HQ TAC SO G-71, 16 Apr 1964; Weidman and Ravenstein, Hist, AAC, 1964, pp. 25, 181.)

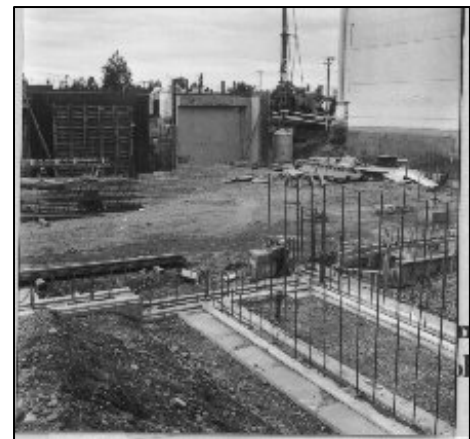


13 Jun 1973: Colonel Richard J. Hansen, Deputy Chief of Staff, Personnel, Alaskan Air Command, asked the other AAC staffs to assist in developing a plan for the assignment of women to remote stations. The plan, *Expanded Strength and Dispersal of WAF Within Alaskan Command*, was completed in early July 1973. Its near term goal was to increase the number of women at Eielson AFB and Elmendorf AFB by the end of fiscal year 1974. The mid-term goal was to assign women to: Shemya AFB, Galena Airport, Kind Salmon Airport, Cape Newenham (F-5) AFS, Cold Bay AFS, Kotzebue (F-24) AFS and Murphy Dome (F-2) AFS during fiscal years 1975 through 1978. The long term goal included Campion (F-8), Cape Lisburne (F-7), Cape Romanzof (F-6), Fort Yukon (F-14), Indian Mountain (F-18), Sparrevohn (F-15), Tatalina (F-10) and Tin City (F-4). On 13 August, the Air Force Chief of Staff directed AAC to hold the plan in abeyance. The Alaskan Air Command, however, continued ahead with its plans to increase to number of women on its two bases. The first female officer was assigned to Shemya AFB in January 1974 and another scheduled for Murphy Dome in July 1974. Plans were also made to phase out the two WAF squadron sections on Elmendorf AFB and Eielson AFB (Hales, Hist, AAC, Jul 1972-Jun 1974, pp. 45-48.)



11 Jun 1974: The 3rd Security Police Group was constituted. It was activated on 16 Sep 1974 at Clark AB, Philippines and attached to the 3rd Combat Support Group, and assigned to the 3rd Tactical Fighter Wing. Assigned to the 3rd Support Group was the 3rd Law Enforcement Squadron and the 6009th Security Police Training Squadron. (Lineage & Honors, 3rd SPG, current as of 26 Dec 1984)

13 Jun 1980: Lt Gen Winfield Scott Jr., Commander, AAC; Senator Ted Stevens; COL Lee Nunn, Resident Engineer, U.S. Army Corps of Engineers; and Joseph Ressel and Ed Young, co-owners of Interstate Company of Anchorage, officiated in the ground breaking ceremony of the Elmendorf AFB Regional Operations Control Center. The Alaska District, U.S. Army Corps of Engineers awarded a \$54,037,000 contract to Interstate Company of Anchorage to build the facility. It was one of six firms to respond to the 4 August request for proposal. The parking lot on the northwest corner of the AAC headquarters building was closed 5 June and preliminary work on the 23,600 square foot building the next day. The project, planned in two phases, was expected to be completed in two years. The scheduled date for the first phase was 1 September 1981. The contractor completed 53 percent of the work by the end of 1980. (Cloe, Hist, AAC, 1980, pp.123-125.)





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14 Jun 1983: The Joint Chiefs of Staff informed Senator Stevens that plans to create a sub-unified command in Alaska and downgrade AAC to a numbered air force had been cancelled. An editorial, "Military Victory," appeared in the *Anchorage Times* the following day. The *Times* editorial lauded the efforts by Senators Stevens and Murkowski to stop what was "screwball scheme that flew in the face of history, logic, reason and responsibility." (Cloe, Hist, AAC, 1993, p. 27.)



14 Jun 1983: General Clark declared the Elmendorf Regional Operations Control Center had achieved initial operational capability (IOC). By then, three crews and a day shift staff were manning the ROCC twenty-four hours a day, seven days a week. The radar operators at the Aircraft Control and Warning stations were placed in a standby status in the event the ROCC failed during the mandatory 90-day tie in period required to bring it up to a fully operational capability status. The IOC of the ROCC ended an era and the last of the military personnel to man the stations began departing, leaving behind well worn equipment and almost deserted

facilities that once resounded with the noise of men who spent their one-year remote tours in some of the most isolated and lonely radar stations in the Air Force. The Elmendorf AFB Regional Operations Control Center directed its first successful intercept of a Soviet flight when two F-15 pilots, Capt. William Wimberly and Lt. Mark Williams, intercepted two TU-16 Badgers 100 miles north of Point Barrow. (Cloe, Hist, AAC, 1983, p. 275.)

11-14 Jun 1985: Members of the General Brown's Civilian Affairs Board (CAB) attended a series of briefings and discussions in Hawaii. General Brown had invited them to so that they could be informed of Pacific Command defense issues and hopefully support the establishment of a sub-unified command structure in Alaska. Admiral William J. Crowe, Jr. met the group at Camp Smith where they received a briefing. In response to a question about the Unified Command Plan, ADM Crowe stated that it would have to be decided by JCS, but Alaskans would be consulted first. He said he was not overly concerned about the UCP issue, just the protection of the Aleutians. On 14 June, a group met in Mr. Robert Atwood's room where he opened the meeting accounting his memories of World War II and the command relations problems that had existed in Alaska at the time. Mr. Fleetwood then spoke up; stating the mission in Alaska needed to be better defined. Dr. Wood pointed out the growing Soviet threat in the Far East and ties with China had not been resolved. He noted the rapid growth of Alaska since World War II and there was a need for joint unity in Alaska. Mr. Messer stated that Alaskans did not want to be subordinated to another command. General Brown joined the conversation. He stated the need for a sub-unified command and that all the generals were in agreement on the issue. Dr. Wood asked General Brown to explain the Navy's role in Alaska. General Brown explained that the 17th Coast Guard District was fulfilling that function. Dr. Wood then asked who Adak would be under. General Brown explained it would be under the sub-unified command. Mr. Heibert then asked how the sub-unified command would be made to work without having to be under PACOM. Mr. Epps then interjected that Alaska was growing could not expect to isolate itself and that the final decision on a sub-unified command rested with the military. He noted that AAC was a "small fish in the military hierarchy," and to "get the big bucks you need to be big and powerful." He went on to say that a sub-unified command was a solution and that the CAB should press for its creation. Mr. Kelsey stated that it should be a unified command instead. General Brown responded that it would be impossible even with Senator Stevens help to bring back a unified command. He proposed that AAC be retained as a major Air Force command and a sub-unified command established. Mr. Messer asked if Alaska would have a four star general. General Brown responded no. The group, before breaking up for its trip home, asked General Brown to prepare a formal presentation on his proposal to create a sub-unified command. General Brown agreed. (Cloe, Hist, AAC, 1985, pp. 14-15.)



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17-28 Jun 1991: Pacific Air Forces Cope Thunder North was conducted in interior Alaska. It was the first Cope Thunder exercise conducted outside of the Philippines and involved the deployment of 801 personnel and 63 aircraft to Alaska. They joined assigned forces on Elmendorf AFB and Eielson AFB for the realistic, simulated air combat conditions. In addition to USAF forces, Marine Corps and Canadian Forces air units participated in Cope Thunder North. (Cloe, Hist, 11AF, 1991, pp. 213-215.)

15 Jun 2002: The Site Activation Command (Alaska), U.S. Missile Defense Agency held a ground breaking ceremony on Fort Greely for the construction of the Ground Based Midcourse Defense Test Bed on Fort Greely. It included five underground silos. The project was slated for completion in September 2004. Those participating in the ceremony were: Senator Ted Stevens, R-AK; Mayor Roy Gilbertson, Delta Junction; Lt Gen Ronald T. Kadish, Director, Missile Defense Agency; LTG Joseph M. Cosumano, Commanding General, U.S. Army Space and Missile Defense Command and U.S. Army Space Command; Lt Gen Norton Schwartz, Commander, Alaskan Command; MG James J. Lovelace, Commanding General, United States Army, Alaska; BG John W. Holly, Program Director, Ground Based Midcourse Defense Joint Program; Mr. Rudy DeLeon, Senior Vice President, Washington DC Operations, The Boeing Company; Mr. Kenneth A. Medlin Sr., Vice President and General Manager Ground Bases Midcourse Defense, The Boeing Company; Mr. Jan van Prooyen, Principal Vice President for Operations-Defense and Space, Bechtel National, Inc.; Mr. Thomas Roell, President, Fluor Federal Services; and Mr. J. Joseph Tyler, Director, Programs Management Division, U.S. Army Engineer Division, Pacific Division. The groundbreaking ceremony coincided with the end of the 1972 Anti-Ballistic Missile Treaty. (E-Mail, Ralph Scott, SAC NMD PA to John H. Cloe, 3 WG/HO, Photo and News Release Enclosed," Robert Burns, AP, "Missile Defense Work Set for Summer," *Anchorage Daily News*, 15 May 2002; Zaz Hollander, "Mothballed Post Now Front Line," *Anchorage Daily News*, 16 Jun 2002; Mead Treadwell, "Layered Missile Defense Needed," *Anchorage Daily News*, 17 Jun 2002; 9 Sep 2002; Editorial, "Missile Defense," *Voice of the Times*, *Anchorage Daily News*, 19 Jun 2002; Tim Bradner, "Locals via for Greely Contracts," *Alaska Journal of Commerce*, 20 Jun 2002; Toni Massari McPherson, "Missile Defense Digs in at Greely," *Alaska Military Weekly*, 20 Jun 2002.)



14 Jun 2005: The Air Force established a Sexual Assault Prevention and Response (SAPR) program throughout the Air Force began on 14 June 2005. General Carlisle, 3 WG Commander, established an interim Installation Sexual Assault Response Coordinator (SARC), Capt Demetria Johnson, as a staff agency with office symbol 3 WG/CVK. (Miller, 3 WG Hist 2005, 2006.)