



Remembering Our Heritage



28 May – 3 June

31 May 1929: The 1st Photo Section, attached to the 2nd Infantry Division at Fort Sam Houston, was assigned to the 3rd Attack Group per General Order No. 15, HQ, 8th Corps Area. The 3rd Attack Group was stationed at Ft Crockett, TX. (Hist, Third Bombardment Group (Light), Activation to 31 December 1941, p. 16)

28 May 1934: Anthony J. Dimond, Alaska's non-voting delegate to the U.S. House of Representatives, introduced House Resolution 9524 during the second session of the 73rd Congress calling for the construction of a military base and airfield near Fairbanks. He explained resolution was primarily intended to provide a means for the Army to obtain experience in cold weather operations. The War Department rendered an adverse opinion and the bill failed. Although the bill failed, it did stimulate discussion on the need for an Army Air Corps presence in Alaska. While the War Department had rejected the idea of stationing air units in Alaska, it did consider sending units to train in Alaska. The General Staff Committee considered the idea when it was presented to it on 27 August 1934, but withheld judgment until Lieutenant Colonel Henry Arnold could complete his flight to Alaska. (Congressional Record, 73rd Congress, 2nd Session, 28 May 1934, p. 9782; Memo, Lt Col W.C. McChord, Chief, Air Corps Plans Div, to Chief of Air Corps, "Development of Air Forces in Alaska," 7 Dec 1935, cited in Woodman, *Duty Station Northwest*, Vol II, p. 52 .)



Anchorage Museum of History & Art, Library & Archives.



31 May 1940: The *Anchorage Daily Times* announced that construction on the air base near Anchorage would begin during the summer under the leadership of Maj Edward M. George, U.S. Army Quarter Master Corps. Major George noted that the \$12,819,060 was appropriated for construction of an air base. The Army had submitted another request to Congress for \$6,379,225 to build a military post to support the air base. Major George noted that a total of \$19,198,285 was being appropriated for the airbase at Anchorage. Major George flew from Fairbanks to Seward to meet a steamer bringing construction materials. ("Start Work on Air Base This Summer, Many Men to be Employed on \$12,819,060 Project: Military Post is Separate, *The Anchorage Times*, 31 May 1940.)

29 May 1941: Headquarters, Alaska Defense Command activated the Air Field Forces, Alaska Defense Command, with the responsibility of overseeing the training, planning and executing air defense operations in Alaska. It gave Colonel Davis command authority over Army Air Corps air and air support units in Alaska except for those at Ladd Field. The 23rd Air Base Group and other air base support units remained under the control of the Fort Richardson commander. The 23rd Air Base Group was responsible for the supply of bases in Alaska and providing fuel and field maintenance support. Before the Air Corps units had been attached to Elmendorf Field and assigned directly to the headquarters of the Alaska Defense Command. It was the first step towards consolidating the various Army Air Corps units in Alaska under one organization and led directly towards the establishment of the Eleventh Air Force. The Alaska Defense Command order also established Elmendorf Field as the maintenance and repair center for Alaska, also known as the Alaska Air Base. Major John L. Davison, Commander, 23rd Air Base Group, was also named the first commander of the Alaska Air Base. (HQ Alaska Defense Command GO 20, 29 May 1941; Ferguson, AAF Study No. 4, p. 4; Ransohoff, Hist, 11AF, pp. 42-43.)



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28 May 1942: Admiral Nimitz and his staff did not know until 28 May where the Japanese Second Mobile force would strike although they knew its composition. Before then they believed the force would strike Umnak, Dutch Harbor and Cold Bay followed by the landing of troops. By 28 May, they had narrowed the option to Dutch Harbor with a landing of Japanese troops to block an American advance down the Aleutians. At the time, there were a number of high-level American officials who believed there would be a Japanese strike against the West Coast rather than Midway or the Aleutians. The Doolittle Raid had caused concern among the Japanese. Despite the



number of Japanese in Aleutian waters prior to the war, the Japanese knew little about the islands. They estimated that Dutch Harbor had garrisoned of a division. Instead of 4,748 Army and 639 Navy and Marine defended the place. The Japanese also believed two to three hundred Marines defended Kiska. They also believed Adak and Attu contained a garrison. Weather had hampered submarine and air reconnaissance. A submarine reconnaissance of Dutch Harbor just prior to the attack proved informative, but was too late to affect operations. The Japanese did toy with the idea of occupying Dutch Harbor, but did not have enough shipping to support the operation. The 36th Bombardment Squadron began flying a series of reconnaissance flights down the Aleutians with its B-17E from Umnak Island. The crews encountered a frontal area and squalls on the first flight, 28 May and had to turn back on reaching Tanaga Island. The next day, the flight made it to Gareloi Island between Tanaga and Amchitka Islands. A third mission was flown under lowering clouds and the final mission on 3 June reached Kiska Island where the crew observed the American flag flying at the weather station. (Morrison, *Coral Sea, Midway and Submarine Actions*, pp. 167-169.)



30 May 1942: The ground echelon of the 54th Fighter Squadron arrived by boat at the port of Anchorage with eight officers and 234 enlisted personnel and their equipment. The air echelon consisting of 25 pilots, their P-38Es, and 49 enlisted men in accompanying transports arrived on 2 June from Paine Field, WA, after stops at Edmonton and Watson Lake in Canada. The pilots flew their first operational mission the next day over Cook Inlet in response to the Japanese attack on Dutch Harbor. (Capt Leo Nocenti, Hist, 54th Fighter Sq, 15 Jan 1941-31 Dec 1943, p. 16.)

2 Jun 1942: The Eleventh Air Force had seventeen P-40s from the 11th Fighter Squadron and six B-26s at Umnak and 16 P-40s from the 18th Fighter Squadron and six B-26s at Cold Bay. The B-26s were from the 73rd Bombardment Squadron. The 77th Bombardment Squadron was on alert at Elmendorf Field, ready for deployment to the Aleutians. The Eleventh Air Force had three radar equipped heavy bombers, a B-17E and two LB-30s assigned to the 36th Bombardment Squadron. They were under the operational control of Fleet Air Wing Four, flying offshore patrols over the Aleutians. The 54th Fighter Squadron was in the process of deploying to Alaska. Other B-17Es were en route. The Royal Canadian Air Force was also deploying forces. (Ferguson, AAF Study No. 4, p. 53.)



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28 May 1943: The 2nd Battalion, 32nd Infantry resumed its attack to secure Buffalo Ridge at 1830 after waiting for the 1st Battalion, 4th Infantry Division to secure the rest of Fish Hook Ridge. In the interim, artillery including 37-millimeter anti-tank guns had pounded Buffalo Ridge all afternoon. The battalion reached the top of the ridge, encountering only limited opposition. It did not, however, reach the point where it could observe Japanese activity in Chichagof Harbor. While the Buffalo Ridge operation was underway, the 3rd Battalion, 17th Infantry reinforced with B Company from the 1st Battalion, 32nd Infantry had advanced down Jim Fish Valley to a point just beyond the south end of Lake Cories and established a night position in preparation for launching a morning attack against Chichagof Harbor. The Americans now had the Japanese completely surrounded and squeezed the Japanese into an area approximately four thousand yards long and seven hundred yards deep without the benefit of occupying the high ground. General Landrum planned to launch a full scale attack from the heights and down Jim Fish Valley to wipe out the last vestiges of Japanese resistance. (Landrum, *Report of Operations-Attu*, pp. 11; *The Capture of Attu*, p. 20.)



1-30 Jun 1943: In spite of continuing summer fog, the Eleventh Air Force continued to fly missions against the Japanese on Kiska. Eight days proved suitable for operations. The weather gave the Japanese time to reinforce their defensive positions. A total of 387,400 tons of bombs were dropped on the eight days that the missions were flown. Emphasis was placed on photoreconnaissance missions to obtain updated intelligence. The Japanese anti-aircraft fire was vigorous but not accurate. The shells exploded at the correct altitude but behind the bombers. Central fire direction was poor, apparently disrupted by the bombing and strafing. The weather often helped the bombers avoid the fire. Navy PV-1s equipped with radar were used on occasion to guide the Army bomber crews to their targets. Six B-25, five P-38s and one P-40 received battle damage during the missions. (Ransohoff, *Hist*, 11AF, p. 291.)

29 May 1944: Captain John C. Hamilton and 2/Lt Walter A. Wilson, 77th Bombardment Squadron, spotted three 140-foot Japanese ships 160 miles southeast of the Paramushiru Straits and made a deck level attack with their B-25s. Each selected a target. Captain Hamilton sank his with two bombs and dropped the other two close to Lieutenant Wilson's target, damaging it. Lieutenant Wilson failed to score any hits with his four 500-pound bombs. Both strafed the Japanese vessels. The Japanese returned fire, knocking out the hydraulic system, emergency brake and air speed indicator on Captain Hamilton's bomber. On return to Casco Cove, Lieutenant Wilson aided Captain Hamilton in landing by flying beside him and reading off the airspeed. Captain touched down safely but his damaged bomber continued rolling down and off the end of the runway. The resulted impact with the rough terrain damaged the B-25 beyond repair. Fortunately, no one was seriously hurt. (1/Lt Chauncey M. Griggs, *Hist*, 77th Bombardment Squadron, May 1944, p. 19.)



1 Jun 1944: The long search and contest for a 3rd Bombardment Group name finally ended with the unanimous choice of "The Grim Reapers." The 13th Bomb Squadron relinquished their combat insignia to accompany the name. *Hist*, Third Bombardment Group (Light), 1 April 1944 to 31 December 1944, Unit History for June, p. 13)



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28 May 1945: The Commanding General, Alaskan Department, directed the Eleventh Air Force to prepare a radar plan for defending Alaska in the post war period. At the time there were 13 radar stations in the territory. The plan developed called for the use of the newest radars to be operated 24 hours a day. It recognized that there would not be enough men to man system that covered the entire territory. Instead, the plan called for six radar stations in the western and central Aleutians and on the Seward Peninsula. (Hist, ALCOM, 1 Jan 1947-31 Dec 1951, p. 58.)

1 Jun 1947: The Army withdrew Naknek Army Air Base (later renamed King Salmon in 1954) from inactive status and made it a satellite of Elmendorf Army Air Base. It had declared surplus in 1 December 1945 and turned over the Civil Aeronautics Authority to operate. (HQ AAC GO 85, 1 Jul 1947; Fact Sheet, 11ACW/HO, 29 Jul 1993.)



1 Jun 1950: The Air Force awarded a contract for \$2,450,00 to Haddock Engineering, Limited, for the construction of the Cape Newenham (F-5) Surveillance Site with a completion date of 1 December 1951 and another contract for \$2,636,000 for the construction of Talkona (F-10, later renamed Tatalina) Ground Control Intercept Station with a completion date of 1 September 1951. (Thomblison, Hist, AAC, Jan-Jun 1950, p. 42.)



3 Jun 1951: Major General William D. Old, Commander, Alaskan Air Command and his helicopter pilot, Capt. Frederic D. R. Sparrevohn from the 10th Air Rescue Group, selected the site near Cairn Mountain in the Lime Hills for Sparrevohn (F-15) during aerial site survey. The survey plan that had been developed called for staging the survey out of a lake designated Lake 606 on the map where personnel, equipment and supplies could be flown in by PBY. General Old and Captain Sparrevohn left Elmendorf AFB in the early morning in a Sikorsky H-5

Dragon Fly, flew through Merrill Pass, stopped at Two Lakes to refuel from gas cans taken along in the helicopter, and then proceeded to look for a high mountain in the Lime Hills on which to site the radar. After selecting the site of what would later become know as Sparrevohn, Captain Sparrevohn left General Old on top of mountain top near Cairn Mountain where the radar would be sited and returned to Lake 606 to pickup a surveyor and photographer. After completing their work, Captain Sparrevohn took the group back to the base camp at Lake 606. (Hist, AAC, Jan-Jun 1951, p. 171; "Sparrevohn Project Revealed," *Sourdough Sentinel* 18 Oct 1952; Ltr, Col Frederick Sparrevohn, USAF Ret. to Lt. Larry V. Ort, 719th AC&W Squadron, 7 May 1973.)



Jun 1952: Lieutenant General Glenn O. Barcus, Fifth Air Force Commander, ordered the 3rd and 17th Bombardment Wings to undergo a test of their bombing and strafing capabilities. There had been considerable doubt as to the actual accuracy of the B-26 crews and their very high number of reported vehicles and trains destroyed. Flying sorties over a controlled range, the crews from the two wings dropped 710 bombs. Of the 710 bombs, only 25 percent fell within the scoring capability of the range. Only 5 percent of the bombs fell within 75 feet of the aim point. Continued



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testing indicated that it was not until the 38th sortie that a crew could achieve the Fifth Air Force requirement of a 250-foot circular error probable (CEP) from 6,000 feet. As for the gunnery target tests, it found only 1 to 2 percent hit the 10-foot by 10-foot target from 2,000 feet. To make matters worse, the test was done during daylight and allowed sight adjustment between passes. (*United States Air Force Operations in the Korean Conflict, 1 November 1950-30 June 1952*, p. 174)

Jun 1955: The Air Force reaffirmed the four White Alice Communications objectives, they were:

- New communications facilities will be engineered and constructed so as to lend themselves for full integration into existing long-line systems
- Field engineering and construction to proceed with view towards maximum utilization and collocation, where technically feasible, with existing fixed plant
- Western Electric (contractor) to provide communications only to the user's mainframe. In all cases, maximum consideration to be given to the use of agency in-place resources for the accomplishment of necessary tie-ins
- Alaska Communication System in agreement to make available such appropriate equipment as in existing stocks and of potential use to an expanded telephone plant. (Chart, Hist, AAC, Jan-Jun 1955, p. 217.)

2 Jun 1960: Headquarters USAF, replied to Alaskan Air Command's 10 May reorganization proposal. It agreed to everything except having two wings on Elmendorf AFB. It proposed that an air defense wing be established with the 317th Fighter Interceptor and five aircraft control and warning squadrons assigned who would control other aircraft control and warning squadrons. The wing also included a consolidated aircraft maintenance squadron and an air base group. The proposed structure was similar to the existing air division. It expressed serious reservations about using Eielson AFB as a forward alert base due to the long distance to the Soviet forward bases. The continued use of Ladd AFB for that purpose was out of the question because of the expense and difficulty maintaining an alert facility there once the Army took over. (Miller, Hist, AAC, Jan-Jun 1960, p. 163.)

2-3 Jun 1963: The Strategic Air Command conducted exercise Arrow Point in which Headquarters, NORAD, conducted an operational evaluation of ANR. The Strategic Air Command flew simulated bomber attacks against Elmendorf AFB, Eielson AFB and Clear BMEWS. The bomber crews employed electronic warfare in penetrating the air defenses. The Alaskan Air Command deployed eight F-102As to King Salmon, eight to Eielson AFB and nine to Galena. The Army's Nike-Hercules batteries participated. The SAC bombers penetrated the defenses and theoretically destroyed their targets. The air defenses, however, received credit for destroying 19 of the 22 bombers making the attacks. The Alaskan NORAD Region received a satisfactory rating. (Miller, Hist, AAC, Jan-Jun 1963, pp. 264-266.)



3 Jun 1964: The Joint Chiefs of Staff approved the rotational deployment of a Tactical Air Command F-4C squadron (18 fighters) to Alaska to begin the first quarter of fiscal year 1966 (July-September) and to coincide with the reduction of the F-102A fleet from 40 to 26 aircraft and the termination of the White Shoes F-106 deployments. The Alaskan Air Command had in September 1963 completed a study, "Interceptor Improvement for Alaska," in which it recommended the assignment of an F-4C wing to Alaska. The Commander-in-Chief, Alaskan Command forwarded it through NORAD to the Joint Chiefs of Staff on 8 November 1963. Following the JCS decision to deploy the F-4C squadron, the Secretary of the Air Force ordered a study to determine the pros and cons of basing an F-4C wing in Alaska. (Weidman and Ravenstein, Hist, AAC, 1964, pp. 386-387.)

Source: Office of History, Elmendorf AFB



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3 Jun 1967: Lt Gen Glen R. Birchard, Commander-in-Chief, Alaskan Command, and his pilot, Maj Norman C. Miller, 21st Operations Squadron, died in a Class A Mishap when their DeHavilland U-6A, 52-6124, Beaver floatplane apparently flipped in rough waters in Upper Ugashik Lake on the upper Alaska Peninsula near King Salmon during takeoff. General Birchard, Major Miller and passengers Maj Gen Joseph A. Cunningham, Twenty-Second Air Force Commander, and Mr. Edward A. Bellringer, the Alaskan Command conservation officer, safely exited the sinking aircraft. The four were returning to King Salmon after a fishing trip and were on leave at the time. They were wearing inflatable life vest and began swimming as a group in the cold water with waves four to seven feet high towards the shore. The waves and wind carried them parallel to the shore two miles away. General Cunningham reached shore first in an exhausted state. Mr. Bellringer, who was assisting General Birchard and Major Miller, reached shore next after determining that the two others could make the last distance on their own. Mr. Bellringer remembered being in the water for an hour and a half and that General Birchard and Major Miller were about 200 yards from the shore. After attending to the needs of General Cunningham, Mr. Bellringer hiked to the nearby camp the once belonged to Alf Madsen near Ugashik Narrows, which the four had been using with the intent to start a signal fire to attract the attention of aircraft flying overhead. Captain Stuart J. Silvers arrived in a CH-21 shortly afterwards, reporting high winds and limited visibility. He had been launched from King Salmon by the Rescue Coordination Center on Elmendorf AFB after King Salmon reported that General Birchard and his party were one hour overdue. Captain Silvers spotted the bodies of General Birchard and Major Miller floating on the lake at 1755 and then saw Mr. Bellringer standing on the shore near the fishing camp. He picked up Mr. Bellringer and then recovered General Cunningham who was waving his bright orange life vest. Captain Silvers then flew to where the bodies were and while he hovered above the lake, SSgt. Freddie D. Gunn and A2C Kurt W. Stedingh lifted them aboard the helicopter with a winch. Captain Silvers then returned to King Salmon where the accident victims were airlifted to Elmendorf AFB that night. Medical examiners determined the deaths of General Birchard and Major Miller to be hyperthermia and drowning. General Birchard, 53, became the first general officer to die in Alaska. General Birchard was buried in Arlington National Cemetery. Major General Thomas Moore, Commander, Alaskan Command, assumed temporary command of the Alaskan Command. (ALCOM News Release, no subject, 5 Jun 1967.)



1 Jun 1969: Air defense operations ceased at the following AAC installations: Fire Island (F-1), Unalakleet (F-20), Northeast Cape (F-9) Aircraft Control and Warning stations and the Aleutian DEW Line sites at Driftwood Bay, Nikolski, Port Heiden, Port Moller and Cape Sarichef. Cold Bay was upgraded to an aircraft control and warning station. (Weidman, Hist, AAC, Jul 1969-Jun 1970, p. xvi.)



28 May-26 Jun 1970: The 3rd Tactical Fighter Wing was tasked by 7 AF to conduct special reconnaissance missions in eastern Cambodia, code-named Typhoon. The A-37s performed visual and photographic reconnaissance of specific points near the city of Kratie on the Mekong River. The month long program provided evidence that the A-37 could be utilized effectively in a modified FAC role. (History of the 3rd TFW, 1 Jul 1919-1 Jul 1989, p. 57; 3 TFW history, 1 Apr-30 Jun 1970, p. 29)



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30 May 1970: An F-100D, assigned to the 3rd Tactical Fighter Wing, was lost during a strike 42 miles southwest of Binh Thuy in IV Corps. The pilot, Major Alfred E. Ruth, was on his third 15-degree pass, dropping MK-82 high-drag bombs. During the pull-off the aircraft flamed out. The pilot ejected and was recovered approximately eight minutes later by US Army helicopters. (3 TFW History, 1 Apr-30 Jun 1970, pp. 23)



30 May 1975: The Elmendorf AFB Contracting Office awarded a \$1,840,500 contract to Southeastern Service, Inc., Jackson, MS, to provide food service support at the remote stations. It was followed by the award of a \$571,940 contract to the same firm on 24 June to provide the same services on Elmendorf AFB. The Eielson AFB Contracting Office had awarded the firm a \$196,000 contract on 20 June. The contracts were scheduled for implementation 1 July 1975. The decision to convert from civil service employees to contract employees for food service from an Air Force decision that it was cheaper to employ contract workers. The decision resulted in the elimination of 128 permanent employee positions. (Cloe, Hist, AAC, Jul 1974-Jun 1975, pp. 76-77.)

2 Jun 1983: Lt Gen John T. Chain, Deputy Chief of Staff for Plans, Operations and Readiness, Headquarters, USAF, briefed a group of prominent Alaskan citizens in the Alaskan Air Command (AAC) headquarters building on the JCS proposal to downgrade AAC as a numbered air force under the Pacific Air Forces. General Clark had received word of the briefing and had compiled a list of 60 invited civilians, 36 attended. General Chain stated that the current command arrangements where Joint Task Force-Alaska was responsible for the defense of the mainland and the Pacific Command for the defense of the Aleutians and St. Lawrence Island was "fragmented" and "divided" and reminiscent of the World War II arrangements. To correct the situation, JCS had proposed the creation of a sub-unified Alaska Command under the Pacific Command and the downgrading of AAC as a numbered air force under the Pacific Air Forces. The three star Air Force billet would be retained with the individual commanding both organizations. It was an arrangement similar to the one that existing with the Fifth Air Force in Japan. He pointed out that it would provide a unified command for all of Alaska. General Chain then asked for support from the audience. The response was vocal and opposed. General Raymond J. Reeves, USAF Ret., and a former Commander-in-Chief, Alaskan Command and NORAD stated that "we'll be sucking hind tit." General Chain sharply rebuked him, stating: "of all the people in the world, for a four star general to make that argument, I'm honestly disappointed." The audience bristled at the remark, and Robert Atwood, then spoke up. He stated that the change would not be good because Alaska "will turn out to be a little wart on a big pickle," and would come under the command of "some pineapple admiral in Hawaii." The general consensus from those attending the briefing was that the 1975 disestablishment of ALCOM had been a mistake and that it should be brought back. General Chain stated that it was not possible because of budget restrictions. General Chain met with Senator Frank Murkowski (R-AK), who was later quoted as saying: "We're the first line of defense with the Soviet Union, just across the Bering Sea. To put us under the command of a Navy commander in Hawaii would mean we would be competing for attention with Japan and Korean commands." (Cloe, Hist, AAC, 1993, pp. 24-27)



1 Jun 1985: The legal drinking age on military installation became 21 in accordance with DOD policy. The legal age in Alaska had changed from 18 to 21 on 1 January 1984. (Cloe, Hist, AAC, 1985, p. 86.)



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3 Jun 1985: The Tactical Air Command recommended during a Tactical Air Forces commanders conferences at Langley AFB, VA, that AAC receive one instead of two E-3s be assigned on rotational duty to Elmendorf AFB. At the time, there were only 34 in the Air Force inventory. The Alaskan Air Command protested the decision. The Tactical Air Command, supported by the Pacific Air Forces, remained adamant that AAC should receive only one E-3 and stipulated that it be on a temporary basis instead on permanent rotational deployment. (Cloe, Hist, AAC, 1985, pp. 175-176.)



28 May 1987: The Alaskan Air Command motto was changed from “Top Cover for America” to “Top Cover for North America.” Major Peter Keith-Murray, Canadian Forces, made the recommendation as part of a toast at the Canadian Detachment, Canadian Forces, Dining-In, held in the Elmendorf AFB Officers Club 11 April to celebrate the 63rd anniversary of the Royal Canadian Air Force. General Nichols approved it. All felt the new motto better reflected the AAC/ANR mission of providing air sovereignty of not only but also Canada. The Air Force Historical Research Agency approved the formal request on 28 May. (Cloe, Hist, AAC, 1987, p. 3.)



29 May 1991: The 90th Tactical Fighter Squadron reassigned from Clark AB to Elmendorf AFB without personnel and equipment. Lt Gen Thomas G. McInerney, Commander, Eleventh Air Force officiated in the ceremony held in front of Hangar 15 in the loop area. At the same time, Detachment 1, 90th Tactical Fighter Squadron, activated 25 January 1991 on Elmendorf AFB, was inactivated. Lt Col Roy M. Blanton, the last commander at Clark AB, relinquished command to the squadron to Lt Col Gary R. Dylewski. (HQ PACAF SO GA-24, 6 Mar 1991 amended by PACAF SO-39, 24 May; Movement Order 6, HQ PACAF, 20 May 1991; HQ PACAF SO GA-19, 28 Jan 1991; Cloe, Hist, 11AF, 1991, pp. 6-9.)

29 May 1992: Headquarters PACAF Special Order GA-96, 31 August 1992, inactivated the Eleventh Air Force Medical Center and activated the 3rd Medical Center. (HQ PACAF SO GA-96, 31 Aug 1992; Hist, 11AF, 1992, p. 14)

29 May 1993: Groundbreaking ceremonies for new Elmendorf Consolidated Medical Facility held. (Hist, 3 WG, 1993, Chron)

1 Jun 1995: The Alaskan Air National Guard assumed physical responsibility for the Rescue Coordination Center. (Cloe, Hist, 11AF, 1995, p. 89.)



3 Jun 1998: The Army and Air Force Exchange Service and Defense Commissary Agency hosted the ground breaking ceremony for the Joint Military Mall. (Hist, 11AF, 1998, p. 88)

3-29 Jun 1999: A team from the McCloud Memorial Foundation, the 3rd Wing, and the Alaska Air National Guard recovered a Lockheed P-38G Lightning from Attu Island where it had crashed on 1 January 1945. (Hist, 3WG, 1999, pp. 18-33)