



Remembering Our Heritage



19-25 November

23 Nov 1940: The first movie, "Hotel for Women," was shown at Fort Richardson during Saturday night in a 350-seat capacity theater. A larger theater was programmed for construction in 1941. (*The Anchorage Daily Times*, 16 Nov 1940.)

26 Nov 1940: *The Anchorage Daily Times* recorded the landing of one of two Boeing B-17Bs at Ladd Field, which had been dispatched, from Wright Field, OH, for cold weather testing. By then the runway had been graded to 5,000 feet. The bomber circled Anchorage before landing, but stayed only 15 minutes on the ground before taking off again. The paper reported that it was the second aircraft to land on the field. (*The Anchorage Daily Times*, 26 Nov 1940.)



19 Nov 1942: The air echelon, 54th Troop Carrier Squadron arrived at Elmendorf Field, with 13 C-47s. It had departed Florence Field on 15 October under the command of Major Harley with a planned stop at Hill Field, UT, so that the C-47s could be winterized. The air echelon then headed for Great Falls, MT, and the beginning of the Northwest Staging Route. En route, it ran into bad weather and all 13 C-47 crews landed in a large cow pasture near Whitehall, MT. After spending additional time in Great Falls for further winterization and issuance of winter cloths, the air echelon resumed its trip without further problems. On arrival at Elmendorf Field,

the 54th Troop Carrier Squadron along with the 42nd Troop Carrier Squadron were assigned to the XI Service Command and based out of Elmendorf. The squadrons flew missions transporting passengers and high priority cargo throughout Alaska. The Navy Transport Command also sent transports to Alaska and both Services depended on commercial air carriers, primarily Pan American, Northwest Airlines and United Airlines, plus local, smaller carries to move cargo and passengers to, from and within Alaska. The two squadrons constituted the military airlift for the Eleventh Air Force, supporting the bases in the Aleutians as the allies advanced down the chain. (Hist, 54th Troop Carrier Sq, p. 2.)

24 Nov 1942: All 3rd Bomb Group combat planes in the Port Moresby area made a concentrated attack on Sanananda Point. The group's Douglas A-20 Havoc aircrews dropped bombs and propaganda leaflets on the beach area and the North American B-25 Mitchell bombers performed single-plane raids in the afternoon. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 30)



24 Nov 1942: The Japanese dispatched a force of 1,279 officers and men from the Kashiwabara Army Staging Area, Paramushiru Island to build an airfield on Shemya Island in the western Aleutians. The force which included the 303rd Independent Infantry Battalion and the 303rd Independent Engineer Company and supporting troops embarked aboard the *Montreal Maru* and *Yawata Maru* with the light cruiser *Tama* and the destroyer *Hatsushimo* providing escort. Due to the presence of American warships and bombers, the Commander, Fifth Fleet ordered the force to return to the Kuriles. The 303rd Independent Infantry Battalion and the 303rd Independent Engineer Company were later landed on Attu where work on a airfield was begun in February 1943. (Intelligence Memo No. 8, p. 5.)



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20 Nov 1943: Headquarters, Eleventh Air Force ordered the 54th Fighter Squadron minus one flight to move from Shemya to Alexai Point Army Air Base, Attu. The 344th Fighter Squadron remained on Shemya with one flight at Alexai Point. The 54th Fighter Squadron flight on Shemya joined the rest of the squadron at Alexai Point on 18 December 1943. (Hist., Shemya, 28 May 1943-Apr 1944, p. 22.)



21 Nov 1944: The Eleventh Air Force established its advance headquarters on Shemya. Brig Gen Harry A. Johnson, Deputy Commander for Operations assumed command with the responsibility of coordinating operations. He had at his disposal a heavy and medium bomber squadron, four fighter squadrons and Navy air squadrons deployed to Attu. The change freed the remainder of the Eleventh Air Force to concentrate of administrative and logistics matters. The change resulted from reduction in forces plans to streamline the Eleventh Air Force by

the reducing bases east of Adak to house keeping status and concentrating operations in the western Aleutian Islands. Plans were also made to abolish the provisional XI Strategic Air Force, established 25 February 1944. It reduced the strength of the Eleventh Air Force by 3,000 men. Brig Gen Paul E. Burrows assumed responsibilities for providing administrative and logistical support. Brig Gen Burrows, Deputy Commander for Logistics, handled the latter with a small staff. (Ransohoff, Hist, 11AF, pp. 367-369.)

19 Nov 1947: Lt Gen Nathan F. Twining, Alaskan Command Commander, proposed the Chief, U.S. Army Signal Corps that the Headquarters, Alaska Communication System (ACS) be moved from Seattle, WA, to Alaska. It had become apparent that the distance between Seattle and Alaska had hampered ACS operations in Alaska. While ACS maintained a deputy commander in Alaska, he lacked the authority and functioned more as a liaison officer. The Alaskan Command exercised very little authority over ACS. While the Chief, U.S. Army Signal Corps, opposed the move the ACS headquarters to Alaska, he agreed to strengthen the authority of the deputy commander by designating his office as a forward operational headquarters with the mission of furnishing the best possible communications to the military in Alaska. General Twining accepted, but asked that the deputy be made a member of his staff. The Chief, U.S. Army Signal Corps declined based on the reason local military control of ACS would interfere with its mission of providing long-line communications services to military and civilian sectors. (Hist, ALCOM, Jan 1947-Dec 1951, pp. 10-11.)



19 Nov 1950: The 3rd Bombardment Group along with B-26s from the 452nd Bombardment Group conducted the first massed light bomber attack of the Korean War. Flying from Iwakuni and Itazuke, the B-26 crews dropped incendiaries on enemy troop barracks at Musan in the northeastern Korea near the Chinese border. Fifty B-26s participated, destroying approximately 75 percent of the barracks area. (Furtrell, "The United States Air Force in Korea, p. 226; Warnock, *The USAF in Korea, A Chronology*, p. 23)



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23 Nov 1950: The 731st Bombardment Squadron provided the third operational squadron when it was attached to the 3rd Bombardment Group during the Korean War. Prior to this, four crews had been flying with the 13th Bombardment Squadron in order to become operationally qualified and experienced. In addition, the 13th Bombardment Squadron placed three highly qualified instructor pilots on TDY status with 731st Bombardment Squadron to assist them with initial flying and qualification upgrades. (Hist, 13BS, Nov 50, p. 3)



21 Nov 1965: The 3rd Tactical Fighter Wing was transferred from England AFB, LA, to Bien Hoa AB, South Vietnam, with the mission to provide close air support, counterinsurgency, forward air control, interdiction, and radar-controlled bombing. The 3rd Tactical Fighter Wing flew combat missions in Vietnam for 59 consecutive months. In that history, over 23,000 enemy soldiers were officially confirmed killed by wing air strikes. (Lineage and Honors Statement, 3 WG, current as of 1 Oct 1998.)

20 Nov 1972: The Combat Alert Centers (CAC) at Galena and King Salmon Air Stations were reorganized at the request of Lt Col Richard A. Emmons, Commander, 5071st Air Base Squadron (King Salmon) who believed that that the forward operating (FOB) base commanders should have more control over them. The Combat Alert Centers had been under the administrative and operational control of the commanders of the NORAD Control Centers (NCC). The administrative control was assigned to the FOB while the NCCs retained operational control. The change also resulted in the reduction of the Galena and King Salmon CAC manpower positing from eight to six each. The Elmendorf AFB and Eielson AFB CACs were reduced from eight to six. (Hales, Hist, AAC, Jul 1972-Jun 1974, p. 12.)



24 Nov 1972: Lt Gen Donovan F. Smith, Alaskan Air Command Commander, in a message to Maj Gen M.L. Boswell, Air Force Deputy Director of Legislative Liaison, to be passed along to the wives of the missing congressmen, announced that the search for Congressmen Boggs and Begich have been ended after 39 days. He stated "After a through evaluation of all factors concerning the regrettable unfruitful search for your husband and those in his party. I reluctantly conclude that we must suspend the active search effort as such." He then recounted the efforts that had been made. Long range reconnaissance aircraft had covered 100,000 square mile area, short range aircraft a 7,500 square mile area, and Alaskan Army infrared-equipped helicopters, a 125,000 square mile area. The primary search area had been covered up 16 times with a minimum of 13 times. All other possible areas had been covered at least three times. Aircraft had flown 1,032 sorties averaging three hours per sortie. The effort was made during a 39 day period in which probability of detection was 99 percent for electronic signals, fires or other visual signals; 97 percent of locating the aircraft intact and 95 percent for locating wreckage or survivors without signaling devises or fires in a low probability area and 99 percent in the highest probability of detection areas. The table on the next page depicts the efforts spent on the search for the two congressmen and the other two men. (Hales, Hist, AAC, Jul 1972-Jun 1974, p. 287.)



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Search for Congressmen Boggs and Begich and Their Party

| Agency/MAJCOM | Unit | Aircraft | Sorties | Flying Hours |
|---|-----------|-------------|--------------|----------------|
| USAF/AAC | 71 ARRS | HC-130 | 56 | 463.1 |
| | 5040 HS | HH-3 | 33 | 115.4 |
| | 17 TAS | C-130 | 64 | 389.1 |
| SAC | 9 SRW | SR-71 | 4 | 16.2 |
| | 55 SRW | RC-135 | 2 | 15.1 |
| TAC | 67 TRS | RF-4 | 25 | 58.6 |
| | 314 TRW | C-130 | 3 | 12.3 |
| MAC | 54 ARRS | HC-130 | 7 | 66.7 |
| | 41 ARRS | HC-130 | 18 | 138.9 |
| USARAL | | U-1A | 28 | 68.5 |
| | | OV-1 | 112 | 277.8 |
| | | UH-1D | 2 | 5.4 |
| USCG | Kodiak | HC-130 | 45 | 221.3 |
| | Annette | HU-16 | 16 | 59.4 |
| CAP | Anchorage | Lt Aircraft | 319 | 758.9 |
| | Juneau | Lt Aircraft | 55 | 137.1 |
| | Cordova | Lt Aircraft | 32 | 76.0 |
| | Soldotna | Lt Aircraft | 19 | 62.6 |
| | Palmer | Lt Aircraft | 8 | 19.3 |
| | Seward | Lt Aircraft | 8 | 15.7 |
| | Kenai | Lt Aircraft | 3 | 6.6 |
| Civ Volunteers | | Lt Aircraft | 85 | 326.6 |
| Totals | | | 1,032 | 3,602.7 |
| Hales, Hist, AAC, Jul 1972-Jun 1974, p. 289 | | | | |

20 Nov 1973: The Alaskan Air Command transferred administrative control of the combat alert center at Eielson AFB and Galena from the Murphy Dome (F-2) NORAD Control Center to the 43rd Tactical Fighter Squadron and 5072nd Air Base Squadron at Galena respectively; and the combat alert center at King Salmon from the King Salmon NORAD Control Center to the 5071st Air Base Squadron at King Salmon. (Hales, Hist, AAC, Jul 1972-Jun 1974, p. xxxi.)



25 Nov 1973: A fire destroyed the Clothing Sales Store on Elmendorf AFB. It started at 1110 and had an estimated damage of \$82,000 to the building and \$85,000 to the contents of the building. Fire fighters from Elmendorf AFB assisted by the Anchorage Fire Department contained the blaze. There were no injuries or fatalities. The cause of the fire was suspected to be electrical. ("Fire Destroys Clothing Store," *Sourdough Sentinel*, 30 Nov 1973.)



20 Nov 1975: The last incinerators programmed for installation at the Aircraft Control and Warning radar stations was completed with the projects a Cape Romanzof (F-6) and Cape Newenham (F-5) for \$357,752 and Galena and King Salmon for \$719,351. The installations of the systems ended the use of solid waste landfills at the remote stations. (Hales, Hist, AAC, Jul-Dec 1975, p. 50.)

19 Nov 1979: The Air Force took beneficial occupancy to the Cape Newenham (F-5) composite building which had been modified for Minimally Attended Radar (MAR) from the contractor, Norcoast Beck Aleutians who had built it at a cost of \$4,412,380. (Cloe, Hist, AAC, 1979, p. 92.)



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24 Nov 1982: The first Alaskan Air Command F-15 intercept of Soviet aircraft flight, two TU-95 Bear Cs, occurred near the Bering Sea by two 43rd Tactical Fighter Squadron Eagles on alert at King Salmon Air Station flown by Captains Mark T. Mathews and Richard J. Piolet.. The intercept was made off the south coast of Nunivak Island. (Cloe, Hist, AAC, 1982, pp. 229-230, 235-237.)



21 Nov-18 Dec 1994: The 3rd Wing deployed 12 F-15Cs from the 19th Fighter Squadron, ten F-15Es from the 90th Fighter Squadron, three C-130Hs from the 517th Airlift Squadron, and one E-3B from the 962nd Airborne Air Control Squadron plus personnel from wing support units to Andersen AFB, Guam, to participate in Tandem Thrust 95, totaling 508 personnel and 170 short tons of cargo. (Boyd, Hist, 3WG, 1994, p. 97.)



22 Nov 2006: The 3 WG celebrated Wingman Day. The focus of the day was on family, both military and non-military. The objective was to strengthen morale and welfare of personnel by devoting time to building relationships between co-workers and their families. Brig Gen Hawk Carlisle, 3 WG Commander, held a briefing in the morning for enlisted personnel. During the briefing, General Carlisle discussed the background behind Wingman Day, past, present and future deployments, re-deployment issues, safety concerns (including the hunters from the 381st who stuck their truck in the tundra), other issues regarding DUIs, suicides and Seasonal Affected Disorder and plans for the future of Elmendorf AFB and the 3 WG. During the morning, squadrons and units were encouraged to work on team-building within the organizations, while the afternoon was set aside for extended family Wingman Day activities. The day was not intended as time for personnel to catch up on email, training or death by PowerPoint. (Miller, Hist, 3WG, 2006.)