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13 Sep 1921: The 1st Surveillance Group was redesignated the Third Group (Attack) at Kelly Field, TX by War Department General Order No. 33. It retained the 8th, 90th and 13th Squadron; lost the 12th Squadron and gained the 26th Squadron. The group was equipped with DeHavilland DH-4s and late in the year, XB-1As were assigned to the 13th Squadron and a GA-1 tri-plane to the 90th. There were three other groups at the time: 1st Pursuit, 2nd Bombardment and 9th Observation. (Hist, Third Bombardment Group (Light), Activation to 31 December 1941, pp. 10-11, *The Grim Reapers,* p. 3*; Air Force Combat Units,* p. 30.*)*

15 Sep 1939: The 3rd Attack Group was redesignated the 3rd Bombardment Group (L) at Barksdale Field, LA. (Hist, Third Bombardment Group (Light), Activation to 31 December 1941, p. 18, Lineage and Honors History, 3rd Operations Group)

16 Sep 1940: Work was completed on a gravel plant on Elmendorf Field and the equipment installed. By mid-month, work on field offices had been completed, the foundation for a diesel power plant poured, the east-west runway graded to a width of 100-feet and equipment staged to begin pouring concrete. (Fleischer, Hist, Elmendorf Field, 1940-1944, p. 20.)

10 Sep 1942: Colonel William O. Eareckson made the first landing on the airstrip on Adak in a B-18, which consisted of hard packed sand. The engineers had drained a tiled basin between Sweeper Cove and Kuluk Bay by building a dam across Sweeper Creek. The engineer assisted by infantry personnel began laying a 5,000-foot long Marston matting runway shortly after Colonel Eareckson landed. The transports from the 42nd Troop Carrier Squadron arrived the following day, landing on compacted sand next to where the matting was being laid. The Eleventh Air Force maintained a combat air patrol over Adak during runway construction. Because of the weather, the Japanese did not interfere. Lieutenant Billy Wheeler noted in his diary: Today a landing was made at Longview (code name for Adak) on a field that the Army Engineers have completed in less than ten days. The work could almost be called a miracle. This field at Longview will put Kiska within range of all types of aircraft. (Ransohoff, Hist, 11AF, p. 171-173; Wheeler Diary.)

12 Sep 1942: Capt Don Hall, 8th Bombardment Squadron, 3rd Bombardment Group, led nine Douglas A-20 Havocs, staging out of Port Moresby, on the first low-level strafing and parafrag bombing attack against the Japanese airfield at Buna, New Guinea. The 3rd Bombardment Group employed the new method of attack for the first time with devastating results. The group claimed 17 Japanese planes destroyed on the ground. The use of the new tactics changed the complexity of the air war being waged in the Southwest Pacific. (Hist, Third Bombardment Group (Light), 1 January 1942 to 31 March 1944, p. 25, *The Grim Reapers*, pp.36-37)

Source: Office of History, Elmendorf AFB

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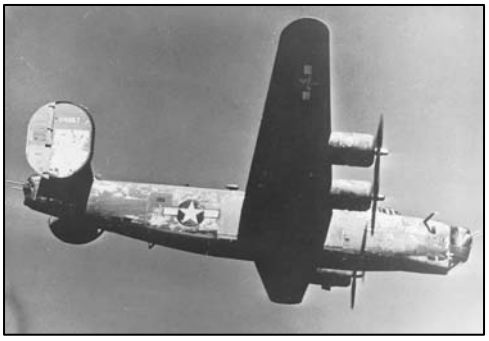
13 Sep 1942: The Eleventh Air Force flew its last combat mission from Otter Point, Umnak Island. Following it, the Adak assumed the role. Two P-38s from the 54th Fighter Squadron and the LB-30 from the 36th Bombardment Squadron conducted a strafing and photoreconnaissance mission against Kiska. One P-38 and the LB-30 received battle damage from anti-aircraft fire. The flight landed at Adak. Lt Frederick E. McCoy received credit for shooting down "Rufe" float fighter. (Ransohoff, Hist, 11AF, p. 173; USAF Historical Study No. 85, *USAF Credits for the Destruction of Enemy Aircraft, World War II*, Office of Air Force History, 1978.)



14 Sep 1942: The Eleventh Air Force launched the first air attack against Kiska from Adak. It consisted of 12 B-24s and a B-17 camera plane led by Col William O. Eareckson, began taking off at 0700. Each bomber carried four thousand pounds of bombs. The 404th Bombardment Squadron provided six B-24Ds and the 21st Bombardment Squadron provided six B-24Ds, 2365, 41-1906, 41-1099, 41-1906, 41-11850, 41-11897, and 41-23671. A crew from the 36th Bombardment Squadron flew one of the B-24Ds. (Ransohoff, Hist, 11AF, pp. 179-182; Dunn, Historical Record, 21st Bombardment Squadron, 16 Jan 1943.)

10 Sep 1943: Funeral Services for Col Everett S. Davis, former Chief of Staff, Eleventh Air Force, were held on Fort Richardson and he was buried in the Fort Richardson Cemetery. His C-53 had crashed into a mountainside near Naknek on 28 November 1942. The wreckage was found later in 1943. (Military Biography of Colonel Everett S. Davis, not dated.)

14 Sep 1950: The Alaskan Air Command and United States Army, Alaska reached a final agreement for the establishment of two separate installations to include boundaries. The Alaskan Air Command would remain on the old Fort Richardson installation while USARAL would move to eastern Fort Richardson near the depot area commonly referred to as the "loop area" because of the wide circle in the spur of the Alaska Railroad. The agreement reached included the requirement for USARAL to build a new cantonment area for a new Fort Richardson. Other agreements included operating recreational facilities on a joint basis, AAC providing elementary and high school facilities until ones could be built on Fort Richardson, allocating family housing and bachelor housing on a equitable bases until ones could be built on Fort Richardson, joint use of the Air Force Hospital on Fort Richardson, assumption of maintenance responsibility and logistical support on Fort Richardson by USARAL by July 1951, USARAL assumption of telephone services on Fort Richardson by 1 July 1951, AAC, and the assumption of USARAL responsibility for management of military operations at the Port of Anchorage and the Alaska Railroad spur and "loop area." (Hist, ALCOM, 1 Jan 1947-Dec 1951, pp. 114-116.)

12 Sep 1951: Captain John S. Walmsley Jr., pilot, First Lieutenant William D. Mulkins, navigator, and Master Sergeant George Moran, special equipment operator from the 3rd Bombardment Group headquarters, attacked forty trucks located near a bridge southeast of H'Wangju, North Korea. This was the first use of the searchlight in combat and the culmination of a 60-day test period. The mission was a resounding success. Captain Walmsley and his

crew made ten passes destroying at least 16 trucks with fragmentation bombs and gunfire. Caught by surprise in blinding light of the searchlight, the drivers drove their vehicles into each other, trees and into ditches. Captain Walmsley and his crew were recommended for the award of the Distinguished Flying Cross. (Hist, 8BS, Sep 51)

14 Sep 1951: Captain Walmsley led another night mission near against a train near Yangdok, North Korea. After disabling the train with a 500-pound bomb and running out of ammunition, Captain Walmsley called another B-26 to the scene and attempted to illuminate the train with his searchlight. In doing so, he exposed himself to antiaircraft fire and was shot down. The B-26B, tail number 44-34314, crashed into the side of a hill and exploded on impact. Captain Walmsley and his crew, Lieutenant Mulkins, Sergeant Moran, and Captain Philip W. Browning, a photographer from Detachment 1, 2nd Photographic Squadron, were declared missing in action. Captain Walmsley was later awarded the Medal of Honor posthumously. The other crewmembers received the Silver Star. Sergeant Moran parachuted to safety and was repatriated as a prisoner of war in August 1953. The Secretary of the Air Force declared the others officially dead on 28 February 1954. The 3rd Bombardment Wing stopped using the searchlight after several more sorties. It proved too fragile and the light and afterglow when turned off provided a target. (Hist, 8BS, Sep 51; Furtrell, *The United States Air Force in Korea*, p. 457; Warnock, *The USAF in Korea, A Chronology*, p. 51; List, "Personnel Missing-Korea;" Cortesi, *The Grim Reapers*, p. 104)

12 Sep 1957: The North America Air Defense Command (NORAD) was established at Ent AFB to provide a common air defense for Canada and the United States. (NORAD/CONAD Organization and Manpower Reference Handbook, Aug 1960.)

12 Sep 1968: Capt Ronald R. Fogleman, 510th Tactical Fighter Squadron, assigned to 3rd Tactical Fighter Wing, was shot down on a strafing pass 78 miles southwest of Binh Thay while flying an F-100 forward air control mission. The pilot's aircraft received multiple hits from small arms fire. He lost his flight controls and made an effort to reach the sea before bailing out. However, his fighter became uncontrollable and he had to eject over hostile territory. He was forced to conceal and evade capture for one hour and 20 minutes. During this time, he had Viet Cong within 20 yards of his hiding place. Capt Fogleman was finally picked out of the paddy by an Army Cobra Helicopter for approximately 20 miles to the Special Forces camp at Ca Mau. He was treated for minor wounds and flew the next day. He became Air Force Chief of Staff in October 1994 and retired in September 1997. (Hist, 3 TFW, Jul-Sep 1968)

16 Sep 1965: The F-4C equipped 389th Tactical Fighter Squadron, Holloman AFB, NM, deployed to Elmendorf AFB on a 90-day deployment to augment the air defense alert. The failure of F-102s to intercept Soviet bombers in the 1963 penetration of Alaskan air space had prompted the College Shoes rotational deployment of F-106s. The F-102 had become obsolete and the Alaskan Air Command asked for more modern F-4 fighters. Because of the demands of South East Asia, however, deployments were discontinued. The F-4 squadron began deploying back to Holloman

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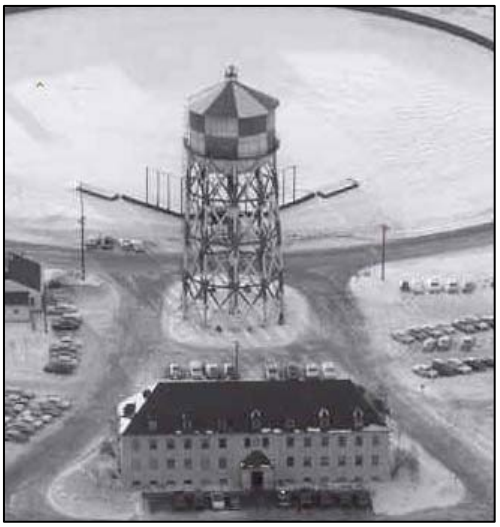
AFB on 16 December 1965. The political leadership and public were informed that the deployment would not continue. (Weidman, Hist, AAC, Jul-Dec 1965, pp. 28-30; 35, 44.)

14 Sep 1971: The last C-141 medical evacuation flight from Southeast Asian passed through Elmendorf AFB during the early morning hours. Since the start of operations in mid-1966, the C-141s medical evacuation flights had made 27,000 landings at Elmendorf AFB, evacuating more than 113,000 wounded and sick from South East Asia to hospitals in the U.S. East Coast. Similar fights had passed through Travis AFB, CA, with patients destined for hospitals west of the Mississippi River. The 55th Aeromedical Evacuation Squadron at Elmendorf AFB provided a crew of two flight nurses and four medical technicians, which exchanged places with a similar crew from the Southeast Asia to Elmendorf AFB leg. The med-evacuation crew accompanied the patients to the East Coast destinations of Andrews AFB, MD, McGuire AFB, NJ and Scott AFB, IL. Major Joe. D. Lindsey, the last squadron commander, noted: "The members of this squadron have done a fantastic job. They just never let up." Major Lindsey also praised the Red Cross volunteer women who met each flight, regardless of the time of day, and handed out refreshments, reading materials, post cards and engaged in conversation with the patients. "The volunteers were of invaluable assistance. We came to think of them as part of the family." Because of reorganization, the medical evacuation flights were switched to Travis AFB, with the final destination being hospitals nearness the patients homes of records. ("Med-Evac Flights Through Elmendorf Come to an End," *Sourdough Sentinel*, Sep 1971.)



15 Sep 1974: The 144-foot red and white water tower, a long time land mark on Elmendorf AFB, was toppled and dismantled as part of Elmendorf AFB's Project Squeeze to get rid of no longer needed World War II structures. The five thousand gallon capacity, fifty-foot diameter tank and tower had been erected in 1941 in front of the Alaskan Defense Command headquarters. It served as the central source of Elmendorf AFB's water until 1958 when its function was replaced by an underground reservoir. It continued to serve as a landmark in front of the wing headquarters building. In 1966, the Air Force began efforts to have it removed. After several failed attempts to transfer it to another government agency and sell it for scrap, the Air Force awarded a contract for $35,500 to X-DEMEX of Anchorage to topple, dismantle and haul the tower away. The company spent the first two weeks of September cutting support columns and braces in preparation for blowing explosive charges. The exact date the charges would be set off was kept a secret. The charges were set off at 0800 Sunday 15 September, but failed to bring down the tower. A second series of charges were set off at 1530 with the same results. By now a considerable crowd had gathered despite a drizzling rain. Finally, a cable was attached to the tower and a 21st Civil Engineering Squadron bulldozer was used to pull the tower down. (Cloe, Hist, AAC, Jul 1974-Jun 1975, p. 104.)

Source: Office of History, Elmendorf AFB

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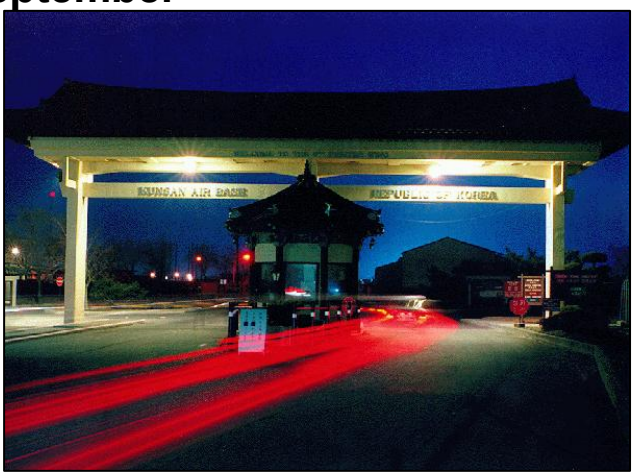

16 Sep 1974: Headquarters PACAF reassigned the 3rd Tactical Fighter Wing from Kunsan AB, Korea to Clark AB, Philippines, per PACAF Special Order GA-24, 25 Jun 1974, and GA-28, 1 Jul 1974. The wing moved without personnel and equipment, and replaced the 405th Tactical Fighter Wing, which was inactivated. The 8th Tactical Fighter Wing replaced the 3rd Tactical Fighter Wing at Kunsan AB. Flying units assigned included 1st Test Squadron, 26th Tactical Fighter Squadron, 68thTactical Fighter Squadron and 90th Tactical Fighter Squadron. (HQ PACAF SO 28, 1 Jul 74; Lineage and Honors Statement, 3 WG, current as of 1 Oct 1998.)

15 Sep 1978: An E-3, en-route from Kadena AB, Japan, to Tinker AFB, OK, stopped for the first time at Elmendorf AFB. It participated in a short series of air defense exercises to demonstrate its capabilities. (Cloe, Hist, AAC, 1978, p. 320.)

15 Sep 1983: The Elmendorf Regional Operations Control Center achieved full operational capability (FOC), an event marked by an open house and later party in the Elmendorf Officers Club hosted by General Brown. General Brown announced that the nickname the nickname of the ROCC would be "Top ROCC" in keeping with the AAC motto, "Top Cover for America." (Cloe, Hist, AAC, 1983, p. 277.)

10 Sep 1986: Lieutenant John J. Burns and Maj. William S. Kurey launched from Elmendorf AFB to intercept two TU-95 Bear Hs approximately 340 nautical miles northeast of Point Barrow in what was the longest northern intercept to date. They were controlled by an E-3. The same flight was later intercepted by Galena based F-15s. (Cloe, Hist, AAC, 1986, p. 137.)

10 Sep 2001: Thirty personnel and two C-130Hs from the 517th Airlift Squadron departed Elmendorf AFB to participate in Pacific Airlift Rally, an international humanitarian airlift exercise based at Andersen AFB, Guam. They returned the week of 17 September. (Hist, 3 WG, 2001, p. 124; "517th Heads to Airlift Rally," *Sourdough Sentinel*, 7 Sep 2001; "Pacific Airlift Rally Wraps Up," *Sourdough Sentinel*, 21 Sep 2001)

11 Sep 2001: The 3rd Wing responded to the terrorist attacks on the World Trade Center and Pentagon by going to Force Condition Delta and assumed a 24-hour, 7-day-a-week alert posture. The 3rd Security Forces Squadron was augmented and strict entry policy requiring the showing of identification cards and random vehicles searches was implemented. The Alaskan NORAD Region scrambled the 3rd Wing's F-15Cs on forward deployment to King Salmon and Galena against a suspected hijacked Korean Airlines Boeing 747, Flight 085. The F-15 pilots escorted Flight 085 to a safe landing at Whitehorse, Yukon Territory, Canada. The wing also provided accommodations for 269 stranded passengers of American Tans Air charter flight that was diverted to Elmendorf AFB 269. (Hist, 3 WG, 2001, pp. 57-59, 66-69, 141-148)

Source: Office of History, Elmendorf AFB