

**A 40th Anniversary History**

*of the*

# **Minot Air Force Base**

**Minot, North Dakota**

**1955-1995**

ONLY THE BEST COME NORTH

ONLY THE BEST COME NORTH



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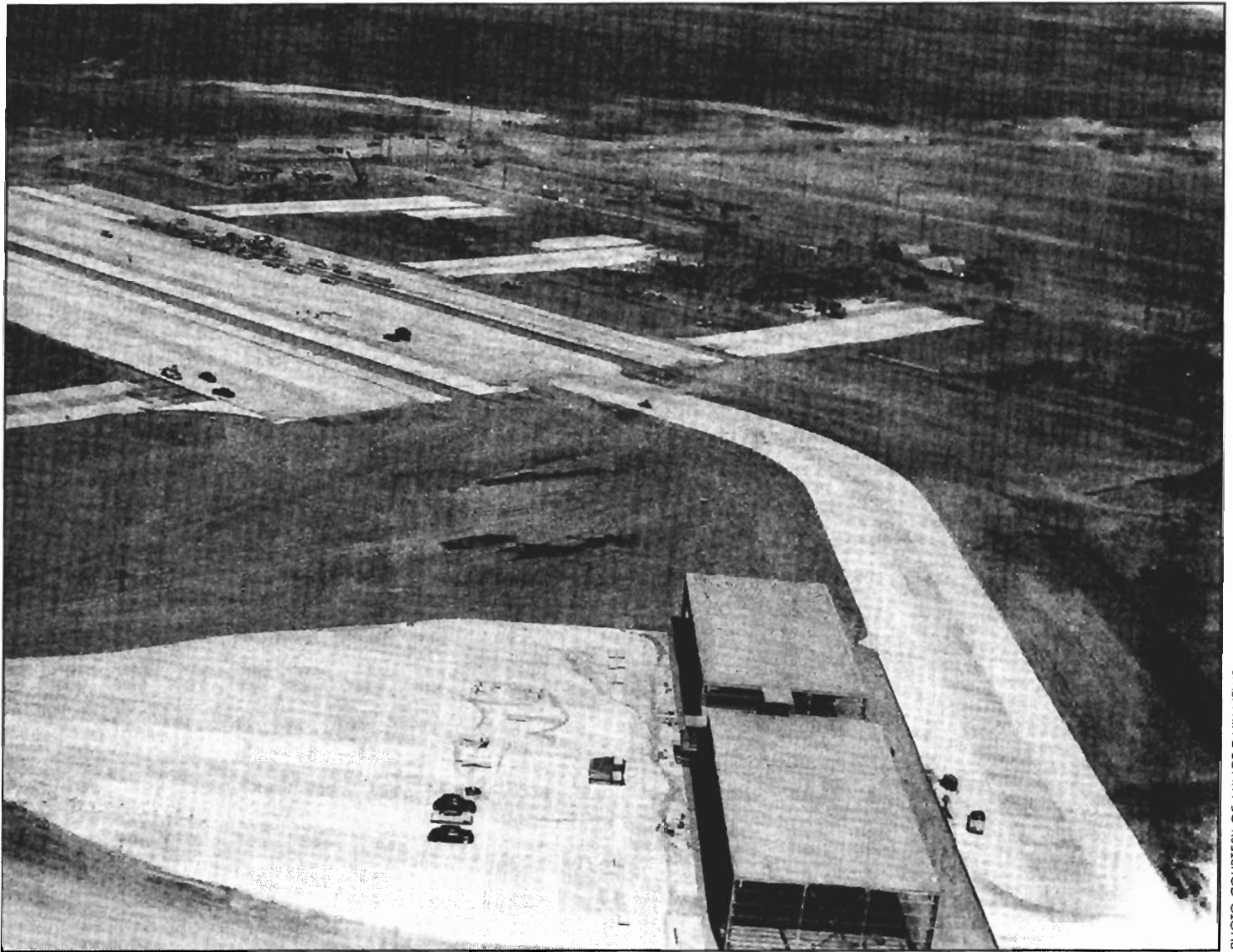


PHOTO COURTESY OF MINOT DAILY NEWS

**FIGHTER ALERT HANGAR UNDER CONSTRUCTION, SUMMER 1956**

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# A Fortieth Anniversary History of the Minot Air Force Base Minot, North Dakota

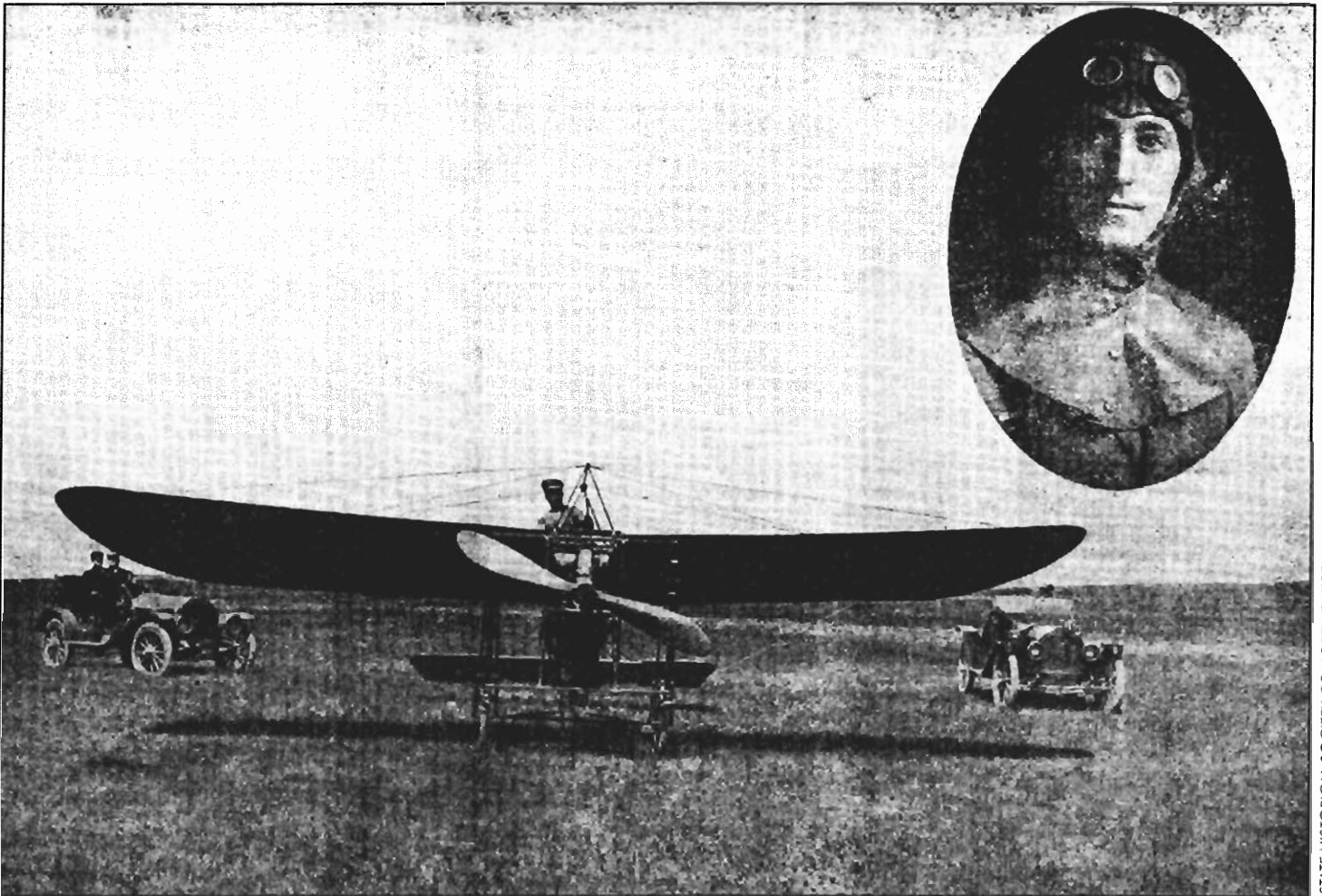
Keith Strom and Steven R. Hoffbeck, Co-authors

**M**inot, North Dakota, has made major contributions to the aviation history of the United States. Minot's first pilot, DeWitt Dorman, made several flights above the city in 1911. This was just eight years after Wilbur and Orville Wright first flew at Kitty Hawk, North Carolina. Dorman continued the adventurous spirit of early aviation in which pilots, nicknamed "birdmen," soared among the clouds in flimsy craft constructed of wood, fabric and piano wire.

DeWitt Dorman purchased a Bleriot monoplane, a French model, in the early summer of 1911. Dewey, as he was known, made a number of successful flights over the fairgrounds in east Minot. Unfortunately, sparks near his fuel line ignited the gasoline and his fragile craft caught fire. A bystander tried to help by

batting at the flames with a raincoat but those efforts merely spread the inferno. His expensive monoplane burned entirely before Dorman could attempt to push it into the nearby Mouse River to douse the fire. Having no insurance, Minot's first aviator gave up the "flying game."

Others in the area carried on where Dewey Dorman left off. J. Myron Bacon of Grand Forks flew for the British Royal Flying Corps in the First World War. Mohall's Richard Grace also became a pilot in World War I, worked as a Hollywood stunt man in the Twenties and Thirties, and then flew again in World War II. The Pietsch family also contributed to aviation history in Minot.



DEWITT DORMAN, THE MINOT AVIATOR AND HIS GREAT 50 HORSE POWER BLERIOT MONOPLANE



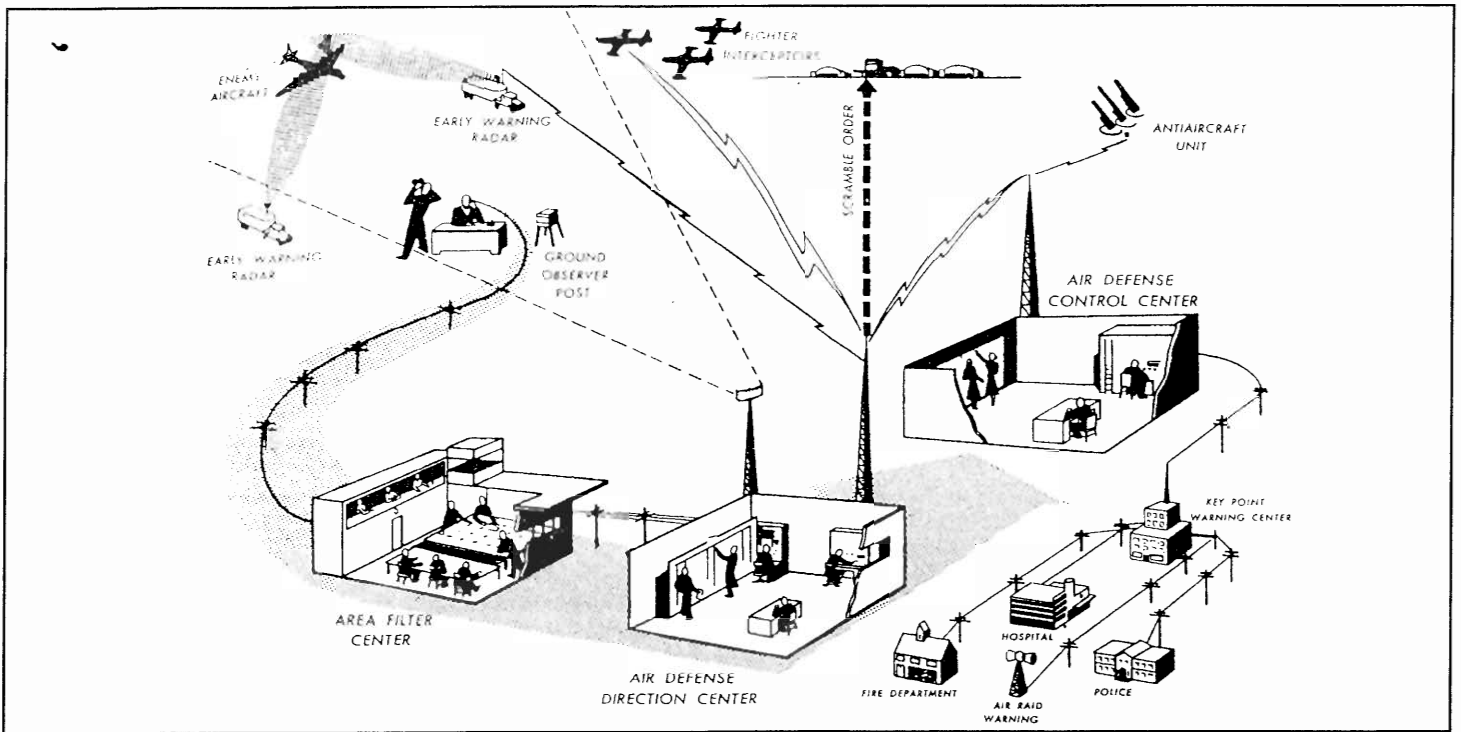
PHOTO COURTESY OF THE MINOT DAILY NEWS

**RADAR SITE SOUTH OF MINOT, CONSTRUCTED IN THE EARLY 1950s**

**M**inot became a major player in the defense of the United States following World War II in the Cold War era. When the communist government of the U.S.S.R. developed atomic bombs in 1949, U.S. military leaders prepared to defend against an enemy attack on our borders. Minot, located along the northern boundary of the forty-eight states, became one of the important sites in a line of radar stations in 1951. In that year, a long-range radar base became operational at the South Prairie site, located twelve miles south of Minot. These radar posts continually watched for a surprise attack by long-range Soviet bombers carrying atomic weapons. Americans feared a replay of the sneak attack by Japanese aircraft against Pearl Harbor in December 1941. No Air Force General wanted to be held responsible for the failure to protect the nation from a Russian surprise attack.

Jet fighter bases coordinated with the radar posts to provide protection against a potential bomber attack. Minot gained approval for a jet interceptor air base in 1954. Similarly, Grand Forks also became a jet fighter base site at the same time.

Then as now, local civic leaders lobbied in Washington, D.C., on behalf of the base. Dr. A. L. Cameron, chairman of the Chamber of Commerce's Air Base Committee, ventured to the nation's capital to negotiate with Air Force officials, seeking a favorable response from them. A. R. (Al) Weinhandl, president of the First National Bank of Minot, became known as the "Father of Minot AFB" for his work in promoting and welcoming the base to the city. Ulric M. Gwynn, secretary-manager of the local Chamber of Commerce, and Mayor Maurice Harrington were also instrumental in working to obtain the base.



**1955 SIMPLIFIED DIAGRAM OF AIR-DEFENSE OPERATIONS PLANNED TO DETECT AND INTERCEPT POTENTIAL ENEMY AIRCRAFT**

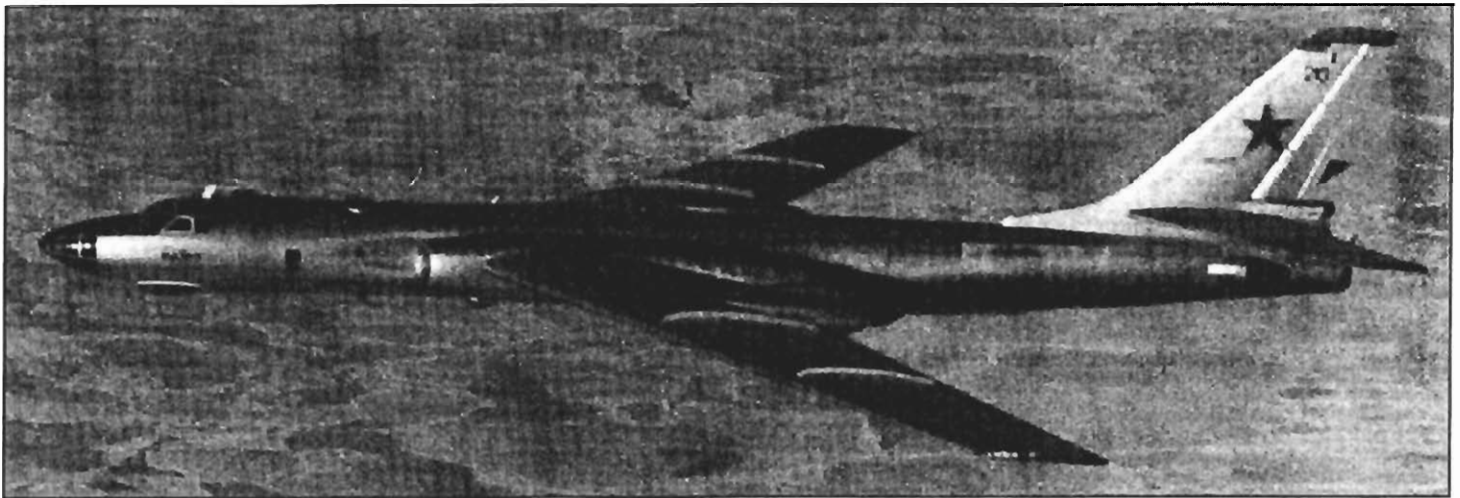


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**THE THREAT - SOVIET TU-16 BADGER BOMBER**



**F-106 DELTA DART STATIONED AT MINOT AIR FORCE BASE**



PHOTO COURTESY OF THE MINOT DAILY NEWS

**ORIGINAL BASE CONTROL TOWER UNDER CONSTRUCTION, SUMMER 1956**

**T**hus, on July 12, 1955, forty years ago, the Air Force and the city leaders of Minot conducted groundbreaking ceremonies on the property of one of the nation's newest air bases. Rather than using a shovel, the dignitaries used a giant "strip-scraper machine" to represent the massive nature of the project. Located twelve miles north of the city, the base became a part of the continental air defense of North America.

The tiny community of Ruthville stood poised for extensive growth. Bennie and Marion Schimmelpfennig, Ruthville residents and owners of the Ruthville Store, immediately began a construction project of their own, building the aptly-named Jet Motel to accommodate visitors to the base site. The \$30,000, ten-unit motel featured a sign in the shape of a jet fighter plane as its welcome for visitors to Ruthville.

The Minot AFB construction project took several years to complete. The ground had to be prepared for construction of runways suitable for jet fighters, support buildings and housing.

From the autumn of 1955 to the first months of 1957, the base location was busy with contractors and sub-contractors laboring mightily to finish the new air base.

Finally the first airmen came to Minot in January 1957. Their job was to organize and prepare the base for its defense missions. The focus of the base had changed since 1955 as Cold War events came into play. The Strategic Air Command required additional bomber bases, and the runway was extended to accommodate the large B-52 bombers.

However, the plans for Minot changed again after the Soviets launched the Sputnik satellite in 1957 and the race for space truly began. The United States attempted to catch up in missile technology, and the need for fighter bases diminished because interceptors could shoot down Soviet bombers but could not stop missiles.

In 1958, the Air Force temporarily assigned one U-2 surveillance aircraft to Minot. The U-2 crews, flying at the incredible altitude of 70,000 feet, collected weather data in the upper atmosphere. From September 1958 to May 1960 the U-2 crew at Minot made weather observations at high altitude and measured fallout from the nuclear bomb tests in Nevada and from Russian bomb tests. The plane gathered samples of "radioactive debris" from "nuclear fallout" for the Armed Forces Special Weapons Projects.<sup>10</sup> Five officers and thirty-two airmen, part of an operation dubbed "Project Crowflight," also gathered information about "cosmic rays and the concentration of certain elements in the atmosphere, including ozone and water vapor." The men formed Detachment 9 of the 4080th Strategic Reconnaissance Wing with headquarters at Laughlin Air Force Base, in Del Rio, Texas.<sup>1 2</sup>

Businesses in Minot benefitted from the base. About 300 local people were involved in the initial construction of the base, working for the main contractors. A number of local contractors, including Mowbray & Son of Minot, worked as sub-contractors at the base. A Lansford man, Lester Convis, made \$1,000 a day in 1955 for gravel hauled from his quarter-section of land to the base for undergirding the runways. Commenting on this instant wealth, Mrs. Convis said, "I really don't feel any different now than before; in fact I haven't even bought any new clothes." Mr. Convis, however, immediately bought a new suit. The gravel continued to flow from his land until the contract expired in the summer of 1958.<sup>3</sup>

The landscape of North Dakota also changed in a number of ways in the 1950s. With the construction of the Air Force bases at Minot and Grand Forks, the state became a major military location. Travel to the state increased, especially rail travel for military officers and enlisted personnel who journeyed for the

first time to the state. The Garrison Dam project on the Missouri River occurred at the same time as the construction of the air bases, thereby adding substantially to the economy of North Dakota in the decade. Later in the decade, the federal government initiated construction of the 600-mile, four-lane, interstate highway system. Together, these federal projects eventually transformed the face of North Dakota.<sup>4</sup>

The first aircraft to be permanently stationed at the Minot AFB was the KC-135 Stratotanker. The first of which arrived in Minot in September 1959, dubbed "Miss Minot." The KC-135 provided air refueling for northern air defense operations.

Strategic Air Command security operations for the air base also began in 1959, with first 24 hour sentry on duty. All visitors had to register their vehicles at the gate and display windshield passes.

The base finally earned its designation as a fighter base in 1960, when eighteen F-106 Delta Darts arrived. In addition the 5th Fighter Interceptor Squadron was transferred to the base. One of the most interesting things about the 5th Fighter Interceptor Squadron was their mascot. They started out with two Lynx kittens that later produced several offspring. All the Lynx kittens were kept on base. When the unit was inactivated in 1988, the kittens were donated to the zoo downtown.

The latest model of U.S. fighters at the time, the aircraft could travel at a speed of over 1,500 miles per hour, allowing it to travel from Fort Peck, Montana, to Minot in ten minutes. Pilots of the Dart aircraft intercepted all unknown intruders into American air space in order to determine if the plane was "friendly" or "hostile." If it was hostile, the enemy could become the target of either "Falcon guided air-to-air rockets" or, if needed, "the Genie atomic-tipped rocket."<sup>5</sup>



**LT GENERAL MCGEHEE AND MSGT KING  
SHOWING OFF 5TH FIGHTER INTERCEPTOR SQUADRON MASCOTS**



PHOTO COURTESY OF THE MINOT DAILY NEWS

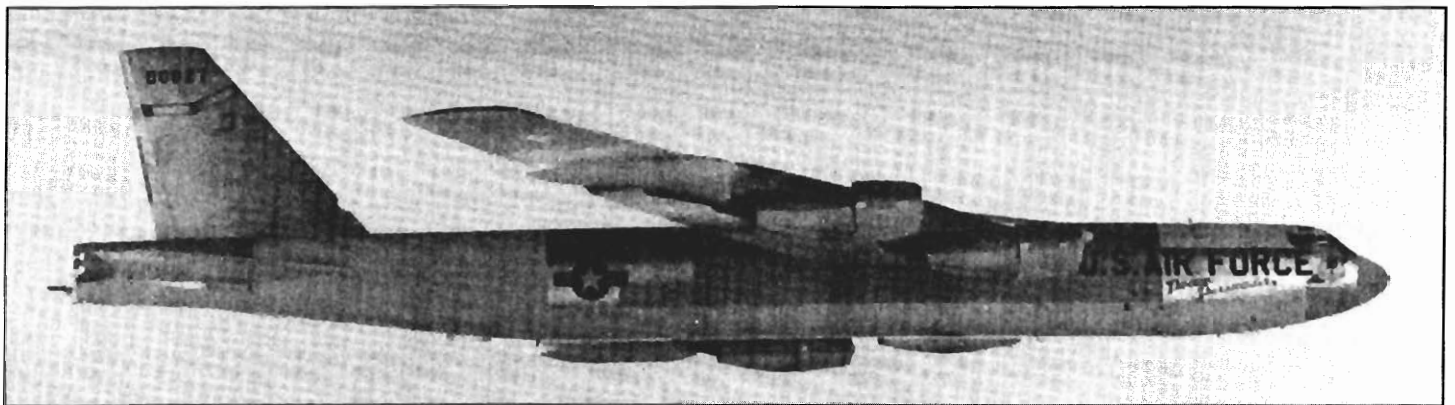
**MINOT CITY MANAGER PAUL FREDERICK CHRISTENED FIRST KC-135 STRATOTANKER PERMANENTLY STATIONED AT MINOT AFB, "MISS MINOT"**

In 1961 the base became home to B-52H bombers, named "Peace Persuader." The base grew in size and in the scope of its mission—now the personnel at the base were responsible not only for countering the Soviet bomber threat but also to provide a nuclear counter-force via the B-52s. A contingent of fifteen bombers came to Minot Air Force Base, making it among the first to get the B-52H models. The Boeing B-52H Stratofortress bombers were the "newest and most sophisticated" manned bombers.<sup>6</sup>

The bombers had impressive capabilities. According to Colonel Harold A. Radetsky, commander of the 525th Bomb Squadron of Minot AFB, a B-52 was the "most devastating offensive weapon in our country's arsenal" in 1961. He noted that each bomber had the capacity "of carrying and dropping several million times the firepower dropped by all of the allied

force's bombers in all of World War II." The huge bomber could fly "more than 650 miles per hour, above 50,000 feet or below 1,000 feet, if necessary." Its eight engines produced "as much power as 51 diesel locomotives, a fuel capacity greater than three railroad tank cars, [a] range of more than 10,000 miles" without aerial refueling, and a range "limited only by the endurance of the six man crew" with aerial refueling. The B-52s at Minot could inflict "crippling damage" on the Russians if they ever had the idea to attack us first.<sup>7</sup>

Noteworthy in the history of the base is the fact that an eight-man crew from Minot established a world record for distance flight in 1962. The airmen, commanded by Major Clyde Evely, flew their B-52H aircraft 12,219 miles from Okinawa, Japan, to Madrid, Spain, without refueling.<sup>8</sup>



**1ST B-52H STRATOFORTRESS "PEACE PERSUADER"**

The next phase of development at Minot Air Force Base came in the early part of the 1960s when Intercontinental Ballistic Missiles (ICBMs) came to North Dakota. After the Soviets launched the Sputnik satellite in 1957, the Soviets also gained the potential to launch nuclear warheads over the North Pole to destroy the United States. To counter this new Soviet threat, the Air Force accelerated efforts to produce long-range missiles.

In 1961, President John F. Kennedy asked Congress for a special \$96 million allocation for the Minuteman missile program, thus initiating a mammoth program for manufacturing hundreds of missiles. The Air Force decided to locate a 150-silo Minuteman missile wing at Minot, due to its location just seventy-five miles away from the geographic center of North America at Rugby. Development of the missile field, under the direction of the Boeing Corporation, involved about 4,500 workers at the height of construction in the fall of 1962. The prime contractor,

Peter Kiewit and Sons Construction Company, Omaha, NE, began field construction in January 1962, digging through the frozen ground in a flurry of activity. The company built the silos and fifteen control centers by July 16, 1963—an incredible achievement. Boeing experts then installed the electronic equipped missiles from July 1963 until all the missiles were in place on February 26, 1964. The Air Force officially activated the Minuteman I missile field, under the command of the 455th Strategic Missile Wing, in April 1964. Another Minuteman wing at Grand Forks became operational in December 1965.<sup>9</sup>

North Dakota became a prime location for missile fields because of its location in the interior of North America. Advance warning of a potential nuclear missile attack by the U.S.S.R. was greatest in the heartland of the United States, thus providing the precious minutes needed to launch a retaliatory nuclear attack.



MISSILE SILO UNDER CONSTRUCTION IN 1962

General Thomas S. Power, commander-in-chief of SAC, informed Minot's civic leaders in 1961 that the 150 Minutemen missiles in the Minot area would contain "more destructive power than all the armies and the navies of the world ever delivered."<sup>10</sup>

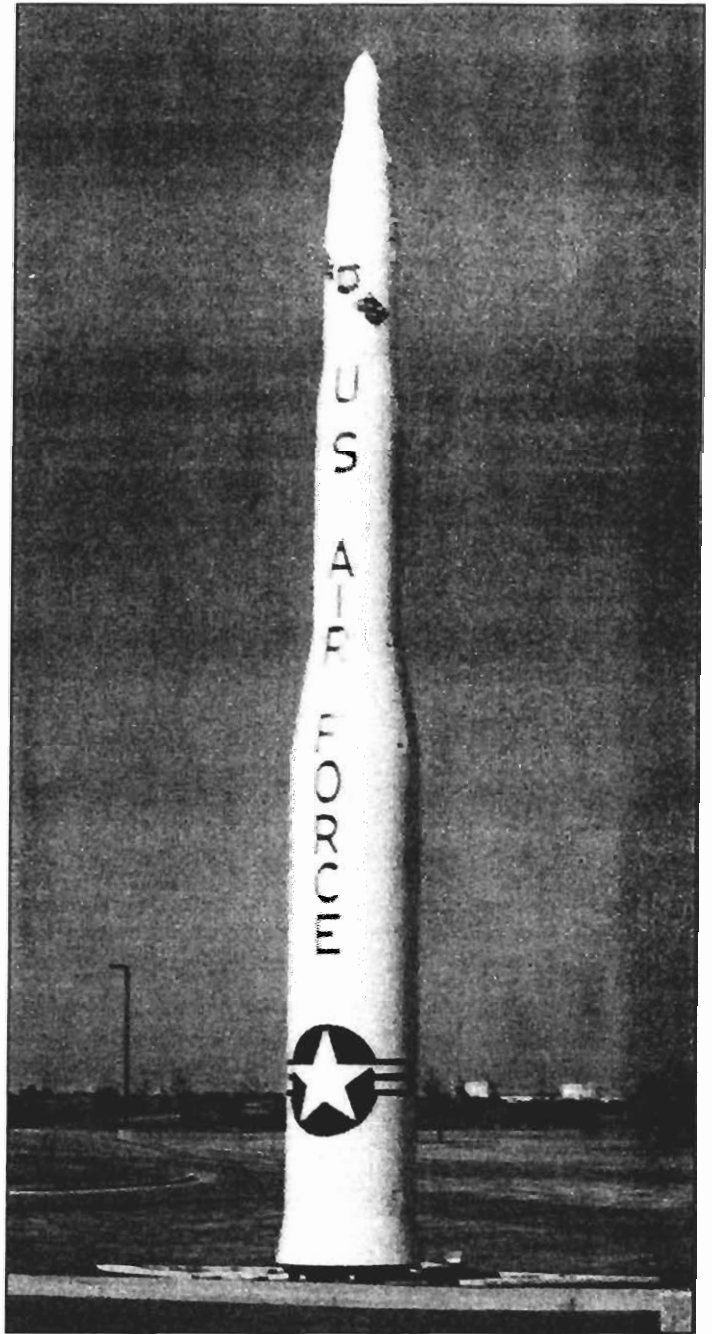
The Minuteman was a "three stage, solid fuel propelled" missile. It could be launched directly from an underground silo. Each missile stood nearly 60 feet tall and could attain a speed of more than 15,000 miles per hour. With a range of 6,300 miles, it became the "primary deterrent strategic missile system."<sup>11</sup>

The silos, reaching approximately 80 feet deep into the earth, contained a 53-foot-long steel liner, twelve feet in diameter. A mixture of cement and rock formed a protective cocoon for the missile inside each liner. Topped by a concrete lid that would be forced off by an explosion-fired piston, the missile stood ready for launching. Only a direct hit by a nuclear weapon could destroy the missile.<sup>12</sup>

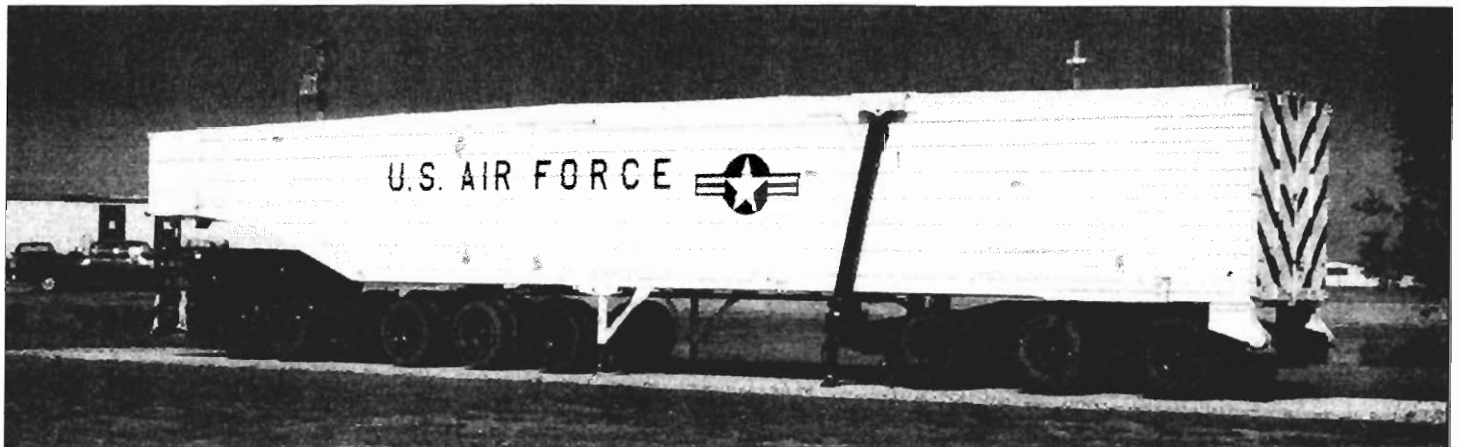
The fifteen control centers were also "bombproof" enclosures in steel capsules "surrounded by reinforced concrete" and buried fifty feet below ground level.<sup>13</sup>

Each missile site required at least one acre of land, while each control center needed seven acres. The missile silos were spaced far enough apart so that even a large attack could destroy only one site at a time—forcing an enemy to target one warhead on each silo. The Air Force obtained land from more than 4,600 landowners in the region.<sup>14</sup>

The transporter-erector was a huge tractor-trailer combination, the largest ever designed for regular U.S. highway operation. It carried the Minuteman missiles to the sites and back to the base for repairs, always accompanied by armed escorts. Projects to repair the 1,103 miles of "transporter-erector" highways were undertaken by the State Highway Department and the base engineers about every three years.<sup>15</sup>



**MINUTEMAN I MISSILE  
ON STATIC DISPLAY AT MAIN GATE**



**TRANSPORTER-ERECTOR ON DISPLAY AT 91ST MISSILE GROUP HEADQUARTERS**

Missileers spent their time underground in the Launch Control Centers (LCC). Each of the launch control centers was built to withstand a near miss of an enemy attack. The concrete construction of the center included reinforced blastproof doors to allow entrance and exits of the crew members. An LCC contained rations and water enough to last for an extended time in the event of an attack. The center also had a diesel generator to provide power in case the electricity was cut off.<sup>16</sup>

Missile crews, just like the bomber crews, lived on an alert status. Daily alert meant a strain on individuals and families, for the crews were underground in control centers for 24 hours at a time.<sup>17</sup>

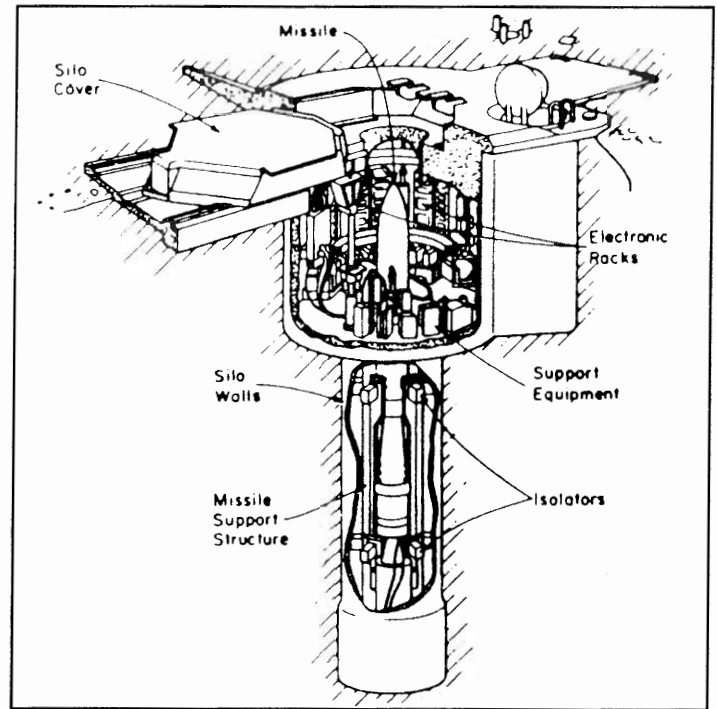
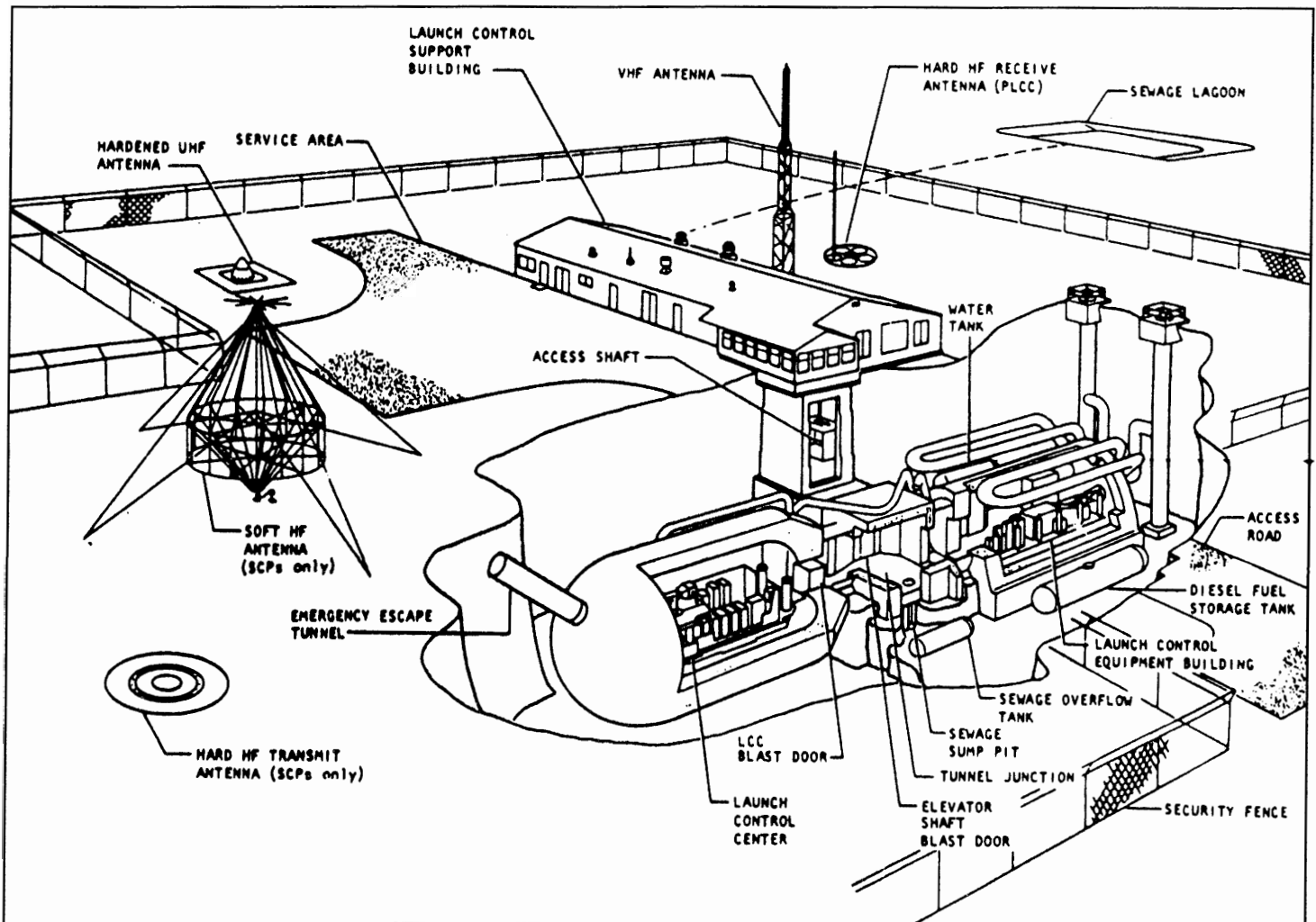


DIAGRAM OF A MINUTEMAN MISSILE SILO



CUTAWAY VIEW OF A LAUNCH CONTROL CENTER

The men and women of the Minot Air Base, both enlisted personnel and civilian employees, contributed to the defense interests of the United States throughout the Cold War period.

At the height of the Vietnam War in the mid-1960s, Minot Air Force Base continued to be a multi-purpose base. Aircraft assigned to the base included twenty F106 interceptors; fifteen B-52H bombers; fifteen KC-135 tankers; three T-33 jet trainers; one T-29 training plane; three C-47 cargo planes; and ten helicopters. The base consisted of 5,151 acres of land and the Minuteman missile field (consisting of 150 missiles) in the eight counties surrounding the base. There were 5,742 officers and enlisted personnel working at the base location with another 468 at the radar sites. The base also employed 562 civilian employees, with an additional 59 civilians working at the radar sites.<sup>18</sup>

Air crews faced serious demands during the Vietnam conflict. Bombers and tankers were responsible for both nuclear deterrence and air support and bombing with conventional weapons in Southeast Asia. SAC crews regularly rotated between combat tours in Vietnam and full-alert tours in the United States, a combination that tested the endurance of crewman and their families.<sup>19</sup>

The major Cold War crisis of the 1970s was in the Middle East. Although the Israelis defeated the Arab nations in the 1973 Yom Kippur War, the Israelis came close to losing. The U.S.S.R. effected a stance in favor of the Arab nations, and the U.S. and the Soviets escalated the tensions. All SAC forces, including those at Minot, went into a "higher readiness posture" to show the Soviets our determination to back the Israelis in the Middle East. President Nixon ordered a full alert status for SAC forces as part of a worldwide alert on October 24-25, 1973. This was to convince the Soviets of our determination to keep peace in the Mid-East.<sup>20</sup>

Minot Air Force Base achieved its growth by 1970 and maintained its size through the 1970s. Lieutenant General Bryan Shotts, commander of the 15th Air Force, stated that the base was "one of the larger Strategic Air Command bases in the world" and did not foresee any reductions in size and commitment in the foreseeable future. In addition in the early 70s Minot was the first base to convert to the new Minuteman III missiles. Minot Air Force Base had no force reductions in a round of closures and reductions in 1976.

In the 1970s, Minot served as but one of the Strategic Air Command's forty-nine bases worldwide. Still the importance of the base cannot be overemphasized for it fielded a full arsenal of

weapons for nuclear deterrence—with 150 Minuteman III missiles in silos; fourteen B-52 bombers capable of stand-off attacks on the Soviet Union; KC-135 refueling tanker; Huey rescue helicopters; and the 5th Fighter-Interceptor Squadron of F-106 Delta Darts. The Air Force had invested \$1.5 billion in equipment and facilities at Minot by the 1970s.<sup>21</sup>

Some changes came to the base in the 1980s. The Air Force replaced the aging F-106 fighter planes with the ultra-modern F-15 aircraft. The first of twenty-one total F-15s came to Minot in December 1984.<sup>22</sup>

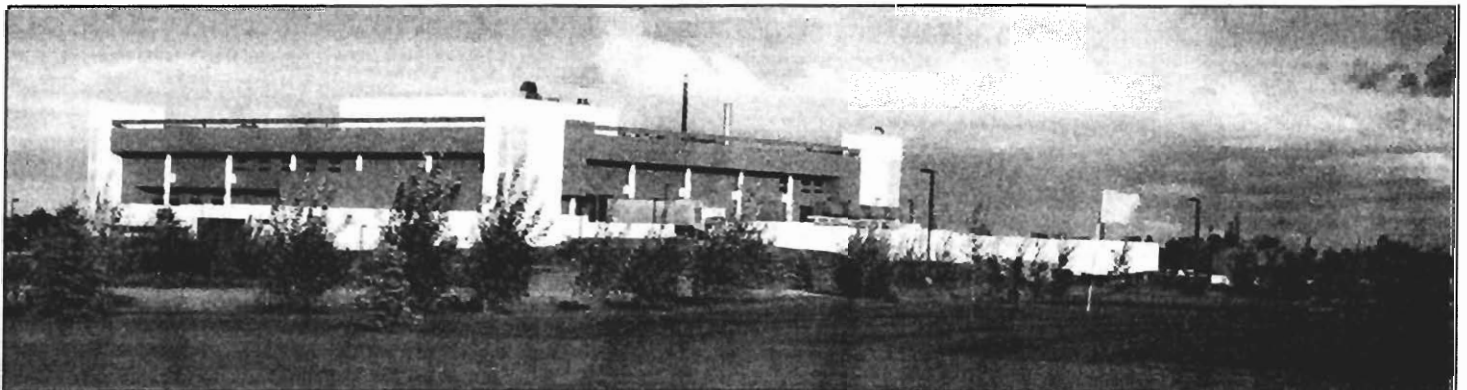
The F-15s did not stay long in Minot, however. The 5th Fighter Interceptor Squadron was inactivated in 1988, and the last of the F-15 Eagles left for deployment at Otis Air National Guard Base in Massachusetts by March.<sup>23</sup>

The B-52s received thirty million dollars worth of upgrades in order to carry air-to-ground cruise missiles. The nuclear warheads on the cruise missiles could be used rather than bombs for missions against the Soviets. Cruise missiles allowed the B-52s to conduct stand-off attacks just outside enemy borders, thus improving survivability of the bombers in case of an all-out nuclear war.<sup>24</sup>

Conductors on Amtrak told their rail passengers as they stopped at the station in Minot that if North Dakota withdrew from the United States that the state would have the third-largest stock of nuclear weapons in the world, behind only the United States and the Soviet Union.<sup>25</sup>

The decade of the 1980s was a time of increased military spending under the leadership of the Reagan administration. Minot Air Force Base played a role in the eventual breakdown of the U.S.S.R., one of the greatest trends of the Eighties. In 1988 Minot became considered as a site for railroad-based MX missiles, each of which carried ten warheads. Minot did not get the missiles, even after environmental impact investigations and public hearings were held, because Congress did not fully fund the rail garrison MX missile plan. The main force of MX missiles were placed in permanent silos at F.E. Warren Air Force Base in Wyoming in 1986.<sup>26</sup>

The base had other construction in the decade when a new hospital, located near the east entrance to the base, became a reality in 1988. Completion of the hospital resulted in the closing of the John Moses Hospital in northwest Minot. The old hospital fell to the wrecking ball in 1992, and the federal government built a Job Corps Center on the site (dedicated in 1995).<sup>27</sup>



NEW BASE HOSPITAL

The Cold War effectively ended in 1989 with the demolition of the Berlin Wall and the subsequent dissolution of the Warsaw Pact in 1991 by the U.S.S.R. The "successful conclusion" of the Cold War through the economic failure of the U.S.S.R. brought an end to the full-alert status of the Strategic Air Command. Accordingly, on September 28, 1991, the bombers and tankers at Minot were taken off alert status. The alert began in 1957, with SAC personnel "prepared to fight a major battle" in "every minute of every day;" a stance which could fray the nerves of any person under this pressure for a week. To hold up under this strain for thirty-four years was a major accomplishment.<sup>28</sup>

The Strategic Air Command had fulfilled its mission "to deter Communist aggression, prevent nuclear warfare, and the Cold War." In June 1992, the former SAC forces moved to be under the control of the newly-formed Air Combat Command (ACC).<sup>29</sup>

In August 1991, President George Bush and Soviet President Mikhail Gorbachev signed the Strategic Arms Limitation Treaty (START) which reduced the numbers of nuclear warheads and delivery systems. North Dakota and other states with military bases suddenly had to look at the future of these bases which had been built in response to Cold War security concerns.

The Base Review and Alignment Commission, a group appointed by the President and authorized by Congress to review proposed base closures, held responsibility for the closure process. The Department of Defense outlined a list of bases to be eliminated or reduced in scope with the Base Review and Alignment Commission authorized to add bases to the list. The President then approved the list and submitted it to Congress or sent the list back to the commission for further consideration. This process took place in 1993 and in 1995.<sup>30</sup>

## The Importance of the Base for Minot and for North Dakota

As Minot residents look back upon the history of the state and of the region, Minot Air Force Base has played a significant role for over forty years. The base fits into the military and social history of the area. Northwestern North Dakota has had military outposts just twice in its recorded history. Fort Union, built by the American Fur Company near present-day Williston during the fur-trading period, served as a visible reminder of American economic power to the Native Americans in the period from 1829 to 1867. Fort Buford, an Army post built near Fort Union in 1866, stood as a symbol of U.S. military power, serving to enforce peace on the frontier.

The modern military presence of the base brought many changes to the Minot area and deeply affected life in the region during the Cold War era. For example, Minot State University (then known as Minot State Teachers College) first enrolled seven base personnel in 1959. Because the military paid a portion of the tuition, a "standard practice" at bases which had a college nearby, the student population of the college increased substantially from the 1960s to the present.

Wedding bells served as a symbol of the closeness of the air base and the citizens of the Minot area. Single servicemen often married local women, a fact evident from the earliest days of the radar base south of Minot. From 1951 to 1953, about forty radar

The communities of Grand Forks and Minot organized base retention committees which would lobby for the continuation of both bases in North Dakota. The retention committees realized the economic value of both bases to the state and determined early on to cooperate rather than compete with each other and risk losing both bases. Statistics revealed that Air Force Base families accounted for 38 percent of automobile sales in each community as well as 35 percent of total food purchases. Loss of either base would significantly reduce the population and economic health of either community. Realizing this, Governor Ed Schafer helped organize the North Dakota Air Base Retention Committee in late 1993 under the leadership of Tim Roby. John Marshall headed up the 1995 retention committee in Grand Forks, while Buzz Syria was the leader of the Minot committee.<sup>31</sup>

Local businesses would suffer from the loss of either base. The rural electric cooperatives in the Grand Forks and Minot areas depended upon the Air Force operations for a major portion of the power business. The missile silo electrical needs accounted for 40 to 60 percent of the business for each local power company.<sup>32</sup>

The local retention committees stressed the cultural importance of the bases as well as the economic impact. The bases provided a dose of cultural diversity to the state. In a larger sense the Air Force people contributed to charities, churches and the larger cultural life of the communities. The University of North Dakota and Minot State University would lose a significant number of students should either base be closed by the Department of Defense.<sup>33</sup>

men married women from the area. The number of marriages grew after 1960, when greater numbers of single airmen arrived in North Dakota. Numerous servicemen and women settled down in Minot and the immediate area because they liked the friendliness of the people, the recreational opportunities, and the quality of life in North Dakota.

The base and its people brought economic prosperity to Northwestern North Dakota. Minot businesses benefited from the purchases made by base personnel. The Air Force base bought some goods and services from the local community rather than gaining them from central depots. Maintenance contracts and small repair and construction work provided employment for numerous area residents.

Air base personnel took pride in being a part of North Dakota. The base motto, "Only the Best Come North," came into being in the 1960s. By 1966 airmen painted the slogan of the operations tower, and by 1968, visitors could read the slogan on signs located at the main gate, on the weather observation tower and at the entrance to the division headquarters building. Base personnel became especially proud of their ability to withstand the extremes of North Dakota winters and learning to drive through occasional snowy and icy conditions. They became true North Dakotans.<sup>34</sup>

As we commemorate the fortieth anniversary of the groundbreaking for the Minot Air Force Base, we need to remember the base as a major force in the history of the competition between the United States and the U.S.S.R. The Cold War period in U.S. history was a time of nuclear fears in which communism seemed like an onrushing conquering tide which gave no rest to its enemies. The fighter planes, missiles and bombers at Minot were there, according to 1960s state-

ments, "to deter and resist physical aggression by other governments that would seize control of our planet." Airmen at the base were "a most important part of the formation of the shield protecting and defending 10.5 million square miles of the North American continent on a 24-hour, seven-day-a-week basis, never letting up for a moment as they prepare for an eventuality that they hope may never occur."<sup>35</sup>



0. History of the Minot Air Force Base (Minot: Minot Air Force Base, 1980), p. 8; "U-2 'Crowflight' Detachment Plans To Leave Minot Air Base Saturday," Ward County Independent, April 28, 1960, p. 7.

1. "Nuclear Fallout Checked," Minot Daily News, September 18, 1959, p. 1.

2. Michael R. Beschloss, Mayday: Eisenhower, Khrushchev and the U-2 Affair (New York: Harper & Row, 1986), p. 147. Dates in "1960 Figured As Biggest Year In Development of Minot AFB," Minot Daily News, December 31, 1960, clipping file.

3. "Construction Office Opened At Ruthville Jet Base Site," Ward County Independent, July 7, 1955, p. 1. "Work Gets Into High Gear At 4,000 Acre Air Base Site," Minot Daily News, May 19, 1956, base historian clipping file. Convis in "Lansford Man Nets \$1,000 Daily From Quarter Section Of Gravel Near Air Base," Ward County Independent, November 3, 1955, p. 1. Unmanned radar in "Main Construction Agency On Base," Ward County Independent, October 15, 1959, p. 7.

4. "Senators Inspect Garrison Dam Project," Ward County Independent, November 3, 1955, p. 1. "Memorial Day Weekend Good Time To View Garrison Dam, GNDA Says," Ward County Independent, May 12, 1955, p. 4. "The Interstate Highway System in North Dakota," Ward County Independent, November 28, 1957, p. 3.

5. History of the Minot Air Force Base (Minot: Minot Air Force Base, 1980), p. 6. "Col. O'Connor Pilots First F-106 to Base," Ward County Independent, February 4, 1960, p. 7. "Dedicated Men Fly F-106 Delta Darts In Operational Exercises," Ward County Independent, August 29, 1962, p. 1.

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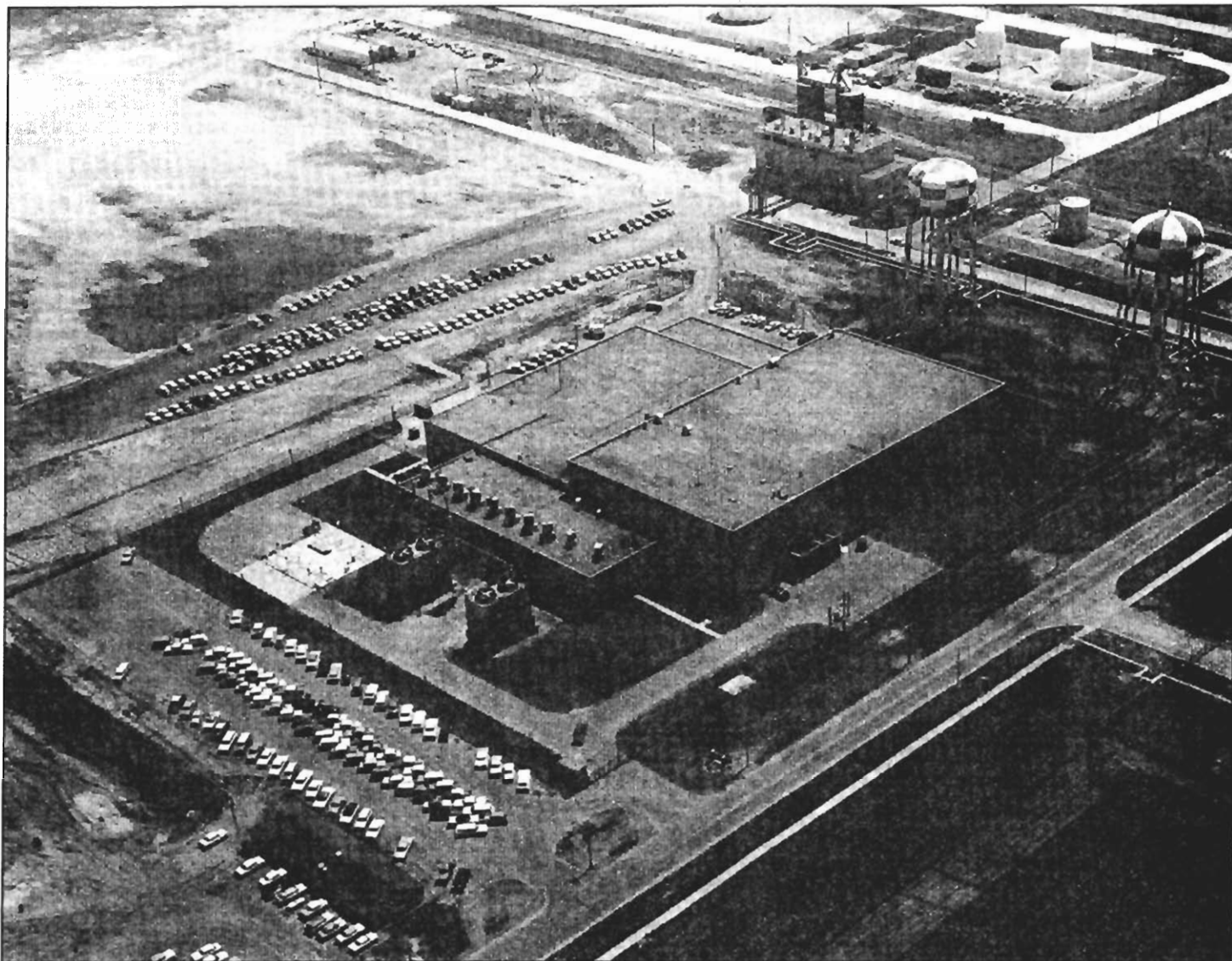
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