

History of the Minot Air Force Base

Minot Air Force Base, 1980

This document was first noticed as a citation as the major source document for the booklet: A Fortieth Anniversary History of the Minot Air Force Base, Minot, North Dakota “a cooperative venture between *Minot Air Force Base* and the *History Department at Minot State University* in commemoration of Historic Preservation Week - May 14 - 20, 1995,” Keith Strom and Steven R. Hoffbeck, co-authors. A FOIA request to Minot AFB was denied because the “Document does not exist.” Obviously it did exist as recently as 1995. Dr. Hoffbeck, now at the History Dept of Minnesota State University Moorhead, was able to locate a copy in his files, and a copy was obtained. Dr. Hoffbeck asked a copy be provided to the History Dept of Minot State University and that was done. The copy arrived missing a cover page and the maps of the base and the missile field. This page is provided in lieu of the title page.

30 May 2004

NOTE

This history is concerned with the origins and development of Minot AFB from 1955 to the present. The lineage of the organizations on the base, in most cases, go back far beyond the scope of this history. The numerical designators of the various base units are the starting points for research into that particular lineage and heritage. The origins and changes of units assigned to Minot AFB are traced strictly in terms of their functions on this base, and have rarely ventured farther back into the past than the purpose of this volume dictates.

INTRODUCTION

The purpose of this history is to trace the origins and development of Minot AFB from 1955 to the present. Short as that span of time is, it was a very fertile time in United States Air Force history, and Minot AFB is, in a very real sense, a reflection of that period of the role-defining and fine tuning of the Air Force mission. It was a time when American technology, in its own coming-of-age, was able to present to the Pentagon a vast array of technological possibilities to significantly enhance the defense posture of the United States. Thus, the development of Minot AFB is also a very definite reflection of a particular maturation period in United States history, a time when this nation felt both the privileges and responsibilities of its multi-faced powers. That this base was assigned the latest jet aircraft and an ICBM system that was the state of the art, demonstrates the extent to which Minot AFB was itself a child of those "productive years": the 1950 and 1960s.

Yet, just as Minot AFB was an outflow of that national stance, its existence is just as much a product of the sensibility of the people of Minot. It was the initiative, creative drive, and generosity of the Minot city leaders that located the base here in the first place. Not only did they donate the land for the base, but the Minot city fathers continued to support the base and its personnel in every phase of its development. This history is imbued with that supportive relationship and pays tribute to the efforts of the Minot citizenry that have made Minot AFB as much a part of North Dakota as any other community in the state.

TABLE OF CONTENTS

	Page
Note	i
Introduction	ii
Chronology	v
Chapter One	1
Brief History of Minot	
Chapter Two	3
Minot AFB Origins	
Chapter Three	5
The First Mission: Air Defense Command	
Chapter Four	8
The Early SAC Mission: 1958 - 1964	
Section A: 4136th Strategic Wing:	
the Aircraft Mission	
Section B: The SAC Transfer	
Section C: The Missile Complex	
Chapter Five	18
SAC Update: 1965 - Present	
Section A: The Missile Wing	
Section B: The Bomb Wing	
Chapter Six	26
Other Units:	
Section A: Air Division	
Section B: Combat Support Group	
Section C: Security Police	
Section D: USAF Regional Hospital	
Section E: 5th Fighter Interceptor Squadron	
Section F: Communications	
Section G: Helicopters	
Conclusion	41
Appendix A: List of Awards, Basewide, 1959-1980	A-1

TABLE OF CONTENTS (cont)

	Page
Appendix B: List of Division, Base, Missile and Bomb Wing Commanders	B-1
Map of Minot AFB	42
Map of Missile Complex	43

CHRONOLOGY

1 November 1955 First portions of land for Minot AFB were purchased by Minot businessmen and donated to the Federal Government for establishment of the "fighter-interceptor" base north of town.

10 January 1957 Air Force accepted the first buildings on Minot AFB. Major Joe E. Roberts, first Base Commander, set up his headquarters in an office of the Minot Chamber of Commerce in downtown Minot.

7 February 1957 32nd Fighter Group (ADC) activated.

17 January 1958 32nd USAF Dispensary activated on base.

1 March 1958 1966th Communications Squadron (AACS) activated.

1 July 1958 Construction on SAGE building (present PRIDE bldg.) started.

4 July 1958 First church services held on base.

1 September 1958 Base Exchange opened.

1 September 1958 Det. 9 of the 4080th Strategic Reconnaissance Wing (SAC) and 1 U-2 aircraft temporarily assigned to Minot AFB as part of "Operation Crowflight".

1 September 1958 4136th Strategic Wing (SAC) activated as SAC tenent.

24 March 1959 906th Air Refueling Squadron activated and assigned to the 4136th SW.

24 March 1959 4136th Combat Defense Squadron activated.

28 August 1959 First issue of the Minot AFB newspaper was published, entitled ????????.

1 July 1959 Operation of John Moses Hospital transferred from the Veterans Administration to the Air Force.

1 July 1959 Commissary opened.

23 August 1959 Newly-built base theatre opened for business with a showing of "West by Northwest".

20 September 1959 Base Officers Club opened.

23 September 1959 1st KC-135 Stratotanker arrived and was dubbed "Miss Minot" amidst basewide celebration. It was the first-ever jet aircraft permanently assigned in the state of North Dakota.

23 September 1959 24-hour gate sentry duty started.

1 October 1959 The first forty completed base housing units passed final inspection and were accepted by the Air Force. MSgt Ed Wright and his family were the first of forty NCO families to move into the brand new housing area on base.

12 December 1959 NCO Club opened with an estimated 500 people attending the grand opening ceremonies.

31 December 1959 4136th SW had nine combat-ready tanker crews and was declared a combat-ready unit.

30 January 1960 1st F-106 Delta Dart was piloted to Minot AFB directly from the Convair factory in Palmdale, California.

1 February 1960 5th Fighter Interceptor Squadron was transferred as an ADC unit from Suffolk County Airport, New York to assume duties at Minot AFB.

7 May 1960 Det. 9 and its U-2 departed Minot AFB for their home wing at Laughlin AFB, Texas.

1 August 1960 Det. 20 of the Central Air Rescue Service was assigned to Minot AFB. Two jet-powered H-43 "Huskie" helicopters were uncrated and assembled at Minot AFB.

1 February 1961 32nd Fighter Group (ADC) was redesignated the 32nd Fighter Wing (ADC), and thus exercised control over the entire base as the host Wing.

15 March 1961 525th Bombardment Squadron activated as part of the 4136th Strategic Wing.

1 June 1961 Minot AFB SAGE facility activated. It was responsible for the Minot Air Defense Sector comprised of North and South Dakota, Montana, Wyoming, Saskatchewan, and portions of Manitoba.

10 July 1961 1st B-52H assigned to Minot AFB arrived on station, flown from the Boeing factory in Wichita, Kansas. The B-52H was christened "Peace Persuader" and its arrival capped a day-long base celebration called "Peace Persuader Day" which involved hundreds of civilian visitors and entertainment on the SAC ramp supplied by top Hollywood entertainers.

October 1961 1st of 32 authorized GAM-72 "Quail" missiles arrived at Minot AFB.

20 November 1961 All B-52 aircraft and crews of the 525th BMS were declared combat-ready.

31 December 1961 1st of 22 authorized GAM-77 "Hound Dog" missiles delivered to Minot AFB.

2 January 1962 Field construction began on missile complex.

10 January 1962 Eight-man Minot AFB B-52 crew piloted a Minot AFB B-52 around the world, breaking eleven speed and distance records. This was the famed "Persian Rug" flight.

1 May 1962 Missile field construction work underway at 74 of the 165 planned sites.

1 July 1962 Control of Minot AFB transferred from ADC to SAC.

1 July 1962 862nd Combat Support Group activated.

1 July 1962 810th Strategic Aerospace Division activated on Minot AFB.

1 November 1962 455th Strategic Missile Wing activated.

1 November 1962 740th Strategic Missile Squadron (SMS) activated.

1 December 1962 741st SMS activated.

22 December 1962 Airmen's Club opened.

1 January 1963 742nd SMS activated.

21 January 1963 1st completed missile site (construction only) accepted by USAF.

1 February 1963 4136th Strategic Wing redesignated the 450th Bombardment Wing (H).

1 February 1963 525th BMS redesignated the 720th BMS.

23 February 1963 1st H-19 helicopter arrived at Minot AFB.

6 September 1963 The 1st Minuteman missile arrived from Hill AFB, Utah - the first ICBM in the state of North Dakota. From that day forward, the Military Airlift Transport Service (MATTS) ferried one missile per day from Hill AFB to Minot AFB.

9 September 1963 1st missile emplaced at LF A-02.

3 January 1964 Base trailer court opened.

26 February 1964 Last of 150 missiles emplaced at LF O-06.

17 April 1964 455th SMW became combat-ready in the Minuteman I weapon system.

16 April 1965 1st UH-1F helicopter arrived to replace the H-19s.

28 September 1966 New Air Traffic Control tower became operational.

25 - 29 September 1967 The fifteen LCFs were renamed after the civilian communities near which they were located. Thousands of North Dakotans attended the week-long renaming ceremonies.

1 June 1968 862nd Communications Squadron (SAC) activated.

25 June 1968 455th SMW redesignated the 91st SMW.

25 July 1968 450th BMW redesignated the 5th BMW.

24 September 1968 U-01, the on-base missile maintenance trainer, was completed and accepted by the 91 SMW Commander.

1 July 1969 John Moses USAF Hospital became a USAF Regional Hospital.

12 January 1970 The "Force Modernization" Program - the switch from Minuteman I to Minuteman III - was started in the 91 SMW with the release of Hotel Flight in the 741st SMS to Boeing, the prime contractor.

29 December 1970 The 741st SMS became the first Minuteman III Squadron in the Air Force, with all sites accepted by USAF and repostured.

15 June 1971 Det. 1, 43 ARRS activated at Minot AFB.

25 June 1971 With the arrival of the 75th military female on base, the 862nd WAF Squadron was activated.

30 June 1971 810th Strategic Aerospace Division inactivated.

1 July 1971 91st SMW became the host wing for Minot AFB.

26 July 1971 Det. 1, 43 ARRS inactivated.

13 December 1971 With the USAF acceptance of Oscar Flight from Boeing technicians, the last Minuteman III flight was turned over to the 91st SMW. This made the 91st SMW the first fully-equipped, combat-ready Minuteman III wing in the Air Force.

1 December 1972 The 810th Air Division (Provisional) was activated to determine the feasibility of placing a mixed weapons force - missile and bomb wing weapon systems - under the same Air Division.

1 August 1972 The 862nd CSG was redesignated the 91st CSG.

15 January 1973 The 810th Air Division (Prov.) was deactivated.

28 September 1973 Short Range Attack Missile (SRAM) formally activated on Minot AFB to replace the Hound Dog missile

1 October 1973 91st Security Police Squadron reorganized and redesignated a "Group" per SAC direction.

1 December 1973 Det. 7, 37th ARRS (MAC) activated at Minot AFB. All UH-1F helicopters transferred from 5th BMW control to Det. 7 control.

31 December 1973 SRAM first used on a B-52H alert aircraft on Minot AFB.

10 September 1974 91st SMW (Wing III) Integrated Plan - Upgrade Silo and Command Data Buffer - began.

22 January 1975 The 57th Air Division was activated on Minot AFB. Both missile and bomb wings at Grand Forks and Minot AFBs were assigned to the 57 AD.

1 July 1975 The 91st SMW organizational structure was altered to accommodate the Tri-Deputy configuration. The newly-formed Resource Management Division was added to the 91st SMW.

1 July 1975 Additional aircraft authorizations to the 5th BMW brought the total of B-52Hs from 14 to 18, and the number of KC-135s from 15 to 18.

1 July 1975 Minot AFB WAF Squadron deactivated as part of a USAF-wide effort to fully integrate women into the force.

30 September 1975 The 91st Missile Maintenance Squadron (MIMS) was inactivated. Two new squadrons were subsequently activated: the 91st Field Missile Maintenance Squadron and the 91st Organizational Missile Maintenance Squadron.

27 February 1976 Alpha Flight's return to 91st SMW control marked the end of the Wing III Integrated Plan.

30 June 1976 The 1966th Communications Squadron (AFCS) was inactivated, leaving the 91st Comm Squadron (SAC) in charge of all base communications needs.

1 July 1977 Project Rivet Save was implemented in LCFs in the 91st SMW, and ultimately resulted in the reduction of the Minuteman combat crew force by one-third.

1 July 1977 5th BMW aircraft inventory shifted from 18 B-52s to 17, and from 18 KC-135s to 19.

1 October 1977 The 91st Comm Squadron (SAC) was inactivated.

1 October 1977 The 2150th Comm Squadron (AFCS) was activated. All communications-electronics functions on base were now the responsibility of one Communications Squadron.

1 October 1977 The 92nd Missile Security Squadron was activated.

1 October 1979 The 5th FIS was assigned from ADC to TAC.

15 November 1979 Air Force Communications Service was redesignated the Air Force Communications Command.

1 December 1979 The 57th Air Division assumed operational control of the Concrete Missile Early Warning Station - the Operation Location (OLAN) at Concrete, North Dakota.

20 January 1980 The first two of five assigned HH-1H helicopters assigned to Det. 7, 37th ARRS arrived to replace the UH-1Hs previously used by Det. 7.

31 March 1980 Det. 7, 37th ARRS was declared operationally ready in the HH-1H helicopter.

15 July 1980 The 91st Security Police Group began to report directly to the 91st SMW rather than the 91st CSG.

CHAPTER ONE

BRIEF HISTORY OF MINOT

As is evident today, much of North Dakota, the Minot area included, was settled by European peoples: Scandinavians, Russians, Germans. These foreign-born settlers left their homelands for political reasons and the scarcity of arable land. The vacant, seemingly endless stretches of North Dakota prairie-land provided these stout-hearted people what they could never attain in their homeland - a new start. Exemplifying this desire and will to own one's own farmstead were Erik and Peder Ramstad who, in 1883, were some of the first settlers to this area. They settled a considerable part of present-day Minot.

The railroad played an immense part in Minot's history. As the rails of the Minneapolis, St. Paul, and Manitoba, later renamed the Northern Pacific Railroad, were laid west from Devils Lake in the summer of 1886, it was determined that a town would be founded at a crossing of the Mouse River. That town was Minot.

In August of 1886, Erik Ramstad released his claim on forty acres of land for the town site of Minot. The plat was prepared and lots were available by early fall. The founding date of Minot is set at 1886, the year the railroad "came to town." Jim Hill, president and major owner of the St. Paul and Pacific Railway, stockpiled railroad construction material at the embryonic, but expanding Minot, which was the rail head of the railroad. Named after Henry D. Minot, a young New England ornithologist and associate of Hill, Minot took shape in the Winter of 1886-1887. Thousands of construction workers and tons of construction materials poured into the town, gearing up for the mammoth spring construction effort which would push the railroad all the way to Helena, Montana.

When North Dakota was declared a state by President Benjamin Harrison on 2 November 1889, Minot was already a firmly-entrenched, rapidly growing plains city of great potential. Minot's growth was spurred by the immigrant influx and the accessibility of markets provided by the railroad for the grain farmers and cattle ranchers.

After recovering from the drought of 1890, Minot grew and wielded county seat power over a large area of Northwest North Dakota, and by 1904, Minot's U. S. Land Office did the biggest land office business in the entire United States. Two major railroads, the Great Northern and the Soo Line, intersected at Minot, and provided access to the markets and services of the Eastern United States.

Minot was the first city in North Dakota to adopt the commission form of city government which has continued to the present day taking the initiative in all matters pertaining to the city's growth and development. The Minot Chamber of Commerce provided constant support to the Minot citizenry to help better the community and played a primal role in the establishment of Minot Air Force Base. That kind of active involvement in the continued growth of the Minot area was best encapsulated in the often-heard reply spoken by many a Minot native and originated in the early days of Minot's Association of Commerce. When a promotional challenge reared its head, members of the Association, as one voice, would say "Why not? Minot!"

CHAPTER TWO

MINOT AIR FORCE BASE ORIGINS

Minot Air Force Base might never have come into existence had it not been for the initiative and gracious welcoming proffered the Air Force by the leading citizens of Minot.

In the early 1950s, United States land on the Canadian border was considered "a primary corridor for entry of enemy aircraft." Accordingly, the United States Air Force considered a number of potential sites in the Northern Plains states for possible basing of fighter-interceptor bases. Under the auspices of Air Defense Command (ADCOM), the fighter-interceptor squadrons would "close the Plains air corridor" as their primary mission.

Fargo, North Dakota, was one area under USAF scrutiny, and, although the city commission officially indorsed the USAF plan to establish a jet air base there, support was not strong in all echelons of the city's populace. Bismarck, North Dakota, was another possible USAF basing area under consideration, but due to topographical reasons, the base would have to be too close to the city, and many residents feared that the jet engine noise would be too disruptive to themselves and livestock in the outlying areas.

Members of the Minot Chamber of Commerce, hearing of the possibility of an Air Force Base being established in North Dakota, conveyed to the Air Force, through North Dakota Senator Milton Young, that Minot should be considered as a suitable jet base location. When an Air Force site selection team did, in fact, arrive in Minot in 1955, they were met by members of the Minot Chamber of Commerce who hosted the Air Force representatives. Not only were these USAF personnel introduced to the facilities and services of the city, but the Minot Chamber of Commerce representatives emphasized that the Minot citizenry would heartily welcome the Air Force to the Minot area. The Air Force site selection committee left Minot much-impressed with the city services, the topographical features of the surrounding area, and, most importantly, the enthusiastic and welcoming attitude of the people of Minot.

As follow-up action, a delegation from the Minot Chamber of Commerce went to the Pentagon to re-emphasize Minot's readiness to welcome an Air Force Base to the locale. The Minot area was then definitely under strong consideration for an Air Force Base.

On 1 November 1955, with approximately \$50,000.00 donated by Minot businessmen, the first portions of land 13 miles north of Minot were procured and donated by the Minot Chamber of Commerce to the United States Government for the establishment of an Air Force Base. Minot would, in fact, have an Air Force Base.

As soon as the land for the base proper was obtained, plans began for construction of the base family housing area. By the end of November 1955, six million dollars for base housing was slated for a 450-unit complex consisting of row houses, duplexes, and single dwellings. That the housing directive required one single dwelling for a General Officer indicated to the curious Minot civilian community that the base would, in fact, be larger than the 200-unit, 1,200-man operation originally planned. By December 1956, plans were ordered for 620 additional units earmarked for the future, with occupancy of the original 450 units planned for the following Fall. Units would be accepted by the Air Force from the contractor as they were individually completed, thus facilitating the rapid settling of personnel.

Paralleling the base housing progress, construction of the other base facilities moved steadily. On 10 January 1957, the base was activated, and, with the official USAF acceptance of the first buildings completed on the base proper, the first person "assigned" was Major Joe E. Roberts. He assumed command of the barely-there installation, and set up headquarters in an office in the Minot Chamber of Commerce building. Again, this generous action of the Chamber demonstrated to the Air Force how ready the Minot populace was to support them.

By the early months of 1957, the total "base" population consisted of 20 personnel whose mission was to overwatch supplies and maintain the buildings officially accepted by USAF. Of those buildings which passed into Air Force control, few were utilized due to the small military population actually stationed on the embryonic installation.

From this meager, albeit firmly-rooted beginning, Minot Air Force Base virtually boomed with constructions, unit activations, and arrival of the equipment that would transform the installation into a powerful, multi-faceted Air Force Base.

CHAPTER THREE

THE FIRST MISSION: AIR DEFENSE COMMAND

With its initial designation as an Air Defense Command (ADC) base, Minot Air Force Base saw the activation of the 32nd Fighter Group on 7 February 1957. Additionally, the 32nd Materiel Squadron and the 32nd Air Base Squadron were activated on that date, and, on 7 March 1957, all three organizations moved their office operations from the graciously lent Minot Chamber of Commerce office space to offices in the newly completed Operations Building on the unfinished Minot Air Force Base.

Slowly, but deliberately, the nascent installation gathered its resources to serve the personnel who arrived daily to man the base. On 17 January 1958, the 32nd USAF Dispensary was activated to provide immediate medical care when needed. The pace was hectic, as buildings, roads, parking lots, and utilities were finished, inspected, approved, and re-inspected by the numerous higher headquarters visitors and inspectors who virtually swarmed over the base.

Working furiously to complete the myriad base structures, base personnel welcomed such amenities as the first church services held in July 1958 and the opening of the Base Exchange in September 1958. Never mind its limited stock, it was a definite morale-boost for the troops. In addition, the already fine base-community relations were enhanced by the formation of a Base-Community Council and Speakers' Bureau in mid-1959. Armed Forces day was celebrated on the still-forming Minot Air Force Base on 17 May 1959 with an open house which was attended by an estimated thirty thousand persons from the surrounding North Dakota countryside. Hailed as a stupendous success, the base's functions were further displayed to the civilian community.

On 28 August 1959, the first issue of the Minot Air Force Base newspaper was published. Initially having no name, it was published with a non-title of ????????. It was dubbed the Jet Gazette through a contest which was open to all base personnel, and its weekly publication was heralded as "one of the most important information events" on base. The Commissary opened on 1 July 1959, and though its stock level provided only the meager necessities, the need was not pressing, as no families were then living on the base itself. In October 1959, the first forty completed housing units passed final inspection and MSgt Ed Wright was the first of forty NCOs and their families to move into the brand new Minot Air Force Base family housing area. Minot Air Force base was rapidly coming into its own as a full-fledged operational Air Force Base, and the arrival of its first flying unit capped all preparations.

On 1 February 1960, the 5th Fighter Interceptor Squadron (FIS) was transferred from Suffolk County Airport, New York, to Minot Air Force Base. Preceding 5 FIS was its contingent of F-106 Delta Darts, the first one piloted to Minot Air Force Base on 30 January 1960 by the 32nd Fighter Group Commander, Colonel Frank Q. O'Connor.

Hot off the assembly line of the Convair factory in Palmdale, California, the first F-106 that arrived Minot Air Force Base was one of a breed of the newest fighter aircraft in the Air Force inventory. It took Colonel O'Connor all of two hours, twelve minutes to pilot the aircraft from California to Minot. Seventeen more F-106s arrived during the month of February 1960 to complete the Delta Dart contingent assigned to Minot Air Force Base.

On 1 February 1961, the 32nd Fighter Group was officially redesignated the 32nd Fighter Wing, an upgrade in its own right. This meant that the 32nd Fighter Wing Commander exercised control over the base through a Tri-Deputate organizational structure, which consisted of a Deputy Commander for Services, for Maintenance, and for Operations.

The Deputy Commander for Operations exercised functional supervision over 5 FIS, while the Deputy Commander for Maintenance was responsible for all aircraft maintenance. The Deputy Commander for Services, also known as the Air Base Group Commander, had functional control over four squadrons: 32nd Air Base Squadron, 32nd Civil Engineering Squadron, 32nd Supply Squadron and the 32nd Transportation. The 32nd Civil Engineering Squadron and the 32nd Supply Squadron had replaced the old 32nd Materiel Squadron.

The 32nd Fighter Wing Commander had a staff comprised of a Staff Judge Advocate, Director of Inspection Services, Director of Manpower, Chief of Safety, and Director of Information. The Air Base Group Commander also had a staff which consisted of Comptroller, Supply and Services, Director of Personnel, Director of Administrative Services, Director of Procurement, Chaplain, and Consolidated Headquarters Section.

To augment the Air Defense Command mission, the North American Air Defense Command (NORAD), established a Semi-Automatic Ground Environment (SAGE) sector at Minot Air Force Base. Construction of the huge, windowless blast-resistant concrete building which housed the facility commenced in July 1958, the two gargantuan 275-ton computers were installed by IBM engineers in 1960. The SAGE facility was activated in June 1961 and was responsible for the Minot Air Defense Sector comprised of North and South Dakota, Montana, Wyoming, Saskatchewan, and a portion of Manitoba. The Minot SAGE facility processed air surveillance information and possessed the capability to send information and instructions to Air Defense Command units.

The development of Inter-Continental Ballistic Missiles (ICBMs) and subsequent installation of the Minuteman Missile in the Minot Air Force Base area led to a reduced SAGE center force, and, ultimately, the transfer of responsibilities of the Minot Sector to Great Falls, Montana. The pervading rationale was that the colocation of Air Defense forces and control facilities rendered Minot Air Force Base a prime enemy target. On 15 May 1963 the SAGE center was deactivated on Minot Air Force Base. The concrete building that once housed the SAGE complex is now used by numerous base agencies and is known as the PRIDE Building.

CHAPTER FOUR

THE EARLY SAC MISSION: 1958-1964

SECTION A: 4136 STRATEGIC WING

THE AIRCRAFT MISSION

Although ADC was the original host command for Minot AFB, the Strategic Air Command (SAC) had its eye on the base, and the activation of the 4136 Strategic Wing (SAC) on 1 September 1958 as a SAC tenant eventually culminated in the transfer of Minot AFB from ADC to SAC on 1 July 1962.

The activation of the 4136th Strategic Wing was predicated on the need of refueling support along the northern border of the United States as a means of maintaining an effective strike force. An additional factor for the wing's activation was the dispersion plan of SAC aircraft. Those two factors comprised the mission of the 4136th Strategic Wing.

A temporary, albeit exciting part of the early Minot AFB SAC mission was the assignment of a U-2 detachment to the 4136th Strategic Wing. Designated "Operation Crowflight," the U-2 made high altitude weather reconnaissance studies, and also sampled the upper atmosphere for radioactive debris from tests of the Armed Forces Special Weapons Project. Assigned on a temporary basis in September 1958, the U-2 was part of Detachment 9 of the 4080th Strategic Reconnaissance Wing (SAC) headquartered at Laughlin AFB, Texas. Minot was chosen because its location and runway were ideal for the U-2 mission. Though originally scheduled to remain at Minot for nine months, Detachment 9 stayed for eighteen months and, on 7 May 1960, the nine officers, thirty-two airmen, and U-2 aircraft departed Minot AFB for their Texas home base.

Already geared up for its permanent SAC mission, Minot AFB had witnessed the arrival of the first KC-135 Stratotanker on 23 September 1959. Assigned to the 906th Air Refueling Squadron (AREFS), which had been activated on 24 March 1959, this tanker aircraft was the first of ten that would eventually be assigned to the 906th. Amidst champagne and the presence of more than 300 base and community guests, the KC-135 was christened "Miss Minot." Its arrival heralded the jet era to North Dakota, as it was the first-ever tactical jet aircraft permanently assigned in North Dakota.

The presence of strategic jet aircraft on Minot AFB necessitated the implementation of full-time security operations. The 4136th Combat Defense Squadron had been activated on 24 March 1959 and by the time the first KC-135 aircraft arrived, there

were 149 trained security police personnel on base to provide adequate security for the aircraft. On 23 September 1959, twenty-four hour gate sentries were posted and visitors' passes were required for non-military personnel requesting access to the base. The security police operation on base was then in full-swing, a culmination of months of specialized training and arduous practice.

Eager to assume the full weight of its strategic mission, both maintenance and operations crews of the 4136th Strategic Wing turned their efforts to hands-on training and acquiring unerring working knowledge of the KC-135 Stratotanker. The first KC-135 tanker crew trained by the wing upgraded to combat-ready status on 31 October 1959. By 31 December 1959 the 4136th Strategic Wing had nine combat-ready tanker crews and was declared a combat-ready unit.

Having grasped the reins of the refueling mission, the whole attention of the 4136th Strategic Wing was then turned to the incoming bomber organization. To support the bomber mission, the 60th Munitions Maintenance Squadron was activated on 1 December 1960, and personnel busied themselves with setting up maintenance and administrative areas. On 1 March 1961, three more maintenance squadrons were activated to support the bomber mission: the 4136th Field Maintenance and Organizational Maintenance Squadrons, and the 4136th Armament and Electronics Squadrons. Maintenance wasn't the only element preparing to welcome the bomber contingent. The operations area was also mobilizing to accept the bomber force. After being relieved from assignment to the 19 Bombardment Wing (M), at Homestead AFB, Florida, the 525th Bombardment Squadron (H) was activated on 15 March 1961 as part of the 4136th Strategic Wing at Minot AFB. Members of that squadron were soon to fly the Air Force's newest and most sophisticated manned bomber.

The arrival of the first B-52H was part of a grand celebration at Minot AFB called "Peace Persuader Day." The name "Peace Persuader" was selected for Minot's first B-52 from a list of 3,700 suggested names submitted from all over the United States in a "Name the Plane" contest sponsored by Minot AFB and the Minot Jaycees. Mrs. R. Foote, wife of a radar operator, submitted the winning title, and was awarded prizes ranging from free dinners to being SAC Wing Commander for a day. With expectations running high, the long-awaited day of 10 July 1961 dawned and over 10,000 visitors watched as Major Clyde P. Everly, senior B-52 Instructor for the 4136th Strategic Wing, piloted in the gargantuan bomber from the Boeing factory in Wichita, Kansas. Several top Hollywood entertainers were present and provided day-long musical entertainment for the base visitors right on the SAC ramp. The B-52 "H" model was the latest model B-52 in the Air Force inventory, and Minot AFB was the second base to receive the "H" model as part of the heavy bomber dispersal program run by SAC. The last of fifteen

B-52Hs assigned to the 525th Bombardment Squadron had arrived by 30 September 1961, and by 20 November 1961, all B-52 aircraft and crews were declared combat-ready.

One interesting action attendant to the Minot AFB bomber mission was the extension of the runway. The original ADC mission required an 8100 ft. runway and that, along with the Air Traffic Control Tower, was completed as one of the earliest construction projects on base. The SAC bomber-tanker force, however, required a much longer runway and it was, therefore, extended to 13,200 ft. with 1000 ft. overruns at each end. With that runway alteration, however, the tower was then too far from the northwest end of the runway. To alleviate that problem and provide a greatly heightened range of visibility, a new tower was constructed in 1966, and remains operational today.

The bomber mission utilized two different types of air-launched guided missiles: the GAM-72 and the GAM-77. The GAM-72 was the Quail decoy missile. The first of thirty-two authorized to the 4136th Strategic Wing arrived on 4 October 1961. Powered by a turbojet engine, each ten-foot long Quail was mounted on special racks in the B-52 bomb-bay and, when launched, produced a "blip" on enemy radar screens similar to that produced by its B-52 carrier. The Quail thus functioned as a decoy to confuse the enemy while the B-52 continued enroute to its target. Ultimately, therefore, the Quail mission was to save bombers. The last Quail decoy missile authorized to the 4136th Strategic Wing arrived in February 1962.

The first of the 4136th Strategic Wing's twenty-two authorized GAM-77 Hound Dog missiles was delivered to Minot AFB on 31 December 1961. The last was delivered on 31 May 1962. The Hound Dog missile was a forty-three foot long ground attack air-launched guided missile that was mounted under the wing of its B-52 carrier. Its turbojet engine provided 7,500 lb. of thrust which not only gave the Hound Dog itself supersonic capability, but also gave the B-52 carrier that much more thrust, if needed. Additionally, the Hound Dog's guidance system had the capability to supplement the bomber's navigational equipment. Immune to enemy decoying, the Hound Dog could travel high or low at supersonic speeds, utilizing elusive maneuvers to reach targets hundreds of miles from its launch point. As sleek as it was formidable, the Hound Dog was the pride of the 4136's arsenal until 1973.

Fomenting a spectacular honor for Minot AFB, SAC Headquarters, on 1 December 1961, approved the world distance and speed attempt proposed by crew members of the 525th Bombardment Squadron. The purpose of the attempt was to check the maximum speed and distance performance of a combat configured B-52H. On 10 January 1962, the eight-man Minot AFB B-52 crew, led by aircraft commander, Major

Clyde Evely, piloted Minot B-52H, tail number "040", on a record breaking flight that consisted of a great circle course from Kadena AB, Okinawa, Japan to Torrejon AB, Madrid, Spain. The distance of 12,219 miles was covered in 21 hours, 52 minutes and not only took the World Record for distance in all-type aircraft without refueling, but, copped ten additional speed records as well. Dubbed "Persian Rug," this honor and achievement was truly remarkable for a base so young.

On 1 February 1963, the 4136th Strategic Wing was redesignated the 450th Bombardment Wing (H). The 525th Bombardment Squadron flamed out in the glory-glow of its Persian Rug achievement, as it was redesignated the 720th Bombardment Squadron on 1 February 1963. These moves, coupled with the activation of the 455th Strategic Missile Wing in 1962, further clarified Minot AFB's SAC mission by so titling the missile and bombardment wings. The 450th Bombardment Wing redesignation was part of SAC's move to retitle units using names of units having proud records and decorations. That history of highly decorated service to SAC would, in fact, be carried on by the 450th Bombardment Wing (H) on Minot AFB, as we will see.

CHART 4-1

COMMANDERS - 4136th STRATEGIC WING

Lt Colonel Russell Cassity	1 September 1958
Colonel Harold A. Radetsky	11 January 1960
Colonel Howard J. Fry	August 1962
Redesignated 450th Bombardment Wing	1 February 1963

SECTION B: THE SAC TRANSFER

With the bomb wing buildup and construction of the Minuteman Missile complex already underway, the inevitable SAC control of Minot AFB was drawing to its fulfillment. From 21-23 May 1962, a team of thirty-two 15th Air Force personnel visited Minot AFB to brief all personnel, particularly those ADC personnel transferring to SAC, on SAC concepts and operations. By the end of May 1962, the base was notified that Brigadier General John B. McPherson, then commander of the 823 Air Division, Homestead AFB, Florida, had been named to command the 810th Strategic Aerospace Division, to be activated at Minot AFB concurrent with the SAC assumption of control.

The day had come for Minot AFB, as a whole, to be relinquished from Air Defense Command control and assume a prominent place on the SAC roster. Change of command ceremonies were held on Saturday, 30 June 1962. Control of the base was passed from the 32nd Fighter Wing (ADC) commander to the commander of the newly activated 862nd Combat Support Group (SAC). Thus, on 1 July 1962, Minot AFB was officially designated a Strategic Air Command base.

The 862nd Combat Support Group (SAC) assumed the administrative responsibilities that had been formally accomplished by the 32nd Fighter Wing (ADC). The following is a list of units assigned to the 862nd Combat Support Group as of 31 July 1962:

- 862nd Headquarters Squadron Section
- 862nd Civil Engineering Squadron
- 862nd Combat Defense Squadron
- 862nd Food Service Squadron
- 862nd Operations Squadron
- 862nd Supply Squadron
- 862nd Transportation Squadron
- 862nd Medical Group

With the base changeover on 1 July 1962, the 4136th Strategic Wing manning dropped rather drastically, due to the manning padding in anticipation of the changeover. Thus, when the changeover occurred and the 862nd Combat Support Group was activated, more than 300 SAC personnel were transferred from the 4136th Strategic Wing to the 862nd Combat Support Group.

SAC was now host command for Minot AFB and, with the bombing and refueling mission well underway, all eyes were turned to the missile complex.

SECTION C: THE MISSILE COMPLEX

Seen in United States history as times of plenty and times of turbulence, the 1950s and 1960s saw American technological expertise come into its own at a time when world powers had begun to test the mettle of each other's national will and strength. It was the tone of those times that spawned the development and dispersal of underground Inter-Continental Ballistic Missiles (ICBMs), and Minot AFB was quickly entwined in the basing of the newest progeny of American technology - the Minuteman Missile.

In 1961, President Kennedy requested a Fiscal Year 1962 Defense budget increase of \$96 million, earmarked specifically for Minuteman missiles. The push was on for the deployment of the Minuteman missile, the latest weapon in the Air Force's ICBM arsenal. The strategically significant location of Minot AFB - just 75 miles from the geographical center of the North American continent - and the Department of Defense determination to utilize already operating Air Force bases, resulted in the 1961 USAF confirmation that a Minuteman missile complex would, in fact, be located at Minot AFB.

Earth borings taken in 1961 confirmed the topographical suitability of the land surrounding Minot AFB and, since the base was already a ward of SAC, control of the missile would go SAC. Requiring a massive maintenance and operations force to sustain a combat-ready Minuteman missile complex, the ICBM mission brought another 12-1500 SAC personnel to the Minot area.

Mobilizing the men and materials and organizing the logistical aspects of such a vast construction project required coordination among a number of military and civilian agencies. In September 1961 a temporary headquarters area was set up on base for the Air Force Site Activation Task Force (SATAF), which functioned as the military intermediary between the civilian contractors and the local Air Force Wing Commander. Boeing, the prime contractor, sent its own army of engineers and technicians, as did the Army Corps of Engineers, prime overseer of the construction operation. Peter Kiewit and Sons Construction Company of Omaha, Nebraska, was low bidder for the construction of the Launch Facilities (LFs) and Launch Control Facilities (LCFs), and was awarded the contract. (See chart at the end of this section for initial and present construction costs and worths.)

In January 1962, actual field construction began. By February 1962 "open cut" excavation had been completed on six launchers. The initial stage of the construction of the underground missile facilities consisted of removing earth from a 100 x 150 ft. area to a depth of 12 ft., the digging a smaller inner area to a depth of 32 ft. This was "open cut" excavation. Employing more than

1500 men, Kiewit deliberately worked through the winter in order to determine digging conditions under the most severe circumstances. Workers utilized high-powered equipment to break through the frozen layer of earth so conventional earth-moving equipment could work on the unfrozen ground below. By May 1962, work was underway at 74 of the 165 missile sites, as construction workers accelerated the pace by completing 1½ open cuts and one silo shaft per day. Construction peaked in the fall of 1962, with more than 4500 construction workers toiling to complete the missile sites which studded a crescent-shaped area north, west, and south of the base proper.

Unlike most huge construction projects, which center on only one building site or one general area, Minot AFB's Minuteman missile complex was spread out over an area encompassing 8,000 square miles. Obviously, the travel time involved in hauling men and materials from Minot would have seriously hampered construction progress. To compensate for this geographical disadvantage, the Army Corps of Engineers established Resident Engineer Offices in Max, Parshall, and Kenmare, while Kiewit Construction Company set up area offices in Velva, Douglas, Stanley, and Kenmare, with their "main" office in Minot. To support the need for the incredibly huge amount of concrete involved in building the LFs and LCFs, five concrete batch plants were built in close proximity to sections of the missile field. Thus, Minot AFB missile field construction involved many more people than the personnel of the Air Force and Kiewit Construction Company. The western half of North Dakota - from city dweller to the most remotely located farmer - was very much aware of the magnitude of the construction effort, and most could only begin to imagine the significance of the ICBMs soon to be emplaced.

The 455th Strategic Missile Wing (SMW) (SAC) was activated on 1 November 1962 and, although the missile complex was far from complete, the activation of the 455th provided the focal point from which the missile maintenance and operations structure could grow. Squadron activations included the 455th Missile Maintenance Squadron (MIMS), and the 740th Strategic Missile Squadron (SMS), also activated on 1 November 1962, followed by the 741st SMS which was activated on 1 December 1962 and the 742nd SMS, activated on 1 January 1963. Personnel arrived and training began in order that the wing could adequately support its mission when the missile complex construction was completed. Colonel Gilbert F. Friederichs, first 455th Strategic Missile Wing Commander, officially accepted the missile sites for SAC.

The first missile site was turned over to Air Force on 21 January 1963 and, thereafter, almost one site per day was turned over to Air Force, until 12 July 1963, when SATAF accepted the last site (O-01) from Kiewit Construction. At that stage,

Boeing assumed responsibility for installing electronic components, suspension gear, and the missile itself.

On 6 September 1963, the first Minuteman missile arrived from Hill AFB, Utah. Transported in a C-133 Cargo Master, this missile was the first-ever ICBM to arrive in North Dakota. From that time forward the Military Airlift Transport Service (MATS) ferried one missile per day from Hill AFB to Minot AFB. The first missile was emplaced at LF A-02 on 9 September 1963, and the last missile was emplaced at LF O-06 on 26 February 1964. On 2 April 1964, SAC accepted the last flight of Minuteman ICBMs from SATAF. On 17 April 1964 the 455th Strategic Missile Wing became combat-ready with the Minuteman I weapon system. Within the incredibly short span of 28 months (January 1962 - April 1964) the amber waves of grain flowing over the North Dakota plains were implanted with a combat-ready ICBM system born of the latest American technology. Minot AFB had become the home of two powerful legs of the United States strategic triad.

CHART 4-2

INITIAL AND PRESENT CONSTRUCTION

COSTS OF MINUTEMAN MISSILE

SITES

CONSTRUCTION COSTS

Number of Launch Facilities	150
Initial Construction Cost of one LF	\$650,000.00
Total Construction Cost	\$97,500,000.00
Number of Launch Control Facilities	15
Initial Construction Cost for one LCF	\$1,300,000.00
Total Construction Cost	\$19,500,000.00
TOTAL CONSTRUCTION COST	\$117,000,000.00

PRESENT VALUE OF MISSILE COMPLEX

Missile Complex and Support Structures	\$9,049,488.00
Support Equipment (LFs and LCFs)	\$193,690,456.35

CHAPTER FIVE

SAC UPDATE: 1965 - PRESENT

SECTION A: THE MISSILE WING

Although the 455th Strategic Missile Wing was declared combat-ready in the Minuteman I weapon system in April 1964, it was only the beginning of a lengthy process of continual improvement, upgrades, and modifications which honed the Minuteman missile to the sharpest instrument in the Air Force strategic arsenal. For years following the emplacement of Minuteman I in the Minot AFB missile field, the 455th was given just a few "breathing spaces" -- times when the weapon system wasn't undergoing some major change or another.

On 15 June 1965, construction for the Hardened Communications Antenna project was started. The antennas which were installed provided a survivable back-up communications system to each of the 15 existing Launch Control Centers in the 455th SMW missile complex. The first ten were completed by 21 February 1966, the last five in March 1968.

In an effort to enhance good community relations and educate the civilian populace as to the Minuteman mission, the fifteen Launch Control Facilities of the 455th were renamed after the civilian communities in which they were located. Thousands of North Dakotans attended the renaming ceremonies held during the week of 25 through 29 September 1967. Town officials were "choppered" in to the Launch Control Facilities and named honorary members of the missile flight which had adopted their community's name. Thus, a special sense of place and pride of unified involvement were instilled in both civilians and military personnel alike. A list of the LCF-Community names appears at the end of this section.

The last missile site of the Missile Wing complex wasn't built on the rolling North Dakota plains, but right on Minot AFB, a mere 200 yards from the Missile Wing building. Dubbed Minot's "151st Hole," and now known as U-01, the full-scale Minuteman launch facility trainer was formally accepted by the Missile Wing commander on 24 September 1968. Construction began on the training site in June 1967, and its primary use was and still is to train missile maintenance personnel, who, until then, were trained by the slow process of on-the-job training in the field. A boon to the maintenance training effort, the "151st Hole" provided the most realistic atmosphere short of the actual field, and its 24-hour training capability resulted in higher quality training sessions and more rapid turn-out of fully qualified maintenance technicians.

The UHF Hardness Program for Launch Facilities, another missile site modification program, commenced on 3 May 1968. The project consisted of the installation of UHF antennas and receivers at each LF. Completed on 20 December 1968, the UHF Hardness Program provided the LFs an air launch capability compatible with the Airborne Launch Control System. Through this program, the flexibility of the Minuteman weapon system was significantly enhanced.

On 25 June 1968, the 455th Strategic Missile Wing was redesignated the 91st Strategic Missile Wing. Within one year after the redesignation, the 91 SMW was selected as the first Missile Wing in the Air Force to be equipped with the Minuteman III ICBM. Reliable as the Minuteman I had proven to be, the Minuteman III was the state of the art in ICBM technology. With its Multiple Independently Targetable Re-entry Vehicle (MIRV), Minuteman III was a powerful addition to SAC's inventory of strategic aerospace deterrent weapons. The switch from Minuteman I to Minuteman III was accomplished through the Force Modernization Program, otherwise known as "Force Mod." Preparations in every facet of the 91 SMW function began immediately upon notification of the Wing's selection for the program and, during the fall of 1969, the 91 SMW had accomplished all final preparations. On 12 January 1970, the first flight to undergo the modification, Hotel Flight in the 741st Strategic Missile Squadron, was released to Boeing, the prime contractor. Flight by flight, the Minuteman I was replaced by Minuteman III, and on 29 December 1970, all flights within the 741st SMS had been accepted by USAF and repostured, rendering the 741st SMS the first Minuteman III squadron in the Air Force. The Force Modernization Program progressed true to 91 SMW style: smoothly, ahead of schedule, and without a hitch. On 13 December 1971, Oscar Flight was the last Minuteman III flight accepted by the 91 SMW. That acceptance drew to a conclusion the Force Modernization Program at Minot AFB, rendering the 91 SMW the only fully equipped, combat-ready Minuteman III wing in the Air Force.

In the midst of the massive Force Mod Program, the 91 SMW, on 1 July 1971, became the host wing for Minot AFB. An outcome of this designation was that both the 862nd Combat Support Group and the USAF Regional Hospital became part of the 91 SMW. These two units had formerly been separate organizations and had been assigned to the deactivated 810th Strategic Aerospace Division. From 1 July 1971 forward, the 91 SMW commander not only had the Missile Wing to engage his energies, but the entire base as well - an awesome responsibility.

Let it never be said that ICBMs don't get around - they have been moved more than one might think, and the Minuteman III missiles assigned to the 91 SMW had their share of travelling as part of the "Dust" Retrofit Program. Begun on 19 September 1973, the "Dust"

Retrofit Program was yet another major force modification program, and was designed to "harden" the forward facing surfaces of the missile, thereby increasing its survivability in a post-nuclear environment. The missile "travel time" was realized as twice a week, during the "Dust" Retrofit Program, a C-141 jet cargo aircraft arrived at Minot AFB from Hill AFB, Utah, with a "dusted" missile and returned to Hill AFB with an undusted one. The 29 August 1974 emplacement of the 95th dusted missile officially concluded the "Dust" Retrofit Program as carried out at Hill AFB, Utah. The 55 remaining undusted missiles would be dusted in conjunction with the Upgrade Silo Plan. Obviously, there were more changes in the wind for the 91 SMW's Minuteman III missiles.

The Wing III (91 SMW) Integrated Plan, comprised of the Upgrade Silo Plan, and the Command Data Buffer (CDB) Program, began in September 1974 and included modifications to all launch facilities. Of the numerous modifications inherent in the Integrated Plan, the new remote retargeting capability would have the greatest effect on the strategic versatility of the Minuteman III weapon system. The return of Alpha Flight to Wing control on 27 February 1976 marked the end of the Wing III modification. This upgrade had a direct impact on both Minuteman III maintenance and operations procedures within the 91 SMW, and made the Minuteman III a still more flexible, viable, and formidable ICBM.

Despite the successful accomplishment of numerous major weapons system modifications, both the 91 SMW and the base continued their internal growth. On 1 July 1975, the 91 SMW organizational structure was altered to accommodate a new Tri-Deputy concept. The newly-formed Resource Management Division gained control over the 91st Supply and Transportation Squadrons, previously assigned to the 91st Combat Support Group. The purpose of the Resource Management Division's creation was to gain a better span of control over resource conservation.

On 30 September 1975, the 91st Missile Maintenance Squadron (MIMS) was inactivated, with the simultaneous designation and activation of two squadrons with distinctly different missions: the 91st Field Missile Maintenance Squadron (91 FMMS) and the 91st Organizational Missile Maintenance Squadron (91 OMMS).

On 15 August 1976, the Hybrid Explicit Software Retrofit Program began with the 91 SMW. Essentially a change to computer software programming, the Hybrid Explicit expanded the capabilities of the Missile Combat Crew and improved the weapon system reaction time to commands from the Launch Control Centers. The Hybrid Explicit Retrofit Program was completed on 20 September 1976.

A new milestone in missile crew procedures was reached on 1 July 1977 as Project Rivet Save was implemented. With minimal

hardware changes, this program removed the immediate launch capability from the Launch Control Centers, which ultimately allowed one of the two missile crew members to sleep in the capsule while his partner remained awake to monitor weapon system status. As a result, the Minuteman crew force could be reduced by one third.

The 91st Strategic Missile Wing has performed its duties in a thoroughly outstanding manner, as indicated in Appendix A, List of Awards, at the end of this volume. The Wing has set a precedent by being the only Missile Wing to win the coveted Omaha Trophy for being the Best Wing in SAC for 1979.

CHART 5-1

LIST OF LCF - COMMUNITY NAMES

ALPHA LCF	- BALFOUR
BRAVO LCF	- VELVA
CHARLIE LCF	- GREATSTONE
DELTA LCF	- MAX
ECHO LCF	- GARRISON
FOXTROT LCF	- RYDER
GOLF LCF	- PLAZA
HOTEL LCF	- PARSHALL
INDIA LCF	- STANLEY
JULIET LCF	- REE
KILO LCF	- DONNYBROOK
LIMA LCF	- BOWBELLS
MIKE LCF	- KENMARE
NOVEMBER LCF	- MOHALL
OSCAR LCF	- SHERMAN

SECTION B: THE BOMB WING

On 25 July 1968, the 450th Bombardment Wing was redesignated the 5th Bombardment Wing. Only the nomenclature changed, as the personnel, aircraft, and equipment remained in place at Minot AFB. The mission remained the same also: to maintain the operational capability to permit the conduct of strategic warfare according to Emergency War Orders.

Even though Minot AFB was home base for the 5th Bomb Wing flying crews, their mission often brought them around the world. In 1968, in support of American forces engaged in the Southeast Asia (SEA) conflict, the 23rd Bombardment Squadron deployed crews TDY to SEA under operation ARC Light. Since the B-52D model was flown by ARC Light crews, the 23rd BMS crews, flying the B-52 H model here at Minot, had to first go to Castle AFB, California for specialized D model training. As fighting increased in SEA, the 5th Bombardment Wing increased the number of its crews sent TDY to such operations as ARC Light and Young Tiger. During 1970, many of these crews returned from SEA, having garnered awards and commendations for their outstanding performance in the face of enemy hostilities.

Participating in Operation Old Rover II on 3 December 1970, a 5th Bomb Wing crew launched an AGM-28B Hound Dog Missile at White Sands Missile Testing Range, New Mexico. In keeping with 5th Bomb Wing standards, the launch was deemed by SAC to be the best launch to date.

On 1 July 1971, the 5th Bombardment Wing assumed an official "tenant" status on Minot AFB when the 91 SMW was made the senior or "host" unit at Minot AFB. The day before, on 30 June 1971, the 810th Strategic Aerospace Division was deactivated and the 5th Bombardment Wing was then assigned to the 47th Air Division, Fairchild AFB, Washington. The mission remained the same, only the reporting to higher headquarters was altered.

Continuing to accomplish its assigned mission, the 5th Bombardment Wing underwent a series of no-notice inspections by the Operational Readiness Inspection (ORI) team and the 1st Combat Evaluation Group (CEVG), and maintained its support of TDYs such as ARC Light, Operation Bullet Shot, and Linebacker II.

On 30 November 1972, the 5th Bombardment Wing, along with the 91 SMW, was assigned to the 810th Air Division (Provisional) which was reactivated at Minot AFB on the same date. This was an experimental program and culminated on 15 January 1973, when the 810th Air Division (Prov) was deactivated at Minot AFB, and the 5th Bomb Wing and 91 SMW were permanently assigned to the

47th Air Division at Fairchild AFB, Washington. A new management concept was thus born, as, for the first time, mixed strategic weapon systems (bombers and missiles) came under the control of the same Air Division.

In 1973, a new weapon system was added to the 5th Bomb Wing inventory. Designed to replace the Hound Dog missile on the B-52, the new Short Range Attack Missile (SRAM) was formally activated on Minot AFB on 28 September 1973, and was first used on 5th Bomb Wing alert aircraft on 31 December 1973. A strategic air-to-surface missile, the SRAM is 14 feet long, 17.7 inches in diameter, and weighs 2,230 pounds. It is inertially guided, powered by a solid propellant rocket motor, and can be retargeted aboard the aircraft prior to launch. These characteristics, along with its improved range, speed, and accuracy, increase the SRAM's capability to deliver its warhead to heavily-defended enemy targets. The B-52 can carry up to 20 SRAMs on wing pylons and on a rotary launcher installed in its bomb bay. An obvious improvement over the Hound Dog missile, SRAMs are still used today by the 5th Bomb Wing.

Also on 31 December 1973, crews from Plattsburgh and Griffiss AFBs, New York began pulling alert on Minot AFB with 5th Bomb Wing crews. The purpose of having alert crews and aircraft satellited at Minot AFB was to help increase alert force survivability in case of attack. In order to accommodate the increased alert force, a new alert facility was built on Minot AFB and accepted by Air Force on 13 December 1973. There were then three Bomb Wing alert facilities in operation on base.

During 1974, the 5th Bomb Wing's aircraft inventory was increased by the arrival of one B-52D on 5 July 1974, and one B-52H model on 26 September 1974. Both aircraft came from Castle AFB, California, which had replaced all their aircraft with the B-52H model.

On 1 July 1975, additional aircraft authorizations to the 5th Bomb Wing brought the total of B-52Hs at Minot AFB from 14 to 18, and KC-135s from 15 to 18. Coping with the worldwide repercussions of the Arab oil embargo of 1973, the 5th Bomb Wing, as all Air Force units, drew upon its technical expertise and in-house creativity to simultaneously conserve fuel while adhering to flying training requirements.

On 19 April 1976, the 5th Bomb Wing again participated in a missile firing at White Sands Missile Test Range in New Mexico. This time the missile was a SRAM, and operation Bullet Blitz III officials deemed the 5th Bomb Wing's SRAM firing the most accurate of any firing during the entire three year history of the program.

In 1977 the 5th Bomb Wing aircraft inventory shifted again as, on 1 July 1977, the aircraft authorizations changed from 18 to 17

B-52Hs and from 18 to 19 KC-135 Stratotankers. Aircraft operations continued to maintain all mission and training requirements in addition to participating in myriad inspections and competitions throughout 1977 and 1978.

The 906th Air Refueling Squadron continued to support the Permanent Tanker Task Force, Pacific Tanker Task Force, and the European and Alaska Tanker Task Forces, and flew worldwide missions in 1978 in support of aircraft belonging to other commands in addition to SAC.

Perhaps the highlight of 1978 for the 5th Bomb Wing was its participation in Project MASCOT (Military and Senior Citizens Operating Together). More than two hundred Bomb Wing personnel volunteered their services to help Minot's senior citizens by doing garden work, running errands, delivering meals, and just being a companion to those who otherwise were alone. Needless to say, MASCOT enhanced the already good base/community relationship and resulted in the 5th Bomb Wing's winning the General Bruce K. Holloway Humanitarian Award.

In 1979, the 5th Bomb Wing celebrated its 60th "birthday" with a 10 August Anniversary Dining Out. The 60 years since the Bomb Wing's inception at Luke Field, Hawaii on 15 August 1919 had witnessed numerous changes in location and aircraft, but never at the expense of the mission.

A complete listing of 5th Bomb Wing awards can be found incorporated in Appendix A, List of Awards, at the end of this volume.

CHAPTER SIX

OTHER UNITS

SECTION A: AIR DIVISION

The first Minot AFB SAC unit, the 4136th Strategic Wing, operated under direct control of the 821st Air Division, Ellsworth AFB, South Dakota, as a unit of 15th Air Force until 1 July 1962. On that date, concurrent with the SAC takeover of the base, the 810th Strategic Aerospace Division (SAD) was activated on Minot AFB. Having moved from Biggs AFB, Texas, the 810th SAD acquired control of all SAC units at Minot AFB and Grand Forks AFB, North Dakota as well as Glasgow AFB, Montana. Brigadier General John R. McPherson was assigned as commander of the 810th SAD, and was thus the first General Officer assigned to Minot AFB.

Another major organizational realignment involving Minot AFB occurred in 1963. The strategic mission was not affected, however, as the change dealt with higher headquarters. On 1 July 1963, the 810th SAD "moved" from the command of 15th Air Force (AF) to the 2nd Air Force. The move was part of SAC's command-wide realignment of the 2nd AF, 8th AF, and 15th AF. The SAC goal was to evenly distribute control of SAC's mixed force of operational bombers and ICBM units. Previously, the responsibilities and jurisdiction over SAC's Numbered Air Forces (NAF) were divided strictly by geographical area: 8th AF in the Eastern United States, 2nd AF in the Central United States, and 15th AF in the Western United States. With the bulk of SAC's ICBM force in the West and Northwest United States, however, the operating NAFs were thrown out of balance in terms of weapon systems distribution. Per the 1 July 1963 realignment, Minot AFB, along with Grand Forks AFB, and Glasgow AFB, counted the 2nd AF as the next step beyond the 810th Strategic Aerospace Division in the echelons of their chain of command.

The mission of the 810th SAD was to assure that its assigned units were manned, trained, equipped, and capable of conducting strategic warfare using ICBMs, long range bombers, and air refueling aircraft. The 810th SAD commander and his staff oversaw the operations of the missile and bomb wings in their charge and channeled their guidance and inquiries to these units via Staff Assistance visits.

Such was the role of the 810th SAD at Minot AFB, until June 1971, when a major SAC internal re-organization came to fruition. SAC either reorganized or deactivated a number of air divisions, and the 810th SAD was one of the units to go. It was deactivated on 30 June 1971. Thus, on 1 July 1971, the 91 SMW was assigned, along with five other Minuteman Wings, to the newly-formed 4th

Strategic Missile Division, F. E. Warren AFB, Wyoming. The 5th Bomb Wing was assigned to the newly-organized 47th Air Division, Fairchild AFB, Washington. These assignments were predicated on the principle that air divisions were either missile wing or bomb wing exclusive. That concept would, however, change.

On 1 December 1972, the 810th Strategic Air Division (Provisional) was activated at Minot AFB with the mission to reorder the support functions and activities in preparation for the placement of both the 91 SMW and the 5 BMW under a single Air Division. This was a new concept which determined that two same-based wings, possessing completely different missions and weapon systems, could, in fact, be placed under the control of the same air division. Oddly enough, the 810th Air Division was not the air division which would assume control over the two wings at Minot AFB. On 15 January 1973, both the 91 SMW and the 5 BMW were assigned to the 47th Air Division at Fairchild AFB, Washington. That same order announced the deactivation of the 810th Air Division (Provisional) at Minot AFB, also effective 15 January 1973. Thus Minot AFB was host to no Air Division until 1975.

On 22 January 1975, the 57th Air Division was activated on Minot AFB under the command of Brigadier General George D. Miller. The 91 SMW and the 5 BMW, Minot AFB, as well as the 321 SMW and the 319 BMW, Grand Forks AFB, North Dakota, all previously assigned to the 47th Air Division, Fairchild AFB, Washington, were assigned to the newly activated 57th Air Division. Thus, the 57th Air Division, home-based at Minot AFB, exercised control over all missile and bomb wings in the state of North Dakota. Its mission was to insure that all assigned units were capable of conducting strategic warfare according to their respective Emergency War Orders.

Located in the northeast corner of North Dakota, the Operating Location (O-LAN) at Concrete, North Dakota, deserves mention here as it, too, falls under the command and jurisdiction of the 57th Air Division. The Concrete Missile Early Warning Station (CMEWS) is the last active remnant of the Army Safeguard Anti-Ballistic Missile System. With a present total military population of 26, the Air Force assumed command of the site in October 1977 as a vital link in the strategic defense system of the North American continent. The CMEWS mission is to provide missile warning, detection, confirmation, and attack characterization of ICBMs, and SLBMs threatening the North American land mass. CMEWS also conducts spacetrack operations in support of the NORAD/ADCOM Space Detection and Tracking System (SPADATS). Phased array radar controlled by a data processing system is used to accomplish that mission. On 1 December 1979, the 57th Air Division assumed operational control of the Operating Location at Concrete, North Dakota. The O-LAN is serviced by Grand Forks AFB.

On 1 April 1980, the 55th Strategic Reconnaissance Wing (SRW), Offutt AFB, Nebraska, came under the control of the 57th Air Division. The 55th SRW flies strategic reconnaissance and SAC Airborne Command Post missions and provides command support for SAC personnel and the President of the United States.

The following is a chronological listing of all air division commanders stationed at Minot AFB.

DIVISION COMMANDERS AT MINOT AFB

810th Strategic Aerospace Division - 810th Air Division

July 1962-May 1964	Brigadier General John B. McPherson
May 1964-June 1964	Colonel Howard J. Fry (Interim)
June 1964-October 1965	Brigadier General James H. Thompson
October 1965-June 1968	Brigadier General H.L. Hogan III
June 1968-July 1968	Colonel George L. Newton (Interim)
July 1968-August 1969	Brigadier General Ralph R. Holland
August 1969-August 1970	Brigadier General Roy N. Casbeer
August 1970-June 1971	Brigadier General Alan C. Edmunds
June 1971	Deactivated

810th Strategic Air Division (Provisional) (SAC)

December 1972-January 1973	Brigadier General John R. Hinton, Jr.
----------------------------	---------------------------------------

57th Air Division (SAC)

January 1975-April 1976	Brigadier General George D. Miller
April 1976-October 1977	Brigadier General James E. Light, Jr.
October 1977-September 1978	Brigadier General Clyde J. Garner
September 1978-September 1979	Brigadier General James D. Gormley
September 1979-July 1980	Brigadier General Stanley C. Beck
July 1980 - Present	Brigadier General John A. Shaud

SECTION B: COMBAT SUPPORT GROUP

The Combat Support Group function on Minot AFB can cite its origins at the very inception of the base itself, when, on 7 February 1957, the 32nd Fighter Group (ADC) was activated. The 32nd Air Base Squadron was simultaneously activated on that date to provide administrative and logistical support to military personnel who were beginning to slowly but surely arrive at the as yet unfinished Minot AFB. As previously mentioned, Major Joe E. Roberts, first installation commander, and his staff established their headquarters in a downtown office of the Minot Chamber of Commerce until office space on base was constructed.

When the 32nd Fighter Group was raised to Wing status on 1 February 1961, the 32nd Air Base Squadron was redesignated the 32nd Air Base Group. The Wing designation then called for a tri-deputate organizational structure, one branch of which was designated the Deputy Commander for Services, also known as the Air Base Group Commander. The 32nd Air Base Group Commander exercised control over various staff functions, as well as a headquarters section, 32nd Civil Engineering Squadron, 32nd Supply Squadron, and the 32nd Transportation Squadron, much the same as the present Combat Support Group span of control.

On 1 July 1962, when SAC took control of Minot AFB from ADC, the 862nd Combat Support Group was activated to assume the administrative and logistical services that had been performed by the 32nd Air Base Group. The 862nd Combat Support Group was assigned directly under the newly-designated 810th Strategic Aerospace Division (SAD) and experienced an internal reorganization which required four Deputy Commanders within the Combat Support Group: one each for Civil Engineering, Operations, Security and Law Enforcement, and Materiel. There were also five functional directors, five staff chiefs, and a Headquarters Squadron.

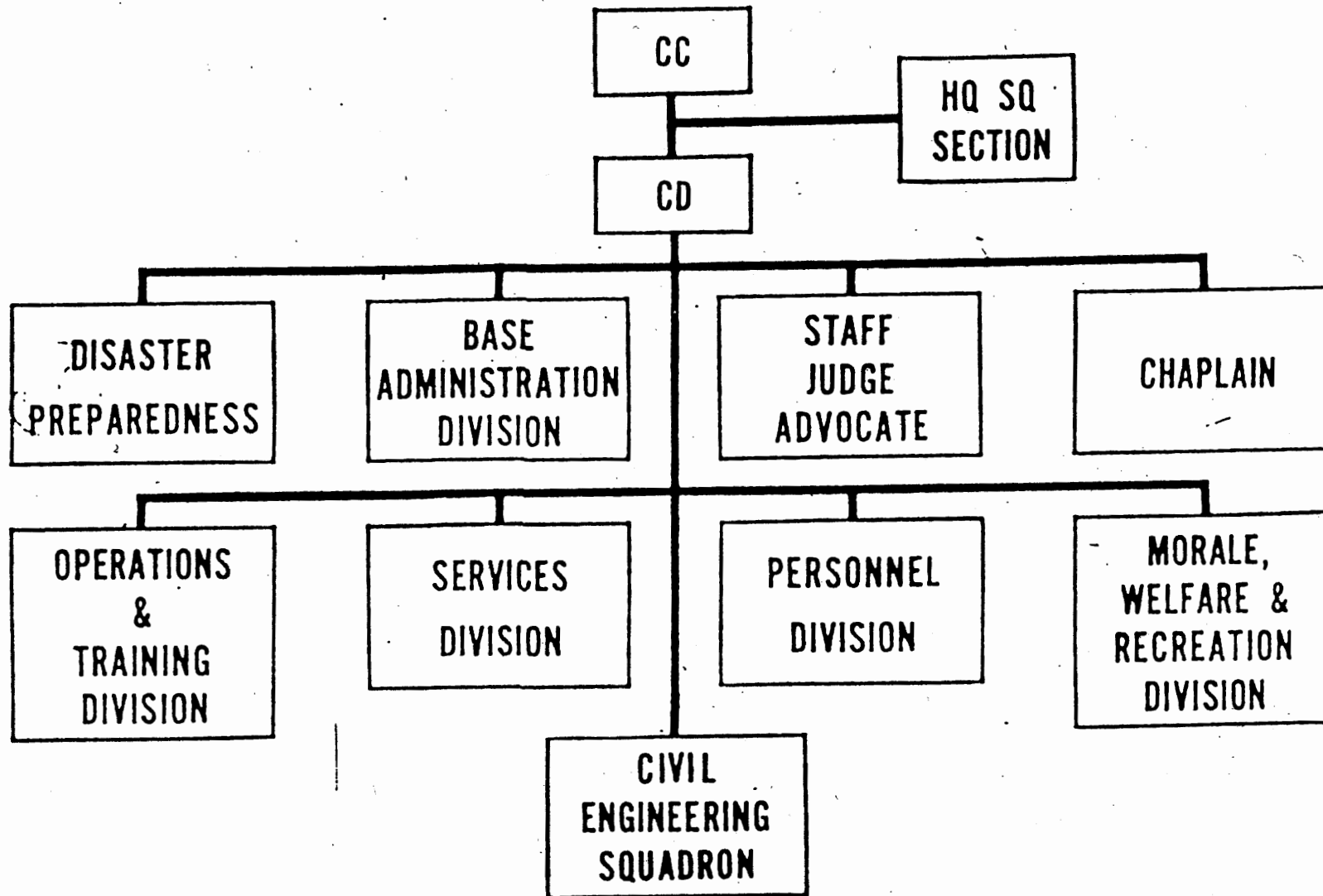
On 1 August 1972, at the direction of Headquarters SAC, the 862nd Combat Support Group was redesignated the 91st Combat Support Group, thus maintaining continuity with the previously redesignated 91st Strategic Missile Wing.

Internal changes in the 91st Combat Support Group occurred when, on 1 July 1975, the 91 SMW adopted the tri-deputate management structure. Thus, the Supply and Transportation Squadrons, previously assigned to the Combat Support Group, were reassigned to the functional control of the Deputy Commander for Resources, 91 SMW.

In addition to the above changes, the Minot AFB Women in the Air Force (WAF) Squadron was dissolved on 1 July 1975, as part of a USAF-wide effort to fully integrate women into the force. The

862nd WAF Squadron had been activated on 25 June 1971, when the 75th WAF arrived at Minot AFB. With the WAF Squadron's deactivation, the female military members were officially assigned to the squadrons of their duty sections. Squadron commanders then assumed full responsibility for both male and female members of their squadrons.

The 91st Combat Support Group continues to provide administrative support for all units assigned to Minot AFB, and functions in accordance with the organizational chart on the next page.



SECTION C: SECURITY POLICE

The Security Police function on Minot AFB can trace its origins to the earliest days of the base's activation. As an essential part of the Air Force mission, the Security Police build-up closely paralleled the build-up of both the aircraft and the missile missions on base.

Assuming security duties when the first KC-135 Stratotanker arrived at Minot AFB, the 4136th Combat Defense Squadron (SAC) was activated on 24 March 1959 as part of the 4136th Strategic Wing. Security Police personnel had been on station for months ahead, and had been engaged in the rigorous training required for the Minot AFB mission. Security Police personnel maintained 24-hour security of the tanker alert area and aircraft as well as maintenance areas, aircraft parking ramps, and the 4136th Command Post. On 1 July 1962, SAC gained control of the base and the 862nd Combat Support Group was activated. In the 862nd Combat Support Group deputate structure, there was a Deputy Commander for Security and Law Enforcement to which the newly-designated 862nd Combat Defense Squadron was assigned. This occurred on 1 July 1962, and the personnel from the simultaneously deactivated 4136th Combat Defense Squadron were simply reassigned to the 862nd Combat Defense Squadron. The security functions of the security deputate then included law enforcement on all areas of the base and combat defense functions in the previously-mentioned restricted access areas of base.

When the 862nd Combat Support Group was redesignated the 91st Combat Support Group on 1 August 1972, the security police squadron was also redesignated the 91st Security Police Squadron. Just as the base itself mushroomed from a single-mission, fighter-interceptor base, the security police function grew in conjunction with its expanded mission. On 1 October 1973, the 91st Security Police Squadron was reorganized and redesignated a "Group" by direction of Headquarters SAC. This action was part of a SAC-wide implementation enacted at all Minuteman missile bases due to the extremely large number of security police personnel needed to maintain security in the missile field. The new Security Police Group at Minot AFB was then composed to two newly-formed squadrons: 91st Security Police Squadron, responsible for basic law enforcement functions; and the 91st Missile Security Squadron, responsible for security of the missiles, launch facilities, launch control facilities, and aircraft alert areas. Although the 91st Security Police Group was assigned to the 91st SMW, it reported to the 91st Combat Support Group for operational control. This "group-to-group" reporting was unique to the six Minuteman missile wings, the rationale being that because the Combat Support Group Commander was also the Base Commander, he was responsible for base security and therefore needed direct "access" to the resources of the Security

Police Group.

The structure of the 91st Security Police Group remained the same until 1 October 1977, when the 92nd Missile Security Squadron was activated. This squadron was formed to provide more definition to and efficient control over security police resources and functions. The 92nd Missile Security Squadron assumed control of five branches previously assigned under the 91st Missile Security Squadron: Keys and Codes Control Center, Convoy Escort, Wing Security Control, Security Escort Teams and Camper Alert Teams. The result of the 92nd Missile Security Squadron's activation was a sharper delineation of functional responsibilities and has made managing the huge missile field security force an easier task.

The latest change for the 91st Security Police Group occurred on 15 July 1980, when the Security Police Group started to report directly to the 91st SMW Commander. Approved as a one-year experiment, and directed by Headquarters SAC, operational control and logistical and administrative support traditionally provided by the Combat Support Group Commander were transferred to the host Wing Commander. This test will continue until 30 May 1981.

SECTION D: USAF REGIONAL HOSPITAL

The history of the John Moses USAF Regional Hospital goes back farther than the base itself. The story began in January 1944, after Congress had authorized funds for additional Veterans Administration (VA) hospital construction. On 24 January 1944, Dr. V. E. Sandberg, then-mayor of Minot, called a meeting of 21 of Minot's community leaders to channel their efforts to "seek recognition for Minot." The Minot Association of Commerce had already been looking forward to the possibility of the VA locating one of its hospitals in Minot, and together, this group of civic leaders prepared extensive briefs on Minot's advantages. Cited in the briefs were Minot's location as a railroad transportation hub, and the VA hospital service "gap" between Helena, Montana, and Minnesota--the largest gap in the nation. These briefs were presented in-person by Minot's mayor to VA officials in Washington, D. C. and Denver, Colorado.

These factual presentations, coupled with the Minot Elks' donation of the \$50,000.00 hospital site, resulted in President Harry S. Truman's July 1945 signing of the authorization for a VA hospital to be built in Minot.

Construction began in the summer of 1947, with the Army Corps of Engineers supervising for the Federal Government. On 11 June 1950, the \$5 million hospital was dedicated before 2,000 spectators, one of which was Mrs. Ethel Moses, wife of John Moses, the hospital's namesake. Elected Governor of North Dakota in 1938, 1940, and 1942, John Moses was one of the state's most popular political leaders, and went on to earn the distinction of being the first North Dakota Democrat elected by popular vote to the United States Senate in November 1944. John Moses died in 1945, and it was only fitting that the new VA hospital be named for a man who was, in fact, the pride of North Dakota.

Opened for patients in July 1959, John Moses VA hospital was, indeed, a stunning tribute to the initiative of Minot's city fathers. Gleaming white and seven stories, the hospital has a 162-bed capacity and was the hub of a thirteen-building complex.

By 1955, however, the VA attempted to close the still-new hospital due to difficulty staffing it and a low patient load. The situation did, in fact, look grim for the hospital's survival, as the patient load was down to twelve and the staff consisted of a lone doctor.

Senator Milton Young of North Dakota, however, was then a member of the Senate Appropriations Subcommittee, and in June 1955, an amendment to the Armed Forces Appropriations Bill to keep Minot's VA hospital open went to the Senate. The VA's efforts to

close the John Moses VA Hospital were thus temporarily stymied, while, in the meantime, Minot AFB was in its early construction phases north of Minot. Knowing that the fledgling base would need a hospital, Senator Young again came to the rescue in 1957, and submitted to the Senate Appropriations Subcommittee the suggestion that the Department of Defense use the existing John Moses Hospital for Minot AFB, rather than invest in new facilities.

By October 1957, just after the base was activated, the first rumors circulated in Minot that the Air Force would use the nearly-defunct, but brand new VA hospital. The first official action taken by USAF to use the hospital came in March 1958, when Air Force reserved fifteen beds for base airmen.

The labors of Senator Milton Young were rewarded and the fears of the Minot citizenry allayed, when, in June 1959, President Dwight D. Eisenhower approved the transfer of control of the John Moses VA Hospital from the VA to the Air Force. The hospital would retain the name "John Moses" and would continue to provide services to all patients certified eligible by the VA.

Thus, on 1 July 1959, coincidentally, the 10th anniversary of USAF Medical Services, the John Moses VA Hospital was transferred to the Air Force, to be operated by, and designated the 32nd USAF Hospital. The hospital remained attached to the then-host wing for Minot AFB, the 32nd Fighter Wing (ADC), until it was redesignated the 862nd Medical Group and assigned under the 862nd Combat Support Group on 1 July 1962 when the entire base was transferred from ADC to SAC.

On 2 July 1969, the 862nd Medical Group was inactivated and redesignated the USAF Regional Hospital. As a Regional Hospital, the John Mosts USAF Hospital served and continues to serve not only active duty and retired military personnel, but also other VA-eligible persons, and acts as a referral facility for Public Health patients from five Indian Reservations in North Dakota. Its mission is to be prepared for war by maintaining a high degree of medical readiness by training in the peacetime environment.

SECTION E: 5TH FIGHTER INTERCEPTOR SQUADRON

Transferred to Minot AFB on 1 February 1960, 5th Fighter Interceptor Squadron as a part of the 32nd Fighter Group (ADC), was originally slated to be the host aircraft unit on Minot AFB. See Chapter 2, this history, for a full explanation of the 5th Fighter Interceptor Squadron function and origins on Minot AFB.

Throughout the growth and changing SAC mission on Minot AFB, 5th FIS has retained its mission of training to fly, fight, and provide at all times the aircraft, weapon systems, and munitions necessary to carry out the North American Air Defense Command (NORAD) mission and to maintain a world deployment capability. As the largest non-SAC unit on Minot AFB, 5th FIS also maintains the detachment of F-106 Delta Darts at Davis-Monthan AFB, Arizona, to support a continuous alert posture there. That 5th FIS has always performed its mission admirably is evident in the Appendix A, List of Awards, at the end of this volume.

The most recent change involving 5th FIS was its assignment from ADC to TAC in October 1979. The mission, however, remains the same.

SECTION F: COMMUNICATIONS

The communications function on Minot AFB had its origin in the earliest years of the base's build-up. On 1 March 1958, the 1966th Communications Squadron was activated as a unit of the Airways and Air Communications Service (AACS). Communications personnel prepared for their mission, the primary aspect of which was the air traffic control area in support of the 32nd Fighter Group (ADC), and the coming SAC tanker and bomber mission.

When the 4136th Strategic Wing (SAC) was activated in September 1958, a Communications Division was part of the organizational structure, and communicators operated and maintained navigational aids, equipment in service, cryptographic operations, and message traffic. These operations were specifically in support of SAC, and the communications personnel assigned to the SAC Wing reported to the AACS Director of Communications to SAC.

On 1 July 1962, when Minot AFB was transferred to SAC, the communications function was a designated Communications-Electronics Division as part of the Operations Deputate of the 862nd Combat Support Group.

By June of 1967, the 862nd Communications Squadron (SAC) had been activated and thus there were two Communications Squadrons on base, as the 1966th Communications Squadron (AACS) continued its flight facilities functions. This may have been a confusing state of affairs, but higher headquarters reorganization was at work to rectify it. The Airways and Air Communications Service was replaced with the activation of the Air Force Communications Service (AFCS) as a major command on 1 July 1961. This move was designed to achieve single management of the globally deployed communications complex. Specialized SAC functions were to be fully integrated into the AFCS mission.

On 1 August 1972, the 862nd Communications Squadron was redesignated the 91st Communications Squadron (SAC) in conjunction with the redesignation of the entire 862nd Combat Support Group to the 91st Combat Support Group. This simultaneous existence of two communications squadron on the same base, but assigned to two different commands, was ended when, on 30 June 1976, the 1966th Communications Squadron (AFCS) was inactivated. A further reorganization resulted in the inactivation of the 91st Communications Squadron (SAC) and the simultaneous activation of the 2150th Communications Squadron (AFCS) on 1 October 1977.

The mission of the 2150th Communications Squadron embraces the many varied missions of the total Minot AFB function, and represents an Air Force consolidation of services within one major command. The 2150th provides and supports all ground/air communications

activities, including the maintenance responsibility for the more than 1500 miles of underground hardened intersire cable in the 8,000 square mile missile complex, as well as all air traffic control responsibilities for the flying mission. On 15 November 1979, the parent command for the 2150th Communications Squadron changed designation from the Air Force Communications Service (AFCS) to the Air Force Communications Command (AFCC).

SECTION G: HELICOPTERS

The helicopter function on Minot AFB has undergone several mission changes and has been assigned to two different commands. Originally, the helicopter mission was Local Base Rescue (LBR), and Detachment 20 of the Central Air Rescue Service, a branch of Military Airlift Transport Service (MATS). It was assigned to Minot AFB in August 1960. At that time, two H-43B "Huskies" were assigned to Detachment 20 and were uncrated and assembled right here at Minot AFB. The Huskie was a jet-powered helicopter and, at that time, the world's highest-flying helicopter. The Local Base Rescue mission involved extracting pilots from aircraft crashes and airlifting fire fighters to the scene of aircraft fires.

In the early 1960s, the United States was becoming heavily involved in the Southeast Asia conflict, and needed crash-and-rescue helicopters in Vietnam. While the better-equipped CH-3 helicopters were being manufactured, the HH-43s were the only crash-and-rescue helicopters in the Air Force inventory. To fulfill the Southeast Asia need, HH-43 helicopters from United States LBR units were transferred to Southeast Asia flying units.

By late December 1962, the H-19 helicopter was chosen for Minot AFB, but for a different mission. These helicopters would serve SAC and the missile complex at Minot AFB. Field tests at missile bases determined that the H-19, with its extensive maneuvering ability, was best suited to transport cargo and crews throughout the missile complex. The H-19s would serve Minot AFB until the better UH-1Fs were available. The first H-19 arrived on 23 February 1963, and were used in the missile field until they were, in fact, replaced by the UH-1F helicopters, the first of which arrived on 16 April 1965. Since the aircraft served SAC, they were assigned to and flown by the 5th Bomb Wing, and maintained by technicians of the 5th Organizational Maintenance Squadron, Helicopter Branch. Helicopter operations were accomplished by the Missile Support Helicopter Branch under the 5th Bomb Wing Deputy Commander for Operations.

While the UH-1Fs were fulfilling their missile field mission, efforts were begun to again establish a Local Base Rescue capability on Minot AFB. As before, the Southeast Asia conflict came into play as the HH-43s being released from their Vietnam missions were deployed back to the United States. Working out of 43rd Air Rescue and Recovery Squadron (MAC) Headquarters at F. E. Warren AFB, Wyoming, site selection teams were sent to Minot AFB and plans were begun to establish Detachment 1, 43rd Air Rescue and Recovery Squadron (ARRS) on this base. Despite operational constraints due to weather and the unsuitable separation of the alert pad from the

alert facility, Detachment 1 of the 43rd ARRS was actually activated at Minot AFB on 15 June 1971. Because of the reasons cited, however, Detachment 1, 43rd ARRS was deactivated on Minot AFB just 41 days later, on 26 July 1971. No HH-43 helicopters had even arrived.

Thus the UH-1F helicopters on base remained SAC assets assigned to the 5th Bomb Wing until 1 December 1973, when Detachment 3, 37th ARRS (MAC) was activated on Minot AFB. The helicopters were thus transferred from SAC to MAC though they physically remained on station here at Minot AFB.

The UH-1Fs assigned to Det 7, 37th ARRS (MAC), finally changed hands when, on 20 January 1980, the first two of five assigned HH-1Hs arrived on Minot AFB. The entire conversion was complete on 21 March 1980, and by 31 March 1980, Det 7 was declared operationally ready in the HH-1H helicopter. Today, the Det 7 mission continues to provide support to missile field functions and provide air rescue and recovery services whenever they are needed.

CONCLUSION

This organizational story is but a skeletal portrayal of the origins and growth of Minot AFB. There have been myriad occurrences, large and small, attendant to the base's development that have never been recorded, but have been preserved as part of living memory. Hopefully, those memories have been fondly recalled with the reading of this history.

Now that Minot AFB has been a North Dakota community for 25 years, its presence is imprinted in the everyday activities of numerous native North Dakotans. Many of the citizens surrounding Minot have a more personal interest in the base, as many farmers plant and harvest their crops within mere feet of missile sites. Not infrequently, a farmer is heard to proudly refer to the missile which is in his wheat or sunflower field as "my missile." That, tells it all.

Mr. Ray Dobson, President-publisher of the Minot Daily News, in a recent statement to the Las Vegas Chamber of Commerce, summed up the spirit of cooperation that made the base's growth as smooth as it was: "In North Dakota we sleep better because the missiles are here. We're glad we made them welcome when they came."

APPENDIX A

LIST OF AWARDS - BASEWIDE

1959-1980

Minot Air Force Base Air Force Awards

1959	Air Force Runner-up Newspaper	Jet Gazette	32 FG
1960	Civilian Employee Suggestion Program Award		32 FW
1962	Outstanding Supply Officer	Maj Steven L. DePyssler	862 LGS
1970	Library Publicity Program Award USAF Nuclear Safety Award		862 CSG 91 SMW
1971	USAF Nuclear Safety Award		91 SMW
Jul 1972- Jun 1973	AFUOA		91 SMW
Jan 1973- Jul 1974	AFUOA		5 MMS ✓
1975	USAF Missile Safety Award		91 SMW
1976	Best Munitions Maintenance Unit Best Small Unit Munitions Maint Club Manager of the Year	TSgt Richard A. Lawson	5 MMS ✓ 91 CSG 91 CSG
Jul 1976- Jun 1977	AFUOA		5 MMS x
1977	Best Large Security Police Unit Supply Jr Manager of the Year USAF Daedalien Supply Effectiveness Award	Capt Thaddis R. Cates	91 MSS 91 LGS 91 LGS
Jul 1976- Jun 1977	AFUOA		91 SMW
1978	Commander's Achievement Award	Best Communications Unit in Air Force	2150 CS
Jul 1977- Jun 1979	AFUOA		906 AREFS ✓
Jul 1977- Jun 1979	AFUOA		23 BMS ✓
Jul 1978 Jun 1979	AFUOA		5 AMS ✓
Jan 1977 Dec 1979	AFUOA		2150 CS

1979

AF Runner-up (Newspaper Contest)
AF Runner-up
Gerrit D. Foster Award

Sentry 91: SMW
Social Actions Program 91 SMW
CBPO Achievement Program 91 CSG

Minot Air Force Base Major Air Command Awards

1959	Best Newspaper in Cen Air Def	ADC	Jet Gazette	32 FG
	Best Newspaper in Command	ADC	Jet Gazette	32 FG
1960 (Apr)	Maintenance Man of the Month	SAC	ALC William T. Jenkins	4136 SW
	Best Food Service Facility	ADC		32 FW
1962 (Jan)	Supply Airman of the Month	SAC	SSgt Robert W. Mitchell	4136 SW
1963 (Apr)	Maintenance Man of the Month	SAC	MSgt Richard L. Kauffman	450 BW ✓
(Sep)	Flying Safety Award	SAC		450 BW ✓
	Best Field Maintenance Unit	SAC		450 BW ✓
1965	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	862 CSG
1967				
Oct-Dec	Historian of the Quarter	SAC	SSgt Maurice A. Miller	450 BW ✓
	Best Officers' Open Mess	SAC		862 CSG
1968				
Jan-Mar	Historian of the Quarter	SAC	SSgt Maurice A. Miller	450 BW ✓
(Feb)	Communicator of the Month	SAC	SSgt Paul R. Nelson	852 CS
(May)	Communicator of the Month	SAC	TSgt John A. Dearing	862 CS
(Nov)	Communications Airman of the Month	SAC	MSgt Howard E. Smith	862 CS
	MM Team Training Branch Award	SAC		91 SMW
	Certificate of Achievement	SAC	8 years of operation w/o aircraft accident	450 BW ✓
1969	Best Missile Crew	SAC	Olympic Arena Competition	91 SMW
	Best Minuteman Missile Crew	SAC	Olympic Arena Competition	91 SMW
	MM Team Training Branch Award	SAC		91 SMW
	Best Officers' Open Mess	SAC		862 CSG
1970 (Sep)	MM Missile Crew of the Month	SAC		741 SMS
(Dec)	Combat Crew of the Month	SAC		742 SMS
	Administration Officer of Year	SAC	Capt Maurice Maryanow	740 SMS
	Material Combat Competition Award	SAC	Giant Voice Competition	5 BMW ✓
	Navigation Trophy	SAC		23 BMS ✓
	Best Officers' Open Mess	SAC		862 CSG
	Combat Crew of the Year	SAC		91 SMW
1971	Best Missile Crew	SAC	Olympic Arena Competition	91 SMW
	Best Minuteman Missile Crew	SAC	Olympic Arena Competition	91 SMW
	CINCSAC Missile Wing of the Year	SAC		91 SMW
1972 (Aug)	MM Missile Crew of the Month	SAC		741 SMS
	Best Electro-Mechanical Team	SAC	Olympic Arena Competition	91 SMW
	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	862 CSG
	Best Aircraft Missile Maint Unit	SAC		5 AMMS ✓
	Best Library Publicity Program	SAC		91 CSG
	MM Team Training Branch Award	SAC		91 SMW

1973	MM Team Training Branch Award	SAC		91 SMW
	3901st Maintenance Award	SAC	Best Missile Maintenance	91 MIMS
1974	3901st Maintenance Award	SAC	Best Missile Maintenance	91 MIMS
	Best Booth	SAC	Olympic Arena Competition	91 SMW
	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	91 CSG
	Fuels Management Award	SAC		91 LGS
	Operation High Noon Trophy	SAC	Best Navigation	5 BMW ✓
1975	Best Fuels Activity	SAC		91 LGS
	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	91 CSG
	Best Newspaper in Command	SAC	Sentry	91 SMW
	Outstanding Junior Supply Officer	SAC	Capt John F. Down	91 LGS
	Best Booth	SAC	Olympic Arena Competition	91 SMW
	Consolidated Command Post Award	SAC		5 BMW ✓
	Craftsman of the Year	SAC	TSgt Frederick Malcomb	91 CES
	Best Special Services Division	SAC		91 CSG
1976				
Jul-Sep	Actng/Finance Emphasis Award	SAC		91 SMW
Oct-Dec	Historian of the Quarter	SAC	SSgt Stephen A. Toepfer	91 SMW
	Best Booth	SAC	Olympic Arena Competition	91 SMW
	Maintenance Man of the Year	SAC	TSgt Franklin H. Halstead	5 MMS ✓
	Best Munitions Maintenance Unit	SAC		5 MMS ✓
	Library Publicity Award	SAC		91 CSG
	Charles D. Trail Logistics Trophy	SAC		5 BMW ✓
	CBPO Achievement Award	SAC		91 CSG
	First Term SP Airman of the Month	SAC	SrA Douglas D. Sonnee	91 SPS
	Best Security Police Team	SAC	Olympic Arena Competition	91 MSS
	Best Minuteman Security Police	SAC	Olympic Arena Competition	91 MSS
	Club Manager of the Year	SAC	TSgt Richard A. Lawson	
	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	91 CSG
1977				
Jan-Mar	Supply Man of the Quarter	SAC	SrA Jeffrey D. Little	91 LGS
	Best Crew Chief (Giant Sword)	SAC	SrA Keith Rappleyea	5 OMS ✓
	Outstanding Sr Maint Mgr of Year	SAC	Lt Col Clifford A. James	5 BMW ✓
	Curtis E. LeMay Trophy	SAC	Outstanding Security Unit	91 MSS
	Security Police NCO of the Year	SAC	SSgt William Fellows	91 SPS
	CE Craftsman of the Year	SAC	TSgt Harry J. Corbin	91 CES
	Library Publicity Program Award	SAC		91 CSG
	Historian of the Year	SAC	SSgt Stephen A. Teopfer	91 SMW
	Gen John D. Ryan Award	SAC	Best Bombardment Squadron	23 BMS ✓
	Best Security Police Group of the Year	SAC		91 SPG
1978				
Apr-Jun	Supply Airman of the Quarter	SAC	SSgt Alan C. Elliott	91 LGS
	Blanchard Trophy	SAC	Olympic Arena Competition	91 SMW
	Best Minuteman Wing	SAC	Olympic Arena Competition	91 SMW
	Best Missile Operations	SAC	Olympic Arena Competition	91 SMW

1978 (cont)

	Best Missile Crew	SAC	Olympic Arena Competition	91 SMW
	Best Minuteman Missile Crew	SAC	Olympic Arena Competition	91 SMW
	Best Minuteman Security Police Police Team	SAC	Olympic Arena Competition	91 MSS
	Best Minuteman Communications Team	SAC	Olympic Arena Competition	2150 CS
	Best Electro-Mechanical Team	SAC	Olympic Arena Competition	91 SMW
	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	91 CSG
	Family Housing Branch of the Year	SAC		91 CES
	Best Missile Support Award	SAC		91 CES
	Best Category II Heating Plant Installation Landscape Award	SAC		91 CES
	Best Communications Maint Unit	SAC		2150 CS
	LG Gordon I. Gould, Jr. Trophy	SAC	Best Communications Sq	2150 CS
	First Term Security Police of Yr	SAC	SrA Kim D. Lowe	92 MSS
	Historian of the Year	SAC	SSgt Stephen A. Toepfer	91 SMW
	Col Lee R. Williams Memorial Trophy	SAC	Best Missile Wg in Command	91 SMW
	Gen Bruce K. Holloway Humanitarian	SAC	MASCOT Program	5 BMW ✓
	Best MWR Program	SAC		91 CSG
	Admin Superintendent of the Year	SAC	MSgt John R. Skees	91 CSG
	Civilian Executive Spt Tech of Yr	SAC	Dorothy J. Krause	91 SMW
1979 (Sep)	Safety NCO of the Month	SAC	TSgt Willard T. Rose	91 CES
(Nov)	Maintenance Airman of the Month	SAC	TSgt Thomas O. Droelle	91 SMW
(Dec)	Combat Crew of the Month	SAC		742 SMS
	Best Security Police Team	SAC	Olympic Arena Competition	91 MSS
	Best Minuteman Security Police Team	SAC	Olympic Arena Competition	91 MSS
	Barrentine Trophy	SAC	Giant Sword Competition	5 BMW ✓
	Best Newspaper in Command	SAC	Sentry	91 SMW
	USAF Sec Pol Individual Awards Program	SAC	SMSgt Eddie McAfee	91 SPS
	Library Publicity Program Award	SAC		91 CSG
	Recreation Manager of the Year	SAC	Mr. Claude "Bud" Ebert	91 CSG
	Best MWR Division	SAC		91 CSG
	CBPO Achievement Award	SAC		91 CSG
	LG Gordon I. Gould, Jr. Trophy	SAC	Best Communications Sq	2150 CS
	Col Rolland S. Ash Award	SAC	Best Class I Social Actions Program	91 SMW
	Outstanding Civ Attorney of Year	SAC	Ms Mary P. Burns	91 CSG
	Outstanding Contracting Unit	SAC		91 SMW
	Ivan L. Bishop Award	SAC	Outstanding Command/Control Division	5 BMW ✓
	Charles D. Trail Logistics Award	SAC		91 SMW
	Best Security Police Group	SAC		91 SPG
	Gen John D. Ryan Trophy	SAC	Best Bombardment Sq	23 BMS
	Gen Thomas S. Power Award	SAC	TSgt Thomas O. Droelle (Maint Airman of the Yr)	91 SMW
	Omaha Trophy	SAC	Best Wing in the Command	91 SMW

1980

Best Facilities Maintenance Team SAC Olympic Arena Competition 91. SMW

Minot Air Force Base Numbered Air Force Awards

1961			
Apr-Jun	Col Frank Ellis Trophy	15AF Highest crew/acft ops rating	906AREFS ✓
Oct-Dec	Col Frank Ellis Trophy	15AF Highest crew/acft ops rating	906AREFS ✓
	Best Comm & Electronics Fclty	15AF	4136 SW
	SSgt Haskell Gray Trophy	15AF Outstanding Maint Achievement	4136 SW
1962 (Jan) Supply Airman of the Month			
		15AF SSgt Robert W. Mitchell	4136 SQ
1963			
Jan-Mar	LG Archie J. Olds, Jr. Trophy	15AF Best ORI/Buy Non Exercise	450 BW ✓
Jan-Jun	Col Art Neely Trophy	15AF Best Operations Section	450 BW ✓
(Apr)	Maintenance Man of the Month	15AF MSgt Richard L. Kauffman	450 BW
	Best Fld Maint Squadron	2AF	450 FMS
	Best Airborne Msl Maint Sq	2AF	450 AMMS
1967			
Oct-Dec	Historian of the Quarter	15AF SSgt Maurice A. Miller	450 BW
(Dec)	Communicator of the Month	15AF TSgt Lewis L. Sprague	862 CS
	Outstanding Transportation Off	15AF Capt Collins E. Smith	862 CSG
	Best Officers' Open Mess	15AF	862 CSG
	Best Airborne Safety Program	15AF	450 AMMS
	Best Commissary	15AF	862 CSG
	Outstanding Propulsion Br Maint	15AF	450 FMS
	Tactical Msl Operations Award	15AF	455 SMW
	Outstanding Services Adm Mgr	15AF Sgt Reginald McDow	862 CSG
1968			
Jan-Mar	Historian of the Quarter	15AF SSgt Maurice A. Miller	450 BW
Jan-Jun	Col Art Neely Trophy	15AF Best Operations	450 BW
Jan-Jun	Col John R. McNeil Trophy	15AF Best Missile Maint	91 MIMS
Jan-Jun	Best Jet Propulsion Branch	15AF	5 FMS
(Jan)	Communicator of the Month	15AF SSgt Paul R. Nelson	862 CS
(Mar)	Maintenance Man of the Month	15AF Sgt Arthur D. Nunn	455 MIMS
(Apr)	Communicator of the Month	15AF TSgt John A. Dearing	862 CS
Oct-Dec	Historian of the Quarter	15AF Sgt Arthur L. Paolillo	91 SMW
	Historian of the Year	15AF Sgt Arthur L. Paolillo	91 SMW
	Best Officers' Open Mess	15AF	862 CSG
	Best Consolidated Personnel Ofc	15AF	862 CSG
	Facilities Maint Man of the Year	15AF Mr. Andrew F. Clouse	862 CES
	Best Missile Maintenance	15AF	91 MIMS
	Vehicle & Equip Control Branch Award	15AF	91 SMW
	Shelby V. Shaeffer Trophy	15AF Best Airborne Msl Maint	5 AMMS
	MM Team Training Branch Award	15AF	91 SMW
1969			
Jan-Jun	LG Archie J. Olds, Jr. Trophy	15AF Best ORI/Buy None Exercise	5 BMW
Jan-Jun	Col Patrick Fleming Trophy	15AF Best ORI/Buy None Exercise	23 BMS
(Mar)	Maint Airman of the Month	15AF SSgt Laverne G. Zaitz	5 FMS

1969 (cont)		
(Apr)	Communications Airman of Month	15AF SSgt Guy R. Coombes 862 CS
(Nov)	Communications Airman of Month	15AF TSgt Guy R. Coombes 862 CS
Jul-Dec	BG Loran Briggs Award	15AF Best Alert Crew Facility 5 BMW
	Best Officers' Open Mess	15AF 862 CSG
	Administration NCO of the Year	15AF TSgt John W. Lampsen 862 HQ
	MG Charles M. Eisenhart Trophy	15AF Combat Crew of the Year 91 SMW
	Shelby V. Shaeffer Trophy	15AF Best Airborne Msl Maint 5 AMMS
1970		
Jul-Dec	Propulsion Branch Award	15AF 5 FMS
	CAFI Trophy	15AF Minot AFB
	Best Officers' Open Mess	15AF 862 CSG
	Best Missile Maintenance	15AF 91 MIMS
	MG Charles M. Eisenhart Trophy	15AF Combat Crew of the Year 91 SMW
	Best Launch Control Fclty of Yr	15AF November LCF 742 SMS
	Hospital of the Year	15AF 91 SMW
1971 (Jan)		
	Maintenance Man of the Month	15AF SSgt Michael Jones 91 MIMS
	Best Consolidated Personnel Ofc	15AF 862 CSG
	Historian of the Year	15AF Sgt Michael Born, Jr. 91 SMW
	MG Charles M. Eisenhart Trophy	15AF Combat Crew of the Year 91 SMW
1972		
Jan-Jun	Col Patrick Fleming Trophy	15AF Best ORI/Buy None Cr Perform 23 BMS
Jul-Dec	Col Patrick Fleming Trophy	15AF Best ORI/Buy None Cr Perform 23 BMS
	Col John W. Carroll Trophy	15AF Best Missile Operations 91 SMW
	MPT Branch Award	15AF 91 SMW
	Daniel McDonald Trophy	15AF Best Hounddog Msl Maint 5 AMMS
	Shelby V. Shaeffer Trophy	15AF Best ADM-20 Quail Msl Maint 5 AMMS
1973		
Jan-Jun	Col Patrick Fleming Trophy	15AF Best ORI/Buy None Cr Perform 23 BMS
	Col John R. McNeil Trophy	15AF Best Missile Maintenance 91 MIMS
	Col John W. Carroll Trophy	15AF Best Missile Operations 91 SMW
	Best MM Codes Division	15AF 91 SMW
1974		
Jul-Dec	LG Archie J. Olds, Jr. Trophy	15AF Best ORI/Buy None Exercise 5 BMW
(Aug)	Maintenance Man of the Month	15AF SSgt Orville Gibson 5 FMS
	Col John W. Carroll Trophy	15AF Best Missile Operations 91 SMW
	MPT Branch Award	15AF 91 SMW
	Historian of the Year	15AF Sgt Gary M. Murphy 5 BMW
	Security Police Gp of Yr	15AF 91 SPG
	Busy Razorback Trophy	15AF Best B-52/KC-135 Navigation 5 BMW
1975		
	Best MM Codes Division	15AF 91 SMW
	Best Special Services Division	15AF 91 CSG
	Outstanding Officers' Open Mess	15AF 91 CSG

1976			
Jul-Dec	Col Patrick Fleming Trophy	15AF Best ORI/Buy None Cr Perform	23 BMS
Oct-Dec	Historian of the Quarter	15AF SSgt Stephen A. Toepfer	91 SMW
	Outstanding Jr Maint Manager	15AF Capt William F. Fortner	5 FMS
	Shelby V. Shaeffer Trophy	15AF Best ADM-20 Quail Msl Maint	MMS
	Best Aircraft Maint Unit	15AF	5 BMW
	Equal Opportunity Employer of Yr	15AF Mr. Al Wirtzfield/Paint Shop	91 CES
	First Term Law Enforcement Amn	15AF SrA Douglas D. Sonnee	91 SPS
	Duane Hollis Memorial Award	15AF Best MM Codes Division	91 SMW
	MG Charles M. Eisenhart Trophy	15AF Strategic Msl Crew of Year	91 SMW
	Family Services Volunteer of Yr	15AF Mrs. Janet K. Green	91 SMW
	Recreation Manager of the Year	15AF Mr. Claude "Bud" Ebert	91 CSG
	Club Manager of the Year	15AF TSgt Richard A. Lawson	91 CSG
1977			
Jan-Mar	Historian of the Quarter	15AF SSgt Stephen A. Toepfer	91 SMW
Jan-Jun	Col Patrick Fleming Trophy	15AF Best ORI/Buy None Cr Perform	23 BMW
Jan-Jun	LG Archie J. Olds, Jr. Trophy	15AF Best ORI/Buy None Exercise	5 BMW
Jul-Sep	Historian of the Quarter	15AF SSgt Donald L. Hamilton	5 BMW
	Outstanding Security Police Unit	15AF	91 MSS
	Outstanding Security Police Off	15AF Capt Clifford R. Borofsky	91 SPS
	Outstanding Security Police NCO	SSgt William Fellows	91 SPS
	Historian of the Year	15AF SSgt Stephen A. Toepfer	91 SMW
	Riverside Trophy	15AF Best Wg in 15th Air Force	91 SMW
	Col John W. Carroll Trophy	15AF Best Missile Operations	91 SMW
	Col Art Neely Trophy	15AF Best Bomb Unit Operations	5 BMW
	Lowe-Watson A/G Msl Unit Award	15AF Nest SRAM Reliability	5 MMS
	Shelby V. Shaeffer Trophy	15AF Best ADM-20 Quail Msl Maint	5 MMS
1978			
Apr-Jun	Historian of the Quarter	15AF SSgt Stephen A. Toepfer	91 SMW
Apr-Jun	Supply Amn of the Quarter	15AF AlC Dirk A. Brownlee	91 LGS
Jul-Sep	Historian of the Quarter	15AF SSgt Stephen A. Toepfer	91 SMW
	Historian of the Year	15AF SSgt Stephen A. Toepfer	91 SMW
	Airman of the Year	15AF AlC Kim D. Lowe	92 MSS
	Best Security Police Unit	15AF	91 MSS
	Col John W. Carroll Trophy	15AF Best Missile Operations	91 SMW
	MG Charles M. Eisenhart Trophy	15AF Best Msl Crew of the Year	91 SMW
	LCF Management Award	15AF	91 SMW
	Family Services Volunteer of Yr	15AF Linda K. Fleming	91 SMW
	Admin Superintendent of Year	15AF MSgt John R. Skees	91 CSG
	Civ Executive Spt Technician	15AF Dorthy J. Krause	91 SMW
1979			
Jul-Sep	Historian(s) of the Quarter	15AF TSgt Robert C. Harris	91 SMW
		SrA Martin T. Miller	91 SMW
(Nov)	Maint Amn of the Month	15AF TSgt Thomas O. Droelle	91 SMW
	Riverside Trophy	15AF Best Wg in 15th Air Force	91 SMW
	Best Active Duty Large SP Unit	15AF	91 SPG
	USAF SP Individual Award Program	15AF SMSgt Eddie McAfee	91 SPS

1979 (cont)

Best Performance by 15AF Unit	15AF Giant Sword Competition	5 BMW
Best Performance by 15AF Unit	15AF Giant Sword Competition	91 SPG
Airman of the Year	15AF SrA Kim D. Lowe	92 MSS
LCF Management Division Award	15AF	91 SMW
Logistics Award	15AF	91 SMW
Outstanding Bombardment Unit	15AF	23 BMS
Public Affairs Excellence Award	15AF	91 SMW
Munitions Supply Performance	15AF	5 MMS
Award		
Supply Achievement Award	15AF	91 LGS

APPENDIX B

LIST OF DIVISION, BASE, MISSILE
AND BOMB WING COMMANDERS

DIVISION COMMANDERS AT MINOT AIR FORCE BASE

810th Air Division - 810th Strategic Air Division (SAC)

Jul 62 - May 64	Brigadier General John B. McPherson
Nov 62	Redesignated 810th Strategic Air Division
May 64 - Jun 64	Colonel Howard J. Frey (Interim)
Jun 64 - Oct 65	Brigadier General James H. Thompson
Oct 65 - Jun 68	Brigadier General H. L. Hogan III
Jun 68 - Jul 68	Colonel George L. Newton (Interim)
Jul 68 - Aug 69	Brigadier General Ralph T. Holland
Aug 69 - Aug 70	Brigadier General Roy N. Casbeer
Aug 70 - Jun 71	Brigadier General Alan C. Edmunds
Jun 71	Deactivated

810th Strategic Air Division (Provisional) (SAC)

Dec 72 - Jan 73	Brigadier General John R. Hinton, Jr
-----------------	--------------------------------------

57th Air Division (SAC)

Jan 75 - Apr 76	Brigadier General George D. Miller
Apr 76 - Oct 77	Brigadier General James E. Light, Jr
Oct 77 - Sep 78	Brigadier General Clyde H. Garner
Sep 78 - Sep 79	Brigadier General James D. Gormley
Sep 79 - Jul 80	Brigadier General Stanley C. Beck
Jul 80 -	Brigadier General John A. Shaud

BASE/GROUP COMMANDERS AT MINOT AIR FORCE BASE

32nd Fighter Group - 32nd Air Base Group - 862nd Combat Support Group - 91st Combat Support Group (ADC) (SAC)

Jul 57 - Jul 58	Lieutenant Colonel Joe E. Roberts
Jul 58 - Jun 59	Lieutenant Colonel John B. May
Jun 59 - Oct 60	Colonel Frank Q. O'Conner
Oct 60 - Feb 61	Colonel Richard F. Weltzin
Feb 61	Redesignated 32nd Air Base Group (ADC)
Feb 61 - Oct 61	Lieutenant Colonel Harry V. Bankard
Oct 61 - Jul 62	Lieutenant Colonel Stacey E. Brown
Jul 62	Redesignated 862nd Combat Support Group (SAC)
Jul 62 - Feb 63	Colonel Julius B. Summers
Feb 63 - Aug 63	Colonel H. J. Snaider
Aug 63 - May 66	Colonel Benjamin M. Matlick
May 66 - May 67	Colonel Robert T. Hall, Jr
May 67 - Sep 68	Colonel Boyd B. White
Sep 68 - Jan 69	Colonel Ralph E. Kirchoff
Jan 69 - Sep 70	Colonel George E. Porter
Sep 70 - Nov 71	Colonel David W. Borchert
Nov 71 - Aug 74	Colonel Harvey B. Logan
Jul 72	Redesignated 91st Combat Support Group (SAC)
Aug 74 - Dec 74	Colonel John W. Blanton
Dec 74 - Jul 75	Colonel Robert C. Spencer
Jul 75 - Oct 77	Colonel Billy B. Sifford
Oct 77 - Jul 78	Colonel Kenneth L. Holden
Jul 78 - Sep 79	Colonel Alfred D. Herring
Sep 79	Colonel George S. Cudd

MISSILE WING COMMANDERS AT MINOT AIR FORCE BASE

455th Strategic Missile Wing - 91st Strategic Missile Wing (SAC)

Nov 62 - Jul 64	Colonel Gilbert F. Friederichs
Jul 64 - Jun 67	Colonel John P. Couch
Jun 67 - Jul 69	Colonel B. H. Davidson
Jun 68	Redesignation as the 91st Strategic Missile Wg
Jul 69 - Aug 70	Colonel Robert E. Mullin
Aug 70 - Mar 73	Colonel Grover C. Graves, Jr
Mar 73 - May 75	Colonel Charles E. McCartney, Jr
May 75 - Jul 76	Colonel Pierce L. Smith
Jul 76 - May 77	Colonel William R. Brooksher
May 77 - Mar 80	Colonel Charles L. Lipscomb
Mar 80 -	Colonel Raymond H. Cleveland

BOMBARDMENT WING COMMANDERS AT MINOT AIR FORCE BASE

4136th Strategic Wing - 450th Bombardment Wing - 5th Bombardment Wing (SAC)

Jan 60 - Jul 62	Colonel Harold A. Radetsky
Jul 62 - Jul 64	Colonel Howard J. Fry
Feb 63	Redesignated as the 450th Bombardment Wing
Jul 64 - Aug 64	Colonel Jerrold M. Vivian (Interim)
Aug 64 - Apr 67	Colonel Joel A. Carroll, Jr
Apr 67 - Jul 68	Colonel John R. Hinton, Jr
Jul 68	Redesignated as the 5th Bombardment Wing
Jul 68 - Jul 70	Colonel William Culbertson
Jul 70 - May 72	Colonel Bob M. Garner
May 72 - Jul 74	Colonel William G. Mac Laren, Jr
Jul 74 - Jul 75	Colonel William A. Eveland
Jul 75 - Feb 77	Colonel Kenneth L. Peek, Jr
Feb 77 - Oct 78	Colonel James D. Gormley
Oct 78 - May 80	Colonel Pintard M. Dyer III
May 80 -	Colonel Alfred D. Herring