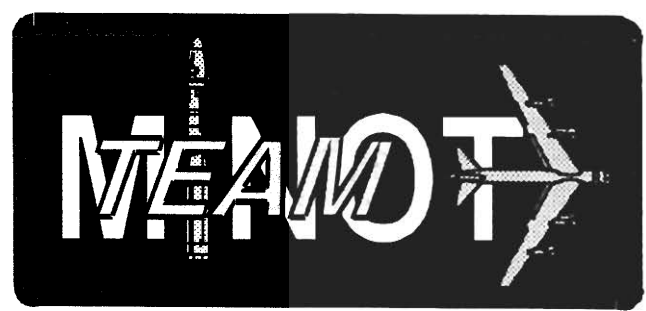


U.S. Air Force

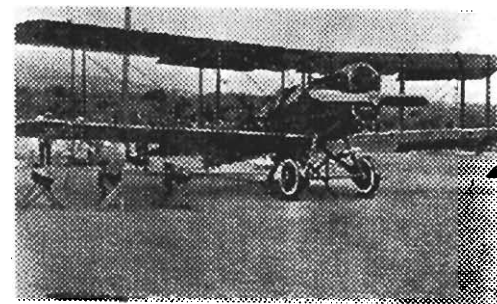


1947 - 1997



The History of the 5th Bomb Wing

Yesterday



**First Aircraft, DH-4
Flown 1919-1929**

Today



**Current Aircraft, B-52H
Flown 1968-Present**

“Guardians of the Upper Realms”

as of 1 Dec 96

Table of Contents

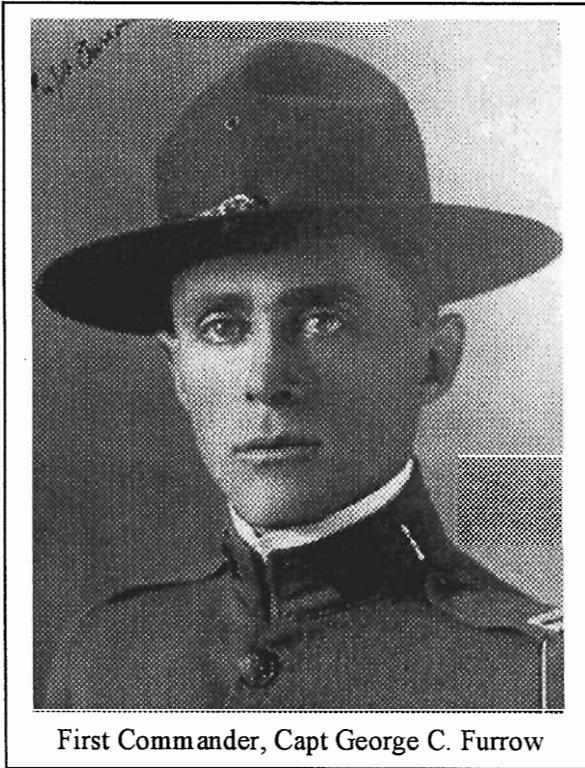
Table of Contents.....	1
History of the 5th Bomb Wing.....	2
5th Bomb Wing Emblem Significance.....	13
Aircraft Flown.....	14
5th Group and Wing Commanders.....	15
5th Bomb Wing Organizational Chart.....	19
5th Bomb Group/Wing Lineage.....	20
Campaigns & Battle Honors.....	21
Station List.....	22
Minot Air Forces Base History.....	23
B-52 Stratofortress.....	24

5TH BOMB WING

The 5th Bomb Wing is currently stationed at Minot Air Force Base, North Dakota, and is assigned to Eighth Air Force. The chain of command extends to Air Combat Command (ACC) and to Headquarters United States Air Force.

The wing is comprised of the 5th Operations, 5th Logistics, 5th Support, and 5th Medical Groups. The wing possesses the Boeing B-52H Stratofortress to develop and maintain an operational capability to perform strategic warfare according to Emergency War Orders and conventional warfare according to contingency plans.

The history of the 5th Bomb Wing traces its lineage nearly eight decades to the infancy of military aviation. The wing has the bestowed honors of the 5th Bomb Group which was originally activated as the 2d Group (Observation) on August 15, 1919, at Luke Field, Territory of Hawaii. In 1921, the 2d Group (Observational)



First Commander, Capt George C. Furrow

was redesignated as the 5th Group (Observation), and a year later as the 5th Group (Pursuit and Bombardment), with the wing's first aircraft being the DeHaviland DH-4. Until the advent of World War II, the "Big 5" crews took time from their bombing, navigation, and gunnery practice to perform various services for the territorial forestry division in the Hawaiian Islands.

In 1935, the group showed its skill and valor during the bombing of the erupting Mauna Loa volcano. The Group (23d and 72d Bombardment Squadrons) flew ten fabric-covered Keystone B-10 bombers over the path of the lava and dropped 20 600-pound bombs with pinpoint accuracy, diverting a molten lava flow from pouring into the city of Hilo.



5th Bomb Group, Luke Field, Hawaii, 1934

At the beginning of 1939, the group moved its quarters from Luke to Hickam Field, which was also on Oahu Island. Prior to World War II, the 5th Bombardment Group flew B-10s, B-17s, and B-18s.

On December 7, 1941, at 7:55 a.m., while the Japanese bombed Pearl Harbor, Hickam Field was also bombed. The attack lasted four hours, during which the Japanese executed successive raids over the

area. The 5th Bombardment Group suffered devastating personnel casualties and serious equipment damage during the raid. The first bombers to fly following the attack were operated by members of the 5th Bombardment Group. The months immediately following this devastating attack were among the most discouraging times ever faced by the unit. Supplies and fuel were extremely scarce and the ever present threat of another attack hung over the islands. Despite this, members of the group responded heroically and carried the battle to the enemy.

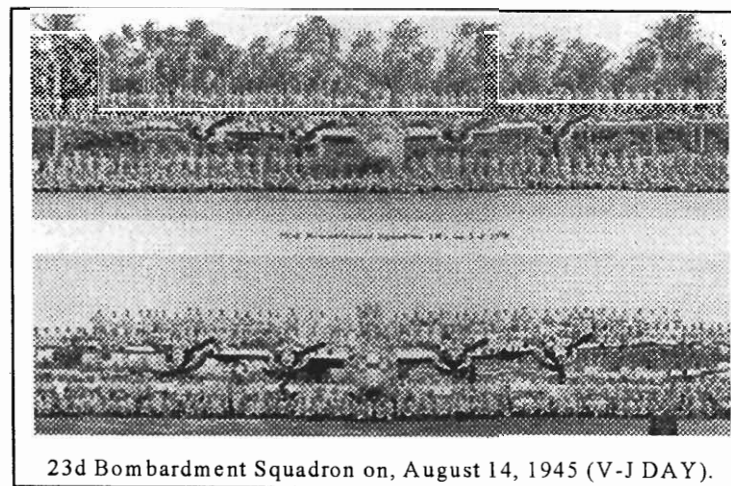
During the weeks that followed Pearl Harbor, the Fifth flew patrol missions searching for any activity that might indicate another attack on Hawaii. On May 26, 1942, Lieutenant A.W. Smith, while on patrol out of Midway, spotted Japanese transports steaming towards Hawaii. The group sent 14 B-17's to join the hazardous operations on June 2, 1942. Two Japanese aircraft carriers, a battleship, a cruiser, and a destroyer suffered direct hits during the four day operation. One aircraft carrier was left burning, a transport was sunk and four Japanese Zero aircraft were destroyed.

The 5th Bombardment Group sailed from Hawaii on November 9, 1942, and began operations from bases in the South Pacific with B-17 and B-24 aircraft. While in the South Pacific, the group operated from Espiritu Santo, Guadalcanal, and several other locations.

There they flew search missions over 1,600 miles of open water in attempts to stop the "Tokyo Express"--fast convoys that brought supplies and reinforcements from Japanese bases in the Northern Solomons. Due to shortages in fuel, the Fifth was unable to support the Guadalcanal fighting. As it was, the battle at sea was won by the carrier planes. In June 1943, the group was reassigned from the 7th Air Force to the 13th Air Force, with Brigadier General Nathan F. Twining as Commander of the 13th Air Force.

Two important actions during World War II were executed against installations in the Wolaei Islands, and the petroleum industries at Balikpapan, Borneo. Operating from Los Negros in the Admiralty Islands, the group was largely responsible for making shambles of the Wolaei Islands, thus cutting off the Japanese supply lines. The Fifth participated in an air raid against the Japanese industry in Borneo in September 1943. Their heroics were invaluable showing bombers could be used for long range missions. Two Distinguished Unit Citations were awarded to the group for these efforts.

In the spring of 1943, the group began replacing its B-17s with B-24s. Operating from Los Negros in the Admiralty Islands, the group pulverized the enemy's installations on the Wolaei Islands cutting their supply lines. The group's bombing strikes against Balikpapan, Borneo, was the center of the Japanese petroleum industry in the Pacific Theater; it was acclaimed as one of the most heroic exploits of the war. At the close of the war, the group operated out of Clark Field, Philippines. During the nearly 4 years of bloody battle, the group participated in 10 major campaigns, flew over 1,000 combat missions, earned the Distinguished Unit Citation and the Philippine Presidential Unit Citation. Its members had accumulated over 13,300 decorations.



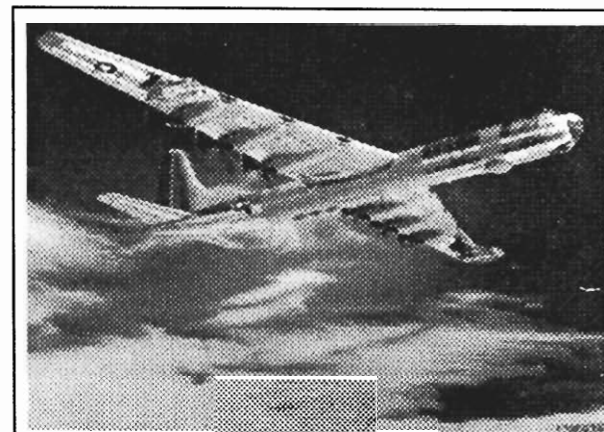
The group's new mission was carried out in detachments, located at Formosa, Cebu, Mindanao, and Luzo in the Philippines, Okinawa in the Ryukyus, Peleiu in the Carolines, Southern Islands, Australia, Dutch New Guinea, New Britian, Guadalcanal, Billito Island, British and Dutch Borneo, and the Celebes.

The Fifth was redesignated the 5th Reconnaissance Group, Very Long Range, Photographic on March 11, 1947. On May 26, 1949, the group moved to Mountain Home AFB, Idaho. In less than 6 months, the group took up residency at Fairfield-Susian AFB, California, which was later renamed Travis AFB in honor of Brigadier General Robert F. Travis, who was killed in a B-29 crash on base in August 1950. Still flying RB-29s, the group's crews began rotational training to Burtonwood, United Kingdom, for photo reconnaissance missions over Europe. On July 1, 1949, the 5th Reconnaissance Wing was established.

Due to critical conditions in the Far East, all personnel were recalled and the group deployed 4 aircraft to Korea for 90 days of reconnaissance duty, and 3 additional aircraft flew photo mapping missions over Puerto Rico in July 1950.

Also during the summer of 1950, the group was informed it would be converted to the B-36 aircraft. On November 14, 1950, the group was redesignated as the 5th Strategic Reconnaissance Wing (Heavy). In December, an all-out conversion effort began and in January 1951, the wing received its two first B-36 aircraft.

The wing was redesignated the 5th Bombardment Wing (Heavy) on October 1, 1955. In 1958, the wing was programmed to convert from B-36 to B-52G aircraft. It was a decisive year of planning and reorganization. Colonel Lucion N. Powell, the wing commander, was in charge of forming, from the parent unit, the nucleus of three new wings to be located at Mather, Travis, and Beale AFBs, California.



The RB and RB/B-36, Flown by the Wing from 1951-1958.

The first B-52G aircraft was delivered to the wing on February 13, 1959, which also marked the 40th year of the wing's existence. By the end of March, the wing had received five bombers, and in September it gained the 916th Air Refueling Squadron (AREFS) which had recently been activated.

In 1960, Colonel C.J. Beck succeeded Colonel Powell, to become the second jet-age commander in the wing's history. In December of that same year, Headquarters Strategic Air Command (SAC) gave the 5th Bombardment Wing (BMW) crew the opportunity to flex its muscle by demonstrating a part of its weapons systems capability. Dubbed Operation "LONG JUMP" it involved a 10,000 mile non-refueling flight designed to set two world records: 1) The distance record for closed circuit flight; 2) The distance record for class C-1 closed circuit flight for jet aircraft. On October 21, 1962, the wing was alerted in response to the Cuban Missile Crisis. On October 23, all aircraft were placed on alert status until November 21, 1962.

Just 13 months before its scheduled inactivation, the Air Force Chief of Staff directed Headquarters SAC to move the 5 BMW and

its assigned units from Travis AFB, California, to Minot AFB, North Dakota. The movement directive specified that the units would move without personnel or equipment on the earliest possible date after July 1, 1968. The last day of B-52/AGM-28B missile ground alert at Travis AFB was July 22, 1968, and July 24 was the last day of 5 BMW residency.

On July 25, 1968, after 18 years at Travis AFB, the wing moved to Minot AFB, North Dakota, without personnel or equipment. Upon his arrival, Colonel William W. Culbertson assumed command of the wing which took control of the assets of the inactivated 450 BMW that had been stationed at Minot AFB. Through this action, the wing gained the newer and more powerful B-52H aircraft and the 906 AREFS. The 906 AREFS was the original SAC unit stationed at Minot AFB.

As the conflict in Southeast Asia grew in intensity, members of the wing's bomber and tanker squadrons began rotational duty to Operations "ARC LIGHT" and "YOUNG TIGER" respectively.

The B-52D was flown at Operation ARC LIGHT; the bomber crews trained at Castle AFB, California. Since the differences in the two aircraft are notable in every position, this training was crucial.

The year 1973 marked the addition of a new weapons system into the wing's inventory, the Short Range Attack Missile (SRAM) which was developed to replace the Hound Dog missile on the B-52. The SRAM was formally activated in the wing on September 28, 1973 and was used on ground alert beginning on December 31, 1973.

On January 15, 1975, the 57th Air Division was activated at Minot AFB and both the 5 BMW and 91st Strategic Missile Wing (SMW) came under its control. Throughout the summer months, the wing

was inspected by the Inspector General, Combat Evaluation Group, and underwent a BUY-NONE Exercise. During 15th Air Forces annual training exercise known as Busy Razorback, the combined efforts of the bomber and tanker crews cemented the wing's placing at the top of all participating units. A month and a half later, the wing participated in Operation HIGH NOON which provided a command-wide comparative evaluation of each unit's ability to respond to simulated operational situations requiring planning and execution within minimum time limits.

As the need to demonstrate America's ability to project strength worldwide surfaced, the Rapid Deployment Joint Task Force, (RDJTF) was formed. In response to this development, SAC created the Strategic Projection Force (SPF) with the wing as the spearhead unit. As a test of the wing's ability, a deployment to Whiteman AFB, Missouri, was conducted from September 22-26, which was hailed as a smashing success. Another test of the wing's ability to perform its SPF mission was BRIGHT STAR during November 1981. During this mission, two bombers flew non-stop from Minot to Egypt and returned in 31 hours. Numerous deployments to Cairo, Egypt and Australia proved the wing's ability to conduct operations from remote locations.

The 1980s were packed with outstanding examples of the 5 BMW's expertise and professionalism which made the wing one of the leaders of the SAC bomber force. In November 1981, the wing received its first Offensive Avionics System (OAS) modified B-52H. The OAS was the first major modification of the B-52 bombing, navigation, and weapons delivery systems; a computerized circuitry that replaced the vacuum tube technology of the 1950s. This conversion was completed by the end of 1983, making the wing the first operational OAS B-52H wing in the free world.

In 1988, the wing conducted numerous joint force exercises such as Ghost Warrior 89-1 and Eligible Receiver. The wing conducted Eligible Receiver in the dead of the night and demonstrated the United States ability to promptly project power anywhere in the world without depending upon foreign bases or over-flight rights. In November, the wing flew fully-loaded aircraft to targets in southern California where they provided the firepower for US Marines simulating a "breakout" from enemy entrapment.

Additionally, the 5 BMW won the Fairchild Trophy during the SAC Bombing and Navigation Competition, signifying the best Bomber/Tanker unit in SAC. Entering 1989, the wing won the Riverside Trophy for being the "Best Wing in Fifteenth Air Force," for a second consecutive year.

Entering the 1990s, the wing demonstrated its war fighting capabilities by deploying aircraft and personnel to the Middle East for the overwhelming victory against Iraq during Operation DESERT STORM. Upon returning, the wing prepared for change as the Air Force directed major reorganization. On June 14, 1991, the wing assumed host responsibilities at Minot AFB, when the 57th Air Division was inactivated. The 5 BMW (Heavy) was redesignated the 5th Wing on September 1, 1991. As the "Cold War" came to an end the wing removed its tankers and bombers from alert status on September 28, 1991.

On June 1, 1992, SAC, Tactical Air Command (TAC), and Military Airlift Command (MAC) were disestablished and the Air Combat Command (ACC) and Air Mobility Command (AMC) were activated. With this reorganization the 5th Wing was redesignated the 5th Bomb Wing (BW) and the 906 AREFS was reassigned to AMC. The following month the 5 BW became the first former SAC unit to host a Blue Flag exercise. In February 1993, the 5 BW received its first Advanced Cruise Missile (ACM). The wing received the Air Force Outstanding Unit Award for the period of July 1, 1991 through June 30, 1993.

The 5 BW participated in the first Air Combat Command Bombing and Navigation Competition in the spring of 1994 (formally SAC competition). The wing won the John D. Ryan B-52 Trophy, The Best B-52 Crew Trophy, and The Bennie L. Davis Most Improved Trophy during the competition.

On September 1, 1994, the 5th Medical Group was redesignated Headquarters 5th Medical Group. There were four squadrons activated and assigned to the group: 5th Dental Squadron, 5th Aerospace Medicine Squadron, 5th Medical Operations Squadron, and 5th Medical Support Squadron. The 72d Bomb Squadron was activated and assigned to the 5th Bomb Wing on December 1, 1994.

Inspectors from the Commonwealth of Independent States (CIS) and escorts from the On Site Inspection Agency (OSIA) conducted an initial Strategic Arms Reduction Treaty (START) bomber baseline inspection on the 5th Bomb Wing. The Fifth was the first US bomber unit to have a heavy bomber base line inspection for START. In July 1995, the wing participated in "NORTHERN VIKING 95," a deployment exercise to Iceland, which was the first deployment of B-52s to Iceland. In September 1995 and again in February 1996, Russian Inspectors conducted START bomber update inspections.

During the winter of 1995-96, the wing had another first when the first female crewmember (pilot) became combat-qualified in the B-52. She completed her training in the 23d Bomb Squadron. In June 1996, the wing flew a Global Power with the Secretary of the Air Force. This was the first time a Secretary of the Air Force had flown on a Global Power Mission. The 72d Bomb Squadron was inactivated on 1 July 1996. On 22 July 1996, Major Gail B. Colvin assumed command of the 5th Services Squadron from her spouse, Lieutenant Colonel James T. Colvin, Jr. This was first time a change of command between spouses occurred in the Air Force.

Excellence, by definition, is the state of surpassing others or being superior; but in everyday practice, excellence is the standard of the "Guardians of the Upper Realms."

5TH BOMB WING



EMBLEM SIGNIFICANCE

The 5th Bomb Wing emblem was taken from the original 5th Strategic Reconnaissance Group. The significance of the green and white are symbolic of the historical infancy of aviation, under Air Service. The vertical nubuly line, dividing the shield of the emblem, is symbolic of strategic reconnaissance in the upper realms. The winged death's head is the militant representation of the mission of the wing. The motto "Kiai O Ka Lewa," translates to "Guardians of the Upper Realms," and was an Hawaiian expression frequently used in battle, not unlike ancient war cries. Tradition has it that there were invisible birds, Kiwaka and Halula, which were birds of the state or of the realms. The motto is taken from the names of these birds and represents the historical reconnaissance mission of the unit.

"GUARDIANS OF THE UPPER REALMS"

AIRCRAFT USED

DH-4	1919 - 1929	A-3	1936 - 1939
HS-2L	1919 - 1926	B-18	1937 - 1942
N-9	1919 - 1920	B-17	1941 - 1943
R-6	1919 - 1920	B-24	1943 - 1945
FD-VIII	1920 - 1926	LB-30	1942
JN-6	1920 - 1929	B-29	1946 - 1952
MB-3	1920 - 1926	C-46	1947 - 1948
NBS-1	1922 - 1929	F-2	1947 - 1949
LB-5	1923 - 1929	F-9	1947
SE-5	1924 - 1926	F-13	1947 - 1948
PW-9	1927	RB-29	1948 - 1951
B-4	1929 - 1937	B/FB-17	1941 - 1949
LB-6	1929 - 1937	RB-36	1951 - 1958
OA-1	1929 - 1937	B/RB-36	1955 - 1958
O-19	1929 - 1937	B-52G	1959 - 1968
P-12	C. 1930 - 1937	EC-135	1968
B-12	C. 1934 - 1939	KC-135	1958 - 1992
BB-10	1934 - 1940	B-52H	1968 - Present

5TH BOMB WING COMMANDERS

Capt George C. Furrow	19 Aug 1919	-	19 Sep 1919
Maj Hugh H. Knerr	19 Sep 1919	-	4 Nov 1919
Maj Sheldon H. Wheeler	4 Nov 1919	-	13 Jul 1921
Capt Harry H. Young	13 Jul 1921	-	25 Jul 1921
Maj John B. Brooks	25 Jul 1921	-	31 Aug 1921
Capt Robert Oldys	31 Aug 1921	-	12 Apr 1922
Maj George E. Stratemeyer	12 Apr 1922	-	17 Jul 1922
Maj George H. Peabody	17 Jul 1922	-	1 Nov 1922
Maj George E. Stratemeyer (later, Capt)	1 Nov 1922	-	16 Jan 1923
Capt Karl H. Gorman	13 Apr 1923	-	11 Aug 1923
Maj George E. Lovell, Jr.	11 Aug 1923	-	7 Apr 1924
Maj Arnold N. Krogstad	7 Apr 1924	-	9 Jan 1926
Maj George E. Lovell, Jr.	9 Jan 1926	-	26 May 1926
Maj Henry J. F. Miller	26 May 1926	-	26 Aug 1926
Maj Percy E. Van Norstad	26 Aug 1926	-	24 May 1929
Capt Raymond E. O'Neill	24 May 1929	-	21 Aug 1929
Maj Maxwell Kirby	21 Aug 1929	-	17 Jun 1932
Capt James F. Powell	17 Jun 1932	-	23 Sep 1932
Maj Vincent B. Dixon	23 Sep 1932	-	26 Oct 1934
Capt Wolcott P. Hayes	26 Oct 1934	-	12 Jan 1935
Maj Asa N. Duncan	12 Jan 1935	-	Oct 1936
Lt Col Millard F. Harmon	Oct 1936	-	Sep 1938

5TH BOMB WING COMMANDERS

Col Shepler W. Fitzgerald	Sep 1938	-	c. Aug 1941
Lt Col Edwin B. Bobzein	c. Aug 1941	-	1942
Col Arthur W. Meehan	1942	-	1 Nov 1942
Col Brooke E. Allen	1 Nov 1942	-	10 Aug 1943
Col Marion D. Unruh	10 Aug 1943	-	31 Dec 1943
Lt Col Joseph E. Reddoch, Jr.	31 Dec 1943	-	4 Apr 1944
Col Thomas C. Musgrave, Jr.	4 Apr 1944	-	21 Apr 1944
Col Joseph E. Reddoch, Jr.	21 Apr 1944	-	15 Aug 1944
Col Thomas C. Musgrave, Jr.	15 Aug 1944	-	28 Feb 1945
Maj Albert W. James	28 Feb 1945	-	15 Mar 1945
Col Isaac J. Haviland	15 Mar 1945	-	5 Jul 1945
Lt Col Albert W. James	5 Jul 1945	-	unknown
unmanned	1946	-	1947
Col Herbert K. Baisley	16 Jan 1947	-	unknown
Col Waldine W. Wessmore	16 Jul 1949	-	11 Nov 1949
Col Horace M. Wade	12 Nov 1949	-	25 Nov 1949
Col John H. Davis	26 Nov 1949	-	31 Nov 1950
Brig Gen Robert F. Travis	1 Feb 1950	-	5 Aug 1950
Col Carlos J. Cochrane	6 Aug 1950	-	9 Aug 1950
Col Joe W. Kelly	10 Aug 1950	-	9 Feb 1951
Col Walter E. Arnold	10 Feb 1953	-	26 Sep 1953

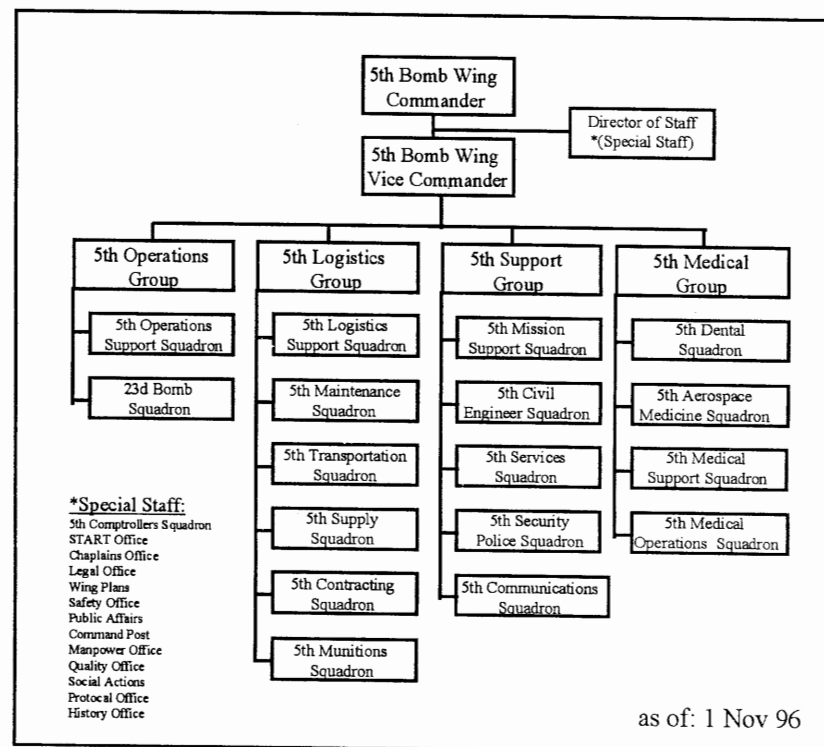
5TH BOMB WING COMMANDERS

Col Willis E. Beightol	27 Sep 1953	-	30 Sep 1953
Brig Gen Edwin B. Broadhurst	1 Oct 1953	-	13 Jan 1955
Col Albert F. Fahy, Jr.	14 Jan 1955	-	8 Mar 1955
Col Edwin G. Simenson	9 Mar 1955	-	2 Mar 1956
Col Albert F. Fahy, Jr.	3 Mar 1956	-	22 Mar 1956
Col Lucion N. Powell	23 Mar 1956	-	16 Apr 1960
Col Charles J. Beck	17 Apr 1960	-	1 Jun 1962
Col Martin E. Plocher	2 Jun 1962	-	3 Jun 1964
Col William R. Smith	4 Jun 1962	-	20 Apr 1964
Col Robert E. Blauw	21 Apr 1964	-	6 Jul 1964
Col Rodger L. Howard	7 Jul 1964	-	26 Jun 1966
Col Richard M. Hoban	27 Jun 1966	-	9 Jun 1967
Col Robert E. Blauw	10 Jun 1967	-	1 Jul 1968
Col George E. Burch	2 Jul 1968	-	24 Jul 1968
Col Robert W. Culbertson	25 Jul 1968	-	17 Jul 1970
Col Bob M. Garner	18 Jul 1970	-	9 May 1972
Col William G. MacLaren, Jr.	10 May 1972	-	23 Jul 1974
Col William A. Eveland	24 Jul 1974	-	27 Jul 1975
Col Kenneth L. Peek, Jr.	28 Jul 1975	-	30 Jan 1977
Col James D. Gormley	31 Jan 1977	-	2 Oct 1978
Col Pintard M. Dyer III	3 Oct 1978	-	4 May 1980

5TH BOMB WING COMMANDERS

Col Alfred D. Herring	5 Feb 1980	-	11 Feb 1981
Col Fredrick B. Jaicks	12 Feb 1981	-	4 Mar 1982
Col Allan C. Blaisdell	5 Mar 1982	-	1 Feb 1983
Col Alan V. Rogers	2 Feb 1983	-	13 Jun 1984
Col Robert M. Marquette, Jr.	13 Jun 1984	-	23 May 1986
Col Benard W. Gann	23 May 1986	-	16 Mar 1988
Col John Wiley III	16 Mar 1988	-	23 Apr 1989
Col Kenneth S. Boykin	24 Apr 1989	-	24 May 1989
Col David L. Young	25 May 1989	-	30 Oct 1991
Brig Gen William R. Hodges	31 Oct 1991	-	23 Aug 1993
Brig Gen Ralph Pasini	24 Aug 1993	-	6 Aug 1995
Col Regner C. Rider	7 Aug 1995	-	31 Jul 1996
Col Robert J. Elder, Jr.	1 Aug 1996	-	Present

5TH BOMB WING ORGANIZATION



LINEAGE

- Authorized: Established the 2d Group (Observation) and organized on 15 August 1919
- Redesignated: 5th Group (Observation), 14 March 1921
- Redesignated: 5th Group (Pursuit and Bombardment), 9 June 1922
- Redesignated: 5th Group (Composite), 11 June 1922
- Redesignated: 5th Composite Group, Date unknown
- Redesignated: 5th Bombardment Group, 9 March 1938
- Redesignated: 5th Bombardment Group (Medium), 6 December 1939
- Redesignated: 5th Bombardment Group (Heavy), 20 November 1940
- Redesignated: 5th Bombardment Group, Heavy, 12 September 1944
- Redesignated: 5th Bombardment Group, Very Heavy, 30 April 1946
- Redesignated: 5th Reconnaissance Group, Very Long Range, Photographic, 11 March 1947
- Established: 5th Strategic Reconnaissance Wing on 1 July 1949
- Redesignated: 5th Strategic Reconnaissance Wing, Heavy on 14 November 1950
- Redesignated 5th Bombardment Wing, Heavy, 1 October 1955
- Redesignated: 5th Wing, 1 October 1991
- Redesignated: 5th Bomb Wing, 1 June 1992

5TH BOMB WING CAMPAIGNS AND BATTLE HONORS

Distinguished Unit Citations:

Woleai Island	18 April - 15 May 1944
Borneo	30 September 1944

Presidential Unit Citations:

Navy (Pacific)	1 - 9 December 1942
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Foreign Presidential Unit Citation:

Philippine

Campaign and Battle Honors:

Central Pacific	Guadalcanal
New Guinea	Northern Solomons
Eastern Mandates	Bismark Archipelago
Western Pacific	Leyte
Luzon	Southern Philippines

Air Force Outstanding Unit Awards:

1 July 1983 - 30 June 1984
1 July 1985 - 30 June 1986
1 July 1991 - 30 June 1993

STATION LIST

Luke Field, Territory of Hawaii:	15 Aug 1919	-	1 Jan 1939
Hickam Field, Territory of Hawaii:	1 Jan 1939	-	9 Nov 1942
Espiritu Santo, New Hebrides:	1 Dec 1942	-	19 Aug 1943
Guadacanal, Solomon Islands:	19 Aug 1943	-	4 Feb 1944
Munda, New Georgia:	4 Feb 1944	-	9 Apr 1944
Los Negros, Admiralty Islands:	9 Apr 1944	-	17 Aug 1944
Wakde, New Guinea:	17 Aug 1944	-	16 Oct 1944
Morotai, Halmahera, Molucca Islands:	16 Oct 1944	-	5 Mar 1945
Samar, Philippine Islands:	Dec 1945	-	6 May 1949
Clark Field, Philippine Islands:	Dec 1945	-	6 May 1949
Mountain Home AFB, Idaho:	16 Jul 1949	-	11 Nov 1949
Fairfield-Suisun AFB, California (later Travis AFB):	12 Nov 1949	-	25 Jul 1968
Minot AFB, North Dakota:	25 Jul 1968	-	Present

MINOT AIR FORCE BASE NORTH DAKOTA

Minot Air Force Base (AFB) is located approximately 13 miles north of Minot, North Dakota. The base covers 5,000 acres, while the Minuteman III missile complex covers more than 8,000 square miles of public land surrounding the base.

The history of the base dates back to the early 1950's. Local businessmen and citizens donated approximately \$50,000 to buy the first portions of land for the base. The groundbreaking for Minot AFB took place on July 12, 1955. The base started out as an Air Defense Command and the first unit was the 32d Fighter Group, activated in February 1957. The missile field was constructed from January 1962 through April 1964.

Minots workforce is about 5,800 military and civilians and makes it one of the largest single employers in North Dakota. The population totals more than 11,400 counting family members and retirees in the area.

Today the base is home for the 5th Bomb Wing (host unit) and the 91st Missile Wing (assigned to Air Force Space Command). The primary aircraft assigned to the base is the B-52H Stratofortress (arrived in July 1961) and is assigned to the 5th Bomb Wing. The UH-1N helicopters are flown by the 91st Missile Wing (54th Rescue Squadron).

With quality in action, Minot people can truly boast that, as the sign over the main gate states, "Only the Best Come North."

B-52H STRATOFORTRESS

MISSION

Air Combat Command's B-52 is a long-range, heavy bomber that can perform a variety of missions. The bomber is capable of flying at high subsonic speeds at altitudes up to 50,000 feet (15,166.6 meters). It can carry nuclear or conventional ordnance.

BACKGROUND

For more than 35 years B-52 Stratofortresses have been the primary manned strategic bomber force for the United States. Updated with modern technology, the B-52 fleet will continue into the 21st century as an important element of our nation's defense.

The B-52A first flew in 1954, and the B model entered service in 1955. A total of 744 B-52s were built. The last, a B-52H (tail number 61-0040) was delivered in October 1962. Only H models are currently in the Air Force Inventory. The final B-52H (tail number 61-0040) produced is stationed at Minot AFB

GENERAL CHARACTERISTICS

Primary Function:	Heavy bomber
Contractor:	The Boeing Military Airplane Co.
Power Plant:	Eight Pratt & Whitney engines: H model - TF33-P-3/103 turbofan
Thrust:	H model has up to 17,000 pounds (7,650 kilograms) (each engine)