

## 152 AIRLIFT WING



### MISSION

#### LINEAGE

152 Fighter Interceptor Group designated and allotted to Nevada ANG, 1958  
Extended federal recognition and activated, 19 Apr 1958  
Redesignated 152 Tactical Reconnaissance Group, 1 Mar 1961  
Federalized and placed on active duty, 26 Jan 1968  
Released from active duty and returned to Nevada state control, 7 Jun 1969  
Redesignated 152 Reconnaissance Group, 15 Mar 1992  
Redesignated 152nd Airlift Wing, 1 Jan 1996

#### STATIONS

Hubbard Field (later Cannon International Airport), NV, 19 Apr 1958  
Reno ANGB, NV, 1991

#### ASSIGNMENTS

Nevada Air National Guard, 19 Apr 1958

#### WEAPON SYSTEMS

##### Mission Aircraft

F-86, 1958-1961  
RB-57, 1961  
RF-101, 1965  
RF-4, 1975  
C-130, 1996

##### Support Aircraft

C-12

### **COMMANDERS**

Col James W. Dalzell, Sep 1959

Col Jack La Grange, Jr., Jan 1970

Col Ashley Van Slyck, Jul 1976

Col Wayne B. Adams, Jr., Mar 1977

Col John A. Molini, Dec 1984

Col Ernest S. Clark, Jun 1989

Col Charles E. Chinnock, Jr., Mar 1994

### **HONORS**

**Service Streamers**

**Campaign Streamers**

**Armed Forces Expeditionary Streamers**

**Decorations**

### **EMBLEM**





Azure, two mountains Vert snowcapped Argent issuing from base, overall a hawk Buff detailed Gold Brown, beak, talons and eye Or emitting a beam of light Or to dexter base throughout, all within a diminished bordure Yellow. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "152D AIRLIFT WING" in Blue letters. **SIGNIFICANCE:** Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel.

#### **MOTTO**

#### **NICKNAME**

#### **OPERATIONS**

On the 26th of January 1968 all elements of the Nevada Air National Guard except the State Headquarters in Carson City, were called to active duty with the United States Air Force. The call-up was ordered by President Lyndon B. Johnson as he responded to the crisis created by the North Korean capture of the USS Pueblo. The recall differed from the 19-51 tour as there was no alert or "get-ready" period involved. The 76 Officers and 552 Airmen recalled were notified on the 25th of January to report for duty on the morning of the 26th.

By the end of August 1968 all units and personnel of the Nevada Air National Guard had been reassigned and relocated. This was the largest reassignment action in the history of recalled Air National Guard units.

The 152d Tactical Reconnaissance Group, 152d Consolidated Aircraft Maintenance Squadron, 152d Supply Squadron and the 152d Communications Flight-less equipment and personnel were reassigned to Richards-Gebaur AFB, Missouri.

In December 1968 it was announced that the recalled units and their assigned personnel would be demobilized effective 9 June 1969. In preparation for the release and reconstitution of the Nevada units, Headquarters USAF authorized the early release of one airman for the purpose of implementing an aggressive recruiting program to bring the personnel strength back up to an

acceptable level. This was due to the anticipated loss of hundreds of the members who no longer were obligated to remain in the Air Guard. SMSgt Gerald L. Larson who was then assigned to the 152d Combat Support Squadron, Suwon, Korea, was selected for this duty and was released from EAD effective 26 February 1969. Authorization was obtained from the National Guard Bureau to enlist one hundred and twenty-one men prior to release of the unit. Sergeant Larson enlisted the personnel within the time allowed.

The demobilization plan for the Nevada ANG units as established by Headquarters USAF required all members be reassigned to their home station at Reno Municipal Airport. Personnel were to arrive between 25-30 May 1969 for final out processing with release effective 9 June 1969.

Coronet Snipe II (July 1985) Over 300 personnel from the 152nd Tactical Reconnaissance Group deployed to Ingolstadt, West Germany (with some medical personnel deployed to Wiesbaden Airbase) for up to 21 days making this the largest peacetime training overseas deployment for Nevada Air National Guard.

Operation Desert Shield /Desert Storm (December 1990-April 1991) The 152nd Tactical Reconnaissance Group carried out Gulf War aerial reconnaissance missions to photograph targets for war preparation and bomb damage assessment. One hundred thirty-five Guardsmen truly became Battle Born, Battle Tested.

Sixty-two Guard members were brought to active duty for several weeks to provide 24-hour security for state military and civilian personnel and resources. In October, the adjutant general, in conjunction with the governor, reduced the scope of the security, though several dozen extra security soldiers and airmen remain on active duty at the Clark County Armory, Washoe County Armory, Yerington Armory and the Jacobsen Building in Carson City.

Also in October 2001, the governor and the adjutant general brought 115 soldiers and airmen to active duty to assist with security at Elko Regional Airport, McCarran International Airport in Las Vegas, and the Reno-Tahoe International Airport. Guard members around the nation were doing the same in their own states. The troops remained in place until April 2002.

2005 31 Aug One C-130 assigned to the 152d Airlift Wing, Nevada ANG, transported thirty medical support personnel from Kelly AFB, Texas, to Baton Rouge, Louisiana.

4 Sep A C-130 Scathe View aircraft assigned to the 192nd Airlift Squadron, 152d Airlift Wing, Nevada ANG, was activated to support hurricane relief operations. The 152d Airlift Wing deployed their Scathe View aircraft and crews to Maxwell AFB, Alabama. The 152d Intelligence Squadron, Nevada ANG, deployed two Intelligence Officers to NAS New Orleans to serve as Intelligence Liaison Officers for JTF-Katrina Scathe View missions. The 192d Airlift Squadron flew its first Scathe View mission in support of hurricane relief operations. Scathe View provides real-time imagery of the ground both day and night via electro-optical and infrared sensors mounted on the aircraft. The sensors transmitted imagery to a ground-based display system for

analysis. The 192<sup>nd</sup> Airlift Squadron, 152<sup>d</sup> Airlift Wing, Nevada ANG operates specially modified C-130H to perform aerial reconnaissance missions. Scathe View assisted in search and rescue missions and provided aerial mapping of the stricken area.

14 Sep Scathe View personnel from the 152<sup>d</sup> Airlift Wing, Nevada ANG, returned from NAS New Orleans and Maxwell AFB, Alabama to home station in Reno, Nevada.

2010 RENO – Everyone in the Nevada National Guard knows that the name of the base in Reno is the Nevada Air National Guard Base – or is it? In the early 1970s, the majority of people referred to the base as the May Air National Guard Base. What’s officially correct? Actually, both names are technically correct. People often refer to the base as May Air National Guard Base, but to quell any confusion surrounding who maintains the base and its location, it’s proper to say Nevada Air National Guard Base in Reno. All of the confusion stems from events that occurred decades ago. In the summer of 1961, Maj. Gen. James May, the Adjutant General of Nevada, was recognized for his service when the Air Guard base in Reno was renamed May Air National Guard Base. The dedication was the high point of the annual Governor’s Day ceremony. Gov. Grant Sawyer’s representative, State Controller Keith Lee, made the dedication address honoring May, who was largely responsible for establishing the facilities at the base. A plaque was presented to May in recognition of his years of service to the state of Nevada and the National Guard. The plaque is currently located at the northwest corner of Sierra Air National Guard Association building. The May Air National Guard Base designation was unofficial. According to retired Maj. Gen. Giles Vanderhoof, the Nevada Air Guard was told to avoid the use of May Air Base. Vanderhoof said because the federal government and U.S. Air Force owned the base and the property, they were the naming authority. The base was officially designated as the Nevada Air National Guard Base at Reno. Still, the May Air National Guard Base nomenclature was common through the early 1990s. The Air Force say the Nevada Air National Guard Base in Reno remains the official name of the facility.

2010 CARSON CITY – Nevada’s Air National Guard will be busy this year. Several training and real-world missions are on tap to keep hundreds of Airmen on their toes throughout the year. The Air Guard will focus on three specific operations: Project Liberty, Operation Coronet Oak and Shadow Harvest. Project Liberty is an Air Force effort to deploy several aircraft to Afghanistan and Iraq, beginning in April, to aid in high-value targeting and other tactical intelligence missions. The aircraft are C-12 planes refitted with the latest intelligence gathering equipment. The refitted C-12s are redesignated MC-12Ws. According to Lt. Col. Kyle Reid, 192<sup>nd</sup> Squadron commander, this mission will put the Nevada Air Guard on the front lines of Operations Iraqi Freedom and Enduring Freedom. “This is big for us,” he said. “Our guys are going to be in aircraft directing the action on the front lines supporting the mission. For a lot of us, this is the first time we’re working with brand new aircraft – especially when it will be in a front-line environment.” Other Airmen will participate in Operation Coronet Oak. Aircraft and aircrew from the 152<sup>nd</sup> Airlift Wing will head to San Juan, Puerto Rico, to provide airlift support for U.S. Southern Command with logistical and contingency support throughout Central and South America. Coronet Oak operations will include embassy resupply, support for the Drug Enforcement Agency, search and rescue missions, disaster relief and medical evacuation

assistance. Shadow Harvest is the name of a new suite of intelligence sensors that can be fitted on C-130s and are designed to identify targets concealed under camouflage or foliage. Reid said the airlift wing will spend much of the upcoming year familiarizing itself with the sensors. He added that the entire Air Force C-130 fleet will make the equipment transition as soon as enough systems are available to be fitted on the aircraft. He believes the advanced wing mounted system will be a significant upgrade to the existing systems. Nevada's Air Guard isn't just involved in these three projects. Hundreds of Airmen remain deployed in Kuwait, Kyrgyzstan, Iraq, Afghanistan, Turkey and Qatar, in addition to the 232nd's unmanned aerial operations based at Creech Air Force Base in Indian Springs taking the fight to the enemy.

The Nevada Air National Guard's 152nd Airlift Wing is upgrading its entire fleet of C-130 Hercules for the second time since it took on the mission in 1996. The wing should receive all six of the C-130 H3 models and two H2.5 models by early 2016, according to a release . The aircraft will be about 10 years newer than the C-130 H2 models the wing flies now, will have about 10,000 fewer flight hours, upgraded engines, and digital flight instruments and fuel gauges, states the release. "It is a significant upgrade and it should help increase mission capability with more reliable equipment," said wing commander Col. Karl Stark. The older Herc models had analog instruments. Air National Guard Director Lt. Gen. Stanley Clarke told House legislators in March that upgrading legacy C-130Hs to comply with Federal Aviation Administration requirements that would allow them to operate in US and international airspace beyond 2020 is "absolutely priority one." 2015

The 152d TRG arrived at Shaikh Isa Air Base in the Persian Gulf December 1990 with two of Renos RF-4C jets. They relieved the 11 7th TFW ANG Recce unit from Alabama and took possession of their aircraft that had been based out of Al Dhafra, in the United Arab Emirates. After relocating the aircraft to Shaikh Isa, the 152d initially shared ramp space with Marine Air Group (MAG) 11 and later relocated to "Recce Row", as new revetments were built in the South Loop expansion area. By wars end, the 192d had flown over 662 hours during 265 sorties. The Recce aircrew frequently flew well below 20,000 feet to acquire their targets, putting themselves in harms way time and time again. The finished products (processed film, prints and reports) were usually transported using a C-21 lear jet. The packages were flown to each of the twelve deployed fighter wings and one to CENTAF HQ in Riyadh, Saudi Arabia, where it was used to establish targets and assess battle damage. During their stay, the PPIF processed over 60 miles of film. Conditions were demanding for maintenance personnel at Shaikh Isa. Daily temperatures climbed to 130 degrees on the ramp and shifts lasted a minimum of 12 hours. Unit members worked diligently to put the aircraft in top condition as quickly as possible. By the end of December mission capable rate reached 92.2%, and the 152d CAMs mission capable rate for the duration of the war averaged 91.6%.

For most of the 152d enlisted members, the days of the war were evenly divided into 12 hour workshifts on or near the flightline, and 12 hours of rest and boredom in tent city. Air Force engineers at Shaikh Isa AB, on the Island of Bahrain) constructed a huge city to house Air Force personnel. Tent city boasted a movie tent, a simple laundry service of sorts (there was no bleach so whites became greys), a post office (postage was free) weight and exercise tents,

shower tents and several 'water-closet' tents. The tents Reno occupied were desert tan and climatized by a heater/air conditioning unit that blew through a fabric tube suspended from the ceiling. Initially, we slept on plain cots, but added foam pads on plywood 'surfboards' as mattresses. Storage space was at a premium and after a pallet of plywood arrived from home, Roger Edwards built an innovative collection of entertainment centers, tables, night stands, bunkbeds, foot lockers, and about anything else you asked for. The furniture was modest, functional and (along all the TVs, stereos and microwaves we brought) enriched the quality of life in Tent City.

The first bunkers at Shaikh Isa were simple concrete culverts delivered by forklift. After a few of these collapsed under their own weight (they weren't reinforced with rebar), the 152d started building their own bunkers next to each tent. On the flight line, they turned to MSgt Bill Amunson. As a young marine in Vietnam, Bill had survived the seige of Khe Sanh and built countless bunkers. Under his tutelage, maintenance built a bunker on the flight line that would have stopped just about anything short of a direct hit. The bunkers came in handy from the very first night of the war, as Scud alarms became a nightly ritual. Hidden by day, the Iraqi Scud launchers came out after sundown and fired throughout the night. While this annoyed the night shift, it really put a strain on the day shift, who after a twelve hour shift, slept in their chem gear, and had to mask up and head for a bunker during each attack. Just to give some of the frequency of attacks, MSgt Jeff Truitt kept a tally of the attacks on his helmet, but gave up after thirty or so.

Preflights were meticulously conducted on the RF-4Cs to ensure the safety and success of each mission. The 152d Maintenance Squadron checked that all aircraft systems were fully mission capable.

Each aircraft was configured "three bags full" (three fuel tanks), an expression used to describe an RF-4C fully loaded with fuel tanks and more fuel gave the pilots "longer legs" extending flight time.

After fueling, the sensor systems were checked. The KS127 was the main camera used in the primary RF-4C. The secondary aircraft carried the KA-91, KS-54 and the KS-87. The cameras were set up to independently photograph, depending on the location or the angle of attack required for the target. Each aircraft (including spare aircraft), was configured to support a specific mission.

The aircraft were also loaded with Electronic Counter Measure (ECM) pods, "chaff" canisters and flares. These defense systems were designed to detect signals and decoy enemy Surface-to-Air Missiles (SAM) and Anti-Aircraft Artillery (AAA) fire away from the aircraft. The pilots, delivered by van, were then strapped into their seats, and final equipment inspections were made. Before leaving the revetment, the aircraft were tested to ensure correct IFF (Identify Friend or Foe) code was being emitted in addition to a final ECM pod check. The aircrew then taxied the aircraft approximately 1/3 mile down to where the RF-4C was given an "end of runway" check. Maintenance crew members carefully inspected the landing gear, engines and flight

controls for any last minute problems.

Start up, a term used to describe the Phantom coming to life as all aircraft systems come line. The crew is now ready to accomplish the air tasking order from mission planners in Riyadh. Aerial intelligence (photo reconnaissance) data were provided by our RF-4C aircraft and aircrews for target location that included mobile Scud launcher sites. After an aircrew briefing and walkaround, the ground crew maintenance teams executed the RF-4C start-up; teamwork and safety were the cornerstone of a successful mission. As the Phantoms taxied out onto the active runway, the aircrews awaited for takeoff clearance from the control tower. The crews then rapidly accelerated the aircraft down the runway, and carried the RF-4Cs north into the skies of Kuwait. A satisfied team of dedicated Guardsmen watched attentively as the jets rose parallel to the waters edge of the Persian Gulf. The thunderous roar of jet engines served as a powerful reminder that every role was vital to the mission.

"Late in the afternoon of January 27, 1991 , aircrews of the 192nd Reconnaissance Squadron, 152nd Reconnaissance Group, Nevada Air National Guard were called upon to fly north to Kuwait. Their mission was to photograph open oil manifolds which were draining crude oil into the Persian Gulf on the order of Saddam Hussein. Equipped with special sensors which provide highly detailed photographs from long distances, the two RF- 4C aircraft from the 192nd took off from Shaikh Isa Air Base, Bahrain, without fighter escorts. Relying on their speed and the skills of the aircrews, the "Phantoms" had to enter enemy territory alone and unarmed. The target area was a 40 kilometer strip of heavily defended coastline adjacent to Kuwait City. Arriving in the target area, the fighter leader determined that due to the heavy smoke cover from burning oil wells, the planned high altitude photo run would not work. To obtain usable photos of the area, the flight would have to approach the target area parallel to the coast and below the smoke cover. As the RF- 4Cs approached the objective, they were fired upon by anti-aircraft artillery and surface- to-air missiles. Low visibility required the flight to make another pass at the target to ensure adequate coverage. Clear photographs were obtained by both aircraft, which were forwarded the same night to U.S. Central Command. The following day, these photos were used by Allied fighter-bombers to attack the oil manifolds and stop the flow of crude oil into the Persian Gulf'

The early summer of 1995 brought an official press release of the C-130 coming to Reno. The 152d RG was leaving the fighter business. The final decision had been reached and the challenge set forth. The base conversion to the C-130E officially began October 1995.

The Base Training Office personnel began the work of arranging extensive training programs that would be required to make the transition. This enormous task included processing orders, finalizing school dates, realigning numerous personnel to new shops and squadrons required to fit the structure of the new C-130 program.

The Maintenance Squadron began determining how and where to train hundreds of their personnel with two of the incoming C-130s dedicated solely for maintenance training in Channel Islands, CA. The aircraft bearing the tail number 62-1858, the first C130 to arrive and

have "NV" painted on her tail, spent time in Reno for "Show and Tell" familiarization; then moved to Southern California in support of the maintenance training effort. The Operations Group transition included retraining of Pilots and Navigators and training programs for the three new crew positions required to operate the C-130. The new Pilot/Navigator team positions were a co-pilot, two enlisted air crew, a Flight Engineer and Loadmaster. The initial phases of aircrew training were conducted at Little Rock AFB, AR. The Logistics Group had the painstaking task of adding new equipment and bench stock listings in their computers as well as conducting a complete turnover of warehouse stock "Herc" equipment began arriving in a steady stream. Supply received new C-130 parts while simultaneously shipping out a 20 year stockpile of F-4 parts. Civil Engineering worked closely with contractors to redesign and construct base facilities to accommodate the demands of the new C-130. The entire maintenance and ramp area were in need of complete remodeling for the new demands the C-130 would put on the unit. During the final F-4 days, the Intelligence Squadron began training for the C-130s reconnaissance mission, "Pacer Coin:" The new mission added an additional 12 members to the crew as well as photography and video capabilities. The Hercules transition involving the entire base was now in full swing. All personnel met the challenge in true "High Roller" form and the 152d was well on its way to becoming a fully "Mission capable C130 unit"

In April 1996 the C-130E aircraft landed in Reno to stay. The arrival brought major changes to the Nevada Air National Guard. These changes took us into negotiations with the Reno/Tahoe International Airport for the relocation of the Guard to the south end of the airport. Due to the negotiations, decisions for changes on major structures and ramp expansions were delayed. The need for new maintenance and support facilities became readily apparent.

Throughout 1996, maintenance conducted their work on the C-130 at locations that included Channel Islands, CA and Hill AFB, UT. The isochronal (ISO) section moved to McClellan AFB, Sacramento, CA for major inspections until completion of the new hangar door. During the first six months, 20 Logistics Group personnel sacrificed time with their families and comforts of home to work out of state in California, returning home on weekends for visits.

November 1997 construction of the new hangar door was completed as well as the temporary fuel hangar and new fuel cell hangar. The ramp was expanded, taxi lines were painted and aircraft parked in their appropriate spots. The maintenance shops found new homes; the engine shop moved to the fuel hangar; structural repair moved to the old engine shop, and the new 152d Aerial Port Flight moved into the avionics area. Work tempo remained at an all time high.

In 1996 personnel returned from maintenance training and the change in the daily maintenance mission of the C-130 became a new reality. The knowledge gained during training highlighted the enormity of the task at hand. A master plan was implemented and the top-notch 152d maintenance organization was ready. The age of the C-130 airframes create tremendous challenges to keep them flying. While newer aircraft are designed with modular systems that can be easily replaced, most Hercules systems have a myriad of parts and subsystems which are difficult to troubleshoot and repair or replace. Supporting logistics

missions has proven to be a very different proposition than supporting fighter operations. Unlike the fighter business, logistics is a twenty-four hour, seven day a week mission even in peacetime. For example, over 200 pieces of support equipment were built in-house, many of the pieces considered standard issue could not be procured through the supply system. A 'prop' house, fuselage cradles, wing tank dollies, and prop stand were among the items built right here in Reno.

The Nevada Air Guard flightline ramp turned into a river during record flooding in January 1997. The flood endangered C-130s parked in front of their hanger. Debris accumulated on the ramp from the nearby Hilton Hotel driving range and the adjacent Reno/Tahoe International Airport. Airline food trays and golf balls were seen floating past C-130s. Governor Bob Miller called the Nevada Air National Guard to State active duty to help the local community fight the flooding Truckee River.

152d Guard members were dispatched throughout the Truckee Meadows area and as far south as the California border. They performed a variety of tasks to help minimize the damage by establishing roadblocks, providing security and sandbagging operations. A quarter-of-a-million sandbags were shipped into the region along with 80,000 pounds of temporary runway matting for repairs at the Reno/Tahoe International Airport. Once again the "High Rollers" were there when the community was in need.

The Nevada Air National Guards first exposure to the Pacer Coin reconnaissance mission was during the summer of 1994 during the Rwandan Crisis. The 152d Intelligence Squadron provided photo processing and intelligence interpretation during this humanitarian effort. Less than a year later, the 152d was given the Pacer Coin mission from the USAF. In July 1995, aerial observer training got under way. By October, C-130 Super ES (tail numbers 62-1819 & 62-1822) were officially turned over to the Nevada Air National Guard; though they did not arrive in Reno until the following year. Despite the fact that the Pacer Coin system maintainers began training in November 1995, the NVANG deployed to Panama that same month for recon missions. In July 1996 an upgraded Pacer Coin aircraft (tail number 62-1828) arrived in Reno. This aircraft was capable of sending single-frame imagery through commercial satellites in a method known as Photo-Telesis.

Pacer Coin deployments included operations in central America and Europe. The mission provided unique travel opportunities not only for the aircrews, but for the entire Pacer Coin team, including representatives from support, supply, maintenance, finance and numerous other activities.

Pacer Coin was deployed in support of Operation Deliberate Guard to provide real-time FUR image surveillance of activities during the Bosnian Presidential Elections. Members of the 152d AW operated from a remote mountain location on Mt. Bukovic. The Sarajevo team relayed real-time video signals with audio overlay from Pacer Coin to the Joint Broadcasting System (UBS). This enabled Stabilization Forces (SFOR) commanders to monitor real-time events as they occurred. The signal was routed through an extensive maze of beams, waves and wires. The

basic aircraft signal was transmitted to the Auto-track antenna located at the Mountain Man site. It was then fed to a transmitter and a linear antenna acquired from the belly of a C -130. From there, signals were beamed into the Sarajevo base station where it was scrubbed, converted, encrypted and transmitted through fiber optics to a Video Satellite (VSAT) Shelter. The satellite signal went to England and to Washington D.C. via under water cable. The signal was then broadcast via satellite through the JBS to all authorized viewers. The final customer received the image with only a foursecond delay. The men in "The Box" had to endure extreme weather conditions-high winds, torrential rain, biting cold, and blinding snow storms. For some, it was nothing more than a bad camping trip; for others, it made them appreciate the finer things in life.

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USAF Unit Histories  
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