



NORTHERN NEIGHBORS DAY
2016 Official Souvenir Program

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NORTHERN NEIGHBORS DAY

AUGUST 13, 2016

MINOT AIR FORCE BASE, NORTH DAKOTA

Welcome to the Northern Neighbors Day Air Show! This booklet has been created by the Northern Sentry team in conjunction with Minot Air Force Base Public Affairs to provide you with all the information you will need to have the best possible time at the Air Show.

The Air Show takes place on the ground as well as in the air, with both static and flying displays you won't want to miss. Be sure to take a look throughout the entire show area so you can find your favorite aircraft or talk with the pilots and crews.

Exhibitors and concessionaires offer a wide variety of souvenirs and refreshments from programs and t-shirts to food and beverages.

We would like to send out a friendly reminder to all of the fans out there to use sunscreen and drink plenty of fluids to stay hydrated. However, should a need arise; we have a first aid tent available in case of any emergencies. If you have any questions, please look through and follow all of the guest and security information provided in this booklet as this information has been made available to keep the event running as smoothly as possible.

A special thanks to all of the airmen, military personnel, aircraft owners, pilots, crews, demo teams, entertainment, and volunteers who have come out to make this experience the best it can be. They do all this to provide a way of helping you learn more about the base and to thank you for making our Airmen and their families feel welcome throughout the Minot area.

Thank you for being here and supporting all of the local businesses, entertainment, and of course, our military! Enjoy the Show!

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MAFB SHELTER and SAFETY INFORMATION



Minot AFB is equipped with an emergency mass notification system in the form of a siren and/or voice commands.

- If you hear a STEADY SIREN, a disaster has occurred or is imminent. Please be alert of your surroundings, seek the nearest shelter, and take cover.
- If you hear LOCKDOWN (3x), an ACTIVE SHOOTER incident is in progress. Please be alert of your surroundings. Evacuate the incident area immediately. If you are outside the incident area, remain calm until ALL CLEAR is announced. As a last resort, and only when your life is in imminent danger, attempt to disrupt and/or incapacitate the shooter. Further instructions during an emergency at Minot AFB will be provided through the GIANT VOICE loudspeaker, public address system, and Security Forces Members.



HEAT INJURY INFORMATION

Heat Rash-Skin irritation caused by sweat

Heat Cramps-Caused by the loss of body salts and fluid during sweating. Low salt levels in muscles cause painful cramps. Tired muscles—those used for performing the work—are usually the ones most affected by cramps. Cramps may occur during or after working hours.

Heat Exhaustion-The body's response to loss of water and salt from heavy sweating. Signs include headache, nausea, dizziness, weakness, irritability, thirst, and heavy sweating.

Heat Stroke-Signs include confusion, loss of consciousness, and seizures.

Heat stroke is a medical emergency that may result in death! If you feel any of the symptoms for HEAT EXHAUSTION/ HEAT STROKE report to the medical aid station (7) or call 911 immediately!

Remember to stay hydrated!!



Severe Weather Shelter Locations

- 1- Bldg. 292 J R Rockers
- 2- Bldg. 294 Theater
- 3- Bldg. 202 Roughrider Pizza
- 4- Bldg. 455 Fitness Center
- 5- Bldg. 437 Security Forces Training Center
- 6- Bldg. 748 5 MXS Main AGE
- 7- Bldg. 758 5 LRS Dock 9
- 8- Bldg. 733 POD

+ Medical Aid Station Bldg 758



FOR MORE INFORMATION, PLEASE VISIT
www.BeReady.af.mil



**SECURITY SEARCHES:**

Air show guests are reminded that there is increased security on base. Only purses and diaper bags will be allowed in the air show area. Personal items should not be left unattended at any time. To ensure safety, all visitors will also be subject to search. Guests are also encouraged to be aware of their surroundings and to report any suspicious persons or activities.

PROHIBITED ITEMS:

Pets, bicycles, skateboards, scooters, rollerblades, alcoholic beverages, glass containers, coolers, knives, box cutters or weapons of any kind are not allowed on the base. There is also a no smoking rule on the flight line, which is strictly enforced.

OBSERVE POSTED SIGNS:

All air show guests are asked to observe all signs, including the ones that say, "DO NOT TOUCH" and "DO NOT CROSS" in the interest of safety. Please do not touch any aircraft unless invited to do so by the aircrew, and never climb on an aircraft.

LITTERING:

Please remember that trash and debris can be sucked into aircraft engines, damaging the aircraft and endangering lives. Please keep the flight line litter-free by using the trash receptacles provided for your convenience.

PERSONAL SAFETY:

Air show guests are encouraged to drink plenty of fluids to avoid dehydration from warm temperatures the day of the air show. Also, apply sunscreen often, especially to small children. Temperatures on the flight line typically are higher than normal. Guests should also bring hats to help keep cool.

FIRST AID TENT:

A first aid tent will be set up toward the rear of the air show center area. Please check at the information booth and use maps provided in the air show guide for the specific tent location.

LOST AND FOUND:

A lost and found/information booth will be set up near show center to report lost children. Announcements will be made over the public address system. Bring found items to the lost and found/information booth.

**DIRECTIONS:**

Minot Air Force Base is located about 13 miles north of Minot, N.D., on U.S. Highway 83. General public air show guests should enter through the base's main gate (Magic City gate).

PARKING:

A general visitor parking area is available. Air show guests should enter through the base's Main Gate to be directed to the visitor parking area.

HANDICAPPED PARKING:

Handicapped parking will be available to those with valid decals. Guests should display their handicapped decal prominently in the front window of their vehicle to be directed to the appropriate parking area.

DISTINGUISHED VISITOR PARKING:

Distinguished visitors should use the north gate and will be directed to the DV parking area. A distinguished visitor decal should be displayed prominently in the front window of vehicles for guests to be directed to DV parking.

SHUTTLE SERVICE:

Shuttle bus service from designated parking lots is available to the show area. Base residents and their guests are encouraged to use shuttle services from the housing area to avoid congestion of traffic and parking.

GENERAL SEATING:

General seating during the air show is limited. Air show guests are encouraged to bring lawn chairs if needed.

MISSING CHILD:

If your child becomes lost please listen for announcements over the loud speaker. Or visit the announcer booth, they will then make an announcement stating your child's name only and announcing for them to visit the announcers booth.

ROVING MEDICS:

There will be Roving Medics in the crowd both on foot and on golf carts who can also assist as well as provide transport to the First Aid Station. If you need assistance and can't find a Roving Medic, look for any air show Staff personnel or Security Forces personnel who can radio for a Medic.





WELCOME TO MINOT AIR FORCE BASE

Minot Air Force Base is located 13 miles north of the city of Minot in the north central part of North

Dakota. The base covers roughly 5,000 acres, while the base's Minuteman III missile complex includes an additional 8,500

square miles of public land surrounding the installation.

PERSONNEL

The base's work force of more than 6,000 military members and civilian employees makes the installation one of the largest single employers in North Dakota. The base population totals approximately 13,000, including family members, Department of Defense civilians and local retirees.

ORGANIZATIONS AND FUNCTIONS

The base is home to the 5th Bomb Wing and its squadron of B-52H Stratofortress bombers. The bomb wing serves as the base's host unit in charge of maintaining the base's day-to-day activities in addition to its combat mission. Minot AFB is also home to the 91st Space Wing and its fleet of 150 Minuteman III intercontinental ballistic missiles and seven UH-1N helicopters.

HISTORY HIGHLIGHTS

Several Minot businessmen and citizens donated approximately \$50,000 to buy the first portions of land for the base. The ground breaking took place July 12, 1955, and construction started within a year. The Air Force accepted the base's first

building Jan. 10, 1957.

Air Defense Command's 32nd Fighter Group activated at Minot on Feb. 7, 1957, with the Air Force officially taking occupancy of the base eight days later. In mid-1958, Air Defense Command established the need for a Semi-Automatic Ground Environment, or SAGE, sector at Minot. Activated in June 1961, the blast-resistant concrete building processed air surveillance information and sent the data to Air Defense Command units.

In September 1958, the 4136th Strategic Wing became Strategic Air Command's first permanent unit assigned here. The wing's 906th Air Refueling Squadron activated here in March 1959 to provide air refueling support to northern defense operations units.

The 32nd Fighter Group brought its first F-106 Delta Dart fighters from California in January 1960. The following day, the 5th Fighter Interceptor Squadron transferred to Minot from Suffolk County Airport, N.Y. The scope of operations grew as the Air Force assigned the 525th Bombardment Squadron to the 4136th with its first B-52H Stratofortress arriving here in July 1961.

In late 1961, the Air Force selected the land around Minot for a new Minuteman I ICBM

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After 9 PM



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complex. Construction began on the missile complex in January 1962. The first Minuteman I missile arrived from Hill AFB, Utah, and was placed in Launch Facility Alpha-02 on Sept. 9, 1963. In 26 months contractors turned the North Dakota prairie into a potent strategic missile force.

As Minot's mission changed, the SAGE center shut down in May 1963, and the building eventually became home for numerous base agencies. The base's organizational makeup changed in mid-1968 when the 91st Strategic Missile Wing replaced the 455th Strategic Missile Wing and the 5th Bombardment Wing replaced the 450th Bombardment Wing. These units, which distinguished themselves since the beginning of America's military aircraft era, continue to work side by side to represent two elements of America's strategic triad.

Force modernization continued to characterize the base during the 1970s. The Air Force selected the 91st SMW to become its first missile wing to convert its launch facilities to carry the Minuteman III ICBM. The 741st Strategic Missile Squadron became the nation's first operational Minuteman III squadron in December 1970 with wing finishing the conversion by December 1971.

Following the 1980 Iran hostage crisis, SAC tasked Minot's new 57th Air Division to organize the Strategic Projec-

tion Force whose conventional combat power included the 5th BMW's B-52H fleet. During this era, the 57th AD became the base's host unit providing logistical, security, administrative and support services.

In the late 1980s, Minot continued to answer America's strategic needs when it started Rivet Minuteman Integrated Life Extension program -- a nine-year missile support systems and facility modification program. Years later, it completed its first major upgrade on the command, control, and communication systems with the installation of the Rapid Execution and Combat Targeting system.

In the early 1990s, the base demonstrated its warfighting capabilities by deploying aircraft and troops to the Middle East during Operation Desert Storm. After the war, the 5th Bomb Wing assumed host base responsibilities after the 57th Air Division inactivated as part of the Air Force's restructuring plan.

The base marked the end of the Cold War in September 1991 as the 5th BW's bombers came off alert status after 35 years of serving continuous alert. The base lost one of its oldest units, the 906th Air Refueling Squadron in January 1994 with the base's last KC-135 leaving three months later.

In October 1997, Air Force Space Command redesignated the 91st Missile Wing the 91st

Space Wing.

In December 1998, the bomb wing saw combat again in the Persian Gulf during Operation Desert Fox. Months later, three Minot B-52s and crews joined the 2nd Air Expeditionary Group at RAF Fairford, England, in support of Operation Allied Force over the former Republic of Yugoslavia.

In the weeks following the terrorist attacks against the United States on Sept. 11, 2001, the 5th BW deployed in support of Operation Enduring Freedom. Flying from a forward operating location, bomber crews attacked strategic targets in Afghanistan to topple the Taliban regime. Minot's bombers, combined with other Air Force bombers and attack aircraft, flew approximately 17,500 combat missions over Afghanistan, dropping more than

9,550 tons of munitions to damage or destroy roughly 75 percent of all planned targets.

In 2003, the wing deployed approximately 550 people and a dozen B-52s to the U.S. European Command region in support of Operation Iraqi Freedom. During the war, the wing's B-52s flew more than 120 combat missions and logged more than 1,600 combat flying hours. For the first time in combat history, a 5th BW bomber crew used a Litening II targeting pod to strike targets at an Iraqi airfield April 11, 2003.

In 2004, the 5th BW deployed to Guam on the AEF bomber rotation to the area providing a stabilizing military force in the Pacific region. The wing also deployed its aviation and maintenance package summer 2005 supporting the global war on terrorism in Southwest Asia.



Opposite page top left photo: MAFB main gate during the 1970's. This page bottom left photo: MAFB main gate in 1966. This page bottom right photo: MAFB during the early 1970's.

COURTESY PHOTOS

JIM PEITZ AEROSPORTS



THE PILOT

Jim Peitz is a Pierre, SD native who is totally immersed in aviation. Beginning his aviation career in 1975, Jim has flown thousands of accident free hours in 120 different models of aircraft. In 1991 Jim began his aerobatic career by buying a Christen Eagle and taught himself aerobatic flight by reading it out of a book! Jim holds an FAA Airline Transport Rating and is FAA and ICAS certified to fly at air shows.

Jim owns Mustang Aviation, a Pierre, SD Fixed Base Operation that includes charter, freight, flight instruction, and aircraft sales. Jim has served on the International Council of Airshows Board of Directors, and held the position of Chairman of the Board for two terms. Jim also received the prestigious Sword of Excellence Award from ICAS.

Jim believes aviation is one of the greatest freedoms we enjoy in this country and that aerobatics, or as he says controlling an aircraft that seems totally out of control, is the pinnacle of his aviation career.

THE PLANE

A what? A Bonanza? Yes, a Bonanza! Almost everyone at an airshow has seen a Bonanza, but never dream it could be capable of doing the aerobatic routine Jim Peitz puts it through! Loops, point rolls, barrel rolls, snap rolls, cuban eights, hammer heads (yes, this Bonanza goes *VERTICAL!*) and more are all part of a routine you never expected to see in a four place family plane. This Bonanza handles it all in style, and with Jim's expert touch he makes it all look easy. A truly show quality aircraft (one of very few Aerobatic Bonanza's ever built) with an awesome smoke system, it's not your ordinary Bonanza, so you Bonanza pilots out there don't try this at home!

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Beechcraft Bonanza

SPECIFICATIONS

Powerplant: Continental 300 HP
Propeller: Three Blade Hartzell
Length: 27 ft. 6 in.
Wing Span: 33 ft. 6 in.
Height: 8 ft. 5 in.
Seats: 4
Empty Weight: 2300 lbs

PERFORMANCE

Service Ceiling: 17,500 ft
Max Speed: 227 mph
Max Roll Rate: 270 degrees/sec
Max G Loading: +6/-3 G

CHAMPIONS OF THE SKY

U.S. ARMY THE GOLDEN KNIGHTS PARACHUTE TEAM



TEAM HISTORY:

The Strategic Army Command Parachute Team, or STRAC, was formed in 1959 by "Airborne" Soldiers from various military units. Brigadier General Joseph Stilwell Jr. was responsible for gathering these Soldiers with the original intent to compete during the Cold War effort. This new U.S. All-Army team swept the international competition circuit, in what was then the Soviet dominated sport of sky-diving. Later that year on November 1st, this newly formed team performed their first demonstration in Danville, Virginia.

IN 1961, the Department of Defense announced on June 15th that the STRAC team would become the United State Army Parachute Team. The team is one of three authorized DoD aerial demonstration teams, along with the Thunderbirds and Blue Angels. On October 15, 1962, the team earned the nickname the "Golden Knights." Golden, signifying the Team's stellar reputation of bringing home gold medals; Knights, alluding to the fact that the Team had "conquered the skies," and portraying that members of the Team are champions of a set of ideals and principals.

TEAM MISSION:

Missions of today's Army are still the same as 234 years ago when the Army was established to serve our nation. The Team's mission is to conduct parachute demonstrations, tandem jumps and to compete in national and international competitions in support of the United States Army Accessions Command's tactical, operational and strategic missions; creating a greater propensity to serve in the U.S. Army, while connecting America with America's Army. On order, the team will test and evaluate new parachuting equipment and techniques that assist in improving operations and safety for the military freefall teams. The team also provides direct support to Special Mission and Special Operations Units with personalized assistance in maintaining and improving military freefall infiltration skills and techniques during their pre-mission training.

THE DEMONSTRATION:

The full show consists of four separate maneuvers, which demonstrates the ma-



neuverability of the human body while falling at speeds in excess of 120mph. The first maneuver, the baton pass, entails two jumpers exiting the aircraft separately and flying together to exchange a 14 inch mahogany baton. The cutaway maneuver is designed to show what would occur if the jumper's parachute was to malfunction. The diamond track demonstrates the incredible amount of lateral movement a jumper can obtain in free-fall.

The final maneuver of the full show is the diamond formation. Four jumpers exit the aircraft and constantly maneuver their bodies closer together until they are mere inches apart, forming a diamond shape in the sky. Several members of the Golden Knights are trained as free-fall photographers. Wearing specially designed helmets rigged with both digital video and still cameras, they skillfully fly their bodies around various team formations, recording the action for publicity and training purposes.

THE TEAM:

As the "Official Ambassadors of the Army," the Team annually reaches a third of our nation by performing spectacular live parachute demonstrations for the

continued on page 8

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continued from page 7

CHAMPIONS OF THE SKY

U.S. ARMY THE GOLDEN KNIGHTS PARACHUTE TEAM



American public, manifesting the “Band of Excellence” as displayed by all U.S. Army Soldiers around the world.

The Golden Knights have performed more than 15,000 shows in all 50 states and 48 countries, reaching more than 20,000 people per show. Through jump demonstrations and public speaking with the Army’s target audience, the team is able to direct potential applicants to the on-site Army Recruiter.

The Army has more than 150 job specialties for active duty Soldiers and offers up to \$70,000 for college loan repayment and signing bonuses in excess of \$10,000.

The 91 men and women who make up the Golden Knights are separated into seven sections – two demonstration teams, a tandem team, two competition teams, an aviation detachment and a headquarters section.

The demonstration teams perform two different shows from an altitude of 12,500 feet. The mass show entails one jumper



exiting the aircraft and flying our national colors. This Soldier will then narrate the show for the audience while the rest of the team exits the aircraft, maneuvering together to form one large mass formation.

COMPETITION TEAMS:

The competition teams sport an impressive record of 460 national champions, 100 world championships, 32 national team titles and 10 world team titles. Over the past 52 years, the team has also broken 348 world records, including military records held in the Conseil International du Sports Militaire (CISM). In the last three years alone, the competition teams have earned 17 gold medals, 80 silver medals and 61 bronze medals. These achievements have made them not only the most successful DoD sports team, but also the most successful parachute team in the world. The Golden knights Competi-

tion Team participates in several categories; style, accuracy, free-fall formation, canopy piloting, canopy relative work, free flying and vertical relative work.

AVIATION:

The Aviation Detachment flew more than 107,000 accident-free hours under the most demanding weather and air show traffic conditions. The team has a fleet of four aircraft; two Fokker C-31A “Troopships” (also called the “Friendship”) and two UVA-18 De Havilland Twin Otters. The aviation detachment and headquarters section work endlessly in support of the demonstration, tandem and competition teams. They ensure the numerous missions of the Golden Knights are accomplished.

The men and women who wear the distinctive black and gold uniform of the United State Army Parachute Team represent the “Band of Excellence” and the “Warrior Ethos” that are continually demonstrated by all U.S. Army Soldiers in our Global War on Terrorism and represent the best precision free-fall team in the world. As they travel across the nation and serve as Ambassadors of the U.S. Army, these professional Soldiers proudly serve the country with pride, skill and enthusiasm.

For more information about the many opportunities available in today’s Army, visit www.goarmy.com. For information about the Golden Knights, including media support, individual team member’s biographies, pictures, show schedules, and more got to www.armygoldenknights.com.

A graphic advertisement for Grand HOTEL. It features a blue background with a white, stylized cursive logo for "Grand HOTEL". Below the logo, several biplanes are shown flying in a circular pattern, leaving white smoke trails. At the bottom, the text "It's a new stay!" is written in a white cursive font. Below that, in a white sans-serif font, it says "Call today for our Northern Neighbors Rate 701.852.3161".

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It's a new stay!

Call today for our Northern Neighbors Rate
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SRT KIDS ZONE



If your little ones are getting restless and need to release some energy look no further! Bring them to the Kid's Zone! There you will find many activities allowing children to run, play, bounce, and learn.

This area is located just north of the static displays. It is sponsored by SRT and neighboring booths, Magic City Discovery Center and Minot Air Force Base Homes. These businesses have provided fun activities that will keep children busy with bouncy castles

and more during the Air Show!

If you are looking for any additional things to keep those kiddos entertained, be sure to check out pages 58-60 in this booklet for fun and games including a scavenger hunt to do around the grounds, coloring pages, and puzzles!



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at the **Minot Air Force Base**



Kids Zone sponsored by SRT!

August 13, 2016 / 9:00 a.m. - 4:30 p.m.

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MEMORANDUM FOR NORTHERN NEIGHBORS DAY ATTENDEES

DEPARTMENT OF THE AIR FORCE HEADQUARTERS 5TH BOMB WING
(AFGSC) MINOT AIR FORCE BASE NORTH DAKOTA

BY COL. MATTHEW R. BROOKS 5TH BOMB WING COMMANDER
AND COL. COLIN J. CONNOR 91ST MISSILE WING COMMANDER

WELCOME TO MINOT AIR FORCE BASE'S NORTHERN NEIGHBORS DAY 2016

On behalf of the men and women of Minot Air Force Base, welcome to Northern Neighbors Day 2016. This our first air show at Minot Air Force Base in 7 years and we are excited with your decision to be a part of this one-of-a-kind day.

This year's show promises to be a remarkable a unforgettable event for all ages. While you enjoy the exhibits, you will have an opportunity to see historical aircraft as well as today's most advanced airpower. Minot Air Force Base has the distinct honor of hosting the F-16 Demonstration team, the Golden Knights parachute team, and both units will bring their own unique skill sets to the air show with a guarantee to impress!

You will also have the chance to interact with many Minot Airmen who continually demonstrate the definition of excellence. Whether it's 90 degrees or negative 25 degrees, they guard freedom as part of the joint military team.

Minot Air Force Base is home to "Team Minot" and is comprised of more than 6,000 military and civilian employees. We have a strong, proud history of providing global strike and nuclear deterrence capabilities for the nation. Minot is home to two wings: the 5th Bomb Wing and 91st Missile Wing, both are a part of Air Force Global Strike Command. The 5th Bomb Wing's B-52 Stratofortress bombers act as part of the Air Force's strategic and conventional combat force, while the 91st Missile Wing is one of three intercontinental ballistic missile wings in the Department of Defense. It is the only base in the United States Air Force housing two components of the nuclear triad.

Northern Neighbors Day is a small way to demonstrate our appreciation for the support given to us by our friends across the North. We take pride in our mission and are excited to display it for you today. Once again, welcome to Minot Air Force Bases, where "Only the nest come North!"

COLONEL MATTHEW R. BROOKS 5th Bomb Wing Commander



BIOGRAPHICAL SKETCH:

Colonel Matthew R. Brooks is commander of the 5th Bomb Wing, Minot Air Force Base, N.D. He ensures the wing's combat readiness and is responsible for operations involving the wing's fleet of B-52 bombers to provide deterrence and long-range strike capability for combatant command operations worldwide. Additionally, his command provides logistics support for the 91st Missile Wing.



MATTHEW R. BROOKS, Colonel, USAF
Commander, 5th Bomb Wing



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COLONEL COLIN J. CONNOR 91st Missile Wing Commander


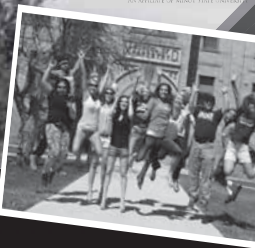


BIOGRAPHICAL SKETCH:

Col. Colin J. Connor is the Commander of the 91st Missile Wing at Minot Air Force Base, N.D. He leads more than 1,800 Air Force Airmen and Civilians in support of the nation's land-based intercontinental ballistic missile force (ICBM). The wing operates, maintains, and secures 150 Minuteman III ICBMs, 15 missile alert facilities, and 150 remote launch facilities covering an 8,500 square mile area in central North Dakota. The wing provides global deterrence and defends America with the world's premier combat-ready ICBM force.



COLIN J. CONNOR, Colonel, USAF
Commander, 91st Missile Wing

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VIPER TEAM SHOWCASES F-16'S AERIAL DEMONSTRATION



The Air Combat Command F-16 Viper Demonstration Team at Shaw AFB, S.C., performs precision aerial maneuvers to demonstrate the unique capabilities by one of the Air Force's premier multi-role fighters, the F-16 Fighting Falcon. The team also works with the Air Force Heritage flight, exhibiting the professional qualities the Air Force develops in the people who fly, maintain and support these aircraft."

The teams perform in support of four objectives: to demonstrate the capabilities of U.S.

A i r

Force aircraft, to demonstrate the professional competence of U.S. Air Force personnel, to positively affect U.S. Air Force recruiting and retention efforts, and to promote community and international relations.

The F-16 Fighting Falcon, more commonly known to military pilots as the Viper, is a compact, extremely maneuverable multi-role fighter aircraft. The F-16 has proven itself in air-to-air combat as well as air-to-surface attack. It provides a relatively low-cost, high-performance weapon system for the air forces of the

United States and other allied nations.

The F-16 Fighting Falcon is a single-seat, multi-mission fighter with the ability to switch from an air-to-ground to air-to-air role at the touch of a button. With its lightweight airframe and powerful General Electric engine generating 31,000 pounds of thrust, the F-16 can fly at speeds in excess of Mach 2.



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A DOG & HIS HANDLER

A WORKING RELATIONSHIP

AIRMAN 1ST CLASS DENNIS HOFFMAN | 21ST SPACE WING PUBLIC AFFAIRS

PETERSON AIR FORCE BASE, Colo. -- (This feature is part of the "Through Airmen's Eyes" series. These stories focus on individual Airmen, highlighting their Air Force story.)

The strength of a working relationship can grow exponentially when, at the office, a co-worker jumps all around his cage recklessly wagging his tail, ready to cover faces with big, fat, sloppy kisses.

That is the reality for a military working dog handler in the 21st Security Forces Squadron.

Senior Airman Tariq Russell and his dog, Ppaul, rely on the relationship they developed with each other to create a safe working environment while protecting Airmen at Peterson Air Force Base.

Thanks partly to his father, Russell's love for dogs began when he was a young boy growing up in Southern California.

"Since I can remember, my father has been breeding dogs," Russell said. "We had around 20 dogs in my backyard at any given time and because of that upbringing – that's what interested me most about being a military working dog handler and working with these dogs."

Conversely, Russell pointed out that his passion for dogs had some growing to do in the beginning.

"The first dog that I had growing up was a Rottweiler," Russell said. "I was absolutely terrified of it at first. However, once I got more exposed to dogs and became more accustomed to them, that's when my fascination took off and it was just a whole other experience from then on."

Fast forward to February 2016 and Russell is now a graduate of canine school and a fully certified MWD handler. He was ecstatic to learn about the dog that would accompany him during every working hour from here on out, he said.

"When I asked about when I was going to get my dog, I was told by my flight chief that the dog I would be assigned to was super independent and tough," Russell said. "He likes to boss people around and wants to be in charge. They said it was going to be a while."

Russell said he knew from the moment he met Ppaul, his MWD, he was in for a challenge.

"He had a stigma about him," Russell said. "He was aggres-

sive and would bite you if you tried to correct him. He wasn't very handler friendly when I first got him."

After many bites, hours of training and hundreds of corrections, Ppaul began to show signs of growth. The bond was there, and it was only a matter of time before it became unbreakable, he said. Russell knew there was only one more test before he knew he had the trust of Ppaul.

"I was told that he didn't like to be picked up," Russell said. "I promised myself never to do it because I was told he would bite your face if you tried. I don't know why, but one day I thought to myself 'I'm going to try it,' so I picked him up. To my surprise, he had no reaction and responded very well. From that day, I knew we would make an amazing MWD team."

Since that day, the working relationship between Russell and Ppaul has been so stellar it was noticed by Russell's trainers and leadership team.

"I've been told a few different times that Ppaul and I work extremely well together and that we are a great fit," Russell said. "There's an unbelievable feeling that comes over me when I hear that. I just think back to the day when I was told he was going to be a hard dog to work with and knowing firsthand how much we have grown together – I feel lucky."

Sadly, Russell is scheduled to leave for Joint Base Elmendorf-Richardson, Alaska, this fall and will have to say goodbye to Ppaul. Russell said he is already dreading leaving Ppaul behind, but he is doing his best to make sure his buddy won't be without companionship.

"I don't want him sitting in his kennel for days or weeks without anything to do," Russell said. "That's why I have been already asking my supervisors if we have a handler for him when I leave. I know he will be in good hands though. I'm just going to miss him a lot."

U.S. AIR FORCE PHOTO | AIRMAN 1ST CLASS DENNIS HOFFMAN

Senior Airman Tariq Russell, a 21st Security Forces Squadron military working dog handler, shakes the paw of his partner, Ppaul, at Peterson Air Force Base, Colo., June 14, 2016. MWD handlers are assigned one dog for their entire duration at Peterson AFB.



MILITARY WORKING DOGS

The Minot Air Force Base 5th Bomb wing will be providing Military Working Dog demonstrations during the Northern Neighbors Day Air Show.

They will be demonstrating procedures for apprehending a

suspect along with many other displays of the dogs strength, agility, detection, and obstacle training skills.

These demonstrations allow the handlers to highlight how well trained the K-9s are.



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LOCAL CLUB SPOTLIGHT

MINOT AIRCRAFT MODELERS



ABOUT US

Minot Aircraft Modelers was chartered as a club in 1972 by eight charter members. The first flying field was on County Road 14 southwest of Minot. Later moved to the North Dakota State Fairgrounds and various other sites in between. In 1991 14 acres of farm land was discovered 18 miles northeast of Minot that was for sale. Quickly a group of dedicated members co-signed a loan to develop North Dakota's first club owned flying facility. In 1994 the remaining 41 acres adjacent to the field became available which the club purchased and that produces income for the club to this day.

Our club welcomes all types of aircraft. Single engine, multi engine, turbine jets, helicopters, gliders, etc. We have several events per year that aim at attracting the regions newest pilots along with events that cater to the seasoned pro. In the spring of the year we host our yearly mall show, June is our Open House for potential members, and August is our annual fun fly. MAM supports the Minot Civil Air Patrol's youth initiatives as well.

The club has instructor pilots to help newcomers with the intricacies of radio-controlled flight. In addition members are always happy to help beginners build their own models.

MINOT AIRCRAFT MODELERS FIELD

MAM Field is widely considered to be one of the premier flying facilities in the upper midwest.

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LOCAL BUSINESS SPOTLIGHT

ACE & PACE AVIATION CAMPS



The Dakota Territory Air Museum offers aviation camps for 3rd & 4th Graders (ACE CAMP) and 5th & 6th Graders (PACE CAMP)! Check out the 2016 schedules for camps below:



ACE AVIATION CAMP FOR 3RD & 4TH GRADERS

ACE is an exciting aviation camp experience guided by aviation and education mentors. The ACE program introduces 3rd and 4th graders to general aviation concepts involving fun, hands-on learning activities within the unique surroundings of the Dakota Territory Air Museum. Kids will also enjoy up-close and personal tours of historical military and general aviation aircraft by famous aviators, Orville and Wilbur Wright, and Amelia Earhart and a museum scavenger hunt that is sure to educate and inspire!



PACE AVIATION CAMP

PACE is a 6-session program designed for 5th and 6th graders (9-12 year olds) with a strong curiosity for aviation! Tapping into the leadership of pilots and aviation mentors, kids will experience in-depth aviation concepts involving fun, hands-on activities focusing on one aviation topic each session. Attending all five PACE sessions will earn a child enough stamps in their Passport for an introductory ride in an aircraft on day six!

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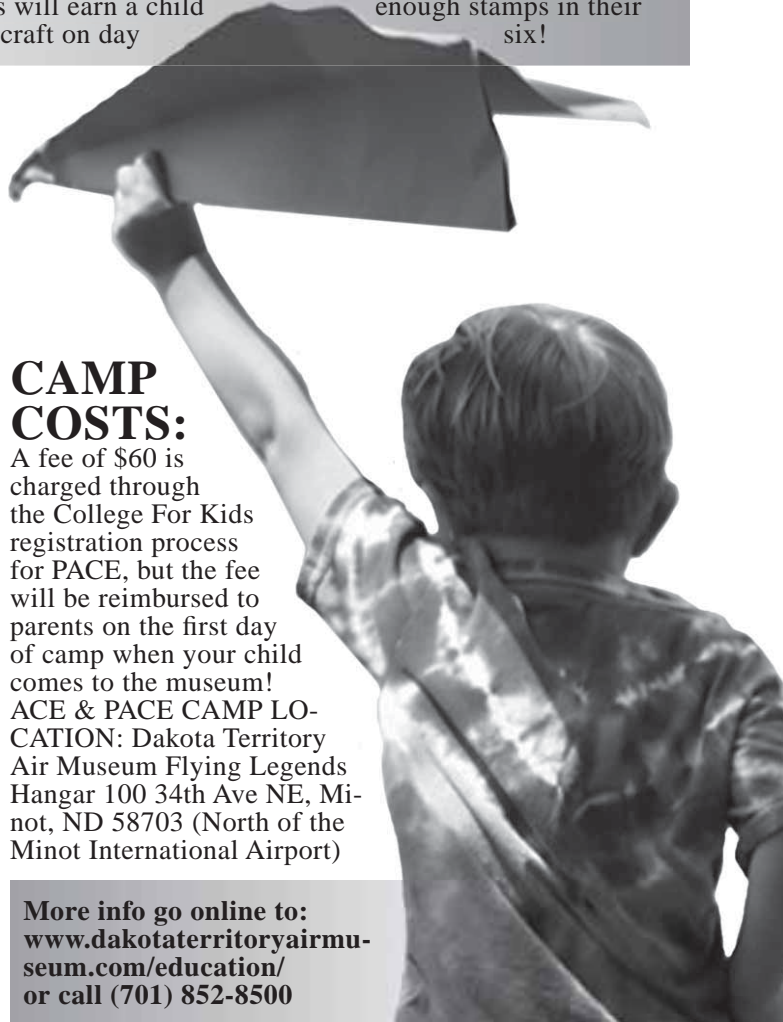
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CAMP COSTS:

A fee of \$60 is charged through the College For Kids registration process for PACE, but the fee will be reimbursed to parents on the first day of camp when your child comes to the museum!

ACE & PACE CAMP LOCATION: Dakota Territory Air Museum Flying Legends Hangar 100 34th Ave NE, Minot, ND 58703 (North of the Minot International Airport)

More info go online to:
www.dakotaterritoryairmuseum.com/education/
 or call (701) 852-8500

AERIAL DEMOS

GOLDEN KNIGHTS



The Golden Knights are one of only three Department of Defense-sanctioned aerial demonstration teams, along with the U.S. Navy Blue Angels and the U.S. Air Force Thunderbirds. The team is composed of approximately 95 men and women, which includes four parachute units, an aviation unit and a headquarters. The demonstration teams, which use five dedicated aircraft, perform at more than 100 events per year. The tandem section is known for taking Soldiers, celebrities and heads of state on jumps, and the competition section focuses on winning national and international skydiving events.



F-16 DEMO TEAM | HERITAGE FLIGHT



The Air Combat Command F-16 Demonstration Team at Shaw AFB, S.C., performs precision aerial maneuvers to demonstrate the unique capabilities by one of the Air Force's premier multi-role fighters, the F-16 Fighting Falcon. The team also teams up with Air Force Heritage flight exhibiting the professional qualities the Air Force develops in the people who fly, maintain and support these aircraft.



KENT PIETSCH AIRSHOWS



Air Show spectators around the world have been treated to the unique variety of acts performed by veteran pilot and consummate entertainer Kent Pietsch and his Jelly Belly airplanes. His shows, which include specialty acts designed to thrill audiences of all ages, showcase aerobic stunts featuring airplanes that lose parts, engines that quit in mid-flight, and landings onto runways mounted on moving vehicles.



continued on page 18

AERIAL DEMOS

WARREN PIETSCH | P-51 SPITFIRE



The Texas Flying Legends Museum is dedicated to honoring past generations and inspiring the leaders of tomorrow through active display of WWII warbirds. Highlighting the drivers behind America's success, our programs serve to remind us of the values and freedoms that make our country great and to challenge visitors to give back to their local communities. We are proud to do our part to ensure that America remains "the land of the free and the home of the brave."



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UH-1 INSERTION



The UH-1N is a light-lift utility helicopter used to support various missions. The primary missions include: airlift of emergency security forces, security and surveillance of off-base nuclear weapons convoys, and distinguished visitor airlift. Other uses include: disaster response operations, search and rescue, medical evacuation, airborne cable inspections, support to aircrew survival school, aerial testing, routine missile site support and transport.



B-52 FLY BY



The 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 precision guided conventional ordnance with worldwide precision navigation capability.

PT-17 STEARMAN



The Stearman Model 75 is a biplane used as a military trainer aircraft, of which at least 10,626 were built in the United States during the 1930s and 1940s. Stearman Aircraft became a subsidiary of Boeing in 1934.



AERIAL DEMOS

JET CAR | SMOKE-N-THUNDER



One of the most riveting events at an Air Show is the moment Smoke-n-Thunder Jet Car takes on a plane in a race to the finish line. Who is fastest by land or air? Accelerating from zero to almost 400 mph in just nine seconds, Smoke-n-Thunder is the fastest Jet Car in the Air Show Industry.



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PITTS



All single-seat (S-1) and two-seat (S-2) Pitts Specials are variations on the basic design from 1944. The aircraft was popularized by Betty Skelton, Caro Bayley and other air show performers, which led to the offering of plans in 1962. Pitts produced limited numbers of aircraft during the 1940s and 1950s. The Pitts Special became the standard by which all other aerobatic aircraft were judged. After a number of home-built aircraft were produced from rough hand-drawn plans produced by Pitts, more professionally drawn plans went on sale in 1962. While many homebuilt aircraft were built in the 1960s, earning the S1 a reputation as an excellent aerobatic aircraft, Pitts worked on the design of a two-seat aerobatic trainer version, the S-2, which first flew in 1967 and gained its type certificate in 1971. Factory-built aircraft produced by the Aerotek company at Afton, Wyoming were joined in production by the single-seat S-1S in 1973.

B-2 FLY BY



The B-2 Spirit is a multi-role bomber capable of delivering both conventional and nuclear munitions. A dramatic leap forward in technology, the bomber represents a major milestone in the U.S. bomber modernization program. The B-2 brings massive firepower to bear, in a short time, anywhere on the globe through previously impenetrable defenses. The B-2 provides the penetrating flexibility and effectiveness inherent in manned bombers. Its low-observable, or "stealth," characteristics give it the unique ability to penetrate an enemy's most sophisticated defenses and threaten its most valued, and heavily defended, targets. Its capability to penetrate air defenses and threaten effective retaliation provides a strong, effective deterrent and combat force well into the 21st century.





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LOCAL BUSINESS SPOTLIGHT

MINOT AEROPORT HOBBY SHOPPE



In the year of Reagan's second Presidential term; the twenty-two cent first class postage stamp; movies 'Out of Africa' and 'The Color Purple'; Madonna's Virgin Tour; major sports winners: SF 49ers, KC Royals, Edmonton Oilers, and LA Lakers; Minot had its own local event: the opening of Aeroport Hobby Shoppe.

Although in business for over thirty years, if you mention Aeroport Hobby to Minot area residents, you might receive a puzzled stare. But yes, after moving from Grand Forks to Minot in 1982, Eva Lucke opened Aeroport Hobby on North Hill a couple of years after her arrival. At that time, Aeroport Hobby was across from the Rolling Pin and the Holiday Inn with Kmart a little bit to the north, and Field & Stream another

mile more down the road. A lot has changed since she started her business, but Aeroport Hobby has maintained throughout all sorts of economies and events over the years, continuing today, and happy for the opportunity to be a sponsor for the Minot AFB Northern Neigh-

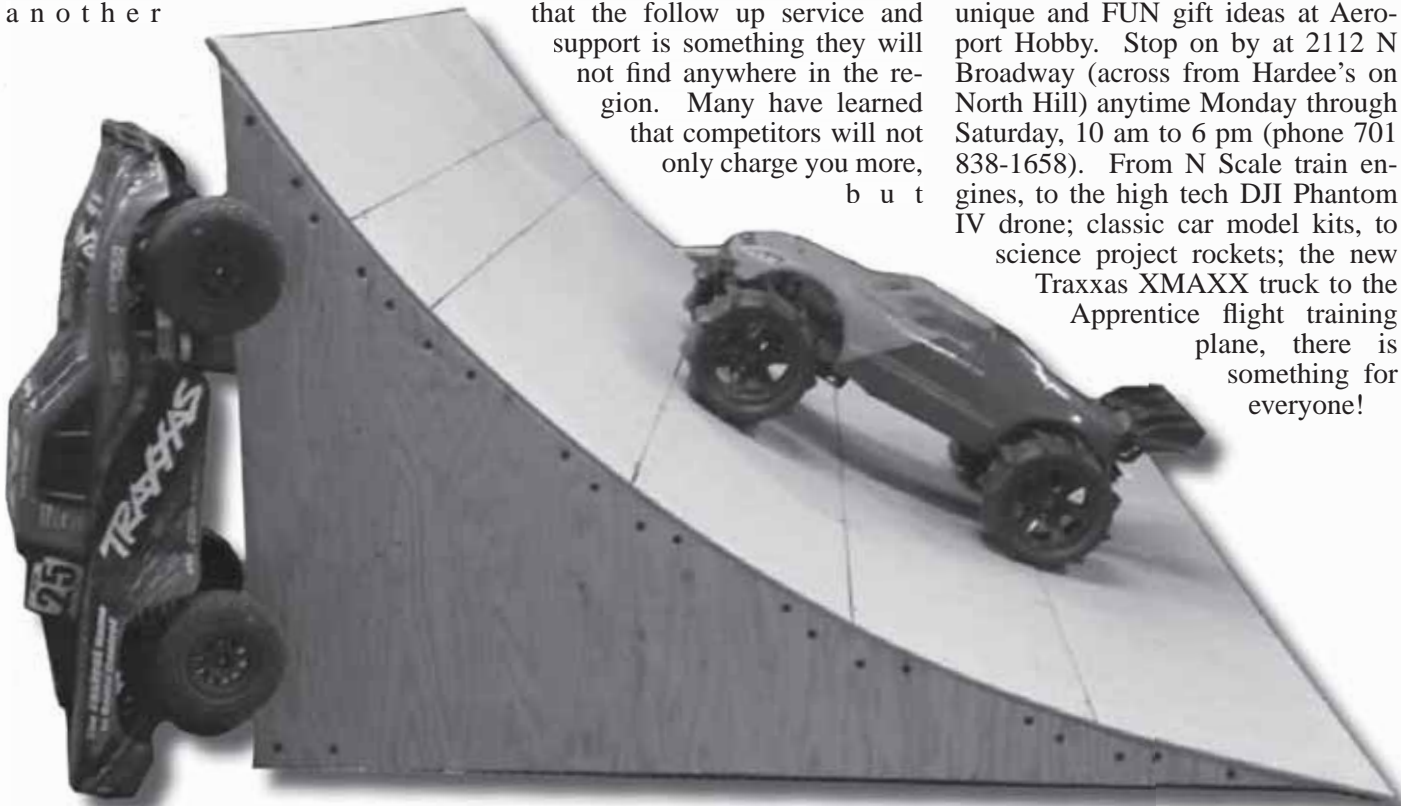
leave you on your own when anything goes wrong, even if you have quick questions or consults. As any RC owner knows, enjoying the thrill of Radio Controlled vehicles will lead to the need for parts at sometime in the future. Not only can you find the parts that you need (any



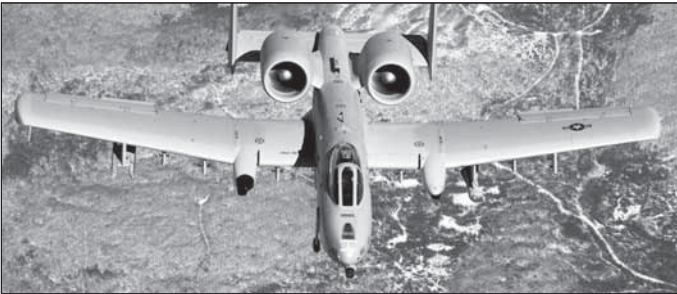
part not on hand is ordered), but free support, and service is given, contacting the manufacturers when neces-

sary.

Eva is proud to be a long time Minot area business owner, and now her only son, Minot High and UND grad, Max Anadon has returned to help with the business. So for something instead of a computer game or iPhone app, check out unique and FUN gift ideas at Aeroport Hobby. Stop on by at 2112 N Broadway (across from Hardee's on North Hill) anytime Monday through Saturday, 10 am to 6 pm (phone 701 838-1658). From N Scale train engines, to the high tech DJI Phantom IV drone; classic car model kits, to science project rockets; the new Traxxas XMAXX truck to the Apprentice flight training plane, there is something for everyone!



STATIC DISPLAYS



A-10



A-10 THUNDERBOLT II

Primary Function: Close air support, airborne forward air control, combat search and rescue

Weight: 29,000 lbs

Range: 2580 miles

Max speed: 450 nautical mph

Dimensions: L 53' 4" | H 14' 8" | Wingspan 57' 6"

Crew: 1

Armament: Up to 16,000 lbs of mixed ordnance



B-1B



B-1B LANCER

Primary Function: Long-range, Multi-role, Heavy Bomber

Weight: approximately 190,000 lbs

Range: Intercontinental

Max speed: 900+ mph

Dimensions: L 146' | H 34' | Wingspan 137'

Crew: 4

Armament: Up to 50,000 lbs of mixed ordnance



F-16



F-16 FIGHTING FALCON

Primary Function: Multi-Role Fighter

Weight: 19,700 pounds without fuel

Range: more than 2,002 miles

Max speed: 1,500 mph

Dimensions: L 49' 5" | H 16' | Wingspan 32' 8"

Crew: 1-2

Armament: 1 M-61A1 20mm multibarrel cannon with 500 rounds.



B-52



STRATOFORTRESS

Primary Function: Heavy Bomber

Weight: Approximately 185,000 lbs

Range: 8,800 miles

Max speed: 650 mph

Dimensions: L 159' 4" | H 40' 8" | Wingspan 185'

Crew: 5

Armament: Approximately 70,000 lbs mixed ordnance



C-17



C-17 GLOBEMASTER III

Primary Function: Close air support, combat search and rescue

Weight: 29,000 lbs

Range: 2580 miles

Max speed: 450 nautical mph

Dimensions: L 53' 4" | H 14' 8" | Wingspan 57' 6"

Crew: 1

Armament: one 30 mm GAU-8/A seven-barrel Gatling gun; up to 16,000 lbs of mixed ordnance

STATIC DISPLAYS



L-23



CAP L-23 SUPER BLANIK GLIDER
Primary Function: Two-seat sailplane / Flight Trainer
Weight: Approximately 683.4 lbs
Range: Glider
Max speed: 150 mph
Dimensions: L 27' 11" | H 6' 3" | Wingspan 53' 2"
Crew: 2
Armament: none



P-40E



P-40E TEXAS WARHAWK
Primary Function: Fighter Aircraft
Weight: 9,200
Range: 850 miles
Max speed: 360 mph
Dimensions: L 31' 8" | H 12' 4" | Wingspan 37' 4"
Crew: 2
Armament: Six .50 cal machine guns in the wings; 700 lbs external



P-51D



LITTLE HORSE | P-51D MUSTANG
Primary Function: Fighter Aircraft
Weight: 9,100
Range: 950 miles
Max speed: 437 mph
Dimensions: L 32' 3"
Crew: 2
Armament: 6 X .50 caliber Browning machine guns



C-130



C130-HERCULES
Primary Function: Global airlift
Weight: Approximately 185,000 lbs
Range: 1208 mi max payload | 1496 mi 35,000 payload
Max speed: 366 mph at 20,000 feet
Dimensions: L 97' 9" | H 38' 10" | Wingspan 132' 7"
Crew: 5
Armament: None



CESSNA 172/182



CAP CESSNA 172 & CAP CESSNA 172
Primary Function: Light utility aircraft
Weight: Approximately 1,970 lbs
Range: 930 miles
Max speed: 150 mph
Dimensions: L 29' | H 9' 4" | Wingspan 36'
Crew: 4
Armament: None

STATIC DISPLAYS



RC-135



CAP CESSNA 182
Primary Function: Reconnaissance
Weight: Approximately 185,000 lbs
Range: 8,800 miles
Max speed: 500+ mph
Dimensions: L 135' | H 42' | Wingspan 131'
Crew: 3
Armament: Approximately 70,000 lbs mixed ordnance



T-6



T-6A TEXAN II
Primary Function: Entry-level trainer in joint primary pilot training
Weight: 19,700 pounds without fuel
Range: 900 nautical miles
Max speed: 320 mph
Dimensions: L 33.4' | H 10.7' | Wingspan 33.5'
Crew: 2



T-38



T-38 TALON
Primary Function: Advanced jet pilot trainer
Weight: 19,700 pounds without fuel
Range: 1,093 miles
Max speed: 812 mph
Dimensions: L 46' 4" | H 12' 10" | Wingspan 25' 3"
Crew: 2



UH-1N



UH-1N HUEY
Primary Function: Light-Lift Utility
Max gross weight: 10,500 lbs
Range: 300+ miles
Max speed: 149 mph
Dimensions: L 57' 3" | H 12' 10" | Main Rotor Diameter: 48'
Crew: 2-3



UH-60



SIKORSKY UH-60 BLACK HAWK
Primary Function: Light Utility Helicopter
Weight: 3,953
Range: 370 miles
Max speed: 167 mph
Dimensions: L 64' 10" | H 16' 10" | Rotor Diameter 53' 8"
Crew: 2



UH-72



EUROCOPTER UH-72 LAKOTA
Primary Function: Utility Helicopter
Weight: 10,624
Range: 1380 miles
Max speed: 183 mph
Dimensions: L 42' 7" | H 11' 9" | Rotor Diameter 36' 1"
Crew: 2

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SMOKE-N-



One of the most riveting events at an Air Show is the moment Smoke-n-Thunder JetCar takes on a plane in a race to the finish line. Who is fastest by land or air? Accelerating from zero to almost 400 mph in just nine seconds, Smoke-n-Thunder is the fastest JetCar in the Air Show Industry.

The JetCar Pilot, Bill Braack is a 20-year veteran of the Air Force Reserve. He knows there is no room for error when handling a car that is equipped with a 12,000 horsepower engine. As a plane flies in low and fast, Braack selects full afterburner and overtakes the plane in just seconds.

Braack began drag racing in 1982 and three years later joined the Air Force and worked in aircraft maintenance. Longing to fly, Bill obtained his pilot license in 1989 and began flying C-130's for the Air Forces as a Flight Engineer.

When Braack left active duty Air Force in 1991, he joined the Air Force Reserve, where he continued flying as a Flight Engineer on C-141's until retiring in 2005. He currently holds FAA ratings as a flight engineer and pilot, logging over 3,000 flight hours.

When not traveling the country and performing at Air Shows, Bill Braack lives in SilverLake, WA with his wife Charlene and their four children.

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- THUNDER



JETCAR SPECS

Engine: Westinghouse J34-48. Originally used in the North American Buckeye T-2A aircraft.

Horsepower: 10,000

Thrust: 6,000 pounds with afterburner

Chassis: 4130 Chrome-moly construction, 240" wheel-base

Front Wheels: 15-inch diameter, 5-inches wide

Rear Wheels: 15-inch diameter, 10-inches wide

Body: Aluminum and magnesium

Cockpit: Custom-built single seat designed and built to fit the driver

Weight: 2,300 pounds

Length: 26 feet

Fuel: Two 20-gallon fuel cells; 40 gallons of diesel fuel used each performance

Acceleration Speeds: Approaching 400 mph

Safety Equipment: Two ring-slot parachutes (one 14 1/2 ft. and one 16 ft.); one on-board fire extinguisher system

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SIX DECADES OF AIR & SPACE POWER:

In the early 1950's, as the Cold War was warming up, military leaders feared a possible threat of northern attack of North America by enemy bombers. Air Force Leaders began looking for possible sites for air bases in the northern United States. The city of Minot sold the Air Force on becoming a site for a new base in 1954. The following year Minot businessmen and citizens donated approximately \$50,000 to buy the first portions of land for the base. The ground breaking took place July 12, 1955.

The base started out as an Air Defense Command Base and the first unit was the 32nd Fighter Group, activated on February 8, 1957. The Air Force took up occupancy eight days later on Febru-

ary 15. There was a small ceremony in front of base Ops when the Army Corp. of Engineers officer turned over the key to the base to the first base commander, Major Joe E. Roberts. Personnel celebrated the first church service in July 1958, and the Base Exchange opened in September 1958. That same year, Air Defense Command established a Semi-Automatic Ground Environment sector at Minot AFB, construction of a huge windowless blast-resistant concrete building. IBM engineers installed two large, 275-ton computers in the basement of the building.

Activated in June 1961, the SAGE facility processed air surveillance information and sent the data to Air Defense Command units.

The first permanent

Strategic Air Command unit assigned to Minot AFB was the 4136th Strategic Wing in September 1958 and within six months; the 906th Air Refueling Squadron was activated and assigned to the 4136th. They provided air refueling support to northern defense operations. The first KC-135A Stratotanker, dubbed "Miss Minot," arrived September 23, 1959. In addition, there was one U-2 aircraft stationed on base for 18 months as part of "Operation CROWFLIGHT."

In late January 1960, the 32nd Fighter Group brought the first F-106 Delta Dart to Minot. The F106's were assigned to the 5th Fighter Interceptor Squadron which was transferred to Minot from Suffolk County Airport, New York, on February 1, 1960.

An interesting thing about the Fifth was their mascots, two live lynx kittens that produced several offspring which were kept on base. The scope of operations grew as the Air Force assigned the 525th Bombardment Squadron to the 4136th. In July 1961, the first "Persuader" arrived on base and within five months the base received its first Hound Dog Missile to give the B-52 its initial stand-off capability.

Also in 1961, the Air Force selected the land around Minot for a new Minuteman I Intercontinental Ballistic Missile (ICBM) complex. Field construction began on the missile complex in January 1962. SAC activated the 455th Strategic Missile Wing in November 1962, and in less than a year, on

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September 9, 1963, the first Minuteman I Missile arrived from Hill AFB, Utah. It was placed in Launch Facility A-02, September 9, 1963. Within a short 28 months, in April 1964, the 455th became combat ready. The amber waves of grain over the North Dakota plains were implanted with a combat ready ICBM system born of the latest American technology.

As SAC's mission continued to grow at Minot, ownership passed from ADC to SAC. As Minot's mission changed, the SAGE center was deactivated in May 1963 and eventually housed numerous base agencies and today is known as the Professional Results in Daily Endeavors Building.

Minot AFB's organizational makeup changed in mid-1968, when the 91st Strategic Missile Wing replaced the 455th Strategic Missile Wing,

and the 5th Bombardment Wing replaced the 450th Bombardment Wing. These changes were in line with Air Force policy in keeping active those units with the most illustrious histories.

Force modernization characterized Minot AFB during the 1970's. The Air Force selected the 91 SMW to become the first wing to convert to the Minuteman III ICGM. The Minuteman III tripled the striking power and deterrent force. The 741st Strategic Missile Squadron became the first operational Minuteman III squadron in December 1970, and the entire wing converted by December 1971. The 5 BMW added the Short Range Attack Missile to its arsenal in September 1973, and later equipped its bombers with an improved offensive avionics system for more accurate bombing.

Following the 1980 Iran

hostage crisis, SAC tasked the 57th Air Division, which had been on base since the mid 70's, to organize the Strategic Projection Force. The 57 AD became the first division in SAC to implement this concept. The 5 BMW's B-52H fleet became the spearhead of this force, able to provide conventional warfare anywhere in the world. In the late 1980's the 57 AD became the host unit, providing logistical, security, administrative and other support services to the 5 BMW, 91 SMW and tenant organizations.

In the mid 80's the 5th Fighter Interceptor Squadron converted from the F-106 to the F-15 Eagles. The F-15s only flew over Minot until the spring of 1988, when the 5 FIS was deactivated. After the unit inactivated, their mascots, two of the lynx kittens, were donated to the Roosevelt Park Zoo in Minot, where they're still living today.


In 1988, the Air Force selected Minot AFB for the Commander-in-Chief's Installation Excellence Award. This presidential award recognizes those military installations that combine mission excellence with a concern for people to produce working and living conditions truly above all other installations. Closing out the 1980s, Minot continued to answer America's strategic needs. Rivet MILE, the Minuteman Integrated Life Extension program, is a nine-year modification program for missile support systems and facilities. It will maintain the Minuteman III as an effective deterrent into the next century. The 5 BMW continued to modernize in October 1989, when they added the Air Launched Cruise Missile to their arsenal.

Entering the 1990's, Minot AFB demonstrated its war-fighting capabilities by deploying aircraft and personnel

to the Middle East for the overwhelming victory over Iraq during Operation DESERT STORM. After the war, the base prepared for changes as the Air Force directed a major reorganization. In June 1991, the 57th Air Division was inactivated and the 5th Bomb Wing assumed host base responsibilities. As the "Cold War" came to an end, 5th Bomb Wing's aircraft came off alert status in September 1991, after 35 years of continuous alert. In June 1992, the newly formed Air Combat Command replaced SAC as host command. Both the 91st and 5th fell under the newly formed ACC. The following summer the 91st was reassigned to Air Force Space Command.

The 5 BW gained the Advanced Cruise Missiles for the B-52 in the spring of 1993. In January 1994, the base lost one of its oldest units, the 906th Air Refueling Squadron. The final KC-135 departed Minot three months later. The 91st Missile Wing completed its first major upgrade on the command, control and communications systems of the Minuteman III ICBM's launch and control centers in August 1996. They did it with the new Rapid Execution and Combat Targeting upgrade program. The 91 MW continues to modernize their Missile Alert Facilities through "Alert Imaging." A continuing event for the base is the Strategic Arms Reduction Treaty. Since the treaty went into force in late 1994, the base received eight inspections, four on the 91 MW and four on the 5 BW, the latest in October 1997. On October 1, 1997, the 91st Missile Wing was predesignated the 91st Space Wing.

Minot AFB has undergone many changes throughout the years, but one thing remains constant – Team Minot spirit continues to reign, re-emphasizing the truth that "Only the Best Come North."



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WARREN PIETSCH
 Vice President Operations, Chief Pilot



Warren began flying at a young age and soloed on his 16th birthday. He continued obtaining his certificates to fly charter for the family business with his father Al Pietsch. In 1980, after restoration of his T-Craft, Warren joined his father and brother, Kent, in the Air Show industry, performing at shows across the U.S. and Canada. In addition to flying Air Shows, Warren was a captain for a major airline for 20 years, flying Lockheed 1011, B-727, and B-737's worldwide. Warren has accumulated over 30,000+ hours of flight time in aircraft ranging from gliders, J-3 Cubs, antique aircraft and vintage WWII aircraft. He is qualified for aerobatics in numerous aircraft, including the P-51 Mustang.

Warren is also qualified for formation aerobatics and is an Aerobatic Competency Evaluator (ACE) for ICAS. Warren and his brother, Kent, are honorary Canadian Snowbirds and they were the proud recipients of the Bill Barber Showmanship Award at Oshkosh, WI in 2005. Warren continues to operate the family business his father began in 1957. Pietsch Aircraft Restoration & Repair/dba Minot Aero Center is located in Minot, ND. They offer flight instruction, including both glider and power aircraft. The shop crew remains busy rebuilding several antique aircraft, maintaining customer aircraft, and performing engine work. Warren and his wife, Jolene, have two children and make their home in the country, southeast of Minot.

BERNIE VASQUEZ
 Director of Maintenance, Warbird Pilot



Bernie became fascinated with flight as a young boy. Riding his bike to the local airport, he befriended Steve Seghetti who had a P-51. "He opened his hangar up and I never left! From the first time he let me sit in the P-51 I was hooked! I told him someday I'm going to fly one." So, at the age of 11, Bernie worked at the local glider port, trading hours for glider lessons. Eventually he went looking for the same trade at the airport and was given the job of fuel boy. He earned enough hours of flight time to receive his private license and soloed on his 16th birthday, when most of his friends were just learning how to drive a car.

As he branched out in the industry, he restored aircraft from the ground up for Sanders Aircraft in Ione, CA and specialized in tube and fabric repairs. Now he does all his own fabric work and owns White's Aircraft Restoration in Isleton, CA.

CASEY ODEGAARD
 Warbird Pilot



Working for his father, Casey was involved with aviation at a very young age. His first solo was at 16 and he started flying P-51D Mustangs at 21. Since then he has logged nearly 3,000 hours in nearly everything from an Aeronca Champ to a Douglas DC-3. He has been building and maintaining WWII aircraft since high school and is currently restoring a North American P-51D Mustang. Casey is 32 years old and along with his wife, Hilary, lives and works in the small town of Kindred, North Dakota, where they grew up.



Equal parts aviator, educator, and comedian of the skies Air Show spectators around the world have been treated to the unique variety of acts performed by veteran pilot and consummate entertainer Kent Pietsch and his Jelly Belly airplanes. His shows, which include specialty acts designed to thrill audiences of all ages, showcase aerobatic stunts featuring airplanes that lose parts, engines that quit in mid-flight, and landings onto runways mounted on moving vehicles.

Kent has enjoyed presenting the fun of flight to air show audiences for 40 years. Kent's enthusiasm for flying started in 1967 when, at age 16, he completed his first solo

flight.

His passion turned into a full-time career just three years later when he began flying commercially. Kent noticed that many of his passengers were nervous about flying. Their concerns were often related to fears that an airplane might fall apart or its engine might quit in mid-flight. Motivated in part by an interest in allaying those fears, Kent bought his uncle's Interstate Cadet Airplane in 1974 and started performing at air shows. He began with his now famous comedy act in which Kent incorporated losing an aileron and a tire, and tossing other objects out of his airplane. His intent was to entertaining audiences

by showing them how not to fly. He then developed an act known as the Deadstick in which plane and pilot climb to an altitude of 6000 feet, and, after the pilot shuts off the engine and the propeller stops spinning, he glides the plane to the ground, demonstrating the ability of an airplane to fly with no power. Later, Kent and his friends perfected landing on a moving motorhome just for the pure fun of it and that attempt was soon incorporated into Kent's repertoire. In 2007, Kent took early retirement from a major airline to pursue his real passion of performing in the air show circuit. Around that time, Kent teamed up with

Jelly Belly Candy Company and since then, his planes and landing vehicles have all featured the company's brightly colored jelly beans.

As a premier air show performer Kent strives to show the freedom of flight. While his acts push the limits of what he and his airplane can do, Kent adheres to strict safety standards making him a true professional in the air show field. Kent has been honored with the 2005 Bill Barber Award for Showmanship, and the 2007 Art Scholl Memorial Award for Showmanship. He is also proud to have been named an Honorary Royal Canadian Snowbird. When Kent isn't thrilling air show audiences around the country, he pursues his other passion of aviation restoration in his own maintenance hangar in Burlington, ND. Along with his ATP and commercial pilot licenses, Kent also holds an Airframe and Power Plant Mechanic license. Essentially, he knows planes inside and out. In addition to the ongoing work required on his air show planes, he is currently rebuilding a 1929 Waco Taperwing Biplane and a Starduster too. Kent enjoys flying in air shows but finds that meeting the organizers, volunteers and fans is equally exciting. When he isn't in the air, Kent keeps himself busy juggling autograph signing and prepping his airplane for each of his three unique acts. Kent says, "It has been and continues to be a great ride!"

LITTLE HORSE P-51D MUSTANG

Said to be one of the best fighter aircraft to have rolled off of production lines during WWII. The P-51 was built by North American Aviation in response to a request by the British Purchasing Commission.

TEXAS WARHAWK | P-40E

A fighter and ground attack aircraft that was first produced in 1938. The Warhawk eventually saw service with 28 nations and was used by most of the Allied powers in WWII. Its primary users were the U.S. Army Air Forces, the Royal Air Force, the Royal Canadian Air Force and the Royal Australian Air Force.

INTERSTATE CADET

An American two-seat tandem, high wing, single-engine monoplane light aircraft. Around 320 of these aircraft were produced between the years 1941 and 1942. The construction techniques employed were a welded steel tube fuselage, wood (spruce) wing structure with metal ribs, and fabric covering.

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Jacquie B

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When most people turn 50, they figure it's time to relax and settle into neutral while coasting toward retirement. Not Jacquie B! When Jacquie

scary maneuvers, she was instantly hooked on aerobatics. "I was so bored with the flying between take-offs and landings, I just knew there had to be something to do in between". Once she discovered aerobatics, there was no question in her mind she was destined for aerobatic flying. It took a few years longer to save enough money to take aerobatic lessons, but save she did and took her first "formal" aerobatic lesson in July 1997. She joined the International Aero-

thing new. Her beautiful red Extra is faster, more capable of gyroscopic maneuvers and has two seats! She can now give rides and share her love and passion of flying with others across the country. She holds a Commercial certificate in land-based aircraft as well as a seaplane rating and holds an unrestricted, Level 1 ACE card.

Jacquie B has earned her wings. She no longer qualifies as a newcomer flying for gas-and-a-hot-saying goes. Her time has come. With over 2,500 flight hours and more than 100 coast-



turned 50, she launched her solo aerobatic career with her one-of-a-kind Pitts Special biplane. During the centennial celebration of powered flight in 2003, Jacquie finally quit the humdrum of a white collar profession and realized her dream as an air show performer, becoming the first female pilot to enter this business at the age of 50.

Jacquie traces her love of flying her to her earliest days, when, as a newborn, her first outing was to the Los Angeles County Airport Air Show. Her pilot-father's interest in airplanes and flying inspired Jacquie to want to ride the wind. Jacquie spent many years dreaming of flying but was unable to do much about it until years later after working and saving her money. By the time she was 32 years old, she decided she had waited long enough. She enrolled in ground school and the rest is history, as they say. She earned her Private Pilot certificate in 1986 and shortly thereafter was introduced to the world of aerobatics. A friend offered her a ride in a Pitts Special and she jumped at the chance to do a different kind of flying. With that first flight of loops, rolls, spins and a few other very

batic Club in August 2000 and for the next 4 years she flew aerobatic competition. She raced her biplane at the Reno Air Races from 2001 through 2004 to learn a whole new kind of flying.

Jacquie is now flying an Extra 300 monoplane. Jacquie has made the switch from a biplane of many years to some-

coast air show performances behind her, Jacquie has proven that she has the talent, stamina, discipline and guts to reach beyond the limits placed on her by naysayers. In fact, she broke even more stringent cultural boundaries when she became the first female solo pilot to perform at the 2010 Al Ain Aerobatic Show in the United Arab Emirates. Jacquie is a powerful inspiration to the millions of fans who realize that they too can accomplish great things in life.



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Minot Air Force Base Public Affairs is focused on delivering truthful, credible, accurate and timely information to key audiences in order to enhance their understanding and appreciation for Air Force capabilities and contributions to national security, while maintaining due regard for privacy and communication security.

PUBLIC AFFAIRS MISSION

Public Affairs:

Provide strategic counsel, operational planning, and tactical execution of communication as a function of the Air Force mission, joint combat operations, and national security objectives.

Broadcasting:

Support Air Force strategic communication objectives by producing high-quality products and programming services that are informative and entertaining for audiences worldwide.

VISUAL INFORMATION MISSION

Visual Information is information in the form of visual representations of persons, places, and/or things. VI professionals create, develop record, assemble, and enhance visual and audio data into meaningful information. VI includes still photography, motion photography, audio, video, computer-based

products, and graphics. VI excludes alphabetic, symbolic, or coded data. VI production is the process of structuring data from two or more media into a cohesive linear or non-linear format or product according to a plan or a script.

PA PURPOSE

The U.S. Air Force engages in Public Affairs to provide trusted counsel to leaders; build, maintain, and strengthen Airman morale and readiness; enhance public trust and support; and achieve global influence and deterrence. The triad of Public Affairs practitioners, bandsmen, and broadcasters is dedicated to executing the Public Affairs mission for the Air Force. The triad uses its resources to research, plan, execute, and evaluate communication strategies and tactics.

It is the responsibility of all Airmen to tell the Air Force story. Whether they're representing their base at a community function or representing the U.S. in a wartime or contingency operation, all Airmen are front-line ambassadors for the Air Force. It is imperative for the Public Affairs triad to prepare all Airmen to be credible, intelligent, and articulate spokespersons for the Air Force.

VI PRODUCTS & SERVICES

VI materials generated or acquired by Air Force members, employees, or contractors in conducting official duties are the property of the United States Air Force. Personal use of

VI materials for sale or any other reason not directly related to an official Air Force activity is prohibited. Use of personally-owned or self-help equipment requires users to adhere to operational security, PA, historical archiving, and information security guidelines.

PHOTO & VIDEO GUIDELINES

Photography and video are essential elements of internal and external communication programs. Imagery conveys the mission of the Air Force internal and external audiences and helps achieve the PA core competencies of Airman morale and readiness, public trust and support, and global influence and deterrence.

PA CORE COMPETENCIES

The five Public Affairs core competencies are directly linked to the Air Force Core Competencies. The core competencies provide the Public Affairs triad with the vision to integrate information into operations at home and in an expeditionary role. The core competencies are supported by five key processes and process improvements constituting the way the Air Force conducts Public Affairs.

These five competencies are:

- Trusted Counsel to Leaders
- Airman Morale and Readiness
- Public Trust and Support
- Global Influence and Deterrence
- Public Affairs Readiness

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P-51 Mustang and F-86 Sabre, dramatically display our U.S. Air Force air power history and proudly support our Air Force's recruiting and retention efforts. In 2010, the Air Force Heritage Flight Foundation (AFHFF) was formed to keep this popular program flying. To learn more about the Air Force Heritage Flight Foundation, visit <http://www.acc.af.mil/Home/AerialEvents/HeritageFlight.aspx>

F-16 Falcon Flies with the P-51 Mustang making it a heritage flight.





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MINOT AIR FORCE BASE



5TH BOMB WING COMMANDER: COL. MATTHEW R. BROOKS • 91ST MISSILE WING COMMANDER: COL. COLIN J. CONNOR

Minot Air Force Base is located 13 miles north of Minot in the north central part of North Dakota. The base covers roughly 5,000 acres, while the base's Minuteman III missile complex includes an additional 8,500 square miles of the public land surrounding the installation. Minot AFB is home to the 5th Bomb Wing and its squadron of B-52H Stratofortress bombers.

The Bomb Wing serves as the base's host unit in charge of maintaining the base's day-to-day activities in addition to its combat mission. Minot AFB is also home to the 91st Space Wing and its fleet of 150 Minuteman III

inter-continental ballistic missiles. The UH1N helicopter of the 54th Helicopter Squadron also calls Minot AFB home.

POPULATION

11,947

ORGANIZATIONS

- 5th Bomb Wing
- 91st Space Wing

HISTORY HIGHLIGHTS

- 1955 – Several Minot businessmen and citizens donated approximately \$50,000 to buy first portions of base land.
- July 12, 1955 – Ground-breaking takes place with construction starting within a year.
- January 10, 1957 – Air force accepts base's first building.
- February 7, 1957 – Air

Defense command's 32nd Fighter Group activates at Minot; Air Force officially takes occupancy of base eight days later.

- July, 1958 – Construction starts on Semi-Automatic Ground Environment, or SAGE, building.
- September, 1958 – 4136th Strategic Wing becomes Strategic Air Command's first permanent unit assigned to Minot AFB.
- March, 1959 – 906th Air Refueling Squadron activates to provide air refueling support to northern defense operations units.
- September 23, 1959 – "Miss Minot," the 906th's first KC-135A Stratotanker, arrives.
- January, 1960 – 32nd

Fighter Group activates flying F-106 Delta dart fighters. The following day, the 5th Fighter Interceptor Squadron transfers to Minot from Suffolk County Airport, New York.

- July, 1961 – 525th Bombardment Squadron activates flying B-52H Stratofortress.
- 1961 – Air force selects land around Minot for a new Minuteman I ICBM complex.
- January, 1962 – Construction begins on base's missile complex.
- September, 1963 – Minot's first Minuteman I missile arrives.
- May, 1963 – SAGE center shuts down; building becomes home for many base units.

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continued from page 36

• 1968 – 91st Strategic Missile Wing replaces 455th Strategic Missile Wing, and 5th Bombardment Wing replaces 450th Bombardment Wing.

• December, 1970 – 91st SMW becomes first missile wing to convert its launch facilities to carry Minuteman IIIs; 741st strategic Missile squadron is nation's first operational Minuteman III squadron.

• September, 1973 – 5th BMW adds Short range Attack Missile system to its arsenal.

• 1990 – Bomb wing aircraft airmen deploy to Persian Gulf in support of Operations Desert Shield and Desert Storm.

• 1991 – Last remnants of Cold War comes to an end as bomb wing takes its aircraft off alert status; ends 35 years of around-the-clock duty.

• 1998 – Bomb wing attacks targets in Iraq during Operation Desert Fox.

• 1999 – Minot B52's fly combat missions over former republic of Yugoslavia in support of Operation Allied Force.

• September 11, 2001 – Base's security posture moves to its highest level of readiness following terrorist attacks in New York City, Washington D.C. and Pennsylvania.

• 2002 – 5th Bomb Wing aircraft and airmen deploy to fly combat missions over Afghanistan in support of Operation Enduring Freedom.

• 2003 – 5th Bomb Wing aircraft and airmen deploy once again, to fly combat missions over Iraq in support of Operation Iraqi Freedom.

• 2004 – The 5th Security Forces Squadron and 91st

Security Forces Group win Best Security Forces in the U.S. Air Force. The 5th Services Squadron is awarded the best small unit services squadron.

• 2005 – Base deploys bombers and hundreds of people overseas in support of operations Iraqi Freedom and Enduring Freedom.

• 2006 – The 5th Medical Support Squadron staff received the Patients First Award.

• 2006 – A Minot B-52 successfully tests alternative jet engine fuel.

• 2006 – Minot aircrews and aircraft participate in KOA Lightning, a force projection exercise, in the Pacific Theater of Operations.

• 2007 – The 5th Bomb Wing is awarded the Air Force Outstanding Unit Award for June 2004 – May 2006.

• 2007 – Over 400 wing personnel deployed in support of combat operations worldwide.

• 2007 – The base celebrated 50 years of beneficial occupancy. The first unit, the 32nd Fighter Group, was assigned on Jan 12, 1957.

• 2007 – Cold weather testing begins on a synthetic fuel for use in the B-52.

• 2007 – Former Chief of Staff of the Air Force, Gen. T. Michael Moseley, visits MAFB.

• 2009 – As part of a change to the Air Force nuclear enterprise, the 69th Bomb Squadron activated at Minot AFB, to become the fourth active B-52 squadron.

• Dec. 2009 – The 91st, along with the other two ICBM wings, joined the new Air Force Global Strike Command.

• Feb. 1, 2010 – The 5th BW officially transferred from Air Combat Command to the Air Force's newest

major command focused on the nation's nuclear enterprise, Air Force Global Strike Command.

• 2011 – Major flood in the city of Minot impacted nearly 1,200 Minot AFB personnel and family members. The 5th BW provided personnel and equipment via the Stafford Act to assist the city in levee construction and evacuation efforts.

• 2011 – Team Minot participated in exercise GLOBAL THUNDER 2012, U.S. Strategic Command's annual field training and battle staff exercise.

• Dec. 2011 – The newest 5th BW unit, the 705th Munitions Squadron, activated, replacing the 17th Munitions Squadron, an Air Force Material Command Unit.

• 2012 – Deputy Secretary of Defense visits Minot AFB.

• 2012 – AFGSC's Installation Excellence Award given to Minot AFB.

• 2013 – U.S. Strategic Commander visits Minot AFB.

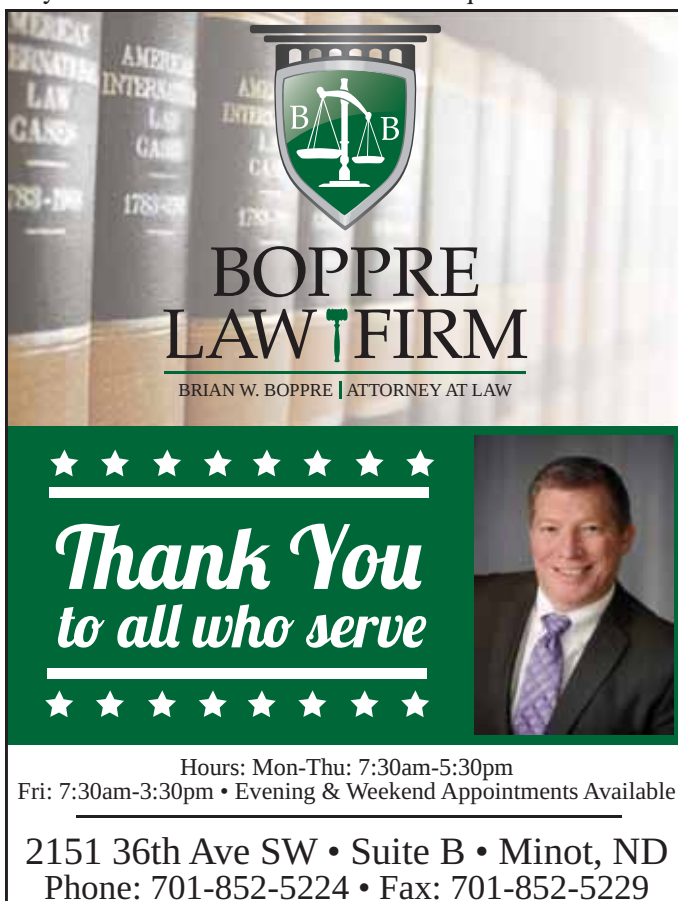
• 2014 – USSTRATCOM 2014 Omaha Trophies awarded to Best Aircraft Wing and Best Missile Wing.

• 2016 – Ex GLOBAL THUNDER 2016, AFGSC's largest-ever nuclear generation.

• 2016 – More than 300 Warbirds deployed to Guam as part of the Continuous Bomber Presence mission supporting the Pacific region.

• 2016 – Ninety female missileers made Air Force history as the first all-female missile alert crews to serve on alert at three intercontinental ballistic missile wings simultaneously; Minot AFB was one of these three bases.

• 2016 – Exercise BALTOPS/SABER STRIKE 2016.



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5th Bomb Wing



COMMANDER: COL. MATTHEW R. BROOKS

VICE COMMANDER: COL. DAVID BALLEW

COMMAND CHIEF: CHIEF MASTER SGT. PAUL M. ELLIOTT III

MISSION

Known by its nickname, the Warbirds, the 5th Bomb Wing is part of Air Combat Command and the host wing at Minot Air Force Base. The wing and its fleet of B-52H Stratofortress bombers serve as part of the Air Forces conventional and strategic combat force. The men and women of the wing are capable of flying anywhere around the world and delivering a wide range of precision-guided bombs and munitions.

NUMBER OF PEOPLE

3,518

VISION

Proud, Confident and Professional Airmen who take ownership of mission accomplishment.

PROUD

Developing Airmen who take pride in accomplishing their mission is key to our success. Our Airmen should be proud of what they do and be proud they are on a winning team. Leaders at all levels will recognize and reward those who contribute to the team's success in order to reinforce unit pride, and will hold those accountable who detract from this vision.

CONFIDENT

Proper training, preparation and practice will ensure our Airmen have confidence in their ability to successfully accomplish their mission. We will continuously strive to provide Airmen with the training required to ensure success. Practice will come in the form of well-timed exercises at the unit and wing level. Confidence will assure excellent performance under the most demanding of conditions, be it combat or inspections.



5th Bomb Wing Building Minot Air Force Base

PROFESSIONAL

Our Airmen must always seek to embody our United States Air Force core values. Moreover, they will meet or exceed all USAF standards of behavior and performance. Enhancing their professional development is also a key factor in meeting mission demands. Every Airman should accomplish their professional military education as quickly as possible and strive to attain an advanced degree.

PRIORITIES

- Ensure Nuclear Surety
- Provide Responsive Conventional and Nuclear Combat Capability
- Develop our Airmen
- Care for Airmen and Their Families

ORGANIZATIONS AND FUNCTIONS

- 5th Operations Group (B-52H)
- 5th Maintenance Group
- 5th Mission Support

Group

- 5th Medical Group
- 5th Bomb Wing special staff: inspector general, wing plans, chaplain, staff judge advocate, arms control, command post, manpower, public affairs, history and safety. The 5th Comptroller Squadron also reports directly to the 5th BW commander.

HISTORY

HIGHLIGHTS

- August 15, 1919 – Activates as 2nd Group (Observance), at Luke Field, Territory of Hawaii.
- 1921 – Redesignated
- 1922 – Redesignated 5th Group (Pursuit and Bombardment) flying DeHavilland DH-4 aircraft.
- 1935 – During eruption of Mauna Loa volcano in Hawaii, B-3 and B-4 bombers from the group's 23rd and 72nd bombardment squadrons drop 20, 600-pound bombs around

volcano to divert molten lava away from city of Hilo.

- 1941 – 5th Bombardment Group suffers heavy casualties during the Japanese surprise attack on military installations in Hawaii. Group's aircrews go on to become first U.S. military forces to take to the air following the attack.
- 1947 – Bombardment group begins series of name and assignment changes while receiving newer generations of aircraft.
- 1959 – Now stationed at Travis Air Force Base, California, 5th Bombardment Wing (Heavy) enters jet age. Strategic Air Command assigns wing its first B-52G bombers and KC-135A air refueling tankers.
- July 25, 1968 – Wing moves to Minot and starts flying B-52H bombers.
- 1975 – AGM-69A

continued on page 46

SCHEDULE OF EVENTS



- 9:00 AM:** Magic City Gates Open to Public
- 12:00 PM:** Air Show Official Start Time
- 3:30 PM:** Magic City Gate Closed to Public
- 3:45 PM:** Air Show Concludes
- 4:30 PM:** Air Show Official End Time

AERIAL DEMONSTRATIONS

Aircraft information on pages 17-19



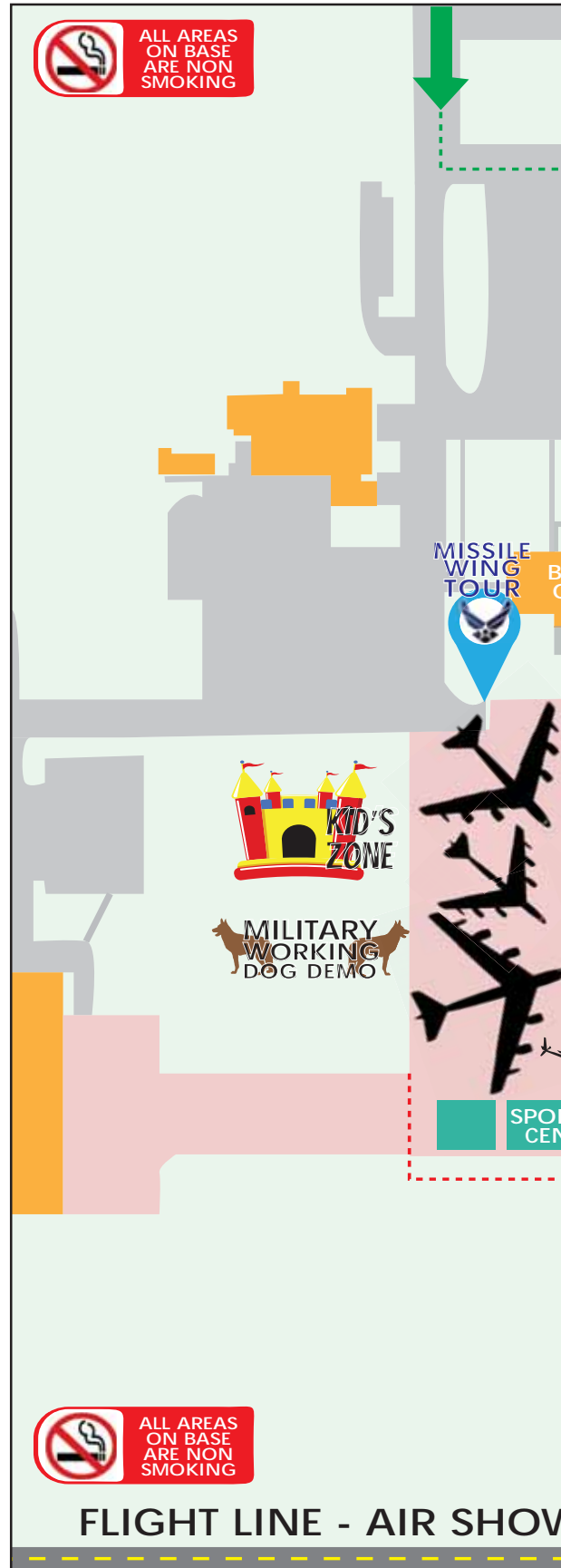
- | | |
|---|--|
| <ul style="list-style-type: none"> • ARMY Golden Knights
(Page 7 & 8) • F-16 Demo Team
(Page 12) • F-16 Heritage Flight
(Page 35) • Warren Pietsch
(Page 30) • Kent Pietsch
(Page 31) • Jacquie B Extra 300
(Page 33) | <ul style="list-style-type: none"> • UH-1 Insertion • B-52 Fly by
(Story Page 55 & 56) • P-51 Spitfire
(Page 73) • Jet Car
(Page 26 & 27) • Jim Pietz
(Page 6) • PT-17 Stearman • Pitts • B-2 Fly by |
|---|--|

STATIC DISPLAYS

Aircraft information on pages 22-25



- | | |
|--|---|
| <ul style="list-style-type: none"> • UH-1 • B-52 • B-1B • C-130 • P-51 • P-40 • Spitfire • SNJ • F-16 (x2) • T-6 | <ul style="list-style-type: none"> • T-38 (x2) • A-10 • C-17 • RC-135 • KC-135 • UH-72 • Blackhawk • CAP Cessna 172 • CAP Cessna 182 • CAP Blonic L-23 Glider |
|--|---|



FLIGHT LINE - AIR SHOW

****DISCLAIMER** all Aerial Demonstrations and Static Displays are subject to change without notice. Events may be add



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ed or subtracted depending on the days events. In the event of severe weather please refer to page 2 of this booklet.

AIR FORCE HISTORY & OVERVIEW

Early Years:

On August 1, 1907, the U.S. Army signal Corps established a small Aeronautical Division to take “charge of all matters pertaining to military ballooning, air machines and all kindred subjects.”

From the close of the Civil War until 1907, the Signal Corps had acquired eight balloons, though two more procured in 1907. A year later the Signal Corps purchased a small dirigible, used at Fort Omaha, Nebraska, for the instruction of servicemen. But not until May 26, 1909, did Lts Frank P. Lahm and Benjamin D. Foulois make their first ascent and qualify as the airship’s first Army pilots.

The Signal Corps began testing its first airplane at Fort Myer, Va., on August 20, 1908, and on September 9, Lt. Thomas E. Selfridge, flying with Orville Wright, was killed when the plane crashed. He was the first military aviation casualty. After more testing with an improved Wright Flyer, the Army formally accepted this airplane, identified as “Airplane No. 1,” on August 2, 1909.

Four years after the Signal Corps took charge of air matters, Congress appropriated funds for Army aeronautics: \$125,000 for fiscal 1912. By the close of October 1912, the Signal Corps had acquired 11 aircraft, but possessed only nine. “Airplane No. 1” had been given to the Smithsonian Institution, and one other had been demolished in an accident.

In early 1913, the Army ordered its aviators who

were training in Augusta, Ga., and Palm Beach, Fla., to Texas to take part in 2nd Division maneuvers. In Galveston on March 3, the Chief Signal Officer designated the assembled men and equipment the “1st Provisional Aero Squadron,” with Capt Charles Chandler as squadron commander.

The 1st Provisional Aero Squadron began flying activities a few days later. On December 4, general orders redesignated the unit as the 1st Aero Squadron, effective December 8, 1913. This first military unit of the U.S. Army devoted exclusively to aviation, today designated the 1st Reconnaissance Squadron, and has remained continuously active since its creation. Assigned a role in the Punitive Expedition of the Mexican border in 1916, this squadron became the first air combat unit of the U.S. Army.

Meanwhile, Congress created in the Signal Corps and Aviation Section to replace the Aeronautical Division. Signed by the President, this bill became law on July 18, 1914. It directed the Aviation Section to operate and supervise “all military (U.S. Army) aircraft, including balloons and airplanes, all appliances pertaining to said craft, and signaling apparatus of any kind when installed on said craft.”

The section would also train “officers and enlisted men in matters pertaining to military aviation,” and thus embraced all facets of the Army’s air organization and operation.

The old Aeronautical Division continued to exist, but operated as the Wash-

ington office of the new section.

When World War I broke out in Europe in August 1914, the 1st Aero Squadron represented the entire tactical air strength of the U.S. Army. It counted 12 officers, 54 enlisted men and six aircraft. In December 1915 the Aviation Section consisted of 44 officers, 224 enlisted men and 23 airplanes—still a tiny force when compared to the fledgling air forces of the European powers.

But the war in Europe focused more attention on aviation.

By this time the Aviation Section consisted of the Aeronautical Division, the Signal Corps Aviation School at San Diego, the 1st Aero Squadron (then on duty with the expeditionary force in Mexico), and the 1st Company, 2nd Aero Squadron, on duty in the Philippines. In October 1916, Aviation Section plans called for two dozen squadrons—seven for the Regular Army, 12 for the National Guard divisions, and five for coastal defense—plus balloon units for the field and coast artillery. In December 1916 the seven Regular Army squadrons either had been or were being organized. All 24 squadrons had been formed by early 1917, but the 1st Aero Squadron remained the only one fully organized and equipped. Plans for still greater expansion of the Aviation Section were incomplete when the United States entered World War I on April 6, 1917.

World War I:

On May 20, 1918, President Woodrow Wilson

issued an executive order transferring aviation from the Signal Corps to two agencies under the Secretary of War: The Bureau of Aircraft Production, headed by Mr. John D. Ryan, and the Division of Military Aeronautics, directed by Maj. Gen. William L. Knely.

On May 24, the War Department officially recognized these two Army agencies as the Air Service of the U.S. Army. Three months later, on Aug. 27, the President appointed Mr. Ryan Director of the Air Service and Second Assistant Secretary of War.

Despite a combat record of only nine months (February to November 1918), the Air Service made a respectable showing during World War I. The 740 American aircraft assigned to squadrons at the front on November 11, 1918, Armistice Day, represented little more than 10 percent of the total aircraft strength of Allied nations. But the Air Service had conducted 150 separate bombing attacks. Penetrating as far as 160 miles behind German lines, its aircraft had dropped about 138 tons of bombs. In all, the Air Service downed 756 enemy aircraft and 76 enemy balloons, while losing 289 airplanes and 48 balloons.

The dispersal of aero squadrons among various Army organizations during the war made it difficult to coordinate aerial activities, which led to the creation of higher echelon organizations. At the front, squad-

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rons with similar functions were formed into groups, the first organized in April 1918 as I Cops Observation Group. The following month the 1st Pursuit Group was formed, and in July 1918 the American Expeditionary Forces organized its first aircraft unit higher than a group—the 1st Pursuit Wing—made up of the 2nd and 3rd Pursuit Groups and, later, the 1st Day Bombardment Group. In November 1918 the AEF possessed 14 groups (seven observation, five pursuit and two bombardment).

At war's end the Air Service possessed 185 aero squadrons; 44 aero construction; 114 aero supply, 11 aero replacement, and 150 spruce production squadrons; 86 balloon companies; six balloon group headquarters; 15 construction companies; 55 photographic sections; and a few miscellaneous units.

By November 22, 1919, all had been demobilized except one aero construction, one aero replacement, and 22 aero squadrons, 32 balloon companies, 15 photographic sections, and a few miscellaneous units. Between November 11, 1918, and June 30, 1920, officer strength plummeted from 19,189 to 1,168, and enlisted strength dropped from 178,149 to 8,428. Following World War I, the strength of the Air Service matched what Congress considered satisfactory for peacetime.

World War II:

Beginning in September 1939, the German army and the German air force rapidly conquered Poland, Norway, Holland, Belgium, and France and within one year had driven the British off the continent. Leader of the Air Corps now



found themselves in the novel position of receiving practically anything they requested. Plans soon called for 54 combat groups. This program was hardly underway before revised plans called for 84 combat groups equipped with 7,800 aircraft and manned by 400,000 troops by June 30, 1942. All told, U.S. Army air forces strength in World War II would swell from 26,500 men and 2,200 aircraft in 1939 to 2,253,000 men and women and 63,715 aircraft in 1945.

With this enormous expansion underway, the War Department began in 1939 to establish new bases and air organizations in rapid succession overseas and in the continental United States. At the same time air leaders worked to create an independent institutional structure for air within the U.S. Army.

Both necessity and desire thus caused a blitz of organizational change from 1940 through 1942. On November 19, 1940, the General Headquarters Air Force was removed from the jurisdiction of the Chief of the Air Corps and given separate status under the commander of the Army Field Forces. Seven months later, these air combat forces returned to the command of air leaders as General George C. Marshall, U.S. Army Chief of Staff, established the Army Air Forces on June 20, 1941, to control both the Air Corps and the Air Force Combat Command.

Early in 1940, the War Department instituted a series of actions to create a hierarchy for noncombat



continued on page 44



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activities. It set up a command eventually designated Flying Training Command to direct new programs for training ground crews and technicians. The next year, the new command assumed responsibility for pilot and aircrew training. In mid-1942 the War Department established the Air Corps Ferrying Command to fly aircraft overseas for delivery to the British and other Allies. As the functions of the Ferrying Command expanded, it was redesignated as the Air Transport Command.

To control supply and maintenance, the War Department established the Air Corps Maintenance Command under the Air Corps Materiel Division. The Materiel Division then concentrated on procurement and

research development.

The War Department reorganization on March 9, 1942, created three autonomous U.S. Army Commands: Army Ground Forces, Services of Supply (later, in 1943, Army Service Forces), and Army Air Forces. This administrative reorganization did not affect the status of the Air Corps as a combatant arm of the U.S. Army.

All of these actions affecting the air forces and commands that comprised the AAF emphasized the surge towards an independent service and the expansion of combat forces that took place during World War II.

Before 1939 the Army's air arm was a fledgling organization; by the end of the war the Army Air

Forces had become a major military organization comprised of many air forces, commands, division, wings, groups and squadrons, plus an assortment of other organizations.

Rapid demobilization of forces immediately after World War II, although sharply reducing the size of the Army Air Forces, left untouched the nucleus of the postwar United States Air Force (USAF). A War Department letter of March 21, 1946, created two new commands and redesignated an existing one: Continental Air Forces was redesignated Strategic Air Command and the resources of what had been Continental Air Forces were divided among Strategic Air Command and the two newcomers – Air Defense Command and Tac-

tical Air Command. These three commands and the older Air Transport Command represented respectively the strategic, tactical, defense and airlift missions that provided the foundation for building the postwar, independent Air Force.

An Independent Force:

The National Security Act of 1947 became law on July 26, 1947. It created the Department of the Air Force, headed by a Secretary of the Air Force.

Under the Department of the Air Force, the act established the United States Air Force, headed by the Chief of Staff, USAF. On September 18, 1947, W. Stuart Symington became Secretary of the Air Force, and on September 26, General Carl A. Spaatz became the USAF's first Chief of Staff.



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Short Range Attack missile enhances B-52H's offensive ability.

- 1981 – First Offensive Avionics System-modified B-52H arrives; first major modification of aircraft's bombing, navigation and weapons delivery system.
- 1990 – Bombers and people deploy to the Persian Gulf in support of operations Desert Shield and Desert Storm.
- 1991 – Last remnants of Cold War come to an end as wing takes its aircraft off continuous alert status; ends 35 years of around.
- June 1, 1992 – 5th Wing becomes 5th Bomb Wing following activation of Air Combat Command.
- 1993 – Wing bombers start using Air Force's Advance Cruise Missile system.
- 1998 – Bomb wing attacks targets in Iraq during Operation Desert Fox.
- 1999 – Three Minot B-52s and crews join the 2nd Air Expeditionary Group at RAF Fairford, England, in support of Operation Allied Force over former Republic of Yugoslavia.
- 2000 – Wing becomes first operational B-52 unit to drop Joint Direct Attack Munition weapons.
- September 11, 2001 – Wing's security posture moves to its highest level of readiness following terrorist attacks in New York, Washington D.C. and Pennsylvania.
- 2002 – Wing bombers

deploy overseas in support of Operation Enduring Freedom flying combat missions over Afghanistan.

- 2003 – Wing deploys bombers and hundreds of its people overseas in support of Operation Iraqi Freedom.
- 2004 – Wing continues to deploy bombers and hundreds of its people overseas in support of Operation Iraqi Freedom.
- 2005 – 2006 – Wing continues to deploy bombers and hundreds of its people overseas in support of operations Iraqi Freedom and Enduring Freedom.
- 2006 – The 5th Medical Support Squadron staff received the Patients First Award.
- 2006 – B-52s and support personnel are deployed to Andersen Air Force Base for an AEF deployment.
- 2006 – A Minot B-52 successfully tests alternative jet engine fuel.
- 2006 – Minot aircrews and aircraft participate in KOA Lightning, a force projection exercise, in the Pacific Theater of Operations.
- 2007 – The 5th Bomb Wing is awarded the Air Force Outstanding Unit Award for June 2004 – 2006.
- 2007 – Over 400 wing personnel deployed in support of combat operations worldwide.
- 2007 – The base celebrated 50 years of beneficial occupancy. The first unit, the

32nd Fighter Group, was assigned on January 12, 1957.

- 2007 – Cold weather testing begins on a synthetic fuel for use in the B-52.
- 2007 – Former Chief of Staff of the Air Force, General T. Michael Moseley, visits Minot Air Force Base.
- 2009 – As part of a change to the Air Force nuclear enterprise, the 69th Bomb Squadron activated at Minot AFB, to become the fourth active B-52 squadron.
- Feb. 1, 2010 – The 5th BW officially transferred from Air Combat Command to the Air Force's newest major command focused on the nation's nuclear enterprise, Air Force Global Strike Command.
- 2011 – Major flood in the city of Minot impacted nearly 1,200 Minot AFB personnel and family members. The 5th BW provided personnel and equipment via the Stafford Act to assist the city in levee construction and evacuation efforts.
- 2011 – Team Minot participated in exercise GLOBAL THUNDER 2012, U.S. Strategic Command's annual field training and battle staff exercise.
- Dec. 2011 – The newest 5th BW unit, the 705th Munitions Squadron, activated, replacing the 17th Munitions Squadron, an Air Force Material Command Unit.
- 2012 – Deputy Secretary of Defense visits Minot AFB.
- 2012 – AFGSC's Instal-

lation Excellence Award given to Minot AFB.

- 2013 – U.S. Strategic Commander visits Minot AFB.
- 2013 – Wing demonstrated excellence during a Nuclear Operational Readiness Inspection.
- 2014 – USSTRATCOM 2014 Omaha Trophies awarded to Best Aircraft Wing and Best Missile Wing.
- 2015 – AFGSC Castle Trophy awarded to the best bomb wing.
- 2015 – Wing received highest possible "Satisfactory" in Nuclear Surety Inspection.
- 2016 – Ex GLOBAL THUNDER 2016, AFGSC's largest-ever nuclear generation.
- 2016 – Wing personnel flew a mission to South America in support of the Bomber Assurance and Deterrence mission.
- 2016 – More than 300 Warbirds deployed to Guam as part of the Continuous Bomber Presence mission supporting the Pacific region.
- 2016 – B-52 flew a deterrence and assurance mission with the French Air Force and performed a flyover of the Lafayette Escadrille Memorial during 100th Anniversary of the formation of the Escadrille ceremony.
- 2016 – Exercise BALTOPS/SABER STRIKE 2016.



By training in any type of weather, the Warbirds of Minot show they can provide full-spectrum deterrence and outstanding support for the 91st Missile Wing; and if deterrence fails, B-52 firepower on demand. By launching BUFFs in the harsh winters of North Dakota, it only proves our proud, confident and professional Airmen truly take ownership of mission accomplishment.



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91st Missile Wing

COMMANDER: COL. COLIN J. CONNOR
VICE COMMANDER: COL. KELVIN J. TOWNSEND
COMMAND CHIEF: CHIEF MASTER SGT. JOHN A. BURKS

MISSION

The 91st Space Wing is one of the Air Force's three operational intercontinental ballistic missile units. Known as the Rough Riders, the wing maintains a fleet of 150 Minuteman III missiles located in underground launch facilities scattered across the north-west part of the state. The wing's missile complex stretches over 8,500 square miles – approximately the same size as Massachusetts. Minuteman missiles serve as a quick-reacting, highly survivable element of America's strategic triad. The weapon system is the safest, most reliable and maintainable ballistic missile system in the United States.

NUMBER OF PEOPLE

1,916

VISION

American Airmen with special trust and responsibility for the most powerful weapons in our nation's arsenal ... an elite, highly disciplined team ... poised 24/7, to ensure the deterrent capabilities of the United States are ready when called upon.

WHAT WE VALUE

- Individual responsibility for mission success
- Critical self-assessment of our performance
- Uncompromising adherence to all directives



U.S. AIR FORCE PHOTO | SENIOR AIRMAN STEPHANIE MORRIS

A 740th Missile Squadron patch is displayed on the shoulder of 1st Lt. Daniel Morris, 740th MS deputy combat crew commander's uniform, at the Bravo 01 Missile Alert Facility, July 1, 2015. The 740th MS is comprised of officer crewmembers who, when on alert, are responsible for day-to-day operations, maintenance and security of the nuclear-capable missiles within their control and are prepared to launch their missiles at all times.

- Superior technical and weapons system expertise
- Pride in our nuclear heritage and mission
- Respect for the worth and dignity of every Airman
- Safety in all things

MAJOR ORGANIZATIONS

- 91st Space Wing headquarters staff: wing plans, financial management, chaplain, manpower, history and safety.
- 91st Operations Group (Minuteman III)
- 740th Missile Squadron (Minuteman III)
- 741st Missile Squadron (Minuteman III)

- 742nd Missile Squadron (Minuteman III)
- 54th Helicopter Squadron (UH-1N)
- 91st Maintenance Group
- 91st Security Forces Group

HISTORY HIGHLIGHTS

- April 15, 1942 – Activates as 91st Bombardment Group, flying B-17s from England.
- 1942 – The wing flies first combat missions.
- 1950 – Three-plane unit from wing flies to Japan to provide the Far East Air Forces com-

mander improved reconnaissance capability during the Korean War. The detachment remains there for duration of war.

- 1968 – Wing moves to Minot and becomes 91st Strategic Missile Wing, assuming control of three Minuteman I intercontinental ballistic missile squadrons.
- 1971 – 91st becomes first wing to convert to Minuteman III ICBMs.
- 1991 – Wing redesignated 91st Missile Wing as part of major command restructuring

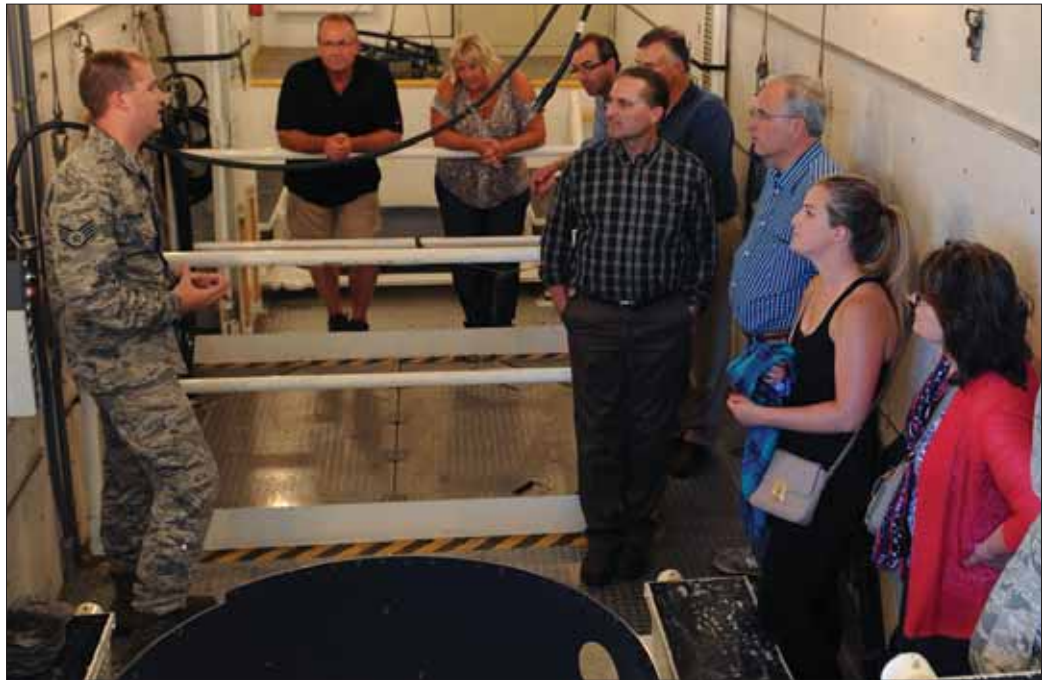
continued on page 49

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program. It joins Air Combat Command later that year.

- 1993 – The missile wing becomes part of Air Force Space Command.
- 1994 – Wing redesignated 91st Missile Group.
- 1995 – 91st MG returns to wing status.
- 1996 – Wing renamed 91st Space Wing.
- 2002 – The wing received the Thomas S. Moorman Jr. Trophy for being named the best wing in Air Force Space Command.
- 2004 – The wing earned the Gen. H. Blanchard Trophy for best Intercontinental Ballistic Missile Wing

continued on page 50



U.S. AIR FORCE PHOTO | SENIOR AIRMAN KRISTOFFER KAUBISCH

Staff Sgt. Joshua Kulonis, 91st Missile Operations Squadron missile maintenance Instructor, briefs members of the Minot community about the responsibilities of missile maintainers, at the missile trainer facility at Minot Air Force Base, N.D., July 15, 2015. Minot community members toured a missile alert facility as well as a missile trainer facility on base to better understand the 91st Missile Wing's mission of defending the United States with safe, secure nuclear-capable intercontinental ballistic missiles, ready to immediately put bombs on target.



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in the Air Force during Guardian Challenge 2004 and the Omaha Trophy for best ICBM wing in U.S. Strategic Command.

- May, 2004 – Wing participated in Guardian Challenge, an annual space and missile competition at Vandenberg Air Force Base, California, and earned the Blanchard trophy for best MM III ICBM wing in Air Force Space Command.

- 2005 – The wing earned the highest Nuclear Surety Inspection rating in history. The inspection rates the wing's ability to comply with nuclear surety standards.

- 2007 – The base

celebrated 50 years of beneficial occupancy.

- 2008 – AFSPC again designated the wing as the 91st Missile Wing.

- Dec. 2009 – The 91st, along with the other two ICBM wings, joined the new Air Force Global Strike Command.

- 2010 – US Strategic Command presented the wing with the 2010 Omaha Trophy for best ICBM wing.

- 2011 – Team Minot participated in exercise GLOBAL THUNDER 2012, U.S. Strategic Command's annual field training and battle staff exercise.

- 2012 – AFGSC's Installation Excellence Award given to Minot AFB.

- 2012 – Deputy Secretary of Defense visits Minot AFB.

- 2013 – U.S. Strategic Commander visits Minot AFB.

- 2013 – Airmen from the 91st Security Forces Group participated in a recapture, recovery exercise.

- 2014 – USSTRATCOM 2014 Omaha Trophies awarded to Best Aircraft Wing and Best Missile Wing.

- 2014 – Wing received the Blanchard Trophy for Best Missile Wing Global Strike Challenge 2014.

- 2014 – Wing received the Klotz Trophy for AFGSC Best ICBM OPS.

- 2014 – Wing re-

ceived the Phillips Award for AFGSC Best Missile Squadron (741 MS).

- 2014 – Wing received the Powers Award for AFGSC Best ICBM OPS Crew.

- 2014 – Wing received the Williams Award for AFGSC Best Missile Wing.

- 2015 – Wing received the 2014 and 2015 McAdoo Award for AFGSC Best OSS.

- 2016 – Ninety female missileers made Air Force history as the first all-female missile alert crews to serve on alert at three intercontinental ballistic missile wings simultaneously; Minot AFB was one of these three bases.



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The Air Force sponsored showcar of NASCAR Racing will be on display during the Northern Neighbors day Air Show. The car is operated by Richard Petty Motor Sports and will include interactive elements.

Since 2000 the Air Force has paid to slap its logo on no fewer than three competing race cars. For 2016, the service plans to continue its relationship with Richard Petty Motorsports and its Car #43. This year, #43's driver is Aric "The Cuban Missile" Almirola, a Cuban-American Air Force child who was born at Eglin Air Force Base in Florida.

"Having a dad that was in the Air Force really made me appreciate our partnership with the Air Force initially, but after working with them the last four seasons, it's the men and women of the Air Force that we meet every week that really resonate with me," Almirola said in 2014.

"The sacrifice these military members make every day to make our country safe is the

ultimate gift to Americans."

In 2016, the Air Force is sponsoring Car #43 in two races—the Memorial Day weekend race at Charlotte Motor Speedway and the Veteran's Day Race at Phoenix International Speedway.



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MINOT AIR FORCE BASE HISTORY



In the early 1950s, as the Cold War was warming up, military leaders feared a possible threat of northern attack of the North America by enemy bombers. Air Force Leaders began looking for possible sites for air bases in the northern United States. The city of Minot sold the Air Force on becoming a site for a new base in 1954. The following year Minot businessmen and citizens donated approximately \$50,000 to buy the first portions of land for the base. The ground breaking took place July 12, 1955, and construction started shortly after.

The base started out as a Air Defense Command Base and the first unit was the 32d Fighter Group, activated on Feb. 8, 1957. The Air Force took up occupancy eight days later on Feb. 15. There was a small ceremony in front of base Ops when the Army Corp. of Engineers officer turned over the key to the base to the first base commander Major Joe E. Roberts. Personnel celebrated the first church service in July 1958, and the Base Exchange opened in

Sept. 1958. That same year, Air Defense Command established a Semi-Automatic Ground Environment sector at Minot AFB, it was construction of a huge, windowless blast-resistant concrete building. IBM engineers installed two large, 275-ton computers in the basement of the building.

Activated in June 1961, the SAGE facility processed air surveillance information and sent the data to Air Defense Command units.

The first permanent Strategic Air Command unit assigned to Minot AFB was the 4136th Strategic Wing in September 1958 and within six months, the 906th Air Refueling Squadron was activated and assigned to the 4136th. They provided air refueling support to northern defense operations. The first KC-135A Stratotanker, dubbed "Miss Minot," arrived September 23, 1959. In addition, there was one U-2 aircraft stationed on base for 18 months as part of "Operation CROWFLIGHT."

In late January 1960, the 32d Fighter Group brought the first F-106 Delta Dart to Minot. The F106's were assigned to the 5th Fighter Interceptor Squadron which was transferred to

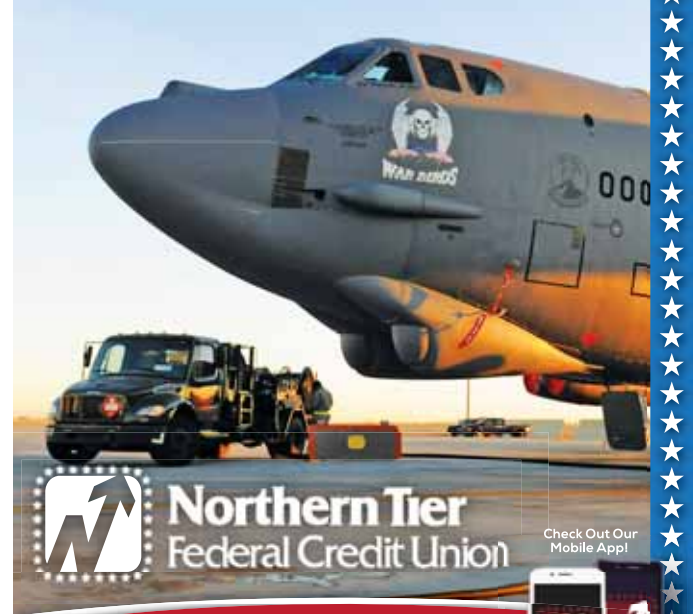
Minot from Suffolk County Airport, New York on February 1, 1960. An interesting thing about the Fifth, was their mascots, two live lynx kittens that produced several offspring which were kept on base. The scope of operations grew as the Air Force assigned the 525th Bombardment Squadron to the 4136th.

In July 1961, the first B-52H Stratofortress, named "Peace Persuader," arrived on base and within five months the base received its first Hound Dog Missile to give the B-52 its first stand-off capability.

continued on page 54

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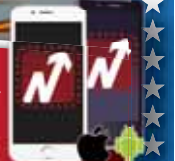
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Also in 1961, the Air Force selected the land around Minot for a new Minuteman I Intercontinental Ballistic Missile (ICBM) complex. Field construction began on the missile complex in January 1962. SAC activated the 455th Strategic Missile Wing in November 1962, and in less than a year, on September 9, 1963, the first Minuteman I Missile arrived from Hill AFB, Utah. It was placed in Launch Facility A-02, September 9, 1963. Within a short 28 months, in April 1964, the 455th became combat ready. The amber waves of grain over the North Dakota plains were implanted with a combat ready ICBM system born of the latest American technology.

As SAC's mission continued to grow at Minot, ownership passed from ADC to SAC. As Minot's mission changed, the SAGE center was deactivated in May 1963 and eventually housed numerous base agencies and today is known as the Professional Results In Daily Endeavors Building.

Minot AFB's organizational makeup changed in mid-1968, when the 91st Strategic Missile Wing replaced the 455th Strategic Missile Wing, and the 5th Bombardment Wing replaced the 450th Bombardment Wing. These changes were in line with Air Force policy in keeping active those units with the most illustrious histories.

Force modernization characterized Minot AFB during the 1970s. The Air Force selected the

91 SMW to become the first wing to convert to the Minuteman III ICBM. The Minuteman III tripled the striking power and enhanced the credibility of the SAC deterrent force. The 741st Strategic Missile Squadron became the first operational Minuteman III squadron in December 1970, and the entire wing converted by December 1971. The 5 BMW added the Short Range Attack Missile to its arsenal in September 1973, and later equipped its bombers with an improved offensive avionics system for more accurate bombing.

Following the 1980 Iran hostage crisis, SAC tasked the 57th Air Division, which had been on base since the mid 70's, to organize the Strategic Projection Force. The 57 AD became the first division in SAC to implement this concept. The 5 BMW's B-52H fleet became the spearhead of this force, able to provide conventional warfare anywhere in the world. In the late 1980's the 57 AD became the host unit, providing logistical, security, administrative and other support services to the 5 BMW, 91 SMW and tenant organizations.

In the mid 80's the 5th Fighter Interceptor Squadron converted from the F-106 to the F-15 Eagles. The F-15s only flew over Minot until the spring of 1988, when the 5 FIS was deactivated. After the unit inactivated, their mascots, two of the lynx kittens were donated to the Roosevelt Park Zoo in Minot, where they're still living

today.

In 1988, the Air Force selected Minot AFB for the Commander-in-Chief's Installation Excellence Award. This presidential award recognizes those military installations that combine mission excellence with a concern for people to produce working and living conditions truly above other installations. Closing out the 1980s Minot continued to answer America's strategic needs. Rivet MILE, the Minuteman Integrated Life Extension program, is a nine-year modification program for missile support systems and facilities. It will maintain the Minuteman III as an effective deterrent into the next century. The 5 BMW continued to modernize in October 1989, when they added the Air Launched Cruise Missile to their arsenal.

Entering the 1990s, Minot AFB demonstrated its war-fighting capabilities by deploying aircraft and personnel to the Middle East for the overwhelming victory over Iraq during Operation DESERT STORM. After the war, the base prepared for changes as the Air Force directed a major reorganization. In June 1991, the 57th Air Division was inactivated and the 5th Bomb Wing assumed host base responsibilities. As the "Cold War" came to an end, 5th Bomb Wing's aircraft came off alert status in September 1991, after 35 years of continuous alert. In June 1992, the newly formed Air Combat Command replaced SAC as host command. Both the 91st and 5th fell under

the newly formed ACC. The following summer the 91st was reassigned to Air Force Space Command.

The 5 BW gained the Advanced Cruise Missiles for the B-52 in the spring of 1993. In January 1994, the base lost one of its oldest units, the 906th Air Refueling Squadron. The final KC-135 departed Minot three months later. The 91st Missile Wing completed its first major upgrade on the command, control, and communication systems of the Minuteman III ICBM's launch and control centers in August 1996. They did it with the new Rapid Execution and Combat Targeting upgrade program. The 91 MW continues to modernize their Missile Alert Facilities through "Alert Imaging." A continuing event for the base is the Strategic Arms Reduction Treaty. Since the treaty went into force in late 1994, the base received eight inspections, four on the 91 MW and four on the 5 BW, the latest in October 1997. On October 1, 1997, the 91st Missile Wing was redesignated the 91st Space Wing.

On Dec. 1, the 91st Missile Wing transferred from Air Force Space Command to Air Force Global Strike Command and on Feb. 1, the 5th Bomb Wing transferred from Air Combat Command to AFGSC as well.

Minot AFB has undergone many changes throughout the years, but one thing remains constant -- Team Minot spirit continues to reign, re-emphasizing the truth that "Only the Best Come North."



FIFTY YEARS OF B-52S: PASSENGERS ON FIRST FLIGHT REMINISCE

ELOISE OGDEN | REGIONAL EDITOR MINOT DAILY NEWS

MINOT AIR FORCE BASE, N.D. -- Former North Dakota Gov. William L. Guy and retired Air Force Col. Harold A. Radetsky remember when they were on the flight of the first B-52H Stratofortress to be assigned to Minot Air Force Base 50 years ago.

That flight was on July 16, 1961. Guy and Radetsky were on the flight from Ellsworth AFB at Rapid City, S.D., to Minot AFB.

Guy, now 91, lives in Fargo and Radetsky, 92, lives in Fort Worth, Texas. Both were recently interviewed by The Minot Daily News. Radetsky was the wing commander at Minot AFB when the first B-52 arrived.

In recognition of the arrival of the first B-52 at Minot AFB, a ceremony is being planned at the base in August, said Capt. Genieve David, chief of Public Affairs at the Minot base.

Guy said he flew to Rapid City in the state's twin engine plane which was available to the governor, and then got on the B-52.

"I wasn't used to being around those big planes like that," said Guy, who said he always has had an interest in airplanes.

He said someone helped him get up and into the

opening of the plane and showed him where he would be sitting. "I would be able to sit right behind the pilots so I could see out as we flew," he said.

"We flew very, very low and the pilot explained we wanted to make this flight to Minot a flight training effort at which we do low-level bombing so we flew at a low level, which we did," Guy said.

When the plane came into the Minot base, he said it landed nicely and there was a crowd.

When we got down, the pilot pointed at this speck in the air above us, Guy said. "If we were not able to land we had an identical bomber flying high above us so not to distract from below. But if we couldn't land the bomber, it could have fulfilled the obligation of this first bomber at Minot."

Maj. Clyde Evely was the commander of the crew flying the first B-52H to Minot AFB on July 16, 1961.

The plane arrived at the Minot base for an open house event called "Peace Persuader Day."

Guy said, as he recalled, some of the local officials in Minot came aboard the plane and were given a flight around the city.

Retired Col. Harold A.

Radetsky said, when asked about his flight on the first B-52 bomber for the Minot base, said, "I remember that very well."

Radetsky said the plane was brought from the (Boeing) factory to Minot AFB via Rapid City. At the time Radetsky was commander of the 4136th Strategic Wing at the Minot base.

"Later, it (4136th) was changed to the 5th (Bomb Wing)," Radetsky said.

The 5th Bomb Wing is the present B-52 wing at Minot AFB, with Col. James Dawkins as its commander.

Currently, 28 B-52s with the tail numbers of 60 and 61 are assigned to the Minot base.

Radetsky said he joined Guy in Rapid City for the flight on the new plane, he recalled. "It was a great day," he said. He said they were the only two passengers going along with the crew.

Radetsky said he had not been stationed at Minot AFB for very long when the first B-52 arrived there. He said it was a big deal to get the latest model of the B-52, a plane that he flew while at Minot AFB.

Besides the B-52, during his 28-year Air Force career, Radetsky also flew the

B-25, A-020 and B-26.

Radetsky spent about a year and a half at Minot AFB, then was sent to Barksdale AFB, La. Those two bases now are the only bases with B-52s.

Is he amazed these planes are still flying? "I am," Radetsky said.

He said a number of generations have or are flying the B-52. He related a brief story about a commander of a B-52 looking over to the co-pilot and saying, "Hello son."

Radetsky said he was looking over stories from The Minot Daily News from 50 years ago about the arrival of the "Peace Persuader." He noted the photos showing him, William Guy, Maj. Gen. Delmar Wilson, division commander, Col. James Jacobson, deputy wing commander for maintenance who worked for Radetsky, Lt. Col. Robert Whitehead, bomb squadron commander, and Diane Ulvedal, Miss North Dakota from Grand Forks. "She christened the bomber," Radetsky said.

Guy said Minot was a good place for this type of base because of its close proximity to the Canadian border and being in

continued on page 56

the northern center of the U.S. "It is a logical point for security for the United States," he said.

Evely, who headed the crew of the first B-52H on that flight to Minot 50 years ago, visited Minot AFB several years ago when he and his son, Clyde P. Evely Jr., attended a Northern Neighbors Day open house and air show.

The event also was the opening of a museum at the base and Evely was invited to talk about his experiences.

Evely, who retired from the Air Force after a more than 30-year career with the rank of colonel, died April 7, 2010, in Virginia. He had lived in North Carolina for many years.

Clyde P. Evely Jr., of Catawba, Va., in a phone

interview with The Minot Daily News Wednesday, said his father would talk about bringing the first

B-52 to Minot AFB and that it was an honor for him. "He had a lot of respect for the B-52," his son said. He said his father had more than 20,000 flying hours.

Clyde P. Evely Jr. said he remembers when his father and other crew members arrived at the Minot base with the first B-52H, the "Peace Persuader." He said he remembers going to the flightline and then they went into a hangar. "I was 10 years old," he said, adding, "It was a big deal." The Evelys were at Minot AFB from 1960-64.

When he and his father visited the Minot base a few years, he said his father visited with some people

from Boeing and talked to them about the

B-52 being "a remarkable plane."

About a year later, in 1962, Evely headed a crew which gained notoriety in another B-52, "Persian Rug," which set numerous records.

Where the "Peace Persuader" is now or what may have happened to it is not clear because resources have discrepancies in their information so more research is required. One report is it may have been a B-52 which crashed a number of years ago.

The 5th Bomb Wing at Minot AFB has two squadrons of B-52s: the 23rd Bomb Squadron and its newest addition, the 69th Bomb Squadron.

The B-52 Stratofortress

remains the backbone of the manned strategic bomber force for the United States and in the center of this nation's national security picture. It is expected to continue operations for many more years.

(This article was re-printed with the permission of The Minot Daily.)

Former North Dakota Gov. William L. Guy and retired Air Force Col. Harold A. Radetsky remember when they were on the flight of the first B-52H Stratofortress to be assigned to Minot Air Force Base 50 years ago. That flight was on July 16, 1961. In recognition of the arrival of the first B-52 at Minot AFB, a ceremony is being planned at the base in August.

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Why Not?! Minot Fest VII

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Thursday August 11th- Kick off party outside The Blue Rider! Local music, and local volunteers getting together to fund the impending 3 day, all ages, music festival. Come eat food, play games and parking lot party it up for a great cause. \$5 at the door or buy your Why Not?! weekend pass and get in free. Weekend passes will be \$25 at the door. Friday August 12th- The fun begins and stays at the Taube Museum of Art for the weekend! Saturday August 13th- The fun continues at three venues: The Taube Museum of Art, Otis and James Photography and Souris River Brewing. Saturday is the big touring band day! Many, many talented bands from Minneapolis, Texas, and of course North Dakota! Sunday August 14th- The last day of the 3 day festival begins with music and art at 62 Doors Art Gallery and ends together at the Taube Museum of Art.

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continued on page 64




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Scavenger HUNT

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- 2 Find someone who is retired from the Air Force and say "thank you for serving".
- 3 Find a military working dog handler and then ask them what their dog's name is.
- 4 Find someone from Canada and ask them what the first line of the Canadian National Anthem is.
- 5 Find someone who has flown a B-52 and ask them to tell you the farthest place they've flown to.
- 6 Find a military photographer and then ask them if they will take a photo of you.
- 7 Find someone who is wearing an Air Force uniform and ask them to tell you the motto of MAFB.
- 8 Find an Air Force medic and ask how much water you should drink today.
- 9 Find someone from one of the local television stations and tell them you like their station best.
- 10 Find someone who has been at Minot Air Force Base for ten years or longer.
- 11 Find a Chief Master Sergeant and ask how many stripes are on his or her uniform.
- 12 Find someone who works on planes and ask him or her what FOD is.
- 13 Find one of the two Northern Sentry booths and register to win a door prize
- 14 Find the B-52 in the static displays and have someone take your picture by it.
- 15 Find a volunteer and tell them that you appreciate all their help today.

- BONUS!**
- 1 Find the wing commander from the 5th Bomb Wing and ask him what his call sign is.
 - 2 Find the wing commander from the 91st Missile wing and ask him to do a rougrrider cheer.

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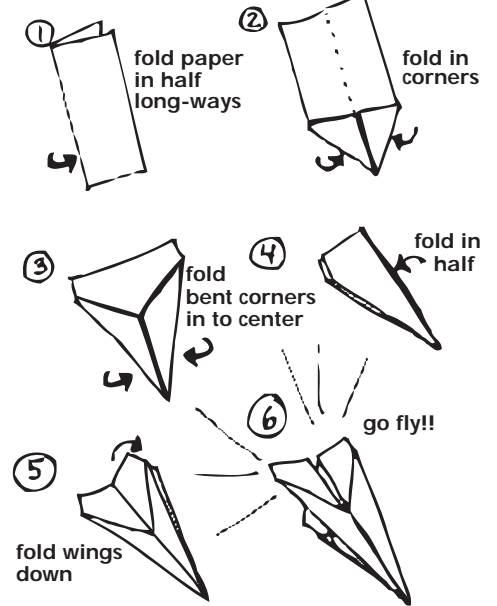
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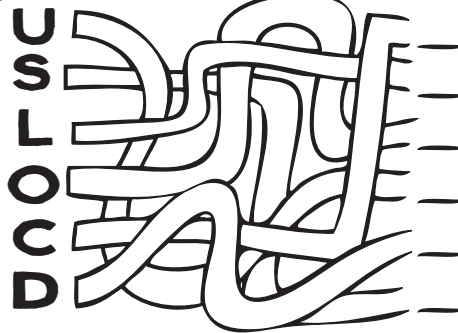


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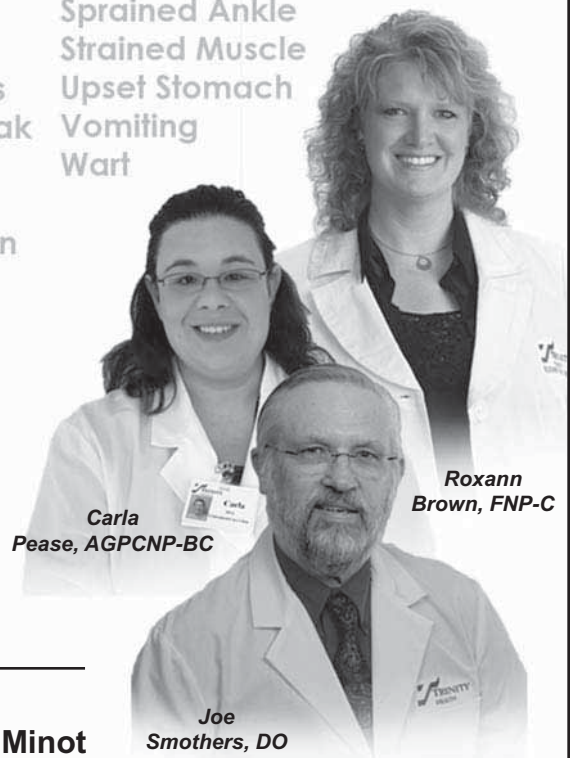
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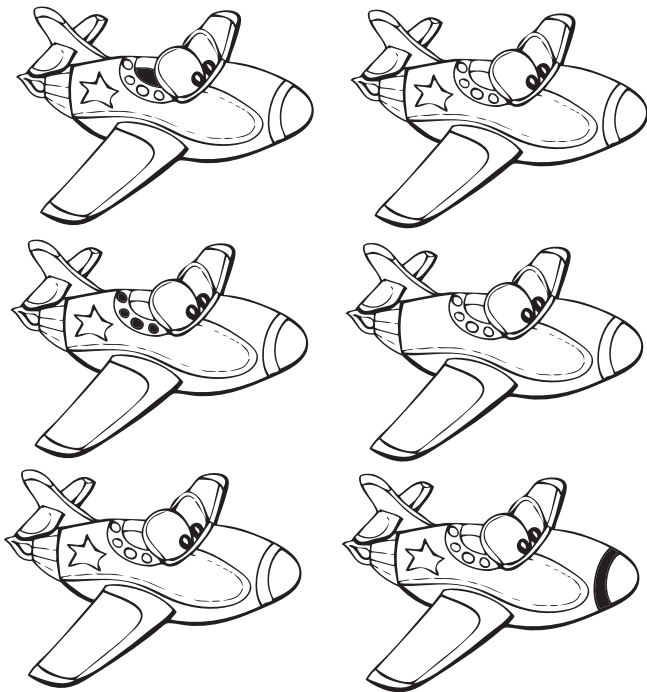
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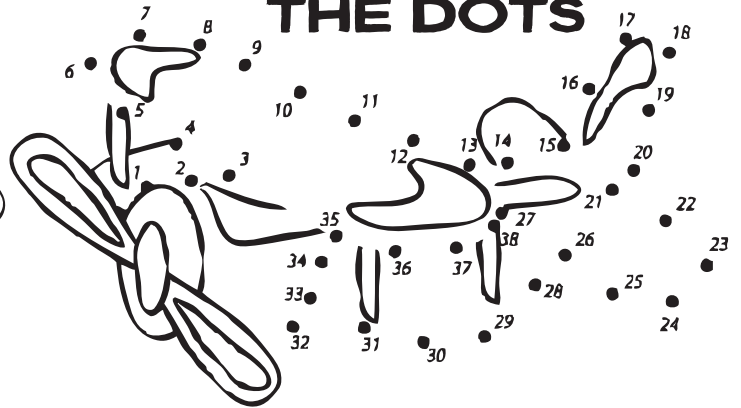
Trinity Health salutes the men and women from the Minot Air Force Base and supports their mission.

KIDS CORNER

FIND THE TWO MATCHING PLANES



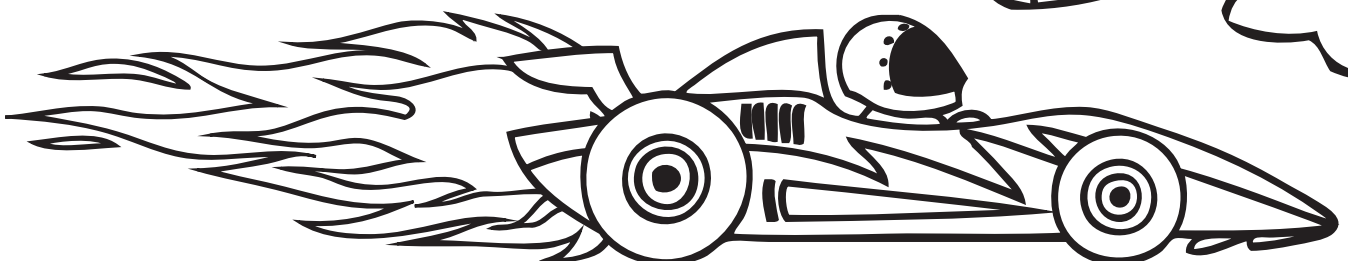
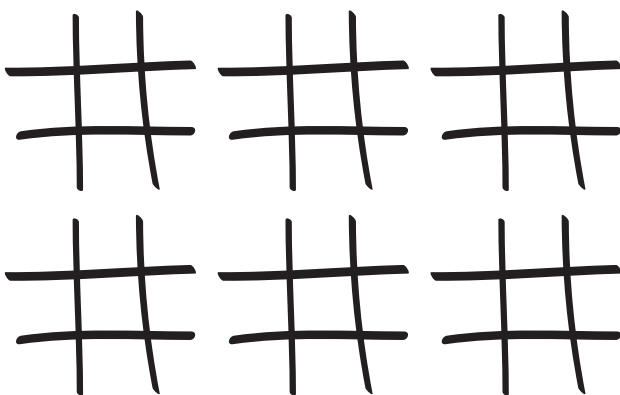
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S	D	T	V	D	N	D	I	G	CLOUDS
E	N	A	L	P	S	E	Z	P	PLANE
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TIC-TAC-TOE





HELL FROZE OVER: THE LYNN AAS STORY

AIRMAN 1ST CLASS APRYL HALL | MINOT AIR FORCE BASE PUBLIC AFFAIRS

MINOT, N.D. -- "I don't know why I just got choked up there," he said, wiping his nose with a handkerchief. "I'm normally not that way."

I hadn't even noticed his emotion. There were no tears in his eyes. His voice didn't crack. If he hadn't mentioned it, I never would have known he missed a beat. I could tell during our hour-long interview this was the norm for him. He doesn't have a weak bone in his body.

Lynn Aas is a 94-year-old World War II veteran. He served during the Battle of the Bulge as a combat infantry rifleman and is a Bronze Star and Purple Heart recipient. He attended the Massachusetts Institute of Technology for engineering. He is an educated accountant and has a

law degree. He served as a member of Legislature. He was a devoted husband and is a father to four boys. Simply put, he is inspiring.

As we sat down to talk in the unheated air museum hangar, I apologized for how cold it was. It was February in Minot, North Dakota so the room temperature was uncomfortable. Wasting no time at all, Lynn replied, "I've been colder," with a knowing smile on his face. Slightly embarrassed by my own ignorance, I instantly knew it was going to be a fantastic interview.

Lynn began his story by telling me how the bombings of Pearl Harbor inspired him to leave college and enlist in the U.S. Army in order to do his part.

"I think everybody actually felt it was their duty, obligation and desire to serve their country," Lynn said. "After Pearl Harbor, the loyalty of everybody was strong and we wanted to find a solution."

Shipped off to Macon, Georgia for basic training, it was there Lynn was given the job of infantry rifleman, a job he said he became quite good at while hunting in the North Dakota countryside his entire life. Even though he was an excellent shot, he told me the thought of being a rifleman didn't thrill him.

"It wasn't easy, but I accepted what was given to me, and I don't think I ever complained to anybody about

continued on page 62

it," Lynn said. "Nobody liked combat. War is hell. I can't say I liked it, but I was an expert shot and was trained beyond my years, beyond my assignment."

By this time in the interview, I realized I had started bouncing my legs and rubbing my hands together to stay warm. That hangar felt like it was getting colder by the minute. Then Lynn began talking about the Battle of the Bulge. I instantly forgot about the temperature.

"Staying alive is something you learn real fast," Lynn said. "You learn how to duck bullets, you learn how to dodge the various artillery that came in, and you learn how to survive in deep snow. My mission became survival you might say, plus watching out for my buddies."

As Lynn recalled those brutal 45 days in combat near Bastogne, Belgium, he spoke with ease. He described how terrible the weather was with blizzard-like conditions and

no shelter to protect them from it. He named each soldier he had been paired up with throughout battle. He remembered each date of each movement his unit made, something I was especially impressed with. As if I wasn't already hooked, Lynn then started on the difficult topics. The day of January 7, 1945 was particularly hard, beginning with Lynn trying to console his foxhole partner.

"He was scared to death and fearful," Lynn recalled. "He said to me, 'I know I'll be killed,' and I tried to encourage him. At 11 that morning I was laying alongside him, and I watched the artillery [men] come walking toward us in a German pattern. I said, 'Let's get out of here, it's getting too hot!' and he said, 'Any place is good enough, it isn't going to make any difference.' Well I moved, and he got killed."

Not wasting any time, Lynn jumped right in to the story of that same evening, when he had another

close call.

"We were retreating and as I was moving away, the machine gun started shooting in my direction," he said. "I ducked in a trail that was made by wheels. The ground was frozen and I could see the machine gun tracers over my shoulder, but they were not reaching me."

Lynn said a soldier, who was taking cover just a few yards behind him, got up to make a run for it and was shot just above him. The soldier's lifeless body fell on the hard ground next to Lynn. For just a flash of a moment, he paused in his story and as I sat staring at him, it dawned on me. He thought he was going to lose his life that night. He thought he would be next.

"I was frozen in that position for some time," Lynn said. "I don't exactly recall everything that happened, but a big storm came and I got out of there. I did survive."

We were about 40 minutes into

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the interview by now and I didn't even feel the cold anymore. Listening to these stories, I realized I didn't deserve to be uncomfortable. I didn't have the right to complain about a little cold. This man was sitting in the same frigid room, reliving some of the most horrific moments anyone has to experience in a lifetime, and he was doing it with grace. The gold, heart-shaped medal hanging off his 70-year-old military jacket by a purple ribbon caught my eye. I was eager to hear that story.

"On March 25th, during the day it was rather peaceful, but come evening the Germans opened up with their artillery," Lynn remembered. "I was laying in the foxhole and one of them hit me. I could feel I was hit and the blood started flowing, so I got out of there and got back to the first aid station. They bedded me down and took care of me."

While telling the story, Lynn pointed to a small hole in the left arm

of his jacket. My eyes fixated on the hole, amazed. After all this man went through, he came out of it with just that one small hole. The hole that ultimately sent him back home to safety, one of five in his 55-man unit who survived the Bulge.

We transitioned the topic to post war, but my interest didn't fade. After the war, Lynn went back to college at the University of North Dakota, but he mentioned he was having a hard time coping with what he now knows is Post Traumatic Stress Syndrome. He remembers having a particularly bad day, which caused him to miss an exam at school. He approached the Dean, who had served in World War I, hoping he would understand and allow him to make up the test. No such luck.

"He looked at me and said, 'You've gone through some difficult times, but it's time to move forward,'" Lynn said, smiling as he remembered the Dean's tough words. "So I decided

yeah, I have to move forward. It wasn't always easy, but that's the way it went."

I stopped the interview there. I had been searching for a chink in Lynn's armor for over an hour now. I clearly wasn't going to find it. This man, like so many others from the Greatest Generation, is the epitome of a warrior. As he sat across from me 70 years later, giving me detailed a play-by-play, I finally reached a realization. I didn't need to hear anymore. My mind was made up. At 94-years-old, this man is the strongest person I have ever met, for he survived a frozen hell.

U.S. Army Private 1st Class (Sep.) Lynn Aas, 17th Airborne Division combat infantry rifleman, poses for a photo at the Dakota Territory Air Museum in Minot, N.D., Feb. 18, 2016. Aas served during the Battle of the Bulge and was awarded the Bronze Star and Purple Heart for his sacrifices.

U.S. AIR FORCE PHOTO | SENIOR AIRMAN APRYL HALL

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UPCOMING EVENTS IN MINOT NORTH DAKOTA

continued from page 57



SPECIAL OLYMPICS NORTH DAKOTA 5K

Join us on August 20th to support Special Olympics North Dakota. Choose the distance - 5k or 1 mile. Then walk or run to join in the fun! Spectators welcome! Register online by August 1st to guarantee a race shirt!

FESTIVAL ON MAIN

The annual Festival on Main will be held in Downtown Minot on Saturday, August 20th from 10-5 pm. This event is sponsored by the Downtown Business & Professional Association of Minot. Activities include carnival and inflatable games, Dakota Cruisers classic car show, bingo, food and craft vendors, and Dizzy the Clown. There will be children's art activities, sidewalk sales, MAFB K-9 dog demonstration, FunTyme karaoke contest, dance performances, in store events, and so much more! The Festival is free to the public, and parking will be available in the city parking lots.

ROCKIN' THE LOT

Elevation Parking Lot @ The Minot Country Club August 20. Three Great Bands-1 Parking Lot Arch Allies, Captain Geech, & Drew Hanson Arch Allies is a REO Speedwagon, Journey, & Styx Tribute Band. Captain Geech is a 90's Alternative Cover Band 90's Acoustic by Drew Hanson. \$27 per ticket (Non-Refundable) \$32 at the Door Doors open at 6pm. Show starts at 6:30 Must be 21-ID required at the door. Limited Parking Available-Carpooling encouraged. Beer Gardens and Concessions available for purchase on site. Tickets go on sale Monday July 11th. Tickets can be purchased at Off The Vine, Spicy Pie, & Elevation.

BOOKS N' BREWS BOOK CLUB

On Thursday, August 25th at 700pm at the Tap Room, located between Rooster's and Rick's Jewelry just off Main Street, will be the next meeting of the Books 'n Brews Book Club. The featured book this meeting is one of the more popular fiction novels of the last several years, "The Girl on the Train" by Paula Hawkins. Hawkins' best-selling debut tells the story of Rachel and how she got dragged into a mystery involving a couple she saw every day on her train commute. The library has access to three copies for patrons to checkout: a regular print, large print, audio CD, and a downloadable audio edition through our Overdrive app. The 2 print editions and CD can be checked out for up to 10 days with no renewals. If you already have read, own, or plan on purchasing the book, you are welcome to join us too. For more information, please contact Brendan Chella, the Adult Services Librarian, at 701-852-1045. Hope to see you there!

CARDINAL COLOR CRAZE 5K FUN WALK/RUN

The Nedrose Cardinals Athletic Boosters are SUPER excited for our first FUNdraising event - The Cardinal Color Craze 5K Fun Walk/Run. The course will loop through the 55th Crossing Community, starting and ending at the new Nedrose High School. Participants will be cheered across the finish line and welcomed into the Color Explosion After Race DANCE Party!! Open to EVERYONE- young and young at heart!! Check out our website at <http://cardinalcolorcraze.weebly.com>. We are hoping for a HUGE turnout!!! Go Cardinals!!! #cardinalcolorcraze16 #nedrosecardinals #colormecraze

SERTOMA BEERFEST

Sertoma Beerfest 2016 will be taking place September 9th starting at 6:00pm sharp at the State Fair Center. This will be a taste test of some of the best brews around! There will be door prizes, food, fun and much more! Details regarding ticket sales and costs will be announced soon. Proceeds from the event are used to benefit hearing and speech initiatives of the Minot Sertoma Club.

MINOT FLEA MARKET

September 17 and 18. We have antique furniture, beautiful carved wood figures large and small, oddities of all sorts, comic books, toys, board games, books, stencils, tools, purses, jewelry, cleaning products, as well as baked goods, honey, jam and jellies, and much more. We're open Saturday 8 am-4 pm and Sunday 10 am-3 pm and located at the North Dakota State Fair Center. Admission is ONLY \$1. Children 10 and under are FREE!

THE PRICE IS RIGHT LIVE

COME ON DOWN on September 21 to The Price Is Right Live™ is the hit interactive stage show that gives eligible individuals the chance to "Come On Down" and play classic games from television's longest running and most popular game show. Contestants can win cash, appliances, vacations and possibly even a new car by playing favorites like Plinko™, Cliffhangers™, The Big Wheel™, and the fabulous Showcase. Playing to near sold out audiences for more than ten years, The Price Is Right Live™ has given away over 12 million dollars in cash and prizes to lucky audience members all across North America. All Ages Doors open at 6:30pm Show starts at 7:30pm Tickets: Reserved Seating- \$51, \$41, and \$31 (additional fees may apply) Buy tickets online at <http://jadepresents.com/the-price-is-right-live-minot/> Presale - June 9 (10am-10pm), Onsale - June 10 at 11:00am



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SPORT SPECIALTIES



Finding the perfect dealership can be tough (in some cases, even downright impossible). You might find one with a knowledgeable and friendly sales staff, but a service department that can't unscrew a nut from a bolt. On the other hand, you might find one with a fantastic service and repair track record, but a sales staff with only their own interests at heart - not yours.

Sport Specialties is a trusted Yamaha Motorsports dealer in Minot, North Dakota. Long story short, they're an honest, family-friendly and experienced full-service Yamaha Dealer in Minot, North Dakota. From the beginning, it's been their goal to be Minot's (and the surrounding areas') Motorsports dealer of choice. They carry a wide selection of Yamaha motorcycles, ATVs, side-by-sides, snowmo-

biles and scooters. And because they only carry Yamaha vehicles as new inventory, they know them inside and out.

Even though Sport Specialties carries a wide selection of vehicles, that's only one part of who they are as a company. See, although they're a certified Yamaha dealer, they can also competently service and repair every other brand and model - making them a true "full service" dealership. It all comes down to their staff's years of experience and state-of-the-art equipment. So if you're looking for a Motorsports Service Department in Minot, ND - look no further.

In the past, Sport Specialties has partnered with Outdoor Rec on the Minot Air Force Base displaying their products. They are proud supporters of the Military and are happy to serve those who serve our

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At Sport Specialties, their mission is to offer you the latest in products, accessories, parts and unparalleled service - and all at the best prices. They pledge to use their best efforts to make your experience both beneficial and enjoyable. So, please, give them a try. You'll be happy you did!

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PEARL HARBOR'S BORN LEGACY: THE MIGHTY EIGHTH

AIRMAN 1ST CLASS APRYL HALL | MINOT AIR FORCE BASE PUBLIC AFFAIRS

MINOT AIR FORCE BASE, N.D. -- Three-thousand eight-hundred and nine headstones make perfectly-patterned lines in the grass. Over 5,000 names are inscribed on a wall to pay tribute to those whose remains were never found. The near 9,000 individuals remembered at Cambridge American

Cemetery and Memorial in Madingley, England are not United Kingdom natives, but Americans. The majority of the names on display at the cemetery are of Airmen from the Eighth Air Force.

The Eighth Air Force was activated less than two months after the attack on Pearl Harbor. With its near 17,000 airplanes completing more than 1.6 million sorties throughout World War II, the Airmen of the Mighty

Eighth became a critical part of America's forces.

Minot resident and World War II veteran Leo Makelky developed a fascination with flying airplanes at a young age, he said. His days in high school were spent drawing pictures of airplanes. When he witnessed barnstormers performing aerobatics at an airshow, he knew he was going to do whatever it took to have a career in aviation.

"I had to fly some way or another," said Makelky. "Even if it took everything I had to do it."

As a young man working for Douglas Aircraft in California, he heard about the attacks on Pearl Harbor and instantly knew what he had to do, hoping it would be his chance to get up in an airplane.

"When do I go," said

continued on page 67



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Makelky. "That was my first thought."

By the time Makekly enlisted, the year was 1943, and it was one of the most difficult times for aircrews in the war. The missions were almost put to a stop, as so many had been lost, said Makelky. However, the lost missions did not deter him from following his dream.

"I told them I wanted to be an aerial gunner, and they put me on the fast track," said Makelky. "Before I knew it, I was on my way overseas."

Sitting in the bottom ball turret of the B-17 Flying Fortress gave him a birds-eye view of the world few ever experience, Makelky said. Sitting precariously below the airframe enabled him to shoot at enemy aircraft, giving his crew the added safety to accomplish

their mission of bombing enemy targets.

On one mission, while patrolling the skies, he saw two of his crew bail the rear of the aircraft. Not knowing what was going on, he popped out of his turret to discover the aircraft in flames. He took one step toward the open hatch, looked out and second guessed following his bombardier and navigator.

"That ain't for me," he said. "As long as the four engines were running, I was still staying on."

Instead of jumping he decided he'd take his chances with the fire, he said. After a short battle with the blaze, the plane was under control with the remaining crew, which made adjustments for the trip back to Russia.

"I was now the bombardier," said Makelky. "Instant

officer!"

Makelky represented the Mighty Eighth during the crucial years of the war. Despite the constant threats and high number of lost missions, Makelky and his crew kept their heads up and continued to fight for their country.

"Every time we came back, we just told ourselves one last time," said Makelky. "And we just kept saying that until we were finally finished."

While each aircrew was required to do a total of 25 missions, usually not making it beyond 11, Makelky's crew continued on missions until finally, after their 35th successful mission, they were sent back to the safety of the United States.

"Needless to say, I was overjoyed," said Makelky. The sacrifices of the Air-

men from the Eighth Air Force are evident, as there were 26,000 casualties and 28,000 captured during the war, equating to one Eighth Air Force Airman killed and one captured every hour of every day for the three-and-a-half-year duration of World War II.

While only a fraction of the Eighth Air Force Airmen are represented in the memorials in England, their devotion to their country lives on in the theaters of the world. The Eighth Air Force was born from the attacks on Pearl Harbor and was raised by the Airmen who have served and continue to serve, using the same core values as those who fought in World War II.

"I was extremely proud to serve in the Eighth," said Makelky. "We did what we had to for our country."

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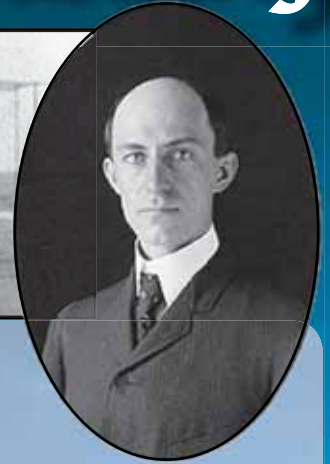
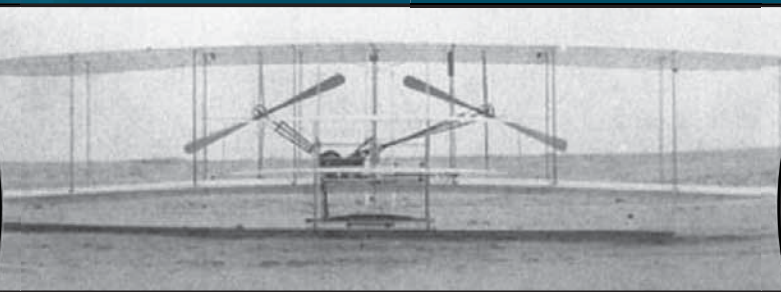
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In the beginning

In the beginning – Bicycle repair shop owners Orville and Wilbur Wright took their childhood aspirations of flight and turned them into one of the most significant milestones in world history. Their first manned, powered heavier-than-air flight from Kitty Hawk, N.C., on December 17, 1903, set in motion a transportation revolution that would eventually bring the world closer together. No longer were people limited to traveling by land and sea. The Wright Brother's simple flying machine made from wood and fabric would lead dreamers and inventors to discover ways to go higher and faster over greater distances. In 1908, five years after this historic flight, the Wright Brothers submitted a bid to the Army for a flying machine. In 1909, the Army accepted its first airplane.



A world at war

B-17 Flying fortresses from the 96th Bomb Group were part of the aerial fist that pounded the Nazi German forces in Europe during World War II. Advances in aircraft design led to the development of these long-range aircraft like the B-52 Stratofortresses stationed here at Minot.

Aerial Aid

When the former Soviet Union closed all roads and railways leading into Berlin, the newly-formed U.S. Air Force responded by flying vital supplies to the beleaguered city from 1948 to 1949. The Berlin airlift proved the reliability and flexibility of airlift.



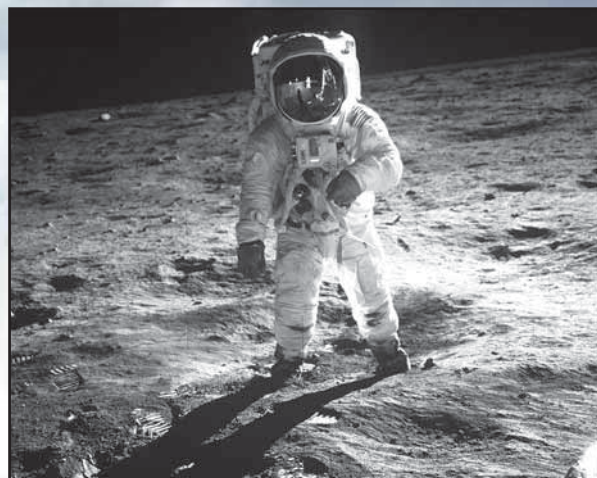


Earth and Beyond

Dr. Robert Goddard flew the world's first liquid-fueled rocket March 16, 1926. His ideas paved the way for future engineers and designers to build larger more powerful rockets that would put astronauts on the moon a mere 43 years later.

'The Eagle has landed'

July 20, 1969, at 4:17 p.m. Eastern Daylight Time, astronaut Neil Armstrong stepped into history after stepping onto the moon's surface. He and fellow astronaut "Buzz" Aldrin, spent the next 21 hours on the lunar surface in the first of several missions to the moon.



'It can't be done'

Air Force test pilot Chuck Yeager silenced critics and proved pilots could break the "unbreakable barrier" when his Bell X-1 aircraft broke the sound barrier over Muroc Air Base, California, on October 14, 1947.

Soaring to new heights

The F-22 Raptor represents the next generation of manned aircraft in the Air Force's inventory. The F-22 and X-35 Joint Strike Fighter will remain mainstays of the Air Force's inventory, along with venerable aircraft like the B-52 Stratofortresses well into the 21st century.



THE POWER INSIDE

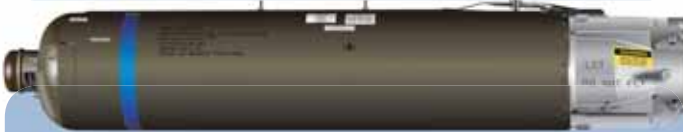
The B-52 remains a versatile heavy bomber capable of carrying a variety of free falling or precision-guided weapons:



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Range: 46 miles



GBU-28
Primary function: 5000 lb unpowered, hard target laser guided weapon
Dimensions: L: 25' | D: 2' to 4" | WS: 5' 5"
Range: More than 6 miles



CBU-89 GATOR
Primary function: 1000 lb unpowered cluster munition weapon
Dimensions: L: 7' 8" | D: 16
Range: Varies by method of deployment



GBU-31/32: Joint Direct Attack Munition
Primary function: GPS/INS smart tail kit that fits on general purpose unguided bombs
Dimensions: L: 9' 1" to 12' 8" | WS: 1' 7" to 2' 1"
Range: Up to 15 miles



GBU-27
Primary function: 2000 lb unpowered, hard target laser-guided weapon
Dimensions: L: 13' 10" | D: 2' 4" | WS: 5' 5"
Range: More than 11 miles

ABBREVIATION CODES:
AGM - Air-launched surface-attack guided missile
CBU - Cluster bomb unit
GBU - Guided bomb unit
GPS/INS - Global Positioning System/Inertial Navigation System

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Supermarine Spitfire Mk IX

Its iconic silhouette, fame from the Battle of Britain, legends of its aerobatic qualities, the Spitfire, even for Americans is the quintessential WWII fighter! For the Texas Flying Legends Museum, the quest to have a Spitfire began in its first days of establishment. And for TFLM's chief pilot, reading as a teenager, Flying For Your Life, flying a Spitfire a dream come true. When MK959 first became available seven years ago, it slipped by. That wasn't going to happen twice, so on 14 October 2015 it became part of the TFLM squadron and came back home to Houston, TX. But getting back there for this WWII vet was quite a journey!

In March 1944, MK959 came off the line at the Vickers-Armstrong plant at Castle Bromwich. Its first flight was in April and then it was assigned to the 39 Maintenance Unit (MU) at RAF Colerne where it waited to be assigned to a combat squadron. In May '44 it was assigned to the 302 Polish Squadron based at Chailey, England. The 302 received their first Spitfires in October '41 and first MkIX Spitfires in Sept '43. MK959 wore the code WX-F in the 302 where it flew fourteen RAMROD (fighter escort) missions. The majority of these were medium bomber missions with some escorting other Spitfires that were carrying bombs making dive-bombing missions. The main focus of the 302 was transportation targets in France prior to the invasion of Normandy.

Nine days after D Day, Spitfire MK959 was transferred to the 329 Free French RAF Squadron based at Merton, England. MK959 was coded 5A-K and was flown by five different pilots on nineteen combat missions flying over the D Day beachhead on patrol. By the end of June '44 MK959 was transferred to

a Group Support Unit (GSU) for the installation of "slipper tanks." Since this modification was done outside the squadron, RAF tradition was to transfer aircraft from GSU to other squadrons once modifications/repairs were completed. MK959 went on to 165 Squadron in August '44 as SX-M based at Detling. It flew 41 combat missions including support of Operation Market Garden Sept '44. It also flew escort of four Douglas Dakotas taking the exiled Belgium government back to their seat of government in Belgium.

With the end of WWII, MK959 was sold to the Netherlands ending up at Twente as part of its Fighter Training School, Royal Netherlands Air Force. MK959 was now designated as H-15 and completely overhauled in 1949 by Fokker and then put back into service. In 1954 the Royal Netherlands Air Force retired their Spits and MK959 was trucked to Volkel to serve as a decoy (Cold War days). It was then moved shortly thereafter to Eindhoven to serve in the same role. At Eindhoven MK959 was saved from rotting away by a RCAF pilot who recognized it, refurbished it and had it moved near the Officer's Club. Eindhoven was a joint base, and with the RAF being on the field they got MK959 moved to their side of the base by their Officer's Club. In 1961 the RAF left Eindhoven and MK959 was returned to the RCAF.

It just so happened the new RCAF commander at Eindhoven was Col. Jan van Arkel who flew MK959 when in RCAF service. Van Arkel arranged for a memorial for be created with MK959 to all those who flew the Spitfire in

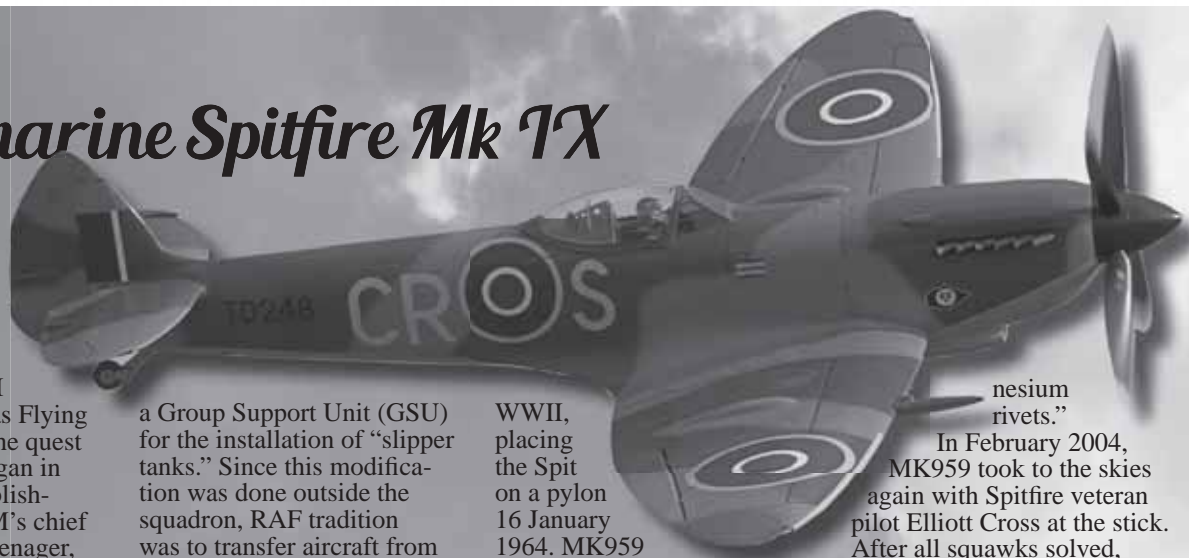
WWII, placing the Spit on a pylon 16 January 1964. MK959 was lightened for its new role with much of it being stripped out and those parts used in other restorations. Seven years later, it was brought down from its perch, serviced and time taken to confirm its identity. It was repainted and put back on its pylon only to come down again in 1981, then reposted 7 April 1982. Then in 1989 Eindhoven was scheduled for closure and through some quick thinking and negotiations a fiberglass Spit was put on the pylon in place of MK959 and it was saved. 27 November 1991 the swap was made and MK959 ended up at RCAF base at Deelan to serve as a pattern for another Spitfire restoration. Funds for multiple restorations not being available, after participating in the 50th Anniversary ceremonies of the Operation Market Garner in Arnhem in 1994, MK959 was sold to Texan Raybourne Thompson.

Thompson was a veteran of many restorations and when looking for a new project wasn't thinking of a Spitfire. Thompson from the start recognized the enormity of the project, retiring from his job and turning to his long time right hand Bob Guttman to get MK959 back in the air. "This was going to be the first Spitfire built from the ground up in the US and I talked to a lot of people before I started the project," Thompson said. "When it arrived it was just a corroded hulk, basically a pattern. I knew from the start that we would have to replace every rivet because the Spitfire had been built with mag-

nesium rivets."

In February 2004, MK959 took to the skies again with Spitfire veteran pilot Elliott Cross at the stick. After all squawks solved, MK959 was flown to John Stewart's Space City Aircraft Finishers to be painted. Thompson had come to know Andre Rose, the only living pilot to have flown MK959 during the invasion period. Thompson decided to paint MK959 in the Free French scheme. Rose provided photographs from the period as well as a painting he had done to aid in an accurate paint scheme. That included the Half Stork Free French squadron mascot. In 2005, MK959 made its public debut at AirVenture in Oshkosh.

In 2007, Thompson sold MK959 to Tom Duffy, Claire Aviation in Millville, NJ. There MK959 sat with very little operation for the next eight years. When the word got out that it might be for sale, Bruce Eames of TFLM didn't hesitate this time and quickly chief pilot Warren Pietsch was at the hangar to do an inspection, and soon was flying it back to Texas Flying Legends Museum hangar at Ellington Field, TX. MK959 was the hit of the Wings Over Houston Airshow! One of the attendees at the airshow was there with his son and grandson. For over thirty minutes he told them about his father, their grandfather and great grandfather who flew Spitfires during WWII. There wasn't a dry eye on the field and it's that kind of emotional attachment for this legendary aircraft that was welcomed back to Texas. TFLM will be sharing its story across the country in the years to come, the adventures of The Half Stork Spitfire.





northern sentry

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Located in Downtown Minot, the Northern Sentry is operated by Tonya Stuart-Melland - Manager of Sales & Design, Tia Klein - Advertising Sales & Design, and Beth Duchsherer, Advertising Sales & Design.

Together, they work with the Minot Air Force Base Public Affairs to deliver a quality publication for local Air Force news.

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WARBIRDS



Texas Warhawk | P-40E

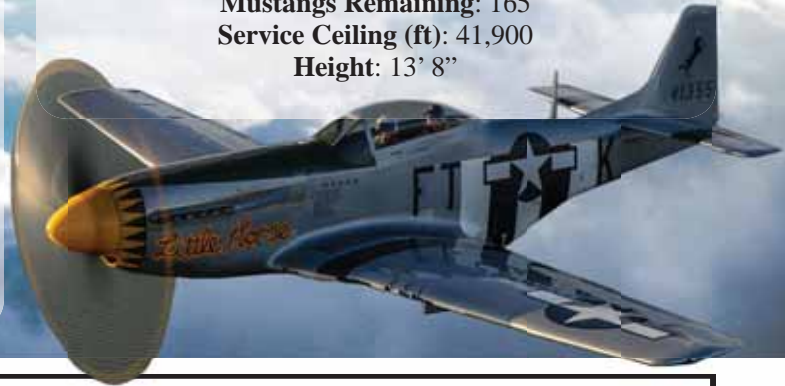
Max Speed (MPH): 360
Wing Span: 37' 4"
Range (Miles): 650
Length: 31' 8"
Service Ceiling (ft): 29,000
Height: 12' 4"

The P-40 was a fighter and ground attack aircraft that was first produced in 1938. The Warhawk eventually saw service with 28 nations and was used by most of the Allied powers in WWII. Its primary users were the U.S. Army Air Forces, the Royal Air Force, the Royal Canadian Air Force and the Royal Australian Air Force. The USAAF adopted the name Warhawk while the British named it the Tomahawk and then changed the name to Kittyhawk for the model P-40D and later variants.

Little Horse | P-51D Mustang

The P-51 is one of the most iconic and recognized aircraft of WWII. In part, it was due to the overwhelming amount of planes that were built, but it was also because so many men came back from their missions. The Texas Flying Legends Museum is fortunate to have two flying examples of the D model mustang and is proud to honor the men and women that flew the mustang.

Mustang Pilot Aces: 281
Max Speed (MPH): 437
Wing Span: 37'
Mustangs Manufactured: 15,686
Range (Miles): 950
Length: 32' 3"
Mustangs Remaining: 165
Service Ceiling (ft): 41,900
Height: 13' 8"



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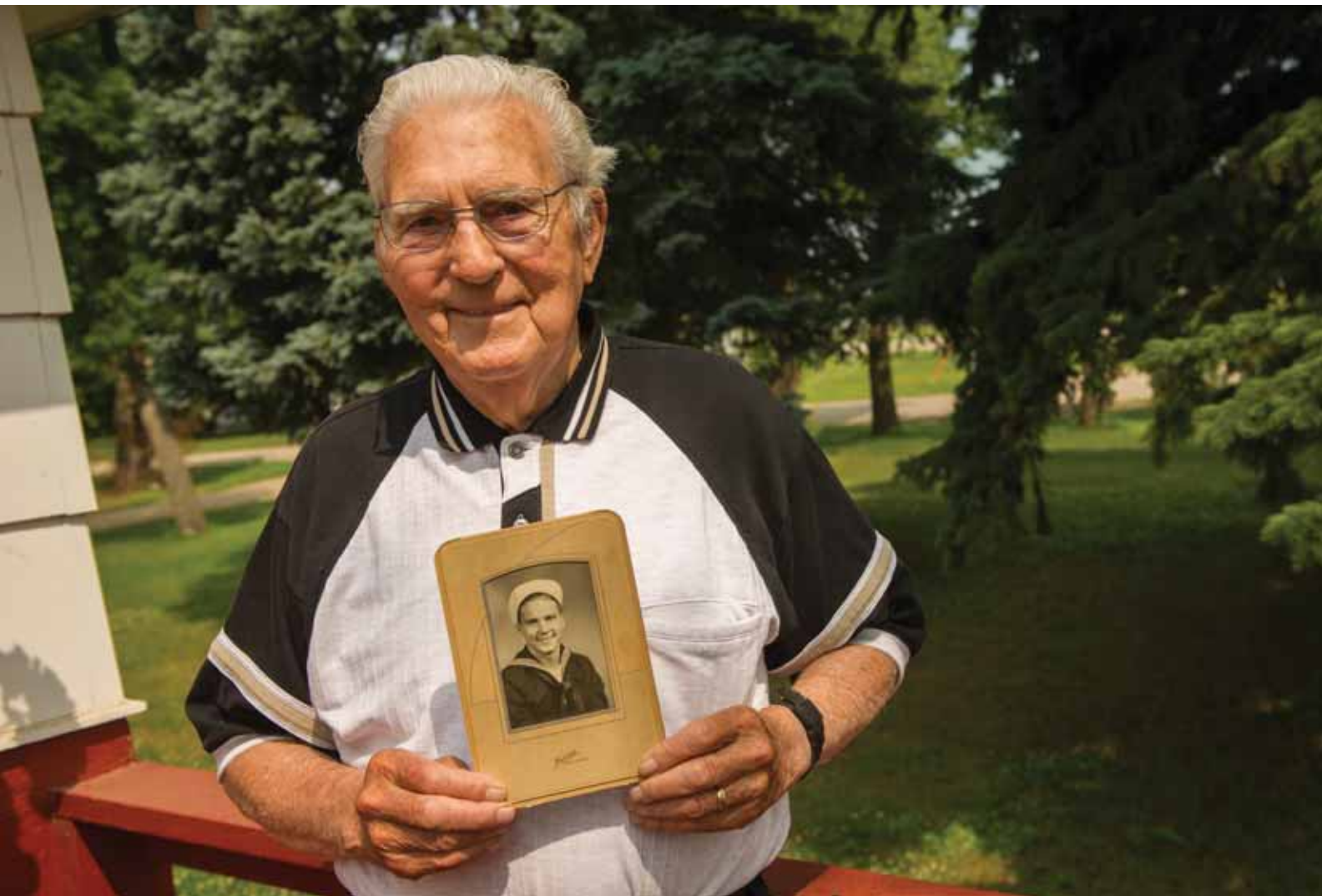
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“UNCOMMON VALOR WAS A COMMON VIRTUE”

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MINOT AIR FORCE BASE, N.D. -- As he opened his protesting eyes, the unfamiliar surroundings slowly cleared into focus. The room was cold. Dim lights, rows of Army cots, and no one there to answer the hundred questions he had. He ignored the blinding pain in his shoulder and the fogginess in his head, and gingerly sat up to find a cigarette. With another scan of the room it dawned on him that blankets were covering lifeless bodies on the cots. He then realized the place he came to rest was a morgue.

The year was 1944, and World War II had been raging for nearly five years. Lloyd Peterson, U.S. Navy veteran and Carpio, North Dakota native, had been deployed in the area of operations for just a few short weeks. Serving as a coxswain, he headed a crew operating a landing craft, vehicle, personnel amphibious vehicle, which was off his

main ship the USS Southampton. The LCVP crews' job was to take shipments from the main vessel to shore.

It was his third day on the Pacific Ocean surrounding Iwo Jima when the hospital ships were unable to take anymore wounded. Rising to the occasion, Peterson's crew helped haul men to and from the island. Upon return to the Southampton with a load of wounded men, Peterson allowed another crewmember to steer the vehicle while Peterson hooked up the LCVP to be raised to deck. An inexperienced driver combined with rough waters led to Peterson being thrown over the side of the boat.

"There was such an impact there that I flew through the air and caught my arms over the side of the boat," Peterson recalls, saying the last thing he remembers was the LCVP swinging back towards the main ship, crushing

him between the two. "I don't remember anything from there on out."

After regaining consciousness in the ship's makeshift morgue hours later, Peterson had no recollection of how he got there or what his prognosis was, but he did know he wanted out of that room immediately.

"Well, you don't want to stay in a place like that!" Peterson said. "And I didn't. I got out and got to my own bunk and slept through the night."

The next morning, Peterson was awakened by the sound of his name over the PA system. His LCVP was the only one aboard the ship and they needed him and his crew to transport a load to shore. Although he was in a great deal of pain, he tied a neckerchief around his shoulder and went to work. He continued making shipments for the

continued on page 75

next several weeks before he finally decided to go see the doctor.

"I went to the doc and he said 'I want you to know one thing'," Peterson recalls. "He said 'When I checked on you when you came in here before, you were bleeding so internally that there was no chance for you.' He says 'I know and you know too, it took an awful lot for the Lord to get you here'."

Recounting the words his doctor said to him so many years ago, Peterson's eyes fill with tears and he has to pause to regain his composure. Then, he is asked about his very first trip towards Iwo Jima in his amphibious vehicle, and his response is almost inaudible.

"You know, you wait for the boats that went in before you to come back," Peterson said. "That day they weren't coming back."

Peterson recalls several stories about his time spent in the Pacific that bring him to tears, including the night his crew was sleeping out on the LCVP and were suddenly awakened by an explosion.

"I woke up real fast and thought we'd been hit with a bomb," Peterson said. "Then we hit something and it had a uniform on. We decided the guy had swam out there and tried to drop a grenade in the boat, but it went off right alongside of us. I don't think we slept anymore that night."

Another emotional recollection involved an American bomber crash at Guam. Peterson and his crew watched the aircraft approach the west side of the island, which was a drop-off cliff. As the bomber came in, Peterson saw the aircrew throwing out weapons, fuel and anything else they could to cut weight and make it over the cliff. They were

unsuccessful.

"They missed by about 10 feet," Peterson said. "That's not much fun to watch."

Although Peterson shared countless heartbreaking memories, perhaps the hardest for him to tell is the story of the day he watched the Marines climb Mount Suribachi to raise the American flag.

"We saw them when they started with it and I'd say it took them about three hours before they got it up there," Peterson said. "We just hoped that everybody would make it fine. They ended up sacrificing a lot to get up there."

Peterson explained the biggest problem for ground forces on Iwo Jima was the tunnel system the Japanese had rigged the island with.

"They knew where we were, and they had doors that they could swing open and then they would shoot missiles or flamethrowers out," Peterson said. "That's where we had an awful time."

Despite the continuous threats, the Marines finally made it to the top and Peterson and his crew watched as the flag went up.

"It was quite a wait, but we were right down below it on the south side of it," Peterson recalls. "We were just proud."

While he may not share his stories with many or talk openly about his experiences, his memories of World War II, whether of fear or hope, pain or pride, loss or victory, will be with him forever, he said. The most vivid memories though, are the ones involving heroes.

"There's so much you see that you can't remember at all," Peterson said. "I think I left it behind pretty well, but I just want to say, there are no heroes here. The heroes are all over there."

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LOCAL BUSINESS SPOTLIGHT

DAKOTA TERRITORY AIR MUSEUM



The Dakota Territory Air Museum located in Minot, ND is celebrating its 30th Anniversary this year. It was organized in 1986 and chartered as a 501c3 non-profit corporation. After a few years of organizing and fund raising, the first hangar was constructed in 1989. In April of 1992 construction started on a 60' x 80' addition to the original hanger to serve as an entrance to the museum.

Always looking for ways to raise money to support the museum, in 1997 we decided to establish an aircraft raffle. Our first raffle was successful and a decision was made to make it an annual event. After a couple of raffles, it was decided that a sweepstakes would be more appropriate and this year we are conducting our 20th annual sweepstakes. Our focus over the years has been on giving away 1940's and 1950's era aircraft like Piper Cubs, Aeronca Champs, Cessna 140s, Taylor crafts and Luscombes. The 2016 aircraft, a 1946 Luscombe 8E, will be given away at 11 am August 20th at the air museum. In addition we are having weekly drawings for our limited edition 30th Anniversary leather jackets. We sell a maximum of 3000 entries to the sweepstakes at \$50.00 per entry.

In 1997 we received a gift of \$325,000.00 from the Oswin Elker estate. Oswin "Moose" Elker flew P-40s with the Flying Tigers in China during WWII. He was a local boy having been raised on a farm north of Surrey, ND. As a result of his gift we were in a position to look at expanding our

facility. In 1999 construction was started on what was to be the 100' x 100' Elker Wing of the Dakota Territory Air Museum. In July, 2000 the Elker Wing was dedicated with Don Lopez as guest speaker. Don and Oswin served in the same P-40 squadron. At the time, Don Lopez was the Director of the Smithsonian National Air and Space Museum.

The growth of the museum prompted the Board of Directors to consider a fourth expansion of the museum. With a \$100,000.00 gift from a local businessman, Charles Westlie, along with other gifts and \$150,000.00 cash reserve, it was decided to move forward with the expansion. In May, 2007 ground was broken for a 100' x 100' "Wings of Freedom" expansion of the Elker Wing.

In September 2010, the sale of a North American P-51 Mustang prompted the development of the Texas Flying Legends Museum in Houston, Texas. That Mustang, owned by Dr. Henry Reichert from Bismarck ND, had been on display at our museum on numerous occasions. The folks instrumental in developing that museum really liked the direction we were going with our museum and decided that they would bring their aircraft to our museum each spring for our summer opening season. One of the goals of the Texas Flying Legends Museum is to

take their aircraft to the public with appearances at air shows and fly overs for special events and to honor the veterans who flew them. They also hired Warren Pietsch, local pilot businessman to be their director of Flight Operations. With the growth of their fleet of "War Birds" we were again rapidly running out of hangar space. In January of 2012 the TFL group offered \$1.25 million if we could match with \$500,000.00 for a new hangar and ramp. In February of 2012 our museum received a \$500,000.00 Minot Community Development Fund grant. In May 2012 ground was broken for the 150' x 150' Flying Legends hangar which was dedicated on July 4, 2013. Their fleet of aircraft now numbers 13 and is still growing. We are extremely fortunate to have such an extensive collection of WWII aircraft on

display

display at our museum each year. On May 6th of this year we dedicated our display of 5th Fighter Interceptor Squadron aircraft consisting of the types flown by the 5th FIS while at Minot Air Force Base from 1960 through 1988. The display is to recognize the men and women who served in the 5th Fighter Interceptor Squadron while it was at MAFB and consists of a T-33, F-106 and F-15. We also have a 1/8th scale B-52 Bomber on display in recognition of all those serving our military at MAFB. This display was provided by the Minot Area Chamber of Commerce.

In recognition of all active duty military, during our 30th Anniversary season, we are offering free admission to those who are currently serving. Thank You for your service.



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