

HILL AIR FORCE BASE HERITAGE



**OGDEN'S FIRST
F-84 AIRCRAFT**

RECEIVED TO APPLY ON F-84
AIRCRAFT RECONDITIONING
PROGRAM FOR WHICH A LARGE
PROJECT HAS BEEN ASSIGNED TO OGDEN

75th Air Base Wing History Office

75 ABW/HO

6058 Aspen Avenue
Building 1295 Center
Hill AFB, UT 84056-5805
Telephone: 801-777-4002

current as of May 2013

Hill Air Force Base and the Ogden Air Logistics Center

Hill Air Force Base (AFB) is bordered by the colorful Wasatch Mountains on the east and overlooks the Great Salt Lake to the west. In the beginning of its life as a military installation, the base played an important role in the development of the United States



Keystone B-3A bomber being loaded with mail. The Army Air Corps flew the mail from February to June 1934.

Air Force and supporting the warfighter in conflicts such as WWII, Korea and Vietnam. Today, it continues to play an important role in the defense of the United States of America and its allies through maintenance and operations support. Hill AFB traces much of its founding to 1934. Successful operation of a temporary Air Corps depot in Salt Lake City, in place to support airmail operations, brought attention to senior military and civilian leaders, leading them to believe this area could be a possible site for a permanent air depot. Subsequently, representatives from the Ogden Chamber of Commerce, together with most of Utah's congressional delegation,

promoted the advantages of locating an air depot in the Davis and Weber County region:



Ogden City Chamber of Commerce promotional publicity, 1934

- a. Good year-round flying weather.
- b. Excellent climate for both aircraft maintenance and material storage.
- c. Established rail and highway transportation center.
- d. Adequate land, water, power, and manpower.
- e. A strategic location inland for protection from possible enemy coastal attack.



Ogden Arsenal, looking northwest, 1939. It belonged to the Army's Ordnance Department until 1955, when it became the "West Area" of this base. Its presence helped the Air Corps' to select this site for its Rocky Mountain Air Depot. Ogden Air Depot, Hill Field, would be built on the acres of land in the foreground of this picture.

As a result, in July 1934, the Air Corps Materiel Division, now Headquarters Air Force Materiel Command (AFMC), recommended that its prospective "Rocky Mountain Air Depot" be located in northern Utah. In 1935, Congress passed the Wilcox Act which authorized site selection and construction of seven permanent Air Corps stations, one of which was to be the maintenance depot in the Rocky Mountain region. This prompted the Ogden Chamber of Commerce to take options on several thousand acres of land in Davis County in 1936, eventually donating several hundred acres to the United States government. By April 1939, the federal government



Frank Browning and other Ogden City leaders examine pen used by President Franklin D. Roosevelt to sign the appropriations bill for the Ogden Air Depot and Hill Field, July 1939.

had acquired nearly 3,000 acres of land held in escrow by the Ogden Chamber of Commerce as a site for the Ogden Air Depot (the forerunner of the Ogden Air Logistics Center).

The Military Appropriations Bill for Fiscal Year 1940, passed by the United States Congress in June 1939, included eight million dollars for construction of an air depot near Ogden, Utah. On 1 December 1939, Air Corps General "Hap" Arnold informed the Ogden Chamber of Commerce that the name

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ADDRESS REPLY TO
CHIEF OF THE AIR CORPS
WAR DEPARTMENT
WASHINGTON, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

December 18, 1939

Mr. Frank M. Browning,
Ogden Chamber of Commerce,
Ogden, Utah

Dear Browning:

Your letter of the 4th was awaiting me on my return from a rather extended inspection trip through the South and West, which will explain the delay in its acknowledgment.

I am glad that the citizens of Ogden endorse our naming of the new Air Base as Hill Field. He was one of our best and richly deserved this honor. As for the Bronze Plaque which you mention placing on the new Administration Building, we shall be only too happy to have you do this and will cooperate with you in any way we can.

Was glad to hear from you and hope our paths will cross sometime in the not too far distant future.

In the meantime, my best to you and yours for the Christmas Holidays and throughout the coming year.

Sincerely,


H. H. Arnold,
Major General, Air Corps,
Chief of the Air Corps.



Boeing Model 299, prototype of the B-17 Flying Fortress. It could fly 250 mph at 14,000 feet and operate at 30,000 feet.



Major Ployer "Pete" Hill

chosen for the site of the new depot was Hill Field, in honor of Major Ployer P. Hill, an early Air Corps Materiel Division pilot who lost his life in 1935 at Wright Field, Ohio, while testing the Boeing Model 299 aircraft, a pre-production demonstrator of the famous B-17 bomber.

Official ground breaking ceremonies for construction of permanent facilities on Hill Field occurred on 12 January 1940. On 7 November 1940, Colonel Morris Berman, the first commanding officer of the Ogden Air Depot, began his four-year tour of duty, marking the formal activation of the logistics and maintenance unit.



Groundbreaking for Hill Field, 12 January 1940. Left to right: Maj I.A. Luke, Ordnance Depot commander; Herbert A. Snow, Salt Lake City Chamber of Commerce president; Utah Governor Henry H. Blood; Frank Browning, and Capt K.I. Hastings, constructing quartermaster.

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Ogden Air Depot, Hill Field, October 1940, looking west. Portion of Ogden Arsenal is visible at top right (west) along with runways and early depot construction at left (south).



Ogden Air Depot, Hill Field, November 1940, looking northeast. Depot construction is visible at top right; Weber Canyon is visible at bottom right (east).



One of the first permanent buildings constructed at Hill Field was the Quartermaster Commissary and Warehouse completed 6 December 1940.



Ogden Air Depot supply warehouses and aircraft operations hangar under construction, Hill Field, December 1940. Snow temporarily halted construction until Spring 1941.

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Fire, Guard and Communications Building, Hill Field, 1941.



Barracks and Post Exchange, Hill Field, 1941.



Ogden Air Depot Headquarters and Supply buildings, Hill Field, 1941.



Transient Aircraft Operations and Maintenance Hangar, Hill Field, 1941.

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That next year, January 1941, saw the arrival of the first civilian employee, the first enlisted member, and the second officer to take charge of supply operations. From this humble beginning, depot strength grew to a World War II peak of over 20,000 personnel; this total included 15,780 civilians and about 6,000 military personnel.



World War II air depots supplied and repaired practically all types of aircraft equipment, including engines.



Legendary B-17 “Suzy-Q” undergoing depot maintenance at Hill Field.



Hill Field’s famous B-24 progressive depot maintenance production line.

During World War II, the depot had a renowned reputation for its repair and supply support for aircraft such as the B-17, B-24, B-26, P-40, P-47, A-20, the AT-11, and several widely used reciprocating engines. Personnel also performed important wartime work at the nearby Wendover Range. At the range, scores of heavy bomber crews trained in air combat operations, and aircraft and munitions maintenance and supply. Crew members of the 509th Composite Group, for example, practiced bombing runs at the Wendover Range in preparation for the Hiroshima and Nagasaki missions that assisted in ending World War II.



Increasingly, women worked in occupations previously dominated by men.

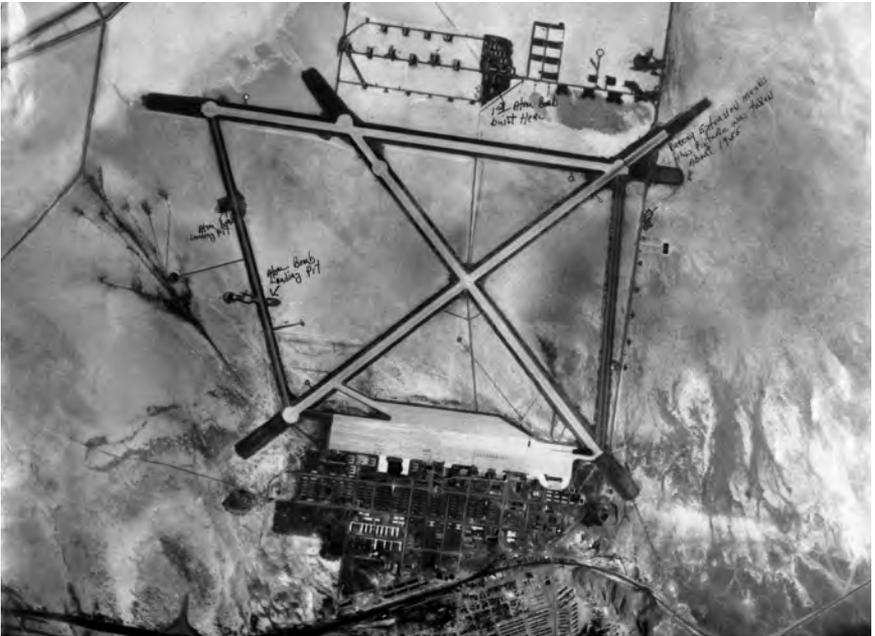


On D-Day, 6 June 1944, Hill Field personnel gathered to pray for an Allied victory.

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B-29 strategic bomber aircrews also trained at Wendover Field on the remote Utah/ Nevada border.



Wendover Army Air Base, 1943. Ground elevation 4,450 feet above sea level.



By the end of 1945, Hill Field was a major site for Army aircraft storage (at right). Ogden Arsenal is shown at top.

After World War II, on 18 September 1947, the Army Air Forces became the U. S. Air Force, thus, after forty years of effort, gained its independence from the Army. On 5 February 1948, following an Air Force-wide policy of renaming fields as bases, Hill Field became Hill Air Force Base (AFB). After a succession of wartime name changes, the Ogden Air Depot became the Ogden Air Materiel Area in 1946, succeeded by the Ogden Air Logistics Center in 1974.



Ogden Air Materiel Area B-29 maintenance line, Hill Air Force Base, Utah, 1950. Some B-29s would be modified with air-to-air refueling capability.



B-29s, Hill Air Force Base, Utah, 1950— In Storage and Ready for Flight Test.

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In terms of mission demand, following World War II, workload and personnel strength on Hill Air Force Base diminished substantially, but then started an upward trend with the outbreak of hostilities in Korea in June 1950. Hundreds of B-26 and B-29 aircraft, long stored at Hill AFB, were rapidly returned to combat readiness for deployment to the Far East. Following the termination of the Korean conflict in July 1953, the depot's maintenance production lines continued operations with work on jet fighter aircraft such as the F-84, F-89, F-101 and F-102. Hundreds of each were returned to "fly and fight" service throughout the world.



B-29 and B-26 maintenance and modification lines, Hill Air Force Base, Utah.



B-29 and B-26 aircraft at Hill Air Force Base, Utah, most enroute to the Far East.



Ogden Air Materiel Area received this F-84 on 8 August 1952. It was a depot maintenance trainer, prototype for significant future work in sustaining fighter aircraft.



F-89 aircraft depot maintenance line, Hill Air Force Base, 1953.

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F-84 line, Hill Air Force Base, Utah.



F-84 line, Hill Air Force Base, Utah.



This June 1959 photograph shows an RF-101 jet reconnaissance aircraft repaired under the Time Compliance Technical Order (TCTO) system, which augmented the more comprehensive Inspect and Repair as Necessary (IRAN) depot maintenance process.



First F-102 Delta Dagger to roll off the Hill Air Force Base maintenance production line. Improvements were complete on 20 December and it was flight tested successfully on 27 December 1957.

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Hill Air Force Base and Army's Ogden Arsenal, early 1950s.

Hill AFB's acreage doubled in size on 1 April 1955, when the Department of Defense transferred the adjacent U.S. Army Ogden Arsenal to the Air Force. This is now the West Area of Hill AFB. The new acreage added more than 600 buildings and structures. As a result, the base's capabilities substantially increased. In 1960, all Air Force munitions depot operations were consolidated at Hill AFB under the 2701st Airmunitions Wing.



With the Ogden Arsenal transfer, Hill Air Force Base became a center of USAF airmunitions expertise. Here Airmen of the base's Explosive Ordnance Disposal (EOD) Squadron prepare to dispose of apparently dud bombs recovered from the Wendover range.



Hill Air Force Base Southgate entrance marker, 1960.

In 1959, the depot was assigned responsibility for management of the Minuteman Intercontinental Ballistic Missile (ICBM). Management and maintenance responsibilities for the F-4 *Phantom* fighter followed in 1962—and the F-16 *Fighting Falcon* came later in 1974. In 1982, the Ogden Air Logistics Center was designated as system program manager for the Peacekeeper ICBM. During this same time, the depot also began conducting a significant portion of the Department of Defense’s C-130 *Hercules* maintenance workload. Lastly, the Center’s growing list of responsibilities during this period included management of all of the Air Force’s landing gear, photographic equipment and training devices, including software.



The Ogden Air Materiel Area became system support manager for F/RF-110A tactical fighter aircraft, redesignated the F/RF-4 Phantom in September 1962.



An F-16C Fighting Falcon fighter aircraft from the 388th Tactical Fighter Wing, Hill Air Force Base, Utah, lands after performing a sortie against targets in Iraq and Kuwait during Operation Desert Storm.

In 1990 and 1991, the Ogden Air Logistics Center and Hill AFB's tenant units supported Operation Desert Shield and Operation Desert Storm. To sustain this conflict, initially during Desert Shield, all Ogden Air Logistics Center shifts were extended to meet mission demands. During this same period, 1990, the end of the Cold War occurred and so did the subsequent closures of air depots at Sacramento and San Antonio. Absorbing some of the work from these closures, Hill AFB assumed responsibility for the A-10 Warthog, both maintenance and engineering support. Then in 1993, the Center was awarded a number of contracts for the modification, corrosion control, and painting of 244 Navy F/A-18 Hornet fighters, as well as



A-10 Thunderbolt

the maintenance and repair of landing gear on various USAF, DoD, and allied aircraft.

At the turn of the century, the Ogden Air Logistics Center began the massive effort of supporting the war on terrorism through increased engineering, sustainment/ logistics management, and

maintenance support for many of the Air Force's weapon systems—Minuteman III, C-130, F-16, A-10, and F-22, to name a few. As the Air Force continued heavy use of their aircraft in Operation Enduring Freedom and Operation Iraqi Freedom, the Center stepped up its efforts to modernize and sustain the service's aging aircraft to increase their service life, which



F-35 Lightning II

still continues today. In addition to maintenance and acquisition support, several operational units on base—388th Fighter Wing and 419th Fighter Wing—have been in constant deployment rotations to the Middle East and Southwest Asia, providing aerial support by way of the F-16.



This is the first F-22 to fly in the Air Force that underwent Structural Retrofit Program II. Surrounding the aircraft are members of the 309th Aircraft Maintenance Group who performed this work.

In July 2012, AFMC streamlined the Command's organizational structure to mirror the rest of the Air Force's Major Commands. With this reorganization, AFMC shifted from 12 to five centers, and each of these five centers focused on a singular mission. These new centers included the Air Force Life Cycle Management Center (AFLCMC), Wright Patterson AFB, Ohio; Air Force Sustainment Center (AFSC), Tinker AFB, Oklahoma; Air Force Test Center (AFTC), Edwards AFB, California; Air Force Research

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Laboratory (AFRL), Wright-Patterson AFB, Ohio; and the Air Force Nuclear Weapons Center (AFNWC), Kirtland AFB, New Mexico.

To summarize, the 5-Center reorganization drastically affected the Ogden Air Logistics Center. First, the Center was redesignated the Ogden Air Logistics Complex and lost its supporting staff offices and two-star position on 12 July 2012. Furthermore, on 1 October 2012, AFMC assigned the Complex to AFSC, and the majority of the acquisition functions and personnel, once present in the Aerospace Sustainment Directorate and assigned to the Ogden Air Logistics Center, now worked for the AFLCMC. Pertaining to the maintenance workload on the installation, the 309th Maintenance Wing was inactivated and all of its functions were assigned to Complex Directorates. Lastly, Hill AFB's host unit, the 75th Air Base Wing was reassigned to AFSC.

In its current state, Hill Air Force Base remains active in supporting the warfighter in the air and on the ground. From just over 3,000 acres in 1939, Hill AFB has grown to encompass over 6,000 acres in both Davis and Weber Counties, with management of an additional 900,000 plus acres throughout Northern Utah. Hill AFB is the state's leading single-site employer, currently providing employment for over 20,000 military and civilian personnel within the Ogden Air Logistics Complex, 75th Air Base Wing, 388th Fighter Wing, 419th Fighter Wing, and various other tenant organizations.



Ogden Air Logistics Complex

UNIT DESIGNATION: Established as Ogden Air Depot Control Area Command on 19 Jan 1943. Activated on 1 Feb 1943.

REDESIGNATED AS: Ogden Air Service Command on 17 May 1943; Ogden Air Technical Service Command on 14 Nov 1944; Ogden Air Materiel Area on 2 Jul 1946; Ogden Air Logistics Center on 1 Apr 1974–12 July 2012; Ogden Air Logistics Complex, 12 July–Present.

ASSIGNMENTS: Air Service Command, 1 Feb 1943; Army Air Forces Technical Service (later Air Technical Service; Air Materiel; Air Force Logistics) Command, 14 Nov 1944; Air Force Materiel Command, 1 Jul 1992–1 Oct 2012; Air Force Sustainment Center 1 Oct 2012–Present.

STATIONS: Hill Field (later AFB), UT, 1 Feb 1943–Present.

SERVICE STREAMERS: World War II American Theater.

CAMPAIGN STREAMERS: None.

ARMED FORCES EXPEDITIONARY STREAMERS: None.

DECORATIONS: Air Force Organizational Excellence Awards: 1 Nov 1983–31 Oct 1985; 1 Jan–31 Dec 1988; 1 Jan 1990–31 Dec 1991; 1 Jan 1993–31 Dec 1994; 1 Jan–31 Dec 1995; 1 Jan 1998–31 Dec 1999; 1 Jan–31 Dec 2000; 1 Jan–31 Dec 2003; 1 Jan–31 Dec 2004; 1 Jun 2008–31 May 2009.

LINEAGE, ASSIGNMENTS, STATIONS AND HONORS THROUGH: 1 November 2011.

EMBLEM: Approved on 11 Apr 1996.

Ogden Depot Commanders

Colonel Morris Berman	7 November 1940 – 26 June 1944	(Brigadier General)
<u>Established as Ogden Air Depot Control Area Command on 19 January 1943</u>		
Colonel Paul W. Wolf	27 June 1944 – 23 September 1945	
Brigadier General Ray G. Harris	24 September 1945 – 26 August 1947	
<u>Redesignated as the Ogden Air Materiel Area on 2 July 1946</u>		
Colonel Frank D. Hackett	27 August 1947 – 10 June 1948	(Brigadier General)
Colonel Homer W. Ferguson	11 June 1948 – 15 June 1948	
Brigadier General Wm. M. Morgan	16 June 1948 – 10 December 1949	(Major General)
Colonel James S. Sutton	11 December 1949 – 11 April 1950	
Brigadier General Norris B. Harbold	12 April 1950 – 27 April 1951	(Major General)
Colonel Charles B. Root	28 April 1951 – 11 June 1951	(Major General)
Brigadier General Adlai H. Gilkeson	12 June 1951 – 31 January 1953	
Brigadier General Manning E. Tillery	1 February 1953 – 30 June 1956	(Major General)
Colonel Lester L. H. Kinish	1 July 1956 – 9 August 1956	
Brigadier General Pearl H. Robey	10 August 1956 – 31 July 1959	(Major General)
Colonel Victor L. Anderson	1 August 1959 – 2 August 1959	
Major General Kenneth B. Hobson	3 August 1959 – 26 July 1961	(General)
Brigadier General Don Coupland	27 July 1961 – 31 July 1964	(Major General)
Major General T. Allen Bennett	1 August 1964 – 14 December 1967	
Major General Robert H. McCutcheon	15 December 1967 – 7 July 1970	
Brigadier General Richard M. Hoban	8 July 1970 – 3 February 1973	(Lieutenant General)
Major General Bryce Poe II	8 February 1973 – 15 June 1974	(General)
<u>Redesignated as the Ogden Air Logistics Center on 1 April 1974</u>		
Major General Edmund A. Rafalko	7 July 1974 – 22 August 1977	
Major General James P. Mullins	23 August 1977 – 31 October 1978	(General)
Major General John J. Murphy	13 November 1978 – 1 July 1981	(Lieutenant General)
Major General Leo Marquez	2 July 1981 – 6 July 1983	(Lieutenant General)
Major General Marc C. Reynolds	7 July 1983 – 16 September 1984	(Lieutenant General)
Major General Charles McCausland	16 September 1984 – 16 March 1987	(Lieutenant General)
Major General Robert P. McCoy	16 March 1987 – 15 November 1988	(Lieutenant General)
Major General James W. Hopp	15 November 1988 – 24 September 1990	
Major General Dale W. Thompson	24 September 1990 – 27 May 1993	(Lieutenant General)
Major General Lester L. Lyles	27 May 1993 – 4 November 1994	(General)
Major General Stephen P. Condon	4 November 1994 – 11 August 1997	
Major General Richard H. Roellig	11 August 1997 – 31 January 2000	
Major General Scott C. Bergren	31 January 2000 – 9 July 2003	
Major General Kevin J. Sullivan	9 July 2003 – 19 June 2007	(Lieutenant General)
Major General Kathleen D. Close	19 June 2007 – 2 July 2009	
Major General Andrew E. Busch	2 July 2009 – 12 July 2012	(Lieutenant General)
<u>Redesignated as the Ogden Air Logistics Complex on 12 July 2012</u>		
Major General H. Brent Baker	12 July 2012 – Present	



75th Air Base Wing

LINEAGE: Established as 75 Observation Group on 5 Feb 1942. Activated on 2 Mar 1942. Redesignated as: 75 Reconnaissance Group on 2 Apr 1943; 75 Tactical Reconnaissance Group on 11 Aug 1943. Disestablished on 1 May 1944. Reestablished on 17 May 1966. Consolidated (31 Jan 1984) with the 75 Tactical Reconnaissance Wing, which was established, and activated, on 17 May 1966. Organized on 1 Jul 1966. Inactivated on 15 Jul 1971. Redesignated as 75 Air Base Wing on 16 Sep 1994. Activated on 1 Oct 1994.

ASSIGNMENTS: Air Force Combat Command, 2 Mar 1942; II Air Support Command, 12 Mar 1942; III Ground Air Support (later, III Air Support; III Reconnaissance) Command, c. 24 May 1942; I Tactical Air Division, 18 Apr–1 May 1944. Tactical Air Command, 17 May 1966; 835th Air Division, 1 Jul 1966; Twelfth Air Force, 24 Dec 1969–15 Jul 1971. Ogden Air Logistics Center, 1 Oct 1994–1 Oct 2012; Air Force Sustainment Center, 12 July 2012–Present.

COMPONENTS: *Squadrons.* 4 Tactical Reconnaissance: 18 Nov 1966–15 Jul 1971. 9 Tactical Reconnaissance: 1 Sep 1969–15 Jul 1971. 14 Tactical Reconnaissance: 1 Apr–6 Nov 1967 (detached 25 Oct–6 Nov 1967). 21 Observation (later, 21 Reconnaissance; 21 Tactical Reconnaissance): 12 Mar 1942–1 May 1944. 30 Observation (later, 30 Reconnaissance; 30 Tactical Reconnaissance): 12 Mar 1942–1 May 1944. 91 Tactical Reconnaissance: 1 Jul 1967–15 Jul 1971.

124 Observation (later, 124 Reconnaissance; 124 Tactical Reconnaissance): 12 Mar 1942–1 May 1944 (detached 3 Jul 1942–4 Jan 1943). **127** Observation (later, 127 Liaison): 12 Mar 1942–11 Aug 1943.

STATIONS: Ellington Field, TX, 2 Mar 1942; Birmingham, AL, 9 Mar 1942; William Northern AAFld, TN, 12 Nov 1942; Key Field, MS, 17 Aug 1943–1 May 1944. Bergstrom AFB, TX, 1 Jul 1966–15 Jul 1971. Hill AFB, UT, 1 Oct 1994–Present.

AIRCRAFT: A-20, B-25, DB-7, L-1, L-4, O-38, O-46, O-47, O-49, and O-52, 1942–1943; P-39, P-40, and P-51, 1943–1944. RF-4, 1966–1971.

OPERATIONS: Until the fall of 1942, the group aided ground units with their training by flying reconnaissance, artillery adjustment, strafing, and dive-bombing missions. Participated in the 1942 Louisiana Maneuvers. Functioned primarily as a replacement training unit, 1943–1944. Also conducted a Ground Liaison Officer course, Jan–Apr 1944. Performed RF-4C replacement training, Feb 1967–Aug 1970, and tactical reconnaissance, Jul 1966–Jul 1971. On inactivation, the 75 Tactical Reconnaissance Wing's (75 TRW) resources passed to the 67 TRW. Provided services and support for the Ogden Air Logistics Complex and Hill Air Force Base's tenant organizations, 1 Oct 1994–Present.

SERVICE STREAMERS: World War II American Theater.

CAMPAIGN STREAMERS: None.

ARMED FORCES EXPEDITIONARY STREAMERS: None.

DECORATIONS: Air Force Outstanding Unit Awards: 1 Jan 1968–30 Apr 1969; 1 Nov 1969–31 May 1971; 1 Jan 1999–31 Dec 2000; 1 Jan 2001–30 Apr 2002; 1 Jan 2003–31 Dec 2004.

LINEAGE, ASSIGNMENTS, STATIONS, COMMANDERS, AND HONORS THROUGH: May 2013.

AIRCRAFT THROUGH: 15 Jul 1971.

EMBLEM: Approved on 21 Feb 1996.

75th Air Base Wing Commanders

Col Frederick A. Bacher	30 Mar 1942	
Col John E. Bodle	5 Apr 1943	
Lt Col George C. P. Gifford	17 Sep 1943	
Lt Col John R. Dyas	1 Jan – 1 May 1944	
Col Frank C. Malone	1 Jul 1966	
Brig Gen James U. Cross	1 Feb 1969	
Col Walter F. Daniel	28 Apr – 15 Jul 1971	
Col Keith A. Bennett	1 Oct 1994	
Col Larry L. Wheeler	5 Dec 1994	
Col Carl L. Critchlow	22 Jul 1996	
Col Larry O. Spencer	19 Feb 1998	(General)
Col Kenneth Page	2 Aug 1999	
Col David R. Beecroft	10 May 2001	
Col Sebastian V. Romano III	26 Jul 2002	
Col Sharon K. Dunbar	9 Sep 2004	(Major General)
Col Scott D. Chambers	Feb 2006	(Brigadier General)
Col Linda R. Medler	Jan 2008	(Brigadier General)
Col Patrick C. Higby	20 Apr 2009	
Col Sarah E. Zabel	30 Jun 2011	(Brigadier General)
Col Kathryn L. Kolbe	11 Jan 2013	



75th Air Base Wing History Office

6058 Aspen Avenue, Building 1295 Center
Hill AFB, UT 84056

DSN: 777-4002 Commercial: 801-777-4002