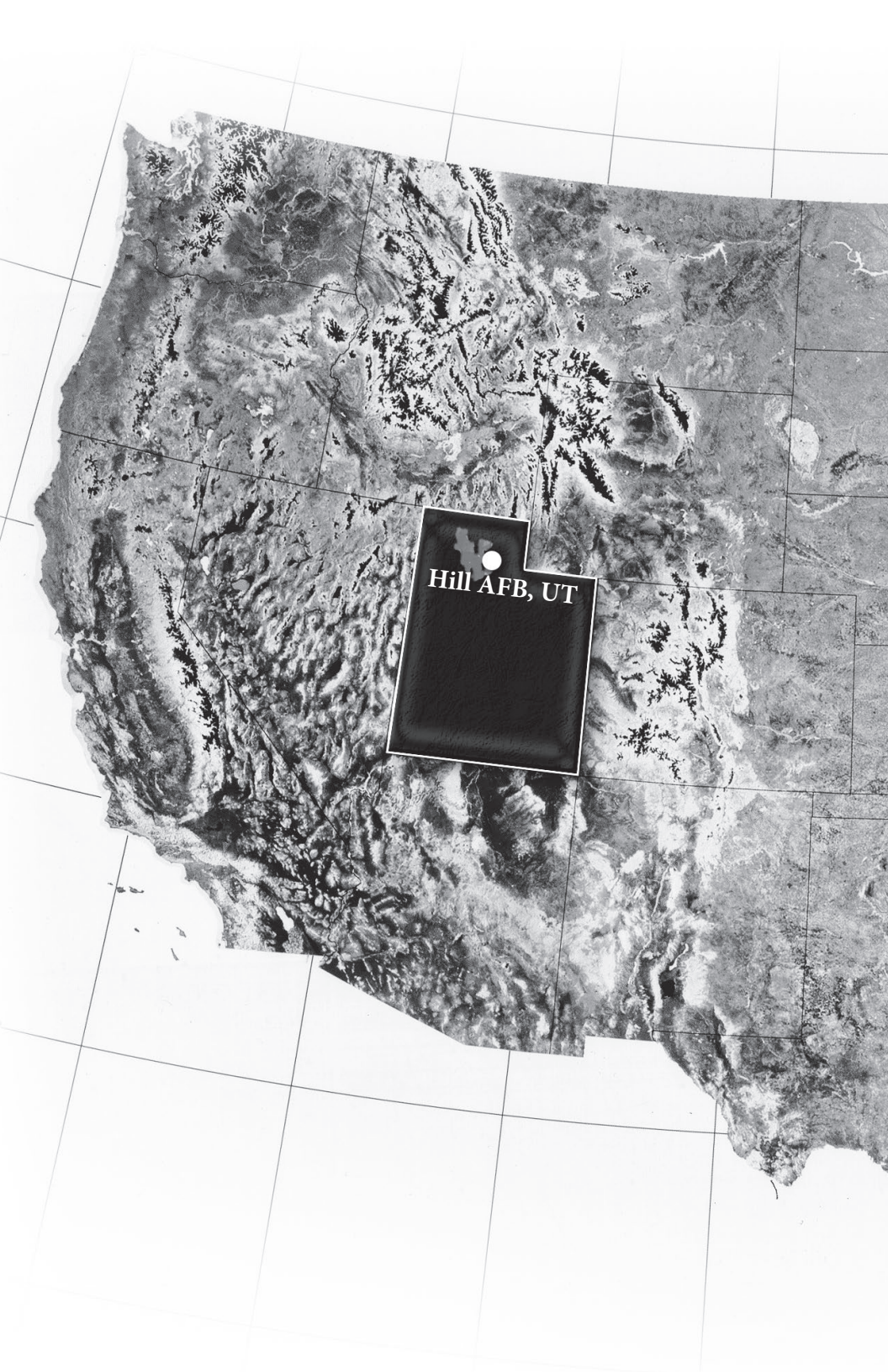


Hill Air Force Base **HERITAGE**





Hill AFB, UT

Hill Air Force Base **HERITAGE**



75th Air Base Wing History Office
75 ABW/HO

6058 Aspen Avenue
Building 1295 Center
Hill AFB, UT 84056-5805
Telephone: 801-777-2749

current as of May 2020

Photo on title page: Lieutenant Ployer “Pete” Hill (right) walks with Lieutenant Karl D. Guenther (died 26 July 1921) at Weissenthurm Air Service Station, Germany, June 1921. Well-acquainted with the inherent risk of flying, Hill became a test pilot for the Army Air Corps’ Materiel Division at Wright Field, Ohio, in 1932. On 30 October 1935, he died as a result of injuries received from a crash of the Boeing experimental aircraft Model 299—a pre-production demonstrator of the famous B-17 bomber.

In 1939, the U.S. War Department named the site of the Ogden Air Depot “Hill Field” in honor of Major Hill. In 1948, Hill Field was renamed Hill Air Force Base.

Hill Air Force Base and the Ogden Air Logistics Complex

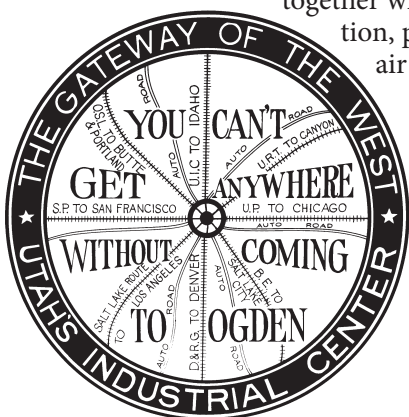
Hill Air Force Base (AFB), bordered by the majestic Wasatch Mountains to the east and the Great Salt Lake to the west, has played an important role in the development of the United States Air Force and the defense of this country for 80 years. Looking to the future, it continues to play an important and growing role in the defense of America and the free world.



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

Hill AFB traces much of its founding to 1934. Operation of a temporary Air Corps depot in Salt Lake City to support airmail operations captured the attention of senior military and civilian leaders, eventually causing them to consider Northern Utah as a possible site for a permanent air depot. Later, representatives from the Ogden Chamber of Commerce, together with most of Utah's congressional delegation, promoted the advantages of locating an air depot in this area:

- 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 inland location for protection from possible enemy coastal attack



Ogden City Chamber of Commerce promotional publicity, 1934



Pictured is the Ogden Arsenal, looking northwest, in 1939. This military installation belonged to the Army's Ordnance Department until 1955, when it then became part Hill AFB. The Arsenal's presence influenced the Air Corps' decision to select Ogden as the home for the new Rocky Mountain Depot. Hill Field was built on land in the foreground of this picture.

As a result, in July 1934, the Air Corps Materiel Division, now Headquarters Air Force Materiel Command, recommended that its prospective "Rocky Mountain Air Depot" be located in Northern Utah. The Wilcox Act in August 1935 authorized site selection and construction of seven permanent Air Corps stations, one of which was to be the maintenance depot in the western region. This action 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



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.

the United States government. By April 1939, the United States government 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 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



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



Major Ployer "Pete" Hill

the name of the site for the new depot was Hill Field in honor of Major Ployer P. Hill, an early Air Corps Materiel Division pilot. Maj Hill 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 installation's depot and supply workload. January 1941



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.

saw the arrival of the first civilian employee, the first enlisted man, 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—including 15,780 civilians and 6,000 military personnel.

During World War II, the depot earned 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. Hill Field also provided critical support functions for the nearby Wendover Field, a bombing/gunnery training range. At the range, scores of heavy bomber crews trained in air combat operations, and aircraft and munitions maintenance and supply. For example, crews from the 509th Composite Group practiced bombing runs, preparing them for the Hiroshima and Nagasaki missions that ended World War II.



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



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



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

HILL AIR FORCE BASE HERITAGE

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.

75TH AIR BASE WING HISTORY OFFICE



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



Ogden Air Depot, Hill Field, November 1940. Depot construction is visible at right; Weber Canyon is visible at top right.



One of the first permanent buildings constructed at Hill Field was the Quatermaster 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.

HILL AIR FORCE BASE HERITAGE



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.



Increasingly, women worked in occupations previously dominated by men. These women were working the B-24 depot line at Hill Field.

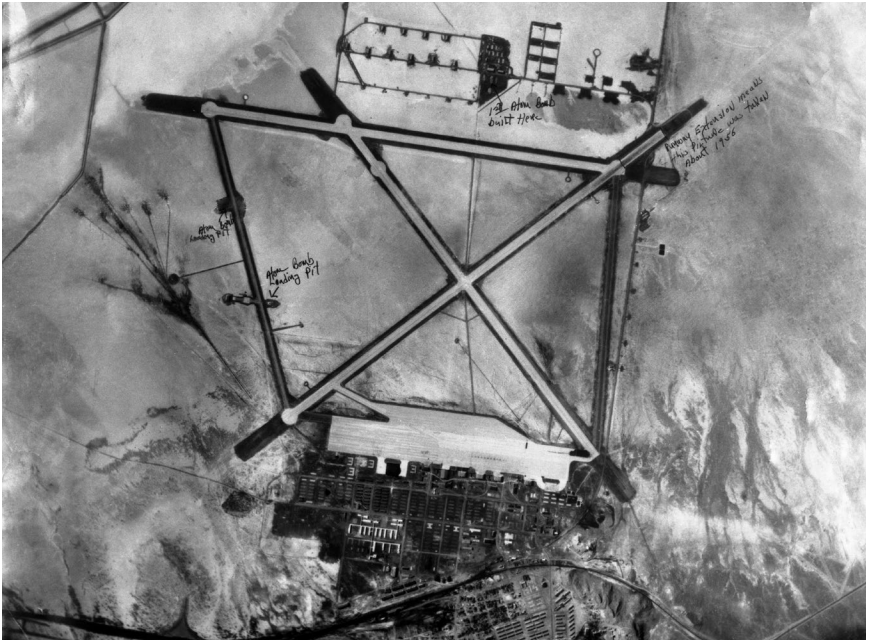


On D-Day, 6 June 1944, Hill Field personnel gathered to pray for an Allied victory.

HILL AIR FORCE BASE HERITAGE



After the activation of Wendover Field in March 1942, heavy bomber crews trained at the remote installation located on the Utah/Nevada border throughout the remainder of WWII. Two squadrons consisting of over 400 personnel assigned to the Ogden Air Depot's 317th Sub-Depot supported this training. Bomber crews from the 509th Composite Group, which deployed the first operational atomic weapons in August 1945, trained for these sensitive missions at Wendover Field from December 1944 to April 1945.



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, ending an association with the Army that had lasted forty years. On 5 February 1948, following an Air Force-wide policy of renaming fields as bases, Hill Field became Hill Air Force Base (Hill AFB). After a succession of wartime name changes, the Ogden Air Depot became the Ogden Air Materiel Area in 1946.



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



B-29s in storage or ready for flight test at Hill AFB, Utah, 1950.

HILL AIR FORCE BASE HERITAGE

As America started rolling back from the war, workload and personnel strength drew down—but started an upward trend with the outbreak of hostilities in Korea in 1950. Hill personnel rapidly returned hundreds of B-26 and B-29 aircraft to combat readiness for deployment to the Far East. Following the end of the Korean conflict, the depot's maintenance production lines continued operations with work starting on jet fighter aircraft such as the F-84, F-89, F-101 and F-102. Hundreds of each were returned to service, keeping them “flying and fighting” throughout the world, per the base's motto.



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



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 depot maintenance line, Hill Air Force Base, 1953.

HILL AIR FORCE BASE HERITAGE



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



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

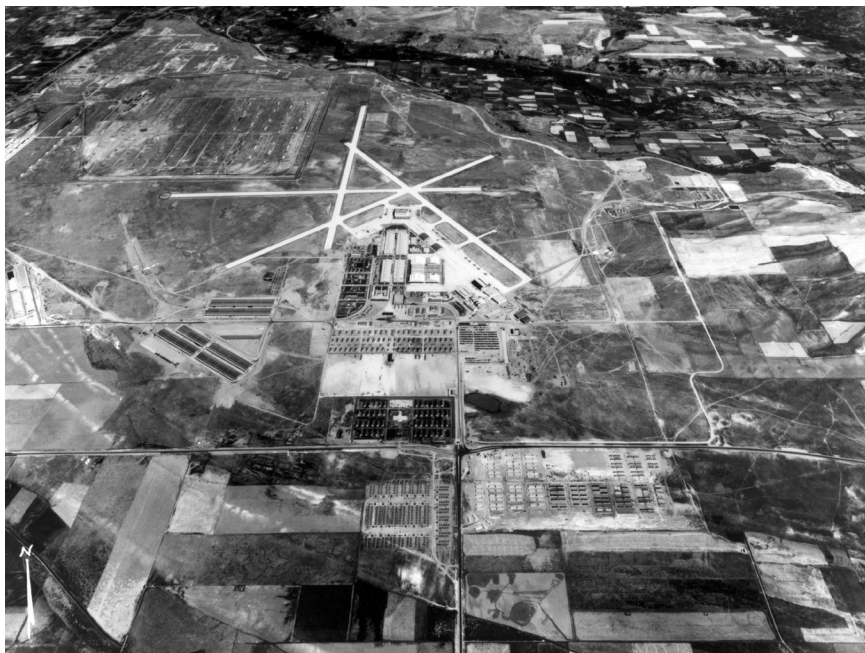


This June 1959 photograph shows an RF-101 jet reconnaissance aircraft under repair in the depot maintenance line, Hill Air Force Base, Utah.



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

HILL AIR FORCE BASE HERITAGE



Hill Air Force Base and U.S. 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 U.S. Air Force. This is now commonly known as the west area of Hill AFB. The new acreage added more than 600 buildings and structures. After this property acquisition, the base's mission increased substantially during the following decades.



With the Ogden Arsenal transfer, Hill Air Force Base became a center of U.S. Air Force airmunitions expertise. Here Airmen of the base's Explosive Ordnance Disposal (EOD) Squadron prepare to dispose of unexploded munitions recovered from the Wendover Range.



Hill Air Force Base Southgate entrance marker, 1960.

Mission growth came in many forms. In 1959, the U.S. Air Force assigned the depot responsibility for managing the new Minuteman Intercontinental Ballistic Missile (ICBM). The following year, all U.S. Air Force munitions operations consolidated at Hill AFB under the 2705th Airmunitions Wing. Management and maintenance responsibilities for the F-4 *Phantom* fighter followed in 1962. On 1 April 1974, the Air Force Logistics Command (AFLC) redesignated the Ogden Air Materiel Area (OOAMA) as the Ogden Air Logistics Center (OO-ALC) to clearly indicate its worldwide role in support of national defense policy. The depot then assumed maintenance responsibilities for the new fourth generation jet, the F-16 *Fighting Falcon*. Later, in 1982, the Ogden Air Logistics Center was designated as system program manager for the Peacekeeper ICBM.



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 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.

During this period, the depot began conducting a significant portion of the Department of Defense's C-130 *Hercules* maintenance workload.

In 1990 and 1991, the Ogden Air Logistics Center and the base's tenant units supported Operation Desert Shield and Operation Desert Storm. Initially, during Desert Shield, all depot maintenance shifts and work hours extended to support the aircraft and personnel involved in this contingency. After the coalition's quick defeat of Iraqi forces during February 1991, Hill AFB and the depot soon returned to a normal pace of operations.

With the end of the Cold War and the subsequent closure of the air depots at Sacramento and San Antonio, the Hill mission continued to grow as the base assumed A-10 Warthog depot maintenance and aero-



A-10 Thunderbolt

space sustainment operations. In 1993, the depot was awarded a number of contracts for the modification, corrosion control, and painting of 244 Navy F/A-18 *Hornet* fighters as well as the maintenance and repair of landing gear on various U.S. Air Force, 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 U.S. Air Force's weapon systems: Minuteman III, F-16, A-10, F-117, B-2, T-38, and F-22—to name a few. As the U.S. Air Force continued heavy use of its 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. In addition to maintenance and acquisition support, several operational units on base—388th Fighter Wing and 419th Fighter Wing—provided aerial support in the U.S. Central Command region through a continuous rotation cycle that deployed them consistently during the first decade of the twentieth century.



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, Air Force Materiel Command (AFMC) streamlined its organizational structure to mirror the rest of the U.S. Air Force's Major Commands. With this reorganization, AFMC restructured from twelve to five centers with each of these five new centers focused on a singular mission area. In 2015, the command activated its sixth center, focused on installations.

This reorganization drastically affected the Ogden Air Logistics Center. First, the Center redesignated to the Ogden Air Logistics Complex and

downsized most of its supporting staff offices and three senior leadership positions in the command section. These positions included the billets for a two-star commander, a one-star flag officer, and a Senior Executive Service (SES) member. On 1 October 2012, AFMC assigned the Complex to the Air Force Sustainment Center (AFSC). As part of the reorganization, the 309th Maintenance Wing inactivated and AFSC aligned its maintenance workload to the Complex. In addition to these organizational changes, the assignment of the 75th Air Base Wing, Hill AFB's host unit, changed from the Ogden Air Logistics Center to AFSC.



Four F-35As assigned to the 34th Fighter Squadron prepare to take off on 4 May 2016

Shortly after this reorganization, the depot gained a new workload: the F-35A. The first F-35A to land at Hill AFB arrived on 13 September 2013, scheduled to undergo four post-production modifications at the 309th Aircraft Maintenance Group. The arrival of the first F-35A at Hill AFB ushered in the beginning of the airframe's depot maintenance workload.

Also in 2013, the U.S. Air Force made the decision to consolidate the depot modification and heavy maintenance workload of the Lockheed Martin F-22 *Raptor* at the Ogden Air Logistics Complex—following a comprehensive business case analysis. The analysis determined that the consolidation of F-22 support work at Hill AFB would result in a minimum cost savings of more than \$16 million per year. The depot implemented the incremental transition plan throughout 2015—including the modification of existing base facilities and movement of specific support equipment from a Lockheed Martin facility in Palmdale, California, to Hill AFB.

The arrival of the F-35A precipitated the reduction of a long time denizen of the sky above Hill AFB—the F-16 *Fighting Falcon*. In September 2017, the last operational F-16 left Hill AFB after its 38-year tenure at the installation. The 388th Fighter Wing had been the first unit in the U.S. Air Force to receive a combat-coded F-16 in January 1979, followed by Hill AFB's 419th Fighter Wing in 1983. Hill's F-16s supported every military operation since coming to the installation, including: Operations Desert Storm, Northern Watch, Southern Watch, Iraqi Freedom, Enduring Freedom, Freedom Sentinel and Inherent Resolve. While observers may not see the F-16 in the sky above Hill AFB nearly as often, a rare sighting is still possible as the depot continues to provide maintenance support to the airframe—work that will enable it to continue its long history of defending freedom.



An F-16 painted with a 'Viper Out' commemorative tail flash flies alongside flagships from the 388th and 419th Fighter Wings above Hill AFB during a ceremony celebrating the 38-years the Fighting Falcon flew while assigned to the installation.

On the operational side of the installation's mission, the 388th Fighter Wing reactivated the 34th Fighter Squadron after a 5-year stand down on 17 July 2015. The first operational F-35As arrived at Hill AFB on 2 September 2015, to begin rebuilding the 34th Fighter Squadron. In August of 2016, the Department of Defense declared Lockheed Martin's fifth-generation, stealth multirole F-35A *Lightning II* combat ready.



F-35As from the 388th and 419th Fighter Wings participated in a Combat Power Exercise at Hill AFB 19 November 2018. The F-35As deployed at 20- to 40-second intervals until they were all in the air.

To prove 5th gen capability a reality, the 388th and 419th Fighter Wings conducted a Combat Power Demo on 19 November 2018, signaling their operational readiness with the F-35A. During this exercise, the wings demonstrated their ability to employ a large number of F-35As against air and ground targets, by launching 35 aircraft in a condensed period of time, demonstrating the readiness of these F-35A *Lightning II*-equipped wings.

A first in the *Lightning II*'s history, Airmen from the 388th and 419th Fighter Wings deployed from Hill AFB to Al Dhafra Air Base, United Arab Emirates (UAE) in April 2019 to support the U.S. Central Command's mission. Members of the active duty 4th Fighter Squadron and Air Force Reserve's 466th Fighter Squadron worked to enhance security and stability across the region. During this deployment, CENTCOM conducted an air-strike against the ISIS terror organization's tunnel network at Wadi Ashai, Iraq, using Joint Direct Attack Munitions (JDAM) launched from F-35As. This marked the first combat strike by the F-35A *Lightning II*.

Also in 2019, Hill AFB entered its seventh decade supporting Global Strike Command's nuclear weapon program. Since 1959, the installation has contributed significantly to the nation's strategic deterrence initiatives. In addition to hosting *Minuteman* (LGM-30) production at the U.S. Air Force's Boeing Plant 77 from 1962 until 1978, Hill AFB—specifically the depot—has supported depot maintenance for the *Minuteman*, *Titan*

(LGM-25), and *Peacekeeper* (LGM-118) ICBMs. For example, the depot successfully completed a life extension program on the *Minuteman III*'s Propulsion System Rocket Engine (PSRE) in 2013. Additionally, the depot began in 2017 a programmed maintenance effort that encompasses 150 missile launch facilities to repair water leaks, mitigate corrosion, and posture the *Minuteman III* weapons system to remain safe, secure, and reliable.

Complementing the depot's ICBM maintenance workload, Hill AFB hosts the Air Force Nuclear Weapons Center's ICBM Systems Directorate. Due to the importance of this unit's mission, Hill AFB will continue to play a key role in current and future ICBM operations as the directorate manages the development of the *Minuteman*'s replacement—the Ground Based Strategic Deterrent (GBSD).

In its current role, Hill Air Force Base remains active in supporting the warfighter. From just over 3,000 acres in 1939, Hill AFB has grown to encompass over 6,000 acres in both Davis and Weber Counties and also manages an additional one million acres throughout Northern Utah as part of the Utah Test and Training Range. Hill AFB is the state's leading single-site employer, currently providing jobs 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 over 40 other tenant organizations.



Technicians from the 309th Missile Maintenance Group perform maintenance on the LGM-30 Minuteman III ICBM in 2016.



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; Ogden Air Logistics Complex, 12 July 2012–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; 1 Oct 2012–30 Jun 2014.

LINEAGE, ASSIGNMENTS, STATIONS AND HONORS THROUGH: 15 April 2014.

EMBLEM: Approved on 11 Apr 1996.

Ogden Depot Commanders

Colonel Morris Berman 7 November 1940 – 26 June 1944 (Brigadier General)

Established as Ogden Air Depot Control Area Command on 19 January 1943

Colonel Paul W. Wolf 27 June 1944 – 23 September 1945

Brigadier General Ray G. Harris 24 September 1945 – 26 August 1947

Redesignated as the Ogden Air Materiel Area on 2 July 1946

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)

Redesignated as the Ogden Air Logistics Center on 1 April 1974

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 (Major 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)

Redesignated as the Ogden Air Logistics Complex on 12 July 2012

Major General H. Brent Baker, Sr. 12 July 2012 – 8 September 2014

Brigadier General Carl A. Buhler 8 September 2014 – 1 September 2015

Brigadier General Steven J. Bleymaier 1 September 2015 – 31 August 2017

Major General Stacey T. Hawkins 31 August 2017 – 19 July 2019

Brigadier General C. McCauley von Hoffman 19 July 2019 – Present



75th Air Base Wing

LINEAGE: Established as the 75th Observation Group on 5 Feb 1942. Activated on 2 Mar 1942. Redesignated as the 75th Reconnaissance Group on 2 Apr 1943; 75th Tactical Reconnaissance Group on 11 Aug 1943. Disestablished on 1 May 1944. Reestablished on 17 May 1966. Consolidated (31 Jan 1984) with the 75th Tactical Reconnaissance Wing, which was established, and activated, on 17 May 1966. Organized on 1 Jul 1966. Inactivated on 15 Jul 1971. Redesignated as 75th 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 75th 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; 1 Jun 2007–31 May 2009;

1 Jan–31 Dec 2012; 1 Oct 2013–31 Aug 2015.

LINEAGE, ASSIGNMENTS, STATIONS, COMMANDERS, AND HONORS THROUGH: 31 August 2015.

AIRCRAFT THROUGH: 15 Jul 1971.

EMBLEM: Approved on 21 Feb 1996.

75th Air Base Wing Commanders

Established 75th Observation Group on 5 February 1942 at Ellington Field, Texas

Col Frederick A. Bacher 30 Mar 1942 – 5 Apr 1943

Redesignated 75th Reconnaissance Group on 2 April 1943 at William Northern Army Air Field, Tennessee

Col John E. Bodle 5 Apr 1943 – 17 Sep 1943

Redesignated 75th Tactical Reconnaissance Group on 11 August 1943

Lt Col George C. P. Gifford 17 Sep 1943 – 1 Jan 1944

Lt Col John R. Dyas 1 Jan 1944 – 1 May 1944¹

Reestablished on 17 May 1966 at Bergstrom AFB, Texas

Col Frank C. Malone 1 Jul 1966 – 1 Feb 1969

Brig Gen James U. Cross 1 Feb 1969 – 28 Apr 1971

Col Walter F. Daniel 28 Apr 1971 – 15 Jul 1971²

Activated 1 October 1994 at Hill AFB, Utah³

Col Keith A. Bennett 1 Oct 1994 – 5 Dec 1994

Col Larry L. Wheeler 5 Dec 1994 – 22 Jul 1996

Col Carl L. Critchlow 22 Jul 1996 – 19 Feb 1998

Col Larry O. Spencer 19 Feb 1998 – 2 Aug 1999 (General)

Col Kenneth Page 2 Aug 1999 – 10 May 2001

Col David R. Beecroft 10 May 2001 – 26 Jul 2002

Col Sebastian V. Romano III 26 Jul 2002 – 9 Sep 2004

Col Sharon K. Dunbar 9 Sep 2004 – Feb 2006 (Major General)

Col Scott D. Chambers Feb 2006 – Jan 2008 (Brigadier General)

Col Linda R. Medler Jan 2008 – 20 Apr 2009 (Brigadier General)

Col Patrick C. Higby 20 Apr 2009 – 30 Jun 2011 (Major General)

Brig Gen Sarah E. Zabel 30 Jun 2011 – 11 Jan 2013 (Major General)

Col Kathryn L. Kolbe 11 Jan 2013 – 2 July 2014

Col Ronald E. Jolly, Sr. 2 July 2014 – 28 June 2016 (Brigadier General)

Col Jennifer Hammerstedt 28 June 2016 – 13 April 2018 (Brig Gen Select)

Col Jon A. Eberlan 13 April 2018 – present

1. Disestablished on 1 May 1944 at Key Field, Mississippi

2. 75 Tactical Reconnaissance Group inactivated on 15 July 1971 at Bergstrom AFB, Texas. Consolidated with 75 Tactical Reconnaissance Wing on 31 January 1984, making it possible for 75 Air Base Wing to activate as designated on 1 October 1994.

3. Prior to the activation of the 75 ABW, the 649th Air Base Group fulfilled the base command function at Hill AFB.



75th Air Base Wing History Office

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