AFLCMC *Heritage Hangar*

AFLCMC History Office

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01 NOV 1957 (Armaments Directorate)

The Bell Aircraft Company's supersonic GAM-63 "Rascal" air-to-surface missile officially became operational in the Strategic Air Command (SAC). It was the U.S. Air Force's first nuclear-armed (W-27 nuclear warhead) standoff missile. The short-lived missile's nick-name, "Rascal," was derived from its inertial guidance system—Radar Scanning Link—that could be controlled by the launching aircraft. The GAM -63 was replaced by the "Hound Dog" missile system, which performed better in testing and had a longer range, in 1958. (Photo: NMUSAF)

02 NOV 1959 (Digital/C3I & Networks Directorates)

Air Materiel Command's (AMC) Electronic Systems Center (ESC) was activated as AMC's counterpart the Air Research and Development Center's (ARDC) Air Force Command and Control Development Division (AFCCDD), which was commanded by Colonel Hershel D. Mahon, both operating at Hanscom Air Field. Major General Clyde H. Mitchell (*left*) was named ESC's first commander and on 1 January 1960, ESC became operational. In 1962 these two centers were merged to form the Electronic Systems Division (ESD) as a part of the Air Force's reorganization to separate sustainment (i.e. the creation of the Air Force Logistics Command) functions from systems development (i.e. the creation of the Air Force Systems Command) functions. ESD would fall under the command of the latter until AFMC was established in 1992. (Photo: USAF)

03 NOV 1956 (Fighter & Advanced Aircraft Directorate)

This day marked the first flight of the McDonnell F-101A Voodoo with J79 engines. The F-101A, tail number 53-2418 (*right*), was transferred to General Electric (GE). GE installed J79 afterburning turbojet engines for testing; this engine would later power the McDonnell F-4 Phantom II. GE returned the F-101A to the Air Force in 1959, by which time, it was obsolete. It was relegated to a career as a maintenance training aircraft at Shepherd Air Force Base, TX and, later, at a civilian aviation maintenance school. Ultimately, after being partially restored, the Voodoo was placed on display at Evergreen Aviation and Space Museum, Oregon. (Photo: NMUSAF)

04 NOV 2003 (Mobility & Training Directorate)

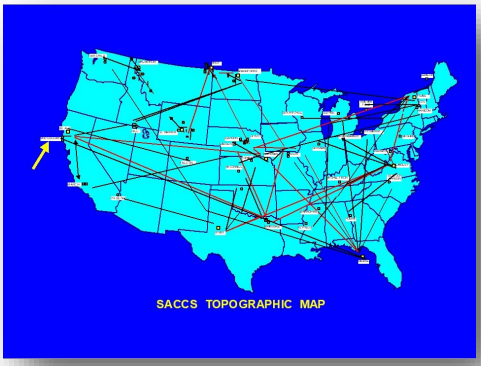
Travis AFB, California sent the first Lockheed C-5A Galaxy to the Aerospace Maintenance and Regeneration Center at Davis-Monthan AFB, Arizona. The Air Force took delivery of the first C-5A in 1969 and then retrofitted then with new wings in the mid-1980s. The USAF determined that aircraft 70-0458 would be the first aircraft delivered to AMARC with the remaining aircraft scheduled at a rate of two per quarter. The C-5As were placed in excess status, allowing the SPO to reclaim parts, valued at over $20M, could then be returned to AF inventory. (Photo: NMUSAF)

05 NOV 1981 (Fighter & Advanced Aircraft Directorate)

The first operational EF–111A defense-suppression aircraft was delivered to the 388th Electronic Combat Squadron at Mountain Home AFB, Idaho. The EF–111A Raven replaced EB–66 and EB–57 aircraft as the USAF's primary electronic warfare jamming aircraft. The EF-111A provided protection from a stand-off jamming orbit, but it also escorted attacking forces with its high-performance night and terrain-following capabilities. EF-111s were involved in every U.S. conflict from Eldorado Canyon in Libya to Desert Storm, where an EF-111 was credited with one of the first kills of the conflict. A maneuvering Raven caused a pursuing Iraqi Mirage to crash. The EF-111 was retired in 1998. (Photo: NMUSAF)

06 NOV 1964 (Digital/C3I & Networks Directorates)

The data transmission system of the SAC Control System (465L) was transitioned to the Strategic Air Command. The command and control system was developed by International Telephone and Telegraph's (ITT) Data and Information Systems Division. Work began on the 465L project in the autumn of 1958. The system essentially transmitted alerts and orders to/from HQ SAC to its operational locations. Overall, the system was divided into three subsystems that handled the transmission of data, the processing of transmitted data, and displaying the processed data in a readable and useful information. (Photo: USAF)



07 NOV 2007 (ISR & SOF Directorate)

The MQ-9A Reaper demonstrated its unique precision strike capability by dropping its first precision-guided bomb. While operating over the Sangin region of Afghanistan, the Reaper received a request to attack enemy combatants fighting with friendly forces. The pilot and sensor operator back at Creech AFB, Nevada, released two GBU-12 500-pound laser-guided bombs and successfully eliminated the enemy fighters. Having the capability to strike time-sensitive targets dramatically shorted the kill chain, making the Reaper uniquely versatile. (Photo: USAF)

AFLCMC Installation Spotlight: Hill Air Force Base

The origins of Hill Air Force Base can be traced back to the Army Air Corps' brief role in delivering the country's airmail; a temporary depot was established in Salt Lake City, Utah to support airmail operations. In July 1934, the Air Corps' Materiel Division recommended that a permanent Air Corps depot be established in the Salt Lake City area of Utah. In January 1936 the Army Air Corps attained the funds to begin the rehabilitation of Ogden Ordnance Depot, Ogden, UT (40 miles north of Salt Lake City). Over the course of the next four years, additional federal funding and was appropriated to acquire and develop land adjacent to Ogden Ordnance Depot. In 1939, the War Department named the site Hill Field in honor of Maj Ployer Hill, an Army Air Corps test pilot killed at Wright Field, OH, testing a B-17 prototype.

As construction of Hill Field began in 1940, Germany would invade France, while fighting between China and Japan would continue unabated. Operations at Hill Field began in 1941 and during World War II, Ogden Air Depot played an important role in maintaining and a variety of aircraft and engines, while Hill provided critical support to nearby Wendover Field, where bomber crews trained on its bombing and gunnery range.

After World War II, the U.S. Army Air Service was granted independence (18 September 1947), Hill Field was renamed Hill Air Force Base on 5 February 1948. As it had in World War II, Hill AFB's depot maintained USAF fighters (F-84s, F-89s, F-101s, and F-102s) and bombers (B-26s and B-29s) throughout the Korean War. In the years immediately following, Hill AFB saw a significant expansion of its mission set. In 1955, the U.S. Army's Ogden Arsenal was transferred to Hill AFB. In 1959, Hill assumed responsibility for the Minuteman ICBM. The 2705th Airmunitions Wing became responsible for all Air Force munitions operations in 1960. Hill AFB was also assigned the maintenace of the Air Force's F-4 Phantoms in 1962. In 1974, Hill would also gain maintenance responsibility for the F-16 Fighting Falcon. In the early 1980s, it would take on a sizeable portion of maintenance duties for C-130 Hercules fleet, while as serving as the system manager for the Peacekeeper ICBM program.

Naturally these responsibilities ebbed and flowed through various Air Force reorganizations, base closures, system retirements (e.g F-4, Peacekeeper ICBMs, etc.), and new system acquisitions, such as the F-117, B-2, F-22, and the F-35, as well as the Minuteman III ICBMs.

A number of AFLCMC divisions operate at Hill AFB, providing life cycle support for the F-22, F-35, A-10, and F-16 fleets as well as divisions of the Digital, Armament, Mobility, Acquisition, Logistics, Intelligence, Agile Combat Support, and Engineering Directorates. (Photos: Hill AFB)

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