

## 101<sup>st</sup> AIR REFUELING WING



### MISSION

Deploy and employ air refueling, airlift, aerospace expeditionary forces and expeditionary combat support forces to ongoing military operations worldwide. Provide air refueling to United States Strategic Command to support Global Strike Operational Plan taskings

### LINEAGE

101<sup>st</sup> Fighter Wing constituted and allotted to the National Guard Bureau, 1 Sep 1950

Received Federal recognition, 25 Oct 1950

Federalized and ordered to active service, 1 Feb 1951

Redesignated 101st Fighter-Interceptor Wing, 10 Feb 1951

Inactivated, 6 Feb 1952

Released from active duty and returned to Maine state control, 1 Nov 1952

Activated and received federal recognition, 1 Nov 1952

Redesignated 101st Air Defense Wing, 14 Apr 1956

Redesignated 101st Fighter-Interceptor Wing, 10 Jun 1972

Redesignated 101st Air Refueling Wing, 1 Jul 1976

### STATIONS

Dow AFB, ME, 25 Oct 1950

Grenier AFB, NH, 23 Apr 1951

Larson AFB, WA, 2 Aug 1951 – 6 Feb 1952

Dow AFB (later Bangor International Airport, Bangor Air National Guard Base), ME, 1 Nov 1952

### ASSIGNMENTS

Maine Air National Guard

### WEAPON SYSTEMS

### **Mission Aircraft**

F-80C, 1950–1952  
F-86F, 1952–1955  
F-94A, 1955–1957  
F-89D, 1957–1959  
F-89J, 1959–1969  
F-102A, 1959  
F-101B, 1969–1976  
KC-135A, 1976–1984  
KC-135E, 1984–2007  
KC-135R, 2007

### **Support Aircraft**

#### **COMMANDERS**

BG Roy C. Martin, #1987  
Col Wilfred Hessert, 3 Nov 1991  
Col John L. D’Errico, Aug 2009

#### **HONORS**

##### **Service Streamers**

##### **Campaign Streamers**

##### **Armed Forces Expeditionary Streamers**

##### **Decorations**

#### **EMBLEM**



#### **MOTTO**

## **NICKNAME**

## **OPERATIONS**

February 1950 – Called to active service for a period of 21 months to serve in the Korean Conflict.

October 1950 – Reorganization into a “Wing-Base” in order to standardize the Guard units with their active duty counterparts. This provided for additional supporting Medical, Service, Transportation and Base Operating elements.

In late April 1951, all units of the 101st Fighter Wing located at Dow Air Force Base, with the exception of the 132nd Fighter Squadron (Jet) and the 132nd Weather Station, moved to a new location at Grenier Air Force Base, Manchester, New Hampshire.

Effective 2 August 1951, the Headquarters Squadron 101st Fighter Group, Headquarters 101st Maintenance & Supply Group, 101st Medical Group, and all of the 101st support squadrons moved to Larson Air Force Base, Moses Lake, Washington, for a permanent change of station. Only 19 officers and 16 airmen were assigned to the 101st units when they moved to Washington. Concurrently, the relocated 101st units were relieved from assignment to Eastern Air Defense Force (EADF) and reassigned to Western Air Defense Force (WADF). All other personnel had been transferred to a newly activated 4681st Air Base Squadron at Grenier Air Force Base.

On 6 February 1952, just over a year from date of entry on active duty, the 101st Wing and its units at Larson Air Force Base were inactivated for the remainder of their 21 months. Personnel were reassigned to Headquarters, 4703rd Defense Wing, which had been recently activated on 1 February 1952 at Larson AFB, Washington.

In order to facilitate reorganization of the returning Air National Guard units, the National Guard Bureau authorized each State to form a State Headquarters. Headquarters, Maine Air National Guard was organized and federally recognized on 19 March 1952 with station at Camp Keyes, Augusta, under the command of Major Raymond A. Fortin.

On November 1, 1952 the 101st reverted to State status and arrived at Dow Air Force Base as a tenant unit. In September 1954 Dow became a permanent Strategic Air Command base. The New England Division of the U.S. Army Corps of Engineers rebuilt Dow Field into another massive SAC base for modern jets. The Division completely rebuilt a new 11,440 foot runway, new aircraft parking apron, alert parking area (known as the "Christmas tree"), a fighter alert facility, and constructed new hangars and other buildings in a multimillion-dollar project of enlargement and modernization. Just prior to the rebuilding, only one of the original three runways at Dow Field was still in operational use. The other two runways were used as parking aprons since the base had no parking ramp due to its dispersal concept.

On 1 November 1952, 21 months after the 101st units had been ordered to active duty, the units were returned to the control of the state. Upon their return, the Headquarters, 101st Fighter Wing and the Headquarters 101st Fighter Group had been redesignated Hq & Hq Squadron, 101st Fighter-Interceptor Wing and Headquarters, 101st Fighter-Interceptor Group, respectively. As of 1 November 1952, the 101st units at Dow AFB consisted of:

- 101<sup>st</sup> Fighter-Interceptor Wing
- 101<sup>st</sup> Fighter-Interceptor Group
- 101<sup>st</sup> Maintenance & Supply Group
- 101<sup>st</sup> Maintenance Squadron
- 101<sup>st</sup> Supply Squadron
- 101<sup>st</sup> Motor Vehicle Squadron
- 101<sup>st</sup> Air Base Group
- 101<sup>st</sup> Communications Squadron
- 101<sup>st</sup> Air Police Squadron
- 101<sup>st</sup> Food Service Squadron
- 101<sup>st</sup> Installations Squadron
- 101<sup>st</sup> Medical Group
- 132<sup>nd</sup> Fighter-Interceptor Squadron

T-33s are used for proficiency training. Our last T-33 was transferred to Tyndall AFB on 29 June 1976.

The 101st Fighter-Interceptor Group was withdrawn from the troop basis of the State of Maine effective 2359 hours, 30 April 1954 and on 1 June 1954 was reassigned to the State of Vermont. The 101st M & S Group, the 101st Air Base Group with their subordinate squadrons and the 101st Medical Group were not transferred to Vermont and remained assigned to Maine.

On April 30, 1954 the parent 101st Fighter Interceptor Group for the 132nd FIS was withdrawn from the State of Maine and reassigned to the State of Vermont, effective June 1. On April 15, 1956 the 101 st FIG was inactivated by Vermont and reassigned to New Hampshire. On December 1, 1960 the 101st FIG was returned to Maine.

The Headquarters, 101st Fighter-Interceptor Group was inactivated by the State of Vermont effective 2359 hours, 15 April 1956 and reassigned to the State of New Hampshire effective 16 April 1956. Units in New Hampshire of the 101st Fighter-Interceptor Group on that date were the 101st Material Squadron, 101st Air Base Group and the 101st USAF Infirmary.

Effective 16 April 1956, the 101st Fighter-Interceptor Wing converted to an Air Defense Command structure. On that date it was redesignated and reorganized from Headquarters, 101st Fighter-Interceptor Wing to Headquarters 101st Air Defense Wing. As of midnight 15 April 1956, the Headquarters 101st Maintenance and Supply Group, Headquarters 101st Air Base Group, all of the support squadrons, and the 101st Tactical Hospital were inactivated. The 132nd Fighter-Interceptor Squadron was reorganized effective 16 April 1956 and was

augmented by support elements from the inactivated units. There was then at Dow AFB the Headquarters 101st Air Defense Wing and the augmented 132nd Fighter-Interceptor Squadron.

19 Jun 60 In order to keep the general pattern of numbering the Group with the same number as the "on-base" wing, the "101" numeric designation was returned to Maine because the "101" designator has been associated with the Maine ANG since it was first organized and would be lost when the NH ANG 101st FG (AD) was redesignated to 157th Air Transport Group (Heavy-H) and became assigned to the 133d Air Transport Wing (Minnesota ANG).

The transfer of the "101" numeric designator to Maine required the inactivation of all units in the New Hampshire ANG with the "101" numeric designation and return them to the control of NGB. The history of the 101st FG (AD) accumulated from 16 April 1956 to 1 Sep 1960 remained with the NH ANG because it was a new unit.

July 1960 – Responsibility for training and inspection of the ANG was transferred from the Continental Air Command to the Air Defense Command.

On 1 September 1960, the 101st Fighter Group, now located in New Hampshire, with its 133rd Air Transport Squadron (redesignated from 133rd Fighter Interceptor on 1 April 1960) was renamed and reorganized to Headquarters, 157th Air Transport Group.

Effective 1 September 1960, the 103rd Tactical Fighter Group with its 118th Tactical Fighter Squadron located at Windsor Locks, Connecticut, also had a change in mission from Tactical Air Command to Air Defense Command and was assigned under the 101st Air Defense Wing.

1 Dec 60 The Maine ANG was allotted the 101st Fighter Group (AD) and was given Federal recognition at the same time NH ANG was allotted the 157th Air Transport Group (ATG), but the 101st FG was considered a brand new unit since it was inactivated (again) therefore its lineage began with its allotment to Maine

April 1966 Air Defense Command reorganized its Continental Air Defense forces to a numbered Air Force/Air Division Organization. The 101st Air Defense Wing was assigned to the 36th Air Division located at Topsham AF Station, Maine and to Headquarters, First Air Force located at Stewart Air Force Base, New York.

The Headquarters, 101st Fighter Group was released from the State of New Hampshire and reassigned and reactivated in the State of Maine under the 101st Air Defense Wing effective 1 December 1960. Concurrent with the assignment of the Headquarters 101st Fighter Group and its support squadrons, the 132nd Fighter-Interceptor Squadron was reorganized to eliminate the support elements. This particular reorganization was a result of a determination by Hq USAF that all ANG Fighter-Interceptor Squadrons with an ADC commitment should be organized as the ADC type group structure to permit each unit to be capable of performing its wartime mission without respect to the location of the unit. The wing structure on 1 December 1960 consisted of the following:

101<sup>st</sup> Air Defense Wing  
101<sup>st</sup> Fighter Group  
101<sup>st</sup> Consolidated Aircraft Maintenance Squadron  
101<sup>st</sup> Material Squadron  
101<sup>st</sup> Air Base Squadron  
101<sup>st</sup> USAF Dispensary  
132<sup>nd</sup> Fighter-Interceptor Squadron

The out-of-state units that were assigned under the 101st Air Defense Wing on 1 December 1960 consisted of the 158th Fighter Group with its assigned subordinate units and the 134th Fighter-Interceptor Squadron located at the Burlington Municipal Airport, Burlington, Vermont, the 103rd Fighter Group with its subordinate units and the 118th Fighter-Interceptor Squadron located at Bradley Field, Windsor Locks, Connecticut. The 112th Fighter Group stationed at Greater Pittsburg Airport, Coraopolis, Pennsylvania was reassigned under the 101st Wing effective 14 March 1964 with no change in gaining command. The tactical squadron of the 112th Fighter Group is the 146th Fighter Interceptor Squadron.

Effective 1 September 1964, the 101st Fighter Group was reorganized to the Double Deputy System of Command and Management. This was the result of Headquarters, USAP converting all of their USAF organizations to this type of structure. Manning was reduced in the Wing Headquarters to provide general, rather than detailed, supervision and policy guidance to subordinate units. This resulted from a recognition that the geographical separation of the ANG Wing Headquarters from a majority of its subordinate units required the establishment of dual Deputies and Staffs in each Group rather than in the Wing Headquarters. A numerical reduction in the Wing Headquarters was an unavoidable resultant of this geographical factor. This reorganization involved the following actions:

1. Redesignation of the existing Air Base Squadron to a Combat Support Squadron.
2. Inactivation of the existing Material Squadron.
3. Activation of a Supply Squadron.

Effective 1 April 1966, Air Defense Command reorganized its Continental Air Defense forces from the present Air Division/Air Defense Sector structure to a Numbered Air Force/Air Division organization. This resulted in four Numbered Air Forces and fifteen Air Divisions. The 101st Air Defense Wing was assigned to the 36th Air Division, located at Topsham AF Station, Maine and to Headquarters, First Air Force, located at Stewart Air Force Base, New York.

On 12 September 1967 there was a reduction in the number of authorized aircraft from twenty-five to eighteen. This brought about a loss of 101 spaces in the Wing which included three pilots and three radar observers. CAMRON went from 397 to 316 assigned personnel.

On 15 August 1969, the 169th Fighter Group with its subordinate units and the 157th Fighter Interceptor Squadron at McEntire ANGB, South Carolina became part of the 101st Air Defense Wing. This was in addition to the 101st, 103rd, 112th and 158th Fighter Groups.

Effective 21 August 1969, because of the F102s and no radar observers, manning in the 132nd went from seventy-six to only forty-nine authorized. CAMRON manning was increased from 316 back up to 369. On 19 November 1969, with the F101, CAMRON was reduced again to 330 and the 132nd was increased back up to seventy-six people.

The 169th Fighter Group was transferred on 1 January 1971 from the 101st Air Defense Wing to the 128th ADW. at Truax Field, Wisconsin.

Effective 1 October 1972, HQ 101st ADW and HQ 101st Fighter Group became HQ 101st Fighter Interceptor Wing and HQ 101st Fighter Interceptor Group.

On 1 January 1973, groups and squadrons of the 101st ADW were the 101st Fighter Group (AD) and 132nd FIS at Bangor, the 107th Fighter Group (AD) and 136th Fighter Group at Niagara Falls, New York, the 148th Fighter Group (AD) and the 179th Fighter Interceptor Squadron at Duluth, Minnesota. All were F101 units.

On 1 April 1976, with the assignment of KC-135A and with our gaining command changing from Air Defense Command to Strategic Air Command the following units received Federal Recognition:

- 101<sup>st</sup> Air Refueling Wing
- 132<sup>nd</sup> Air Refueling Squadron
- 101<sup>st</sup> Combat Support Group
- 101<sup>st</sup> Consolidated Aircraft Maintenance Squadron
- 101<sup>st</sup> Civil Engineering Flight
- 101<sup>st</sup> Security Police Flight
- 101<sup>st</sup> Mobility Support Flight
- 101<sup>st</sup> USAF Clinic

On 1 October 1978, the Wing, along with all other Air Guard Units, underwent a reorganization into the Tri-Deputy organizational structure. Concurrently with the reorganization, the 101st Mobility Flight was deactivated and its personnel reassigned to sections within the Wing, Combat Support Squadron or Clinic. Personnel who became available were offered the opportunity to cross-train into a new Air Force Specialty Code (AFSC) for which there were vacancies.

Units of the 101st Air Refueling Wing on 1 February 1987 at Bangor Air National Guard Base are the:

- 101<sup>st</sup> Air Refueling Wing
- 132<sup>nd</sup> Air Refueling Squadron
- 101<sup>st</sup> Civil Engineering Squadron
- 101<sup>st</sup> Combat Support Squadron
- 101<sup>st</sup> Consolidated Aircraft Maintenance Squadron
- 101<sup>st</sup> Resource Management Squadron
- 101<sup>st</sup> Information Systems Flight

101<sup>st</sup> Security Police Flight  
101<sup>st</sup> USAF Clinic

The ANG tasked one KC-135R and crew assigned to the 101st Air Refueling Wing, Maine ANG, to airlift four heavy-duty nylon slings used for UH-60 lift operations to Louisiana. 30 Aug 2005

A Maine Air National Guard team on Sept. 23, 2009, flew the last of the Air Force's E model KC-135 from the 101st Air Refueling Wing at Bangor to Davis-Monthan AFB, Ariz., where the 50-plus-year-old aircraft will serve as a parts supplier for the slightly younger Eisenhower-era tankers-upgraded R/T models-remaining in the fleet. Aircraft No. 56-3630 has spent the past 20 years with the Maine Air Guard, and, in its heyday, it set a speed record, flying from New York to London and back in 12 hours. As the Air Force moves out with a new KC-X procurement effort to begin replacing KC-135Rs, 74 of the E model tankers will be in storage at the "boneyard" of the 309th Aerospace Maintenance and Aircraft Regeneration Group, whose technicians could restore the aircraft to service, if necessary.



Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

Unit yearbook. *Maine Air National Guard, Forty Years of Service, 1947-1987*. Maine ANG. 1987.