

## 157 AIR REFUELING WING



### MISSION

### LINEAGE

157 Military Airlift Group  
157 Tactical Airlift Group  
157 Air Refueling Group  
157 Air Refueling Wing

### STATIONS

Grenier Field, NH  
Pease ANGB, NH, 1966

### ASSIGNMENTS

New Hampshire Air National Guard

### WEAPON SYSTEMS

KC-135  
KC-46

### COMMANDERS

Col Paul R. Smith  
LTC William J. Hamilton April 1965  
Col Richard Martell June 10, 2001.  
Col Paul Hutchinson 9 Jan 2010

### HONORS

**Service Streamers**

## Campaign Streamers

## Armed Forces Expeditionary Streamers

## Decorations

## EMBLEM



An outline of "The Old Man of the Mountains" dominates the upper half of the divided shield. This nationally-known rock formation, located in Franconia Notch in the White Mountain National Forest, is a distinctive and widely-used symbol of the state of New Hampshire. The gray coloring symbolizes the granite rock which dominates the state's geological features. An artistic conceptualization of Pegasus, a winged horse in classical mythology, dominates the lower half of the shield. The winged horse characterizes the embodiment of strength and speed, the essential elements of the United States Air Force's Tactical Air Command (TAG), to which the 157th was assigned when the patch was created in 1972. The red background of this portion of the shield

was the primary color of that command. A diagonal border of thirteen stars, symbolizing the original thirteen colonies of the nation, divides the shield in a graphic portrayal of New Hampshire's colonial heritage. The ninth star in the row represents New Hampshire (the ninth state to join the Union), and is withdrawn from the border to be accentuated opposite "The Old Man of the Mountains." This star also represents the North Star in the Ursa Major constellation, a distinctive feature of the organizational emblem of the 133rd Tactical Airlift Wing, Minnesota Air National Guard, the parent wing of the 157th Tactical Airlift Group when the 157th was assigned to TAG. The ultramarine blue background of this portion of the shield is the official color of the United States Air Force. (Approved, 23 Aug 1972)

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

The early lineage of the 157th Air Refueling Wing follows a parallel route of the 133rd Air Refueling Squadron. The 383rd and, subsequently, the 529th, were squadrons under the 311th Group. In 1946, the 311th became the 101st Fighter Group assigned to the Maine Air National Guard. After being activated during the Korean War, it was allotted to the Vermont Air National Guard in 1954, then in 1956, allotted to the New Hampshire ANG.

On September 1, 1960, by agreement between the Adjutants General of Maine and New Hampshire and approved by the Chief of Staff (USAF), the 101st numerical designation was returned to the 101st Fighter Wing as the 101st Fighter Group, but the history and battle honors of the 101st would stay with the Group's successor unit, the 157th Air Transport Group.

It was in these circumstances on May 24, 1946 that the Army Air Force's 311th Fighter Group was deactivated, redesignated the 101st Fighter Wing and transferred to the National Guard Bureau with eventual assignment to the State of Maine. The group would be the nucleus of the northern New England Air National Guard organization. The official use of the name "Air National Guard" would begin July 26, 1947.

Reorganization again became the by-word when, on 16 April 1956, the New Hampshire unit was elevated to Group status and assumed the designation of the 101st Fighter Group, based at Grenier Field.

The unit had officially given up its 101st Fighter Group designation to the State of Maine, becoming one of three groups assigned to the 133rd Air Transportation Wing, Minnesota Air National Guard. Completing the organization were the 157th Group Headquarters, the 133rd Air Transport Squadron, 157th Air Base Squadron, 157th Consolidated Aircraft Maintenance Squadron, the 157th USAF Dispensary, and State Headquarters.

For NHANGers, being stationed at Grenier was not quite as cozy as one might think. Many unit members had to travel one or two hours to reach the base. Dozens of persons came from

Massachusetts, Rhode Island, and Vermont, even Virginia. Barracks space was limited and in poor repair. Initially, during the first few months of activation, about 90 people lived in the available crude facilities. As local accommodations were found, this number was reduced to about 60.

But more dramatic than any previous change, the unit was told to pack-up and leave Grenier—its base for 20 years—for a new home at Pease AFB in Newington.

Base closure had been the result of Air Force-wide down-sizing. Only the 157th Military Transport Group moved.

January 16 saw the final drill at a snowy Grenier. Throughout a busy weekend of packing, many found themselves leaving almost-new buildings, the base had only just been renovated in 1958. Guard equipment was moved by truck to, Newington with some of the support vehicles flown in a short hop with the aircraft. The last plane flew out on January 19. Because most of the 700 Guard members were residents of the greater Manchester area, there was natural concern about travel to Pease. But car pools formed and arrangements were made for billeting, just as they are today. The unit persevered. A local newspaper reporter noted continued high morale with no loss of strength due to the move.

Still, the move was emotionally hard. A unit history from that period notes, "Left behind were the new buildings...the small but congenial Officers Club...the wooden barracks which served as home for Guardsmen during weekend and summer training and two periods of extended active duty...the dusty field where older officers and non-coms had competed with younger athletes in rigorous softball matches... and a musty gym where inter-squadron basketball games demanded far more from tired legs than the Air Force's rugged 5BX training program could ever produce."

At Pease, the unit was assigned to buildings on the north side of the base. Like it or not, after 20 years on its own, the 157th was now side by side with active duty personnel. At the first drill in February, 1966, in the confines of its hanger, the entire 700-man unit received a formal welcome. During the ceremony a reality check of sorts base representatives explained the installation's regulations, proper wear of uniforms, and other military courtesies.

New Hampshire Air Guardsmen were called up throughout the 1960's in a series of state and local crises. In 1964 a devastating fire destroyed Laconia's downtown area. Millions of dollars of damage was caused, firefighters were injured, and two people died. New Hampshire Air Guardsmen were sent there to keep law and order in the streets and help in the clean up.

On April 6, 1971, the Secretary of the Air Force announced the redesignation of the NHANG to the 157th Tactical Airlift Group. After 10 years in the airlift business, the unit assumed a new role with its seventh type of aircraft the C-130A. The unit did not leave its old parent command without recognition from on high.

By the fall of 1972, the 157th TAG moved back to Grenier Field, due to major runway construction at Pease.

First Aircraft Transferred - The transfer of aircraft actually began on 16 April 1975, when the Air Refueling Squadron, Rickenbacker Air Force Base, Ohio, transferred the first KC-135, Serial Number 57-1507, to the 160th Air Refueling Group, also located at Rickenbacker. The 160th began operating on an eight UE basis on 1 July 1975. The second unit, the 157th Air Refueling Group, Pease Air Force Base, New Hampshire, entered the program on 1 October. Thus, by the end of December, a 16 UE element had been withdrawn from SAC to support these two units. While these actions were taking place, SAC had inactivated two 15 UE air refueling squadrons: the 922d at Wright-Patterson Air Force Base, Ohio, on 30 September as part of the phaseout of SAC activities at that base, and the 301st at Rickenbacker on 31 December as part of the Air Reserve Forces program. Redistribution of the 14 UE element remaining after these squadrons were inactivated was scattered among several units. This action, along with other aircraft authorization realignments, created eight different categories of squadrons, each with a distinct UE. 1975

In an era when protest and terrorism were on the rise, for the first time in its 25-year history, the NHANG trained a 235-man force to assist in civil emergencies.

1983: Another call-up For the second time in two years, the ANG was mobilized when Governor John Sununu called up 150 members to fill positions again vacated by disgruntled N.H. employee's at the State Hospital during an organized two-day "sick-out" in June.

Pease AFB, the 4,255-acre home of SAC's 509th Bomb Wing (BMW), closed on March 31, 1991. It took only two years for the active component to complete departure activities, including transferring personnel and assets to other military installations. The 509th's fleet of FB-IIIAs departed in phases from June to September 1990. The 13 KC-135A assigned to the 509th transferred to Wurtsmith AFB, Mich.; Plattsburgh AFB, N.Y.; Eaker AFB, Ark.; Carswell AFB, Tex., and Fairchild AFB, Wash, in October 1990. Personnel were reassigned throughout the Air Force.

The most significant PRC action from the NHANG's perspective was the resolution on August 1, 1989 that all reuse planning would include an airport with a permanent home for the NHANG. It was, as Transition Coordinator Lt. Col. Ken Clark said, "The best news that the 157th has had since the base closure announcement. It now looks even more certain that the unit will be here in the KC-135 mission for the future."

The PRC recognized that it did not have the authority necessary to implement the reuse plan, or to acquire acreage from the USAF. Accordingly, the New Hampshire Legislature drafted a law creating the Pease Development Authority (PDA) on June 1, 1990. The seven-member board of directors was granted those powers needed to implement a base redevelopment plan: the authority to accept title of land disposed of by the Air Force, the authority to market and develop the land, etc.

Pease Airport opened for civilian use through an Airfield Joint Use Agreement with the USAF on July 19, 1991. With the Guard way with its new civilian neighbors, the unit would pay fees and

provide services to the PDA based on proportional usage of aviation facilities. Local and state planners were counting on Pease to drive the Seacoast's "economic engine," and the Air Guard would play a key role. For the first few years of operation as a civil field, the Guard's contribution of funds and airfield services, such as a 24-hour control tower, fully staffed fire department, and snow removal equipment became the primary means of keeping the airfield viable.

Zoning was adopted by the PDA on December 20, 1991. PDA Marketing materials, produced in five languages and distributed in 1992, served to christen the facility as Pease International Tradeport.

Public benefit transfers and a new Airport Joint Use Agreement in 1992 defined the former base's future. The New Hampshire Department of Transportation received 50 acres in February for highway widening and construction of a new diamond interchange between Gosling Road at the entrance to Pease and the Spaulding Turnpike. On April 14, 1992, the USAF and the PDA signed the Airport Public Benefit Transfer of 1,702 acres for the purpose of developing a public airport. Also on April 14th, the USAF and the PDA signed a new Airport Joint Use agreement allowing for continued use of the Pease airfield by the NHANG. Those two actions effectively secured the NHANG's continued presence at Pease ANGB.

For the NHANG, closure meant new facilities, new personnel, and a new relationship with the local community. Base Closure Law directed that the NHANG be consolidated into a cantonment area. Two hundred and twenty acres were identified and retained by the USAF for our continued mission. Having shared resources with an active-duty air base since 1966, the 157th would learn to adapt to providing all necessary functions for itself. We were quickly tasked to develop the infrastructure and upgrade facilities to accommodate all those functions and services which we used to share with or receive from the 509th Bomb Wing.

Base closure-related projects would eventually include an alert facility, dining hall, base security systems, fuels facilities, communications facility, magazine, and a vehicle maintenance facility. Utility deficiencies were so severe that the program also included the complete replacement of the power and communications distribution system, and also eventually the construction of a heat plant.

The Adjutant General of New Hampshire, Maj. Gen. Lloyd Price, appointed a N.H. National Guard Transition Committee, chaired by Brig. Gen. Robert Dastin, to oversee the issues involved in going stand-alone. Within the 157th, Col. Simeone transferred Lt. Col. Ken Clark from his assignment as Deputy Commander for Operations to a special assignment as Transition Coordinator for the NHANG. Col. Clark's task would be to outline a plan of action for a successful Independence Day on April 1st, 1991.

When the Pease AFB gym closed, it left the NHANG without a centralized place to exercise. Several Guard members decided to do something about it. Heading up a Fitness Center Committee, MSgt. Bruce Nicholson of CAMS obtained equipment from the USAF, including a full array of Nautilus equipment, freeweights, a universal gym, and aerobic equipment. The

project, deemed a trial at the time, was at no cost to the unit. Committee members refurbished donated equipment, negotiated use of B152 for the center, and completed self-help projects such as installing a sauna, lockers, and showers. In the coming years, a membership program would allow unit members to contribute to repair costs and additional equipment purchases. To the dismay of the committee and many members of the Fitness Center, however, responsibility for the facility eventually passed from the private organization to the unit. This action, due in part to liability concerns, effectively limited access to only current members of the NHANG and other military personnel officially TDY to Pease.

In the fall of 1990, the unit requested Base Closure funds for an additional project—to replace the potentially unreliable and expensive Pease Air Force Base central heat plant with individual facility heat plants within the NHANG cantonment area. This project eventually evolved into the construction of a Guard-only central heat plant, which was constructed in 1992 and completed in 1993.

The 157th Command Section moved to Building 16 in November 1990, along with NHANG State Headquarters and the Recruiting Section. The NHANG recruiting team found their strategic location outside the fenced perimeter crucial to attracting new recruits to the Air Guard. Mission Support reorganized in B257, while awaiting completion of their new home on the second floor of B145. The drive from the former front gate towards the cantonment area would eventually be highlighted by the addition of three flagpoles and a relocated Pease monument.

With the cantonment area fence completed early in 1991 and the gate nearing completion, the 157th was nearly ready to stand-alone. In January 1991, 13 State Operations and Maintenance guards started work, staffing a new front gate and guardhouse, as well as Pass and ID and installation patrol. The Security Section added 34 fulltime Active/Guard Reservists (AGRs). Additional vehicles were assigned and 7,500 square feet of space renovated in B244 to house the new personnel.

Space shuttle support was an unusual function that the 157th picked up when the fully staffed and equipped firenghting function transferred to the NHANG. Pease's Northeast location and long runway make this an ideal alternate landing site for "high inclination" flights. During a three-to-four minute window of vulnerability the unit now stood ready to take action if the mission were to abort.

A new \$700,000 dining facility, aptly named "Independence Hall," and a surrounding office complex opened June 8, 1991, replacing the 509th's "Yankee Clipper." Sgt. Paul Morrisette, who suggested the facility's name, was guest of honor at the ribbon-cutting ceremony. The dining area, which could seat up to 300 people at a time, was the result of much hard work by people like Services Commander Capt. Debbie Carter and the members of Services Flight, Civil Engineer Maj. Al Robertson and Contractor Mike Yeager. They had transformed the building shell of B145, left by the departing 509th Civil Engineering Squadron.

The Guard continued to march towards environmental compliance. Out on the flight line, the

first phase of a new \$4 million fuel dispensing system was finished. The project, which had begun in 1992, was designed to bring fuel directly from the bulk fuels storage area to the aircraft—not to underground storage tanks as had been used in the past. The second phase of the project, completed for an additional \$6 million in 1996, boasted above-ground pipes and doublewall lines with leak monitoring where lines needed to be placed below the parking ramp. A separate storm water management system, all connected to a large oil-water separator retention pond, ensured that, if there was spill of petroleum products, they could be contained on site.

On October 1, 1995, the Group was redesignated a wing, but the big news was the pending formal recognition of the Northeast Tanker Task Force, which would be headed by the 157th. The green light came in November, creating 25 new full-time AGR positions and giving the unit the capability to provide planning and logistical support. Maj. Jim Ogonowski became the first head of flying operations for the TTF.

In December, 52 unit members deployed with Niagara's 107th ARW to Pisa, Italy. At home, "Phoenix Moat" missions required 157th participation to help with the flow of personnel and materiel to the area. The mission in Bosnia was renamed "Joint Endeavor" and, finally, "Decisive Endeavor," as the crisis cooled. Consolidating assets, the Air Guard left Istres and operated exclusively out of Pisa, rotating units through on a month to month basis. The 157th's turn came again in October, 1996, as 207 unit members swapped in and out of the Italian air base for the month.

ANG Tanker Wings Gain Active Duty Airmen: The Air Force announced yesterday that three Air National Guard KC-135 wings will become active associate units beginning next summer, and are expected to assume full operations under the new construct by September 2011. Under this Total Force initiative, active duty airmen will be assigned to the 117th Air Refueling Wing in Birmingham, Ala., the 126th ARW at Scott AFB, Ill., and the 157th ARW at Pease ANGB, N.H. These airmen will start reporting in July 2009.

The Guard units will act as the host organization. The active duty aircrews and maintenance and support personnel will work side-by-side with their Guard counterparts in operating the ANG tankers at home and on overseas deployments. The Air Force says the associate unit construct provides greater day-to-day mission capability by increasing full-time manning, while reducing duplication of effort. "Partnering with regular Air Force counterparts is a win-win for the Air Force," said ANG Acting Director Maj. Gen. Emmett Titshaw. He added, "It allows our highly experienced citizen-airmen to share their knowledge and experience with their regular Air Force teammates, and it provides the regular Air Force KC-135 force with additional opportunities for training and deployments."

Active duty returns to Pease Routine refueling signifies new era for 157th Air Refueling Wing populated by the kinds of companies that have been weathering the effects of an even worse recession thanks to wise business decisions and strategic thinking. N.H.'s Air Guard leadership applied the same kind of acumen to the business of flying, building a force from the inside out that is as strong and viable as it has been since relocating from Manchester in 1966. It survived a second round of base closures while being the recipient of tens of millions of federal dollars for



base reconstruction including runway improvements, a new fire department and a new clinic that serves area veterans. In the past two years, more than \$20 million in federal funding has been appropriated for a new headquarters and flight operations center.

The leadership expanded the Wing's mission to include the transport of injured service members and equipment. And after several years of intensive politicking, Pease was chosen as one of only three Air National Guard bases in the country to field an active associate flying squadron. By September 2011, the 64th is expected to be at full strength with 135 airmen. It will complement the 157th's 24-7 mission set by falling in on the current fleet of tankers, adding an additional 1,300 missions annually, and, N.H. Guard leaders hope, put the Wing in a better position to replace its aging fleet of Stratotankers with a new generation of refueler.

"This is a win-win for all involved," Hutchinson said. "The New Hampshire Air National Guard already flies more hours than any other like-size unit in the country. We execute at a very high rate, but I believe the active duty being here will allow us to do more. We gain the active duty knowledge, experience and manpower. The Guard may have a more experienced force, but the active duty has a more varied experience, having been to several different bases, under several different commands, working with several different aircraft, so we take those two separate strengths and blend them together as one to become more efficient."

2008 The N.H. Air National Guard's 157th Air Refueling Wing hosted a ground breaking ceremony for a new \$7.3 million headquarters building Oct. 17 at Pease Air National Guard Base. "This is our crowning jewel," said Maj. Gen. Kenneth Clark, the Adjutant General of the N.H. National Guard, of the new headquarters building. It is also the last project of a long-term plan that begun back in 1988 when Pease Air Force Base was slated to close due to Base Realignment and Closure measures. At the time, the 157th ARW needed to "maintain visibility as part of the community" which is why the headquarters building and the medical facility which has since been relocated were left outside the fenced in area of Pease Air National Guard Base, said Clark.

"In the post 9/11 environment, Building 100 will bring us inside the fence line and provide additional protection for our folks," said Col. Richard Martell, 157 ARW Wing Commander. The new 24,287 square foot Operational Training Facility will house all of the functions currently held in the current headquarters building including command and administrative functions of the Mission Support Group, Personnel Flight, Judge Advocate Generals, chaplains, and the fitness center.

The facility will also be the first at Pease to target a Leadership in Energy and Environmental Design or LEED certification. The site work is designed to reduce surface water runoff and the building itself is designed to consume a minimum amount of energy throughout the year by utilizing occupancy controlled light switches, water conserving toilet fixtures, and high efficiency heating, ventilation and air conditioning equipment. In addition, recycled material will be incorporated in the building construction. Completion of the facility is scheduled for late spring 2010. The original headquarters building was constructed in 1955 and cost approximately \$139,000. Building 16, as it is referred to today, was built as the Headquarters Building for the 100th Bombardment Wing when Pease Air National Guard Base was an active Air Force Base.

In the 1960's, the building served as the headquarters for the 509th Bomb Wing. From the early 1970's to June 1989, the 45th Air Division Headquarters was located there. At this time, Pease Air Force Base was in the process of closing and Building 16 became the headquarters for

the 157th Air Refueling Wing and the New Hampshire Air National Guard. Over the years, the interior of the building has been renovated and modernized. In 1971, the main entrance was enlarged and in 1986 the exterior doors and windows were replaced. Even with these changes, the building retains its original form and character as an early Air Force Administration Building.

2009 NEWINGTON – In the operations log, the Aug. 14 refueling of a C-17 high above the White Mountains and western Maine will reflect an otherwise routine mission for the 157th Air Refueling Wing. What made the midsummer flight a significant historic footnote was the fact that it was the maiden voyage for Lt. Col. Chris Leist as the commander of the Wing’s new active associate, the 64th Air Refueling Squadron. “When I heard this unit was going to be open for an active associate, I almost fell out of my chair,” said Leist, who transferred with his family in July from McConnell Air Force Base in Kansas. Leist, whose mother is from Goffstown, said he looked forward to standing up the permanent, active duty flying unit and being a part of a new chapter in the Wing’s history. “We get to learn from what we consider to be experts in the airframes,” he said, after his flight and a round of applause from a group of airmen. “Some of the maintainers here have up to 40 years of experience, and that is not something we have on the active duty side. If you have a full career, you get 20, maybe 30 years, but definitely not 40, so we can gain efficiencies and learn how to fix and fly airplanes better.

Once we leave here, we get to take those experiences and efficiencies back to the active duty side and pass it on.” The Air Force’s active associate model is based on the premise that a melding of Guard and active duty resources will translate into a more efficient and better trained total force. Ideally, the taxpayer gets a better bang for his buck. “In an age of declining resources, we want these airplanes to be used as efficiently as they can, and with the help of the active duty we can do that,” said Col. Paul Hutchinson, commander of the 157th Operations Group.

“With the active associate model, we gain many benefits of the active duty presence. Using the existing infrastructure that is currently underutilized, we can increase the efficiency of operations and ultimately provide increased capabilities to both state and federal missions.” It may also help keep the Air Guard at Pease from any future base closure considerations. Since becoming the sole military operation at Pease in 1991 – when the Air Force had to pack its bags under a federal closure act – the Wing has been wary of its mortality. At the time of the closure, a nationwide economic boom went bust. The seacoast was hit especially hard. Businesses went belly-up, new construction was abandoned, and with the departure of 3,500 Air Force personnel and another 1,000 civil service and civilian employees, went about \$1 million a day from the local economy. Nearly 20 years later, the former air base is a solid tradeport

2009 NEWINGTON – The clock struck 1 a.m. at Pease Air National Guard Base as the KC-135 landing lights became visible in the night sky. A few minutes later, the aircraft carrying 22 Security Forces Squadron (SFS) members on their last leg home from Afghanistan taxied to its parking spot. In what seemed like hours to the family and friends awaiting their return, the cargo door finally opened revealing smiling airmen anxious to be reunited with them.

The airmen could hear the cheers but only see the silhouettes of their friends and family who stood in front of a hangar about 100 yards away. The members were first greeted by 157th Wing Commander Col. Richard P. Martell on the deck of the aircraft as well as members of the senior

leadership team as they descended down the stairs. From there, it was only moments before they made their way across the tarmac to where their families and friends stood waiting. While he had been able to view his new son Ryan's birth using Skype, a computer video-link program, Master Sgt. Bill Charland saw him for the first time in person.

"He was more than I expected. Pictures and Skype didn't do him justice. He is always smiling, and he is a big flirt," Charland said. While many onlookers were anxious to witness his reaction to seeing his younger son for the first time, Charland's biggest concern was with his older son Daniel. "I was worried about not reintegrating with Daniel and that he wouldn't know me," he said. "Once we had our first wrestling session we were back on track." Staff Sgt. Edward Dubaniewicz also came back to a new family addition – a five-and-a-half-month-old son, Landon. While Dubaniewicz held his 24-month-old daughter, Sierra, his wife, Alayna, noticed he had a free hand. She then passed Landon to him and said with a smile, "Start practicing."

Happiness to see their loved ones was the sentiment Sunday morning and certainly overshadowed the cold temperatures and early hour. Sgt. Nate Charmand's father attested to that. "I'd be here no matter what time it was," he said. Airman John Pepper stood among his teary-eyed friends and family and said, "Thank you all for coming," to which his mother responded, "I wouldn't miss it for the world."

A total of 23 airmen spent about six months at Bagram Air Base in Afghanistan where they performed air base defense missions. "We secured planes while they landed, and set up 360-degree perimeters while gear was unloaded," said Master Sgt. Peter Vatisas. "We also assisted in prisoner-of-war transfers." "The fine group of senior NCOs, NCOs, and airmen who were deployed represented the unit and the State of New Hampshire admirably," said 157th SFS Commander Maj. Richard Hamilton.

2010 Members from Tajikistan's Ministry of Defense and the Committee on Emergency Situations spent four days in July observing training at the 157th Air Refueling Wing at Pease Air National Guard Base. The purpose of the visit was to assist Tajikistan in developing emergency response procedures and enhance training to strengthen their disaster response capabilities. The event focused specifically on how the 157th Air Refueling Wing handles emergency situations, including aircraft emergencies, command and control issues, doctrine, and training. It was also an opportunity for the Tajiks to see how the New Hampshire National Guard works in conjunction with state agencies in responding to domestic emergencies and disasters.

This event is one of many held by Air Force Central Command. "But it is the first to try to encompass all agencies that respond to emergencies on an airfield," said Major Devin Pietrzak, AFCENT representative from Shaw Air Force Base. "We are happy to learn from you since you have responded to natural calamities and rendered assistance," said Col. Abdusator Khushuakhtor, who heads the Committee of Emergency Situations in Tajikistan.

"This is one of the missions we want to fulfill." The group started the week with a tour of the Pease Fire Department and a demonstration of its equipment. According to Khushuakhtor, Tajikistan's emergency response vehicles are equipped with only a single type of fire suppressant such as chemicals, foam or water but are not as robust as a Pease crash truck which houses all three. In addition, the Pease crash truck contains a nose turret which the Tajiks saw for the first time. During their visit, they also met with the 157th ARW's Emergency Management shop members, who demonstrated the variety of equipment the base has to combat chemical,

biological, radiological, nuclear and explosive incidents. "Citizens of New Hampshire can rest assured that people will be protected because this unit is performing its (emergency response) function," said Col. Nuriddin Safarov of the Ministry of Defense, after viewing the capabilities of the EM shop.

The week included visits and briefings from other shops involved with disaster response and mitigation such as the Wing's Risk Management Office and Security Forces Squadron. The Tajiks also visited the air traffic control tower which manages both civilian and military air traffic at Pease and were shown how to fly a KC-135 using the flight simulator.

2011 The 64th Air Refueling Squadron and the 157th Air Refueling Wing have accomplished a lot in the year since a historic flight line ceremony activated the Wing reflects on past year of Total Force Integration A combined U.S. Air Force active duty and Guard KC-135 aircrew assigned to the 340th Expeditionary Air Refueling Squadron conduct an aerial refueling mission in support of Operation Enduring Freedom, Jan. 14. The combined aircrew deployed from Pease Air National Guard Base, N.H., where the 64th Air Refueling Squadron is a part of the 22<sup>nd</sup> Operations Group, McConnell Air Force Base, but is operationally assigned to the 157th Air Refueling Wing.

The partnership was formed as part of the Active Associate concept where active duty airmen are assigned to an Air National Guard unit and work hand-in-hand with Guardsmen. Photo by Master Sgt. Adrian Cadiz An F/A-18C Hornet refuels from a KC-135R Stratotanker aircraft while two F/A-18E Super Hornets fly alongside during flight operations above Afghanistan. Photo by Cmdr. Erik Etz active associate flying squadron at Pease Air National Guard Base, N.H., last year, according to base officials. "The integration of the 64th Air Refueling Squadron here at Pease is now considered the premier model across Total Force Integration units," said Col. Paul "Hutch" Hutchinson, commander, 157th ARW.

"This is a testament to the spirit and professionalism of our Air National Guard and the active duty airmen who have joined us." This success has not been by accident, he said. It's based on leadership acceptance from all levels within the 157th ARW and the 64th ARS, but also by their proven willingness to take a challenge and exceed all expectations. "The leadership of the 157th has warmly embraced the concept of integrating an active duty unit here at Pease," said Lt. Col. Christopher Leist, commander, 64th ARS. "Five weeks after the activation ceremony, we had a crew in the desert flying in the Area of Responsibility," said Leist. "Our goal and our purpose is to support the combatant commander."

Capt. Russell Miller and Master Sgt. Patrick Ingram from the 64th ARS and Capt. Matthew Valentino from the 157<sup>th</sup> ARW are deployed as part of the 340<sup>th</sup> Expeditionary Air Refueling Squadron in the Middle East. They are flying combat air refueling operations in support of Operation New Dawn and Operation Enduring Freedom, including close air support, convoy escort, and intelligence surveillance and reconnaissance. This is the fourth joint aircrew to deploy since the 64th ARS was activated.

President John F. Kennedy declared a national emergency and ordered 148,000 Air National Guard members and Reservists to active duty on August 30, 1961 in response to Soviet construction of the Berlin Wall. The majority of mobilized Air Guardsmen remained stateside. They flew airlift missions and prepared a follow-on force in case the Berlin crisis escalated into war. By August 1962, all ANG units had been demobilized. That included the 157<sup>th</sup> Air

Transport Group, which was demobilized on August 24, 1962 at Manchester. Some 800 NHANG members returned to civilian status on August 24, 1962.

Preparations for the Air Force Adieu continued in 1964 as "the Government owned overhead electrical system, sewage system, water system, and drainage system were transferred to the City of Manchester." NHANG officials also made it clear that they planned to adhere to the 1966 timeline for moving the 157<sup>th</sup> ATG to Pease. The 157<sup>th</sup> included squadrons for Support, Material and Dispensary services.

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USAF Unit Histories

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Updated:

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