



Welcome to Joint Base Elmendorf-Richardson and Arctic Thunder 2018.

We're excited about this year's open house, and confident you'll leave here both impressed and proud of our nation's armed forces. This major event is showcasing the United States Army, Air Force, Marine Corps, Navy and Coast Guard.

JBER is the premier joint base in the Department of Defense and home to America's Arctic Warriors. The former Elmendorf Field on Fort Richardson was initially built in 1940. More than 75 years later, our dedicated military members are still serving together defending one of the world's most strategic locations.

The men and women stationed here are ready to meet the mission of providing world-class, tip-of-the spear warfighters around the globe. However, we simply could not do that mission without the endless support we receive from you, our neighbors and friends. We are proud to serve in Alaska, proud to represent Alaska when we travel around the world, and proud to be a part of the Alaska communities.

We have another all-star lineup for you this year, featuring the U.S. Air Force's Thunderbirds Flight Demonstration Team, as well as the F-16, F-22 and C-17 Demo Teams and the U.S. Marine Corps AV-8B Tactical Demo. In addition to the many other civilian and military performers. Rounding out this award-winning show are displays of Army, Air Force, Marine Corps and Coast Guard equipment that our deployed warriors use to defend our great nation.

Arctic Thunder is historically the biggest two-day event in Alaska. There is something for everyone: a sky full of non-stop action, a hangar full of activities for the children, a variety of food and shopping, and much, much more.

We've worked hard to put together a spectacular program for your enjoyment this year and we encourage you to talk to the many professional men and women who operate our high-tech equipment.

On behalf of all the men and women stationed at Joint Base Elmendorf-Richardson, thank you – to the people of Alaska – for making it a privilege to serve in the “Great Land” a great experience.

Enjoy Arctic Thunder 2018!

GEORGE T.M. DIETRICH III
Colonel, USAF
Commander, JBER & 673d Air Base Wing

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Getting to Arctic Thunder

If you are planning on attending Arctic Thunder 2016, use the following **Joint Base Elmendorf-Richardson** gates depending on the route of travel.

If you are arriving from:

- **Eagle River** or the **Valley**, enter through the Richardson Gate.
- **Anchorage**, enter through the Boniface Gate.

Only distinguished visitors, air show performers, vendors, or military ID card holders will be permitted access through Post Road Gate.

Government Hill and Muldoon gates will only permit DoD ID card holders.

From 9 a.m. to noon, the Boniface Gate will have three lanes inbound and one lane outbound.

After 4 p.m., no open house traffic will be allowed through Boniface Gate; attendees must use the Richardson Gate.

From 9 a.m. to 7 p.m., personnel will not be able to drive from the west side of base to Joint Military Mall utilizing Arctic Warrior Drive; all traffic will be stopped at intersection of Arctic Warrior Drive and Sijan Ave.

These people should exit base and re-enter through the Muldoon Gate.

Lost children

As you pass through security, fill out a 'Lost Parent' bracelet to help us reconnect you with your child in case of separation. Take a photo of your child(ren) the day of the event, in the clothes they are wearing; we have many fun activities and know how easy it is for parents to wander off. If you are separated, contact the nearest Arctic Thunder ambassador (in dress uniform) or a Security Forces member. Unaccompanied children will be taken to the Lost Child Booth in Hangar 2.

Lost and Found

Lost personal items turned in or found by Arctic Thunder Open House staff will be at the Lost Items box, manned by Security Forces personnel at the entrance of Hangar Two. After the conclusion of the Open House, items will be retained by Joint Base Elmendorf-Richardson Public Affairs office for 30 days.

Restricted items

These items are restricted: drugs, including marijuana; alcohol; coolers; large backpacks or bags or plastic grocery bags; helium balloons; drones; pets; paint; weapons including knives of any size; tents or awnings; cooking equipment; bikes; and roller blades, scooters, wagons or skateboards. Military uniforms worn by nonmilitary members and gang or motorcycle club colors or clothing are also prohibited. People in possession of these items will be turned away at the gate.

We're JBER: one team, one fight



In October 2010, the Air Force's Elmendorf Air Force Base and the Army's Fort Richardson combined to become one installation, in accordance with the Defense Department's 2005 Base Closure and Realignment Commission recommendations.

This merger formalized an already close-working relationship the Air Force and Army have shared here for years; working together under Alaskan Command.

Today, JBER continues to grow in importance to U.S. national security because of its strategic location and complementary mix of military capabilities to include F-22 Raptors, Pacific Command's only airborne brigade, and the C-17 Globemaster IIIs that get them to the fight.

This incredible force with world-class training facilities, such as the Joint Pacific Alaska Range Complex, makes JBER a jewel in the Department of Defense's crown.

JBER Units

11th Air Force

The 11th AF plans, conducts, controls and coordinates air operations in accordance with the tasks the Pacific Air Forces commander assigns, and is the force provider for Alaskan Command, the Alaskan North American Aerospace Defense



Command Region and other unified commanders. This mission is accomplished largely through the 611th Air Op-

erations Center and 611th Air Support Group. Together, they provide a network of critical surveillance and command, control and communications functions necessary to perform all tactical warning and attack assessment in defense of Alaska.

U.S. Army Alaska

The USARAK commander oversees all Army combat forces in Alaska; including major units at both JBER and Fort Wainwright. USARAK's headquarters is on JBER.



USARAK is at the forefront of protecting U.S. interests around the world.

Successful combat tours by the 4th Brigade Combat Team (Airborne), 25th Infantry Division; elements of the 2nd Engineer Brigade and many other supporting units assigned to JBER mark the Army's continued commitment to stopping terrorism and defending freedom.

673d Air Base Wing

The 673d ABW is the host unit for JBER, and is responsible for providing expeditionary combat support and the day-to-day operations of the installation, like fire, medical and emergency services; providing deployment and redeployment support for nearly 9,000 deployable Soldiers and Airmen; building and sustaining a \$15-billion



infrastructure, and more.

The 673d ABW is composed of the 673d Medical Group, the 673d Civil Engineering Group, the 673d Logistics Readiness Group, the 673d Mission Support Group and more than a dozen wing staff agencies including Staff Judge Advocate, Public Affairs, Base Historian, Equal Opportunity Office, and the Installation Safety Office.

3rd Wing

The 3rd Wing provides trained and equipped tactical, all-weather strike assets, command and control platforms and tactical airlift resources for contingency operations. The Wing also provides immediate early airborne detection, warning, surveillance and interception of hostile forces within the Alaskan North American Aerospace Defense Command Region. The wing flies and maintains the F-22, C-17, C-12 and E-3 aircraft. The 3rd Wing consists of 3rd Operations Group and the 3rd Maintenance Group.



Army National Guard

The Alaska Army National Guard continues to support our state and nation with high quality-motivated Soldiers, who are now equipped with the latest gear our Army can provide.

AKARNG Soldiers are often deployed to overseas contingency operational areas in combat or support roles.

During FY2011 and 2012, Alaska Army National Guard aviators and support person-

nel deployed to Iraq and liaison teams deployed with the Mongolian Armed Forces to Afghanistan. At home in Alaska, Alaska Army National Guard Soldiers worked to improve and safeguard the lives of Alaska's citizens.

176th Wing (ANG)

The 176th Wing is one of the largest and most active wings in the entire Air National Guard. Its missions include: combat search and rescue; tactical airlift; strategic airlift; air control; and rescue coordination.



More than 1,400 men and women serve Alaska and the United States as pilots, navigators, mechanics, engineers, electricians, administrative support personnel, network programmers, air controllers, medical technicians, chaplains, journalists and firefighters.

Many of these highly trained specialists work full-time for the wing. Most, however, are "traditional" members – that is, citizen-Airmen from all walks of life who work and train one weekend a month and about 15 other days throughout the year.

Other mission partners

There are nearly 70 additional organizations that call JBER home. They include: the 715th Air Mobility Operations Group; the 3rd Air Support Operations Squadron; the 381st Intelligence Squadron; the Air Force Reserve's 477th Fighter Group; the Canadian Forces Detachment; Marine Corps Reserve training center; the Army Corps of Engineers (Alaska District); Navy Reserve, the Alaska Military Youth Academy, and many, many more.



Arctic Thunder Open House Ambassadors are here to help

What is an ambassador?

Ambassadors are the liaisons for everyone attending the Arctic Thunder Open House. They offer free-flowing information for you to utilize as you make your way through the day. In addition to answering any questions you may have, they can also facilitate with any situation that may arise.

Where are they?

Everywhere. Approximately 75 ambassadors will be roaming the event grounds at all times during the event. Teams of eight will be responsible for different sections throughout the area.

How can I identify them?

The ambassadors consist of both Army and Air Force personnel stationed at Joint Base Elmendorf-Richardson.

Ambassadors will be dressed in either the Army

Class "B" Service Uniform or the Air Force Service Dress Uniform.

What can I ask?

Ambassadors are available for you to ask any type of questions ranging from general information, to directions throughout the event area, or further information on military aircraft. While these are just a few examples, ambassadors are here to help in any way possible and are your go-to avenues for information.

Can they help with more than questions?

Yes, they are the eyes and ears of the Arctic Thunder Open House and will report any suspicious activity to the proper authorities.

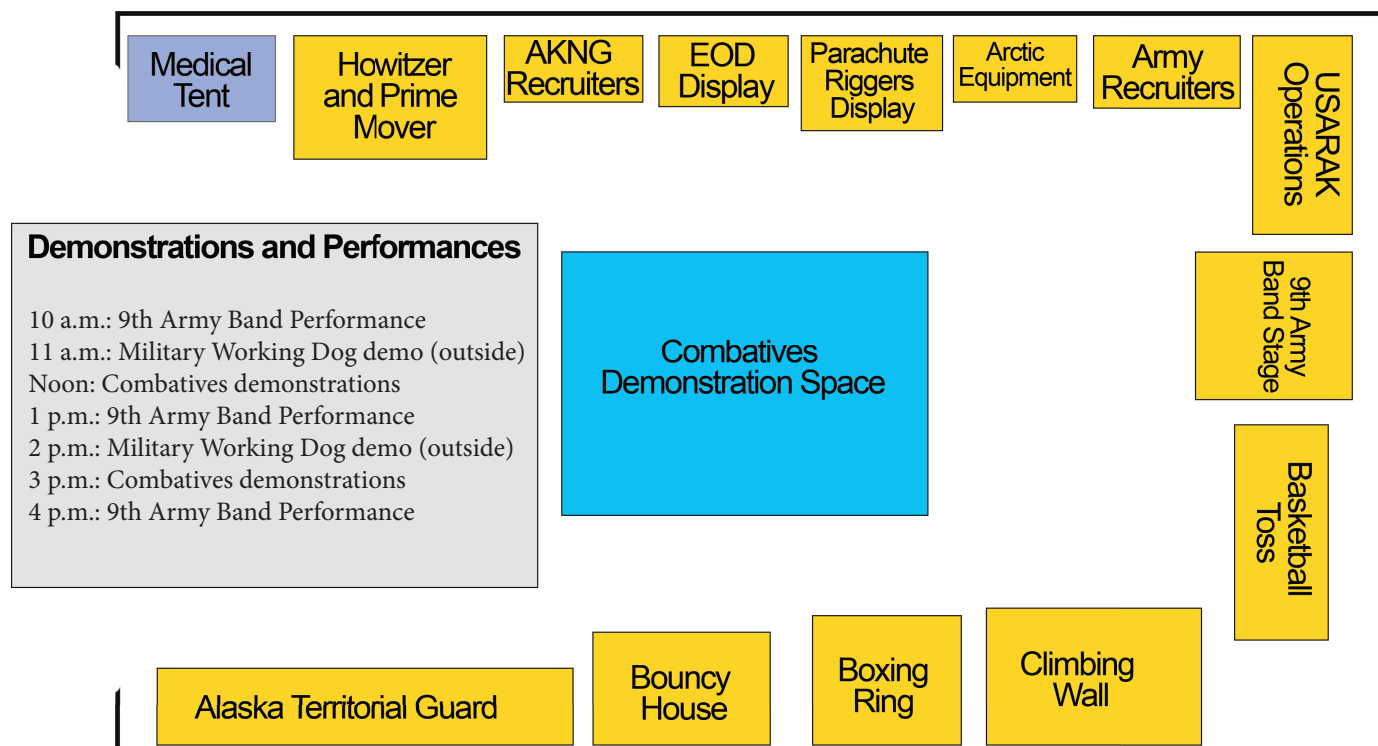
They can also help respond to mishaps or medical emergencies and ensure appropriate medical professionals are informed when necessary.

How do they know how to respond?

All ambassadors have had several training sessions from various agencies and units,

such as emergency management, 673d Security Forces Squadron and the 673d Medical Group, to ensure they can assist as best as possible.

HANGAR 3 LAYOUT AND EVENTS



Thunderbirds Demonstration

In 1947, while the jet age was still in its infancy, military aviation was hurtled into the future with the creation of the U.S. Air Force as a separate service.

Just six years later, on May 25, 1953, the Air Force's official air demonstration team, designated the 3600th Air Demonstration Unit, was activated at Luke Air Force Base, Ariz.

The unit adopted the name "Thunderbirds," influenced in part by the strong Native American culture and folklore from the southwestern United States around Luke Air Force Base.

Seven officers and 22 enlisted were selected for the first demonstration team. Major Dick Catledge, a training squadron commander at Luke AFB, was chosen as the team's leader. Twins Bill and Buck Pattillo were selected and flew the left and right wing, respectively.

The Pattillos, both captains, were ideal choices as both had flown with a demonstration team for the previous three years. For the difficult position of slot, the position sandwiched between both wingmen and behind the leader, Capt. Bob Kanaga was selected.

The spare pilot was Capt. Bob McCormick. Like the Pattillo brothers, he also had demonstration team experience. First Lieutenant Aubry Brown served as the maintenance officer for the team.

Lieutenant Brown, along with Master Sgt. Earl Young, selected 21 enlisted men to help maintain the team's aircraft. Captain Bill Brock was the final officer selected for the team. He served as the information officer and team narrator.

From these humble beginnings and this group of men, the Air Force Thunderbird leg-



Courtesy Photo

end was born.

The team flew and maintained the F-84G Thunderjet. The straight-wing configuration of the F-84G was considered well suited for aerobatic and demonstration maneuvers, though the aircraft could not exceed the speed of sound.

A series of formation aerobatics, lasting a total of 15 minutes, comprised the original demonstration.

The "solo" was not originally incorporated into the demonstration, however, as the season progressed, the team took opportunities to perform "solo" maneuvers with a spare aircraft.

Always trying to display the most advanced fighters of the age, the swept-wing F-84F Thunderstreak became the team's new aircraft in 1955.

After one season in the F-84F Thunderstreak, the Thunderbirds traded aircraft again and became the world's first supersonic aerial demonstration team as it transitioned to the F-100C Super Sabre in 1956.

That same year, to simplify

logistics and maintenance for the aircraft, the Thunderbirds moved to Nellis AFB, Nev. Although never a regular part of the show, the solo would fly supersonic at the request of an air show sponsor in 1956.

Eventually, the Federal Aviation Administration banned all supersonic flight at air shows, and consequently, today's sequence is entirely subsonic.

Nearly forgotten, the F-105B Thunderchief performed only six shows between April 26 and May 9, 1964. Following an unfortunate accident in the F-105, the team transitioned back to the Super Sabre following the incident and the F-100 remained with the team for nearly 13 years.

The Thunderbirds started the 1969 training season still in the F-100Ds, but in the spring of 1969, received the first of the new McDonnell Douglas F-4E Phantom IIs and began the team's conversion.

The F-4's conversion was the most extensive in the team's history.

Among several other modifications, the paint scheme changed due to the variations in chemicals, which allows paint used on the F-4 to resist heat and friction at Mach II speeds.

As a result, the white paint base was developed and remains a part of today's Thunderbird aircraft design.

In 1974, a spreading fuel crisis inspired a new aircraft for the team, the T-38A Talon. Although the Talon did not fulfill the Thunderbirds tradition of flying front-line jet fighters, it did demonstrate the capabilities of a prominent Air Force aircraft.

Remaining true to its character to showcase the latest advancement in America's fighter technology, the first red, white and blue F-16A assigned to the Thunderbirds was delivered to Nellis AFB on Jun. 22, 1982.

Due to the conversion to the new aircraft, there were no official shows flown in 1982. The team flew the F-16 during the 1983 show season; making

See next page



it the team's ninth aircraft and once again returning to flying a front-line fighter.

In 1997, the Thunderbirds performed 57 demonstrations for more than 12 million people in the spirit and theme of the Air Force's 50th anniversary.

The year was memorialized with the Thunderbirds Delta pictured on the official Air Force 50th Anniversary U.S. Postal stamp.

On Sept. 18, 1997, the United States Postal Service had official unveilings of the stamp in both the Pentagon and the Thunderbird hangar.

The Thunderbirds made

television history in 2003 while celebrating their 50th Anniversary.

The commander/leader started the Coca-Cola 600 by broadcasting live from Thunderbirds No. 1 as he said, "Gentlemen, start your engines."

In 2007, the Thunderbirds visited Europe for the first time since Sept. 11, 2001 with the European Goodwill Tour. The trip included shows in Poland, Romania, Bulgaria, Italy, France, United Kingdom, and for the first time in Thunderbirds history, Ireland.

The team took its fifth Far East tour during the 2009

show season. The team's tour included visits to Hawaii, Australia, Thailand, Guam, Malaysia, Japan and Korea.

The team performed more than 70 shows in 22 states and Puerto Rico in 2009.

The team's 59th show season included stops in Alaska and Canada, plus dozens more.

In 2013, the team flew only two demonstrations after leaders throughout the Department of Defense were forced to make several tough, but necessary decisions to accommodate sequestration.

The jets did not fly for the rest of that season, but despite



flying limitations, the team excelled by interacting with more than 10,000 students and continuing to share the Air Force message.

Millions of people have witnessed the Thunderbirds demonstrations, and in turn, they've seen the pride, professionalism and dedication of hundreds of thousands of Airmen serving at home and abroad.

Each year brings another opportunity for the team to represent those who deserve the most credit: the everyday, hard-working Airmen voluntarily serving America and defending freedom.

ACC demonstrates F-22 Raptor's capabilities

The Air Combat Command F-22 Demonstration Team at Langley Air Force Base performs precision aerial maneuvers to demonstrate the unique capabilities of the world's only operational fifth-generation fighter aircraft.

The F-22 Raptor is the Air Force's newest fighter aircraft. Its combination of stealth, supercruise, maneuverability, and integrated avionics, coupled with improved supportability, represents an exponential leap in war-fighting capabilities.

Team members also exhibit the professional qualities the Air Force develops in the people who fly, maintain and support these aircraft.

The team is comprised of an F-22 demonstration pilot and 12 other members including crew chiefs and avionics specialists.



U.S. Air Force photo/Joel Cooke

AV-8B Harrier

Representing arguably the greatest breakthroughs in aircraft technology, the Harrier was the first VSTOL-capable (vertical/short takeoff and landing) jet in the Marine inventory, giving Marine Air-Ground Task Force commanders new flexibility on the battlefield.

With the ability to attack anywhere, the Harrier forces the enemy to defend everywhere, exposing vulnerabilities the enemy must divert resources to protect.

22,000 pounds of thrust enable the Harrier II to hover like a helicopter, and then blast forward like a jet at near-supersonic speeds.

Like every aircraft in the Marine fleet, this aircraft is used for multiple missions, which include attacking and



Air National Guard photo/
Master Sgt. Kendra Owenby

destroying surface and air targets, escorting helicopters, engaging in air-to-air defense, providing reconnaissance and applying offensive and defen-

sive support with its arsenal of missiles, bombs and an on-board 25mm cannon.

Offering the versatility to conduct almost any mission,

the Harrier II provides the ideal blend of firepower and mobility to effectively counter enemies engaged by our ground forces.

Alaska's joint forces capabilities demonstration

Most military operations involve two or more of the services working together. These joint operations are led by several regional "unified" commanders. Alaska military forces operate under the Alaskan Command.

While each of the services operates under separate command structures for daily operations, during wartime or contingencies, they fall under a single commander, Lt. Gen. Kenneth Wilsbach.

The Arctic Thunder 2018 Joint Forces Demonstration

Team will show Alaskans how forces from different services can come together in an example of military front line operations.

Get set for the fast action and an amazing display of the interoperability of the services and the lethal combat power the military provides.

Interoperability and combat agility are important aspects of all operations in the Pacific theater and are used to defend one of the most strategically important locations in the world – Alaska.

Alaska Joint Forces Demonstration: Joint Force Demo Key Players

U.S. Air Force F-22 Raptor

U.S. Air Force HC-130

U.S. Air Force F-16 Fighting Falcon

U.S. Air Force C-17 Globemaster III

U.S. Army Alaska UH-60 Black Hawk

U.S. Air Force HH-60 Pave Hawk

U.S. Army Alaska AH-64 Apache

U.S. Army Alaska CH-47 Chinook

U.S. Army Alaska Humvee

U.S. Army Alaska 105mm howitzer

U.S. Army Alaska Airborne Soldiers



U.S. Air Force photo/Joel Cooke



U.S. Air Force photo/Airman
1st Class Javier Alvarez



U.S. Air Force photo/Justin Connahey



Saturday, June 31 & Sunday, July 1

9 a.m. to 5 p.m.

www.jber.jb.mil

Scheduled to appear

Note: All Subject to Change

Arctic Thunder Opening Ceremony
 Jon Melby and Will Allen and Acro Squirrel Cage
 Anthony Oshinuga
 Kent Pietch's comedy act
 Warbirds/Wings of Freedom Flyover
 AV-8B Tactical demo
 Joint Forces Demonstration
 Nathan Hammond and Ghostwriter
 Super Cub Short Takeoff and Landing demo
 Kent Pietsch's Truck Top
 F-16 Single-ship demo
 Will Allen's Rock and Roll
 Greg Coyler and Ace Maker II
 C-17 Demo
 Jon Melby's Extreme Acro
 F-22 Demo
 Kent Pietsch's Deadstick
 Kirby Chambliss and Red Bull Air Force

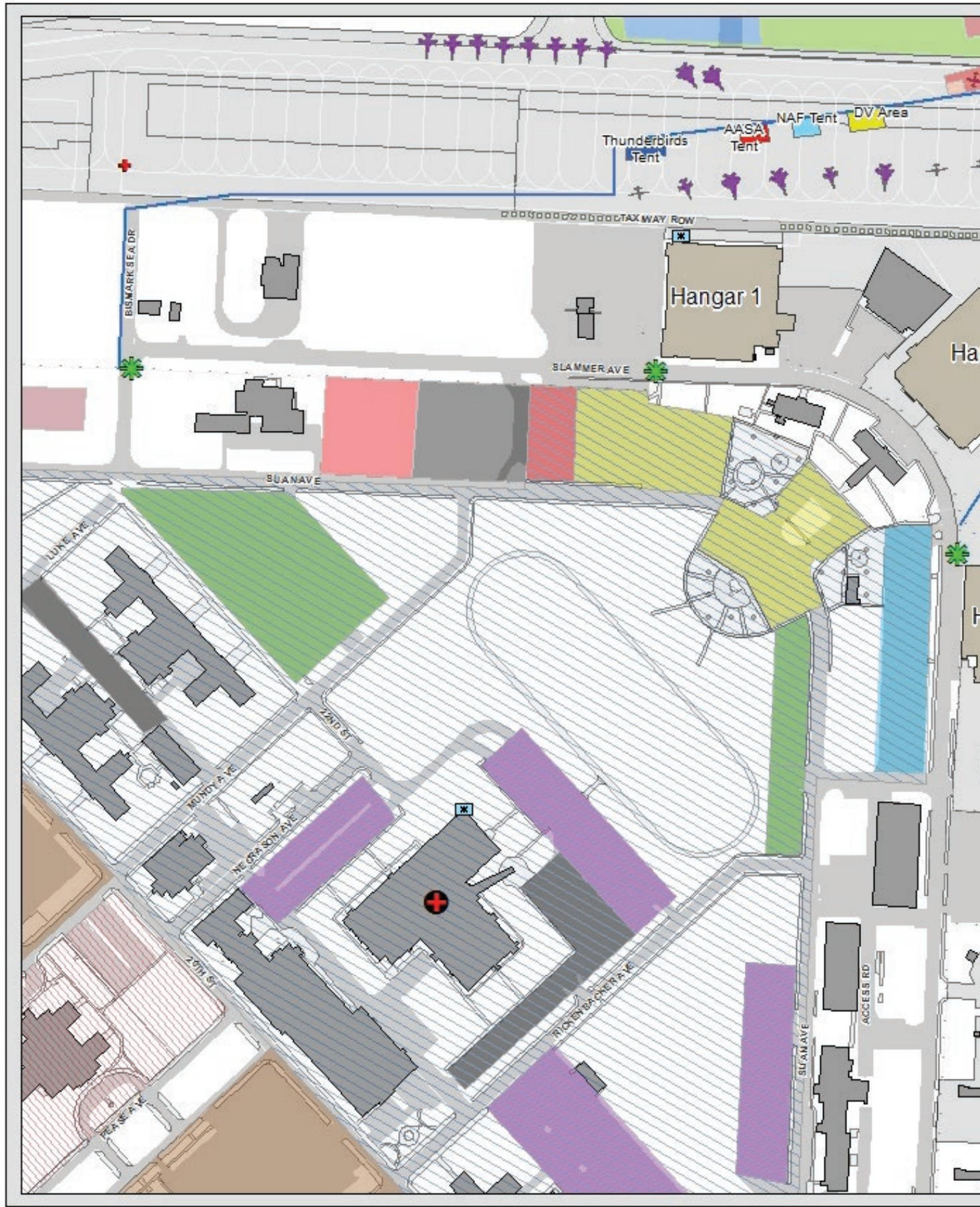
Hangar One

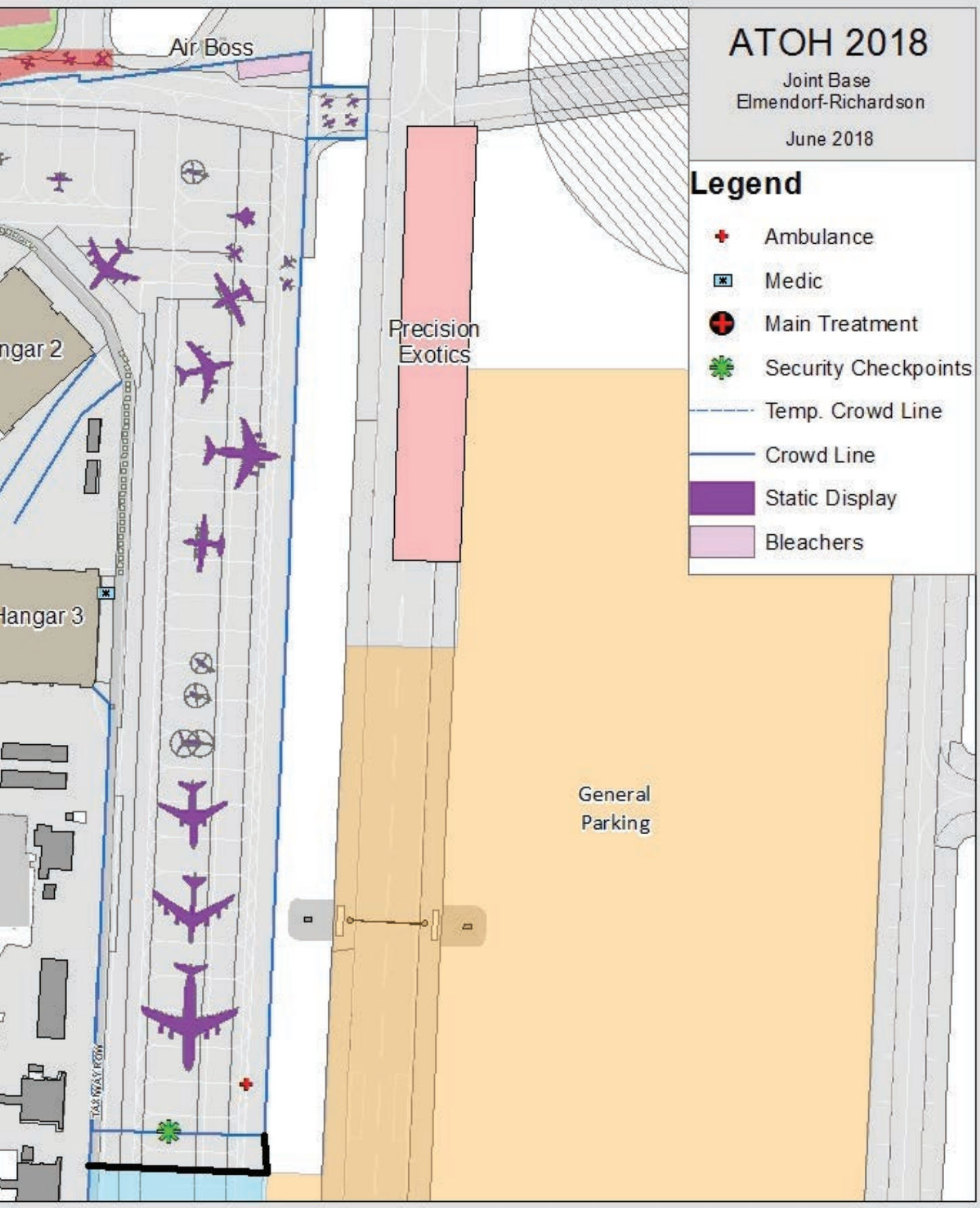
Active Duty Air Force
 176th Wing Air National Guard
 Coast Guard Auxiliary
 Active Duty Navy
 Active Duty Marine Corps
 Civil Air Patrol
 Veteran's Affairs
 Medical
 Stop the Bleed
 Anchorage Police Department
 Top 3
 American Legion Riders
 AAFES
 UAF
 Denali Harley Davidson of Wasilla
 House of Harley-Davidson Anchorage
 Wounded Warrior
 JBER Speakers
 ATM

Hangar Two

Kids Zone
 USO
 BTY Dental
 ASYMCA
 STEM Squad
 Lost Child Booth
 Visit Anchorage
 Alaska Junior Theatre
 Operation Christmas Child
 Veterans Crisis Line
 Alaska USA Federal Credit Union
 CRW Engineering
 Texas Roadhouse
 Shockwave Trampoline Parks
 Armed Forces Benefits Network
 Bosco's Comics
 Wounded Warrior Project/Team Rubicon/Team
 RWB
 Dave & Busters
 Alaska's Best Satellite
 STEM Squad
 ATM

AD





The U.S. Air Force in Alaska

Joint Base Elmendorf-Richardson is the largest Air Force installation in Alaska and home of the Headquarters, Alaskan Command; Alaskan NORAD Region; Headquarters, U.S. Army Alaska; 11th Air Force; 673d Air Base Wing; and the 3rd Wing.

Construction on Elmendorf Field began on June 8, 1940, as a major and permanent military air field near Anchorage. The first Air Corps personnel arrived on Aug. 12, 1940.

On Nov. 12, 1940, the War Department formally designated what had been popularly referred to as Elmendorf Field to Fort Richardson.

The air facilities on the post were named Elmendorf Field in honor of Captain Hugh M. Elmendorf, killed in 1933 while flight-testing an experimental fighter near Wright Field, Ohio.

After World War II, the Army moved its operations to the new Fort Richardson and the Air Force assumed control of the original Fort Richardson and renamed it Elmendorf Air Force Base.

The first Air Force unit

to be assigned to Alaska, the 18th Pursuit Squadron, arrived in February 1941. The 23rd Air Base Group was assigned shortly afterwards to provide base support.

Other Air Force units poured into Alaska as the Japanese threat developed into World War II. The 11th Air Force was formed at Elmendorf in early 1942. The field played a vital role as the main air logistics center and staging area during the Aleutian Campaign and later air operations against the Kuril Islands.

Following World War II, Elmendorf assumed an increasing role in the defense of North America as the uncertain wartime relations between the United States and the Soviet Union deteriorated into the Cold War. The 11th Air Force was redesignated as the Alaskan Air Command on Dec. 18, 1945.

The Alaskan Command, established Jan. 1, 1947, also headquartered at Elmendorf, was a unified command under the Joint Chiefs of Staff based on lessons learned during World War II when a lack of

unity of command hampered operations to drive the Japanese from the western Aleutian Islands of Attu and Kiska.

The uncertain world situation in late 1940s and early 1950s caused a major buildup of air defense forces in Alaska. The propeller-driven F-51s were replaced with F-80 jets, which in turn were replaced in succession by F-94s, F-89s, and F-102s interceptor aircraft for defense of North America.

The Air Force built an extensive aircraft control and warning radar system with sites located throughout Alaska's interior and coastal regions. Additionally, the Air Force of necessity built the White Alice Communications System (with numerous support facilities around the state) to provide reliable communications to these far-flung, isolated, and often rugged locales.

The Alaskan NORAD Regional Operations Control Center at Elmendorf served as the nerve center for all air defense operations in Alaska.

The late 1950s, 1960s, and early 1970s brought about a



gradual, but significant decline in air defense forces in Alaska due to mission changes and the demands of the Vietnam War. The Air Force inactivated five fighter squadrons and closed five radar sites.

In 1961, the Department of Defense consigned Ladd Air Force Base to the Army which renamed it Fort Wainwright.

The Alaskan Command was disestablished in 1975. Elmendorf began providing more support to other Air Force commands, particularly Military Airlift Command C-5 and C-141 flights to and from the Far East.

Despite a diminished number of personnel and aircraft, a turning point in Elmendorf's history occurred in 1970 with the arrival of the 43rd Tactical Fighter Squadron in June 1970 from MacDill Air Force Base, Fla.

The squadron gave AAC an air-to-ground capability which was further enhanced with the activation of the 18th Tactical Fighter Squadron at Elmendorf (also with F-4Es) on Oct. 1, 1977.

The strategic importance of Elmendorf was graphically realized in 1980 when the 18th Tactical Fighter Squadron deployed eight of its F-4Es to Korea to participate in exercise Team Spirit.

It was a historic first and underlined an increasing emphasis AAC placed on its tactical role.

The strategic location of Elmendorf and Alaska made it an excellent deployment center, a fact that validated the contention of Billy Mitch-



U.S. Air Force photo/Robert Barnett

ell who, in 1935, stated that “Alaska is the most strategic place in the world.”

Deployments from Elmendorf and Eielson to the Far East are now conducted on a routine basis.

The 1980s witnessed a period of growth and modernization of Elmendorf. During 1982, the 21st Tactical Fighter Wing converted from F-4s to F-15s.

Alaska’s air defense force was further enhanced with the assignment of two E-3As to Elmendorf in 1986.

The Alaskan Command was reestablished at Elmendorf in 1989 as subunified joint service command under the Pacific Command in recognition of Alaska’s military importance in the Pacific region.

That importance was further recognized when the F-15E Strike Eagle equipped 90th Tactical Fighter was reassigned to Elmendorf Air Force Base from Clark Air Base in



U.S. Air Force photo/James Richardson

the Philippines in May 1991.

The Pacific Regional Medical Center moved from Clark to Elmendorf and construction of a new, expanded hospital began in 1993.

The early 1990s also saw major organizational changes and an expansion of Elmendorf’s importance.

In 1991, the 21st Tactical Fighter Wing was reorganized as an objective wing, and

all the major tenant units on Elmendorf were placed under it.

The 21st Wing inactivated and the 3rd Wing was reassigned from Clark Air Base to Elmendorf Air Force Base on Dec. 19, 1991.

This was in keeping with the Air Force’s policies of retaining the oldest and most illustrious units during a period of major force reductions.

The Air Force, because of the increased size and complexity of the 3rd Wing, assigned a general officer as its commander in July 1993.

Today, almost nine years after becoming a joint installation, Joint Base Elmendorf-Richardson continues to grow in size and importance because of its strategic location and top-notch Air Force and Army training facilities.

Kent Pietsch

While most aerobatic performers have one basic program, Kent Pietsch executes three storied acts that leave spectators mesmerized. These include a dead-stick (turning the engine off) routine from 6,000 feet and a rooftop landing on a moving RV!

However, Kent is best known for a comedy act that features a detached aileron (wing flap) and a mesmerizing wingtip-scraping pass down the runway that you must see to believe.

When Kent is at the controls of his plane, it is impossible not to watch him perform.



Courtesy Photo

The U.S. Army in Alaska

U.S. Army Alaska is at the forefront of protecting America's interests in the volatile Asia-Pacific region while also providing ready and relevant forces to overseas contingency operations.

Joint Base Elmendorf-Richardson is one of the U.S. military's most centrally located power-projection platforms that benefits from joint training opportunities, a breathtaking environment, and diverse climates providing ideal training grounds to prepare Soldiers for the challenges of our time.

U.S. Army Alaska, headquartered at JBER, has units at two installations covering 1.65 million acres with nearly 12,000 Soldiers and 2,500 civilian employees who keep the mission going.

U.S. Army Alaska's commitment to protecting U.S. interests around the world

includes tours by the the 4th Brigade Combat Team (Airborne), 25th Infantry Division; 1st Stryker Brigade Combat Team, 25th Infantry Division; and several USARAK-supporting units.

Alaska owes much of its success, infrastructure, roads and accessibility to the Army. Soldiers were here from the moment Alaska was transferred from Russia to the United States, Oct. 18, 1867.

Now, more than 140 years later, U.S. Army Alaska is the Army's forward presence for northern and Pacific-region defense. USARAK's mission is to deploy combat-ready forces to support joint military operations worldwide and serve as the Joint Forces Land Component Command to support Joint Task Force-Alaska.

USARAK's strategic location, superior training capabilities and dynamic relation-

ship with the local civilian communities make Alaska a significant national asset and world-class power projection platform for military operations anywhere in the world.

Extensive training areas throughout Alaska – known as the Joint Pacific Alaska Range Complex, or JPARC – provide extensive backdrops for molding the tough, well-trained Soldiers essential for these new forces. With more than 66,000 square miles of land and air maneuver space and the ability to do live virtual constructive training, JPARC is truly a national treasure for military training.

USARAK executes their mission, focusing on taking care of Soldiers, families and communities; pursuing joint initiatives, responding to theater contingency operations around the Pacific, and expanding our strategic reach to



missions spanning the entire globe.

Soldiers and families

USARAK Soldier, spouse and family programs are second to none. Better Opportunities for Single Service members, Army Community Service, medical care, youth services and their outstanding recreational programs rank with the best anywhere in the Army.

One of USARAK's newer programs is Comprehensive Soldier Fitness, which uses individual assessments, tailored virtual training, classroom training and embedded resilience experts to provide the critical skills our Soldiers, family members and Army civilians need.

The goal of the program is to equip and train Soldiers, family members and Army civilians to maximize their potential and face the physical and psychological challenges of sustained operations.

All elements of the CSF program combine to enhance resilience and coping skills, enabling Soldiers, family members, and civilians to grow and thrive in today's Army.

Forces at JBER

4th Brigade Combat Team (Airborne), 25th Infantry Division

The 4th Brigade Combat Team (Airborne), 25th Infantry Division is the first new airborne unit created in the U.S. Army since the end of World War II and is the only airborne brigade-sized unit west of the Mississippi River.



The brigade is a strategic asset to the Department of Defense's Pacific Command. It provides a quick reaction force capable of deploying anywhere in the world in 18 hours or less.

Since the brigade was formed, its Soldiers have conducted training missions all over the world, as well as deploying to Iraq in 2006, and Afghanistan in 2009 and 2011. They returned from their most recent trip to Afghanistan in May and June.

The brigade consists of: 1st Battalion, 501st Parachute Infantry Regiment; 3rd Battalion, 509th Parachute Infantry Regiment; 1st Squadron (Airborne), 40th Cavalry Regiment; 2nd Battalion, 377th Parachute Field Artillery Regiment; the 725th Brigade Support Battalion (Airborne), and the newly activated 6th Brigade Engineer Battalion.

The 6th BEB incorporated elements of the 2nd Engineer

Brigade – adding a strategically significant amount of engineer capability to the modular 4th Infantry Brigade Combat Team.

Army Support Command

The ASC includes the 17th Combat Sustainment Support Command – the nuclear, biological, chemical and ra-

diation specialists of the 95th Chemical Company; the 545th Military Police Company; 98th Support Maintenance Company; the 574th Quartermaster Company, and several other teams and detachments.

ASC also oversees the USARAK Headquarters and Headquarters Detachment, the Sgt. 1st Class Christopher R.

Brevard Noncommissioned Officer Academy, and the U.S. Army Northern Warfare Training Center.

Other tenant units

USARAK also hosts the 59th Signal Battalion, Alaska District Veterinary Command, and medical and dental support units.



U.S. Air Force photo/Alejandro Pena

Kirby Chambliss and Team Red Bull

Kirby's aerobatic technique has amazed many throughout the years. He has always said that if he can show people something they have never seen before then he has done his job.

While he makes his skills look easy, they don't always start out that way! After an idea comes to mind, Kirby heads to the plane to test, flying at a much higher altitude for safety purposes.

However, not all ideas make the final cut; while a certain skill may feel great from the plane, it doesn't always look that way from the ground. Members of the team stand below and film to help Kirby make this judgment.

When satisfied with the overall idea and look of a new skill, Kirby then practices to perfect it. He progressively flies lower and lower as he



Courtesy Photo

becomes more comfortable, pushing the limits and increasing intensity! After this

process, the skill is now complete; the only thing left is to show it off!

Heritage: Aircraft from America's past

Wings of Freedom

Wings of Freedom, founded by Chuck Miller, is dedicated to providing a collection of flyable warbirds that played a role in shaping Alaska's aviation heritage. Housed in a WW-II era hangar at Merrill Field, Wings of Freedom is providing a T-6 and L-13 at Arctic Thunder 2016. Wings of Freedom had previously been the home of one of the world's last remaining Mitsubishi Zero, which flew in the 2012 Arctic Thunder Open House as well as in the 2013 Alaska Aviation Centennial Celebration.

The AT-6 Texan is a sin-

gle-engine, advanced trainer aircraft used during WWII.

The prototype first flew in 1935, and the first models were put into production in 1937. More than 17,000 were built.

The aircraft being flown at Arctic Thunder was built in 1943, and is in the Aleutian colors of aircraft flying there in WWII.

The L-13A was manufactured by Consolidated Vultee, and first flown in 1945.

It was used for observation, liaison, and air ambulance duties.

Like the L-2, many were later converted for civilian use in the Alaska bush.



Courtesy photo/Rob Stapleton

COMMEMORATIVE AIR FORCE – ALASKA WING

The Commemorative Air Force was founded in 1957 and chartered as a non-profit in 1961 to restore, preserve, operate and maintain World War II-era aircraft.

The CAF also provides museums to protect and display aircraft, as well as to perpetuate their memory and heritage.

The Alaska Wing of the Commemorative Air Force is dedicated to preserving the military heritage of Alaska aviation, and flies the bright yellow AT-6 Harvard Mk IV, the yellow and blue BT-13, and the L-2 Grasshopper.

The Harvard MkIIB was built under license in Montreal for the Royal Canadian Air Force, the Royal Air Force, and the U. S. Army Air Forces with a total of 2,557 built.



U.S. Air Force photo/Dana Rosso

The Harvard was known to fly to Annette Island in Alaska during World War II where Canadian units were stationed, adding strength to the 11th Air Force.

The BT-13 was first

flown in 1939, and was the era basic trainer flown by most pilots just before and during World War II.

Pilots would graduate to the advanced trainer, the AT-6, prior to being assigned to

their main fighter aircraft or bomber.

The L-2 Grasshopper was manufactured by Taylorcraft beginning in 1941 and was used as an observation aircraft during WWII to spot enemy troops

and supplies, as well as direct artillery fire.

After the war ended and the aircraft were no longer needed by the military, many were converted to civilian use and flown around bush Alaska.

AD

Quique Somenzini

From the day at age 9 when he started flying radio-controlled aircraft – under the mentorship of his father Mario, a F3A Argentina National Champion – Quique Somenzini showed talent, and he has competed at an international level since.

After spending much of his life in Argentina, Quique moved to Florida in 2001, where he lives with his wife and children, and continues to compete with R/C aircraft.

At Arctic Thunder 2018, Quique is flying the F-16QQ.

The craft is based on the Jet Legend 1/6 F-16C, but highly modified by the 3D godfather and world champion Somenzini.

The F-16QQ turbine jet offers an unprecedented



Courtesy photo

level of 3D maneuverability.

It is extremely light – weighing in at a scant 27 pounds ready to fly.

When combined with the Aura 8, it offers an unprecedented combination of acceleration, stability, and post stall/3D maneu-

verability while retaining excellent speed and aerobatic precision.

It can operate even from grass fields if they are

level and in good condition.

The F-16QQ is a revolution in 3D jet flight!

Anthony Oshinuga

Anthony Oshinuga is a mechanical engineer, aerobatic pilot, relationship coach, and author.

He lives in Southern California with his wife. Flying a Pitts Special Custom S-1S Aerobatic Biplane dubbed “Black Hawk,” crowds can expect a spectacular performance, showcasing an impressive display of precision and speed.

Oshinuga made history in 2015 when he became the first African-American to enter the Reno National Championship Air Race and earn a podium finish; he also placed second in 2016.

When he’s not racing, this thrill seeker hosts scenic aerial tours above Southern Califor-



Courtesy photo

nia and Temecula’s wine country onboard AirOshi’s Cessna 170A.

Aviation is his passion and

one he loves to share; you can often find him at schools and youth organizations, telling his story in

the hopes that one day he’ll be watching them light up the sky.

AD

Nathan Hammond

The baton has been passed from Steve and Suzanne Oliver and their Oregon Aero SkyDancer Chipmunk to Nathan Hammond and GhostWriter Airshows.

Hammond will ensure Arctic Thunder enthusiasts are treated to an extravaganza of aerobatics and skywriting.

He flies the Super Chipmunk, the GhostWriter, in both daytime and nighttime airshows; as well as skywriting across the nation.

The passion of flying was instilled into Nathan from his earliest days.

Born and raised in



Courtesy photo

Rhinebeck, New York, the airplanes and airshows of Old Rhinebeck Aerodrome started his flying career.

Hammond first flew solo in an airplane at age 16. He earned his pilot's license at 17, and has logged more than

7,000 hours flight time in every aircraft from a 1917 Curtiss Jenny to Cessna Citations.

Along with being a

commercial-rated pilot, Hammond also maintains an Airframe and Power Plant mechanic's license.

Greg Colyer and the T-33 Ace Maker

Gregory "Wired" Colyer took his first flight at age 7 in a Cessna 172 with Dr. Lee Schaller out of the Schellville airport in Sonoma, California. Hooked ever since, Greg has been flying for almost three decades after earning his license in 1982 while serving in the Army from 1982 to 1987.

His passion for the cockpit never left him as he continued to fly as a hobby and an occasional airshow. After flying with his friend Kay Eckhart, in one of his Lockheed T-33s in 2007, Greg set his sights on an upgrade to the U.S. Air Force's first

operational jet and a real piece of U.S. aviation history, acquiring a T-33 and naming it Ace Maker in 2008.

T-33 Ace Maker II

The T-33 is a F-80 with a lengthened fuselage to make room for the second tandem seat. It entered service during the 1950s, and the Navy also acquired the type and had it modified for blue-water operation as the TV-2.

It was the Air Force's first jet trainer.

It soon was dubbed the 'T-Bird' and was produced under license in both Japan and Canada.



U.S. Air Force photo/Staff Sgt. James Richardson



Autographs

