

list of key leaders. There is also a pictorial representation of all the unit's past and present aircraft. Published by Lt. Col. Phil Sheridan and edited by Lt. Col. John Rice, the history was further edited for continuity by CMSgt. Jackie Page of State Headquarters and SSgt. James E. Dolph, unit historian.

Contributing writers to the project are CMSgt. Ronald Nadeau, SSgt. Paul Nadeau, SSgt. Clermont Boutin, SrA Mark A. Leno, Jr., MSgt. Beverly Benitez, Maj. Jeanne W. Hill, TSgt. Anthony Sachetti, A1C Melinda Nickola, and Lt. Col. John Rice.

Lt. Col. John W. Hanson assumed the role of advertising/patron manager. He coordinated a campaign that raised more than \$13,000 in corporate advertising and individual gifts that ultimately made the book's publication possible.

The book is an all-New Hampshire production having been written, photographed, edited, designed, printed, and bound in New Hampshire. The paper used was manufactured in the Granite State.

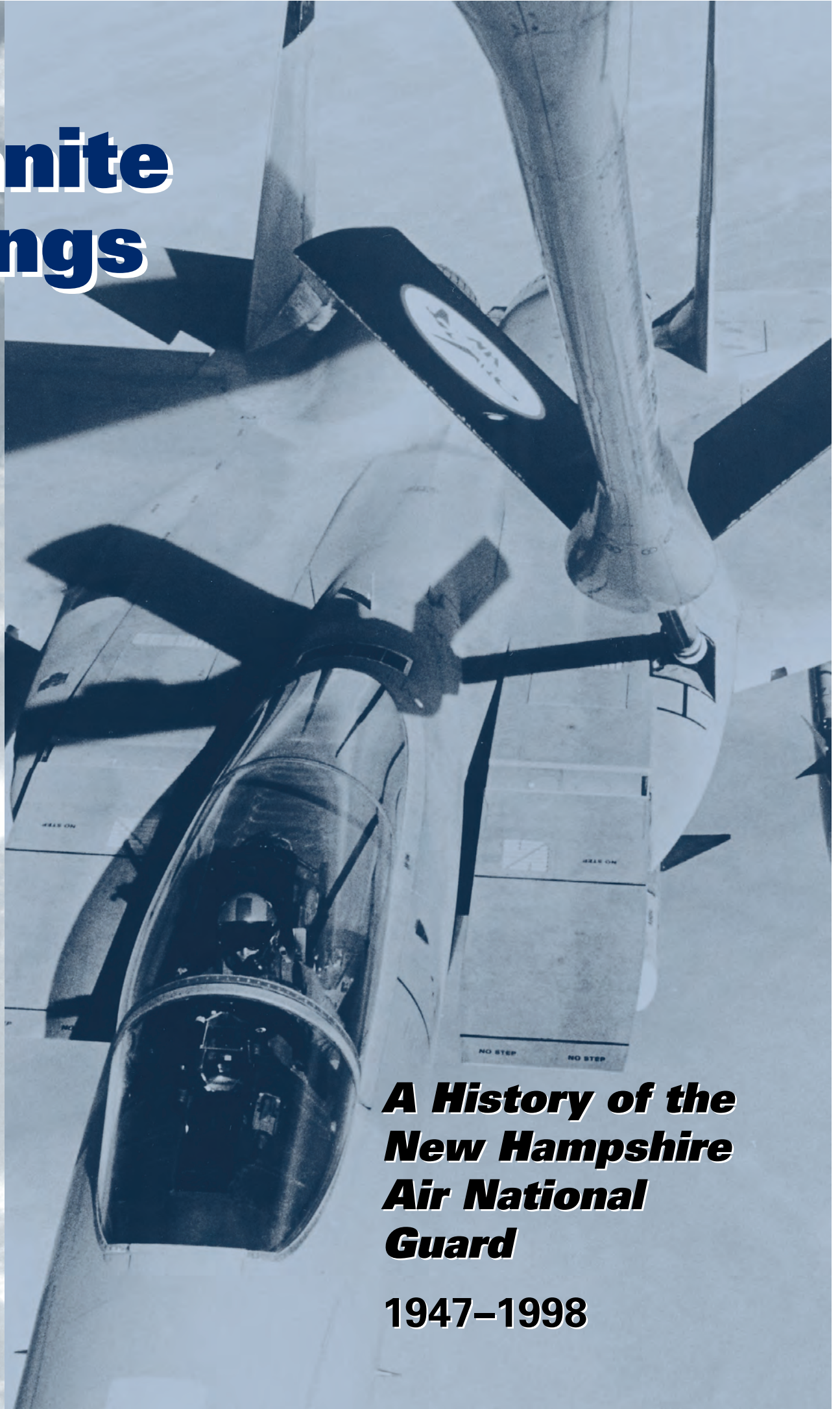


Northeast Tanker Task Force, November 1998.



Granite Wings: A History of the New Hampshire Air National Guard — 1947–1998

Granite Wings



A History of the New Hampshire Air National Guard

1947–1998



More than two years in the making, *Granite Wings: A History of the New Hampshire Air National Guard, 1947–1998* is a professionally produced, 112-page volume, featuring eight pages in full color.

The lively, easy-to-read, six-chapter book tells the story of the New Hampshire Air National Guard from its colonial militia origins to the actual first drill at Grenier Field, Manchester in 1947. Through more than 100 photographs, interviews, and other material, the text follows the unit through the Korean Conflict, Berlin Crisis, Viet Nam, and recent pop-up contingencies such as Restore Hope and Deny Flight.

You are there in the 1950's as the unit holds "summer camps" in Maine and Cape Cod. From T-33's, F-86L's, C-97's, and C-124's to today's KC-135R's—it's all here.

Readers will find a complete "Roll Call" of everyone who has ever served in the New Hampshire Air National Guard as well as a

Continued on back flap



**Granite Wings:
*A History of the
New Hampshire
Air National Guard***

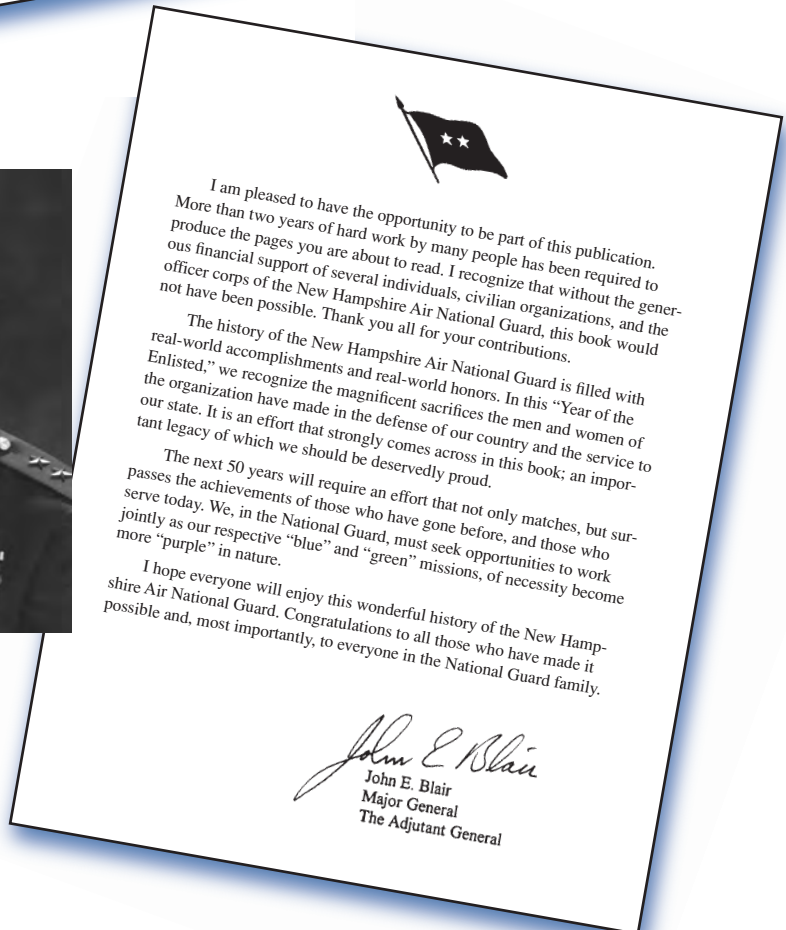
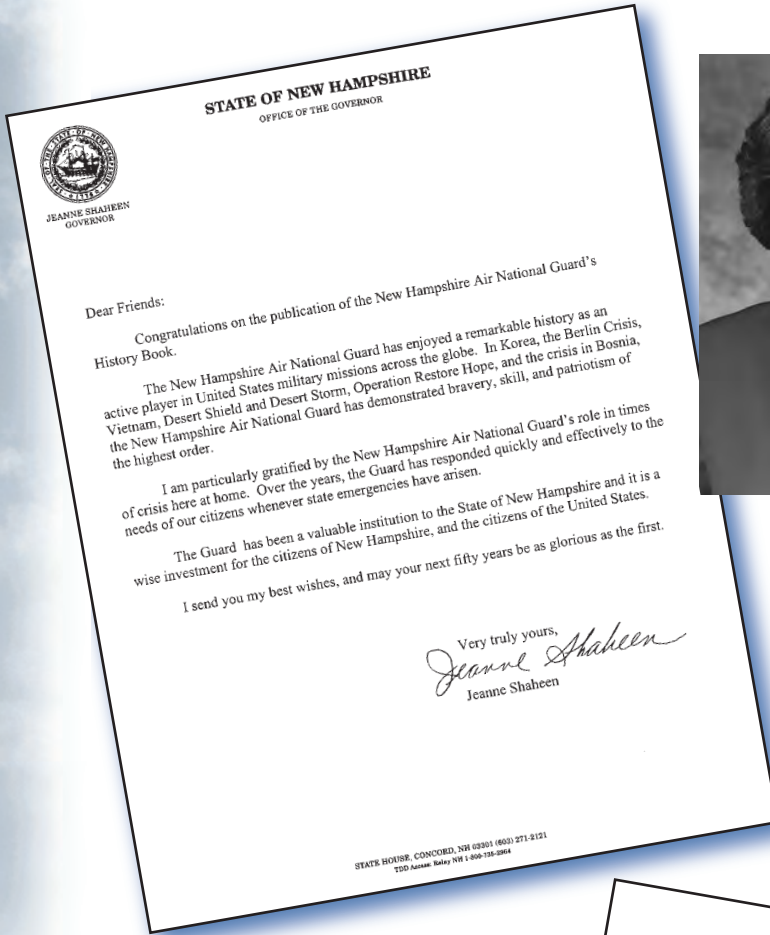
1947–1998

Dedication

This volume is dedicated to Brigadier General (retired) James E. Cuddihee, former Assistant Adjutant General, NHANG, former Commander of the NHANG, and first General Officer of the New Hampshire Air National Guard; Colonel (retired) Paul R. Smith, former Commander of the NHANG, and advisor in the preparation of this history; and all members, past and present, of the New Hampshire Air National Guard who have had a part in the development, growth, and accomplishments of the NHANG over the first fifty-one years, 1947–1998.



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NEW HAMPSHIRE AIR NATIONAL GUARD
Headquarters 157th Air Refueling Wing
Pease Air National Guard Base, New Hampshire

Dear History Reader,

15 October, 1998

Fifty years is not very long when you compare it to the years since 1636 when a group of settlers banded together to defend the Massachusetts Bay Colony from attack by the native Americans. They called themselves the militia and the concept has remained alive for 362 years. The idea of citizens of a community banding together to protect ideals that they value so highly that they will commit to putting their life on the line to defend them has served our nation well.

In 1947, another group of citizens banded together on an April evening in Manchester, New Hampshire to call the roll for the first meeting of a new unit, dedicated to the same principles that were being handed down to them. This aviation unit would evolve into what it is today, one of America's finest military units, serving America, New Hampshire and its communities.

It's a very proud tradition that we carry on here at Pease. Our vision statement reminds us that we are "Building". Building upon the foundations and ideals that former members have left for us. We should never forget the lessons that have been learned and the strength of the foundation that we build on. This history book is dedicated to that purpose. It captures for those that will follow, some of the lessons, legends and memories that tradition and heritage are born from. I hope that it will serve as a guide to those that follow and a trip down memory lane for those that lived these events.

It has been my pleasure to be a member of the NHANG for the last 30 years and I look forward to being a part of the future for a few more. Serving as the commander fulfills a dream for me and humbles me every time I put it in the bigger context of our country and our state's militia history. I hope you enjoy this book as much as I have enjoyed living a part of it.

Kenneth R. Clark
KENNETH R. CLARK, Colonel, NHANG
Commander

*"Citizen soldiers building the nation's most respected Air National Guard unit—
serving America, New Hampshire, and community...in partnership with family and employer."*



While this book comes a year after the actual event, its publication serves as a fitting "capstone" to the celebration of the New Hampshire Air National Guard's first 50 years. This was an ambitious project and I am proud of the work that has been done by so many to make it possible.

In these pages you will read of many of the glorious and patriotic moments of our first 50 years. Through more than a hundred photographs and the supporting text, you will experience the accomplishments of the men and women of the NHANG and the challenges they faced, operating different types of aircraft, as Air Force requirements changed and new missions "came down."

But another important aspect of the New Hampshire Air National Guard needs to be mentioned here...we are a family. The devotion of our loved ones and the support of our employers have been crucial to our successes, both past and present. The friendships and bonds that we have formed will far outlive individual participation in our Guard program.

To be sure, we have had many successes: winning two Spaatz trophies; responding to our nation's call during times of crisis such as Korea, Viet Nam, and Desert Storm; and achieving a phenomenal 100 percent mission success rate while deployed to Moron, Spain, during Operation Restore Hope. But our most lasting and important legacy is, and will always be, the contributions made by our wonderful people to include those who make up our extended Air Guard family.

My sincere congratulations to you all on the publication of the 50th Anniversary History Book.

Anthony L. Liguori
Anthony L. Liguori, Brig Gen, NHANG
Assistant Adjutant General (Air)



**Service Federal Credit Union
FP Ad
In Film:
Strip into position
"It's the Big 50!"**

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Leaders of the New Hampshire National Guard and the 157th

Adjutants General of the N.H. National Guard, 1939-1998

Maj. Gen. Charles F. Bowen	1939–1954	Maj. Gen. John Blatsos	1975–1984
Maj. Gen. John Jacobson, Jr.	1954–1956	Maj. Gen. Lloyd M. Price	1984–1994
Maj. Gen. F.B. McSwiney	1956–1975	Maj. Gen. John E. Blair	1994–

General Officers of the N.H. Air National Guard

Brig. Gen. James E. Cuddihee	1979–1981	Brig. Gen. Anthony L. Liguori	1994–
<i>Promoted 8 Feb 79, Assistant Adjutant General</i>		<i>Promoted 14 Mar 96, Assistant Adjutant General</i>	
Brig. Gen. John J. Zito	1981–1985	Brig. Gen. Joseph K. Simeone	1996–
<i>Promoted 14 Dec 81, Chief of Staff</i>		<i>Promoted 30 Oct 97, Chief of Staff</i>	
Brig. Gen. Robert E. Dastin	1985–1994		
<i>Promoted 11 Mar 87, Assistant Adjutant General</i>			

Commanders of the N.H. Air National Guard

Maj. Norman J. Fortier	April 14, 1947–November 7, 1947
Lt. Col. Charles G. Y. Normand	November 7, 1947–March 14, 1949
Lt. Col. Lauren A. Howard	March 14 1949–January 11, 1953
Col. Paul R. Smith	January 11, 1953–April 1, 1965
Col. William J. Hamilton	April 1, 1965–August 2, 1975
Col. James E. Cuddihee	August 2, 1975–October 1, 1978
Col. Robert C. Lilljedahl	October 1, 1978–March 1, 1987
Col. Joseph K. Simeone	March 1, 1987–May 4, 1996
Col. Kenneth R. Clark	May 4, 1996–

Senior Enlisted Advisors of the N.H. Air National Guard

CMSgt. John M. Munford (State)	1979–1982	CMSgt. Jacqueline L. Collerette (State)	1993-1995
CMSgt. Albert E. Swain (State)	1982–1984	CMSgt. Raymond C. Richardson (Wing)	1995-1996
CMSgt. Randolph E. Inman (State)	1984–1987	CMSgt. Gerald E. Baker (State)	1995–1998
CMSgt. Manuel C. Phillips (State)	1987–1992	CMSgt. Stephen S. Morgan (Wing)	1996–
CMSgt. Robert E. O'Toole (State)	1992–1993	CMSgt. William F. Houghton, Jr. (State)	1998–

Forward: Ancestors and the Early Years

By CMSgt. Ronald Nadeau and SSgt. Paul Nadeau

“Zero dark thirty”

It's a cold New Hampshire morning. Snow has completely covered what had been, just a few days earlier, a typical spring scene of dirty ice, muddy walkways, and debris left over from a particularly harsh winter. On this particular day, a crisis is developing in some far-off place and New Hampshire's citizen soldiers are gathering to respond to their country's call.

The crisis will take these part-time soldiers far from home. Not accustomed to rising at 3:30 a.m., most are groggy and fumbling about. When is the reporting time? Where should I go? Have I forgotten something at home? After much hurrying and waiting, altered plans and various last minute changes, the troops and their gear are ready to proceed to their destination.

During the voyage, thoughts keep coming back. How will my family fare while I am so far away? What events in my child's world will I miss? What birthdays, holidays, and other special days? What accidents or other disasters will I not be around for help? These thoughts are quickly dispatched. The citizen soldiers must assure themselves that everything will be fine. They could never bring themselves to leave otherwise.

Upon arrival at their ultimate destination, the hours are long, the pace is at once fast and furious, but at other times, dull and boring. Only three things enter their minds: get the job done, survive, and go home as soon as possible.

When the day comes that the troops finally go home, exhaustion and the pride and joy of returning turn the “welcome home” experience into a blur that somehow survives in their memories as one of the great moments of their lives.

The above description of a citizen soldier's experience during a deployment could just as easily apply to a Minuteman marching off to Bunker Hill in 1775 as to a modern airman deploying to Saudi Arabia for “Desert Shield” or Spain for “Restore Hope.” The commonality of experiences, spanning over 200 years of history, is striking. It's for that reason that the story of the men and women of the New Hampshire Air National Guard would not be

complete without looking at the accomplishments of the citizen soldiers who served first the colony, then the state, of New Hampshire during the nearly 300 years that preceded the creation of the Air National Guard in 1947.

Known first as the militia, then officially in 1916 as the National Guard, the citizen soldiers of New Hampshire have a long and glorious history. While missions and weapons change and strategies and tactics evolve through centuries, the citizen soldier concept continues as one of the bedrocks of democracy. Whether firing a flintlock in defense of a log cabin or flying a modern KC-135R over Bosnia, New Hampshire's citizen soldiers share a brotherhood of common responsibilities, experiences, and traditions that transcend the limitations of time.

The forward you are about to read covers the Granite State's militia from 1679 to 1947 and the airmen who built the Air Guard in the early years. It will not do justice to all the accomplishments of the past. It will, hopefully, help us identify with those who have gone before and established the foundation for what has become one of the best military units in the country.

Militia days

From the first settlement of the lands of present day New Hampshire to the end of the War of 1812, the state militia's first mission was to protect homes and families. Much of the early threat was from indigenous peoples living in the area or, later, from tribes sent from Canada at the behest of France or Britain. The colony of New Hampshire was established by King Charles II in 1679. From the first settlement in 1623 to 1679, the military affairs of the region were governed by Massachusetts.

The danger was never far from home during this time. The city of Portsmouth was raided periodically by Indians until the 1720's and, through the Revolution, Lake Winnepesaukee was the “frontier” where militiamen were posted for guard and patrol duty.



Harl Pease Jr.
April 10, 1917–
October 8, 1942
Congressional Medal
of Honor Recipient

Pease Air National Guard Base, formerly part of Pease Air Force Base, takes pride in preserving the name and heritage of Captain Harl Pease, Jr. His gallantry, devotion to duty, and contempt for personal danger

as a B-17 pilot during World War II earned him the Congressional Medal of Honor. His actions represent the true spirit of New Hampshire's patriots.

Capt. Pease, born and raised in Plymouth, N.H., enlisted in the Army Air Corps in 1939. He was commissioned a Second Lieutenant a year later and awarded a pilot rating upon completion of flight training at Kelly Field, Texas. He was immediately called to active duty and participated in B-17 bombing missions in the Pacific theater.

It was during one of these missions, on August 5, 1942, that one engine of Capt. Pease's B-17 failed, and he was forced to return to his base in Australia.

His unit, the 19th Bomb Group, was scheduled to deploy to Papua, New Guinea, to support a maximum effort mission on August 7. It would require all available aircraft. Capt. Pease and his crew, with their aircraft out of commission, were not scheduled for the mission.

Determined not to "miss the big show," the crew voluntarily selected and worked over one of several unserviceable B-17s at the base. They rejoined the 19th at Port Moresby, Papua, New Guinea at 1 a.m. after having flown almost continuously since early the preceding morning.

On only three hour's rest, Capt. Pease took off with the group to bomb targets at Rabaul, New Britain. Forty to 50 miles from the Vunakanua airfield target, the group was attacked by more than 30 Japanese fighters. Capt. Pease and his crew shot down several of the enemy, fought their way to the target, and bombed successfully.

After leaving the target, Capt. Pease's crippled B-17 fell behind the rest of the formation. Once again attacked by Japanese fighters, he was seen to drop a flaming bomb bay tank, and it was originally believed that no one survived when the aircraft went down.

Information pieced together after the war from two Catholic priests who had been at the Rabaul prisoner of war camp indicates that Capt. Pease and another crew member did survive the crash. They were subsequently held at the camp for several weeks, and on October 8, 1942, they were executed by the Japanese.

On December 2, 1942, the Medal of Honor, awarded posthumously to Capt. Pease for his heroism in combat, was presented by President Franklin D. Roosevelt to the hero's parents.

In formal dedication ceremonies, Portsmouth Air Force Base was dedicated to Capt Pease on September 7, 1957. That tradition continued 40 years later, as Pease Air National Guard Base was formally rededicated on September 19, 1997.

The Order in Council, which created the colony, also established the basis for the militia system. While being amended several times over the years, its foundation created a network of defense consisting of all able-bodied men aged 16 to 60 (later a dual system was created with men aged 16 to 40 being the mainstay and those 40 to 60 being the reserve). These men were required to meet (under penalty of law) two to four times a year. They supplied their own musket, shot, and other military supplies. The Order also stated that the head of the militia, a Major, was also the Lieutenant Governor of the colony.

Protecting the colony or state also included guarding the seacoast, in particular, Portsmouth. The city was key to the colony's economy. Its fall would greatly reduce the area's fortune. Not surprisingly—during times of crisis—thousands of militiamen shouldered their muskets and stood guard duty for days, weeks or months on end at New Castle's Fort William and Mary. Another pre-Revolutionary War militia assignment was to guard lumberjacks plying their trade in the forests of western and northern New Hampshire.

Invariably, the National Guardsman of the past was drawn into the wars of the Mother Country or, later, the defense of the new nation. The exploits of the New Hampshire militia as a fighting force are quite remarkable when one considers the size of the state. Unfortunately, unlike our well-named (Vermont's) "Green Mountain Boys" or more vocal (Massachusetts) neighbors, this state's militia has received little recognition from history.

The Adjutant General's 1886 Annual Report noted, in regards to the Battle of Bunker Hill for

Continued on Page 17



Aircraft of the New Hampshire Air National Guard 1947-1998



P-47D Thunderbolt — 1947



B-26 Bomber — 1947



L-5 Sentinel — 1947



P-51H Mustang — 1952



F-94 Starfighter — 1954



F-89 — 1957



C-47 Gooneybird — 1957



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F-86L Sabrejet — 1958



C-97 Stratofreighter — 1962



C-124 Globemaster — 1968



C-130A Hercules — 1971



KC-135 Stratotanker — 1975

New Hampshire Air National Guard TODAY

Photographed by the 157th ARW Visual Information Center



**“Citizen
Soldiers...”**



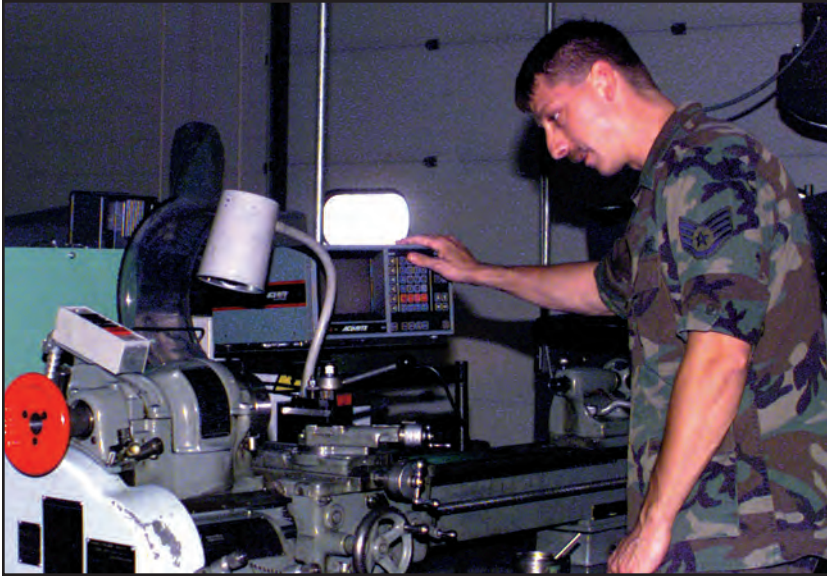


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**...building the nation's
most respected Air
National Guard unit...**





**...serving America, New Hampshire,
and community...**



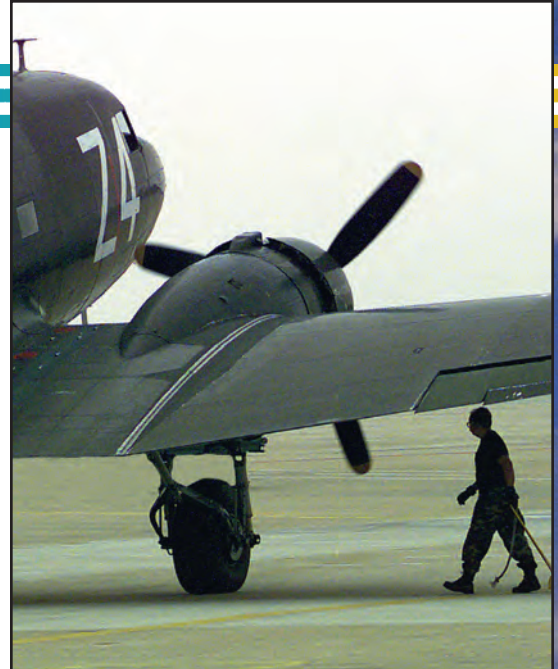


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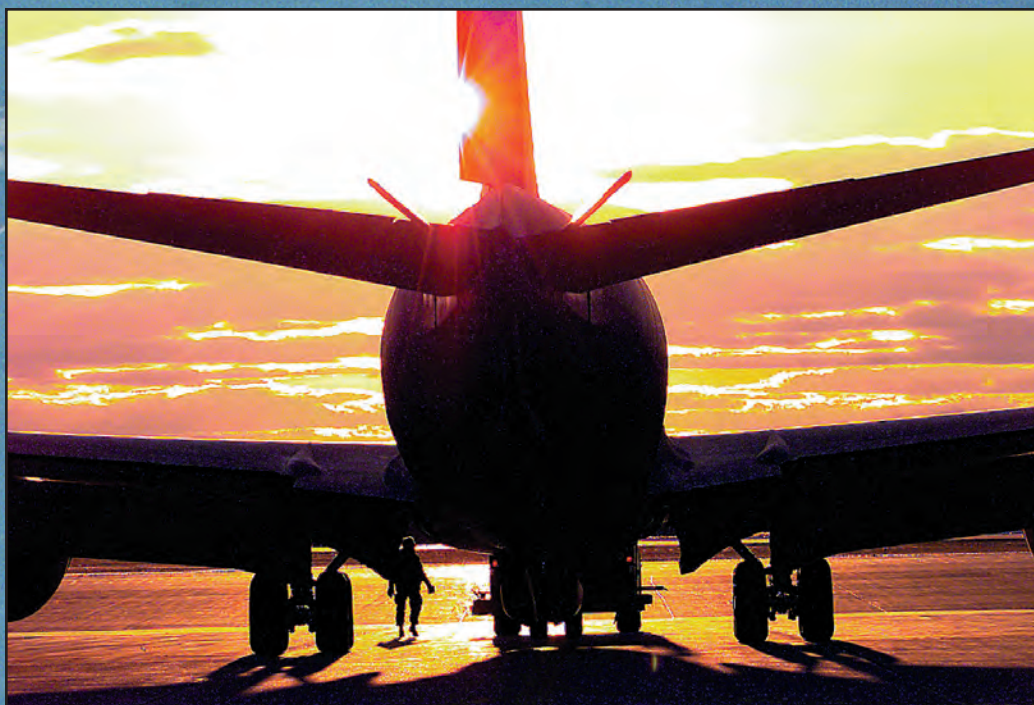
...in partnership with family and employer."







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example, that, “Authors...have exalted the deeds of Massachusetts heroes to such a degree that most people outside of New Hampshire do not suppose our state had much to do with the Battle of Bunker Hill, whereas New Hampshire men constituted nearly two-thirds of all the men and officers in that battle.” Perhaps this essay can, in some small way, remedy this minor injustice.

Beginning in 1707, militiamen from New Hampshire took part in several expeditions designed to rid the colony of the French menace and their Indian allies. That year, Major Waldron of Dover led the colonies’ troops in an expedition against Port Royal in Acadia. In 1740 Major William Vaughn was the first to propose the colonial capture of Louisburg, Canada, France’s guardpost of the St. Lawrence. In 1745, this was undertaken and achieved with a large number of troops from the New Hampshire colony. In fact, outside of British transport, it was almost entirely a provincial effort.

Robert Rogers, of Rogers’ Rangers fame, is found on the rolls of the New Hampshire militia in 1746. Rogers’ troops were overwhelmingly made up of men from his old New Hampshire regiment, including one of his captains, John Stark. They fought with the same tactics and cunning as the Indians and were feared by French and Indian alike.

During the French and Indian War, New Hampshire militiamen were among the victims of the massacre at Fort William Henry where they were part of the rear guard that was attacked after the French had accepted their surrender. That tragedy was avenged in 1759 when a New Hampshire regiment was among those who witnessed the final French surrender on the Plains of Abraham after the Battle of Quebec, ending the war and the near constant state of siege that New England had endured since the colonies were first founded.

The Revolutionary War

Colonists were justifiably relieved when Canada became a British colony. For several years, the militia system fell into decline. However, it was not long before militia companies were once again practicing drill in fields across New Hampshire. This time it was to defend their “rights and liberties” from British aggression. The first overt military action of the American Revolution was enacted by New Hampshire militia on New Hampshire soil.

In December, 1774, word had reached the colonies that a law had been passed ordering a halt to shipments of powder and arms to the colonies and the seizing of all powder and arms already there. Fort William and Mary, guarding Portsmouth harbor, contained large quantities of powder and was lightly guarded by British troops. It became a

Three elements of the 157th Organizational Emblem:

1: 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.

2: 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 (TAC), 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.

3: 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 TAC. The ultramarine blue background of this portion of the shield is the official color of the United States Air Force.





Predecessor units of the 133rd Air Refueling Squadron and the 157th Air Refueling Wing

The 157th Air Refueling Wing and the 133rd Air Refueling Squadron are the NHANG's core operational unit designations. Each has a history of its own, with the 133rd tracing its lineage back to an Army Air Corps active duty unit that saw action in the China-Burma-India theater in World War II. The unit was first constituted on January 19, 1942 as the 383rd Bomb Squadron (Light) and assigned to the 311th Bomb Group at Will Rogers Field, Okla. on March 2, 1942.

Transferred to Hunter Field, Savannah, Ga., in June 1942, the unit was redesignated the 383rd Bomb Squadron (Dive) and assigned to the III Ground Air Support Command. After stops at Pope Field, Fort Bragg, N.C., and Gainesville, Fla., the unit received orders for overseas duty on June 1, 1943. The squadron departed P/E San Francisco on July 31, 1943 aboard the USS *Brazil* and arrived in Karachi, India on September 10, 1943.

While enroute to India, the unit was redesignated the 529th Fighter Bomber Squadron. It was again redesignated the 529th Fighter Squadron (Single Engine) on June 25, 1944 and, shortly thereafter, transferred to the China Theater where it served until December 14, 1945.

While in India, the 529th and sister squadrons of the 311th Fighter Group were responsible for air defense of the Bramhamputra Valley, protecting the northern air route to China and the offensive operations against enemy troops and supply concentrations in northern Burma.

In addition, the unit provided reconnaissance and patrol missions and furnished "top cover" for B-24 and B-25 aircraft carrying on strategic bombing of Rangoon and escorting transports flying over "the Hump" to China. During this period the unit provided close ground support for "Merrill's Marauders" (commanded by a New Hampshireman, General Frank E. Merrill).

In China, the squadron protected B-29 Bombers for missions over Japan and Manchuria. By now the unit had flown V-72's in 1942; A-36's from 1942-1944; and P-51's from 1944-1945. It was awarded battle participation for the India-Burma, China Defensive, and China Offensive campaigns.

On January 8, 1946, the unit was deactivated. On May 24, 1946, it was redesignated the 133rd Fighter Squadron (SE) and allotted to the National Guard of New Hampshire. On October 4, 1946, the Chief, National Guard Bureau granted the authority for the organization of the 133rd Fighter Squadron (SE), NGoNH, and its related elements, the Utility Flight, Detachment B; the 201st Air Service Group (Fighter); and the 133rd Weather Station (Type A). As a successor unit of the 529th Fighter Squadron, the 133rd Fighter Squadron and its successor units are entitled to the history, battle honors, and any colors earned by its predecessor units during previous active service.

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 (MEANG) 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 (NHANG).

race between rivals in Boston (the British Army and Navy on the one side and such patriots as Sam Adams on the other) to see who could get to the powder first.

The British dispatched a warship and the Patriots, Paul Revere. In a preview of his later, more famous ride, he rode through a snowstorm and arrived well ahead of the ship, which had been turned back by the elements. New Hampshire Patriots called out the militia on the night of December 14, 1774 and 400 local militia took the fort and its small garrison in a combined land and sea attack. The next morning, they were joined by hundreds more and the powder, guns, and cannon were carried away.

The powder was hidden in the cellars of the First Congregational Church of Durham and several other community churches in the seacoast region. It was later used at the Battle of Bunker Hill and other early battles of the Revolution.

From the onset of hostilities, New Hampshire regiments figured prominently in the fight for independence. At Bunker Hill, John Stark led his men against the British and, according to various accounts, many, if not most, of the men who fought that battle were from New Hampshire. Later, at the Battle of Bennington, Stark defeated an entrenched force of German mercenaries (British allies). This helped lead, one month later, to the victory at Saratoga, a battle most believe was the turning point of the war.

Overall, thousands had served. In fact, more New Hampshire men served, per capita, during both the French and Indian War and the Revolution than any other colony or state. This may help to explain why New Hampshire was the first colony to declare itself independent from the British crown in Janu-



ary 1776. The 1st New Hampshire Regiment served in Washington's Continental Army for almost nine years, one of the longest serving units in the war. This regiment and others from New Hampshire saw action in almost every major engagement including Bunker Hill, Quebec, Bennington, Saratoga, Monmouth, and Yorktown.

War of 1812

During the War of 1812, the New Hampshire militia's primary objective was to protect the state's coast and frontier from invasion. The most serious threat was to the coastline where the militia was called out in force several times. Officials later learned that British naval commanders thought the area too well prepared to attack.

Civil War

The Civil War was fought mainly by volunteer regiments. During the decades prior to 1860, the militia had ceased to be a functioning organization in the state of New Hampshire. The state did, however, make significant contributions to the war effort. New Hampshire troops could be found at almost every major battle: Bull Run, Antietam, Fredericksburg, Chancellorsville, Gettysburg (where they were on Little Round Top with their Maine brothers), and Appomattox Court House. The 5th N.H. Regiment, which fought at Antietam and Gettysburg, had 1,500 of its 2,600 men killed—one of the highest loss rates in the Northern Army. Overall, 33,000 Granite Staters served in the Civil War, almost a third of whom died preserving the Union.

A National Guard

After the Civil War, veterans of that conflict organized into militia units: the 1st and 2nd Regiments of New Hampshire Volunteer Militia. By 1878, a third Regiment was added and, the following year, the militia was renamed the New Hampshire National Guard. By that time, most states had redesignated their state militia as "National Guard" units after Lafayette's *Garde Nationale* in France. The change in name reflected a changing attitude in the country from the ante-bellum concern with state's rights to the post-Civil War focus on Nationalism.

The first test of the reorganized militia was the Spanish American War in 1898. The 3rd Regiment plus elements of the 1st and 2nd

were deployed to Georgia in preparation for departure to Cuba. The War ended before New Hampshire's regiment could be engaged, however, and the unit was returned home, mustering out of federal service on October 31, 1898.

The next crisis to muster the New Hampshire Guard came in June 1916 when the 1st Regiment was activated and sent to patrol the Mexican border to protect American citizens from the raids of Pancho Villa and other Mexican revolutionaries. The unit again did not see action before it was ordered to return home to deal with another, more serious crisis—the First World War.

World War I

More than 20,000 New Hampshire men served in World War I. Of this total, 1,254 died in the conflict. The New Hampshire National Guard was mustered on July 25, 1917 at the campgrounds in Concord. The first complement to reach France was the 14th Railway Engineers who arrived on August 27th. The 2,750 men of the 1st Regiment, New Hampshire National Guard were incorporated into the 103rd Regiment of Infantry of the 26th Division, American Expeditionary Force.

The now-famous Yankee Division was made up almost exclusively of New England troops. The 103rd was 50% from Maine, 40% from New Hampshire and the rest from Massachusetts and Vermont. The 103rd served on the front lines from February 1918 until the armistice. It served well in such battles as Chateau Thierry, St Mihiel, and the Argonne. In all, 392 men of the 103rd were killed with 1,989 wounded. One of its members, George Dilboy of Keene, was awarded the Congressional Medal of Honor.

After the war, most of the Yankee Division's New Hampshire men were discharged and the National Guard had to start from scratch. In 1922 the old infantry regiments were reorganized into the 172nd Field and the 197th Coast Artillery units. The training they were to receive in the period between world wars would serve them and their nation well.

World War II

After World War II began in 1939, it soon became apparent that America would find it difficult to stay out of the conflict. To prepare, the National Guard was activated across the nation in September 1941. That move effectively doubled the size of the U.S. Army. The 172nd



Field Artillery and the 197th Coast Artillery (anti-aircraft) were sent for training to camps in Florida, Louisiana, and Texas, and became training cadres for the thousands of draftees who also came in to fill their ranks.

In addition, many New Hampshire Guardsmen were taken from the ranks of the artillery units to serve the same training role in anti-tank units, as well as in the Army Air Force, mountain troops, and transport units. More than 200 Guardsmen were sent to officer candidate schools. To maximize the distribution of experienced personnel, the New Hampshire units were each split into two units, then recruited or drafted up to full strength.

The state's units served with great distinction in the two major theaters of the war—the 172nd in Europe and the 197th in the Pacific. The 172nd landed on Utah Beach one week after D-day, fought its way through France, Belgium, and Germany, and fired 97,000 rounds of artillery during 10 months of almost continuous combat.

The 197th, meanwhile, had sailed to Australia in 1942 and immediately played a role in the defense of one of the last bastions of democracy still unconquered by the Japanese. The unit's reorganized battalions, the 210th and 744th, provided anti-aircraft support in several areas in the Pacific Theater, culminating in their assignment to the Philippines in the last months of the war. The Army rated both units as two of the best of their kind in that theater. The 210th was first to make extensive use of rockets, setting the theater record for the greatest number of enemy aircraft destroyed per number of rounds fired.

The two units eventually provided many leaders to the U.S. Army including the first chief of staff of the Anti-Aircraft Command. Both organizations were scheduled to participate in the invasion of Japan when the war ended in August 1945. They were deactivated on December 29, 1945.

The stage was set for the birth of the New Hampshire Air National Guard two years later.

1

The Early Years: World War II to the 1950s

By CMSgt. Ronald Nadeau

The immediate years after World War II were filled with crises, economic relocation, and social change. The Soviet Union wished to become a global military power. It subjugated Eastern Europe into “Warsaw Pact” nations. Chairman Mao’s Communists took over China. A devastated Europe desperately worked to rebuild its economy and feed its starving people.

Millions of GI’s were demobilized in 1945 and 1946, streaming back to the states to start or rebuild families. Thousands of war department contracts were canceled. Women, who had answered the call for higher wartime industrial production, found themselves competing with thousands of newly-arrived GI’s. Inflation was rampant. So were shortages of meat, sugar, and wheat.

Having held the line on wages during the war years, workers were now determined to have better pay and working conditions. Strikes plagued the American economy as the auto industry, railroads, and phone company all struggled with rising worker demands.

Downsizing

President Truman, seeing these burdens, was not enthusiastic about the call of his military experts who insisted that the United States must remain strong in the face of post-war challenges from the Soviet Union and others. Then, too, Americans were sick of conflict and confident that World War II had deterred any potential aggressors. Besides, we had the atomic bomb.

The result was a demobilization so rapid that agencies tasked with carrying out the order could not keep up with work. The Army Air Force downsized from 2.3 million men and women and 72,000 planes in 1945, to approximately 300,000 members and 10,000 planes by May 1947.

The President and a majority of Congress came to believe that we simply could not afford a large military establishment. A major controversy began to brew over how large an active duty force was

needed and what part of national defense should be assumed by less expensive reserve forces. The War Department’s answer to keeping costs down was to maintain the draft. But the President and many in Congress wished to strengthen the reserves. Thus the stage was set for political battles that led to the creation of the Air National Guard.

Birth of the Air Guard

Despite the accomplishments of the militia and guardsmen over centuries, many high ranking War Department officials and Army Air Force officers believed, after World War II, that the demands of modern warfare made the state-commanded National Guard obsolete. Even the idea of a federal-controlled air reserve component was considered marginally useful in a military dominated by the strategy called “nuclear deterrence.”

But the demands of a shrinking defense budget won out and the Air National Guard was born. Further, the newly-established U.S. Air Force needed the National Guard’s political muscle to achieve its own objectives. Like it or not, the Army Air Force, then subsequently the U.S. Air Force, had to swallow the concept of a citizen-airman, state-controlled militia sharing the airpower mission.

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.

The wartime components of the 311th were renumbered the 132nd, 133rd, and 134th Fighter Squadrons, with one each going to Maine, New Hampshire, and Vermont. The 133rd Fighter Squadron (augmented) was assigned to the Adjutant General of New Hampshire on October 4, 1946. Brigadier General Charles F. Bowen (AGNH) was



Pride and camaraderie shows in the faces of the 133rd's first pilots shown here posing with a unit P-47 Thunderbolt. From left to right: Valmore Beaudrault, Richard Luscombe, Hector Senecal, William Mudge, Richard Leonard, and Roland Dumais. The last person on the right could not be identified. (Courtesy Dick Luscombe)

granted authority to organize and recruit 50 officers and 303 enlisted men for the 133rd Fighter Squadron, the Utility Flight of the 133rd, Detachment B, 201st Air Service Group (Fighter), and the 133rd Weather Station (Type A). Federal recognition would be withheld until 25% of its authorized officers and 10% of its authorized enlisted men were on the rolls, an objective finally achieved on April 14, 1947.

On that first evening drill, thirteen officers and 14 enlisted men signed the 133rd Fighter Squadron's initial roster with another two officers and 22 enlisted men signing the rolls of Detachment B, 201st Air Service Group. Youthful Major Norman J. Fortier, 24, commanded.

Planes, planes, planes

With more World War II surplus planes than people, the 133rd's main objectives were to bring the unit to 100% strength, train aircrews and maintain its 28 P-47D Thunderbolt fight-

ers, four B-26 bombers, four AT-6A trainers, two L-5 Sentinel observation planes and two C-47A Skytrain transports. It remains the largest fleet the New Hampshire Air National Guard ever had.

The first aircraft arrived on May 28th. The unit received eight P-47 fighters, flown here from Middletown, Pa., Air Depot by pilots from Dow Field, Me., just in time to coincide with a visit to Grenier Field by the state's House and Senate military affairs committees. The legislators were duly impressed with New Hampshire's growing Air Force and glad to hear that the remaining fighters were to be delivered the following week.

Unfortunately, the defense budget was far more generous with surplus aircraft than with operations and maintenance funds needed to attract and retain experienced World War II veterans and build the infrastructure needed to accomplish its Continental Air Command (CONAC) mission. Deprived of adequate



Working on the P-47 aircraft machine guns. (Courtesy Elzear G. "Al" Houle)

resources and subject to the normal growing pains of new organizations, early Air Guard units were considered by many in the regular establishment to be no more than "aircraft in flyable storage."

And yet, despite obstacles that would have discouraged lesser people, the airmen of the N.H. Air Guard pursued their objectives with a single-mindedness that was, and has remained, a characteristic New Hampshire tradition. Training received a high priority. While the first aircraft were being delivered to Grenier, Capt. Stanley Drinkwater, the aircraft maintenance officer, 1st. Lt. John D. Woodward, tech supply officer, and supply clerk Ernest Purcell were all at Olmsted Field, Pa., being trained in supply procedures.

The P-47 "Jugs," had been received painted for an Alaskan rescue mission. They were now stripped and painted for the 133rd's fighter mission. But parts were hard to get, paychecks often ran late, and lack of funds caused an occasional "downsizing." Still, the New Hampshire unit developed a reputation for making maximum use of its available flying time. Maintenance mechanics made sure aircraft were available when pilots were ready to fly. Operations personnel were quick to credit these maintenance pioneers for enabling them to maintain flying proficiency.

Professionals from the start

Although vilified by some active duty people as "glorified flying clubs," the Air Guard maintained the flying proficiency of hundreds of pilots. It provided a training ground for maintenance and other ground personnel, producing some of the most highly-skilled technicians in the Air Force.

New Hampshire's airmen met two Tuesdays a month for two hours. Pilots usually flew on weekends or whenever a few hours could be spared. At first, the unit was made up almost exclusively of World War II veterans who



A Jug in the snow. The P-47 was a tough machine that had borne the brunt of air combat during the early years of World War II.



Lt. Don Caron and one of the NHANG's first aircraft.

joined for a variety of reasons. They loved to fly. They enjoyed working on aircraft. They needed a job. They enjoyed the unique camaraderie of a military unit. These men had served all over the world, flying or maintaining B-17's, P-38's, P-47's, P-51's, C-47's, and many other aircraft in far off places like England, Sicily, North Africa, Guadalcanal, Bougainville, South America, India, and China. Many of the new guardsmen had been shot at, shot down, and bombed. Some had witnessed the death of comrades in battle, others taken prisoner. They would prove to be an excellent training cadre for the non-prior-service recruits that entered the unit in the late 40's and early 50's.

Pay was considered good. An NCO received \$2 per drill while full-time maintenance technicians earned about \$50 a week. Full-timers were expected to be the unit's recruiters and took turns doing janitorial services, nighttime boiler and guard duty. Each full-timer was personally interviewed by the adjutant general and the starting salary was a matter of negotiation with each individual.

Growing pains

Lt. Col. Charles G.Y. Normand, a much-decorated fighter pilot and New Hampshire native, assumed command of the 133rd on November 7, 1947. Under Normand's command, the unit launched an extensive recruiting drive. The task wasn't easy. Most men had to take an administrative demotion to get into the unit. Promotions were slow. Many believed advancement and salaries were held down because New Hampshire wanted to keep costs at the lowest possible level. But by the late 1940's, promotions came faster and many men at the very least got back their war-time rank.

As more men without prior service joined the unit, those already on board provided both basic and technical training at Grenier for the new recruits. Playing the role of basic training instructor was a very satisfying experience for some older veterans. Relations between officers and enlisted were, for the most part, very formal. They reflected the "brown shoe" roots of most of the unit's leaders.



Annual training

Annual training consisted of a two-week summer deployment to Dow Field in Bangor, now occupied by the Maine Air National Guard. Here the 101st Group would all train together. The 133rd traveled to Bangor in a convoy. Once on site, "Bowen's Brownies" would live and eat in tents, don their gas masks, qualify with small arms, launch aircraft, and practice gunnery.

Many friendships were forged during "summer camp." These friendships would last a lifetime once families shared the common bond that the Air Guard would eventually create. The next decade strengthened those ties as the 133rd and its support units experienced war, victory, and growth, while the nation prepared to meet the Soviet threat.

On December 1, 1948, under the command of First Air Force and Air Defense Command of the U.S. Army Air Force, the entire 101st was transferred to the Continental Air Command (CONAC) shortly after the U.S. Air Force was established on September 18, 1947 as a separate branch of the Armed Forces.

The unit was now fully manned and ready. By 1949 Lt. Colonel Normand's recruiting drive had accomplished its goal of 32 officers and 100 airmen. There was even a waiting list for prospective new members.



Scenes from basic training. During the early years, new recruits attended basic training at Grenier Field. "Rainbows" were broken in by the fulltime technicians who doubled as TI's. The new airmen are shown here during an overnight bivouac, munching on C-rations.

Grenier Field

For 20 years the New Hampshire Air National Guard would call Grenier Field, Manchester, home. Known today as Manchester Airport, it was built in 1941 with three runways, each more than 5,500 feet long. The facility was named in honor of Lieutenant Jean Donat Grenier, a Manchester native commissioned in the Army Air Corps at Kelly Field, Texas in 1933. Grenier died on February 16, 1934, when the Army Air Corps mail service plane he was piloting on a run between Salt Lake City and Cheyenne, Wyoming, crashed into a Utah canyon during a blinding snowstorm.

The airport was first manned by the 45th Bombardment Group and, by 1942, the nucleus of the Eighth Air Force, under the command of Lieutenant General Carl Spaatz, which had moved to Grenier for final training before departing for England to drop the first American bombs on Nazi Germany. The Thirteenth Anti-Submarine Squadron, patrolling the sea lanes between New Hampshire and Virginia, was also stationed at Grenier until the end of 1943. In 1944 the Air Transport Command commenced operations from Grenier and in 1946 the First Air Force began using the base as a combat training field.

The base was deactivated in 1948 but was active enough to serve as a training ground for New Hampshire's early Air Guardsmen. It was activated again in February 1951 when the N.H. Air National Guard was called into Federal service.



Grenier Field in its heyday

2

Neighbors in Uniform 1950–1960

By SSgt. Clermont Boutin

Take me back. Take me way, way back to the days before the KC-135. To the days of the '57 Chevy and the 39th Army Band playing Christmas songs for patients in the Manchester Veterans Hospital. Take me back to the days when Air Force bases were called “fields.” To the day “The Fighting Kentuckian,” starring John Wayne, was playing at the Rex Theater and phonograph records (78 r.p.m., of course) sold for 25 cents at Manchester Music Store. Cott’s soda in a glass bottle is just 10 cents.

In these not-so-distant times folks were reading the “funnies” in the *Morning Union Leader*. They laughed at the antics of Moon Mullins and Kerry Drake, Mickey Finn, Joe Palooka, and Gasoline Alley. Fred Astaire and Ginger Rogers own Broadway. Fats Domino is “Walking to New Orleans”—on radio’s everywhere.

Such was the “back drop” for the early years of the Air National Guard.

Korea

On February 1, 1951 the 133rd Fighter Interceptor Squadron was activated for the Korean War. The 133rd had 391 people and flew P-47D Aircraft (called “Jugs” by the men who flew and maintained them). The unit would remain on active duty for 21 months until November 1, 1952.

The chronology of events leading to war began June 25, 1950, when North Korea invaded South Korea, quickly overwhelming the South’s armed forces. Fearing the invasion was Soviet inspired, President Truman decided to intervene.

The onset of another war was frustrating to U.S. military commanders, still battle worn from the five-year struggle against Japan. American troops stationed there were neither physically nor psychologically prepared. Their 75 mm bazookas could not penetrate the Soviet T-34 tanks used by the North.



Late 1950's Christmas Party. Chaplain John Shea presides, with Cook Richard Blais. (Courtesy Louis T. Hudon)



Backed by a unit P-47, the 133rd Fighter Interceptor Squadron mugs for an early 1950's group shot. Front row, left to right: Bob Sturtevant, unknown, Bob Bowen, Al Fletcher, unknown, Jean Bouchard, Ed Boisvert, Roger Houle, Al Clapp, Nick Cacavas, and Harry Demos. Back row, left to right: John Devine, ? Ingalls, Ed Kulesz, Luther Preston, Elmer Therrien, unknown, John Monroe, Pete Panagos, Bill Lefebvre, unknown, Bob Leary, Tex Scarborough, Paul Savoy, Bob Poehlman, and Howard Towne. (Courtesy MSgt. Jeff Adams)

We could project just two infantry units rather than the standard three battalions. In the light of all that, many urged the President to use the atom bomb one more time. Truman was skeptical, though, fearing the Russians would do the same. Like it or not, the war was on.

At the outbreak of Korea, the Air Guard had 27 Federally recognized wings. Twenty-two of these contained 66 tactical squadrons. Some 45,000 officers and men were called up. Another 138,600 Army National Guard troops along with 244,000 Reservists would be activated. In October 1950, the New Hampshire Air National Guard was reorganized as a wing, a fighter group with three tactical squadrons, two supporting groups with their assigned squadrons, and a medical group.

A call to arms

By May–June of 1950 the Air Force found itself short of trained manpower. Truman had budget restrictions which limited the Air Force to just over 400,000 men. The Korean War eliminated the curb on Air Force expansion, destroying the President's military budget.

Within a year, the Air Force grew from 411,277 to 788,381 men. It reached a Korean War peak of 977,500 by June 30, 1953. The



Governor Sherman Adams, who served from 1949 to 1953 and was later a player in the Eisenhower Administration, observes aircraft engine maintenance. From left are Stan Stogniew, Dick Miller, and Bob Speass. (Courtesy CMS Stanislaw Stogniew, Ret.)



NHANG camaraderie in a Grenier post-war office. Note dial telephone on desk at far left. From left are Col. Roland Breton, SSgt. Gil Biron, Ben Lasalle, Andy Julien, Doug Jackson, Mike Vaal, Bob Labrie, and "Red" Sinonice.

vast majority of the suddenly-swelled force were Air Guard and Reservists, who either volunteered or were recalled to active duty. A Fifth Air Force study later revealed that approximately 80% of its personnel were recalled Air Guardsmen and Air Force Reservists.

Korea was the Air Guard's first war. Sixty-six of its 92 tactical flying squadrons were called to active duty. Some 45,000 Air National Guardsman saw active duty from 1950 to 1953. The war represented a turning point in the Guard's history, as authorized troop strength was forever significantly increased.



Smiling 1950 NHANGers—proud members of the 133rd Armament. (Courtesy Lionel Leblanc)



An early NHANG Christmas card.

In January, 1951, an Air Section to the State National Guard Headquarters was activated and on February 15, a separate ANG State Headquarters was federally recognized with a duty station at the adjutant general's office in Concord.

On guard

The 101st Wing had already been called up on February 1—the very height of the Korean conflict. Attached to the 4707th Wing, Otis AFB, Mass., the new Granite State unit was stationed at Grenier under the commands of Lt. Col. Lauren A. Howard, who had succeeded Normand in March 1949, and Detachment Commander now-Major Stanley Drinkwater, one of the original unit members. The 133rd stayed in Manchester during its 21 months of active duty, mostly flying gunnery practice missions. It ranked among the best Air Defense Command conventional scramble-type fighter squadrons. Not surprisingly, a majority of officers and a substantial number of airmen saw duty overseas in different theaters of operations including Korean combat missions.



As the war drew to a close, the adjutant general anticipated the squadron's return and created the 8133rd Squadron in mid-1952 under the command of Lt. Col. William J. Hamilton. This "holding" unit provided a home for new airmen while the boys returned from war. An almost certain loss of experienced personnel was anticipated. The widely scattered 160 NHANGers did come back a few months later and the colors of the 133rd Fighter Squadron were officially returned to the state on November 1, 1952.

Shortly after the return of personnel, the 8133rd Squadron was disbanded and its members merged with the 133rd along with a Utility Flight, Air Service Group, and Weather Station. Now equipped with P-51H aircraft, the 133rd saw two T-33 jet trainers phased into service along with two B-25 bombers. On December 12, 1953, Gen. Bowen announced that his squadron would acquire F-94 Starfire Interceptor planes during the next few months. Five days later, the AG revealed plans to spend \$1,750,000 in Federal



MSgt. Bruno Cesare, left, and MSgt. Harry Demos inspect a T-33's cockpit. (Courtesy CMSgt. Bruno Cesare, ret.)

Sgt. Bruno Cesare

The aircraft of the NHANG were in the care of men on the flightline such as MSgt. Bruno Cesare and MSgt. Harry Demos. MSgt. Cesare, a maintenance control supervisor, started his military career in January 1941 with the Army Air Corps. The former civilian aircraft mechanic and a friend had discussed their abilities with a Navy recruiter. With a lack of recruits, especially aircraft mechanics, the Navy was thrilled to have them enlist.

The pair were offered CPO 2nd Class, the equivalent of technical sergeant. But Bruno was denied Navy enlistment because he wore glasses. That left Bruno little choice but to enter the Army Air Corps, which sent him to Selfridge Field, Mi., for basic training. Here young men were herded into a hangar to weed out anyone with diseases. Those determined to be healthy, were taught to march, introduced to an officer and read the Articles of War. After one week of this and one more of schooling, new recruits got assigned to the 5th Fighter Squadron as aircraft mechanics.

In June 1941 Bruno sailed by troop ship to England. En route, the ship following them, carrying all the supplies and tools, was blown out of the North Atlantic. Still, MSgt. Cesare arrived safely to work on British Spitfires all over Europe in places like North Africa, Corsica, and Sicily.

Bruno returned to the states in 1945 with the anticipation of getting a Pacific assignment. But the War ended and he was discharged after a short stint in Greenville, Texas. Coming home to New Hampshire, Bruno found employment at Grenier Field with the active forces as a .90 cents-an-hour civil servant engine sub-deputy. Next the active forces left, so

Bruno got a private pilot's license while working for a garage and then a casket company in Manchester.

When the Air National Guard opened by order of State Adjutant General Charles F. Bowen, Bruno saw an opportunity to get back into the service. Bowen, however, hired all his mechanics as privates, thereby ensuring that everyone started on the same level playing field. Bruno Cesare came in as a crew chief, working P-47's, T-6's, and a C-47 "Goonie Bird." He retired as a Chief Master Sergeant in 1980.

Proud maintainers pose with an unidentified tech rep after an engine change. Kneeling, left to right: MSgt. John Kustra and TSgt. Robert Leary. Standing, left to right: MSgt. Bruno Cesare, Capt. William Kordas, and MSgt. Jack Mumford. (Courtesy CMSgt. Bruno Cesare, ret.)





**Brigadier General
James E. Cuddihee**
*Assistant Adjutant General
for Air, New Hampshire Air
National Guard*

General Cuddihee enlisted with the Army Air Corps aviation cadets on September 21, 1942 and was commissioned a second lieutenant and awarded his wings on January 7, 1944 upon completion of pilot training.

A P-47 Thunderbolt pilot, General Cuddihee flew 12 combat missions in the European Theater of Operations, becoming a prisoner of war from July 29, 1944 to April 29, 1945. He joined the 133rd Fighter Squadron, New Hampshire Air National Guard (NHANG) December 21, 1948 as a fighter pilot flying P-51 Mustangs. He served on extended active duty with the United States Air Force during the Korean Conflict as an instructor fighter pilot and aircraft maintenance officer, returning to the NHANG in June of 1953. He became the flying squadron operations officer in 1954 when the 133rd converted to the F-94B Starfire. General Cuddihee assumed command of the 133rd Fighter Interceptor Squadron in 1956, a position he held when the unit was assigned F-86 Sabrejet aircraft in 1958.

General Cuddihee again served on active duty when the NHANG was activated during the Berlin Crisis, 1961–1962, flying C-97 Stratofreighters for the Military Air Transport Service. He was appointed Deputy Commander for Operations, 157th Airlift Group, on January 30, 1966, concurrent with the unit's relocation from Grenier Field in Manchester to Pease Air Force Base. He oversaw the 157th's conversion to the Military Airlift Command's C-124 Globemaster in 1968, followed by a conversion to Tactical Air Command's C-130 Hercules in 1971.

General Cuddihee was appointed commander of the 157th Airlift Group on August 2, 1975, when the unit was converting to KC-135 Stratotankers to assume an aerial refueling mission with the Strategic Air Command (SAC). Through his efforts, the 157th Air Refueling Group became a true partner in the Total Force as the first Air National Guard (ANG) unit to stand alert with an active duty SAC unit.

A command pilot with more than 20,000 flying hours in more than 20 different types and models of military aircraft, General Cuddihee logged his 20,000th flying hour during an historic refueling mission December 16, 1977. This mission marked him as the most senior military aviator in the USAF, Air Force Reserve, or ANG at that time.

General Cuddihee served as an air technician from June 1, 1953 to March 16, 1979 in positions of aircraft maintenance officer, flying training instructor, operations officer, and Air Commander. He served as 157th Air Refueling Group Commander until July 16, 1978, when he was appointed Assistant Adjutant General Air for New Hampshire. He was promoted to Brigadier General February 8, 1979 and retired October 31, 1981 with more than 39 years of service.

During his years as commander of the 157th, General Cuddihee's presence was so pervasive, and the traits of dedication and excellence were so ingrained within the organization, that the NHANG was synonymous with his name.

Brigadier General James E. Cuddihee's legacy is one of highly-trained and motivated participants in the Total Force. Each year, the 133rd Air Refueling Squadron presents an award to the NHANG crewmember who best exemplifies the spirit and high standards of professionalism he exemplified and inspired. In addition, the 157th Air Refueling Wing is proud to dedicate its Operations facility to this outstanding aviator and leader.

funds, making Grenier the permanent home of the 133rd Fighter Interceptor Squadron. The F-94's (series "A" and "B") arrived June 9, 1954.

**Summer Camp,
July 1953**

The Summer Camp (field training) of 1953 was held with units from Vermont and Maine at Otis Field, Mass. The majority of the training consisted of an aerial gunnery meet. Two pilots from each state were selected annually to represent each squadron. Pilots chosen from the 133rd were unit commander Maj. Paul Smith and 1st Lt. Howard Weston from Hancock. Nicknamed "Smith and Weston," each was deemed an extraordinary aerial marksman.

In competition, pilots got 180 rounds of ammunition. Weston proved to be the best from the tri-states with 44 hits. Smith finished second with 16, while a Vermonter was third with 13 hits. Three missions were scheduled, but only two were flown due to the loss of a tow target. New Hampshire won both. Weston, 27, would fly 100 missions in Korea as a jet fighter pilot. His awards included the Distinguished Flying Cross, the Air Medal with two oak leaf clusters, the United Nations Service Medal, Korean Service Medal, National Defense Service Medal, the Sygman Rhee Unit Citation, and the Presidential Unit Citation.

New Hampshire's planes flew much more than those of Maine and Vermont. They logged 675 hours and a total of 752 pilot hours, which is approximately 250 more than the other two states. For 15 days of field training, the 31 officers and 330 airmen of the NHANG's 133rd Fighter Interceptor Squadron were paid a paltry \$30,000.



Eisenhower had just become president when this Air Guard P-51H touched down at Nashua Airport in 1952. (Courtesy Col. Paul Smith)



Days of yore are recalled in this 1949 photo of fighter pilots of the 133rd Squadron, NHANG, encamped at Dow Air Force Base, Me. First row, left to right: Russell Taber, Clarence O'Connor, Raymond Langer, Jim Cuddihee, Robert McBride, Richard Luscombe, William Mudge, Harold Langley. Second row: Lawrence Beaudreault, Lee Batchelder, Richard Putnam, Paul Teague, Richard Leonard, Robert Salisbury, Hector Senecal, Robert J. Manning. Third row (standing): J.C. Wilson, Robert Boyd, Donald Caron, Roger Shaw, Stanley Drinkwater, Adjutant General Bowen, Lauren Howard, Stuart Readio, Albert Macsata, and air instructor Major Ray S. Wetmore.



A youthful James Cuddihee discusses flight plans with Hector Senecal in Grenier Field's Operations section. Senecal, a pilot from Nashua, was a weight-lifting champion. (Courtesy Lionel Leblanc)



P-51 Mustangs on Grenier's flight line. (Courtesy Lionel Leblanc)



Unidentified maintainer prepares to inspect a P-51 Mustang engine. (Courtesy Lionel Leblanc)



Colonel Paul R. Smith

Paul Smith was born in Derry on August 5, 1919. The Pinkerton Academy graduate enlisted in the Army Air Corps in December, 1940, leaving for active duty on New Year's Day, 1941. A commission followed in 1942 after graduation from Aviation Cadet School.

Promoted to captain, Smith went overseas in March, 1944. Piloting P-47's in the European Theater of Operations, he flew 77 combat missions.

Both of the Thunderbolts he flew were named after the young woman he would later marry, Ruth Farrell of Somerville, Mass. The move seemed to bring him good luck. Smith served safely as "top cover" for the beachhead landings at Normandy, later taking part in the capture of Cherbourg and the break-through at St. Lo. His superlative war record included awards of the Air Medal with 13 Oak Leaf Clusters and two bronze battle stars. The French government presented the Croix de Guerre and a citation for exceptional meritorious service in that country's liberation.

Smith came home January 2, 1945 and left the active service. Major Smith joined the New Hampshire Air National Guard in 1947, becoming operations officer for the 133rd Fighter Squadron. He served two years of active service in the Pacific during the Korean conflict.

Back at Grenier, following graduation from USAF Air Command and Staff School, Maj. Smith became commander of the 133rd Fighter Interceptor Squadron on January 11, 1953. He was promoted to lieutenant colonel in July 1954 and full colonel in October 1958.



As the decade of the 50's opens, a P-51H Mustang makes an unusual 1952 stop in Nashua. From left are James Cuddihee, a Mr. Tamposi, the airport manager, and Unit Commander Paul Smith. "We flew all over the place in those days," Smith said. "We had to get pilots, too. We didn't have pilots to fly those things."

On alert

The main purpose of the 133rd was to provide front line defense for the United States and to intercept aircraft not readily identifiable by radar or pre-filed flight plan. The radar detection station at North Truro, Mass., was ready to make detection and calls for a scramble. Within three minutes the 133rd could be airborne and heading for a prospective rendezvous point. After identifying any intruders, our aircraft were supposed to radio back to North Truro for further instructions. From October, 1954 until June 30, 1956 the 133rd

served on "scramble alert" status, becoming the first Air National Guard unit to win the General Winston P. Wilson Trophy in August, 1956. The recognition was awarded annually to the most outstanding Air Guard jet fighter or reconnaissance unit in the United States.

Reorganization

Earlier, in April, 1956, the New Hampshire unit was elevated to group status, assuming the designation 101st Fighter Group, NHANG. The 133rd Squadron had been headquartered in Vermont as part of the



Summer Camp 1956, Otis AFB, Cape Cod. First row all unknown. Back row, left to right: Pete Panagos, Bill McCue, Ken Wall, R. Bowen, Jim Turner, Armand Major, Carl Weinard, and R. Boisvert. (Courtesy Kenneth Wall)



NCOIC Lionel L. Leblanc explains fundamentals of the carbine. From left are A2C Donald M. Dobrowski, A3C Roger Charpentier, A2C Bernard P. Laplante, SSgt. Charles R. Towne, Jr., and A3C Richard Mathews. (Courtesy Lionel Leblanc)



It's 1954 and a familiar face (Jim Cuddihee), then a captain, prepares to give SSgt. Dick Toohey his first jet aircraft ride in the unit's famous T-33 Number 9570. (Courtesy Maurice Boucher)

Air Defense Group since 1954. Components of the new 400-man unit included the original 133rd FIS, the 101st Group Headquarters, 101st Medical Squadron, 101st Air Base Squadron, and 101st USAF Dispensary.

Growth came rapidly. By April 1958, the 101st counted nearly 700 officers and airmen. It was now re-equipped with 24 F-86L Sabrejets, a swept-wing fighter that had earned its reputation in the skies over Korea. The rocket firing aircraft, boasted 650 mph speed, superb maneuverability, and a 1,000-mile range. More than a dozen were in place by May. The old F-94's were shipped to other states for training purposes.



A mid-'50s maintenance crew. Front row, left to right: Bill Lefebvre, Jack Turner, Paul Lefebvre, Dick Nault, Bob Sturtevant, Phil Bonnin, and Bill Brazawski. In the second row, left to right: unknown, Robert Willoughby, Larry Chretien, unknown, unknown, and Armand Major. (Courtesy Robert Woodward)



Red Tail Flight: CMSgt. Bill Lefebvre watches from the tug as the crew installs an F-86L engine, circa 1957. (Courtesy Walter Colby)



Smiling mid-'50s Grenier Ops crew. From left are Paul Beaudry, Al Cerweny, Bob Robie, Norm Belanger, and John F. Smith. (Courtesy Maurice Boucher, ret.)



A gung-ho group of NHANG pilots and RO's at Otis AFB, Cape Cod "Summer Camp" 1957. (Courtesy Maurice Boucher, ret.)

The Material Squadron was reorganized to become the 101st Consolidated Aircraft Maintenance Squadron.

By now, the unit's explosive growth stimulated a major construction program which, within a few years, would give the NHANG a complex of new and reconditioned facilities providing space for offices, a cafeteria, troop housing, photography, instrument, quality control, electrical, engine, and material shops.

Summer Camp, 1958

The unit again found itself at Otis. Highlighting the period was a visit from New Hampshire Governor Lane Dwinell. After a welcome reception with the troops, he toured facilities



Severe weather forces unit aircraft inside, Grenier Field 1958. (Courtesy Maurice Boucher, ret.)

and met members of both the 133rd and 101st. The guest list for the Governor's Day event included State Adjutant General Brig. Gen. Francis McSwiney and four members of the Governor's Council, Roger Brassard, Renfrew A. Thompson, Frederick H. Fletcher, and Chris



New Hampshire Governor Lane Dwinell talks with Capt. Bill Kordas during Governor's Day at Otis AFB summer camp, late 1950's. Dwinell, who passed away in 1997, served from 1955 to 1959.



An F-86L at Manchester Airport in 1959. (Courtesy Col. Paul Smith)

Whittier. The Governor's military staff included Lt. Col. Francis Sargent, Lt. Cdr. Roger Beane, Maj. George Noyes, and Maj. Donald Ring.

The state's chief executive saw a demonstration in parachute packing, inspected the building up of a turbine section in the propulsion section, and, fitted out in a flight suit, took a ride in a Sabrejet Fighter.

There was plenty of training during the two-week encampment. The 133rd's aircraft flew 225 hours on 119 missions including five gunnery missions. At the same time, the communications section was busy checking and repairing radio equipment throughout the flightline. Security police sharpened skills on the firing range.

Like today's unit deployments, summer encampments in the 1950's were a great way for everyone to work and train together as well as promote camaraderie.

From jets to cargo ships

On January 15, 1960, in a *Union Leader* story, State Adjutant General Maj. Gen. Francis B. McSwiney announced that the NHANG would swap its recently acquired Sabrejet Fighters for eight C-97A Boeing Stratofreighter aircraft. The changeover was effective immediately with the first of the new planes slated to arrive in February. Flight crews departed the following weekend for training on their new transport planes.

The change transitioned the NHANG from fighter duty to global general cargo and troop carrier service. It ended a 14-year affiliation with Air Defense Command and a six-year love affair with jets.

On September 1, the unit became part of the USAF's Military Air Transport Service (MATS). With many details left to be ironed out, 101st Fighter Group Commander Col. Paul R. Smith and Dublin's Capt. James E. Cuddihee, commander of the 133rd Fighter Interceptor Squadron, were two of the first pilots to leave for training at Travis AFB, Calif. With them went MSgt. Robert Bowen and TSgt. Robert Grady, both of Manchester. A few weeks later, these four men were followed by other pilots, engineers, and maintenance men.

The Stratocruiser, in its time, was one of the largest propeller-driven transport aircraft in use by the military. It weighed 87 tons, twice the gross weight of a DC-7, but less than the Boeing 707, which has a gross weight of 120 tons. Fully loaded, the C-97 could carry 130 troops several thousand miles. It had a 141-foot wingspan, was 110 feet long, with a tail nearly four stories high. Equipped with four Pratt & Whitney 3,200 horsepower engines, the aircraft could travel about 300 miles-per-hour. Many C-97's were later converted to KC-97 air refueling tankers assigned to SAC. Pan American used them for the commercial arena.



Governor Wesley Powell visits the NCO Open Mess during Governor's Day, 1959. Kneeling, left to right: Real Beaulieu, Roger Boisvert, Emile Moquin, Bob Gould, Carl Young, and Roger Charron. Standing, left to right: Bob Patrick, Paul Beaudry, Harry Demos, Powell, Unit Commander Paul R. Smith, N.H. Adjutant General F.B. McSwiney, Bill Parkinson, and Harvey Martel. (Courtesy Maurice Boucher, ret.)

Era's end

Looking back, the fifties were very busy for the New Hampshire Air National Guard. The unit had established itself at Grenier in old World War II-era structures, later moving into new buildings. There were challenging encampments every summer, the real-world demands of Korea, and multiple transitions of aircraft. It was an era that generated much of the spirit and élan of the 101st Group and the 133rd Squadron, which remains with us today.

3

Crisis, Relocation, and War 1961–1970

By SrA. Mark A. Leno, Jr.

The dawning of the 1960's remains among history's most memorable eras. A dashing handsome and young Jack Kennedy had taken the White House. Pundits wondered how the new, inexperienced President could cope with Communist China, the Soviet Union, and, of course, Cuba. Viet Nam was not quite a household word, even though the U.S. was already involved there.

In sports, the Yankees recovered from their dramatic 1960 series loss to the Pittsburgh Pirates (remember Mazerowski's homer over the Longene's clock?). The Bronx Bombers went on to defeat Cincinnati in the Series of '61 after Maris and Mantle had chased Babe Ruth's 60-home-run-mark all summer long. The Philadelphia Eagles, behind Norm VanBrocklin, were 1960 NFL champions, defeating Vince Lombardi's Green Bay Packers on frozen Franklin Field.

Back home in New Hampshire, the 157th Military Air Transport Group launched into its fresh assign-

ment. Now new programs were suddenly needed to train five-man crews for each of the eight C-97 aircraft the unit received. New buildings had to be constructed for maintenance facilities and ground support personnel required different training.

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.

With a high level of *esprit*, the NHANG surpassed requirements and in March 1960 became the first Air National Guard unit to qualify C-97 aircrew. As part of the qualification training, the crew flew a mission to Japan, making the Granite State flyers



*Grenier Field Guard hangar and ramp
circa 1961. (Courtesy Col. Paul Smith)*



The Berlin Crisis

By TSgt. Herb Petelle (NHANG-Ret.)

Early in his 1000-day administration, President John F. Kennedy faced a crisis that had the potential of escalating to a nuclear exchange between the Soviet Union and the United States. Soviet Premier Khrushchev, believing that he was losing East Berlin, feared ultimately he would also lose Poland and all of East Germany if he did not stop the alarming flow of refugees from East to West Berlin.

On the night of August 13, 1961, the East Germans erected barbed wire barriers around the 104-mile periphery of West Berlin. Without warning East Berliners had been denied passage rights to the western part of the city by their own soldiers. In the upcoming days—to the free world's horror—the infamous Berlin Wall was improved and solidified with concrete blocks. This, Khrushchev believed, would be a first step in driving the Western Powers from West Berlin.

In the wake of the Bay of Pigs fiasco, an abortive invasion of Cuba by U.S.-backed rebels, Kennedy was anxious to convince Khrushchev of American resolve. Thus, Berlin became the great testing ground for Western courage and will.

Kennedy knew that Khrushchev believed Americans would not fight using conventional means, which left the atomic bomb. However, experts also felt that Khrushchev was willing to gamble that we would not use the bomb. The President studied his options, choosing not to challenge the wall itself. Instead, he decided on a show of force, stepping up draft calls and initiating reserve call-ups.

A swift pace

The Berlin Airlift followed swiftly. One of six Air Guard units mobilized for active duty, the New Hampshire Air National Guard was federalized with MATS on October 1, 1961. Between October and August 1962, approximately 33% of the total Air Guard in the United States was activated.

Equipped with eight C-97 aircraft and manned with 675 guardsmen, the unit would stay at Grenier Field during the crisis. But its aircraft and crews ranged throughout the world—touching down at bases in Europe, South America, Alaska, Japan, the Philippines, and Southeast Asia. These missions came in addition to the on-going ferrying of life-sus-



"Berlin Crisis" Motor Pool, circa 1961.



taining supplies to West Berlin. The 157th also airlifted elements of the Turkish Army to Korea and delivered essential communications equipment to Southeast Asia.

Typical of the C-97 flights leaving Grenier was one that departed in early November. Its long itinerary started with a stop at Dover AFB, Del., then it was on to Lajes, Azores; Chateauroux, France; Rhein Main, Germany; Mildenhall, England; Keflavik, Iceland; Harmon, Newfoundland, and back to Grenier Field. This 9,000-plus-mile flight required in excess of 40 hours of flying time and was supported by a crew of eight.

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.

During activation many interesting family combinations joined ranks and served as members in the 157th. Among these were several brother-and-sister teams, two brothers and two sister combinations, and one father-son team. Five members of the Hicks family served. Lt. Shirley Hicks was a nurse while her four brothers, Daniel, George, Robert, and David were scattered over several squadrons. They were the children of Daniel and the late Mrs. Hicks of Derry. Lt. Louise Tremblay, also a nurse, along with brothers Paul and Jean made their contribution. The father-son team was comprised of Maj. Hector Senecal and his son, A2C Richard Senecal.

In 11 months, the crisis cooled and on August 31, 1962 the 900 officers and airmen of the 157th Air Transport Group were returned to State control.

"Never before had the U.S. Air Force depended so heavily upon the ability of the Air National Guard to respond quickly and effectively," said Air Force Chief of Staff General Curtis LeMay. "Never before had the air reserve forces met a challenge with such speed and such efficiency."



Kennedy-esque New Hampshire Governor Wesley Powell meets with the "ANG Committee." Powell, who passed away in 1981, was governor from 1959 to 1963. From left are Maurice Gosselin, Roger Boisvert, Powell, Bill Ryan, and Jack Dufoe. The ANG Committee was inviting the governor to a unit dance. According to Gosselin, the governor attended.

the first military reserve aircrew to fly an aircraft outside the continental United States.

In June 1961, the 133rd Aeromedical Evacuation Flight was accorded Federal recognition and attached to the 157th Air Transport Group for training and support.

During 1962 and 1963 the unit was further reorganized and modifications made. The Air Base Squadron became the 157th Support Squadron and "double deputy" structure was adopted with deputy commanders for operations and materiel. To enlist prior service personnel, a "one-year in the Guard" program was successfully initiated.

It was an era of flying firsts. In 1963 the NHANG was one of a handful of ANG units



Grenier Field UTA noon meal, February, 1961. Lt. Col. John D. Woodward, executive officer, holds court. From left are A2C Ronald D. Girard, A3C Carl W. Larsen, MSgt. Robert E. Poehlman, A2C George R. Girard, and TSgt. Kenneth J.W. Wall.



Derry and the NHANG roll out the red carpet for hometown hero Alan Sheppard, first American in space, Fall, 1961. Marching behind the color guard are Col. John D. Woodward, followed by, from left, Colonels David O.C. Higgins, Moe Buttrick, and Benjamin Lasalle.

chosen to participate in the first all-National Guard deployment of troops to Alaska and later an all-National Guard airlift to Europe. In January 1964, the unit chalked up two more "firsts." Lt. Col. William J. Hamilton and his aircrew were the first Air Guard team to fly the Pacific Ocean non-stop from Japan to Honolulu. Shortly after landing in Honolulu, they became the first ANG crew to participate in a mid-Pacific air search and rescue mission.

Hamilton would become group commander in April 1965 replacing Colonel Paul R. Smith, who was promoted to Chief of Staff for Air, State Headquarters, NHANG.



A gathering storm

Storm clouds were gathering in Southeast Asia. One of the first Viet Nam missions came at the request of former NHANG member Captain John F. Shea, a Catholic Chaplain at Da Nang Air Base. Shea wrote Hamilton in June 1964, telling the future commander about "Operation Lifeline," a civic project that Shea was overseeing in Da Nang. The project obtained supplies for local orphanages and nurseries. Shea needed food preparation items, blankets, medical and office supplies, clothing, tools, personal items, even playground equipment.

Hamilton's subsequent request that the NHANG fly these collected items to Viet Nam was approved in December 1964.

In late 1965, at the behest of the Department of Defense and in concert with other Guard and Reserve units nation-wide, 157th personnel joined in "Operation Christmas Star" airlifting some 23,000 pounds of gifts to the Armed Forces in Viet Nam. It was a presaging of the unit's active participation in Southeast Asia logistical support operations a few months later.

This time American service personnel, spending Christmas in-country, were treated to a little "down home" Yule cheer in the form of gifts, greetings, mail, and holiday goodies gathered by pro-war groups and in direct defiance of anti-war protesters.

All told, 76 Air Guard aircraft were used from throughout the United States. The NHANG assigned three to the mission. With



Above: C-97 blanketed in snow on Grenier ramp, December, 1964. At left: Under the tail of a C-97, unit leadership meets with 133rd Airlift Wing Commander General John Dolney from Minnesota Air National Guard, headquarters for the NHANG of this era. That's Col. William J. Hamilton on the left and Col. Paul R. Smith on the right. Hamilton, who replaced Smith as unit commander in April, 1965, commanded the first Air National Guard aircraft to fly the Pacific non-stop.



all-volunteer aircrews, the trio delivered 23,000 pounds of cargo, completely collected in New Hampshire, then shipped to Saigon and Da Nang between November 26th and December 1st. One unnamed NHANG pilot took the spirit of giving a step further, paying out of his own pocket for a substitute to replace him at his civilian job so that he could take part in Operation Christmas Star.

After Operation Christmas Star, Guard support missions to Viet Nam increased, even though the Pentagon wanted to trim its 25 Air Guard units in 1966 and, in fact, eliminated three by October 1. The DOD noted that eight percent of all military airlift missions to Southeast Asia were being flown by the Air National Guard.

Good-bye, Grenier. Hello, Pease

Like the popular song of the time, it was truly the dawning of the “Age of Aquarius” for the 157th. For at the start of January, 1966, not only was the 157th given a new name, the 157th Military Airlift Group, but a new assignment—to the new Military Airlift Command (MAC), formerly the Military Air Transport Service (MATS). It became part of the 21st Air Force headquartered at McGuire Air Force Base, N.J.

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. Grenier’s other tenant unit, the 902nd Troop Carrier Group, Air Force Reserve, was disbanded by Secretary of Defense Robert McNamara.

January 16 saw the final drill at a snowy Grenier. Throughout a busy weekend of packing, many found themselves leaving almost-new buildings,



Avionics shop in the sixties. From left are Staff Sergeants Alan R. Nutter, Ken Swanson, and Dick St. Jean.

Col. William J. Hamilton

Col. William J. Hamilton, a graduate of Laconia High School, began his military career as an enlistee in the U.S. Army Air Corps in January of 1943. He graduated from Aviation Cadets and was commissioned a second lieutenant on December 5, 1943.

Hamilton went on to be stationed with the 8th Air Force in England from July 1944 to May 1945. He flew 30 combat missions over Europe in B-17’s during World War II, six missions as a squadron leader and 18 as a group leader. Shot down over Belgium in December 1944 while flying in support of ground forces during the Battle of the Bulge, Hamilton was awarded the Distinguished Flying Cross and Air Medal with four Oak Leaf Clusters.

After the war, Hamilton worked for Railway Express and Swift in his home town of Laconia. He was later contacted by N.H. Adjutant General Charles F. Bowen. Bowen wanted to form an Air National Guard unit and needed a pilot for his airplane. Col. Hamilton took the job and, along with seven others, became a member of Gen. Bowen’s flight crew and administration team. He started his new job in Concord in April 1951.

Hamilton later transferred to Grenier Field and served as a pilot in the 133rd Fighter Squadron and then successively as the commander of materiel and supply squadrons and commander of the 133rd Air Transport Squadron (MATS), during the Berlin Crisis when the NHANG was activated.

In January 1964, as aircraft commander of a C-97, he became the first Air National Guard aircrew to fly the Pacific non-stop from Japan to Honolulu. Shortly after landing in Hawaii, he also became the first Air National Guardsman to participate in a mid-Pacific air search and rescue operation.

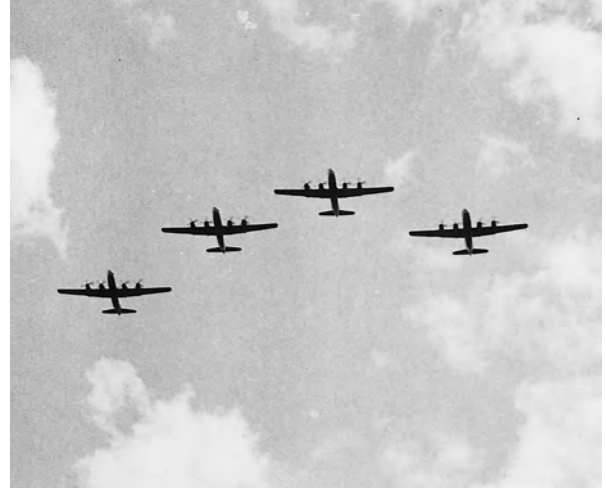
Back home, Hamilton was promoted to group commander in April 1965 and directed the 157th’s transfer from Grenier to Pease Air Force Base in January 1966. During his command, the 157th earned a Military Airlift Citation for 10 years of flying operations in two types of transport aircraft without an accident. In 1971 the 157th was honored by MAC’s 21st Air Force as the Air Guard-Air Reserve unit having the highest degree of operational excellence.

Col. Hamilton’s humanitarian legacy is remembered to this day in the 157th. As a family man and war veteran, he especially enjoyed the many Guard missions which focused on those in need. Through the controls of an airplane, he learned to deal with life. The 157th leader, who passed away in 1992, developed a personal courage to carry on in the face of adversity and the resourcefulness to handle whatever came his way. He valued people and life as the most precious of commodities.

Col. Hamilton took tremendous pride in the reputation earned by the men and women of the New Hampshire Air National Guard—a reputation to which he contributed greatly.



Eyes right! The Army and Air Guard struts its stuff in Concord. Four C-97's flew over in close formation according to then-commander Col. Paul R. Smith.



Four NHANG C-97's fly over Concord during an early '60's parade. (Courtesy Col. Paul Smith)

since 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.

Former Portsmouth Mayor Andrew Jarvis was active in helping the unit bridge the gap with its new civilian community. The popular civic leader had backed the Air Force's arrival at Pease when many others initially opposed the base's construction. An executive councilor

under Governor Wesley Powell, Jarvis visited the Guard more than once at Grenier Field. For his efforts, he was made an "Honorary Squadron Commander."

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.

That year, as the unit settled into a new home, the 133rd Aeromedical Evacuation flight was formed. It was comprised of 13 flight nurses and 29 airmen serving as medical aide technicians. Working aboard the C-97 Strato-freighter planes assigned to the 133rd Military Airlift Squadron, New Hampshire medical crews were assigned to assist transporting patients from both Europe and Southeast Asia.



Late sixties publicity shot in the MAC era featuring then Lt. Col. Cuddihee, deputy commander-operation and Group Commander Hamilton.



Viet Nam

With relocation behind them, the ops tempo for Viet Nam steadily increased. By March, 1966, the 157th began regular logistical support for the burgeoning American Forces there. During the next five years, NHANG crews averaged two flights a month to Southeast Asia, hauling air freight and military personnel on globe-circling trips which took Guardsmen away from their homes and jobs for 10- to 20-day periods.

Each mission from New Hampshire to Viet Nam could become an air marathon of sorts. During one flight, Major Gordon "Bud" Wright and his crew transported ammunition and spare parts. The trip lasted almost 11 days, as the NHANGers flew from Pease to Dover, Del., where cargo was loaded. Next it was on to the west coast, then Hawaii, Wake Island, Guam, the Philippines, and finally, Viet Nam.

One unique mission was "Combat Leave" which happened in July and August 1966. Civilian air carriers had gone on strike. To help exhausted service men get their R&R, the Air National Guard, including the NHANG, flew more than 110,000 military personnel throughout the U.S. and overseas. In the 1,352 "Combat Leave" missions logged, approximately 38,300 military personnel were transported from Southeast Asia to the states and back again.

Teamwork between the N.H. Air Guard and the other services also played a big part of the unit's history during the decade. In July 1966, the Air Guard and N.H. Marine Corps League joined together for another airlift to help a Catholic orphanage in Hue. More than two tons of clothing, food and toys were collected from throughout the state and flown to Chulai AB.

The pace of supporting war was unrelenting. Once "in-country," aircrews got four hours ground time to off-load cargo. Because so many aircraft were coming and going, the quicker cargo could be unloaded and the plane refueled and gone, the better. In 1967, one NHANG aircrew saw their extra-fast unloading of cargo and quick departure from Da Nang Air Base awarded the "617th Military Airlift Support Squadron Tiger Award," an emblem of a small tiger placed on the crew entrance door. All the Granite Stater's had done was off-load 19,365 pounds of cargo and on-load 11,152 pounds of cargo and 15,000 pounds of fuel in an hour-and-a-half!

During 1967 the 157th won several awards in addition to the aforementioned 617th Tiger



1964's "Operation Lifeline" brought supplies to orphanages and nurseries in Da Nang. NHANG Chaplain Capt. John F. Shea coordinated the project.

Award. There was a National Guard Association Citation of Merit for airlift support of the USAF and the unit was runner-up for the Air Reserve Forces Operational Excellence Award conferred by the 21st Air Force. Additionally, the 157th Communications Flight was tops in a national competition to determine the most operationally ready ANG communications, electronics and weather organization.

In October, 1967, the unit paid unusual respect to its retiring group executive officer, Lt. Col. Carl Amelio. A World War II vet, Amelio had joined the unit in 1947 until called to active duty and assignment in Japan in 1951. He rejoined the NHANG in 1956 after service with the 9051st Air Reserve Group in Concord. More than 750 Air Guardsmen passed in review, marking—in style—the end of a 28-year career.

Age of the Globemaster

In December 1967, the 157th again changed aircraft, exchanging its C-97 Stratofreighters for the larger and slower C-124 Globemasters. The C-124 had been the cargo workhorse of the Air Force since Korea.

The first of the lumbering giants arrived on February 9, 1968. By late Fall, the ninth and last Globemaster touched down and crew transitioning was well underway. By September 1969 the Group had retrained its pilots to the new aircraft and completed its first Operational Readiness Inspection as a C-124 unit, qualifying to resume global airlift support.



Senior Master Sergeant Emile D. Beaulieu, (Ret.)

Sergeant Emile D. Beaulieu had no idea when he went to the New Hampshire Air Guard's 1949 summer camp that he would soon be doing "KP" duty for the next 19 years.

He came to camp associated with the operation and maintenance of the unit's .50 caliber machine guns. But his first love was food services.

"I was at Dow AFB, in Bangor, Maine, for that camp," Beaulieu said. "They asked if I would like to help out with KP. I began to work with food services and just stayed on."

Beaulieu remained in the food services field until retirement in 1968.

Now a retired Senior Master Sergeant, Beaulieu is a former Mayor of Manchester and the current Northeast Regional Director for the U.S. Department of Housing and Urban Development (HUD). He fondly remembers the khaki uniforms of the late 1940's and drilling in Grenier Field's rickety buildings.

"I can remember the mess hall," Beaulieu said. "It had wooden tables and wooden floors and was housed in an older building on the base. I can even remember cooking on the M1936 field range stoves with snow falling through openings in the roof."

"Grenier Field was also a training area for food services," Beaulieu added. "Air Guardsmen from California, Georgia, and Pennsylvania came there. Our mess hall could feed 1,000 people."

Base renovation in the early sixties meant a spanking new mess hall, but the pleasant work space would be short-lived. Beaulieu remembers the emotional 1966 move from Grenier to Pease, creating a 100-mile round trip commute for most of the unit's membership. Once at Pease, however, food services folks would work side by side with regular Air Force personnel in huge, modern facilities.

Sergeant Beaulieu's contribution to the unit's food services program earned him an Air Force Commendation Medal in 1966. Col. William J. Hamilton, commander of the 157th Military Airlift Group, presented the decoration during welcoming ceremonies for the Air Guard at Pease in February.



Col. Hamilton presents Emile Beaulieu with an Air Force Commendation Medal during the 157th's first drill at Pease, February, 1966. Beaulieu was a fixture in the unit's food service program for nineteen years. Col. Roland H. Breton, Jr. looks on.



Workhorse of the late 1960's, the C-124 Globemaster. The unit assumed these aircraft in February, 1968, ending the eight-year Stratofreighter/MAT era.

Before all that happened, the 157th Aerial Port Flight was organized in April, 1968. Its mission was to prepare, package, and handle on the ground all cargo destined for airlift aboard the unit's new aircraft.

The transition did see one dramatic snare. On October 22, 1968, Master Sergeant Real Beaulieu, 42, of Manchester was a crewmember on a routine training flight when the ground down-lock pin, which locks landing gear in place, failed. Fashioning a pole from two broom handles and taping another pin to the end, Beaulieu managed to insert the pin while hanging suspended from the open wheel housing, secured by a tie rope held by another aircrew member. For his actions, the 13-year NHANG member, Manchester West graduate, and father of four children, became the first Air National Guardsman to receive the New Hampshire National Guard Commendation Medal.

A remarkable career begins

The year 1968 was also when another Manchester citizen, Robert F. Francoeur, who began his service as an enlisted man, received his commission through the Air Guard's officer development program. He assumed command of the 157th Communications Flight in April 1970. Francoeur, a popular people-person throughout his career, would rise through the ranks to become Group Vice Commander, retiring as a full colonel in October 1992 with nearly 40 years of service.

Golf takes hold

Golf had already been adopted as the unit's official sport. The golf team won the Base Intramural Championships in 1968 and then copped both the Base-wide and intramural championships in 1969. There would be still another Base championship in 1970.



New Hampshire's entry in the 1968 Air National Guard Bowling Tournament.

War years

Still, the war continued to rage. Wildly happy homecomings marked each unit's safe return from 13-month tours in Viet Nam. On September 4, 1969—a month when President Richard M. Nixon called-up about 50,000 young men for the draft—more than 1,500

wives, children, friends, and relatives crammed the Air Guard section of Pease AFB to welcome back the 3rd Howitzer Battalion, 197th Artillery of the New Hampshire Army National Guard.

On November 1, 1969, the 157th Civil Engineering Section, a part of the 157th Support Squadron was upgraded to become the 157th Civil Engineering Flight. It was now responsible for maintaining and constructing the facilities supporting Group operations. As part of the new designation, the 157th created a 72-man "Prime BEEF" (Base Emergency Engineering Force) team that was readied for 28-hour deployment anywhere in the world.

Now fully-trained and qualified, the unit finished the decade of the sixties hard at work. Orders came down from Air National Guard Command Post, Knoxville, Tenn. The 157th hauled much "out-size" cargo such as trucks, military vehicles, and missile components. It also carried troops and cargo that didn't require the speedy capability of MAC's all-jet C-141 and C-5A aircraft fleet.

Although two and three-day flights within the U.S. were common, the 157th's overseas commitment was growing. In 1969 the unit transported more than 1,000 tons of cargo and



The unit's first C-124 arrives from Dover, Del., February, 1968. Col. Hamilton and Col. Smith flank the Dover crew as well as Harold Skoglund and John Enright, third and second from right.



Following the Hampton Beach and campus riots, sixties riot control training was standard stuff for the unit's security police.

2,000 passengers, its aircrews logging 5,236 hours on 44 overseas missions to Vietnam, England, France, Germany, Greece, Japan, Portugal, Newfoundland, Puerto Rico, and Taiwan.

Twenty-seven of the unit's crewmen qualified to wear emblems denoting more than 5,000 hours of accident-free flying. Dublin's Lt. Col. James E. Cuddihee, then Deputy Commander for Operations, amassed more than 18,000 accident-free flying hours on his record.

Civil defense in the Sixties

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.

In 1966 the unit flew supplies to the southern U.S. coast, which had been destroyed by a hurricane.

During September 1969, members of the NHANG joined those of the 509th (Pease AFB) Bombardment Wing Security Police for two days of riot control training taught by the New Hampshire State Police. The *Manchester Union Leader* noted that the Air Guardsmen were "hand-picked for their maturity, experience, and proven ability to perform their duties efficiently under the constant supervision of responsible officers and senior noncommissioned officers."

The Granite State "minute men" in blue continued to be recognized, this time by the Federal government, at year's end. In December, the 157th Military Airlift Group was rewarded for 10 years of service without a flying accident, winning the U.S. Air Force's Flying Safety Award.

4

Transition to the Modern Era 1970–1980

By MSgt. Beverly Benitez

Innocence in a difficult time

If the sixties had been a time of turbulence, the opening of the new decade seem to promise more of the same. In Vietnam, war dragged on and the bloodshed—carried vividly by every TV network—helped spark protest in the streets and on college campuses. Students burned selective service cards and sought unique ways to “dodge the draft.” To them, protest seemed the only reasonable choice as class after class marched off to war.

With a national psyche made sinister not only by war, but by assassination and political corruption, the 1970’s began innocently enough at Pease. In

January 1970, NHANG Capt. Carl L. Batton of North Hampton conducted New Hampshire’s first Air Explorer Post program. Some 40 youngsters participated.

The golf team, which had been the scourge of the base for three years, disbanded as most of the team members came from Manchester and found the extra travel required for practice rounds too much. MAC Air Advisor CMSgt. Dave Miska’s departure also didn’t help. Miska had been a team sparkplug.

But the NHANG had developed a championship rifle and pistol team which won top honors at the Registered International Standard Pistol Tourney, setting two national pistol records with .22-caliber

weapons and metallic sights on a 50-foot range at the Massachusetts Institute of Technology. Maj. John H. Sowerby of Dover became the first NHANG officer (and one of only a few hundred riflemen in the country) to win the coveted Marksmanship Gold Medal, established by Congress and awarded on criteria governed by the USAF and the NRA. The NHANG team had competed in 1970’s All-Air Force competition held in Texas.

The unit joined the women’s lib movement then in progress, taking on its first female enlisted NHANGER, Sgt. Jocelyn



Above: The NHANG Pistol Team is presented a championship trophy. From left are Roy Callihan, Norm Patrick, Bill Hamilton, Pat Swete, Bob Francoeur, Keith Belyea, and Henry Henriksen.

At right: Annual ANG Softball Tournament, Battle Creek, Mi., circa 1973. Front row, left to right: Bobby Conant, Glen Smeltzer, Bob Bagley, Jim Young, Dan Chowes. Second row, left to right: Tippy Leblanc, unknown, George Lougee, Wilson, Wayne Towle. Third row, left to right: Ricky Fuller, Andy Croteau, Dick Pounder, Hank Godbout. Top row, left to right: Lou Richards, Dan Couture, Chuck Narkunas, and George Nichols.





Governor's Day Celebration at Newington's Flagstones Restaurant, later destroyed by fire. From left are Bruno Cesare, Nick Pournaras, Rudolph Logdahl, Jean Bouchard, AG Maj. Gen. McSwiney, Governor Walter Peterson, governor from 1969 to 1973, Richard Hayes, John Munford, Al Swain, and John Kustra.

MacDonald of Penacook, a personnel specialist, in May 1970. She was joined by Sgt. Judith Higgins of South Weymouth, Mass., an administrative specialist with the 133rd AME Flight in December 1971. Women officers (nurses) had already been around for more than a decade.

Still, being in the military meant being involved in "The War." Indeed, there seemed little honor in serving. Veterans returning home were confronted at airports as war mongers instead of heroes. President Nixon's April 1971 announcement that troops would begin to withdraw—without a clear victory in sight—only added to the war's unpopularity. The President himself was under siege as Watergate's sordid facts leaked to the world.

But New Hampshire Air Guard members quietly and loyally did their jobs as tasked. The 157th Military Airlift Group had already airlifted supplies and equipment from Tuy Hoa Air Base, marking the first phaseout of a major U.S. Air Force installation in the combat zone. But not everyone that should have was coming home. The NHANG brought the plight of POW-MIAs to the American public's attention and unit members today still proudly wear POW-MIA bracelets.

An era of change

Through 1974, the NHANG went through changes that have rarely—if ever—been equaled. There was a reassignment from MAC to TAC to SAC and a conversion from C-124's to C-130's and finally the KC-135. Men and

women of this era were under extreme pressure just to keep up with these transitions. And, as in times before, they did it with excellence. The 157th Military Airlift Group won the 21st AF Debrier Trophy in March, 1971, honoring the NHANG for having "the highest degree of readiness-progression and achievement" among the 13 ANG and Reserve Units assigned to MAC's 21st Air Force.

Training around the globe

Enhancing its reputation for readiness, the unit deployed around the globe. The 157th USAF Dispensary and 157th Communications Flight went to Hawaii in February 1971. More



MSgt. Bill Reardon heads up the personnel processing function during the 157th's first TAC ORI.



TSgt. Loyd Dussault, SSgt. Jim Fournier, TSgt. Chuck Feind, and Sgt. Harry Skillin relax at Pope AFB, N.C. during a C-130 air drop competition.

than 50 unit members integrated with Hickam AFB counterparts for 15 days of Field Training.

Two months later, the 157th Civil Engineering Flight found themselves in Spangdahlem and Bittburg, Germany—bases that welcomed NHANGers well into the 1990's. Here they initiated a construction support program for U.S. Air Forces in Europe. The project involved nine Air National Guard organizations and continued throughout the summer months. More than 160 airmen and officers from the New Hampshire and Maine ANG comprised the first contingent of engineers providing construction

services. A year later in April 1972, the Engineers had their second major deployment in as many years, this time to Ramey AFB, Puerto Rico, where an 87-man force provided expertise to complete some 24 construction projects.

New aircraft

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



Gathered in front of a unit C-130 are back row, left to right, Henry Henriksen, William Dembiec, John Laplante, Carl Sneirson. Front row, left to right are Alvin Hicks, Robert Loranger, Ashton Rollins, Bill Brazawski, David Frohlich, Chuck Feind, James Fournier, Harry Skillen, John Whenal, Loyd Dussault, and Richard St. Jean.



aircraft—the C-130A Hercules. The unit did not leave its old parent command without recognition from on high.

“I could not allow the occasion of your leaving my command,” said MAC Commander General Jack C. Catton when the move became official on September 10, 1971, “without complimenting the members of 157th Military Airlift Group for the outstanding manner in which you have supported the Military Airlift Command for the past 10 years.”

Now one of 10 C-130 ANG units assigned to Tactical Air Command, the 157th TAG’s mission was to provide mobility and logistical support for ground forces in all types of operations. It was all part of a nation-wide program involving one-third of the Air National Guard’s flying units and inspired by Secretary of Defense Melvin Laird.

“Guard and Reserve units will be prepared,” Laird said in August 1970, “to be the initial and primary source for augmentation of the active forces in any future emergency requiring a rapid and substantial expansion of the active forces.”

The C-130A was the backbone of TAC’s fleet, a medium assault transport with long-range (beyond 2,000 miles), high speed (220 to 300 miles per hour), and capable of landing or taking off from a shorter runway than any comparable aircraft. The turbo-prop aircraft with its five-man crew could carry nearly 20 tons of cargo or 92 fully equipped troops, 64 paratroopers or 74 litter patients and attendants.

In the meantime, the 157th lost the last of a succession of three C-47 “Gooneybirds”—aircraft it had boasted since the unit’s beginning in 1947. Officially known as the “Skytrain” but more familiar to veterans as “Gooneybird,” the C-47 was a “mission aircraft.” The two-engine transport carried 27 passengers or 7,500 pounds of cargo and cruised at 200 mph. The ANG directed that all C-47s be retired in May 1971 due to obsolescence and a dwindling replacement parts supply. New Hampshire’s “Old Faithful,” which had on occasion been used to transport the governor and other State and Federal officials, was flown to the USAF storage yard at Davis-Monthan AFB, Az. A U-3, a twin-engined Cessna carrying five people, assumed the “support aircraft” role.

On July 8, 1971 the first C-130A arrived from Lockbourne AFB, Ohio. About a month later on August 9, the first flight with all-157th crew took place. By September heavy Phase I transition training was underway with both aircrew and support personnel at schools

throughout the United States. By early 1972, the 133rd Tactical Airlift Squadron began Phase II (combat readiness) training and in April, low-level flying and navigational training missions were being flown day and night along air routes crossing Maine, New Hampshire, and Massachusetts. First drops of paratroopers and cargo began in early May and in mid-month, the 157th passed a “no notice” 12th Air Force Management Effectiveness Inspection.

25 years young

Deployments notwithstanding, the NHANG made plans to celebrate its 25th anniversary, while undergoing its seventh aircraft conversion since Federal Recognition on April 14, 1947. The celebration began with the publication of a 25th Anniversary History, edited by Lt. Col. Art Grant, a full-time UNH communications specialist and a legend in NHANG public affairs. On Sunday, August 20, 1972, the public streamed into Pease at 11 a.m. They witnessed a fly over by four Vermont ANG F-102’s and later by antique aircraft. The U.S. Army set up a CH54 helicopter (flying crane) and Halo parachute demonstrations by a Special Forces team from Ft. Devens. The unit extracted cargo from one of its C-130A Hercules planes.

There was music from the 39th Army Band and the 509th SPs trotted out their sentry dogs.

Finally, as they did for years to come, the USAF “Thunderbirds” thrilled all with their precision flying.



Col. Bill Hamilton presents Lt. Col. John Woodward with a War College certificate.



Back to the future

By the fall of 1972, with a successful Open House celebration behind them, the 157th TAG moved back to Grenier Field, due to major runway construction at Pease. During the temporary stay, the 157th TAG received an “out-standing” rating by a Tactical Air Command visitation team evaluating the performance of the unit’s flying operation. It was the highest rating achieved yet by an Air Guard or Air Force Reserve airlift unit.

In November, the NHANG readied itself for the upcoming ORI by calling more than 800 guardsmen from three states to active duty. This nine-day exercise concluded with the official inspection party from TAC headquarters at Langley AFB, Va. It would take another four months to receive its C-2 rating, as the unit successfully completed its first ORI under Tactical Air Command. That four-day evaluation by TAC’s 12th Air Force, Bergstrom AFB, Tex., set the standard for the next two years of daily operations.

Meanwhile, the U.S. eased tensions with Moscow by signing the SALT I treaty. But much of the American public still remained skeptical of authority as the Watergate scandal unfolded. In Munich, terrorism struck the Olympics with the kidnapping and tragic deaths of 11 Israeli athletes. 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.

Peace at last

One arena where peace seemed close at hand, however, was Viet Nam. At long last, in January, 1973, negotiators in Paris struck a cease-fire agreement that would lead to the end of hostilities. Still, by year’s end, the U.S. would be fighting another kind of war: a domestic energy crisis unparalleled in modern times.

As guardsmen carefully conserved gas just to get to UTAs, the summer of ’73 promised excitement. With the ORI behind us, two aircraft and more than 30 unit members participated in a joint Army, Air Force, and National Guard-Reserve training exercise. The U.S. Readiness Command training, code named Boldfire 1-74, was centered at Camp Robinson, Ark.

During Boldfire, our ground personnel were airlifted aboard the unit’s C-130 aircraft to Fort Campbell, Ky. They remained there through-



From left are Barbara Rasbold, Robert Chagnon, Fred Bancroft, Bruce Britton, and Mary Gilmore forming an ANG Honor and Color Guard in Nashua’s Memorial Day Parade. The group appeared on national television that night in pre-game ceremonies at Boston’s Fenway Park.

out the exercise, maintaining aircraft. New Hampshire air planes, in turn, dropped para-troops and equipment in support of ground forces. During this time frame, we also had a crew participating in Coronet Shamrock, an Air Force-wide air-drop competition. The 157th TAG crew, led by Major Alvan Hicks, won the preliminary competition at Ft. Campbell, earning the right to represent the ANG in further competition.

The operational honors were dampened somewhat on October 12 when the 133rd Aeromedical Evacuation Flight was deactivated. The 133rd AME Flight had been organized and Federally recognized on June 10, 1961. The unit’s 18 officers and 27 enlisted medical personnel would fill vacancies and augment medical services in the 157th TAC Clinic.

The Energy Crisis caught up with the NHANG at year’s end and all flying activity was suspended from December 22 until January 7, 1974, due to fuel shortages throughout the country.

Gas or no, NHANG civic affairs efforts continued as medics helped in the reorganization of the state mental hospital. This required moving 450 patients to new wards and rooms at the seven-building, 145-acre complex in Concord. CE constructed a new infirmary



Tom Levesque, Ron Simms, and Leon Moores build hangar door inserts for the 1975 conversion of Building 254 for KC-135's. Also part of the team were Steve Hodgson, Gordon Ashburner, and Howard Towne.

building and assisted in camp projects to serve youths participating in programs at Rockingham County's YMCA Camp Lincoln in Kingston. In the fall, hurricane relief missions were flown to Honduras. Then, following President Ford's declaring it a disaster area in the wake of heavy rains and flooding, seventeen

NHANG members helped airlift equipment to Saint Croix, Virgin Islands.

The "Tanker Era" begins

Despite the humanitarian efforts in the Virgin Islands and elsewhere, the 157th TAC mission was changing. We converted back to MAC for a short period in 1975 prior to our final conversion to KC-135 Stratotankers and incorporation into Strategic Air Command. While still providing exceptional air cargo support, rumors of new aircraft circulated. Granite Staters participated in Atlantic Command's "Solid Shield '74," a joint training exercise conducted in and around Camp Lejeune, N.C. The training was reduced by 15 percent due to the lingering energy crisis.

With conversion to the KC-135 a certainty, January 1975 saw aircrews and flight engineers thinking about qualification training and boomer school. In June, a change of command ceremony marked the end of one era and the beginning of the current one. Col. William J. Hamilton retired on August 1, ending a storied career. Lt. Col. James E. Cuddihee assumed command. The 157th now prepared to become one of the nation's first Air Guard units assigned a support role with the Strategic Air Command.

By October 1, the aircraft conversion was complete with the last of eight KC-135s in place by December, 1975. That very month, the crew of Capt. Michael Miller, Maj. Alvan Hicks, Capt. Robert Richardson, Capt. Joseph Simeone, 1st. Lt. Michael Kuja, and MSgt. Raymond Richardson recorded a memorable "save."



The Long Blue Line. The 157th on parade in Manchester's 1976 Bicentennial Parade.



Governor's Day in the mid-1970's. From left are Maj. Gen. John Blatsos, the AG, a flight-suited Governor Mel Thomson, Col. Jim Cuddihee, and 509th BW Commander Col. Guy Hecker. Thomson, governor from 1973 to 1979, was a tireless fan of the unit.

Four A-4 Navy "Skyhawks" from South Weymouth Naval Air Station near Boston were flying a routine training mission. Suddenly, one aircraft experienced trouble and crashed in northern New Hampshire. Aircrafts two and three circled the disaster site, while aircraft four flew in a higher orbit over the area. When aircraft's two and three ran low on fuel, they were diverted to Pease, number four remaining aloft. Then the pilot noticed that he, too, was running low on fuel and called Boston Center for refueling help. A NHANG KC-135 was on

the runway awaiting takeoff when word came. The tanker was diverted to refuel the A-4.

The refueling era was off to a grand start. By October 1976, the NHANG and the 509th Bombardment Wing shared the same mission and response times, giving us a link to the "Total Force Concept." We deployed to RAF Mildenhall, England, as part of the European Tanker Task Force. Once in the UK, the unit engaged in friendly competition with active duty flyers in "Giant Voice." We were also the first ANG unit to refuel the then-experimental B-1 bomber.

Setting high standards

In the immediate years ahead, the NHANG set a standard from which we continue to operate today. A January 1977 inspection rated us SAC's first Air National Guard unit to be "fully operationally ready." We became the second ANG unit in SAC history to stand alert with the Active force.

Awards kept coming. In August 1978, the 157 AREFG won the SSgt. Richard D. Rousher Memorial Trophy, recognizing outstanding operational capability and performance, as well as the "Golden Boom" Trophy for outstanding aircraft professionalism, combat readiness, emergency war operations and procedures, flying safety, and mission accomplishments. The honors were presented by a panel of senior officers at Eighth Air Force and accepted by new unit commander Lt. Col. Robert C. Lilljedahl. By the end of 1978, the 157th AREFG was fully established as one of the "Best" in SAC.

On February 8, 1979, James E. Cuddihee became the NHANG's first Brigadier General. He assumed his rank as another ambitious year unfolded. In March, the Civil Engineers

The Pistol Team—a force to reckon with in the 1970's—poses with two more awards. Back row, left to right: SSgt. Emile Vaillancourt, MSgt. Pat Swete, Col. William Hamilton, and Lt. Bob Francoeur. Front row, left to right: TSgt. Maurice Boucher, TSgt. Dick Deshaies, and TSgt. Allen MacNeil.





Maintenance personnel bask in the glow of a perfect inspection. Back row, left to right: Sgt. Bosse, Sgt. LaCasse, Frank McCutcheon, unknown, Ronald LaFontaine, David Goodrow. Front row, left to right: Norman Rossignol, Sgt. Daniel Traynor, George Ashburner, and Chestley Readel.

again embarked on a deployment, sending 67 members to Camp Beauregard in Pineville, La.

During the latter months of 1979, aircraft from the NHANG joined forces with 16 KC-135's providing air refueling support for "Crested Cap." This airpower exercise tested the deployment capability of Air Force fighter aircraft moving from the U.S. to Europe in support of allied war efforts there.

Back on the ground in New Hampshire, a real-world local crisis again unfolded at the Seabrook Station Nuclear Power Plant as demonstrations threatened the plant's security. In October Governor Hugh J. Gallen called on 96 members of the NHANG to join NHARG soldiers and support law enforcement authorities at the power plant's protective fence. It was the second straight year that Air Guard members were called to Seabrook.

Despite the stress of this additional law enforcement duty, honors continued to roll in. We received an Outstanding rating during our ORI, reaffirming the Groups C-1 combat-readiness rating. The 157th Supply Squadron and 157th Consolidated Aircraft Maintenance Squadron were recognized by the Air Force Association at the Annual Convention held at the Pease AFB Officer's Club.

Below: The 1977 SAC BOMB-NAV team. From left are Carl Sneirson, Wayne Bell, Bob Anderson, Alfred Ferruolo, Wayne Rowell, Tom Bunting, and Ray Richardson.





Dick Hayes, Joe Michaud, and Fred Fredette celebrate Christmas 1978.

The 157AREFG finished 1979 by winning the "Navigation" Trophy at Giant Voice '79, a four-month competition among SAC, TAC, ADTAC, ANG, AFRES, and RAF-manned bomber and air refueling tankers. The 157th was the first Air National Guard or Air Force Reserve unit to win a trophy in the 31-year history of the SAC competition. Not only did the NHANG crews sweep the navigation honors, they scored 2,768 points out of a possible 3,200, to place second for the Saunders Trophy, an award recognizing performance in all phases of the exercise.

"We are standing a lot taller today," Lt Col. Lilljedahl said. "This marks a high point in



Governor Hugh Gallen and Lt. Col. Bob Lilljedahl salute on Governor's Day, 1979. Gallen would die in office on December 30, 1982, shortly after losing a bitter campaign to John H. Sununu.



A beaming James Cuddihee becomes the NHANG's first general in early 1979. Doing the honors are newly-elected Governor Hugh Gallen and Senior Enlisted Advisor John Munford. Major General John Blatsos, the AG, looks on.



Driven by the riots of the sixties and protests at Seabrook, guardsmen get riot training in Florida.



The Director of the Air National Guard, Brig. Gen. Guice visits Pease. From left are Adjutant General Blatsos, Guice, Col. Cuddihee, and Lt. Col. Lilljedahl.

our history and the future of our operation as a KC-135 tanker unit.”

There were more distinctions. In the spring of 1980, the 133rd AREFS received the Golden Tanker Trophy and the 157AREFG again earned the SSgt. Richard D. Rousher Memorial Trophy. Both awards were presented annually on the basis of ORI scores, ratings by SAC’s 1st Central Evaluation Group and maintenance standardization and flying safety.

As we entered a new decade, the unit continued to participate in Strategic Air Command exercises like Global Shield and Giant Voice, continued to support our state commitment at Seabrook and the State Hospital Forensic Unit, a maximum security facility for the criminally ill, and continued to win awards. The announcement that our aging KC-135A fleet would be retrofitted with new fuel efficient engines and the receipt of our first Outstanding Unit Award, prompted Major General John Blatsos, State Adjutant General, to comment, “This is an outstanding milestone in the history of the 157th,



SMSgt. Paul Beaudry and Lt. Col. Jim Cuddihee prepare for drill in the Flight Management office.

and a fitting way for the NHANG to begin a new decade of service to our state and nation.”

The 157AREFG culminated the “Transition Years” in style by becoming the nation’s Top Air National Guard flying unit and winning the General Carl A Spaatz Memorial Trophy.



Representatives from throughout the unit celebrate winning the Spaatz Trophy.



“Giant Voice ‘79,” a SAC navigation competition, unites past, present, and future unit commanders Bill Hamilton, James Cuddihee, Bob Lilljedahl, and then-Captain Ken Clark.

5

"Best in SAC" to Base Closure 1981-1991

**By Maj. Jeanne W. Hill, TSgt. Anthony Sachetti,
A1C Melinda Nickola, and SrA. Mark A. Leno, Jr.**

The 1980's were an exciting and trying time to be part of the New Hampshire Air National Guard. The decade was marked by achievement, recognition, and tragedy. But, the 157th rolled with the punches. Through mission accomplishment and outstanding achievement, the unit proved its professionalism, integrity, and Yankee ingenuity.

Refueling the globe

With its role as a tanker unit firmly established, the 157th routinely refueled aircraft around the globe. Our "backyard," as it is today, was the North Atlantic. Here, in August 1981's Operation "Coronet Rudder," Colonel Lilljedahl commanded a 12-aircraft tanker task force that refueled F-105s returning from a tour in Denmark.

Less than a year later, in February 1982, 160 NHANGers flew to Andersen AFB, Guam as part of "Pacific Sentry." This was the first time our KC-135

tankers had flown 10,000 miles in support of a mission, a unit distance record. During its 15 days on island, the unit conducted missions to Kadena, Okinawa, Diego Garcia, Philippines, Japan, and Australia. Additionally, the 157th CES rebuilt the base fire station.

During March and April, the Civil Engineering Flight went to Panama for annual training.

A Spaatz Trophy

The decade had opened with 883 personnel assigned. In 1981, those NHANGers could take pride in winning the Gen. Carl A. Spaatz Memorial Trophy emblematic of being the Air National Guard's top flying unit. Colonel Lilljedahl credited the "special spirit that runs strong from the recruit to command level—the Spirit of Grenier."

While glory had come our way, hard work marked the next few months. The Security Police attended the first class for SP anti-terrorist tactics at

Lackland AFB, Texas. The class came after 10 Air National Guard aircraft had been bombed in Puerto Rico.

Back home in June, Governor Hugh Gallen called out 65 ANG members for two days to assist during a "sick out" involving State employees. 157th personnel were assigned to the State Hospital in Concord and to the Youth Development Center in Manchester.

In March 1982 the unit set a deployment distance record, flying 10,000 miles to Guam. Here it's Saturday, March 24. Then-unit commander Col. Lilljedahl sits in the command pilot seat preparing for the flight back. The 157th spent two weeks at Andersen AFB. (Courtesy NHANG)





Laconia's Capt. Adrien Curtis reviews a procedures checklist prior to take-off from Guam back to Pease, March 24, 1982. (Courtesy NHANG)



Lt. Col. (Dr.) Leonard Nolan and SMSgt. Al Bargiel mug for the camera at the 157th Clinic.

Tradition, tradition

A tradition was born and another retired in 1981. The first NHANG Prayer Breakfast was organized by CMSgt. Robert Leary of the 157th CAM Squadron while "Mr. Air Guard," Brig. Gen. James E. Cuddihee, Asst. Adjutant Gen. (Air) for N.H. retired in November after 39 years of service. Cuddihee had played a key role in the development and modernization of the NHANG from its early fighter squadron days at Grenier to its air refueling mission for SAC with KC-135 jet stratotankers at Pease.



We won the Spatz Trophy in 1980. Unit Commander Col. Robert C. Lilljedahl, a Wolfeboro native, flanked by 8th Air Force National Guard Advisor Col. Lyle Rich and General Cuddihee, cradles the coveted award. (Courtesy NHANG)

SAC

The Strategic Air Command celebrated its 35th anniversary in March, 1981. Headquartered at Offutt AFB, Neb., SAC was nicknamed the "alert force." The National Command Authority authorized SAC to place up to 35 percent of the bomber-tanker force on "24-hour ground alert"—more than enough time to act on warnings provided by the Ballistic Missile Warning System (BMEWS).

The 157th AREFG was the nation's second Air National Guard unit to become part of SAC's Alert Force.

The decade opened with a celebration to mark the 25th anniversary of Pease. We had much to celebrate, too. Along with the aforementioned Spatz Trophy, the 157th could bask in the glory of Outstanding Unit and Golden Tanker Awards in 1981 and 1982. In 1981 the NHANG also won the coveted USAF Supply Effectiveness Award and was the Air National Guard's Outstanding Civil Engineering Unit. It also earned an Air Force Flight Safety award after 23 years and 96,000 flying hours of safe flight—the only Guard unit to ever have been chosen for this honor.

Not surprisingly, the unit received an overall "Outstanding" rating in its 1981 ORI.

"[The rating is] a reflection of the deep professionalism that abounds in the New Hampshire Air National Guard," said SAC Commander General Bernice L. Davis.



Unit Commander Lilljedahl says good-bye to retiring SMSgt. Larry Pike.

Individual and unit honors

There were many individual awards in this era. Colonel Lilljedahl received Air Force and National Guard Commendation medals for Outstanding Leadership. NCOIC of the 157th Supply Systems Branch, MSgt. Donald P. Coururier, was Outstanding Air Guard Supply Manager. MSgt. Hubert C. Fredette, Fuels Section NCOIC, was nominated for Outstanding USAF Fuels Superintendent and MSgt. Ronald H. Nadeau, responsible for training 111 airmen, was Outstanding On The Job Training Manager.

Several 157 AREFG units were recognized. The Information Systems Flight, under the command of Major Heim, was Outstanding Unit for Air National Guard Information Systems. The Security Police Squadron was chosen best Air National Guard Security Police Flight



In March 1984 the 157th Security Police Flight deployed to Hickam AFB, Hawaii. On the way, we refueled a USAF A-10. (Courtesy NHANG)

in the entire Air Force—twice. The Intelligence branch received the Outstanding Air Refueling Unit Intelligence Award. Communications Flight won the Air Force Communications Command (ANG-USAFR) Unit Achievement Award. The Clinic, too, received high awards during its Health Services Management Inspection.

Tragedy strikes

Summer air tragedies claimed the lives of two 157th women in the 1980's. On August 7, 1982 former NHANG medical technician and full-time recruiter for two years, Lt. Heidi M. Kniupis, 25, was killed. Kniupis had transferred to the regular Air Force in 1980, received her commission, and later her wings as a certified fighter pilot. She was flying a navigational training mission out of March AFB when her 1957 model jet crashed near a housing area shortly after take off.



The unit manned Channel 11's telephones, helping the public television station raise money.



The NHANG put on an annual member/family talent show in the 1980's. Here a boyish Gary Cyr, flanked by Heidi Croteau and Sue Hodgdon belt out a rock tune. That's Karen Larsen at the far left (wearing the scarf). Valerie Morgan's daughter, Tracy, dances to Larsen's right. The Air Force Band of New England provided music.

Three years later to the month, Sgt. Desiree Loy, 26, was killed in an accident at Beale AFB, Calif. The Portsmouth resident, a boom operator, was on active duty for training when her KC-135 aircraft—practicing touch and go landings—crashed two miles east of the flightline.

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.

The year opened with 225 unit personnel deploying to Savannah, Ga., for April's "Operation Sentry Yankee." Here the 157th refueled F-4C aircraft of the 122nd Tactical Fighter Wing, Indiana Air National Guard.

While at Savannah, Chaplain (Lt. Col.) Charles Crosby coordinated incentive flights for those interested in seeing first-hand how refueling missions happen. The irrepressible Crosby "advertised" the flights as "Vatican Tours" on "White Mountain Airlines." Said a deployment newsletter distributed during the exercise, "The good Father maintains that his travel agency has 2000 years of experience in seeing people off on trips."

Back home, the State of New Hampshire began issuing special National Guard plates. Because of the interest in the new plates, a drawing was held by Maj. Gen. John Blatsos,

N.H. Adjutant General, for the lowest plate number. SSgt. Felipe A. Garcia, 157th CAM Squadron, won the right to use it: Number 100.

1984: The Orwellian Year

Flower children of the 1960's expected great things would happen in 1984. It was the title of a futurist book by George Orwell that became "cult reading" for college students of that era.

Indeed, the age of technology burst upon the ANG scene in April, when the first computer was installed in the Operations building. There, MSgt. Victor Gagnon became the first and only "qualified operator" of the new system.

"In the past, we've always used the data card process system which involved a lot of leg



Security Policeman Sgt. Dennis Simes of Epping mans his post at Hickam AFB, March 1984. (Courtesy NHANG)



SMSgt. Frank Caracciola of Stratham, left, studies a map of Hawaii with Eliot's SSgt. Theodore P. Doyle, III. (Courtesy NHANG)

work from one building to another," Gagnon said. "Now all the information is stored at one location. We don't have to wait two or three days for readouts."

Deployments

During 1984 the 157th sent the Security Police to Hawaii, the CE Squadron to Louisiana and others to Mildenhall, England for training.

From 1 to 14 April, some 130 unit members took part in Operation "Sentry Shakespeare" at Mildenhall. During the exercise three refuelers supported the European Tanker Task Force and were assigned to the 306th Strategic Wing.

E-Models arrive

On April 16, the unit received its first KC-135E's boasting modern fuel saving and quieter engines. Col. Lilljedahl piloted one of two aircraft from the Boeing plant in Wichita, Kan. to Pease. All 157th aircraft would be fitted with the new engines by November.

Women pilots

The first 157th female pilot, 1st Lt. Ellen G. Hard, began flying the KC-135E in August 1984. A resident of Arlington, Mass., Hard was recommended by the NHANG for pilot school at Laughlin AFB, Texas. She had served four years of active duty as a personnel officer at Lackland AFB and Hanscom AFB. Lt. Hard trained on both the KC-135A and KC-135E models. She openly enjoyed being part of the

157th, admiring the unit's professionalism, especially maintenance.

"Even though those planes are older than I am," Hard said, "they look and perform like they are brand new."

Christa McAuliffe

There is no more sorrowful story in the decade of the 80's than that of Concord High School Social Studies Teacher Christa McAuliffe. The talented educator had been picked by NASA from a pool of 11,000 applicants, all of whom wanted to become the first teacher in space. But McAuliffe would never get her chance. On January 28, 1986, the space shuttle



The unit got its first female pilot in August 1984. Here 1s. Lt. Ellen G. Hard poses on a crew ladder.



*Scenes from
1987's Exercise
"Global Shield."*





Challenger exploded seconds after lift-off. All aboard, including McAuliffe, 38, were killed. NASA's "Teacher in Space" program was dead.

But the remarkable McAuliffe's spirit lived on in a personal link to the New Hampshire National Guard: her husband, N.H. Army National Guard Maj. Steve McAuliffe, a JAG officer. Prior to the fatal take-off, he had arranged for patches from all of our state's four major military organizations to be placed in his wife's one-pound bag of personal effects.

In May 1987, NASA returned to State National Guard Headquarters the 157th patch McAuliffe carried. It was mounted on a commemorative plaque which remains on display at Wing Headquarters today.

Tropical operations

During 1986 the unit deployed personnel to Spain, Florida, and Hawaii.

In January, the CE Squadron went to Eglin AFB, Fla., receiving Rapid Runway Repair instruction. Out in Hawaii, our Security Police assisted counterparts at Hickham AFB.

But by far, the unit's big deployment was to Moron, Spain, in May-June where 300 NHANGers were a part of Operation "Sentry Sunflower." Moron would later become a real-world deployed home for the 157th during Desert Storm and 1992's "Restore Hope." The unit fell in love with the beautiful countryside here as well as its people. Off-duty personnel helped restore an orphanage and teach children how to swim. The orphans were not for-

gotten in 1992 and were welcome additions to a base Christmas Party at the All-Ranks Club.

Less than a year later, "Team Spirit '87" took four refuelers and 150 unit members to Hawaii and Wake Island. The deployment, planned to replace Hickham AFB personnel who were participating in an exercise involving U.S. and Korean troops, began on March 21, 1987.

Making history

The 157th made Air Guard history in April 1987 when the CE Squadron was assigned to the Department of Immigration and Naturalization Service in Texas. For the first time an ANG unit was assigned to INS, helping construct a 40 x 100-foot building at the Border Patrol Headquarters.

There were other 1987 "firsts." A bit of living history ended in July when CMSgt. Randolph "Skip" Inman, the NHANG's last World War II veteran, retired with 36 years of service. In November, the unit graduated its first class of in-residence NCO Preparatory Course candidates at the newly opened N.H. National Guard Training Site in Center Strafford.

Almost a year later, the 509th Bomber Wing and the 157th combined under the "Total Force Concept" to refuel aircraft carrying out SAC missions.

A wedding in the sky

One of the unit's most unusual and distinctly personal moments came in October, 1988. MSgt. Stephen S. Morgan and TSgt. Valerie Dimon became the first and only unit members to exchange vows in flight aboard a KC-135. General Bob Dastin, a civilian attorney and Justice of the Peace, officiated. Morgan would later become Senior Enlisted Advisor after receiving the Airman's Medal for heroism for his courageous efforts during an aircraft fire on the flight line in October 1987. His new bride, through her work at Wing Headquarters, the Unit Retention Office and as a reporter for the *Refueler*, became a popular figure and friend to literally hundreds of unit members.

Base closure

No single story of 1989 could top the announcement made on January 5, 1989, confirming the recommendation of the Realign-



Left: CMS Randolph (Skip) Inman observes Sgt. Clayton Oelkuct working field radios.



Col. Robert C. Lilljedahl

Col. Robert C. Lilljedahl officially became the unit's seventh commander on October 1, 1978, succeeding the legendary Colonel, later Brigadier General, James E. Cuddihee.

Lilljedahl, described by then-Deputy Commander for Operations Lt. Col. Ken Clark, as "among the best pilots that I have ever flown with" and "an outstanding commander," logged more than 7,291 hours in seven military aircraft. Many of those hours came on a marathon 1982 unit deployment to Guam. The trip remains the unit's longest-ever deployment.

Lilljedahl's leadership ushered in a new era of excellence for the 157th. The unit won a Spaatz Trophy, plus "Outstanding Unit" and "Golden Tanker" awards. It was also the first Air Guard/Air Reserve unit in 31 years to win trophies in SAC's "Giant Voice" exercise. Many individual organizations within the 157th were honored with "best unit" citations.

The 157th was rapidly modernizing and received its first "E-model" KC-135's under Lilljedahl, not to mention the first computers and first women pilots.

The 1952 UNH ROTC graduate earned his wings in 1954, serving with the regular Air Force in Korea, Japan, and North Carolina. He joined the 157th in 1967 as a transport pilot, advancing through positions as an intelligence officer, squadron commander, and deputy commander for operations.

At his retirement on February 7, 1987, the unit honored Lilljedahl with a full dress parade including a flyover of five KC-135E's. Later, during a retirement dinner, the popular commander—an avid golfer—was given a golf cart. A trophy in his name was established for the annual unit golf tournament.

"The time with the 157th meant a great deal to me," the Wolfeboro resident said, "the nicest days of my life."



Governor John Sununu visited the 157th in June 1987. Sununu would later become President George Bush's Chief of Staff before moving on to a TV career with CNN.



SSgt. Wanda Miller is carrier to safety in this joint "Red Flag" exercise, May 11–14, 1988. The 157th Clinic and the New York Air National Guard trained together in a precursor of joint activities to come in the 1990's.

ment and Base Closure Committee that Pease Air Force Base would, indeed, be shut down.

To be sure, the unit moved ahead with an ambitious flying schedule while wondering about its very future in Newington. That month, the Civil Engineers flew to Anderson AFB, Guam and rehabilitated an existing dormitory there. In May, some 110 NHANGers deployed to RAF Mildenhall, assisting the 513th Airborne and Control Wing (ACCW). Alaska was the destination in October, where 157th personnel spent a week training with the 168th Air Refueling Squadron at Eielson AFB.

But real-world unrest in the Middle East was drawing the world towards a showdown with Iraq. In a precursor of things to come, 40 members of the 157th were tasked to provide refueling support to aircraft moving military forces into the Persian Gulf.

Still, base closure was uppermost in the minds of unit members and the entire Seacoast community.

The 509th departs

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-111As departed in phases from June to September 1990. The 13 KC-135A tankers 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 four aircraft mounted on static display in the Pease Air Park at the front gate were dismantled and also transferred. Three of these: the B-47, KC-97, and B-52, had represented the 509th and the 100th Bomber Wing's history at Pease, while the B-29's presence represented the 509th's role in bringing World War II to an end. The B-47 went to Ellsworth AFB, S.D. and the other three joined the 509th Bomb Wing at their new home at Whiteman AFB, Mo.



Assistant Adjutant General (Air) Robert Dastin bestows medals on Special Olympics winners. The Guard began a tradition of supporting the games in the late 1980's.



Civil redevelopment

News that Pease might close came as a shock to the local community. The area had benefited from more than \$350 million active component dollars that annually flowed into the Seacoast economy. When closure was confirmed, there was much debate at the local, regional, and state levels as to how civilian redevelopment should be conducted. In the end, the New Hampshire State Legislature created an eight-member Pease Redevelopment Commission, which had both local and state representation, to plan for the closure and redevelopment of Pease AFB. Although the PRC's existence was but a year (April 89–May 90), its major accomplishment was a comprehensive redevelopment plan guided by the principles of job creation, environmental quality, and economic viability.

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 sharing what had been strictly a military runway 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



SSgt. Mark Bedrani serves chow in the 509th's "Yankee Clipper" facility. A new dining facility—Independence Hall—would come about in 1991 as a result of base closure.



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.

On August 12, 1992, approximately 1,095 acres west of McIntire Road were transferred from the USAF to the U.S. Department of Interior's Fish and Wildlife Service for creation of the Great Bay National Wildlife Refuge. (The approximately 1,300 acres remaining would be transferred to the PDA in 1997 for commercial/corporate development.)

Base closure leads to NHANG changes

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.

Getting ready

Things started out quietly enough. Spring and summer 1989 saw an extensive project for installation of curbing, sidewalks, and pavement repairs. At that time, Base Civil Engineer Maj. Al Robertson advised, "Check with Civil Engineering before leaving your POV overnight for more than three days in any of our lots in May, June or July. Travel around the Guard area on drill weekends during this period might best be accomplished by walking."

Supply expands

The Retail Sales Section of Supply took on a new look in December 1989, with the installation of a mezzanine.

"We have more storage demands because of Base closure," said SMSgt. Don Couturier, Branch Chief, Material Management. "The number of personnel in the Guard is expected to increase. We'll be carrying more sizes in clothing items, for example."

The new mezzanine more than doubled the Base Service Store's capacity. It also provided reserve storage locations for clothing items, including a new line of firefighting equipment. A new customer service center was installed the following summer, providing increased counter space, a waiting area, and new dressing room.

Aircraft explosion

On a cold January 11th in 1990, NHANG KC-135E tail number 59-1494 caught fire and exploded on the Pease parking ramp. Fortunately, no one was on board when the aircraft exploded, but one firefighter sustained minor injuries at the scene. The \$12 million aircraft was completely destroyed. It was the first major aircraft incident in the Seacoast since 1981, when a 509th FB-111A crashed in Portsmouth, and the only incident involving a KC-135 that the base had ever experienced.

A *Foster's Daily Democrat* editorial published the next evening noted "just how dangerous



TSgt. Daniel DeBrase and TSgt. Charlene Rayes ensure door measurements are correct at the new Base Service Store in June 1990. As the unit transitioned to stand-alone and storage demands increased, a new mezzanine was installed in December 1989.

even peaceful military operations can be." Listening to emergency broadcast channels, the Foster's staff was "impressed by the calm efficiency with which base emergency personnel performed their duties. It was clear that they were well prepared to handle the perilous situation. They are to be congratulated for their exemplary efforts." Indeed, Pease Firefighter Richard Trindall would later be cited for his heroism.

The editorial also commended Air Force and ANG officials for their willingness to cooperate with media representatives trying to get the story, quickly dispelling public confusion. February 9th the unit's fleet returned to a total of 10 aircraft with the return of an "old friend," aircraft 56-3626, a Backup Inventory Aircraft from the 171st AREFW, Pittsburgh. The aircraft had been assigned as one of the 157th's A-model fleet from 1975 until 1983, when it was transferred to the 171st in preparation for re-engining.

A new maintenance hangar

Hangar 254's transformation was one of the more dramatic improvements for the unit. A \$3.6 million project, begun in April 1989 and completed in June 1990, included construction

of a \$2.3 million tail addition, allowing fully enclosed maintenance on the KC-135 in a well-lit and heated hangar, a brand-new 43,000 square-foot consolidated aircraft maintenance (CAM) complex, and a fuel cell facility.

The overall result was a single-story, energy-efficient, 82,500 square-foot building, housing nearly all maintenance functions (except for fuel systems repair and avionics), with the field maintenance branch shops ringing the phase inspection area. MSgt. Joe Marshburn, CAMS' "Maintenance Man of the Year," cut the ribbon.

"It's an honor and a pleasure to represent both the technicians who trained me and the Guardsmen who I now have the opportunity to pass these skills on to," Marshburn said. "It's going to be easier to do so in the professional atmosphere of this new building."

Data Services moves

Rehoming the 157th's database from Pease AFB to Plattsburgh AFB in August of 1990 was an important task, and fortunately the unit suffered no interruption in service, according to SSgt. Jamie Lawrence, Personnel Systems Manager. The transfer involved backing up the entire personnel data system, the flight man-



agement data system, and the logistics database onto tape. The tapes were then brought to Plattsburgh AFB's Data Automation Center and loaded upon arrival. Once loaded and hooked up to the new long haul communications line, the connection was complete. Communications lines functioned perfectly, with SSgt. Lawrence giving credit to members of the 157th.

"MSgt. Bill Simmons and the Mission Support Flight crew procured the comm line and all the required hardware and software," Lawrence said. "They did a fantastic job."

From Comptroller Maj. Bill Windsor's standpoint, however, rehoming definitely had its downsides. NHANG members lost the benefit of a more local Accounting and Finance Office host. This meant that travel vouchers would no longer be cash transactions right down the street. Instead, "We went to conducting business by mail 400 miles away," said Windsor. He also noted that SMSgt. Kathy Reith's job as Budget Analyst became more difficult that fall, when the 157th didn't receive any budget products for 18 days in September—right during end-of-fiscal-year closeout.

Building 16

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. The POW/MIA monument, sponsored by the local chapter of the Air Force Sergeants Association and originally dedicated September 15, 1989, would soon move from the old base entrance to the corner opposite the Headquarters.

A new Fitness Center

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



Groundbreaking ceremonies for the first phase of the new maintenance complex, April 8, 1989. From left are Lt. Col. Ken Clark, baseclosure chairperson, Lt. Col. Ken Allen, Deputy Commander of Maintenance, Unit Commander Col. Joe Simeone, Paula Greene, co-owner, R.C. Foss & Son Inc., contractors for the project, Brig. Gen Robert Dastin, Assistant Adjutant General (Air), N.H. Adjutant General Lloyd Price, Col. John Blair, U.S. Property and Fiscal Office, Col. Richard Jones, Headquarters, SEA Consultants Robb Sesar and Bill Machurat, Maj. Al Robertson, Base Civil Engineer and Lt. Col. Paul Johnson, Headquarters.



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.

Heat plant

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.

Security

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

Space shuttle support was an unusual function that the 157th picked up when the fully staffed and equipped firefighting 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.

Other projects and staff changes

Other key expenditures and additions to the Air Guard base included a \$350,000 Communications Center and an alert crew facility. Work began in October 1990 on the \$420,000 alert facility, a gutted and completed renovated B259. From a mission standpoint, the unit's SIOP alert commitment would continue uninterrupted until 1992.

Along with the alterations came more new staffing needs. Overall the unit would gain 120 new fulltime people. Communications Flight added four fulltime technicians to operate and maintain new Ground Communications Systems. A 24-hour-a-day Command Post required five new command and control civilian technicians. Circuits linked the base to SAC and Plattsburgh Air Force Base, new host for command and control. Finally, the Motor Vehicle Branch experienced a 100% increase in vehicle authorization. Five new people came on board to help maintain the Fire Department Fleet, snow removal equipment, and additional support vehicles.

The base had transitioned to a modern, "stand alone" facility and it had done so, initially at least, in the shadow of the first major conflict since Viet Nam.

6

Beyond the Cold War 1990–1998

By Lt. Col. John W. Rice

The world again comes to the Seacoast

In 1905 diplomats from Russia and Japan came to Portsmouth. Their mission, with America's help, was to negotiate the end of the epic Russo-Japanese War.

Eighty-five years later to the month, on August 16, 1990, the world's eyes again focused on the Seacoast. Jordan's King Hussein and Saudi Arabia's Prince Faisal, arriving aboard official jets, came to talk war with vacationing U.S. President George Bush in Kennebunkport.

Iraq, under the leadership of dictator Saddam Hussein, had coldly invaded its southern neighbor, oil-rich Kuwait. At Pease, as members of the 157th performed their routine work schedules, the gleaming official jets with their strange markings brought home the ominous events half a world away. Helicopters filled the delightful August afternoon air. Thousands of sunbathers on area beaches watched them as they shuttled dignitaries up and down the coast to Walker's Point. The uneven chop-chop-chop sound of rotor blades hinted that the Seacoast's tranquil summer would soon be cut short.



War clouds: U.S. Secretary of State James Baker came to Pease in August 1990 on his way to Kennebunkport to confer with President George Bush about the growing crisis in the Gulf. On the far left is Israeli Prime Minister Yitzhak Rabin who would be assassinated five years later.



MSgt. Joe Marshburn, 157th CAMS "Maintenance Man of the Year" cuts the ribbon opening the \$3.6 million dollar Maintenance Facility, July 15, 1990. From left are retired SMSgt. Charlie DuFoe, Lt. Col. Ken Clark, Maj. Al Robertson, Marshburn, Rob Brandon, SEA Associates, the design firm, and Paula Foss, R.C. Foss & Sons, Pittsfield, which built the complex.

Desert Shield

In actuality, the summer had already ended for some members of the 157th. Early on the morning of August 7, 1990, Desert Shield, a build-up of friendly forces designed to contain the spread of Iraqi aggression, began. A telephone alert asked every crew member of the 133rd Air Refueling Squadron to provide maximum availability so that an immediate response capability could be developed. All 125 Operations crew members stepped forward in voluntary support.

The unit began functioning on a 24-hour, seven-days-a-week basis. Forty-two Desert Shield missions would be flown in the month of August as the 133rd helped refuel transport aircraft and fighters to the Middle East. Forty volunteers were placed on full active duty status for as long as needed.

Behind the scenes, Maintenance made it all look easy. "By 3 a.m. on the morning of the seventh we were generating aircraft," remembered then-Deputy Commander for Maintenance Lt. Col. Ken Allen.



Maj. "Sid" (Girardin), flight commander, meets with media prior to taking off on the historic first flight to Site K, Jeddah, Saudi Arabia, on the afternoon of October 12, 1990. For security reasons, only first names of personnel were released to the press. Col. Joe Riley, state public affairs officer, delivers a censored briefing on this, the first Desert Shield mission to the Gulf Region.

"Putting fuel on, doing preflight checks, servicing oxygen, fuel system, and more."

Approximately 90 CAMS personnel filled 24-hour shifts on a volunteer basis. Maintenance Control Supervisor Capt. Rick Greenwood, also the unit's Intelligence officer, wore two-hats.

"I'd get in at 3 or 4 a.m.," he says. "I'd go over the message traffic, give the morning intelligence briefing at 8 a.m., then do maintenance at 10 a.m. I was lucky to be home by 8 p.m."

"We had 100 percent participation from our Traditional Guardsmen, who were working two jobs a day," he adds. "The full-timers were pulling two shifts. But I never had to twist anyone's arm."

Close to 100 guard members reported during the next few days as seven additional airplanes arrived TDY from Ohio, Pennsylvania, and New Jersey. Together with the 157th's own KC-135E aircraft, the newly-formed tanker task force became, as 157th Commander Col. Joe Simeone put it, "Like a coiled snake ready to strike."

An historic flight

By October, the 157th's heavy support of MAC flights in transit from the west coast to Saudi Arabia began to slow. The unit became one of 12 National Guard outfits tasked with providing refueling support in Saudi.

On October 12th at 3 p.m. Eastern Daylight Time, a New Hampshire Air National Guard KC-135E lifted gently off the Pease tarmac. It was destined, on this balmy fall day, to be the first Granite State aircraft to fly a two-week

support mission out of Site K, "Somewhere on the Arabian peninsula."

Hours before this classified historic flight to a large air base near Jeddah, Saudi Arabia, the 13-member, all-volunteer crew, under the command of "Major Sid" (Girardin) met a mob of reporters. The media, who had come from as far away as Boston and Portland, wanted to know why the men were stepping forward.

"I think I want to do my part in it for once," replied SSgt. Stratton Gatzimos. "There are so many people who won't go and do this and I'm one who is willing to help. It's my job."

Girardin noted that he'd miss some of his children's soccer games. He heaped credit on his wife, recognizing she'd be left alone to take care of the kids.

The spirit of volunteerism

The spirit of volunteerism was sweeping the U.S.A. President Bush, speaking in Manchester, cited the special patriotism and courage of Air Guard volunteers SSgt. Mark Joyce and Lt. Col. Everett Bramhall.

As the unit set up shop in Jeddah, some 36 157th USAF Clinic volunteers provided two week's medical support at Tyndall AFB, Fla. Other guard members helped in Washington, D.C.

"I can't say enough about the quality of service these Guardsmen provided," said Col. (Dr.) Matthew L. Hablitzel, 325th Medical Group commander at Tyndall.

Halfway across the world, the 157th was eliciting much the same reaction at Site K. More than 90 CAMS, all volunteers, provided



maintenance support to the tanker task force there. Five Fuels Management Specialists also made the trip. Two New Hampshire KC-135E's were always a part of the force, swapping out on two-week tours. Personnel worked 12-hour shifts around the clock.

One Granite Stater, TSgt. Ralph O'Leary, found the maintenance control operation needed organization.

"It was kind of like 'crisis management,'" remembers Capt. Rick Greenwood.

All O'Leary did was to reorganize the entire operation, making it effective and functional.

Air Force Deputy Commander for Maintenance Col. Walter F. Hodgen glowed.

"The tanker task force could not have functioned without your dedication to duty," he said in Letters of Appreciation to both O'Leary and Greenwood.



At Manchester Airport, MSgt. Bill Houghton, Mission Support, one of the unit's two members who actually served in a war zone during Desert Storm, is welcomed home. From left are Maj. Gary Cyr, SSgt. Diane Hills, Houghton, and Lt. Col. Roy Callahan. Sgt. Mike Daigle, 157th AREFG public affairs, was the other war-zone vet.

Presidential call-ups

As Christmas approached, the first Presidential call-ups closed Desert Shield's all-volunteer aspect. The N.H. Air Guard now deployed three crews to Site K. Activated were 15 aircraft mechanic/crew chiefs, 20 phase dock mechanics, and 63 133rd Squadron members. The phase dock people deployed to Moron, Spain, providing intermediate level maintenance support until war's end.

The build-up of men and material in-theater was complete. Desert Storm, the attack phase of the Allied plan to liberate Kuwait and destroy Iraq's army, was ready to begin. With its strategic location on the Atlantic shore, the 157th mission reverted to an "Air-Bridge" mode, refueling transiting aircraft. One New Hampshire crew, however, caught at Site K as hostilities began, was pressed into service for an unscheduled 26 days.

War stories

Only two unit members remained in theater for the duration. They were MSgt. Bill Houghton, a 157th Mission Support Disaster Preparedness NCOIC from Manchester and SSgt. Mike Daigle, a Public Affairs NCO from

Rochester. Houghton reached Riyadh in mid-November and would not return home until March 11. His tour was voluntary.

Daigle's was not. Activated one day after war broke out, he found himself in Cairo West less than a week later. Ultimately assigned to a refueling support wing in Seeb, Oman, the father of four and full-time Portsmouth Naval Shipyard employee, became editor of the camp newspaper, the *Nacirema Flyer*.

Isolated in the desert wilderness, Daigle's paper picked up a story that hit close to home. An A-10, heavily damaged in combat over Iraq, had been dragged back to its Saudi base by an Air Force KC-135R. The boom operator was SSgt. Jim Protzmann, son of Col. James Protzmann (USAF-Ret.), husband of 157th Personnel Director Maj. Carolyn Protzmann, 1990's Outstanding Air National Guard Personnel Manager of the Year.

Cut to March 19th and the Pease ramp. Presidential flags flapped in a stiff, chilly, late afternoon breeze. Newspapers and radio stations had encouraged everyone to come out to greet 24 battle-scared A-10s making an overnight rest stop before heading on to Myrtle



The war came home on March 19, 1991, when 24 battle-scarred A-10's from South Carolina received a boisterous welcome as they made a rest stop at Pease. Among those flying in was a pilot rescued by SSgt. Jim Protzmann, son of Col. James Protzman and then-major Carolyn Protzman. Note the presidential flags in the background.

Beach, S.C. As the aircraft swooped down on the base, an Air Force Band struck-up patriotic music and a crowd of 300, including Portsmouth Mayor Eileen Foley, cheered.

One pilot had a Seacoast connection, the same who had been helped by Jim Protzmann over Iraq. Protzmann's dad and wife, Carol, greeted the surprised pilot as he climbed out of the cockpit.

Family support

At home, the pressures of supporting an "air-bridge" mission and continuing activations threatened to take its toll on families. The reality of base closure coming on April 1 added further stress. But the Guard's Family Support Program held people together.

Chaplain (Col.) Charles Crosby and Executive Committee Members Diane Roger and Cathy Broderick, both Guard spouses, backboned the Family Support effort. Roger and



Broderick would earn New Hampshire National Guard Distinguished Service medals for their unselfish effort. Crosby retired in April with the Legion of Merit. Catholic Bishop of Manchester Leo O'Neil attended a prayer breakfast honoring the popular chaplain.

The strain on people was intensified when, like SSgt. Daigle, individuals or groups of individuals were activated rather than entire units. For example, in February, the 157th USAF Clinic sent two unit members to March AFB, Calif., one to Whiteman AFB, Mo., and 16 to Carswell AFB, Texas. Twenty-six members of the 157th Security Police went to Malmstrom AFB, Mont. Another 18 were activated at Pease.

War's end

Overseas, Iraq's elite "Republican Guard" quickly collapsed and Kuwait was easily recaptured. Emotional returns, punctuated by parades, bands, speeches, tears, and bear-hugs were commonplace in New Hampshire as they were throughout the country. The 157th, its aircraft festooned with yellow ribbons painted above the boom, remained in "air-bridge" mode, supporting the returning traffic. By late April almost everyone had come home safely. There had been no casualties.

The 157th Desert Shield/Desert Storm war totals are, by any standard, impressive. Some

Chaplain (Colonel) Charlie Crosby got a surprise retirement breakfast on Sunday morning, April 14, 1991, ending a 29-year career with the NHANG. Col. Bob Francoeur shakes the popular chaplain's hand. Also attending was Bishop of Manchester, Leo O'Neil and Adjutant General Lloyd Price.



Col. Simeone leads the 157th in a Labor Day, Concord, N.H., Desert Storm victory parade. The unit also marched in Portsmouth in July.



322 sorties launched, 1,529 hours flown, and 13,743,000 pounds of fuel off-loaded to 20 different kinds of aircraft. The unit maintained a 91 percent mission capable rate with the highs of 96 percent during two separate months. Every single mission launched on-time for an incredible 100 percent accomplishment rate.

Equally as impressive was the all-out unit performance. More than 600 of the 157th's 1,100 members served on Desert Shield/Desert Storm orders.

Unlike Vietnam, Granite Staters couldn't say thank you enough to their conquering heroes. A July parade in Portsmouth drew more than 50,000. Thousands more attended the official state celebration in Concord over Labor Day weekend.

Savoring peace

With the tumult of Desert Storm subsided, the unit looked forward to a late-fall deployment to Bitburg, Germany. In the meantime, the U.S. Air Force officially left Pease April 1 and the installation was renamed Pease Air National Guard Base. A morning flag pole ceremony with Col. Simeone presiding marked the event. The unit celebrated further by changing its zip code to the current 03803-0157. Later that month, a gala Dining Out at Yokens Restaurant in Portsmouth was held. Hundreds attended.

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 Morrissette, 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



A welcome sight for returning Desert Storm aircraft. Yellow ribbons festooned all of the unit's KC-135E's.

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.

A new "mini" Base Exchange had debuted earlier on March 7, replacing the sprawling Air Force facility. Here Sal Zona, continuing a tradition at Pease since 1956, opened a barber-shop that later became known as the Inter-



CMSgt. Jackie Collette is bemused with photographer SRA Dan Beaudreau's "gag photo" promoting 1991 flu shots. Collette would become state senior enlisted advisor in 1993.

national Barbershop, moving to a building near the Service Federal Credit Union. Zona had opened an officer's barbershop in 1976 and then an NCO barbershop in 1981. There were only two barber chairs in the new BX, a far cry from the 13 chairs and four beauticians "Sal" had had in '56.

"I opened the first one 35 years ago," Zona said, "and it's only appropriate that I stay around another 35 years!" The old Air Force Commissary became a new U.S. Passport and Visa Center. C&J Trailways Buslines moved into the front gate guard house and later the Base Theater, while the Guard built a new gate in its present location.

The unit savored peace. Our Engineers deployed to Jamaica for 18 days in April, repairing massive damage caused by 1988's

weather monster, Hurricane Gilbert. The focus of their effort was to rebuild a local school.

Two for the history books

In July, 100 Russian children from the nuclear-contaminated Chernobyl area, flew into Pease to begin attending summer camps. The Samantha Smith Foundation flight saw a Soviet IL-62, technically a military aircraft, land for the first time at a SAC base. Parked just a few hundred feet away in an ironic twist, was Air Force One. As if on cue, President Bush ordered the end of Alert Missions October 1, ending a 15-year base ritual. SAC, MAC, and TAC would soon disappear and the new Air Mobility and Air Combat Commands stood up, June 1, 1992. The change prompted a whirlwind, one-hour visit from new AMC Commander General Ronald Fogleman four months later on September 17.

Accomplishment

On the lighter side, the unit's vigorous women's softball program blossomed, defeating former champion Maryland twice, 8-4 and 8-7 to go 6-0 in the Air National Guard Tournament at McGee Tyson AB, Tenn. Men's basketball would follow-up with a Portsmouth Naval Shipyard championship in March.

As 1992 began, the Guard ushered in a year of singular accomplishment. The unit sailed through an April ORI and for the second time since 1983, won the Spaatz Trophy.

"We think we're good and it's nice to have that validated," said Lt. Col. Tom Bunting, deputy commander for operations."

MSgt. Bill Jones was selected NGB's Base Accounting and Finance Airman of the Year. The unit newspaper, *The Refueler*, edited by 2nd Lt. Jeanne Hill, began a six-year run among the Air Guard's top three publications in its category.



In July 1990, members of the 157th Services Flight reviewed the final layout for what would soon be known as Independence Hall. From left are MSgt. Robert Argel, MSgt. Ray Robb, MSgt. Daniel Trafton, TSgt. Joseph Digillo, Sgt. Craig Land, and TSgt. Joan Genna.



History was made in July, 1992, when the first Soviet IL-62, technically a Russian war plane, landed at a SAC base on U.S. soil. Its cargo was hardly war-like: 100 Russian children from the nuclear-contaminated Chernobyl area. They were flown here by the Samantha Smith Foundation to attend summer camps in the Northeast.

There were, as always, other major deployments in 1992. May saw the unit support Operation Dragon Hammer out of Aviano AB, Italy. Deployers were somewhat surprised to find Manchester-native Col. James Kula in command of the 401st Fighter Wing. The Security Police returned to Bitburg for two weeks in July.



Col. Joe Simeone, 157th Commander, briefs new AMC Commander General Ronald Fogleman during the general's one-hour stop at Pease on September 17, 1992. From left, behind, are Lt. Col. Ken Allen, SMS Dave Eaton, and Lt. Col. Ken Clark.



The 157th's alert mission ended officially on October 1, 1992. Here the last crew to stand alert celebrates outside the Alert Facility. They are Pete Crocker, Jim Ziegler, Ray Richardson, Mark Schwartz, Larry Stark, Roger Clements, Bob Janes, and Jeff Hennessy.



The 1993 NHANG Women's Softball Team poses for a group photo at the Annual ANG National Tournament in Boise, Id. The team finished a solid second after winning the title two years earlier.



Arriving at Pease with the 1991 Spaatz Trophy are 133rd ARS Commander Lt. Col. Bill Davidson, TSgt. Denis Boucher, Maj. Roger Burkley, and Deputy Commander for Operations Lt. Col. Tom Bunting.



Boston Police spokesman and Senior Enlisted Advisor CMSgt. Bob O'Toole. O'Toole's efforts to bolster unit morale during 1992's Restore Hope deployment to Moron, Spain, in the holiday season were a huge contribution to the 157th's success.

Restore Hope

In May, popular senior enlisted advisor Chief Manny Phillips retired after 37 years. His successor, colorful Boston Police spokesman SMSgt. Robert O'Toole would play a key role in one of the unit's biggest deployments ever, a surprise trip to Moron Air Base, Spain, on December 4.

The movement came on just 24 hours' notice as Operation "Restore Hope," a humanitarian mission to bring food to the starving populace of Somalia, was ordered by President Bush. As they had during Desert Shield, a crush of media showed up for a 6 p.m. pre-flight press conference on the night of the 4th. State PAO Col. Joe Riley explained the details of the mission and then escorted the throng of reporters to the flightline.

"We're very positive about this," said freshly-appointed Moron Tanker Task Force Commander Col. Joe Simeone. "The situation in Somalia is devastating. We've just come through Thanksgiving and experienced the abundance of this country."

Simeone, along with 75 other unit members, then boarded one of two aircraft that promptly launched for Spain. Film of the take-off was carried nation-wide on ABC-TV. The 157th became lead unit for what would be a 22-aircraft task force combining more than 15 Guard and Reserve units as well as regular Air Force outfits with a force more than 700-members strong.

While the 42-day mission reflected the best tradition of the Yule season, being away from home at Christmas came hard to many—especially since some Guardsmen had spent the



The Bapp Auditorium was dedicated on June 11, 1994 to the memory of navigator Maj. Gregg Bapp, a victim of cancer at the age of 44. Then unit commander Col. Joe Simeone shakes hands with Bapp's daughter Amy, standing next to her sister Julie. To the left is Mrs. Pam Bapp.



holidays in Saudi just two years before during Desert Shield. Building morale fell to the capable Chief O'Toole. The irrepressible Irishman responded well, coordinating hugely successful Christmas and New Year's parties as well as popular MWR trips to Tangiers, Morocco. O'Toole retired in October, replaced by CMSgt. Jackie Colletterte

Home again

By mid-January 1993, the 157th came home as the regular Air Force assumed the TTF mission in Moron. What redeployers found was a unit in transition. The Group was reorganizing, bringing the 157th in line with current Air Force restructuring guidelines. Our 10 KC-135E-model aircraft were replaced throughout the summer with quieter, more efficient R-models. With their new CFM-56 engines, a 50 percent decrease in noise resulted, emissions were reduced 90 percent, while range, fuel off-load capability, and reliability were all increased. By January 1994 all the unit's KC-135's had been converted to R-Models.

As it had in 1992, the unit received two prestigious flying awards, the Outstanding Tanker Flying Squadron and Air Reserve Force of the Year trophies. The awards came as a result of the unit's outstanding performance in the previous year's ORI as well as a Qualification Level #1 rating following a 15th Air Force visit.

The 157th's Central Base Personnel Office and Services Flight also won recognition, being named NGB's best for 1992. MSgt. Fred Greaves was cited as the Air Guard's Outstanding Career and Education Manager of the Year. The Recruiters cleaned up at the Northeast

recruiting and Retention Workshop, walking off with five different individual and organization awards. But the unit did not rest on its laurels, launching an intensive Total Quality Management program in April.

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 double-wall 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.

Deployments

Meanwhile the Engineers again found themselves in the school repair business, this time rebuilding an elementary school in San Andres, Panama, an Operation "Fuertos Caminos" project. Germany was also the focus of two deployments. Some 43 Engineers completed 16 days of annual training at Ramstein and other air bases. The organization later sent 50 to Honduras. Another 60 men and women deployed in August to Bitburg, as the 157th flew training missions with the 22nd and 53rd Fighter Squadrons, while support personnel integrated with active duty counterparts.



The NHANG opened its heart to the Special Olympics in the 1990's. In the July 1994 games a young competitor gets an escort during the opening parade into UNH's Cowell Stadium.

November's "Operation Granite Jamboree" tested the unit's ability to prep and palletize cargo as well as what would become a household word: ATSO (Ability to Survive and Operate) training. All this was designed to take the 157th successfully through new "hands-on" ORI's.

Transition

In March 1994, the popular leader of the oft-decorated Clinic since 1978, Col. Leonard "Lenny" Nolan, retired and Lt. Col. Cathy Navin assumed command. Dr. Nolan was the first National Guard officer from the dental corps to be promoted to full colonel. In an affectionate farewell, his troops removed their BDU shirts for what was supposed to be a final 35-10 brief, revealing T-shirts imprinted with "I survived the Nolan years, Bucko!"

Nolan's was not the only key retirement. Adjutant General Lloyd M. Price stepped down in September after ten years as the state's top officer and Assistant AG (Air) General Bob

Dastin retired in July, leaving behind the Dastin Quality Award as a lasting legacy. In their place, Army Col. John E. Blair became new AG and Col. Anthony Liguori, a veteran pilot, replaced Dastin.

ATSO: Hydrate, hydrate, hydrate!

The unit's attention was focusing on the upcoming August Volk Field, Wis., deployment—the first to make ATSO and "Hydrate, hydrate, hydrate!" second nature. More than 450 unit members participated in the exercise, a true test of the unit's capability to perform its mission while garbed in chem gear. No sooner had the 157th returned from this successful training than the real world beckoned in the form of Operation Support Hope, a humanitarian mission which brought food to war-torn Rwanda in Africa. With its fleet now "right-sized" from ten to eight aircraft, the 157th provided "air bridge" support.

War had also ravaged Bosnia-Herzegovina. The Air National Guard became tasked with refueling support for NATO's "Deny Flight," which began in April 1993 and was still ongoing through April 1997. The U.N.-mandated operation was designed to contain the war by keeping combative aircraft on the ground. Tanker units from across the country rotated in and out of Istres, France; Pisa, Italy; and Aviano, Spain. The 157th, in addition to its Volk Field deployment and Support Hope, sent air crews to Istres during the summer.

The busy year saw the 157th again win the coveted Spaatz Trophy for 1993. The award came as recognition for the Moron effort and later the 157th's part as lead unit for the new Northeast Tanker Task Force during Restore Hope II. In all, the 157th had flown 976 sorties in 2,949 hours, off-loading almost nine million pounds of fuel to 1,469 receivers. Even so, the fourth quarter of FY94 saw the unit set records for the highest flying time in one month and one quarter since the KC-135 era began in 1975.

The year ended with a commander's call focused on Quality. Governor Stephen Merrill and Col. Blair spoke at the meeting which outlined in detail what would be needed to achieve the unit's vision of "Citizen Soldiers building the nation's most respected Air Guard unit—serving America, New Hampshire, and community...in partnership with family and employer."



“Hardening” a Volk Field, Wis., position during ATSO training, August 1994. The big test would come in Texas three years later.

A looming ORI

ATSO Training was again an important part of the 157th's year as 1995 began. In Volk II, the unit deployed with the 107th ARG, Niagara, N.Y.—a preliminary test for a joint unit ORI in April, 1997. About 700 Guard members participated in the five-day, late March exercise which got off to a slow start, thanks to an old-fashioned Wisconsin blizzard.

As they had after Volk I in 1994, much of the unit deployed to Istres in May. This time about 200 aircrew, maintenance, and support people, including elements of the 107th, made the trip to France for the 30-day “Deny Flight” mission.

What had promised to be somewhat of a routine visit to southern France became anything but when a 157th KC-135R was involved in the dramatic rescue of Air Force Captain Scott O’Grady. O’Grady, shot down in hostile territory and thought to be dead, kept himself alive by living off the land. He was ultimately plucked up by a U.S. helicopter. The fighters which provided cover were refueled by a KC piloted by New Hampshire’s Maj. John Cuzzone and co-piloted by 1st Lt. Rick Swanson. Capt. Mark Schwartz was the navigator and SSgt. John Gibb, boom operator. The quartet were greeted by a mob of media at Pease when they came home a few days later.

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.

Meanwhile, the November UTA hosted home station exercises “Bulwark Bronze” and “Granite Practice.” “Bulwark” tested the unit’s readiness in response to a world-wide nuclear threat. “Granite,” which carried over into Monday, was a mobilization exercise, the first three-day Fall exercise in five years. Both helped the unit “work the kinks out” for the looming April 1997 ORI.

Good neighbors

As Newington’s neighbor, the NHANG shared in the pride of seeing Great Bay National Wildlife Refuge become a reality.

The Civil Engineering Squadron played a significant role in upgrading all of the ponds and estuaries. The engineers built both a fish ladder and a new outfall on Stubbs Pond.

Pisa, Pisa, Pisa

The real-world situation in Bosnia-Herzegovina and “Deny Flight” continued to involve 157th aircraft, crews, and support personnel. In December, 52 unit members deployed with Niagara’s 107th ARW to Pisa, Italy. At home,



In May 1995, what portended to be a routine “Deny Flight” mission to Istres, France, became anything but when the unit helped in the celebrated rescue of Air Force Captain Scott O’Grady. Here Col. Simeone and the crew meet the press at deployment’s end.

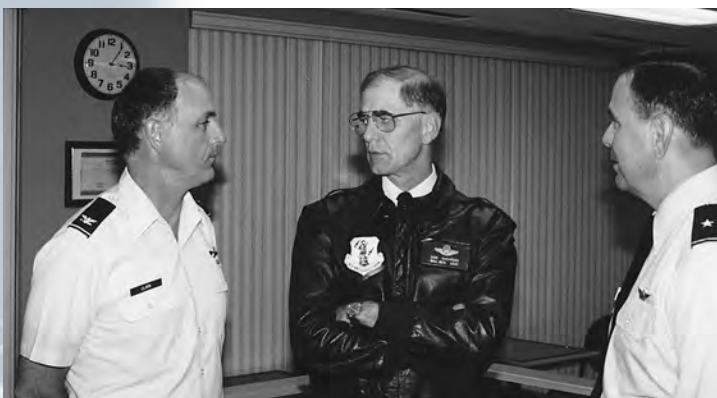
“Phoenix Moat” missions required 157th participation to help with the flow of personnel and materiel to the area. The mission in Bosnia was renamed “Joint Endeavor” and, finally, “Decisive Endeavor,” as the crisis cooled. Consolidating assets, the Air Guard left Istres and operated exclusively out of 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.

A shining moment

The unit weathered a ferocious winter of record cold and snowfall. On January 6, 1996, with 600 troops assembled in the relative warmth of the maintenance complex hanger, Col. Thomas J. Bunting became Logistics Group commander and Lt. Col. William Davidson assumed command of the Operations Group. But in May came the biggest change of command ceremony when, on a bell-clear, crisp Sunday afternoon, Col. Ken Clark replaced Col. Joseph Simeone as 157th commander.

Simeone, who became Chief of Staff, N.H. Air National Guard, had been commander since March 1987. His tenure had seen extraordinary change and challenge. Among numerous highlights were the construction of the new maintenance complex, base closure, conversion from E to R-model aircraft, establishment of the Northeast Tanker Task Force, Desert Shield/Storm, Restore Hope, and the establishment of the new Flight Simulator, one of only four such facilities in the United States and a key to the viability of the 157th’s future.

“I am most proud of the smooth transition we had from a tenant unit to stand-alone status during base closure,” Simeone said. “Through Desert Storm, Somalia, and all the other pop-up contingencies, we met our challenge as a team.”



New Unit Commander Col. Ken Clark confers with National Guard Director Maj. Gen. Donald W. Sheppard in his July 1996 visit. State Adjutant General Brig. Gen. John E. Blair looks on.



Col. Joe Simeone, left, and Col. Robert Anderson, Director of Operations, serve up 1996 Christmas dinner.

With official flags flapping in a warm spring breeze, the entire 157th, dressed in blues, paraded past an official reviewing stand. It was a fitting and colorful end to one era and an auspicious beginning for Col. Clark, a Portsmouth resident, UNH graduate, and first 157th commander with an all-New Hampshire Air National Guard background.

Back to work

Behind the pomp and circumstance, the unit continued on a road of individual and collective achievement. TSgt. Shannon M. Tolley was named Air National Guard "Rookie Recruiter of the Year." The Pease "Wildcat" basketball team won the first of two straight Portsmouth Naval Shipyard championships, while

women's softball finished second in the Portsmouth League. Maj. Mark Sears, Capt. Dan Hogan, and TSgt. Dave Lajoie, the 133rd ARS "Identity Council" rediscovered the 133rd Fighter Squadron's "Flying Tiger" patch, first approved in November 1942. The patch was readopted by the unit and is worn today.

There were other deployments in 1996. Some 26 operations personnel served for two weeks in February at Geilenkirchen Air Base, Germany, refueling NATO's E-3 AWACS aircraft in support of "Deny Flight" missions. In April, about 400 unit members deployed to Savannah, Ga. for four days of ATSO training. Unlike Volk I and II, the unit experienced more intense scenarios geared to the ORI, now just one year away. This time, training was not conducted with the 107th, but the Niagara unit



A dress rehearsal for April 1996's ORE deployment to Savannah, Ga. Here 2nd Lt. Bob Blonigen helps SMSgt. Ginger Coggins adjust her mask.



In November 1996, unit members took a break in a four-day, pre-ORI "war" for field chow. The practice paid off as the unit received high marks in its April 1997 Mobility ORI in Texas.



SP's resist "demonstrators" during November 1996's four-day ORE at Pease.

rotated into Savannah as the 157th redeployed home. The unit went to "war" again during the November UTA, a four-day "ORI tune-up."

The fiftieth year

As 1997 unfolded, the 157th looked forward to celebrating its 50th Anniversary, but the ORI dominated life through early May. UTA's were spent polishing skills identified as needing work. The exact destination of this, the first "hands-on, joint, mobility" ORI, was officially not known, but word leaked that a spot near Ft. Hood, Texas, was where three years of hard work and training would ultimately be measured. Conditions there were shown to be primitive at best from a "captured video."

In February a joint ORE deployment with the 107th to Gulfport, Miss., revealed the unit had learned its ATSO lessons well, but, among other things, problems remained in command and control and redeployment skills. Again, more than 400 unit members made the trip, joining 400 others from Niagara.

April brought the actual ORI deployment to Ft. Hood. Texas was waiting with violent storms, high winds, and heavy rains. Three of the four primary inspection areas were successfully completed. Mother Nature, however, caused the Employment (flying) portion of the ORI to be performed at home station several weeks later. We passed with, you guessed it, flying colors. Some 300 unit members were on hand April 29 to hear the AMC/IG's team out-brief for what had been accomplished in the Southwest.

"We saw an outstanding sense of professionalism and a capability to do the mission that was almost one of the best we've seen throughout," said Brig. Gen. James E. Andrews, AMC/IG. "Your attitude is absolutely superb."

It was time to celebrate. There was an ORI cookout in May and a 50th birthday hangar dance in July. In September the base was rededicated to its name-sake, Capt. Harl Pease, Jr., in an emotional ceremony outside Building 16. First District Congressman John E. Sununu, Jr., Portsmouth Mayor Eileen Foley, and Executive Councilor Ruth Griffin all spoke, as well as Pease's UNH roommate, Don Otis and cousin, Mrs. Fay Benton, who cut the ribbon on the monument with its new plaque.



Unit members suit up in MOPP gear as the long-awaited 1997 ORI unfolds in Texas.



In September 1997, more than 50,000 people streamed into Pease for the 50th Anniversary Air Show. It was the first at the base since May 1990.

The next day, Saturday, September 20, threatening weather held off and the unit's first air show since May 1990, drew some 50,000 spectators to the flight-line area. Crowds thrilled to demonstrations and static displays of more than 40 aircraft, as well as, among other groups, the U.S. Air Force Academy cadet rifle and sabre drill teams. It seemed that no one could get enough of the B-2 "Stealth" bomber, the F-15's or the Harrier "Jump" Jet.

In the show's aftermath, both community and Guardmembers alike basked in the glow of a memorable day that was both ultra good and positive for the unit, the Air National Guard, the U.S. Air Force, and the local community. There was no doubt to anyone anywhere that, despite base closure, the 157th Air Refueling Wing was alive, well, and standing tall.

So tall, in fact, that the Guard's first all-female flight crew's historic trip on October 15 seemed almost anticlimactic. Capt. Laurie Farris was aircraft commander, 1st Lt. Justyna Hudson copiloted, and Maj. Nicole Bixler was the nav. Tech Sgt. Elaina D'Orto served as boom operator. The crew transported some 40 active and retired Army and Air National Guard women to Washington, D.C. and back. They were traveling to the dedication of the

new Memorial to Women in Military Service to America.

In November history was made again when Col. Simeone became a brigadier general. For the first time, the unit had two generals. Simeone assumed a newly-created role as Joint Assistant Adjutant General. The position was designed to facilitate a new working relationship between Army and Air components as both organizations sought ways to combine personnel and assets.

"I'd like to think the New Hampshire constellation is now complete," said General Blair after Simeone's new stars were pinned.

Iraq turns up the heat

Although seven years had passed since the miserable defeat of Iraq's army, Saddam Hussein remained alive, well, and very much in power. While still living under U.N. sanctions imposed at war's end, Saddam and Iraqi officials toyed with U.N. inspectors searching the country for weapons of mass destruction. Time and again, inspectors were prevented from visiting key sites—many of them Saddam's own palaces. At last President Clinton had had enough and the U.S. began preparing for possible military action.



Celebrating 50 years of success at September 1997's open house.

November's "Phoenix Scorpion" saw 14 active duty Air Guard and Air Reserve tankers on the ramp as AMC began moving F-15's and F-16's to the Middle East. That month, the unit had already been rotating 145 members through Incirlik Air Base, Turkey, as part of "Operation Northern Watch," enforcing the no-fly zone over Northern Iraq. Three months later in February 1998, the 157th, augmented by four transient aircraft, flew 28 sorties offloading gas to an air convoy carrying Army personnel and equipment from Georgia to the theater area. In the face of mounting U.S. military might, Saddam backed down.

Storm of the century

The new year opened with what arguably could be called one of the worst ice-storms in New England history. While the coast was spared, inland Maine and New Hampshire communities were utterly devastated as tens of thousands of trees were damaged or destroyed. Roads were blocked and communities went without power for weeks. In the midst of this natural disaster, the 157th Civil Engineers were called to Gilford. Armed with six chain saws, they cleared hundreds of fallen trees from town roads, enabling rescue crews to move in and restore electricity.

Into the future

With more than 50 years of history, the 157th faced a future entirely different than its past. Where once there were major Air Force installations everywhere, only a barebones, down-sized, structure remained. There was no major global threat as in the Cold War years. Instead, third world countries, terrorists, and drug lords created almost constant "pop-up" conflict. The 157th's ORI culminated the unit's transition from a mission of nuclear deterrence as a purely inflight refueling unit in SAC to a combined tanker/airlift mission with a global mobility tasking within AMC.

At home, computers were changing the way we did business. An internal E-mail system had been up and running for four years. The rise of the Internet and the world wide web dictated that the Guard of the future would become a Cyber-Guard. By December, the unit had its own "Intranet" up and running. The prospect of Traditional Guardsmen doing some part of their drills at home by computer terminals was a distinct possibility.

As always, demands on the time of the Traditional Guardsmen continued to grow, making it ever more difficult to balance the tightrope between family, civilian work, and the Guard.

"It's our Air National Guard unit," mused Col. Clark in the March, 1997 *Refueler*. "Our predecessors expect us to be good stewards during our turn on the watch. Let's turn our attention to celebrating our past and protecting our future."

Roll Call: Members of the New Hampshire Air National Guard 1947-1998

Aagesen, Karen L.	Allard, Gerard T.	Andruchuk, John	Auger, Armand V.	Balon, Richard P.
Abare, James L.	Allard, James C. III	Andrus, Clayton E., Jr.	Auger, Peter J.	Balunas, Alan A.
Abbott, Dennis J.	Allard, Jeffrey D.	Angwin, Scott G.	Auger, Ronald A.	Bancroft, Frederick S.
Abbott, John K.	Allard, Paul, H.	Annand, Kimberly J.	Austin, Karen J.	Bane, Michael L.
Abbott, Kenneth N.	Allard, Raymond A.	Annesi, Stephen P.	Austin, Roger E.	Bane, Thomas C.
Abbott, Philip A.	Allard, Raymond E.	Annis, Oscar L.	Avard, James A.	Bantis, John T. Jr.
Abbott, William B.	Allard, Robert A.	Ansell, Lee H.	Averill, Shirley A.	Bapp, Gregory J.
Abood, George J.	Allard, Ronald T.	Antaya, Francis L.	Avila, Sylvia C.	Baraden, Gregory K.
Abood, Louis T.	Allen, Allison M.	Antisdel, Thomas J.	Aviles, Edwin	Barbara, Judith M.
Abood, Peter G.	Allen, David E.	Anton, Robert E.	Ayers, Russell W.	Barber, Brian S.
Abrams, Robert T.	Allen, Edgar F.	Anzalone, Anthony H.	Aylard, John E.	Bardwell, Raymond H.
Abruzzesa, Lawrence J.	Allen, James D.	Aprile, Robert G.	Aylward, Jame J.	Bargiel, Albert M.
Accetta, Patrick W.	Allen, Kenneth D., Jr.	Aprile, Thomas E.	Ayotte, Albert J.	Baribeault, Hazel J.
Acevedo, Anthony	Allen, Ted L., Jr.	Apte, Wylie L. Jr.	Babin, Donald M.	Barkan, Jan M.
Ackerman, Raymond R.	Allen, Timothy M.	Aramini, Wayne D.	Bachman, Randall W.	Barker, John S.
Ackerman, Timothy R.	Allen, Travis D.	Archambeault, Richard L.	Bachta, Walter	Barksdale, Wallace C.
Ackerson, Robert L.	Allen, Michael J.	Archibald, Willard Jr.	Bacon, David W.	Barnard, Allan W.
Adam, Paul R.	Allison, Gerard O.	Ard, Alan G.	Baczynski, Stephen	Barnard, Edwin D.
Adamovich, Carrie R.	Allison, Simon R.	Arel, Raymond O.	Bagley, Robert J.	Barnard, Richard I.
Adams, Charles W.	Almond, Karen M.	Argel, Robert M.	Baglio, Eugene J.	Barnes, Jerry
Adams, David S.	Almond, Robert R.	Armata, Thomas S.	Bagnall, Clark H.	Baron, Andre F.
Adams, Jeffrey G.	Alosa, Pasuale, Jr.	Armitage, Serge P.	Bagnell, Edward D.	Barr, Robert J.
Adams, Jeffrey S.	Altavilla, Ralph A.	Armstrong, Keith C.	Bailey, Lind, M.	Barrett, Clayton J.
Adams, Jerry L.	Altenhofen, Kelly J.	Arnold, Gary W.	Bailey, Ralph N.	Barrett, Gary R.
Adams, John F.	Ambiehl, Roland E.	Arnold, Richard G.	Baillargeon, Arthur P.	Barrett, Terry L.
Adams, Karen L.	Amelio, Carl	Arnt, Veronica M.	Bakacs, Theodore J.	Barrette, Carol H.
Adams, Loyd E., Jr.	Ames, James D.	Arrington, Arthur D.	Bake, Ralph	Barrick, Beth C.
Adams, Richard C.	Ames, Peter N.	Arvidson, Vera M.	Baker, Alan M.	Barringer, Raymond B.
Adams, Russell S.	Amidon, Robert H.	Asbury, Jerrold A.	Baker, Connie A.	Barrows, Ralph J.
Adams, William J.	Ammann, James F.	Ash, Ernest L.	Baker, David L.	Barry, Gerald D.
Addrisi, Francis T.	Amundson, Wallace E.	Ashburner, Gordon J.	Baker, Deborah K.	Barry, Leon G.
Adler, Sheldon	Anctil, Conrad L.	Ashburner, Susan C.W.	Baker, Gerald E.	Barry, Stephen F.
Adrian, Norman J.	Anders, Charles I.	Ashline, Arnold J.	Baker, Oliver F.	Bartis, Robert W.
Adwin, Lawrence R.	Andersen, Ralph H.	Ashton, Frank W.	Baker, Richard D.	Bartlett, Arthur J.
Agnew, Jacqueline E.	Anderson, Bernard C.	Asselin, Ronald J.	Baker, Ruth P.	Bartlett, Benjamin T. IV
Agnew, William C.	Anderson, Brian J.	Astle, Debra A.	Bakie, Gordon J.	Bartlett, David G.
Ahern, John J.	Anderson, Carl F.	Astle, Lawrence D. Jr.	Balas, Frederick K.	Bartlett, Kevin S.
Ahlgren, Alder R., Jr.	Anderson, Dana K.	Atalla, Dennis P.	Balboni, Lawrence C.	Bartlett, Richard L.
Ahlgren, Paul A.	Anderson, Howard J.	Atherton, Mary J.	Balboni, Thomas J.	Bartnowski, Michael.
Ahlijian, Sarkis L.C.	Anderson, James A.	Atkins, Charles L. Jr.	Balcon, Richard E.	Bascom, Michael J.
Alcott, Ladd G.	Anderson, Jane C.	Atkins, George B.	Baldasaro, John G.	Bashaw, Kim A.
Alden, Bradford F.	Anderson, Jane T.	Atkins, William C.	Baldelli, Lisa M.	Basher, Lawrence D.
Aldrich, Denis T.	Anderson, John J.	Atkinson, Frank J.	Baldwin, John M.	Basil, Henry A. Jr.
Aldrich, Wayne D.	Anderson, Robert W.	Aube, Gary J.	Ball, James H.	Baston, Roger T.
Aleksy, David	Anderson, Tana L.	Aubin, John P.	Ballard, Paul F.	Batal, Edward B.
Alexander, Leonard E.	Andrade, Guiomar F.	Audet, Doreen P.	Ballard, Richard J.	Batchelder, Joseph H.
Alfonso, John J.	Andrews, Earle D.	Audet, Gaston A.	Ballou, Philip E.	Batchelder, Lee R.
Aliotti, Richard H.	Andrews, Walter P.	Audet, Paul R.	Ballweg, Scott L.	Bateman, Wayne F.
Allain, Kimberly M.	Andrick, Tracey R.	Audette, Alfred G. Jr.	Balon, John Jr.	Bates, Kenneth E.



Bates, William E.
Battey, David F.
Batton, Carl L.
Bauer, Richard J.
Baurle, Jermone T.
Baxter, Charles E.
Baylor, Richard B.
Bazin, Richard A.
Bean, Alan D.
Bean, William A. Jr.
Beane, Brian J.
Bearor, Donald L.
Bearor, Richard L.
Bearor, Thomas R.
Beasley, Russell E.
Beaton, Malcolm S.
Beaton, William A.
Beauchamp, Michael T.
Beauchemin, Peter, J.
Beauchemin, Roland J.
Beauchesne, Gerald R.
Beauchesne, Lawrence R.
Beauchesne, Normand R.
Beauchesne, Paul A.
Beauchesne, Raymond N.
Beauchesne, Richard S.
Beaudet, Arthur D.
Beaudet, Robert B.
Beaudette, Bertrand A.
Beaudette, George H. Jr.
Beaudette, Gerard O.
Beaudoin, Gerard R.
Beaudoin, Omer F.
Beaudoin, Raymond V.
Beaudrault, Valmore J.
Beaudreau, Daniel W.
Beaudry, Paul A.
Beaulieu, Alan F.
Beaulieu, Armand M.
Beaulieu, Charlene A.
Beaulieu, David D.
Beaulieu, Emile D. Jr.
Beaulieu, Fernand M.
Beaulieu, Gerald N.
Beaulieu, Gerald R.
Beaulieu, James B.
Beaulieu, Real
Beaulieu, Richard R.
Beauregard, Andrew R.
Beauregard, Gerard G.
Beauregard, Richard J.
Beauvais, Richard H.
Beavers, Tammy L.
Bechard, Edward L.
Becker, Michael J.
Beckett, John R.
Beckwith, David R.
Beckwith, John D.
Bedard, Brian L.
Bedard, Francis A.
Beddie, Kelly L.
Bednarowski, Edmund A.
Beecher, David W.
Beeckman, Donald H.
Beeckman, Robert P.
Beecy, William
Beers, Robert W.
Beety, Caren S.
Beland, Gerard R.
Beland, Paul R.
Belanger, Alfred D. Jr.
Belanger, Alice M.
Belanger, Gerald R.
Belanger, Joseph A.E.
Belanger, Joseph W.
Belanger, Normand E.
Belanger, Omer F.
Belanger, Richard A.
Belanger, Robert R.
Beleski, Donald M.
Belger, Peter M.
Belger Shirley E.
Belger, William T.
Belinsky, Chad J.
Belisle, Roger A.
Beliveau, Donald J.
Beliveau, Frank A.
Beliveau, Lionel J.
Beliveau, Paul H.
Beliveau, Roch L.
Bell, Brian A.
Bell, Daniel L.
Bell, James A.
Bell, Peter W.
Bell, Wayne L.
Bellavance, George R.
Bellavance, Joseph A.
Bellegarde, Bruce A.
Bellemare, Raymond P.
Bellerive, David M.
Bellerive, Donald A.
Belliveau, Armand J.
Belliveau, Brian D.
Bellottie, Russell G.
Bellucci, Vincent J.
Belmont, Robert R.
Belyea, Keith E.
Bemis, Laura J.
Bender, Celina L.
Bender, Eldon M.
Bender, Philip M.
Benedict, William E.
Benitez, Beverly.
Bennett, Roger H.
Bennett, Wendy L.
Bennis, Daniel G.
Benoit, Scott E.
Benoit, Debra L.
Benoit, Lance J.
Benoit, Lawrence G.
Benoit, Wilfred E.
Benson, George T. III
Benson, Mark A.
Benson, Steven T.
Bentzler, Edward W.
Berard, Paul R.
Berdechowski, Daniel J.
Berenty, Matthew D.
Berger, Robert R.
Bergeron, Albert A.
Bergeron, Arthur R.
Bergeron, David E.
Bergeron, Fernand J.
Bergeron, James A.
Bergeron, Richard E.
Bergeron, Richard J.
Bergeron, Robert P.
Bergeron, Robert R.
Bergeron, James A.
Bergevin, Robert L.
Bergeron, Victor L.
Berlingiette, Roger L.
Bernard, Robert T.
Berneche, Ronald H.
Bernier, Armand M.
Bernier, David, D.
Bernier, Donald L.
Bernier, Edgar R.
Bernier, Elise M.
Bernier, Glenn M.
Bernier, Robert U.
Berry, Michael R.
Berry, Robert F.
Berthiaume, Dennis R.
Berthiaume, Richard W.
Berthold, Joseph R.
Bertogli, John E.
Bertrand, Richard A.
Bertrand, Walter T.
Berube, David D.
Berube, Richard E.
Berube, Richard L.
Berube, Robert
Bethel, Darryl J.
Bettencourt, Harold F.
Bialik, Francis L.
Bibeau, Raymond A.
Bickford, James, L.
Bickford, Marcia L.
Bieniek, Jack W.
Bienvenue, Raymond P.
Bienvenue, Richard A.
Bienvenue, Roger L.
Bigelow, Russell M.
Bigos, Louis F.
Billings, Carl C.
Bilodeau, Maurice R.
Bilodeau, Raymond A.
Bilodeau, Roger W.
Bilodeau, Ronald A.
Bilodeau, Tony A.
Binette, Gelles J.
Binette, Normand P.
Binette, Roger G.
Bird, Roger E.
Birnie, John D. II
Biron, Gerald R.
Biron, Gilbert M.
Bishop, David W.
Bishop, Donald J.
Bishop, Sanford P.
Bissonette, Alfred L.
Bitner, Steven R.H.
Bixby, Laurence M.
Bizzocchi, Wayne D.
Black, Donald K.
Black, Jimmy D.
Blackey, Brian T.
Blackwell, Samuel I.
Blain, Robert F.
Blain, Stephen A.
Blair, Arthur H.
Blair, Donald S.
Blair, Thomas D.
Blais, Daniel N.
Blais, Dennis E.
Blais, Richard D.
Blais, Richard J.
Blais, Richard O.
Blaisdell, Bruce G.
Blaisdell, Leon C.
Blake, Patricia A.
Blake, Randel M.
Blake, Thomas C.
Blakeney, Allen C.
Blanchard, Francis R.
Blanchard, Frank P.
Blanchard, Gerald F.
Blanchard, Matthew P.
Blanchette, Daniel P.
Blanchette, Lionel R.
Blandina, James
Blandina, Michael J.
Blascio, Peter M.
Blay, David C.
Blazon, Henry E.
Bleeker, Kevin T.
Bline, Donald B.
Blodgett, Robert H.
Blonigen, Brenda M.
Blonigen, Robert P.
Blood, Donald M. Jr.
Blouin, Norman A.
Blythe, Thomas E.
Bobbis, Michael G. Jr.
Bober, John J.
Bober, Joseph J.
Bodnar, John
Bodnar, Stanley R.
Boesch, Christopher R.
Boettcher, Robert E.
Bohan, Paul D.
Bohan, Timothy J.
Boire, Gary L.
Bois, Kenneth N.
Boisclair, Frederick W.
Boisvert, Edward J.
Boisvert, Marshall J.
Boisvert, Maurice G.
Boisvert, Michael E.
Boisvert, Rene R.
Boisvert, Richard P.
Boisvert, Richard W.
Boisvert, Roger P.
Boisvert, Roland R.
Boisvert, Ronald H.
Boisvert, Ronald R.
Boisvert, Wilfred R.
Boivin, Richard J.
Bok, Christopher J.
Bolden, William R.R.
Bolduc, Christopher G.
Bolduc, Paul E.
Bolduc, Paul R.
Bolduc, Roger H.
Bolster, Carl H.
Bolton, David S.
Bolton, Robert A.
Bolton, Thomas A.
Boluch, Theodore J.
Bonenfant, Arthur E.
Bonenfant, Paul E.
Bonenfant, Roger W.
Bonnin, Kenneth A.
Bonnin, Philip R.
Booker, Richard E.
Boone, Kenneth A.
Booth, Richard T.
Borgman, Daryl L.
Borin, John A.
Bosse, Dennis J.
Bosse, Ervin P.
Bosse, Roland B. Jr.
Bosse, Ronald L.
Bossie, Robert F.
Bost, John J. Jr.
Boston, Almon S.
Boston, Merrill H. II
Bouchard, Daniel R.
Bouchard, David R.
Bouchard, Donald R.
Bouchard, Florian J.
Bouchard, Francis R.
Bouchard, Jean F.
Bouchard, Leroy G.
Bouchard, Normand R.
Bouchard, Paul S.
Bouchard, Randy P.
Bouchard, Richard L.
Bouchard, Ronald E.
Boucher, Andrew G.
Boucher, Anne M.
Boucher, Denis J.
Boucher, Gerald P.
Boucher, Henry E.
Boucher, John R.
Boucher, Joseph B.
Boucher, Leon A.
Boucher, Maurice D.
Boucher, Maurice R.
Boucher, Paul E.
Boucher, Peter P.
Boucher, Richard F.
Boucher, Robert R.
Boucher, Roland R.
Boucher, Ronald A.
Boucier, Maurice A.
Boudreau, Adrian E.
Bouffard, Raymond N.
Boulanger, Michael A.
Boumel, James F.
Bourbeau, George G.
Bourbeau, Leo A.
Bourbeau, Ovila R.
Bourgeois, Donald L.



Bourgeois, Edward L.
 Bourgeois, Pierre H.
 Bourk, Neil E.
 Bourn, Alan G.
 Bournival, Charles E.
 Bourque, Alan R.
 Bourque, Donald R.
 Bourque, John L.
 Bourque, Normand A.
 Bourque, Richard H.
 Bourque, Roland H.
 Boutin, Clermont J.J.
 Boutot, Alfred J. Jr.
 Bowen, Howard L.
 Bowen, Robert F.
 Bowen, Winfield F.
 Bower, Paul F.
 Bowler, Charles H.
 Bowler, Barry L.
 Bowman, John R.
 Box, James A.
 Boyce, Kenneth C.
 Boyd, John K.
 Boyd, Robert W.
 Boyd, Robert B.
 Boyer, Donald A.
 Boyer, Norman C.
 Boyle, Cleveland W.
 Bradford, William A.
 Bradley, Julie K.
 Bradley, Matthew P.
 Bradley, Phillips H.
 Bradley, Roger J.
 Bradovich, George J.
 Bradt, Joseph R. Jr.
 Brady, Frank R.
 Brady, Peter E.
 Brady, Phillip F.
 Bragdon, Jodi L.
 Bragg, Jeffrey S.
 Bramhall, Everett L.
 Brandt, Henry H.
 Branting, William S.
 Braukmann, John D.
 Brazawski, William
 Breitbart, John T.
 Breton, John A.
 Breton, Richard E.
 Breton, Richard V.
 Breton, Roland H. Jr.
 Brewster, Steven M.
 Bridge, Harry J.
 Bridge, Jason K.
 Bridges, Carla R.
 Bridges, Hilda M.
 Briggs, James G.
 Briggs, Leland F.
 Briggs, Perry A.
 Briggs, William P.
 Brigham, William B.
 Brilliant, Alton L.
 Brissett, Barron M. Jr.
 Brisson, Daniel C.
 Brisson, Jacques C.
 Brisson, Roland R.
 Britton, Bruce O.
 Britton, William E.
 Broadbent, Gary R.
 Broas, Michael T.
 Brocato, Keith A.J.
 Brochu, Jane M.
 Brock, Gary J.
 Brock, Kendall W.
 Brock, Kenneth R.
 Broderick, James W.
 Brodeur, Daniel P.
 Brodeur, Paul E.
 Brodeur, Roger N.
 Brodeur, Roland L.
 Brody, Christopher G.W.
 Brody, Christopher W. Jr.
 Brodzinski, Paul J.
 Broek, John R.
 Bronstein, Stephen M.
 Brooks, Chesley E.
 Brooks, Janine E.
 Brooks, Phillip F.
 Brooks, William H. III
 Brophy, Mark W.
 Brosseau, Elinor I.
 Brothers, Wayne D.
 Brousseau, Danielle P.
 Brousseau, John E.
 Brown, Arthur P.
 Brown, Calvin C.
 Brown, Charles B. III
 Brown, Charles K.
 Brown, Clarence H.
 Brown, Duncan W.
 Brown, Jerry W.
 Brown, John H.
 Brown, Keith M.
 Brown, Kenneth C.
 Brown, Laurence K. Jr.
 Brown, Lisa M.
 Brown, Norman A.
 Brown, Norman S.
 Brown, Peter B.
 Brown, Ralph N.
 Brown, Richard G.
 Brown, Richard K.
 Brown, Robert A.
 Brown, Robert E.
 Brown, Robert P.
 Brown, Ronald C.
 Brown, Scott J.
 Brown, Scott R.
 Brown, Steven K.
 Brown, Stuart A.
 Brown, Terrance K.
 Brown, Thomas G.
 Brown, Thomas G.
 Brown, Victor K. III
 Brown, Weston A.
 Brown, William J.
 Brownell, Stephen C.
 Brox, George G.
 Bruce, David K.
 Brunell, David L.
 Brungot, Jorgen J.
 Bruno, Thomas G.H.
 Bruno, William P.
 Brunt, Arthur R.
 Brust, Richard P.
 Bryant, Alton R.
 Bryant, Kenneth C.
 Buck, Stephen M.
 Buckless, George E.
 Buckley, Susan F.
 Bucklin, Dennis A.
 Budd, Frank H.
 Buddenhagen, William W.
 Buehne, Norman E. Jr.
 Bullis, Albert W.
 Bullis, Allan A.
 Bunker, Gordon.
 Bunker, Kenneth L.
 Bunnell, Louis C.
 Bunting, Thomas J.
 Buono, Kenneth A.
 Burbank, David N.
 Burbank, Richard C.
 Bureau, Richard D.
 Burgess, Dale K.
 Burgess, Frederick W. Jr.
 Burgess, Terence A.
 Burgoyne, Kevin M. Jr.
 Burke, Edward J.
 Burke, Michael F.
 Burke, Russell D.
 Burkhead, Wayne H.
 Burkley, Rodger E.
 Burleson, Billy H.
 Burnell, William T.
 Burnett, Richard W.
 Burnham, Maurice L.
 Burnham, Robert A.
 Burnham, Shane A.
 Burns, Barry M.
 Burns, James W.
 Burns, William E.
 Burns, William F. II
 Burrus, Shawn R.
 Burton, Joseph A.
 Burton, Rhonda A.
 Burzynski, Stanley F.
 Busby, Michael J.
 Bushaw, Kent A.
 Bushey, Gary J.
 Bushey, Gene T.
 Bushnell, Arthur W.
 Bussiere, Alex J.
 Bussiere, Frederick T.
 Bussiere, Robert W.
 Butcher, Scott E.
 Butland, Lanie.
 Butler, Cassandra A.
 Butler, Edmund C.
 Butler, Ronald H.
 Butterfield, William F.
 Buttrick, David A.
 Buttrick, Maurice R.
 Buttrick, Todd A.
 Buttry, Carolyn L.
 Buxton, George A.
 Buzzell, John G.
 Byam, George W.
 Byam, Karl H. Jr.
 Byam, Paul U.
 Byrd, Chester R.
 Byron, Robert M.
 Cabe, John L.
 Cacavas, Arthur C.
 Cacavas, Charles A.
 Cacavas, George L.
 Cacavas, Nicholas.
 Cacavas, Stephen J.
 Cadenhead, Constance A.
 Cady, Thomas R.
 Cahill, John.
 Cahill, Rosemary J.
 Cailler, Bruce E.
 Cain, Jeffrey A.
 Cain, Lawrence J.
 Cain, Robert E.
 Calawa, Andrew P.
 Caldera, Michelle C.
 Call, Roderic A.
 Callahan, Daniel J.
 Callahan, Eugene W. Jr.
 Callahan, Philip R.
 Callihan, Roy E.
 Callnan, David E.
 Camacho, Henry
 Camerino, Nelson E.
 Camire, Guy A.
 Camire, Henri A.
 Camire, Joseph R.H.
 Campbell, Charles E.
 Campbell, Kenneth J.
 Campbell, Kevin M.
 Campbell, Robert B.
 Campbell, Rudolph.
 Campbell, Wilfred M.
 Campellone, Vincent A.
 Campion, John J.
 Campono, Richard H.
 Canfield, Terry M.
 Cann, George S. Jr.
 Canney, William M.
 Cannon, James E.
 Cantara, Edward
 Cantin, Edward H.
 Cantin, John R.
 Cantin, Richard R.
 Capen, Norman A.
 Capsalis, John P.
 Carabellas, Peter G.
 Caracciolo, Frank S.
 Caraocglia, Michael R.
 Carasquillo, Luis E.
 Carbonneau, Frederick J.
 Carbonneau, Ronald A.
 Cardenas, Carlos Jr.
 Cardinal, Gregory L.
 Carels, Sandra L.
 Carey, Charles V.
 Carignan, Alfred L.
 Carignan, Armand J.
 Carlberg, William C.
 Carle, Michael J.
 Carleton, Joseph G.
 Carlson, David A.
 Carlson, Donald W.
 Carlson, John R.
 Carlson, Robert F.
 Carmichael, Jesse L.
 Carnevale, Michael A.
 Caron, Denis R.
 Caron, Donald F.
 Caron, Edward F.
 Caron, George J.
 Caron, Normand R.
 Caron, Paul A.
 Caron, Robert J.
 Caron, Ronald J.
 Caron, Russell E.
 Carpenter, Jordan R.
 Carpentier, Joseph W.
 Carr, Anja L.
 Carr, Gregory L.
 Carr, Kenneth G.
 Carr, Marie E.
 Carr, Robert H.
 Carr, Theodore H.
 Carr, Donald R.
 Carrabba, James J.J.
 Carrasquillo, Susan R.
 Carrier, Gerard L.
 Carrion, Lisa R.
 Carroll, David W.
 Carroll, George R.
 Carroll, Jeffrey D.
 Carroll, Mark
 Carson, Kenneth E.
 Carter, Deborah L.
 Carter, Kevin J.
 Carter, Robert
 Case, Robert E.
 Casella, Anthony J.
 Casey, John J. Jr.
 Cashin, Charles L.
 Casimire, Richard S.
 Cassady, Daniel A.
 Cassarino, Craig J.
 Cassidy, Donald G.
 Cassista, George J.
 Castle, David A.
 Castle, James S.
 Castonguay, Brian D.
 Castricone, John W.
 Caswell, Dale M.
 Caswell, David T.
 Caswell, Karen L.
 Cavalieri, Christopher L.
 Cavanaugh, Francis P.
 Cavanaugh, Paul
 Cavanaugh, Thomas F.
 Cawley, James M. Jr.
 Cawley, Michael J.
 Cebollero, Christopher P.
 Cedres, Wayne E.
 Center, Clarke O.
 Cerasuolo, Andrea H.
 Cerasuolo, Scott A.



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Cerweny, Albert J.A.
Cesare, Bruno A.
Chabot, Roger J.
Chagnon, Dennis L.
Chagnon, Robert E.
Chaisson, Joseph T.R.
Chaisson, Paul A.
Chalifour, Andre E.
Chalifour, Donald J.
Chaloge, Socrates J.
Chaloge, William
Chaloner, James S.
Chaloner, Peter M.
Chamberlain, Allan C.
Chamberlain, Brian.
Chamberlain, Cheryl A.
Chamberlain, Ernest R.
Chamberlain, George A.
Chamberlain, Mark K.
Chamberland, Maurice H.
Champagne, Arthur B.
Champagne, Bernard A.
Champagne, Donald R.
Champagne, Lucien W.
Champagne, Michael L.
Champagne, Van F.
Champion, Gordon H.
Chandler, Lynn E.
Chandler, Warren A.
Chapin, William D.
Chapman, Mark E.
Chapman, Mary Kay
Chapman, Peggy D.
Chapman, Robert G.
Chaput, Andre A.
Charest, Ernest
Charland, Arthur N.
Charland, William J.
Charpentier, Martina M.
Charron, Daniel P.
Charron, John E.
Charron, Roger H.
Chartrain, Richard A.
Chase, Donald M.
Chase, Gerda H.
Chase, Howard S.
Chase, Kandy L.
Chase, Malcolm J.
Chase, Penny L.
Chattin, William C.
Chauvette, Richard A.
Cheatham, Lyle A.
Chemotti, Doreen M.
Cherico, Peter F.
Cherry, Gavin R.
Chesley, Philip G.
Chiasson, Steven A.
Chiavaras, Stanley J.
Chick, George E., III
Child, Kenneth F.
Child, Richard L.
Childs, Kenneth
Chisholm, Michael A.
Chittenden, William A.
Chiu, Chung I.
Chloros, Rolph P.
Chock, Jan S.
Chouinard, Norman P.
Chouinard, Romeo G.
Chretien, Laurent W.
Christadore, Eugene J.
Christiansen, Joseph P. Jr.
Chute, Jeannie M.
Chute-Festervan,
Carolyn M.
Ciardelli, David E.
Cicia, Stephen W.
Cincotta, Brian D.
Cinquegrano, Robert J.
Clacherty, Kenneth D.
Clairmont, Bernard J.
Clancy, Gerald S. Jr.
Clancy, Michael F.
Clancy, Michael T.
Clapp, Allan S.
Clapper, Howard R.
Clark, Bambi L.
Clark, Daniel W.
Clark, David H.
Clark, Kenneth L.
Clark, Kenneth R.
Clark, Kerry M.
Clark, Richard D.
Clark, Terri L.
Clark, Thomas F.
Clarke, Vernon A.
Clary, Thomas J.
Claseman, Charles J.
Clayton, Roxanne B.
Cleary, Robert J.
Cleaver, Aaron C.
Cleaves, Robert W.
Clemen, David A.
Clement, Elaine
Clements, Pamela J.
Clements, Roger F.
Clements, Robert F.
Clewley, Scott A.
Clifford, Don J.
Clifford, Loren O.
Clifford, Thomas A.
Climons, John M.
Cline, Calvin F.
Clough, Jay S.
Clough, Robert B.
Clough, Stephen M.
Cloutier, Armand J.
Cloutier, Donald R.
Cloutier, Paul C.
Cloutier, Robert E.
Cloutier, Roger A.
Cloutier, Ronald L.
Clow, Ronald J.
Clukey, Danny R.
Clum, Michael A.
Coates, Frederick S.
Cobb, Daniel S.
Cobb, David K.
Cobb, Emmons W.
Cobb, Theresa A.
Cochran, Richard S.
Coco, Stephen L. Jr.
Coderre, Gaston M.
Coderre, Richard R.
Cody, John D.
Cody, Kenneth M.
Cody, Michael D.
Coelho, Alfred J.
Cofell, Maria D.
Coffin, Harry W.
Coggin, Virginia H.
Cogswell, Sean
Cohen, Alan P.
Cohen, Kenneth E.
Colavolpe, Michelle L.
Colbath, James S.
Colbert, Robert M.
Colburn, Spencer B.
Colby, John A.
Colby, Walter F.
Cole, John P.
Cole, Robert G.
Cole, Theodore M.
Colella, Frank S.
Colello, Linda M.
Colello, Matthew
Coleman, Karen R.
Coleman, Melvin H.
Coleman, Tracey M.
Coletti, Peter C.
Coll, Arthur R.
Collard, Paul B.
Collerette, Jacqueline L.
Collette, Jason A.
Collette, Leonard C.
Collette, Richard R.
Collier, Matthew J.
Collins, David C.
Collins, Eric J.
Collins, John
Collins, Richard W.
Collins, Sandra G.
Collins, Shawn E.
Collins, Stephen J.
Colman, Wayne C.
Combs, Robert L.
Comeau, Joseph E.
Comeau, Scott A.
Comeau, Terry L.
Comer, Joseph L.
Compagna, Andre D.
Compagna, Marcel G.
Conant, Robert M.
Condon, Alan R.
Condon, Nelson J.
Cone, Robert R.
Conery, Sherman R.
Coney, Robert L.
Conley, Medford E.
Conley, Roger E.
Connolly, Kathy A.
Connolly, Peter P.
Connor, Richard M.
Connors, Joanne.
Connors, Lester J.
Conrad, James A.
Constant, Robert L.
Conway, James R. Jr.
Conway, Thomas J.
Conway, William J.
Cook, Carlton E.
Cook, David A.
Cook, Lawrence C.
Cookman, Garmard D.
Cookman, Nelson I.
Cooper, George D. Jr.
Cooper, Timothy G.
Cope, Kathryn A.
Copeland, David B.
Copithorne, Richard J.
Coppola, Alfred J.
Coppola, Richard J.
Corbin, Victoria H.
Corcoran, Gilbert J.
Cordery, Robert J.
Corliss, Carl E.
Cormier, David J.J.
Cormier, Edward J.
Cormier, Peter J.
Cormier, Phillip C.
Cormier, Robert W.
Cormier, Maurice L.
Cornell, Arthur E.
Cornellier, Jeffrey D.
Cornish, William L.
Corrao, Francis J.
Correia, Edward M.
Correia, John M.
Correia, Roland
Corriveau, Richard G.
Corriveau, Robert A.
Corriveau, Robert J.
Corson, Robert C.
Coruth, Dennis G.
Cory, Robert H.
Cosgrove, James W.
Cosmas, Arthur C.
Costantino, Erik W.
Costanzo, Gary M.
Costello, Joseph P.
Costello, Lance A.
Costin, David E. Jr.
Cote, Albert T. Jr.
Cote, Alfred W.
Cote, Andrew G.
Cote, Bruce H.
Cote, Craig S.
Cote, David R.
Cote, Donald M.
Cote, Edward.
Cote, Ernest J. Jr.
Cote, Jay A.
Cote, Jeffrey A.
Cote, Louis P. Jr.
Cote, Maurice L.
Cote, Maurice P.
Cote, Norman J.
Cote, Norman R.
Cote, Phillip F.
Cote, Richard A.
Cote, Richard G.
Cote, Richard N.
Cote, Roland G.
Cote, Ronald A.
Cote, Ronald R.
Cote, Wilbert J.
Cotton, Colleen M.
Cotton, Dana R.
Cotton, Kenneth R.
Coty, Ernest J.
Coty, Robert R.
Couch, Calvin L.
Couch, John A.
Coughlin, Daniel E.
Coughlin, Michael G.
Coughlin, Richard T.
Coulombe, Robert E.
Counter, Arnold F.
Couchene, Paul A.
Cournoyer, Stanley E.
Courteau, Eugene L.
Courteau, Andrew R.
Courtemanche, Robert J.
Courtemanche, Stephen H.
Cousins, Deane A.
Couture, Bertrand M.
Couture, Daniel A.
Couture, Jean M.
Couture, Lionel O.
Couture, Ronald R.
Couture, Robert R.J.
Couturier, Donald P.
Couturier, Leo G.
Couturier, Robert H.
Coville, Daniel L.
Cowette, Donald B.
Cowing, Donald E.
Cox, Edward F.
Cox, Norene D.R.
Cox, Robert J.
Coyle, Paul T.
Coyne, James L.
Craft, Carl E.
Craig, John R.
Craig, Kenneth A.
Craig, Timothy M.
Crane, Steven G.
Crawford, Gregory L.
Crehan, Marilyn A. III
Creighton, William
Cresta, Kevin M.
Crete, Lionel A.
Crete, Roland G.
Crews, Robert P.
Crocket, Peter R.
Crockett, John D. III
Crooker, Andrew J.
Crosby, Charles E.
Crosby, Hanford T. Jr.
Cross, Edson D.
Cross, Roger A.
Crossetti, Stephen H.
Croteau, George H.F.
Croteau, James W.
Croteau, Richard B.



Crotty, Charles E. Jr.
 Crotty, Dennis P.
 Crotty, Robert C.
 Crouch, Reanee A.
 Crouch, Timothy S.
 Crowder, Marlene A.
 Crowell, Stephen A.
 Crowley, Andrew C.
 Crowley, David A.
 Crowley, Dennis J.
 Cuddihee, James E. Jr.
 Cudmore, Phillip F.
 Cullen, John R.
 Cullerot, Norman R.
 Cullinan, Pierre R.
 Culver, Cathi L.
 Cummings, Brian J.
 Cummings, Bruce J.
 Cummings, David G.
 Cundiff, Ian Y.
 Cunningham, Howard N.
 Cunningham, Robert L.
 Cunningham, Shawn R.
 Cupples, David A.
 Curley, Burton H. Jr.
 Curley, Thomas J.
 Curran, Richard G.
 Currier, Louis J. Jr.
 Currier, Ralph R.
 Currier, Ralph W. Jr.
 Curtis, Adrian S.
 Curtis, Stephen W.
 Cushing, Earl H.
 Cushing, Robert W.
 Cusson, Gerard C.
 Cutrer, Gary W.
 Cutting, Harry C. Jr.
 Cuzzone, John A.
 Cyr, Gary P.
 Cyr, Marcus O.
 Cyr, Michael L.
 Czaenes, Fred F.
 Dabbs, Mark W.
 Dabrowski, Joseph W.
 Dabrowski, Robert A.
 Dabrowski, Stanley A.
 Dabrowski, Thomas J.
 Daddario, Anthony M.
 Daddario, Robert C.
 Dagesse, Gary B.
 Daggett, Michael L.
 Dagostino, Joseph M.
 D'Agostino, Anthony P.
 Dahlberg, James T.
 Daigle, Michael R.
 Daigle, Richard A.
 Daigle, Richard J.
 Daigle, Robert R.
 Daigle, Samuel C.
 Daigle, Thomas W.
 Daily, Philip L.
 Dakers, Alan S.
 Dalby, Lyle A.
 Dale, Thomas M.
 Daley, Daniel R.
 Daley, James P. Jr.
 Daley, John M.
 Dall, Linwood G.
 Dalton, Brent A.
 Dalton, Shawn T.
 Dalton, William K.
 Daly, Daniel F.
 Daly, Dennis C.
 Daly, Terrence B.
 Damato, Mark A.
 Dame, John R.
 Danais, Richard N.
 Danault, Victor A.
 Daneau, Raymond A.
 Daniels, David R.
 Daniels, Wayne W.
 Dankelman, Judith G.
 Danks, Joyce E.
 Danson, Alan S.
 Darby, Philip N.
 Darcy, Suzan G.
 Darnall, Edward D.
 Darr, Russell J.
 Dastin, Robert E.
 Dates, Susanne L.
 Davidson, Donald C.
 Davidson, Robert C.
 Davidson, William F.
 Davis, Alfred J.
 Davis, Allan V.V. Jr.
 Davis, Barry R.
 Davis, Craig E.
 Davis, Franklin W.
 Davis, John L.
 Davis, Mark J.
 Davis, Mary D.
 Davis, Michael J.
 Davis, Peter E.
 Davis, Preston W.
 Davis, Richard A.
 Davis, Robert F.
 Davis, Stephen G.
 Davis, William G.
 Dawkins, Robert A.
 Dawson, David A.
 Dawson, David M.
 Dawson, Keith A.
 Day, Diana H.
 Day, Donald C.
 Day, Michael E.
 Day, Robert H.
 Day, Steven R.
 Day, Richard W. Jr.
 Dean, Dwight T.
 Dearden, Kenneth W.
 Dearden, William D.
 Deblasie, Anthony M.
 Deblois, Denise M.
 Debrase, Daniel A. Jr.
 Decato, Rodney R.
 Dececco, Doris.
 Decker, Harry C.
 Decker, James D.
 Decoteau, Sandra J.
 Dedascalou, Stephen A.
 Deering, John C.
 Deering, Luz V.
 Dees, James E.
 Defreitas, Richard J.
 Defusco, Anthony M.
 Degasis, Theodore J.
 Degen, Paula J.
 Degnan, William J.
 Degnan, William J. Jr.
 Degrandmaison,
 Nelson F.
 Dehoot, Jeffrey N.
 Dehne, Wolf Dieter R.
 Deinstadt, Steven A.
 Dekuiper, Paul D.
 Delacy, Albert O. III
 Delaney, Linda M.
 Delaney, George C.
 Delbaise, Anthony M.
 Deleeuw, Nancy A.
 Delisle, Ronald R.
 Deluca, Joseph.
 Demars, Raymond M.
 Dembiec, William F.
 Demers, Alfred R.
 Demers, Arthur E.
 Demers, Charles R.
 Demers, Daniel A.
 Demers, David C.
 Demers, David M.
 Demers, Donald R.
 Demers, Joseph H.R.
 Demers, Omer J.R. Jr.
 Demers, Paul A.
 Demers, Raymond G.
 Demers, Raymond W.
 Demers, Richard R.
 Demers, Robert O.
 Demers, Roger L.
 Demers, Roger A.
 Demers, Ronald A.
 Demos, Harry
 Dennett, Jessica L.
 Dennis, Robert H.
 Denton, Jeffrey M.
 Derby, Peter B.
 Derego, Rodney P.
 Derepentigny, Gerard R.
 Derick, William E.
 Derosa, Gregory E.
 Derry, Richard A.
 Desaulniers, David G.
 Deschenes, J. Maurice R.
 Desclos, Jean B.E.E.
 Descoteaux, Louis, L.
 Desfosses, Raymond A.
 Desgrosseillers, Wilfred J.
 Deshaies, Laurent G.
 Deshaies, Richard P.
 Desilets, David N.
 Desilets-Bixler, Nicole L.
 Desilva, William T.
 Desjardins, Emile J.
 Desjardins, Ernest A.
 Desjardins, Roger E.
 Desmarais, Brian P.
 Desmarais, Gary P.
 Desmarais, Gerard A.
 Desmarais, Robert W.
 Desouza, Juan P.
 Desrochers, Gerald F.
 Desrochers, Gerard A.
 Desrochers, Gerard R.
 Desrochers, Guilbert A.
 Desrochers, Lionel A.
 Desrochers, Robert A.
 Desrochers, Ronald J.
 Desroches, Arthur E. Jr.
 Desroches, Norman F.
 Desroches, Peter I.
 Desrosiers, Daniel F.
 Desrosiers, Roger P.
 Desrosiers, Ronald M.
 Desrosiers, Yvon L.
 Desruisseaux, Louis R.
 Devanna, Kathleen M.
 Devanna, Robert C.
 Devine, Scott D.
 Devlin, Stuart E.
 Devoe, Roland N.
 Dewolfe, James L.
 Dexter, Roy E.
 Dias, Paul W. Jr.
 Dichard, Robert R.
 Dickerman, Arthur D.
 Dickerman, Lester D.
 Dickey, Catherine L.
 Dickinson, Edward A.
 Dickson, William J.
 Dieter, Richard M. Jr.
 Dieterich, Heidi M.
 Dietlein, Darrel R.
 Diggins, James E.
 Diggins, Richard P.
 Digilio, Joseph A. Jr.
 Digiovanni, James E.
 Dignard, Therese P.
 Diguglielmo, Jerry.
 Dilegame, Cynthia M.
 Dill, Barbara R.
 Dillane, Michael D.
 Dillon, Larry K.
 Dingman, Vance L.
 Dinsmore, Laura J.
 Dinwoodie, Robert B. Jr.
 Dion, David G.
 Dion, Roland A.
 Dionne, Bruce W.
 Dionne, David L.
 Dionne, Donald A.
 Dionne, Lionel G.
 Dionne, Marcel R.
 Dionne, Maurice J.
 Dionne, Paul O.
 Dionne, Paul R.
 Dionne, Raymond B.
 Dionne, Richard A.
 Dionne, Richard C.
 Dionne, Roger P.
 Dionne, Ronald L.
 Dipentima, Richard T.
 Dipietro, Leonard D.
 Dippold, Myron J.
 Dirck, Beverlee A.
 Disalvo, Giacomo.
 Divincenzo, Thomas P.
 Dix, David N.
 Dobens, Andrew L.
 Dobens, Donald D.
 Dobrowski, Donald M.
 Dobrowski, John R.
 Dobrowski, Thomas M.
 Dobzanski, John F.
 Dockx, John P.
 Dodge, Kenneth W.
 Dodge, Robert E.
 Dodier, Normand W.
 Doherty, John E.
 Doherty, John M.
 Doherty, Joseph P.
 Doku, Spiro P.
 Dolbec, David W.
 Dolbec, Paul E.
 Dolbec, Raymond J.E.
 Dolbec, Richard E.
 Dolbec, Steven E.
 Dole, Richard P.
 Dollard, Donald W.
 Dolph, James E.
 Domanski, Witold T.
 Dombroski, Henry T. Jr.
 Domingue, Michael A.
 Domingues, Cesar D.
 Dominick, Andrew A. Jr.
 Donahue, Michael J.
 Donhauser, Philip E.
 Donica, Donald R.
 Donnell, Edward J.
 Donnelly, Terrence P.
 Donovan, James W.
 Donovan, Jody P.
 Donovan, John E.
 Donovan, John W.
 Doole, John A.
 Doran, Thomas J.
 D'Orazio, George A.
 Dorsey, Joseph E.
 Dorto, Elaina M.
 Dorval, Maxium L.
 Doucet, Maurice D.
 Doucet, Melanie J.
 Doucet, Patricia W.
 Doucette, Stephen J.
 Dougherty, Joel E.
 Dougherty, John D.
 Douglas, Patricia K.
 Douglass, John D.
 Douville, Donald R.
 Douville, Gary J.
 Douville, Wayne A.
 Dow, Janet O.
 Dow, Stephan D.
 Doward, Janice I.
 Dowd, Thomas J.
 Dowes, John E.



Dowling, Augustine J. Jr.
Downes, Wendy L.
Downie, Alton G.
Downie, Robert P.
Downing, Byron E.
Downing, Delbert G.
Downing, Stephen D.
Downs, Keith M.
Doyle, Donna A.
Doyle, Glenn J.
Doyle, James P.
Doyle, James W.
Doyle, Peter C.
Doyle, Theodore P. III
Drake, Christopher D.
Drake, Edward A.
Drake, Laurie L.
Drapeau, Leo A.
Draper, Gary M.
Drew, David P.
Drew, Warren M. Jr.
Drewes, Henry C. Jr.
Drinkwater, Peter D.
Drinkwater, Stanley A.
Driscoll, William J.
Drisko, Daniel L.
Drouin, Richard P.
Drown, Robert W.
Drown, Robert W. Jr.
Druke, Erica J.
Drury, Raymond J. Jr.
Dubay, Paul
Dube, Dennis D. Jr.
Dube, Michael R.
Dube, Richard E.
Dube, Robert L.
Dube, Robert V.
Dube, William R.
Dubeau, Phillip H.
Dubois, James R.
Dubois, Michael J.
Dubois, Stanley A.
Dubreuil, Renald A.
Dubuc, Auguste J.
Ducas, Norman J.
Ducharme, Leo.
Ducharme, Norman M.
Ducharme, Robert O.
Duchesne, Edmond J.
Duclos, Andre A.
Duclos, Bryan C.
Duddy, Stephen M.
Dudgeon, John F.
Duffy, Elbert J.
Duffy, Mark P.
Dufoe, Charles P.
Dufoe, James D.
Dufore, James S.
Dufur, Donald G.
Dugan, Edmund L.
Dugan, John F.
Dugas, Robert A.
Duggan, Brigid O.
Duggan, William F.
Duguay, William P.
Duhamel, Donald E.
Duhamel, Terry A.
Dulac, Wilfred A. Jr.
Dulin, Brian A.
Dulin, Edwin G.
Dumais, David R.
Dumais, Michael C.
Dumais, Roland W.
Dumas, Gerard P.
Dumas, Paul E.
Dumas, Raymond A.
Dumont, Charles A.
Dumont, Daniel G.
Dumont, Louis A.
Dumont, Raymond L.
Dunbar, Richard H.
Dunbar, Steven A.
Duncan, Lesley R. Jr.
Dunham, Curtis L.
Dunham, Edward A.
Dunham, Michael J.
Dunkelberger, Gretchen S.
Dunkelberger, Leroy B. II
Dunn, George W. Jr.
Dunn, Jerome
Dunn, Linda B.K.
Dunn, Patricia M.
Dunne, James J.
Dunnell, Faith E.
Duperron, Roger L.
Dupont, Conrad L.
Dupont, Jean A.
Dupont, Norman R.
Dupont, Philip C.
Dupuis, Michael E.
Dupuis, Paul J.
Dupuis, Sylvio L.R.
Durand, Ernest J. Jr.
Duranleau, George E.J.
Durant, Bernard A.
Durant, Edward L.
Durant, Henry A.
Durant, Robert H.
Durden, Edward L.
Duren, Everett M.
Durgin, Donna J.
Duriga, Peter E.
Duris, Daniel F. III
Durocher, Raymond R.
Dussault, Ethel S.
Dussault, Loyd A.
Dussault, Richard R.
Dutch, Kenneth H.
Dutton, Stephen C.
Duval, Clement R.
Duval, Donald L.
Duval, Francois H.
Duval, Harry L.
Duval, Katherine E.
Duval, Pierre L.
Dvareckas, David W.
Dvareckas, Paul F.
Dwinell, Clark K.
Dwyer, Edward J.
Dwyer, Paul J.
Dwyer, Thomas E.
Dyer, Randall F.
Dyer, Wayne L.
Dyson, Michael W.
Eames, Paul C.
Earnshaw, William J.
Eastman, Alan S.
Eastman, Bruce F.
Eaton, Bryant A.
Eaton, David D.
Eaton, David L.
Eaton, Gary W.
Eberling, Raymond A.
Ebert, Barry E.
Ebert, Clinton C.
Eblen, Lucille D.
Eby, Douglas J.
Econemouis, Albert A.
Economos, Kevin W.
Edgar, Paul T.
Edmunds, George A.
Edwards, Donald R.
Edwards, Lauris J.
Edwards, Michael G.
Edwards, Paul J.
Edwards, Peggy A.
Edwards, Raymond G.
Edwards, Rodney K.
Edwards, Winston M.
Egan, John M.
Ege, Robert A.
Eggleston, Joseph C.
Ehlinger, Lawrence P.
Ehrenberg, Robert N.
Eide, Angela M.
Eisan, George B.
Ekdahl, Carlton E.
Eklund, Randy W.
Eldridge, Thomas W.
Ellingwood, George A.
Elliott, Brian S.
Elliott, Charles A. Jr.
Elliott, David J.
Elliott, Michael R.
Elliott, Philip C.
Ellis, Gary A.
Ellis, Harold N.
Ellis, Peter A.
Ellis, Richard F.
Ellis, Stephen E.
Elsea, Earl R.
Emard, Brian R.
Emerson, David A.
Emerson, Robert W.
Emery, Dale E.
Emmond, Steven E.
Emmons, David V.
Emmons, William F.
Emond, Richard W.
Endruschat, Sharon L.
English, John D.
Enos, Gary A.
Enright, John D.
Enright, Richard J.
Entwistle, Philip L.
Erb, David F.
Erdmann, Reiner G.G.
Erickson, Paul W.
Ernst, David E.
Ernst, Stuart W.
Eskel, William S. Jr.
Estes, Joseph C.
Estes, Robert G.
Estey, Kenneth R.
Estey, Michael Q.
Estey, William H.
Estey, William J.
Evans, Dane N.
Evans, Daniel C.
Eveleth, Leonard J.
Ewing, David A.
Ezzell, Rhaney B.
Facey, Edward A.
Fair, Michael J.
Fairburn, Sheryl A.
Fairhurst, Edward J.
Falcone, Michael G. Jr.
Famlgetti, Frank J.
Fankhauser, Mark A.
Farland, Richard P.
Farrar, Edward L.
Farrell, Thomas E.
Farris, Laurie M.
Faucher, Alfred L.
Faucher, Roger L.
Favreau, David R.
Fay, Richard H. Jr.
Fecteau, Lynn E.
Fedelski, Charles P.
Feenstra, Karvel J. Jr.
Feinauer, Harvey E. Jr.
Felch, Earl G.
Felch, Edward F.
Feldman, Arthur M.
Feldman, Carl M.
Feldman, Carl
Fenimore, Charles R.
Fennig, Paul R. Jr.
Ferbert, Allan R.
Fernald, Owen W.
Ferron, Peter P.
FERRUOLO, Alfred
Fetterman, Charles F.
Fidler, Douglas K.
Fiend, Jill A.
Fifield, Walter A.
Figueroa, Ernesto
Files, Joanne M.
Files, Stephen B.
Filiau, George R.
Filomeno, Rocco A.
Findsen, Kristina L.
Fink, Timothy R.
Finn, Richard J.
Finnegan, Allan F.
Finnigan, John V. Jr.
Fischer, Albert W. Jr.
Fisher, David S.
Fisher, Douglas M.
Fisher, Harold L. Jr.
Fiske, Richard C.
Fitzgerald, John P.
Fitzgerald, Donald B.
Fitzgerald, Robert M.
Fitzpatrick, Douglas K.
Flagg, Kenneth E. Jr.
Flanagan, David M. Jr.
Flanagan, Francis D. Jr.
Flanders, George K. Jr.
Flannelly, Peter W.
Fleisher, William E.
Fleissner, Regina M.
Fleming, David M.
Fleming, Richard P.
Fletcher, Albert J.
Fletcher, Roger M.
Fleury, Richard R.
Flewelling, George A.
Flibotte, Robert T.
Flint, Wayne S.
Flocco, James L.
Flockerzi, Joseph T.
Flockerzi, Robin A.
Flood, Robert A.
Florence, Thomas E.
Floyd, Jeffrey L.
Flynn, Kurk O.
Flynn, William P.
Fogarty, Dennis M.
Fogg, George D. Sr.
Fogg, Norman D.
Foggarty, Patrice H.
Foley, Elizabeth S.
Foley, James P. Jr.
Foley, Melissa A.
Foley, Michael A.
Folger, Paul W.
Follansbee, Douglas W.
Follansbee, Robert C. III
Fontaine, Armand R.
Fontaine, Lionel F.
Fontaine, Robert G.
Fonteyne, June E.
Foote, Edward S.
Foote, Lory L.
Foote, Ossian W. Jr.
Foote, Wayne L.
Forcier, Donald A.
Ford, Anthony M.
Ford, Kevin
Ford, Robert D. Jr.
Ford, Robert D.
Ford, William K.
Ford, Zonn O.
Forest, Claude C.
Forsberg, Alden B.
Forti, John L.
Fortier, Norman J.
Fortier, Raymond E.
Fortier, Raymond P.
Fortier, Robert V.
Fortier, Wendell A.
Fortin, Mavi
Fortin, Paul A.
Fortin, Paul R.



Fortin, Rene R.
Fortuna, Kevin P.
Forward, Glenn N.
Foshay, Lee C.
Foskett, Major R.
Foster, George N.
Foster, John C.
Foster, Juli I.
Foster, Matthew R.
Foster, Melvin R.
Foster, Terrance L.
Fote, Elise D.
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Fougere, Emile G.
Fountain, Dennis P.
Fournier, Bernard J.
Fournier, Charles G.
Fournier, Gregg A.
Fournier, James N.
Fournier, Joni J.
Fournier, Norbert E.
Fournier, Pamela L.
Fournier, Patricia G.
Fournier, Raymond M.
Fournier, Roger G.
Fournier, Roger L.
Fournier, Romeo E.
Fourtunia, Allen J.
Fowler, Arnold K.
Fowler, Edward H.
Fox, Chadwick E.
Fox, Robert W.
Foxworth, Cynthia L.
Foxworth, James E.
Foye, Gary F.
Foye, John.
Fradillada, Gil P.
Frament, William R.
France, Carl Y.
Francoeur, Robert F.
Franklin, Guy W. Jr.
Franklin, Stephen G.
Franz, Michael D.
Fraser, Andrew R.
Fraser, Andrew R.
Fraser, John B.
Fraser, Margaret S. Jr.
Fratturelli, Deborah J.
Frechette, Joseph R.E.P.
Frechette, June I.
Frechette, Larry B.
Frechette, Laurent B.
Frechette, Robert A.
Frederick, Andrew C.
Fredette, Hubert C.
Fredette, Otilia F.
Freedman, Wayne R.
Freel, William C.
Freeman, Lawrence A.
French, Arthur L.
French, Robert A.
French, Steven A.
French, Stuart P.
Frenette, Paul H.
Freund, George R.
Fridell, Charles L.
Fridell, Joan D.
Friedman, Noel
Friedman, Thomas R.
Frink, Theodore C. Jr.
Fritz, Arthur G.
Fritz, Edgar H.
Frizzle, Glenn B.
Frohlich, David
Frohn, Paul R. Jr.
Frost, Peter M.
Frost, Richard A.
Frye, Charles W.
Fryman, Ralph E.
Fuller, Channing H.
Fuller, Frederic L.
Fuller, Ricky W.
Fullerton, Edward D. III
Fulton, William W. Jr.
Furnas, Louis S. Jr.
Fussell, Roscoe J.
Gabert, Eugene L.
Gadd, Randall L.
Gaetano, Greg C.
Gaffney, Thomas D.
Gage, Harry D. Sr.
Gage, Mary-Elizabeth
Gagliardi, Alan F.
Gagne, Albert H.
Gagne, Alfred L.
Gagne, Edmund J.
Gagne, Joseph A.L.
Gagne, Louis O.
Gagne, Lucien E.
Gagne, Ludger B.
Gagne, Maurice L.
Gagne, Maurice R.
Gagne, Michael A.
Gagne, Paul A.
Gagne, Raymond J.
Gagne, Richard L.
Gagne, Robert A.
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Gagne, Robert J.
Gagne, Robert T.
Gagnon, Armand D.
Gagnon, Armand V.
Gagnon, David L.
Gagnon, Denis E.
Gagnon, Donald E.
Gagnon, Donald P.
Gagnon, Jacques A.
Gagnon, James J.
Gagnon, Jean A.
Gagnon, Joseph E.
Gagnon, Kevin J.
Gagnon, Laura D.
Gagnon, Leo P.
Gagnon, Marc W.
Gagnon, Marcel A.
Gagnon, Maurice A.
Gagnon, Paul M.
Gagnon, Paul T.
Gagnon, Raymond C.
Gagnon, Rene, A.
Gagnon, Robert M.
Gagnon, Roger, E.
Gagnon, Romeo, A.
Gagnon, Ronald P.
Gagnon, Victor O.
Gagnon, William S.
Gagnon, Robert H.
Gaillard, Sandra A.
Galimski, Chester J.
Gallagher, Matthew M.
Gallagher, Michael L.
Gallagher, Michael W.
Gallagher, Thomas L.
Gallant, Gerald D.
Gallant, Lawrence J.
Gallant, Michael J.
Gallant, Phillip J.
Galli, Michael G.
Gallien, Walter R.
Gallivan, Robert D.
Galvin, Francis X.
Galvin, Robert J.
Gamache, Lisa A.
Gamache, Normand R.
Gamache, Richard H.
Gamache, Robert W.
Gamache, Roger R.
Gamahe, Raymond P.
Gamby, Richard B.
Gamelin, Henry A.
Gamelin, Kenneth J.
Gamlin, Francis X.
Gammon, William A.
Ganley, Christopher II
Garcia, Felipe A.
Gard, William W.
Gardiner, Stephen D.
Gardner, Hildred R.
Gardner, John J.
Gardner, Richard A.
Gardner, Scott J.
Gariepy, John M.
Gariepy, Robert E.
Garland, John C.
Garland, John E.
Garland, Richard M.
Garland, Robert F.
Garneau, Steven R.
Garon, Donna M.
Garron, Michele A.
Garton, Helen E.
Garvey, Ellen B.
Garvin, Gary L.
Garvin, Joseph P. Jr.
Gates, Susan G.
Gatzimos, Stratton C.
Gaudreault, Robert E.
Gauthier, Robert M.
Gauthier-Koellhoffer,
Gisela R.
Gauvin, Norbert L.
Gauvin, Ronald G.
Gavin, Joseph J.
Gavin, Kenneth L.
Gay, Clinton B.
Gay, Joseph F.
Gay, Paul
Gazda, Richard S.
Gazda, Robert J.
Geer, Frederick C.
Geiger, Joseph H.
Geis, Norman P. III
Gelinias, Andre N.
Gelinias, Norman J.
Gelinias, Richard B.
Gelinias, Robert E.
Gelinias, Arthur E.
Gendron, Arthur A.
Gendron, Roland W.
Genest, Arthur D. Jr.
Genna, Joan A.
Genualdo, Salvatore L.
George, Debra L.
George, Donna M.
George, Gary A.
George, Michael P. Jr.
George, Richard M.
Georgelix, Hercules J.
Georgiana, Wayne J.
Geraci, Philip M.
German, Richard J. Jr.
Gerow, Mark H.
Gerrato, Alphonse Jr.
Gerrish, Thomas B.
Gervais, Aime H.
Gialousis, Alexander R.
Giard, Peter S.
Gibb, John J.
Gibb, Peter W.
Gibbons, James M.
Gibbs, Nickolas J.
Gibson, George D. III
Giddings, Harvey L. Jr.
Gignac, Nicole M.
Giguire, Norman M.
Gilbert, David H.
Gilbert, Donald O.
Gilbert, Roy O.
Gilchrist, Richard S. III
Gill, Shane P.
Gilman, Michael V.
Gilman, Raymond P.
Gilman, Robert M.
Gilman, Stacy A.
Gilmore, Mary F.
Gilmore, Robert S.
Gilmour, Ralph, W.
Gilroy, Robert D.
Gilson, Robert W.
Gilson, Steven J.
Ginetty, Ronald E.
Ginnet, Prosper A.
Giont, Roland A.
Giovannettone, Mark A.
Girard, Donald A.
Girard, George R.
Girard, Michael R.
Girard, Robert P.
Girard, Roland R.
Girard, Ronald D.
Girardin, Sidney A.
Girouard, Clarence J.
Girouard, David J.
Girouard, Michael J.
Gittlein, Jerome A.
Glasz, Peter A.
Glavin, Matthew J.
Gleason, Heather M.
Glenfield, Stephen M.
Glenn, Christopher E.
Glenn, John, S.
Glenn, Michael A.
Godbois, Arthur G.
Godbout, Eugene L.
Godbout, Henry V. Jr.
Godbout, Maurice W. Jr.
Godbout, Raymond W.
Godfrey, Brian F.
Godin, Richard D.
Goebel, Robert O.
Goff, Jeffrey N.
Goguen, Donald R.
Golden, Debra A.L.
Golden, Jason T.
Goldman, Brian S.
Goldstein, David J.
Goldstein, Harold A.
Goldthwaite, William E.
Goley, Gary L.
Golightly, James E.
Gonsalves-Givens,
Doreen A.
Goode, John R.
Goodell, Ronald R.
Goodrich, Harry L.
Goodrich, Robert M.
Goodrich, Vernon A.
Goodridge, Robert L.
Goodrow, David A. Jr.
Goodstone, Lee H.
Goodwin, Arthur E.
Goodwin, David F.
Goodwin, Denise M.
Goodwin, Gary R.
Goodwin, George A. III
Goodwin, Kevin E.
Goodwin, Michael E.
Goonan, Daniel A.
Gordon, George M.
Gordon, James A.
Gordon, John F.
Gordon, John W.
Gordon, Michael A.
Gordon, William D.
Gorski, Edward F.
Gosselin, Armand E.
Gosselin, Bertrand A.
Gosselin, Jonathan R.
Gosselin, Joseph A.R.
Gosselin, Leo A.
Gosselin, Nancy N.
Gosselin, Normand R.
Gosselin, Paul A.
Gosselin, Philip C.



Gosselin, Roland R.
Gosselin, Ronald A.
Gosselin, Ronald R.
Gosselin, Skip R.
Gosseline, Roger G.
Goudreau, Gilbert G.
Goulart, David A. Jr.
Gould, Paul F.
Gould, Robert A.
Gould, Rodney D.
Goulet, Roy R.
Grace, John M.
Grady, Michael J.
Grady, Richard D.
Grady, Robert E.
Graff, Timothy H.
Graham, Barry A.
Graham, David A.
Grande, Donald J.
Grandmaison, Paul E.
Grant, Bernard E. Jr.
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Grasset, Gary C.
Grassett, Gerald P.
Grasso, Dorienne J.
Graveline, Albert L.
Graveline, Edward M.
Graveline, Emile J.
Graves, Malcolm J.
Gray, Guy L.
Gray, Joseph A.
Graziano, Kyle T.
Greathouse, James H.
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Greaves, Frederick W.
Grecco, Robert J.
Greco, Steven F.
Greeley, Charles W.
Greeley, Roger H.
Green, Burton A.
Green, Clarence M.
Green, David A.
Green, Jackie C.
Greenan, John C.
Greene, Richard E.
Greene, Sheldon B.
Greenleaf, David A.
Greenleaf, Reagh P.
Greenlow, Ronald A.
Greenlow, Ronald R.
Greenwood, Forrest E.
Greenwood, Joan M.
Greenwood, Maynard L.
Greenwood, Michael T.
Greenwood, Richard P.
Gregoire, Allen P.
Grenier, George A.
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Grevior, Martin
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Griffin, Bobby N.
Griffin, Kimberly A.
Griffith, Clinton L.
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Griffith, Leslie E.
Griffiths, Stacy L.
Grigas, Gerard F.
Grigas, Thomas A.
Grigas, William J.
Grimard, Alan J.
Grimes, Ralph W.
Griner, Diana R.
Grise, Louise A.
Griswold, Michael K.
Groetz, John D.
Groleau, Geoffrey T.
Groleau, Richard J.
Groleau, Ronald J.
Gromko, Thomas B.
Grondahl, John E.W.
Grondin, Thomas C.
Grossman, Gerald.
Grossman, Richard D.
Grosso, Anthony J.
Groulx, Andre L.F.
Groulx, Rene R.
Groves, William B.
Grube, William P.
Grzeskowiak, Ted
Guaraldi, Leonard A. Jr.
Guaraldi, Thomas A.
Guay, Emile E.
Guay, Paul F.
Guertin, Mary-Lee
Guertin, Maurice P. Jr.
Guevin, Francis R.
Guilbert, Maurice R.
Guild, Franklin A.
Guild, Lawrence C.
Guimand, Bertrand G.
Guimond, Albert J.
Guindon, David G.
Gulick, Peter H.
Gundlah, John H.
Gunning, Kenneth A.
Gurley, Benjamin
Gurley, John A.
Guy, Edward J. III
Haarala, Kenneth C.
Habif, Dorothy N.
Habif, Thomas P.
Hackett, Susan C.
Hackett, Timothy J.
Hackman, Paul L.
Hadley, Paul.
Hadley, Perry W. Jr.
Hagenmiller Paul A. Sr.
Haggett, Christian M.
Haggett, Christopher A.
Hahnl, Daniel R.
Haines, Paul R.
Haines, Robert C.
Hakey, Orrin G. Jr.
Halen, Robert D.
Haley, Bryan W.
Haley, Carol A.
Hall, Andrew S.
Hall, Brike W.
Hall, Colin C.
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Hall, Kenneth H.
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Halle, Michael J.
Halle, Robert W.
Hallet, John R.
Halliday, Cynthia J.
Hallinan, John M.
Halsey, Elaine J.
Halvorsen, Kevin D.
Haly, Frederick F.
Hambleton, Mark W.
Hamel, Bruce R.
Hamel, Lawrence A.
Hamel, Mark A.
Hamel, Michael L.
Hamel, Normand H.
Hamel, Paul W.
Hamel, Robert L.
Hamilton, John C.
Hamilton, Richard J.
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Hamilton, William J.
Hamm, Alfred E.
Hammen, Peter G.
Hammond, Charles R.
Hammond, Dean G.
Hammond, Stephen J.
Hamp, Nicholas E.
Hampson, James E.
Hampson, James M.
Hampson, Richard P.
Hanagan, Daniel A.
Hand, Michael D.
Hanel, Richard E.
Hanes, Timothy A.
Haney, John F.
Hanlon, Edward J.
Hanlon, Sharon J.
Hannaford, Ernest B. Jr.
Hannah, Thomas A.
Hannah, Richard A.
Hannon, Daniel G.
Hansen, Jerry M.
Hanson, Charles P. III
Hanson, Gilbert R.
Hanson, John W.
Hanson, Valerie C.
Harbour, Ralph A.
Hardekopf, William E.
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Harding, George G.
Hardy, Curtis B.
Hardy, Eric A.
Hardy, Gary W.
Hardy, Jesse K.
Hardy, Marion J.
Hardy, Roger A.
Hardy, Terry K.
Hardy, Tim J.
Hargraves, Barry R.
Hargraves, Ronald E.
Harkeem, James Jr.
Harmon, David R.
Harmon, Kevin F.
Harmon, Terry R.
Harmon, Thomas J.
Harper, Sandra L.
Harrington, Steven J. Jr.
Harrington, Thomas W.
Harris, Clifford H.
Harris, Debbie Z.
Harris, Ernest A.
Harris, Martin J.
Hart, Andrew J.
Hart, Dana T.
Hart, Ellsworth K.
Hart, John S.
Hart-Bowley, Joseph E.
Hartford, Gordon E.
Hartford, Wayne C.
Hartigan, Paul M.
Hartley, Harold R.
Harvey, Shawn M.
Harwood, Roland E.
Haseltine, Mark M.
Hastings, Donald A.
Hathaway, Gary
Haught, William E.
Hawakey, Jeanne
Hawes, Ralph E.
Hawkes, Kenneth E.
Hawkes, Kevin M.
Hawkes, Wendell L.
Hawkey, Jeanne
Hawkins, James O.
Hay, Gordon C.
Hay, Jennifer C.
Hayes, Raymond D.
Hayes, Richard J.
Hayes, Theresa M.
Hayes, William A.
Hayes, Winthrop H.
Hayes, Phillip J.
Hayford, David, F.
Hayward, William L.
Head, Jack H.
Headd, James F.
Heafield, John M.
Heal, Eugene A. Jr.
Healey, Dana L.
Healey, Derek T.
Healy, Albert M. Jr.
Healy, Donald J.
Healy, Lawrence J.
Healy, Thomas A.
Hearn, Paula E.
Heath, Kenneth E.
Heath, Robert J.
Heath, Stanley H.
Hebert, Bertrand E.
Hebert, Brandy
Hebert, Carl J.
Hebert, Denis J.
Hebert, Ernest F. Jr.
Hebert, Helen L.
Hebert, Jean A.
Hebert, Leon P.
Hebert, Norman H.
Hebert, Normand C.
Hebert, Normand R.
Hebert, Roger E.
Heck, Michael P.
Heiberg, Norman C.
Heim, Richard J.
Heiman, Matthew S.
Helie, Robert B.
Helme, Stephen B.
Helt, Ricky D.
Henault, Ronald
Henault, Russell
Henderson, Joseph E.
Hennessey, Jeffrey P.
Hennessey, Richard T.
Hennessey, Steven F.
Hennessy, John
Henriksen, Henry P. Jr.
Henry, Jack S.
Hepburn, James H.
Heroux, Blaise T.
Herrick, David I.
Herring, Ronald N.
Hersey, John C.
Hersey, Rick A.
Hersey, Robert M.
Hershman, Frank S.
Hersom, Craig A.
Hersom, Leroy F.
Herzog, Richard E.
Hettinger, Stanley D.
Hewitt, James, D.
Hicks, Alvan, W.
Hicks, Daniel F. Jr.
Hicks, David A.
Hicks, David A. Jr.
Hicks, George P.
Hicks, Jacqueline M.
Hicks, James, P.
Hicks, Robert I.
Hieftje, Henry J.
Higgins, David O.C.
Higgins, Hubert.
Higgins, Judith M.
Higgins, Michael L.
Higgins, Roger B.
Higgins, Terrence G.
Higgins, William F.
High, Robert L.
Hileman, Jesse C. Jr.
Hill, Allen R.
Hill, Carl E.
Hill, Daniel E.
Hill, David M.
Hill, Donald S.
Hill, James B.
Hill, James P.
Hill, Jason T.
Hill, Jeanne W.



Hill, Robert P.
 Hill, Roland H.
 Hill, William F.
 Hilliard, Robert D.
 Hills, Diane E.
 Hillsgrove, Richard A.
 Hilton, Kerri E.
 Hiltz, David C.
 Hilwig, Gregory R.
 Himes, Ralph I.
 Hinchey, John A.
 Hines, John E.
 Hingston, Robert E.
 Hinton, Michelle A.
 Hirtle, Leamon H.
 Hislop, Donald D.
 Hoag, Tracy M.
 Hoarth, Eugene W.
 Hobbs, Harville E.
 Hoch, George A.
 Hodgdon, Walter S.
 Hodgeman, William R.
 Hodges, Colon F. Jr.
 Hodgkiss, Thomas E.
 Hodgman, William R.
 Hodgson, Stephen H. Jr.
 Hoeman, Marvin R.
 Hoff, Michael A.
 Hoffman, Arthur D.
 Hoffman, Arthur L.
 Hofland, Wendy L.
 Hogan, Daniel E. II
 Hogencamp, John H.W.
 Hogencamp, William G.
 Hogg, Philip J.
 Hogue, Ray D.
 Hoisington, George W.
 Hoitt, Thomas S.
 Hoitt, Thomas W. III
 Holbrook, Murray W.
 Holleque, Stephen T.
 Holliman, James E.
 Hollis, James R.
 Holmes, Douglas P.
 Holmes, Michael P.
 Holmes, Paul E.
 Holst, John A.
 Holt, Frank E.
 Hooper, Bartlett D.
 Hoosline, Linda M.
 Hopley, Richard A.
 Hopwood, Rosalie J.
 Hornbeck, Donald W.
 Horne, George E. Jr.
 Horne, Michael W.
 Horne, Phillip D.
 Horton, Michael R.
 Horton, Rebecca L.
 Hosman, Jack C.
 Hosterman, Charles O.
 Hotchkiss, Richard J.
 Hotchkiss, Robert A.
 Houghton, Lawrence P.
 Houghton, Robert P.
 Houghton, William F. Jr.

Houle, Beth
 Houle, Elizear G.
 Houle, James L. Jr.
 Houle, Julien J.
 Houle, Leonard J.A. Jr.
 Houle, Mark J.
 Houle, Michael J.
 Houle, Raymond W.
 Houle, Robert L.
 Houle, Roger A.
 Houle, Roland G.
 Houle, Scott C.
 Houston, Kate W.
 Houston, Robert E.
 Houston, Robert F.
 Howard, Albert J.
 Howard, Lauren A.
 Howard, Michael P.
 Howard, Russel C.
 Howe, Daniel E.
 Howe, Dexter S.
 Howe, John T.
 Howe, Robert F.
 Howe, Thomas G.
 Howland, Rosemary L.
 Hoyle, William L.
 Hoyt, Gerald B.
 Hoyt, John E.
 Huard, Marcel E.
 Hubbard, Dale W.
 Hubert, Phillip J.D. Jr.
 Hudon, Louis T.
 Hudson, Arthur E.
 Hudson, Justyna M.
 Hughes, Adam M.
 Hughes, Kevin E.
 Hughes, Michael W.
 Hunt, John W. Jr.
 Hunter, Russell E.
 Huntington, Lynn.
 Huntley, Daniel A.
 Huntley, Edward G.
 Huntley, Merrill S. Jr.
 Huntley, Philip L.
 Huntoon, Arthur C.
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 Huntress, Richard C.
 Huot, David O.
 Huot, Gerard R.
 Huot, Richard E.
 Huppe, Ronald M. Jr.
 Hurd, Brian A.
 Hurley, Daniel J.
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 Husk, Michael W.
 Huston, Donald A.
 Hutchings, Shane C.
 Hutchins, Barry G.
 Hutchinson, Donald C.
 Hutchinson, Paul
 Hyslop, Theodore E.
 Iannuzzi, Vincent N. Jr.
 Ide, Roger D.
 Infanti, George D.

Ingalls, Carleton S.
 Ingalls, David E.
 Ingalls, Larrie C.
 Ingalls, William A. Jr.
 Ingalls, William B.
 Ingersoll, William W. Jr.
 Ings, George W.
 Inman, Randolph E.
 Innies, James Jr.
 Ireland, Danny L.
 Ireland, Richard L.
 Irish, Kevin M.
 Irish, Robert E. Jr.
 Irving, Alfred W. Jr.
 Irwin, Raymond M. Jr.
 Isabelle, Ronald A.
 Jablonski, John J.
 Jackson, Barbara A.
 Jackson, Darlene M.
 Jackson, Donald E.
 Jackson, Douglas S. Jr.
 Jackson, Fred C. Jr.
 Jackson, Rita F.
 Jackson, Timothy B. Sr.
 Jacob, William O.
 Jacques, Richard L.
 Jacques, Ronald L.
 Jacques, Ronald N.
 James, Claude J.
 Jamrog, Joel J.
 Jancsy, Daniel S.
 Janes, Robert P.
 Janetos, Jahn H.
 Jaques, Roger A.
 Jardine, Thomas P.
 Jarrett, Charles R.
 Jarvis, Robin S.
 Jassmond, William A. Jr.
 Jatkwicz, Stella V.
 Jaworsky, Lubomyr.
 Jean, Frederick W.
 Jean, Michael L.
 Jean, Ronald J.
 Jefferson, Owen L.
 Jenkins, Gregory H.
 Jensen, James
 Jensen, Niles F.
 Jerome, Bradford B.
 Jerrier, Joseph R.
 Jewell, Marilyn E.
 Jewell, William R.
 Jewett, Wilbert S.
 Jewett, William C.
 Jobin, Donald R.
 Jodoin, Lucien A.
 Joel, Karl L.
 Johnsick, Joseph R.
 Johnson, Alfred R.
 Johnson, Brenton L.
 Johnson, Charles F.
 Johnson, Clinton L.
 Johnson, Frank R.
 Johnson, Frank R. Jr.
 Johnson, George A. Jr.
 Johnson, George A.

Johnson, Harold G.
 Johnson, Janet N.
 Johnson, John V.
 Johnson, Lester W. Jr.
 Johnson, Lloyd T.
 Johnson, Michael W.
 Johnson, Nils W.
 Johnson, Paul A. III
 Johnson, Penny L.
 Johnson, Ralph K. Jr.
 Johnson, Raymond E.
 Johnson, Richard A.
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 Johnson, Roland E.
 Johnson, Ronald A. Sr.
 Johnson, Russell F.
 Johnson, Thomas M.
 Johnson, Wallace E.
 Johnson, Ralph D.
 Johnston, Richard C.
 Johnstone, Gordon H.
 Johnstone, Malcolm A.S.
 Joinville, Patricia K.
 Jolin, Norman C.
 Jolin, Robert A.
 Joly, Roger G.
 Jones, Alan L.
 Jones, Bradford M.
 Jones, Christine M.
 Jones, David B.
 Jones, James A.
 Jones, John C.
 Jones, John J.
 Jones, Kenneth R.
 Jones, Kirk A.
 Jones, Michael W.
 Jones, Milton D.
 Jones, Paul S.
 Jones, Reginald H.
 Jones, Richard A.
 Jones, Richard E.
 Jones, Richard S.
 Jones, Robert C.
 Jones, Shawn M.
 Jones, Ward L.
 Jones, William L.
 Jordan, Eugene A.
 Jordan, John N.
 Jordan, John O. III
 Jordan, Thomas R. Jr.
 Jose, Gloria T.
 Josephson, Robert W.
 Joubert, Real A.
 Jovin, David M.
 Jowers, Daniel R.
 Joyce, Alison M.
 Joyce, Mark S.
 Julian, Kaoru M.
 Julian, Karen J.
 Julien, Andre L.
 Julien, Gerard A.
 Juneau, Emile R.
 Juneau, Gerald F.

Juranty, Michael W.
 Kabler, Sumner
 Kaczmarczyk, Charles C.
 Kaczmarczyk, Diane M.
 Kalar, Adam J.
 Kalisz, Joseph A. Jr.
 Kallay, John E.
 Kallechey, Geroge P.
 Kamberis, Thomas G.
 Kaminski, Chester J.
 Kaminski, Leonard W.
 Kaminski, Philip H.
 Kane, Douglas A.
 Kangas, Harvey A.
 Kapopoulos, Achilies A.
 Karr, Patrick J.
 Kasper, John V.
 Kass, Michael J.
 Katona, Holly D.
 Katsohis, Charles J.
 Kaulback, Robert M.
 Kavjian, Frank A.
 Keagy, James P.
 Kean, Peter K.
 Keane, Paul A.
 Keane, Stephen P.
 Keating, Kenneth D.
 Keating, Philip J.
 Keaton, Ronald W.
 Keaveney, James V.
 Kebler, Robert H.
 Keddy, Melvin A.
 Kedian, John T.
 Keenum, Stephen R.
 Keesee, Thomas G.
 Kehl, Dennis J.
 Kehr, Kelly C.
 Keith, Drew W.
 Keller, Amelia S.
 Keller, Ronald S.
 Kellett, Daniel L.
 Kellett, Mark F.
 Kelley, Allan R.
 Kelley, Brian J.
 Kelley, Dale R.
 Kelley, David L.
 Kelley, Martin F.
 Kelley, Nancy J.
 Kellogg, Duane Jr.
 Kelly, John L. Jr.
 Kelly, Richard J. Jr.
 Kelly, Ronald C.
 Kemieniecki, Richard M.
 Kempf, Michael J.
 Kendall, Jeremy J.
 Kendall, Thomas L.
 Kendrick, Harry L.
 Kendrigan, Robert J.
 Kenison, Arthur M.
 Kennard, Paul H.
 Kennedy, Jerry R.
 Kennedy, John K.
 Kennedy, Ronald A.
 Kennedy, Timothy J.
 Kennedy, William R.



Kenneson, Philip C.
Kennett, Terri A.
Kennett, Troy M.
Kenney, John T. Jr.
Kenney, John W. Jr.
Kenney, Robert C.
Kenny, John F.
Kenny, William E. Jr.
Kent, Winthrop R.
Keough, Leonard J.
Keown, Christine M.
Keriazas, Paul
Kervin, Frank I.
Ketcham, Richard
Khan, Abdul K.
Kheriaty, Francis N.
Kierstead, Gerald T.
Kilar, Ronald E.
Kilbane, Patrick R.
Killkelley, David J.
Kilroy, Denis M.
Kimball, James H.
Kimball, Paul C.
Kimball, Ricky W.
Kimberlin, Karen M.
King, Clayton P. Jr.
King, Peter C.
King, William C.
Kinney, Milton C.
Kinnon, Lawrence J.
Kinsella, Richard C.
Kinsley, John M.
Kipp, Jeffrey W.
Kirk, Richard H.
Kirouac, Bertrand A.
Klein, Robert F.
Knapp, John J. II
Kneeland, Lawrence L.
Knight, Alexander R.
Knight, Alfred S. III
Knight, Dianne L.
Knight, George F.
Knight, Alan R.
Knight, David B.
Knights, Edward S.
Kniupis, Heidi M.
Knoettener, Kurt J.
Knox, Bonnie J.
Knox, John W.
Koch, Harold R.
Koehler, Joseph T.
Koenig, Glen A.
Kogut, Peter T.
Koller, Nora R.
Koma, Michael T.
Kopek, Walter
Kordas, William R.
Kosowicz, Richard P.
Kost, Dennis D.
Kouletsis, Christos A.
Kouletsis, Petera A.
Koziatek, Jan C.
Kramer, Daniel J.
Kramer, Robert S.
Kramlinger, Glen M.
Krane, Joel, M.
Kraus, Timothy M.
Krause, Wade, A.
Krauss, Rosemarie
Krauss, William H.
Kriston, Michael E.
Kruckmeyer, Susan M.
Kuja, Michael W.
Kula, Joseph J.
Kulesz, Edwin C.
Kumar, Rajesh
Kurgan, Lisa M.
Kurgan, Peter Jr.
Kurland, Kevin C.
Kurylak, Daniel A.
Kurylak, Melvin R.
Kuslaka, William R.
Kustra, John A.
Kustra, Kenneth J.
Kuty, Lisa M.
Kyriazis, Agememnon J.
Laatsch, Janet M.
Labarge, Pierre A.
Labbe, David P.
Labbe, Gerald S.
Labbe, Gerard E.E.
Labbe, Paul A.
Labbe, Roland G.
Labbe, William F.
Labelle, Wilfred P.
Labier, Gene F.
Labine, Henry J.
Labossiere, Robert N.
Labrake, Bradley F.
Labrie, Andre F.
Labrie, Donald R.
Labrie, Robert L.
Lacasse, Leslie F.
Lacasse, Robert S.
Lacerte, Marcel R.
Lacerte, Roger A.
Lachance, Edmond A.
Lachance, Gilles J.
Lachance, John J.
Lachance, Raymond F.
Lachance, Ronald S.
Lachance, Wilfred P.
Lachapelle, Lionel N.
Lacheman, Ernest R.
Lackey, Charles T.
Laclair, Dennis A.
Laclair, Michael R.
Lacroix, Robert J.
Lacroix, Ronald A.
Lacz, Robert A.
Laderman, Marc A.
Lafave, Arthur J. Jr.
Lafayette, Dale T.
Laferriere, Gerard J.
Laferte, Jason M.
Lafond, Rodney R.
Lafont, Dorothy M.
Lafont, Peter B.
Lafontaine, Ronald O.
Laframboise, Richard W.
Lafreniere, Corey J.
Lagerberg, Emanuel A.
Lagraize, Edward A.
Lague, Normand M.
Lahner, Steven J.
Lajoie, David J.
Lakutis, Melvin R.
Laliberte, George R.
Laliberte, Norman J.
Lally, Gary M.
Lally, Gerard J.
Lamarche, Albert W.
Lamarche, Daniel E.
Lamarche, Raymond S.
Lamarine, Alfred A.
Lamarre, Paul R.
Lamb, Mark L.
Lambert, Dellas K.
Lambert, Janet L.
Lambert, Joseph E.A.
Lambert, Joseph W.
Lambert, Maurice J.
Lambert, Richard
Lambert, Robert B.
Lambiris, Antonio
Lamey, Paul E.
Lamminen, Wayne O.
Lamontagne, Charles C.
Lamontagne, Robert A.
Lamora, James L.
Lamprey, John A.
Lamprey, Mark P.
Lamprey, Paul R.
Lampron, Dean E.
Lamson, Albert E.
Lamson, Delores A.
Lamson, Timothy W.
Lamy, Raymond F.
Lamy, Raymond L.
Lamy, Robert A.
Lancaster, Cynthia H.
Lancaster, Richard S.
Land, Craig E.
Landi, Robert A. Jr.
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Landry, Guy G.
Landry, Joseph B.
Landry, Leo A. Jr.
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Landry, Victoria R.C.
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Lang, Terry M.
Langer, Ray F.
Langevin, Corrine Y.
Langevin, Thomas J.
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Langley, Harold E.
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Laperle, Richard N.
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Laplante, David E.
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Laprell, Ronald C.
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Laroche, Theophile L.
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Larsen, Karen K.
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Last, Dennis E.
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Laurentz, Edward A.
Laurentz, Edward E.
Laurentz, Nancy J.
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Lavallee, Armand L.
Lavallee, Mary K.
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Lavigne, Edward L.
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Lavoie, Paul A.
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Leblanc, Richard E.
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Leclair, Charles E.
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L'Ecuyer, John J.
Ledbetter, Patrick V.
Lee, Albert A.



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 Lefebvre, George T. Jr.
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 Lefebvre, Paul A.
 Lefrancois, Ronald E. Jr.
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 Legendre, Armand E.
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 Leifheit, Steven M.
 Leigh, David, W. Jr.
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 Leland, William A.
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 Leone, Robert L.
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 L'Heureux, Bernard V.
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 L'Heureux, Maurice J.
 L'Heureux, Robert G.
 L'Heureux, Robert J.A.
 Libbey, Robert E.
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 Libby, Roger A.
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 Light, Anthony M.
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 Liguori, Anthony L.
 Lilljedahl, Robert C.
 Lilljedahl, Sharon L.B.
 Limeburner, Charles S.
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 Lizotte, Roger V. Jr.
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 Lofria, Joseph A.
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 Logdahl, Rudolph E.
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 Loiselle, Paul N.
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 Long, Charles O. III
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 Longa, Arthur T.
 Longey, Joseph A.
 Longfellow, Donald P. Jr.
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 Loranger, Robert W.
 Lord, Charles E.
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 Loring, David, P.
 Lothridge, Brian L.
 Lott, Patrick J.
 Lotz, Michele T.
 Lougee, Charles S.
 Lougee, George S.
 Lougee, Kenneth F.
 Lougee, Margaret M.
 Lougee, Robert J.
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 Lovejoy, David F.
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 Loy, Clifford
 Loy, Desiree
 Lozaun, Garry D.
 Lozier, Dwain E.
 Lozier, Edward C.
 Lozier, Francis P.
 Luduc, Robert G.
 Ludwig, Robert E. Jr.
 Lue, Lana L.
 Lundgren, David J.
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 Lutes, Sharon J.
 Lynch, Michael R.
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 Lyndes, Jimmy T.
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 Maayan, Ari
 Macaulay, Donald J. Jr.
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 MacCannell, Michael B.
 MacDonald, Charles G.
 MacDonald, Jocelyn Jr.
 MacDonald, Scott R.
 MacDonald, William S.
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 Macie, Preston P.
 Macinnis, David A.
 Maciulavicius, Francis R.
 MacIver, William E.
 Mack, Leon W.
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 Mackenzie, Ronald T.
 Mackey, George R.
 Mackey, John, A.
 MacKinnon, Charles W.
 MacKinnon, David R.
 MacNeil, Allen K.
 MacSata, Albert
 Maddaloni, Emilio E.
 Madden, Harold J.
 Madden, James J.
 Maddix, Barry K.
 Madigan, Joseph M.
 Madore, John V.
 Maffei, Ricky J.
 Magaw, Jeffrey D.
 Magnan, Denis J.
 Magoffin, Barry L.
 Magoon, Richard E.
 Mahan, Thomas J.
 Mahar, Claudette S.
 Maher, William A.
 Mahnken, Alan R.
 Mahoney, Eugene R.
 Mailhot, Leon R.
 Mailhot, Normand R.
 Mailhot, Richard M.
 Main, Carl J.
 Main, Elvin E.
 Maine, Marshall R.
 Majdalany, Joseph E.
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 Major, Robert J.
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 Makos, David W.
 Malatak, Richard A.
 Malatras, James J.
 Malinky, Michael P.
 Malone, Carlton F.
 Maloney, Anthony B.
 Maloney, Bernard L.
 Maloney, John J.
 Maltais, Arthur J.
 Mandeville, Richard J.
 Mandravelis, Nicholas
 Mangelli, Robert J.
 Mangum, Colleen M.
 Manix, Anthony E.
 Manley, Allen T.
 Mann, Charles S. Jr.
 Mann, Franklin N.
 Manning, John
 Manning, Lloys J.
 Manning, Robert J.
 Manning, Thomas J.
 Mannion, William E.
 Manseau, David M.
 Manseau, David R.
 Manseau, Donald C.
 Manseau, Joseph T.
 Manseau, Robert J.
 Mansur, Thomas W.
 Mantos, James P.
 Manzi, John P.
 Maple, Guy N.
 Mara, Ronald M.
 Marachand, Nicole M.
 Maragianis, Harold B.
 Marchand, Donald P.
 Marcinkevich, David J.
 Marcinkevich, John M.
 Marcotte, Richard D.
 Marcotte, Richard E.
 Marcoullier, John R.
 Marcoux, Robert R.
 Marden, Brian L.
 Marden, Perley C.
 Margeson, Sherry L.
 Markaverich, Dennis M.
 Markitans, Ansis
 Marks, Arthur T.
 Marks, Vincent C.
 Marois, Richard M. Jr.
 Marquis, Andrew A.
 Marquis, Richard C.
 Marquis, Robert W.
 Marrotte, Dennis P.
 Marsh, Dennie J.
 Marsh, James E.
 Marshall, Barry C.
 Marshall, John H.
 Marshall, Joseph E.
 Marshall, Paul D.
 Marshall, Steven E.
 Marshallburn, Howard.
 Marston, Ervin M.
 Marston, Joe R.
 Marston, Michael F.
 Marston, Paul E.
 Marston-Burkley, Susan M.
 Martel, Clemens M. Jr.
 Martel, Clifford R.
 Martel, Donald E.
 Martel, Harvey A.
 Martel, Laurent G.
 Martel, Maurice E.
 Martel, Roger R.
 Martell, Richard P.
 Martell, William J.
 Martin, Alan D.
 Martin, Alfred H.
 Martin, Cynthia K.
 Martin, John H.
 Martin, Johnnie.
 Martin, Kelli A.
 Martin, Patricia A.
 Martin, Raymond F.
 Martin, Richard J.
 Martin, Ronald C.
 Martin, Shari G.
 Martin, Suzette M.
 Martin, Thomas W.
 Martin, Willard G.
 Martin, William T.
 Martinez, Marcia M.
 Martini, Paul J.



Marx, Stephen L.
Maryak, Hans F.
Maskiewicz, Douglas R.
Mason, Diana L.
Mason, Earle W.
Mason, Joseph W.L.
Mason, Roger R.
Masse, Kevin H.
Massey, Jeffrey M.
Matarozzo, John W.
Mates, Jack M.
Matherne, Linus J.
Mathews, Jessie C. Jr.
Mathews, Richard R.
Matsis, Matthew J.
Mattei, Daniel R.
Matthew, Melanie A.
Matthews, John T.
Matthews, Kenneth M.
Mattia, Louis W.
Mattson, Charles E.
Mattson, Rodney R.
Mattson, William D.
Matzel, David G.
Mauzy, Thomas R.
Mawson, Michael J.
Maxfield, Edwin H.
Maxwell, Walter C. II
May, Warren R.
Mayberry, Jan R.
Mayberry, Janice E.
Mayer, Robert A.
Mayfield, Jerry W.
Maynard, Donald J.
Maynard, Donald R.
Maynard, Roger A. Jr.
Mayo, Earl C.
Mayrand, Richard H.
Mayrand, Robert P.
Maznek, Paul
Mazzitelli, Andrew M.
McAdams, Harold S.
McAfee, Mark A.
McAlpine, Richard J.
McAvoy, Robert W.
McBrearty, Paul E. Jr.
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McCabe, Dennis J.
McCabe, Michael F.
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McCarn, Michael G.
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McCarthy, Delwin K. Jr.
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McCarthy, Joseph T.
McCarthy, Lawrence P.
McCarthy, Paul H.
McCaughney, Michael G. Jr.
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McCormack, Harold L.
McCormack, Michael A.
McCoy, Daniel G.
McCue, Harry J.
McCue, John R.
McCue, William J. Jr.
McCutcheon, Frank.
McDermott, John G.
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McDonald, Jack A.
McDonald, Thomas A.
McDonald, William A.
McDonald, William E.
McDonough, Roscoe J. III
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McElroy, Kevin P.
McElwee, Betinna.
McGael, Brendan M.
McGann, Joseph E. Jr.
McGee, Adaler G.
McGill, Joseph W.
McGinnis, Joan, C.
McGlone, Barry, C.
McGlone, Kathleen, M.
McGlothin, Harry, C.
McGough, Deborah A.
McGranaghan, Michael J.
McGranaghan, Richard P.
McGrath, Shaun M.
McGuigan, Walter C.
McGuire, John D.
McGuire, Paul G.
McGuire, Paul Jr.
McGuirk, Dianna C.
McGuirk, Robert D. Jr.
McHugh, Kevin T. Jr.
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McIntyre, George I. Jr.
McKay, George.
McKay, Roger L.
McKelligan, Mark J.
McKenna, Douglas C.
McKenna, Harold P. Jr.
McKenna, Robert C.
McKenzie, Edward D.
McKenzie, Mark A.
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McKinney, Frederick G.
McKinnon, Michael P.
McLachlin, Robert S.
McLaughlin, David W.
McLaughlin, Robert M.
McLaughlin, William R.
McMackin, Daniel D.
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McMullen, Patrick A.
McNamara, Kevin J.
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McNiff, John P.
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Mead, Kevin
Meader, Philip A.
Meader, Thomas R.
Mecheski, Joseph A.
Meehan, John W.
Meehan, William P.
Meinhardt, Craig F.
Melancon, Alfred E.
Melancon, Raymond G.
Melanson, Gerard A.
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Mellin, Douglas R.
Mello, Lawrence V.
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Merchant, David T.
Mercier, Arthur H.
Mercier, Edward G.
Mercier, Kristin L.
Mercier, Michael R.
Mercier, Michelle A.
Mercier, Rollain E.
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Merriam, Walter G. III
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Merrigan, Edward J.
Merrill, Carl E.
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Merrill, David A.
Merrill, George F.
Merrill, Harold F.
Merrill, Richard W.
Merritt, Wayne H.
Merrow, James E.
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Messgener, Jason, E.
Messier, Albert H.
Messier, Paul C.
Metayer, Robert A.
Metcalf, Douglas W.
Methot, Lucien R.
Metivier, Richard D.
Meyer, Daniel R.V.
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Michael, Daniel J.
Michaels, Arthur M.
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Michaud, Donald E.
Michaud, Gerard A. Jr.
Michaud, Joseph A.
Michaud, Joseph M.
Michaud, Joseph T.
Michaud, Normand G.
Michaud, Paul L.
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Michaud, Roger L.
Michaud, Shane.
Michaud, Wilfred A.
Mick, Constance E.
Mickelonis, Michael M.
Middlemiss, Robert J. Jr.
Middleton, Glenn F.
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Migneault, Michael T.
Mihos, Sandra C.
Mikula, Robert E.
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Miller, Albert N.
Miller, Alden W.
Miller, Bob T.
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Miller, Corey W.
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Mitchell, David E.
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Mitchell, Franklin H.
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Mitchell, Richard L.
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Mitchell, William Jr.
Miville, Fernand E.
Miville, Roch A.
Mixon, John A.
Moakley, Frederick R.T.
Moaratty, Richard M. Jr.
Moblely, Archie S.
Mogan, James W.
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Moisan, Christophe B.
Moisan, Gabriel E.
Molan, David
Molfino, Robert P.
Molloy, Edward A.
Monahan, Brian J.
Monahan, Robert T.
Money, L.T. Jr.
Monson, Robert P.
Montalvo, Wilfred A.
Montanbault, Roy J.
Montgomery, Leon W.
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Montminy, Paul H.
Montminy, Roger A.
Montour, William H.
Monty, John A.
Moody, Craig A.
Moody, David E.
Moody, Murray M.
Moody, Neil V.
Mooers, Gregory N.
Mooers, Leon, W.
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Mooney, Brian, R.
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Moore, Bruce A.
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Moore, Michael J.
Moore, Paul E.
Moore, Robert A.
Moore, Thomas A.
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Moore, Wayne A.
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Moore, William J.
Moorehead, Robert J.
Moquin, Emile J.
Moquin, Liam S.
Moran, Brian M.
Moran, John W.
Moran, William J.
Moreau, Arthur G.
Moreau, Roger J.
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Morency, Leo J.
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Morency, Marc R.
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Morest, Ronald W.
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Morgan, Bayeux B.
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Morgan, David T.
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Morgan, Robert H.
Morgan, Stephen S.
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Morin, Richard R.
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Morneau, Richard A.
Morneau, Robert F.
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Morrill, Robin L.
Morrill, Scott A.
Morris, Frank.



Morris, John F.
 Morris, John P.
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 Morrison, Beverly A.
 Morrisette, Paul G.
 Morrisette, Raymond H.
 Morrisette, Raymond L. Jr.
 Morrissey, Michael
 Morse, Frank A.
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 Moschetto, James.
 Moseley, Michelle M.
 Motowidlak, David R.
 Moulton, David R.
 Moulton, Ross E.
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 Muccio, Ronald J.
 Muccio, Ronald J. Jr.
 Mudge, Denis A.
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 Muelbach, Edwin E.
 Mueller, Deanna G.
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 Muir, Alan A.
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 Mulchahey, Kenneth E.
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 Mullen, Patricia S.
 Muller, John L. Jr.
 Muller, Robert M.
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 Mullikin, Donald E.
 Mullin, Francis J.R.
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 Munford, John M.
 Mungovan, Stephen P.
 Munroe, David E.
 Munroe, John J.
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 Munson, Barbara E.
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 Munt, Michael L.
 Munt, Stephen R.
 Murphy, Bertram J.
 Murphy, Christopher J.
 Murphy, David J.
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 Murray, George H.

Murray, Harold C.
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 Musticchio, Enzo C.
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 Musticchio, Paula J.
 Mutolo, Thomas
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 Nadeau, Maurice L.
 Nadeau, Paul R.
 Nadeau, Ronald H.
 Nagel, Philip R.
 Nalbandian, Haig B.
 Narkunas, Charles D.
 Narkunas, James
 Nash, Mark E.
 Natches, Mary R.
 Natches, Randall A.
 Nault, Bruce B.
 Nault, Normand A.
 Nault, Raymond R.
 Nault, Richard C.
 Nault, Richard M.
 Nault, Richard R.
 Navin, Cathy A.
 Neilsen, Richard A. Jr.
 Neisler, Roger A. Jr.
 Nelson, Brenda C.
 Nelson, David L.
 Nelson, Wanda M.
 Nest, John E.
 Nettles, James L.
 Neubert, John K.
 Neveu, Paul E.
 Nevill, Charles R.
 Neville, John C.
 Nevils, Timothy F.
 Nevins, Christopher F.
 Newbury, Norman E.
 Newbury, Peter J.
 Newcott, Edward P.
 Newell, Robert Y.
 Newhall, Catherine V.
 Newman, James H.
 Newson, David W.
 Newton, Cheryl D.
 Nicholas, Nathaniel I. Jr.
 Nichols, David H.
 Nichols, Leigh A.
 Nicholson, Bruce W.
 Nicholson, Jane E.
 Nicholson, Scott W.
 Nicholson-Wrennal,
 Lisanne M.
 Nickel, George F.

Nickola, Melinda F.
 Nicks, Cindy L.
 Nicoletos, Robert R.
 Nicoll, William B.
 Nieder, Berthold L.
 Nieman, Norman P.
 Nierman, Gregory A.
 Niewenhous, Caroline G.
 Nightingale, Warren A.
 Nightingale, Warren A.
 Nile, Sandra L.
 Nilsson, Emil O.
 Nivison, Robert
 Nixon, Errol G.
 Noack, Gerri R.
 Nobert, Paul L.
 Noe, Vincent A.
 Noel, Dawna C.
 Noel, Donald R.
 Noel, John, E.
 Noel, Lucien J.
 Noel, Maurice A.
 Noel, Robert P.
 Nolan, Leonard F.
 Noone, James J.
 Nordle, Craig J.
 Norman, John V. Jr.
 Normand, Charles G.Y.
 Normand, Donald A.
 Normand, Lucien J.
 Normand, Michael P.
 Normandeau, Aimee M.
 Normandeau, Donald A.
 Normandeau, Robert J. Jr.
 Normandeau, Scott W.
 Normandin, Francis A.
 Norris, Harold S.
 North, John K. Jr.
 Northridge, Mark A.
 Northrop, Russell A.
 Northrup, Donald G.
 Norton, David P.
 Norton, Eric C.
 Norton, Gary E.
 Norton, James H.
 Norton, Robert L.
 Norwood, Karl E.
 Nowe, John A.
 Noyes, John M.
 Noyes, Paul S.
 Noyes, Robert C. Jr.
 Noyes, Roland M.
 Noyes, Timothy H.
 Nugent, Fred T.
 Nute, Eugene W.
 Nutter, Allen R.
 Nyberg, Charles G.
 Oakes, John D.
 Ober, Robert C.
 Oberg, Gary E.
 Obertanec, David J.
 O'Brien, Donald J.
 O'Brien, John A.
 O'Brien, Michael R.
 O'Brien, Patrick

O'Brien, Thomas P.
 O'Connell, Dennis C.
 O'Connell, Gerald P.
 O'Connell, Kevin R.
 O'Connor, Clarence E.
 O'Connor, Dennis J.
 O'Connor, Edward F. Jr.
 O'Connor, Kenneth J. Jr.
 O'Donnell, Francis R.
 O'Dorney, Michael M.
 Oelkuct, Clayton H. Jr.
 Ogonowski, James.
 Olden, Dennis E.
 Olden, Stephen H.
 O'Leary, Kevin P.
 O'Leary, Ralph E.
 Olech, Linda L.
 Oleniak, Donald.
 Oles, Justyna M.
 Olewine, Dwight D.
 Olewine, Mary E.
 Oliver, James J.
 Oliver, Robert F.
 Oliver, Thomas E.
 Olivier, Roland A.
 O'Loughlin, Brian J. Jr.
 O'Loughlin, James E.
 O'Malley, Edward J.
 O'Malley, Erin M.
 O'Malley, Robert M.
 O'Meara, Jennifer L.
 O'Neil, Herbert L. Jr.
 O'Neil, James M.
 O'Neil, Marybeth J.
 O'Neil, Richard T. Jr.
 Oparowske, James P.
 Orcutt, Ronald R.
 Ordeshook, Thomas S. Jr.
 Ordway, Linwood C.
 O'Reilly, Sean J.
 Oritz, Andrew
 Orlando, Dominic A.
 Orlowski, Stanley E.
 Ornellas, Brian J.
 Orosco, Doris G.
 O'Rourke, Patrick
 Orr, James M.
 Osbon, Arthur H.
 Osborne, Leon A. Jr.
 Osburn, Norbert A.
 Osgood, Carl J.
 Osgood, Neill T.
 O'Shaughnessy,
 Michael B.
 O'Shea, Edward J.
 O'Shea, Michael B.
 O'Shea, Robert K.
 Ostheimer, James A.
 Ostrough, Daniel P.
 O'Sullivan, Robert J.
 O'Toole, Robert E.
 Ott, Frank, S.
 Ott, Tyra L.
 Ott, Wilfred Jr.
 Otterson, David C.

Otto, Barbara A.
 Ottoway, Scott W.
 Ouelette, Roland R. Jr.
 Ouellette, George E.
 Ouellette, Gerald L.
 Ouellette, Gerald R.
 Ouellette, Robert P.
 Oulton, Lorraine S.
 Outerbridge, Robert D.
 Owen, George E.
 Oxner, Michael R.
 Pacheco, Jennifer K.
 Packard, Wayne M.
 Padgett, Gerald.
 Pafford, James E.
 Page, Albert L.
 Page, Carroll D.
 Page, Jacqueline M.
 Paige, Alan R.
 Paige, Robert B. III
 Paine, James G.
 Paisley, Jennifer E.
 Palanca, Rolando P.
 Paley, James A.
 Palladino, Anthony R. Jr.
 Palmer, Stephen K. Jr.
 Paltrineri, Eugene C.
 Panagopoulos, Nicholas
 Panagos, Peter
 Pantelakos, James P.
 Papciak, John
 Pappas, John J.
 Paquette, John V.
 Paquette, Maurice G.
 Paquette, Maurice P.
 Paquette, Paul R.
 Paquette, Peter E.
 Paquette, Real J.
 Paquette, Richard N.
 Paquin, Joseph V.
 Paquin, Michael R.
 Paquin, Robert J.
 Paquin, Ronald R.
 Paradis, Amy E.
 Paradis, Bertrand J.
 Paradis, Louise M.
 Paradis, Robert A.
 Paradis, Roger N.
 Parcell, James J.
 Pare, Normand W.
 Pare, Raymond L.
 Parent, Kenneth E.
 Parent, Philip A.
 Parenteau, Maurice J.
 Paris, Tomas H.
 Pariseau, Robert J. Jr.
 Parker, Hubert A.
 Parker, Paul S.
 Parker, Ralph E.
 Parker, Sheridan K.
 Parkinson, Anthony J.
 Parkinson, Kenneth B.
 Parkinson, Robert.
 Parkinson, William A.
 Parks, David E.



Parks, Richard D. Jr.
Parks, Robert A.
Paro, David J. Jr.
Parow, Richard J.
Parrish, Robert L.
Parzick, William C.
Patch, Philip J.
Pate, George W.
Patnaude, Gerald C. Jr.
Patnaude, Scot N.
Patrakis, Carla M.
Patrick, Normand L.
Patrick, Robert A.
Patrie, John D.
Patry, Jennifer L.
Patten, Henry N.
Patten, Melissa J.
Patterson, David L.
Patterson, Glen A.
Patterson, Leslie A.
Patton, John R.
Paul, Kenneth E.
Paul, Laurent O.
Paul, Peter T.
Paulsen, Harold E.
Paulson, John E.
Pawnell, James P.
Payeur, Daniel G.
Peabody, James R.
Peach, Robert A.
Pearl, Henry H.
Pearsall, Frank M.
Pearson, James C.
Pease, Carles H.
Pease, Richard E.
Pebbles, Julie B.
Pelchat, Lionel F.
Pelchat, Maurice A.
Pellerin, Crystal M.
Pellerin, Paul N.
Pellerin, Ronald A.
Pellerin, William J.
Pelletier, Alfred A. Jr.
Pelletier, Michael P.
Pelletier, Richard F.
Pelletier, Roger P.
Pelletier, Steven E.
Pellowe, Timothy M.
Pennanen, Vaino W.
Pennock, Howard E.
Peno, Thoeodore A.
Penta, Dorothea T.
Pento, Mary L.
Pepin, Leo
Pepin, Richard R.
Percy, Bradley J.
Percy, William H.
Pergerson, Christopher M.
Perkins, Fenelon J.
Perkins, Fred G.
Perkins, Louie O.
Perkins, Patrick H.
Perkins, Sheldon W.
Perras, Ronald G.
Perrault, Donald J.
Perreault, Armand A.
Perreault, Norman M.
Perreault, Raymond H.
Perreault, Robert A. Jr.
Perreault, Wayne C.
Perreault, Wayne J.
Perreault, Wayne M.
Perron, George E. II
Perry, Glen E.
Perry, Brian
Perry, Robert D.
Perry, Robert F. Jr.
Perry, Russell V.
Perry, William S.
Perusse, Jean A.
Pervere, Nancy A.
Petelle, Herbert R.
Peters, Arthur E.
Peters, Richard D.
Peters, Robert E.
Petersen, John R.
Peterson, Donald W.
Peterson, Erin B.
Peterson, John E.
Peterson, Karl A.
Peterson, Richard E.
Peterson, Richard F.
Petrin, Andre R.
Petrin, Raymond A.
Pettengill, John F.
Pettis, Daryl R.
Pettis, Patricia A.
Petzack, Gregory J.
Pevepill, George H.
Pfeil, Arthur K.
Phelps, Lawrence L.
Phelps, Maria K.
Philbrick, George M. Jr.
Philbrick, John B.
Philbrick, Kelly R.
Philbrick, Tracy K.
Philbrook, Cheri A.
Philbrook, Robert E.
Phillips, Anthony J.
Phillips, Arthur L.
Phillips, John E.
Phillips, John M.
Phillips, Manuel C.
Phillips, Mark M.
Phillips, William.
Phinney, Tony L.
Phippard, George F.
Phipps, David A.
Piaseczny, John P.
Picano, Anthony L.
Piche, Bernard H. Jr.
Pickering, Malcolm T. Sr.
Pickett, Lawrence D.
Pickrell, Joseph W.
Piecuch, Boleslaw J.
Pierce, Emerson W.
Pierce, James F.
Pierce, Raymond J.
Pierce, Robert E.
Pierce, Steven W.
Pietruska, Joseph
Pike, Daniel L.
Pike, David P.
Pike, Donald L.
Pike, Edwin N.
Pike, Lawrence R.
Pike, Lawrence R. Jr.
Pike, Robert W. Jr.
Pilgrim, Peter Q.
Pillsbury, William H.
Pilotte, Joseph L.M.
Pilotte, Richard A.
Pina, Steven A.
Pinard, David R.
Pinard, Emile J.
Pinard, John H.
Pinard, Joseph L.N.
Pinard, Normand C.
Pinard, Normand R.
Pinard, Richard R.
Pinard, Roger D.
Pinard, Ronald R.
Pinell, Alfred J.P.
Pinkos, Felix X. Jr.
Pinnow, James A.
Pinsonneault, Wilfred G.
Pinto, Stephen K.
Pirog, Michael
Piroso, Ronald F. Jr.
Pirozzi, Vincent D.
Pisano, Richard P.
Piscopo, Ralph W.
Pitarys, George C.
Pitman, Charles D.
Pitman, Gordon H.
Pitman, Kenneth T.
Pitre, Joseph A.
Pittroff, Richard G.
Pitts, Farrell W.
Piwowski, Gregory W.
Piwowski, Michael J.
Pizzichemi, Anne M.
Place, Dana W.
Plamondun, Robert P.
Plantamuro, George E.
Plante, Alphonse
Plante, Frederick R.
Plante, Leonard P.
Plichta, Charlene M.
Ploof, Billy J.
Ploof, Michael F.
Plourde, Albert R.
Plourde, David M.
Plourde, Philip A.
Plowman, Michael E.
Plowman, Michael E. Jr.
Plowman, Steven E.
Plummer, Curt W.
Plummer, Daniel L.
Plummer, Rudy A.
Plummer, Stanley A.
Poehlman, Robert E.
Poire, Dennis N.
Poirier, Alfred T.
Poirier, Craig A.
Poirier, David A.
Poirier, David L.
Poirier, Gerard F.
Poirier, Louis P.
Poisson, Henry, A.
Poitras, Ernest U.
Poitras, Leo I.
Polichronopoulos, George J.
Polidura, Susana.
Poliquin, Lawrence A. Sr.
Pollard, Daniel E.
Pollard, Steven J.
Polley, George E.
Pollock, Donald K.
Pollock, Douglas W.
Poltak, Ronald F.
Pomerleau, Leonard L.
Pond, Michael S.
Poor, Henry D.
Pope, Evan
Pope, Glenn A.
Pope, Kenneth G.
Popek, Joseph F.
Popkin, Philip J.
Porelle, Raymond M.
Porter, Catherine R.
Porter, David D.
Porter, Mark J.
Porter, Norma
Porter, Stephen M.
Post, Richard A. Jr.
Postal, Joseph W.
Pothier, Lawrence C.
Pothier, Stephen G.
Potter, Allen R.
Potter, Stuart G.
Potvin, Wilfred G.
Poulette, Joseph L.
Poulin, Alan D.
Poulin, Andrew D.
Poulin, Jean H.
Poulin, Joseph R.
Poulin, Laurence H.
Poulin, William J.
Pounder, Richard L.
Pournaras, Nicholas W.
Powell, Glenn F.
Power, Kevin F.
Powers, Loren C.
Powers, Lynda L.
Powers, Philip D.
Pozdiak, Eugene S.
Prato, Elana C.
Pratt, John S.
Pratt, Philip W.
Pratt, Richard H.
Pratt, Robert C. Jr.
Pratte, George M.
Pratte, Roger A. Jr.
Prescott, Richard M.
Preston, Luther M.
Pridham, David J.
Prifogle, Marvin E.
Prince, Norman A.
Prince, Richard G.
Prince, Robert N.
Prindiville, Mary E.
Prior, Arthur F. Sr.
Prive, Mark G.
Prive, Russell H.
Prosser, Christa
Protzmann, Carolyn J.
Proulx, Arthur H.
Proulx, Marjorie A.
Proulx, Normand C.
Proulx, Robert A.
Proulx, Ronald R.
Prouty, Donald N.
Provencal, Gregory J.
Provencal, John R.
Provencal, Joseph R.
Provencher, Jean L.
Provencher, Paul R.
Provencher, Phillip D.
Provost, Leonard J.
Provost, Normand A.
Provost, Richard L.
Prudhomme, Raymond R.
Prudhomme, Roland G.
Przekaza, Richard J.
Psaledakis, Timothy W.
Puccio, Charles J.
Puckett, Steven M.
Puffer, Adam S.
Pugh, Delbert M.
Pulford, Charles L.
Pulsifer, Charles H. Jr.
Pulsifer, John L.
Purcell, Ernest W.
Purcell, Laurie A.
Purdy, Robert J.
Purgiel, Andrew J.
Purgiel, Mary E.
Putnam, Paul C.
Putnam, Richard W.
Quealey, Lori A.
Quealy, Paul M.
Queen, John W.
Quicho, Roger D.
Quimby, Richard E.
Quimby, Richard F.
Quinn, George N.
Quinn, John H. Jr.
Quinn, Richard J.
Quinn, Robert S.
Quinn, Robert S. III
Quintilio, Gareth M.
Quirion, Claude L.
Racette, Paul J.
Racicot, Armand E.
Rademacher, Douglas J.
Rader, Clair E.
Radford, Robert E. Jr.
Radochia, Robert E.
Radochia, Robert T.
Radtke, Dean L.
Rae, William J.
Rafferty, Michael D.
Rafferty, Patrick K.



Rafferty, Richard A.
 Rafferty, Robert P.
 Raftery, Kevin P.
 Raiche, Robert H.
 Rainey, Lloyd W.
 Rainville, William J.
 Rakatansky, Sydney
 Ramby, Vincent J.
 Ramirez, Jane E.
 Ramsden, Eric M.
 Ramsey, James E.
 Rancourt, Dean Y.
 Randall, Daniel B.
 Randlett, George A.
 Randlett, Richard W.
 Rankin, David A.
 Ranni, Anthony W.
 Raposa, Carol A.
 Rasbold, Barbara A.
 Rasmussen, John E.
 Rathbun, Michael E.
 Rattigan, Robert J.
 Rau, Susan M.
 Ravazzalo, George J.
 Ravenelle, Robert T.
 Raycraft, William R.
 Rayes, Charlene
 Raymond, Chester C.
 Raymond, Donald A.
 Raymond, John W.
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 Readel, Chestley L.
 Readio, Stuart M.
 Reagan, Anthony J.
 Reagan, Richard L.
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 Reams, Richard L.
 Reardon, Arthur A.
 Reardon, Bruce B.
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 Recher, Donald J.
 Rector, David W.
 Reddel, William N. III
 Redican, Edward C.
 Reed, Bernard E.
 Reed, Brian W.
 Reed, Donald W.
 Reed, John B.
 Reed, Lawrence M.
 Reed, Mark A.
 Reed, Richard S.
 Reed, Stuart L.
 Rehrauer, Earl Jr.
 Reichelson, Lawrence.
 Reid, Daniel T. Jr.
 Reid, Paul S.
 Reid, Ranae M.
 Reidy, Michael O.
 Reis, Deane G.
 Reischl, Ted K.
 Reiter, Troy J.
 Reith, Katharine S.
 Reith, Randy T.
 Renaud, Donna J.
 Renaud, Raymond J.
 Renaud, Terri L.
 Rene, Bruno R.
 Rennie, Robert E.
 Reno, Thomas J.
 Renselaer, Robert F.
 Reola, Giovanni T.
 Reynolds, Judith G.
 Reynolds, Keith M.
 Reynolds, Matthew C.
 Reynolds, Rachel E.
 Reynolds, Roxanne L.
 Reynolds, Theresa M.
 Rheault, Paul D.
 Rhodes, Arlene L.
 Rhodes, Donald R.
 Rhodes, Edward E. III
 Riccio, Eric P.
 Riccio, Richard R.
 Rice, Francis E.
 Rice, John H.
 Rice, John W.
 Rice, Roger P.
 Rice, Susan J. Jr.
 Rice, William J.
 Rich, Lee R.
 Richard, Louis P. Jr.
 Richard, Roland R.
 Richard, Steven E.
 Richards, Michael L.
 Richards, Ronald R.
 Richards, Scott W.
 Richardson, Chester E. Jr.
 Richardson, Raymond C.
 Richardson, Robert B. Jr.
 Richardson, Robert C.
 Richer, Edward A. III
 Richmond, Russell J.
 Rideout, Jonathan E.
 Riel, Arnold J.
 Riel, David M. Jr.
 Riendeau, Walter I. Jr.
 Riesgo, Angel R.
 Rigordaeva, Robert M.
 Riley, Edward J.
 Riley, Michael P.
 Rinden, Daniel T.
 Rines, Lloyd T.
 Riney, Kevin R.
 Ring, Ellen M.
 Rioux, Albert H.
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 Ritz, Gunder
 Rivard, Rene S.
 Rivest, Raymond E.
 Rix, Mark R.
 Roast, Robert U.
 Robb, John M.
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 Robbeloth, Edward L.
 Roberge, Daniel E.
 Roberge, Raymond E.
 Roberge, Robert E.
 Roberson, Charley R.
 Roberts, Arthur A.
 Roberts, James D.
 Roberts, Ryan M.D.
 Robertson, Alan M.
 Robertson, David M.
 Robida, Bruce W.
 Robidoux, Dana V.
 Robie, Robert N.
 Robinson, Collin R.
 Robinson, Dale S.
 Robinson, David I.
 Robinson, Elizabeth A.
 Robinson, George A.
 Robinson, George G.
 Robinson, Gloria J.
 Robinson, Peter G.
 Robinson, Wayne A.
 Robitaille, Joseph A.
 Roby, Robert G.
 Roche, Robert J.
 Rochette, Richard N.
 Rock, Stanley W.
 Rockhill, George E.
 Rodger, Paul M.
 Rodgers, John A.
 Rodgers, Kenneth J. Jr.
 Rodgers, Wayne R.
 Rodriguez, Justin
 Rodriguez, Michelle D.
 Rodriguez, Miguel A.
 Roediger, Carla F.
 Roehr, Roger E.
 Rogan, Martha E.W.
 Roger, David A.
 Roger, Paul E.
 Roger, Robert J.
 Rogers, Charlton, T.
 Rogers, Earl G. Jr.
 Rogers, Francis A.
 Rogers, Kenneth E. Jr.
 Rogers, Richard D.
 Rohloff, Jeffrey W.
 Rohrborn, Robert C.
 Rojek, Robert L.
 Rollins, Ashton.
 Rollins, Brian K.
 Rollins, Gary F.
 Rollins, George H. Jr.
 Romine, Linda, S.
 Ronaghan, Bridget K.
 Rondeau, Ramon J.
 Rose, Paul A. Sr.
 Rosenberg, Kenneth M.
 Ross, John H.
 Ross, John S. III
 Ross, Kenneth L.
 Ross, Peter D. Jr.
 Ross, Richard R.
 Ross, Robert W.
 Rossi, Paul J. Jr.
 Rossignol, Norman R.
 Rossow, Scott L.
 Rothwell, Robert E.
 Roubaud, Robert B.
 Rouillard, Paul N.
 Rouleau, Christie F.
 Rouleau, Randolph A.
 Roulx, Kenneth R.
 Roundtree, Jonella K.
 Rousseau, Gerard L.
 Routhier, Anita M.
 Roux, Donald H.
 Roux, Joseph R.R.
 Roux, Richard R.
 Rovelto, Faith S.
 Rovner, Michael A.
 Rowe, Christopher T.
 Rowe, David H.
 Rowe, John T.
 Rowe, Kenneth R.
 Rowell, Frank W.
 Rowell, Herbert H.
 Rowell, Stephen T.
 Rowell, William D. Sr.
 Rowell, William W.
 Roy, A. Jay
 Roy, Charles H.
 Roy, David A.
 Roy, David C.
 Roy, David M.
 Roy, Gerald F.
 Roy, Gerard N. Jr.
 Roy, Kathleen A.
 Roy, Oscar R. Jr.
 Roy, Robert A.
 Roy, Scott, M.
 Royal, Eric B.
 Royer, Donald A.
 Royer, Maurice F.
 Rozmus, Walter S.
 Ruchtii, Theodor T. Jr.
 Ruel, Robert A.
 Ruf, Walter L.
 Rumpfelt, John P.
 Rumpfelt, Lonnie G.
 Rumphrey, Richard L.
 Rupprecht, Debra A.
 Rusch, Robert H.
 Rush, Edward J.
 Russell, Edward A.
 Russell, Irwin R. III
 Russell, James E. III
 Russell, William A.
 Russo, Paul C.
 Rutherford, Burnic
 Ryan, Daniel F. III
 Ryan, David P.
 Ryan, James P.
 Ryan, Kenneth W.
 Ryan, Kevin G.
 Ryan, Thomas J.
 Ryan, Walter A.
 Ryan, William P. Jr.
 Ryder, David B.
 Ryder, Joel A.
 Ryerse, Pamela S.
 Rzasa, Robert J.
 Saari, Eric C.
 Sabella, Joseph A.
 Saben, Harold A.
 Sable, John J. Jr.
 Sachetti, Anthony W. Jr.
 Sadler, James W.
 Sagendorf, Herbert J.
 Sainden, Joseph R.
 Saindon, Lionel H.
 Sakelarios, William A.
 Sakowicz, Albert J.
 Sakowicz, Gene A.
 Salach, Keith H.
 Salisbury, Robert L. Jr.
 Salvaggio, William J.
 Salvail, Richard P.
 Salvas, Paul G.
 Salvati, James P.
 Salvato, Kathleen A.
 Sammel, John W.
 Sammon, James M.
 Sampson, Albert A.
 Sampson, Charles E.
 Sampson, Paul D.
 Sampson, Paul M.
 Samson, Albert J.
 Samson, Michael A.
 Samson, Raymond G.
 Sanborn, Bonnie M.
 Sanborn, Donald P.
 Sanborn, Keith D.
 Sanborn, Mark C.
 Sanborn, Raymond J. Sr.
 Sanders, Albert N.
 Sanders, Ralph W.
 Sanderson, Jarib M.
 Sanderson, Richard L.
 Sandfod, Calvin K.
 Sanfason, Dennis P. Jr.
 Sanfason, Paul A.
 Sansoucie, Glen A.
 Sansoucie, Lonnie R.
 Santacruse, William J.
 Sante, Steven J.
 Santiago, Frank D. Jr.
 Santos, Stephen A.
 Saporito, Robert R.
 Sarette, Norman E.
 Sargent, Darrin P.
 Sarrette, Michael S.
 Sartorelli, Stephen J.
 Saturley, Richard C.
 Saucier, Angela Q.
 Saulnier, Raymond J.
 Savage, Gerald E.
 Savage, Robert M.
 Savley, Robert A.
 Savoy, Paul C.
 Sawyer, Elizabeth A.
 Sawyer, Frank N.
 Sawyer, George M.
 Sawyer, Thomas D.
 Sbardella, Edward F.
 Scanlon, William.
 Scarborough, Noble F.
 Schaaake, Richard J.
 Schaeffer, Richard H.
 Schanck, Robert M.
 Scheel, Thomas A.



Schenk, Michael D.
Schick, Jason M.
Schiffman, Allen J.
Schimp, Frederic C.
Schlang, John E.
Schlund, Charles R.
Schmerder, William A.
Schmerder, William M.
Schmidt, Harrison J. Jr.
Schmidt, Walter D.
Schock, Jerome J.
Schofield, Kenneth S.
Schofield, William J.
Schoppee, Nathan P.
Schow, Mason H.
Schunemann, Francis W.
Schwartz, Arnold W.
Schwartz, Marc S.
Schwartz, Marvin H.
Schwendeman, Raymond L.
Schwotzer, William A.
Scola, Nicholas J.
Scott, Howard E.
Scott, James H.
Scott, Peter N.
Scribner, Henry W.
Scruton, John F.
Seager, Jeffrey J.
Sears, Mark F.
Seavey, Ronald C.
Seddio, Michele R.
Sederquist, Scott S.
Sedille, Gregory A.
Seguin, John R.
Seguin, Normand R.
Sequin, John R.
Sellers, Sandra J.
Sellers, Travis B.
Senecal, Hector F.
Senecal, Richard H.
Senechal, Glenn R.
Senter, Shawn D.
Serfass, Barry N.
Severance, Brian.
Severance, George P. Jr.
Sevigny, Andrew P.
Sewade, Harold A.
Seward, Russell G.
Sforza, Steven F.
Shackford, Sandra D.
Shaffer, John W.
Shapiro, Robert P.
Sharek, Robert L.
Sharp, Dwight W.
Sharp, Roland A.
Shaver, Robert A.
Shaw, George J.
Shaw, Peter P.
Shaw, Roger T.
Shaw, Vicki L.
Shea, Cassandra M.
Shea, John F.
Shea, Neil M.
Shea, Shaun R.
Shea, Stephen J.
Shea, Thomas M.
Shea, William F.
Sheckler, Charles A.
Sheehan, James J.
Sheehan, Lawrence F.
Shepard, Katheryn B.
Shepard, Paul O.
Shepherd, Frank W.
Shepherd, Peter J.
Sherburne, John L.
Sheridan, John D.
Sheridan, Philip W. Jr.
Sherman, James N. Jr.
Sherman, Vincent J.
Shisler, Jeffrey S.
Shopf, Richard J. Jr.
Shor, Steven J.
Shore, Michael E.
Short, Paul J.
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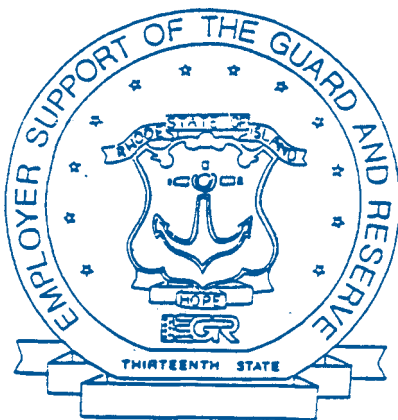
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