WRIGHT-PATTERSON AIR FORCE BASE:

The First Century

History Office
Air Force Life Cycle Management Center
Air Force Materiel Command
Wright-Patterson Air Force Base, Ohio
2015

TABLE OF CONTENTS

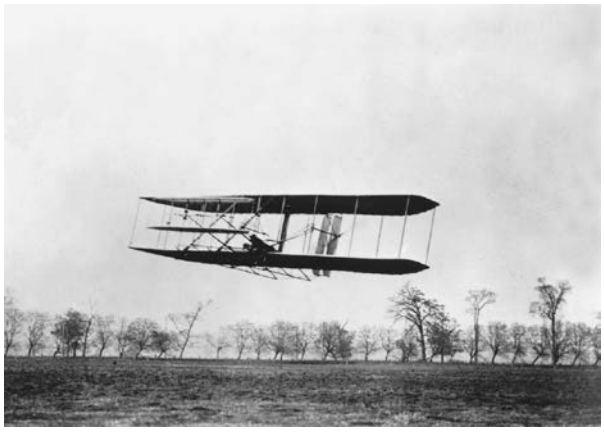
WRIGHT-PATTERSON AIR FORCE BASE:

THE FIRST CENTURY

Wright-Patterson Air Force Base is the most organizationally complex base in the U.S. Air Force. This 8,145-acre military reservation located near Dayton, Ohio, has over 600 office, laboratory, and support buildings in addition to 127 family housing buildings. It employs over 27,000 people and generates an annual payroll of $2.2 billion. The base is the largest employer in the state of Ohio at a single location and the largest employer among Air Force bases worldwide. Its occupants include over 60 on-base tenant units. With over 600 structures, many dating from the pre-1946 period, Wright-Patterson may also be the Air Force's most historically significant base. Major military units assigned to the installation are HQ Air Force Materiel Command, HQ Air Force Life Cycle Management Center, HQ Air Force Research Laboratory, the Air Force Institute of Technology, the National Air and Space Intelligence Center, the National Museum of the U.S. Air Force, 445th Airlift Wing (AFRC), a National Park, a regional Department of Defense medical center, and numerous other Air Force, Department of Defense, and government agencies. Since 1944, the 88th Air Base Wing has been responsible for operating the base.

AUSPICIOUS ORIGINS

While Wright-Patterson traces its military origins to World War I, its aviation history began with the origins of manned, powered, controlled flight. Following their successful proof-of-concept flights at Kitty Hawk, North Carolina, in December 1903, Wilbur and Orville Wright returned home to



Soaring over the Huffman Prairie where the Wright Brothers "really learned to fly"

Dayton, Ohio. They then selected an 84-acre plot of land near Dayton to serve as an experimental flying field while they transformed their invention into a real flying machine. The Huffman Prairie Flying Field, now a part of Wright-Patterson AFB and a National Park site, is where they developed the first practical airplane (the 1905 *Flyer III*). Over this prairie the brothers accomplished the first turn and circle in an airplane and solved the final mysteries of flight during 1904 and 1905. Here, too, they invented and used the first successful aircraft catapult launcher. The Huffman Prairie was also, as Orville wrote, where they "really learned to fly."

The brothers returned to the Huffman Prairie Flying Field in 1910. This time the site served as home to the Wright Company School of Aviation, the Wright's flight exhibition company, and a test field for their aircraft company. Their aviation school trained 119 pilots. For $250, they delivered a two-week course of instruction that included "four hours of actual practice in the air and such instruction

The 1910 hangar and flying operations, about 1912

in the principles of flying machines as is necessary to prepare the pupil to become a competent and expert operator." The tuition fee also covered any incidental damage to the equipment. Among their graduates were Army Lieutenant Henry "Hap" Arnold, who was sent to the school in 1911 to earn his wings, and A. Roy Brown, the Canadian ace who would receive aerial credit for downing Baron von Richthofen, the Red Baron in 1918. By the time operations on the Huffman Prairie ended in 1916, the Wrights had used the field as a research and development facility, flight test center, logistics depot, and training center. These functions would define the future of the Huffman Prairie and its surroundings for the next century. Equally important, the "can-do" spirit of invention and innovation that Wilbur and Orville brought to their flying field would inspire their heirs to continue pushing aeronautical engineering to its technological limits.

THREE MILITARY INSTALLATIONS

Following the United States declaration of war on Germany in 1917, the War Department began a rapid expansion of military facilities. Edward A. Deeds, a prominent Dayton industrialist and member of the U.S. Munitions Standard Board and Aircraft Production Board, assisted his home town with

Lt. Henry "Hap" Arnold as a Wright Brothers student on the Huffman Prairie Flying Field

acquiring three military installations: McCook Field, Wilbur Wright Field, and the Fairfield Aviation General Supply Depot. McCook Field opened on December 4, 1917. This 254-acre leased complex was located just north of downtown Dayton between Keowee Street and the Great Miami River. It was named after the "Fighting McCooks" family of Civil War fame who once owned part of the land. McCook Field was an engineering and research center responsible for the advanced design of all airplanes and their accessories. It was erected as a temporary home for the Airplane Engineering Division of the U.S. Army Signal Corps pending completion of Langley Field, Virginia. McCook was exempted from the Civil Service and control by the Secretary of War, which enabled it to operate more like a private business than a military post. McCook Field quickly emerged as the center of American air power technology. Its engineers

McCook Field (Mrs. Darlene Gerhardt)

and technicians researched, developed, manufactured, tested, and evaluated military aircraft, plus all associated components and equipment. Their achievements were so substantial that in May 1919 all experimental aircraft activities being handled at Langley Field were transferred to McCook Field.

The Engineering Division's facilities included a 1,000 foot by 100 foot macadam and cinder primary runway to support test flight operations. A 14-inch walnut wind tunnel patterned after one designed by Orville Wright helped calibrate airspeed instruments and study the aerodynamic properties of shapes. In 1921, the field's technicians built a five-foot wind tunnel which was immediately put to use testing a scale model of the XNBL-1 Barling Bomber. When McCook Field closed, the five-foot tunnel was moved to Wright Field where it remained in use until 2011. Work at McCook Field encompassed liquid- and air-cooled engines, superchargers, controllable-pitch propellers, fuels and fuel systems, armament systems for aircraft, flight instrumentation, parachutes, flight clothing, advanced materials, aerial photographic equipment, a large number of experimental aircraft, and specialized equipment to test all of these items. McCook's technicians even tested airplanes designed or

Civilian guards working at the main entrance to McCook Field

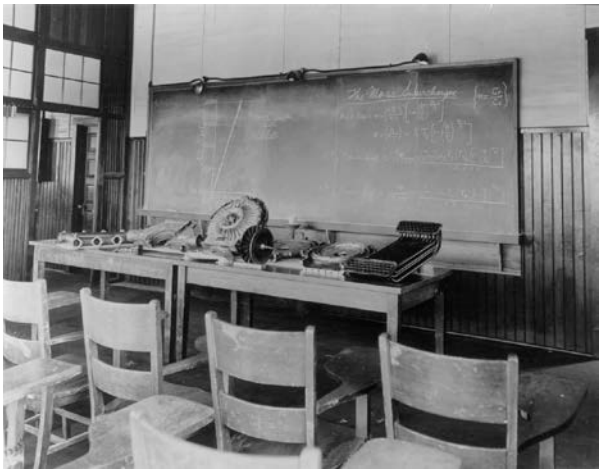
Colonel Thurman H. Bane, first commandant of the Air Service Engineering School

manufactured by foreign nations. In fact, virtually all significant aeronautical engineering developments at the time took place at McCook Field. These achievements included controllable and reversible pitch propellers, aircraft engine superchargers, bullet-proof and leak-proof gasoline tanks, the radio beam, a non-magnetic aircraft clock, an air ambulance, the air-cooled radial engine, mapping and night observation cameras, the Nelson machine gun synchronization control system, and the first practical free-fall parachute. Also developed were night flying techniques and a model

airway that became the forerunner of the modern network of continental and intercontinental commercial air routes.

Under the leadership of Colonel Thurman H. Bane, McCook Field made another lasting contribution to aeronautical engineering. In 1919, Colonel Bane established the Air Service Engineering School to provide "proper technical training" to Air Service officers. The school would eventually evolve into the Air Force Institute of Technology.

Dayton's other two military facilities, Wilbur Wright Field and the Fairfield Aviation



Air Service Engineering School classroom in the 1920s

General Supply Depot, were co-located in what is now Area A (formerly Area C) of Wright-Patterson AFB. Wilbur Wright Field sat on 2,075-acres next to the Mad River. The Army leased the land, which included the Huffman Prairie Flying Field, from the Miami Conservancy District. The field hosted a Signal Corps Aviation School to train pilots. School operations began June 28, 1917 with cadets flying Curtiss JN-4D and Standard SJ-1 single-engine biplane trainers. The school graduated 82 pilots by December when flight training operations were moved to installations in the south for the winter. They resumed at the field in April 1918.

Wilbur Wright Field

Wilbur Wright Field also housed an Aviation Mechanics' School which opened December 17, 1917. The school graduated 1,181 airplane, airplane motor, and motor transport mechanics. A related program sent students to local civilian airplane and engine factories and garages to receive on-the-job training.

An Aviation Armorers' School inaugurated operations on March 18, 1918. Its six week course encompassed a complete study of machine guns, their sights and synchronization mechanisms, and the storage and mounting of bombs. The school sent 485 enlisted graduates to the Air Service. The Signal Corps also assigned Wilbur Wright Field the mission of testing all machine guns issued to the Aviation Section to ensure that they were properly adjusted and in good firing

Fairfield Air Depot and Building 1, 1919
(U.S. Air Force Museum)

Mechanics School students study an airplane fuselage, January 25, 1918. (U.S. Air Force Museum)

condition. During a test on June 19, 1918, Lieutenant Frank Stuart Patterson, the son of Frank J. Patterson and nephew of John H. Patterson, co-founders of Dayton's National Cash Register Company, was killed when his DH-4 crashed after successfully completing tests of a Nelson machine gun synchronizer. The conclusion of the war to end all wars in November 1918 ended all training.

Cooperation between Wilbur Wright Field and McCook Field began March 1, 1918 when McCook Field requested hangar space and use of the airfield for experimental test flying. Wilbur Wright Field's large, open, and relatively isolated flying field was ideal for testing the Air Service's experimental aircraft and the larger, more powerful models being developed. With the arrival of three Italian aircraft eighteen days later, Wilbur Wright Field resumed its historic role as an aviation test site.

Construction of the Fairfield Aviation General Supply Depot* got underway in the fall

Building 1 with its covered trainway is the oldest military building at Wright-Patterson AFB

of 1917 on 40 acres of land adjacent to Wilbur Wright Field that the Army had purchased from the Miami Conservancy District. The depot's mission was to provide logistics support to Wilbur Wright Field and other aviation schools in the Midwest. Building 1, the first military building on the installation, stored freight and supplies as well as serving as the depot headquarters until 1933. The U-shaped structure housed a 600-foot double rail spur between its outstretched wings. The spur connected the depot to the Big Four Railroad Company line in the nearby town of Fairfield. Six other buildings, including three steel storage hangars and a garage, enabled the depot to receive, store, and issue equipment and supplies to the Signal Corps' schools throughout the region.

Rapid demobilization and reorganization followed the Great War's conclusion. On January 10, 1919, Wilbur Wright Field merged administratively with the Air Service Armorer's School and the Fairfield Depot to form the Wilbur Wright Air Service Depot. The depot commander assumed control of all three organizations. The flying and armorers' schools demobilized the next month and the depot transitioned to a civilian workforce. It went through numerous name and organization changes, but was commonly

* The depot would undergo a series of organizational redesignations between 1917 and its inactivation in 1946. To avoid confusion, it is referred to as the "Fairfield Air Depot" throughout this narrative.

The McCook Field motto posted on the main hangar. (Dayton and Montgomery County Public Library)

known as the Fairfield Air Depot (FAD). In addition to its role as a supply center, the depot added several new missions, notably equipment repair and engine overhaul, and served as a storage, inventory, and disposal center for surplus war supplies and equipment. In 1921 the depot became home to the Property, Maintenance and Cost Compilation Section, the earliest antecedent of the logistics component of today's Air Force Materiel Command. The Air Corps moved its weather station from McCook Field to the depot in 1923 and in 1925 transferred administrative control of the model airway system from McCook to the depot. The Fairfield Air Depot also managed logistics support for the Douglas World Cruisers during their 1924 Round-the-World Flight and it hosted the 1924 International Air Races.

A NEW ENGINEERING CENTER

McCook Field had been built as a temporary wartime experimental testing site and its shortcomings soon became evident. Short runways and obstructed approaches challenged pilots. Larger, more powerful aircraft overwhelmed the field. "This Field Is Small, Use It All," was painted on the hangars. Because rivers and housing surrounded the field, it could not be expanded and the construction of new support facilities began encroaching upon the flightline. McCook Field was becoming unsafe for aircrews and the local population. The temporary buildings were expensive to maintain, the field lacked a railroad line, the rent was extremely high and increasing, and the landowners wanted to convert their land to more profitable uses. These factors sent the War Department in search of a new, permanent site for the Engineering Division.

When Colonel Bane informed Dayton's business and civic communities that they might lose the engineering center, they took action. The Engineering Division gave Dayton a stable, expanding economic base and was a great source of pride for the city that considered itself the birthplace of aviation. Local industries also directly benefited from McCook's technological developments and the skilled workforce the field attracted. Led by the Patterson family (founders of the National Cash Register Company), the city's prominent citizens formed the Dayton Air Service Committee. The Committee reached an agreement with the War Department to build a permanent engineering facility in Dayton provided the land was donated to the federal government. A 48-hour fundraising campaign collected $425,000 to buy the land and fund a monument to the Wright Brothers.

In 1924, the Dayton Air Service Committee purchased 4,520.47 acres of land northeast of Dayton and presented the deeds to President Calvin Coolidge. The land donation included the previously leased site of Wilbur


DAYTON DAILY NEWS

U. S. ACCEPTS AIR FIELD GIFT

Military Home May Have New Hospital

DAYTON LAUDED AS PATTERSON SUBMITS DEEDS

OLD STRUCTURE FOUND UNSAFE AS PROBE ENDS

MILLIONS TO BE SPENT HERE

ALLIED, GERMAN DELEGATES SIGN DEBT PROTOCOL

M'COY FIGHTS SANITY PROBE OF ALIENISTS

YOUTH OF LOEB, LEOPOLD IS PUT TO FOREGROUND

MAN SHOT IN BOX CAR FIGHT

DAVIS TO MAKE 2 SPEECHES IN BUCKEYE STATE

Orville Wright and other dignitaries at the dedication of Wright Field, October 12, 1927

Wright Field. The War Department combined this gift with its adjacent site at the Fairfield Air Depot and redesignated the entire acreage as Wright Field to honor both Wilbur and Orville Wright.

Construction began April 16, 1926 on the portion of Wright Field west of Huffman Dam (Area B). Soon a modern state-of-the-art industrial facility appeared. Buildings 11 (administration) and 16 (the primary laboratory) shared a common foundation and were the first to be built. Building 31 (the main aircraft assembly hangar and control tower) and Building 56 (the main warehouse) followed. These two structures established the pre-World War II "Wright Field style" of architecture with their low pitched roofs, brick facades, multi-paned steel sash windows, and decorative brick corner columns containing elements of the Greek Revival style. Other primary facilities built in this style were the Radio Lab (Building 17), the Power Plant Lab (Building 18), the five-foot wind tunnel (Building 19), and Building 32 which housed the wood, machine, and sheet metal shops.

Wright Field, 1930

The transfer of equipment and operations from McCook Field to Wright Field occurred from March to June 1927, although the last equipment was not moved until May 1929. The formal dedication of Wright Field was held October 12, 1927 with Orville Wright raising the first flag over the new engineering center. The dedication established three precedents. It was the first time that an Army installation was named for two civilians who had never been in military service. It was the first time an installation was named for a living individual. It was also the first time that the honored individual was present at his own memorialization.

Materiel Division emblem above Building 11 entrance

Mounted above the entrances to Building 11 were blue and gold circular porcelain shields inscribed "Materiel Division, U.S. Army Air Corps" around a likeness of Rodin's *The Thinker*. The emblem was derived from the insignia of McCook Field where "Engineering" stood in the place of "Materiel." Wright Field had become headquarters of the newly created Materiel Division in 1926 when supply, procurement, and aircraft maintenance were added to the engineering functions performed at McCook. The mission of the new organization was to develop and furnish the

Interior of Building 12 showing museum displays, 1937

Army Air Corps with all of its aircraft and aeronautical equipment, procure and provide maintenance for the systems, and manage the Air Corps depot system. Fairfield Air Depot was one of six depots that came under its jurisdiction.

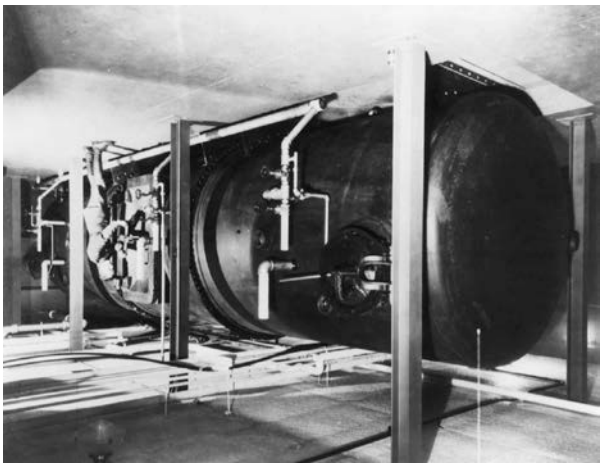
The new field bustled with activity. Flight testing operations moved from temporary facilities at the Fairfield Air Depot to the Wright Field flightline. The Air Corps Engineering School took up residence in Building 11. A wealth of sophisticated equipment such as the three altitude chambers, the five-foot and 14-inch wind tunnels, the engine and propeller torque stands, a variety of

Building 12, Technical Data Library and Museum

dynamometers, and the temperature chambers supported the cutting edge research. Wright Field's capabilities further increased in 1934 with the addition of the static structural test facility (Building 23). The aviation museum that originally resided in a McCook Field hangar also found new quarters at Wright Field. It occupied space in a laboratory building until 1935 when it moved into the newly completed Building 12. This high art deco masterpiece, specially designed to display artifacts and exhibits, became the first permanent home of the Army Aeronautical Museum (now the National Museum of the U.S. Air Force).

As the nation's foremost aeronautical engineering center, Wright Field became involved in every aspect of aircraft design and

Building 31, Wright Field Assembly Hangar, with control tower atop southwest corner

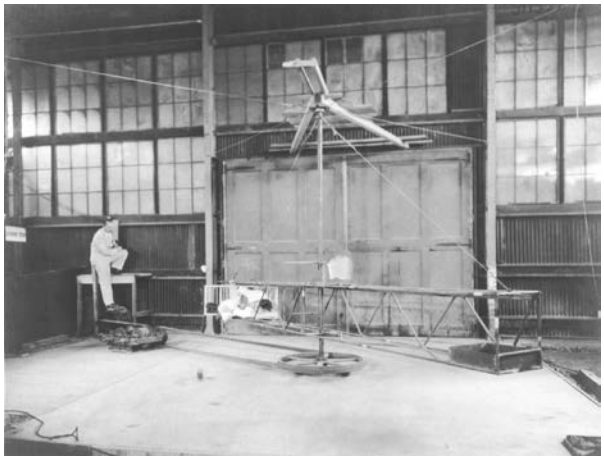


Largest of three altitude test chambers in the Physiological Research Laboratory, 1937

production. The focus in the 1930s was toward diversifying, expanding, and modernizing aircraft design. Engineers and scientists worked to improve aircraft structure and aerodynamics. They developed a wide range of experimental and production aircraft categorized by mission: attack, pursuit, transport, bombardment, observation, photographic, training, and rotary wing. Wright Field was also instrumental in marketing aircraft to foreign nations. The work performed in the 1930s proved critical-the air arsenal that helped win World War II was either in development or production when the conflict began.

Lt. George W. Goddard developed the techniques that created this night aerial photograph of Wright Field during the 1931 Air Corps Maneuvers.

Wright Field's contributions to aviation in the pre-war period were not limited to aerodynamics and airframes. The field's staff worked on every aspect of aeronautical engineering. Wright Field engineers designed engines, propellers, and a vast array of products from pressurized cabins to gun sights and non-destructive inspection techniques. They perfected superchargers and the controllable-pitch constant speed propeller that permitted greater speeds and higher altitudes. The field's scientists researched better fuels, lubricants, and anti-freeze solutions. They developed plastic impact resistant glass for windshields and invented a myriad of synthetic



Physiological Research Laboratory centrifuge. Test subject is positioned "head-in" at the end of the rotating arm.

materials. George Goddard supervised significant advances in aerial photography. Captain Harry G. Armstrong led the Physiological Research Unit that conducted pioneering aeromedical research on flight stresses and equipment to aid and protect aviators. Wiley Post made major discoveries and innovations in high-altitude flying. While this work was in progress, the Technical Data Library in Building 12 culled its collection of domestic and foreign aeronautical publications for technical data, produced and stored both historical and technical films, and planned the wartime expansion of the nation's aviation industrial base and logistics requirements.

PATTERSON FIELD

Although the entire installation had been named "Wright Field" in 1924, there was considerable community support to formally recognize the Patterson family's leadership in keeping the Engineering Division in Dayton. This recognition occurred on July 1, 1931 when the War Department redesignated that portion of Wright Field east of Huffman Dam as "Patterson Field." The area encompassed the original Wilbur Wright Field, the Fairfield Air Depot, and the Wright Brothers' flying field at Huffman Prairie. Patterson Field specifically honored Lieutenant Frank Stuart Patterson, a son and nephew of the founders of the National Cash Register Company. Lieutenant Patterson was a test pilot who lost his life in the crash of his DH-4 aircraft during a test flight at Wilbur Wright Field on June 19, 1918.

Lt. Frank Stuart Patterson was killed during a test flight over Wilbur Wright Field, June 19, 1918

The two fields remained physically separated until after World War II, but their missions continued to be closely intertwined. Patterson Field was a logistics center throughout the pre-war period. The Fairfield Air Depot retained its title and operated as the major organization on the installation. The depot had support responsibilities in 28 states and serviced 28 of the Air Corps' 50 stations in the United States. Its headquarters moved from Building 1 to the newly completed Building 11 in 1933.

Several acres of Patterson Field were set aside in 1934 to house a Transient Camp for temporary workers employed under Depression-era programs. During 1934 and 1935, these men labored on building renovation and landscaping projects. Young men residing in the Civilian Conservation Corps camp that was set up on the field helped landscape the installation in 1935 and 1936. These workers also contributed to the construction of Wright-Patterson's Brick Quarters. The 92 units were erected to house all the officers assigned to Wright and Patterson Fields. Designers arranged the $1,722,000 complex in the shape of a horseshoe with the Turtle Pond centered along its main axis and the Officers' Open Mess situated at the crown of the curve. Large,

Patterson Field, 1942

Building 11 served as Patterson Field Headquarters from 1933 to 1948

private back yards enhanced the neighborhood and created an atmosphere of informal tranquility in these junior executive style homes. The jewel of the complex was Quarters 1, since memorialized as "The Robins House" for its first occupant, Brigadier General Augustine Warner Robins. It was the residence of the installation's senior officer.

Patterson Field supported Air Corps operations throughout the nation. It hosted the 1933 Air Corps Anti-Aircraft Exercises and in 1934 modified and supported military aircraft assigned to carry the U.S. Mail. When Lieutenant Colonel Henry "Hap" Arnold (a former depot commander) initiated the 1934

Wright Memorial overlooking Wright Field

long-distance Alaskan flight, Patterson Field prepared the aircraft and supported the operation. The field was also the scene of the world's first entirely automatic landing, which took place in 1937. The Patterson Field community welcomed the Air Corps Weather School in 1937 and the first military Autogiro School in the United States the next year 1938.

The Wright Memorial was dedicated on August 19, 1940. The Dayton community constructed this tribute to the Wright Brothers on a 27-acre site owned by the Miami Conservancy District. Funds raised by the Dayton Air Service Committee for its campaign to retain the Engineering Division helped finance the monument. The Olmsted

Patterson Field control tower, 1940

Brothers architectural firm designed the memorial which sits atop a 100-foot bluff adjacent to Wright Field overlooking the Huffman Prairie Flying Field. Six native American burial mounds are nestled close to the memorial.

WORLD WAR II

World War II profoundly altered both Wright and Patterson Fields. From a combined population of 3,700 in 1939, the workforce at the two fields eventually peaked at over 50,000. The workload shifted from a 40-hour week to round-the-clock operations. The faces of the two installations also rapidly

German Prisoner of War mural

changed as massive construction programs erected new work centers and housing complexes to accommodate wartime operations. Existing facilities were modified and converted to new uses. The museum in Building 12 was closed to free up space and base contractors were forced to lease additional space in Dayton and the surrounding communities. Nonetheless, a chronic work area shortage continued throughout the war.

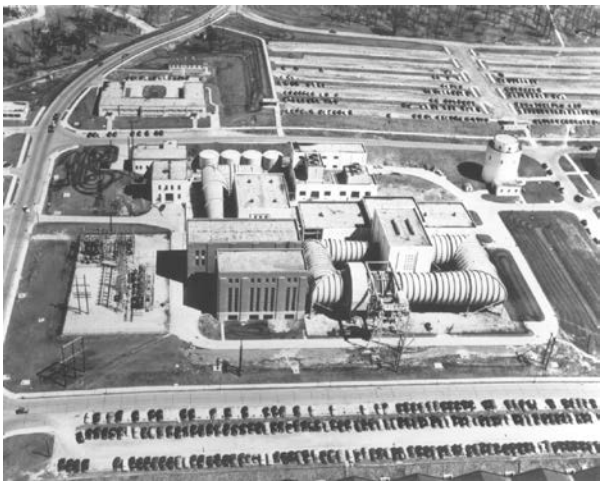
Wright Field exploded from 40 buildings in 1941 to over 300 in 1944. Leading the way was the addition of a third floor or "penthouse" on Building 11 that gave the Materiel Division headquarters much needed administrative space. Buildings 14

Air Service Command, Building 262

and 15 were constructed to house the expanding headquarters. Wright Field gained a modern flightline complex that included a new control tower, hangars, an armament test facility (Building 22), and paved runways. While the runways were being constructed, captured enemy intelligence revealed that the Germans were building inclined runways along the French coast to shorten takeoff and landing distances. The Materiel Division decided to modify the Wright Field runway contract to include a similar structure. The result was the field's signature "Accelerated Runway" with its 10 percent grade. It was completed in 1942, but extensive testing proved the concept impractical.

Numerous laboratory structures joined the Wright Field complex. Among these were

A B-50 taxies up the Accelerated Runway



20-Foot Massey Memorial Wind Tunnel

The completed Static Test Facility (Building 65) in November 1944

XB-36 fuselage and wing being prepared for structural testing in Building 65

the vertical wind tunnel (Building 27) for parachute testing and a 20-foot wind tunnel (the world's largest). The huge Static Test Facility (Building 65) was erected to test the B-36 bomber. Engineers designed and built an acoustical shell around the propeller test rigs (Building 20A) so the constant droning would not disturb the sleep of base personnel and the civilian community. Wright Field expanded in size as well when the Hilltop area along National Road was acquired. This area became home to the Wright Field headquarters, a parade field, barracks, and quarters for the prisoners of war who were interned at the field.

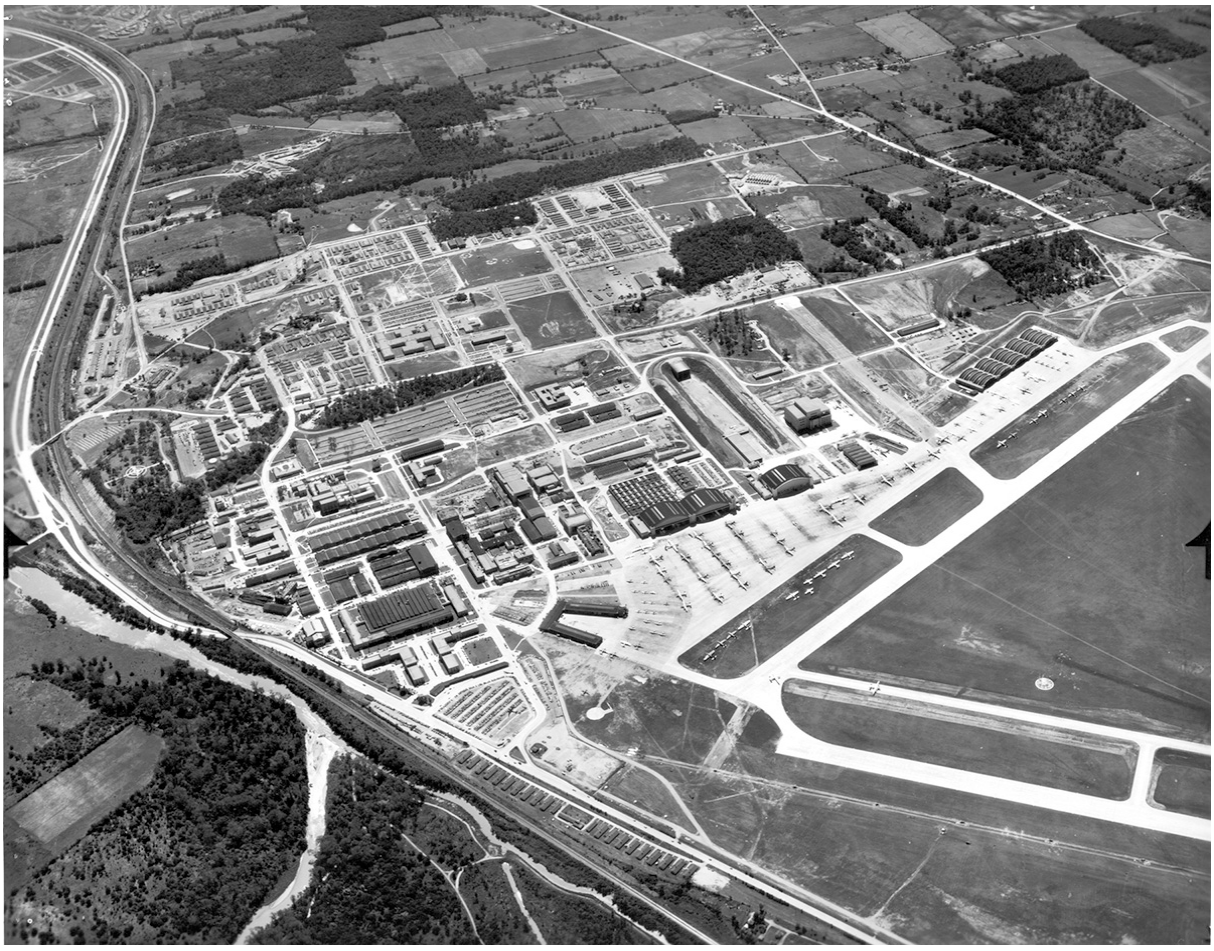
Wright Field reported to the Materiel Division and operated as the wartime center of aeronautical research, development, and procurement. Its logistics functions along with those of the division were separated in 1941 and assigned to the Air Service Command which was located in the just completed Building 262 at Patterson Field. The division became Materiel Command in 1942. This separation of functions, however, proved cumbersome and confusing. The Army Air Forces addressed the problem in August 1944 when it inactivated the two commands and assigned their functions to the newly established Air Technical Service Command. This action made Wright Field subordinate to the new headquarters at Patterson Field and had a psychologically divisive effect on the installation. To resolve this issue and give the new headquarters a common address, the portion of Patterson Field from Huffman Dam through the Brick Quarters (including the command headquarters in Building 262) was reassigned from Patterson Field to Wright Field. To clarify the two areas of Wright Field, the new accession was designated "Area A" of Wright Field and the original field became "Area B."

Work at Wright Field centered on research, development, and especially on procurement. The race to increase propulsion power and efficiency was the field's most significant research effort of the war. The aircraft under development or in production on Pearl Harbor day were the ones that the Army Air Forces flew to victory. Ongoing research introduced modifications that made the aircraft of 1944 and 1945 far superior to the original production models. The Wright staff worked on a wide range of experimental and production aircraft, dissected most enemy aircraft, and culled mounds of intelligence reports for technological insights. Work began on guided missiles and by wars end the nation's first jet-power aircraft were entering the active inventory.

Building 8, constructed in 1943, housed Wright Field Operations and the Flight Test Division

Wright Field managers also supervised the second largest procurement division in the armed forces. They worked with numerous government agencies, foreign governments, and thousands of contractors. Each day over 700 contractors and others visited the field. The Army Air Forces employed more than 100 aircraft models and at its peak had 79,908 planes on hand. From an inventory of 2,755 planes in June 1940, the field's staff supervised the wartime production of almost 300,000 military aircraft, 802,161 engines, and 807,424 propellers. It abandoned the traditional method of aircraft procurement in favor of quicker "off the shelf" procurement coupled with concurrent development and accelerated flight testing. In the process, Wright Field transitioned aircraft production from a handwork business to a mass production industry that condensed the aircraft design-to-delivery time from years down to months.

Victory brought great celebration. It also gave Wright Field an opportunity to educate the public on its achievements and the



Wright Field, 1945

An open house for Wright Field personnel drew a large crowd

revolution in aviation technology that World War II had spawned. Wright Field hosted a two-day Army Air Forces Fair in October 1945 that attracted 500,000 people. The fair was so popular that base officials extended it for a week. More than one million people from 26 foreign countries observed displays of Army Air Forces operational and experimental aircraft. Highlighting the event were exhibits of captured German and Japanese aircraft, rockets, and equipment. Over $150 million worth of equipment, much of it previously classified, was put on display.

Victory also brought demobilization and a return to "normal" operations. Procurement moved to the back seat and Wright Field's operations returned to research and development, with the work focus shifted from propeller-driven aircraft to jet propulsion. Wright Field also moved away from developing, modifying, and improving individual items in favor of a coordinated approach that emphasized new systems and models. In late 1945 the Air Documents Research Center moved to Wright Field from London. Working under T-2 Intelligence, a 500-member team catalogued, abstracted, indexed, and organized 55,000 captured German documents representing Germany's best aeronautical research and development. German aircraft and engines were shipped to Wright Field for analysis. Projects OVERCAST and PAPERCLIP also brought prominent German scientists to the field where they contributed their knowledge to American aeronautical engineering.

World War II turned Patterson Field into a major wartime logistics center and Midwest supply hub. The Fairfield Air Depot, Patterson Field's main tenant, was responsible for a nine-state area (Ohio, Kentucky, Indiana, Michigan, Illinois, Missouri, Iowa, Wisconsin, and Minnesota). It oversaw 21 storage depots, 16 sub-depots, three servicing detachments, four air depot detachments, two air cargo detachments, and two overhaul detachments. The field's logistics and other activities mandated a major construction boom. Warehouses,

shops, barracks, mess halls, hospitals, and an array

Civilian employees overhaul aircraft engines at Patterson Field

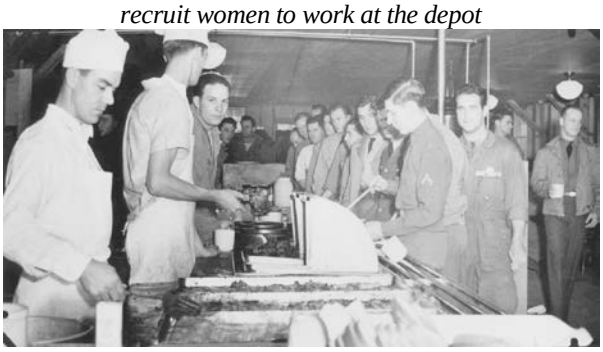
of other buildings sprang up at the field. An additional 851 acres of land (which eventually included the Cox family cemetery) was acquired at the northeast end of the runway. The advent of heavy bombers also led to the paving of the field's runways and taxiways. Wood City, today's Kittyhawk Center, was completely developed with barracks, training facilities, and a cantonment hospital. Skyway Park was erected at the intersection of Kauffman Avenue and Colonel Glenn Highway. It contained 546 family housing units and a dormitory that could accommodate 640 residents. In fact, the installation had so many civilians that in 1944 a Civilian Club was built to serve their recreational needs.

The nation's defense buildup brought a huge influx of supplies, equipment and workload to the Fairfield Air Depot. From 500 employees in 1939, the depot reached a wartime peak of almost 19,500. Ten percent of its 1939 workforce was female with most concentrated in office positions because regulations prohibited them from working in storerooms and industrial areas. Shortly after the war began, women were working in warehouses, repair shops, and a host of other areas due to the shortage of manpower. The installation was so short of employees that it sent recruiting teams to Appalachia to find workers. By 1944, women represented 50 percent of the Patterson Field workforce.

Work at the Fairfield Air Depot included supply operations, maintenance and repair of engines and instruments, training, and providing expertise to plan and establish new depots. The volume of wartime work soon mandated substantial changes in operational procedures. Stock control and other activities were simplified. In the maintenance and repair areas detailed work order records were kept, procedures were standardized and published, and job control replaced cost accounting. The Quartermaster passed control of base transportation to the Post Commander who organized more efficient motor and rail transport systems. The airfield was extremely active and the tactical organizations assigned to Patterson Field were primarily transport units. Fairfield Air Depot's history and experience led the Army Air Forces to use FAD as a proving

The wartime shortage of male workers, led FAD to

recruit women to work at the depot



Dinner being served at a Patterson Field mess hall

ground for new ideas, thereby enabling the depot to pioneer many of the advances in logistics management.

Patterson Field also had a major training role. Its supply technicians trained service units and depot repair squadrons. They taught air depot groups to operate mobile remote depots and sub-depots. The field even trained newly recruited nurses. Patterson Field operated the Army Materiel Division Supply School and the Engineering Maintenance Officers' Training School. It established a shops training program for civilian employees and worked with Ohio and Kentucky school districts to establish pre-induction or pre-service training programs.

When World War II ended, Patterson Field hosted an Army Air Forces Base Unit Separation Center that processed over 35,000 soldiers from the service. Peace dramatically reduced the depot's supply and maintenance operations. In January 1946, depot operations formally ended at Patterson Field when the Fairfield Air Depot was officially inactivated and its functions transferred to Air Materiel Areas.

Patterson Field Post Exchange, adjacent to Building 10

WRIGHT-PATTERSON AIR FORCE BASE

As World War II was ending, Wright and Patterson Field managers were jointly planning and administering the two fields. In 1945 they integrated the master plans for the two fields into a single document and increasingly administrated the functions and services of the fields as a single installation. This practice was formalized in December 1945 with the establishment of the Army Air Forces Technical Base, Dayton, Ohio, which consolidated the two fields into an umbrella organization for administrative purposes. Brigadier General Joseph T. Morris, the Commanding General of Wright Field was appointed commander of the new organization and directed to provide base operations support to the combined fields.

A ward in the Wood City cantonment hospital

General Morris was a master planner with an impressive breadth of vision. As the

Brigadier General Joseph T. Morris, the "Father of Wright-Patterson AFB"

installation commander from 1945 to 1952, he skillfully guided the base from wartime to peacetime, managed the transition from the Army to the Air Force, supervised the establishment of Wright-Patterson Air Force Base, supervised the racial integration of the base, and oversaw base operations support for the Berlin Airlift and the Korean War. His brilliant and sensitive stewardship earned him the nickname of "Uncle Joe" and recognition as the "Father of Wright-Patterson Air Force Base."

The AAF Technical Base was redesignated the Air Force Technical Base on December 9, 1947 to reflect its status as part of the new, independent United States Air Force. The final evolutionary step came on January 13, 1948 when Wright Field and Patterson Field were merged into a single installation and redesignated Wright-Patterson Air Force Base. To facilitate daily management, Patterson Field was designated

The 4000th Air Force Base Unit emblem

"Area C" and Skyway Park (located across Kauffman Avenue and encompassing the area that is now Wright State University) became "Area D" of the installation.*

Wright-Patterson AFB was assigned to Air Materiel Command and received its operations support from the 4000th Air Force Base Unit. This unit was redesignated several times in 1948 and again on October 4, 1949 when it became the 2750th Air Base Wing. (It was renamed the 645th Air Base Wing in 1992 and the 88th Air Base Wing in 1994.) The wing's mission was to manage the installation and provide base operations support (civil engineering, airfield operations, transportation, logistics, billeting, personnel management, finance, recreational services, *etc*.) to all organizations assigned to Wright-Patterson. Its commander was the Base Commander and host for the installation.

---

* For an explanation of the evolution of Areas A, B, C, and D see Appendix A.

THE KOREAN WAR AND ITS AFTERMATH

Wright-Patterson Air Force Base became a unified installation just as the Cold War was heating up. The Berlin Airlift, Korean War, and other Cold War activities directly impacted its operations. The Berlin Blockade and Airlift began in June 1948 and lasted until September 1949. The installation's manpower soon rose from a postwar 1947 low of 21,000 to 25,000 in 1949. The aircraft logistics support that made the airlift possible was directed by Headquarters Air Materiel Command in Building 262. AMC managed the transfer of the larger and faster C-54 transports to Germany, maintained a pipeline of parts and supplies that kept the aircraft flying, and arranged maintenance contracts to handle the overwhelming workload.

When the Korean War broke out, Wright-Patterson's workload and labor force rapidly expanded. Base personnel strength surged to 34,000 in 1951 and then gradually declined to about 25,000 by 1959. The expanded workforce quickly produced a housing shortage and the growing volume of automobile traffic required staggered work shifts to relieve rush hour congestion. The outbreak of the conflict sent Air Materiel Command into high speed supervising the recall and overhaul of stored aircraft, setting acquisition goals, and overseeing an industrial effort that placed new technology like the F-84 Thunderjet and F-86 Sabre into the hands of warfighters. AMC also established and maintained the logistics pipeline that flowed supplies to the theater of war. The base hospital received its first combat casualties in October 1950 and was kept busy treating the wounded throughout the conflict. Furthermore, the American Red Cross designated the hospital as a special blood collection center to meet the increased need for blood products.

Wright Air Development Center Headquarters, Building 14, Area B

U.S. Air Force Museum resided in Building 89, Area C, from 1954 to 1971

Wright-Patterson remained an acquisition, logistics, and research and development center, but the scope and management of these activities were changing substantially. Automation and decentralization became major Air Materiel

In 1956, the new permanent USAF hospital opened in Area A

Command trends. Headquarters AMC entered the computer age on September 3, 1954 with its first computer—a Remington Rand UNIVAC. The headquarters began decentralizing functions as it moved away from operations and focused on program management. The Air Force's increased emphasis on research and development led AMC to transfer this function to a new major command in 1951. The Air Research and Development Command (ARDC) was established to supervise all research and development engineering on aircraft and aeronautical equipment. At the same time, the establishment of the Wright Air Development Center (WADC) organized Wright Field's laboratories (included engineering, flight testing, the All-Weather Flying Division, and Office of Air Research) and brought them under ARDC's control. The rapid acceleration and expansion of aerospace technology led to new, specialized research centers throughout the country. During the 1950s, Wright-Patterson transferred its large engine testing and ballistic missile development to these centers as well as its electronic support systems, armament, and rocket engine work. Air Materiel Command's mission was limited to the acquisition and maintenance of aerial weapon systems and their supporting subsystems. Finally, an overall "systems" approach to acquisition replaced the traditional practice of developing individual components. This new methodology necessitated the creation of Joint Project Offices to coordinate planning and production between the various offices and commands. These offices would soon evolve into the System Program Offices used today.

The 2750th Air Base Wing was actively involved with flightline operations. In 1951, Area B and C flightline operations were consolidated and moved to Building 8 in Area B. WADC's Flight Test Division relocated to Area C to take advantage of the better runway and safer approach areas. This point was reinforced in 1958 when the Air Force closed the Wright Field runway to jet aircraft. A further consolidation of flightline operations came in 1959 when the wing gained responsibility for WADC's standard aircraft field maintenance. The air base wing also operated support and training aircraft. It's assigned T-33 jet trainers and F-80s helped Wright-Patterson pilots transition to jet aircraft. Wright-Patterson also became a major hub in the Logistics Aircraft (LOGAIR) air supply network created in 1954.

Building 4010 on the West Ramp housed a Strategic Air Command B-52 alert force

When completed, the all-wooden Radar Test Facility (Building 821) supported pioneering stealth technology research

Wright Air Development Center emblem

Tenant organizations added to the flightline activity. F-86Ds and F-104 Starfighters belonging to Air Defense Command's 97th Fighter-Interceptor Squadron (later redesignated the 56th FIS) provided air defense for the industrial areas of the Miami Valley from 1951 to 1960. The 58th Air Division operated an air defense control center for an eleven state area from 1955 to 1958. When Strategic Air Command initiated nuclear alert operations, Wright-Patterson hosted nuclear armed B-52 bombers. SAC stationed the 4043rd Strategic Wing (later 17th Bomb Wing) at Wright-Patterson from 1959 to 1975. To accommodate the wing, the base acquired 465 acres on the northeast corner of the installation where it built the West Ramp complex to house SAC's operations. Several tenant organizations that ceased operations during World War II were reactivated. The Army Air Force Institute of Technology reopened its doors in December 1945 and the Air Force Museum opened for business in 1954.

Cold War operations changed the physical appearance of Wright-Patterson AFB as temporary World War II structures were removed to make way for new construction. A housing shortage spawned several construction programs. In 1953, the Page Manor housing complex added 2,000 family units to the base. A new bachelor officer quarters (Building 825) opened in 1954 and in 1959 the completion of Building 826 added 194 visiting officer quarters to the base. 1957 found enlisted airmen moving from World War II temporary wooden barracks into a new barracks complex in Wood City. A permanent hospital in Area A replaced the World War II cantonment facility in 1956. Finally, the last of 536 Skyway Park family housing units in Area D was removed in 1959.

New laboratory and research facilities in Area B reflected the advance of technology. Some technologies required the expansion of existing facilities while others mandated new structures like the Rocket Test, Microwave, and Gas Dynamic Research Facilities. Perhaps the most unique structure was the Radar Test Facility completed in 1947 along National Road. It was built entirely of wood (even metal nails were avoided) to prevent interference with radar reflection and cross section testing performed there. Pioneering research done in Building 821 paved the way for stealth technology.

THE VIETNAM ERA

The Air Force opened the decade of the 1960's with a major restructuring that would govern Wright-Patterson AFB operations for the next thirty years. On April 1, 1961, the Air Force transferred Air Materiel Command's procurement and production functions for new systems to ARDC. It then redesignated AMC as the Air Force Logistics Command (AFLC) and ARDC as the Air Force Systems Command (AFSC). In Area B, the procurement and production duties of AMC's Aeronautical Systems Center were combined with the research and development responsibilities of WADC to create a new Air Force unit, the Aeronautical Systems Division (ASD) which was assigned to AFSC. The laboratories were separated from engineering development and assigned to Headquarters AFSC so they could better concentrate on advanced technology research. The newly created Air Force Systems Command was responsible for new weapon systems from the research and development phase through initial deployment. AFLC became responsible for supporting the systems during their operational lifetimes. The 2750th Air Base Wing was assigned to Air Force Logistics Command, which was headquartered at Wright-Patterson. Headquarters AFSC moved to Andrews AFB, Maryland.

Building 262 became Headquarters Air Force Logistics Command in 1961

Original 1969 version of the 2750th Air Base Wing emblem

Daily routines at Wright-Patterson soon yielded to the increasing demands of military operations in Vietnam. AFLC's combat support grew rapidly and by September 1964 the command was calling upon the 2750th Air Base Wing for assistance. The wing immediately began shipping materiel and support personnel to the combat theater and became a prime procurer of loaders, revetments, and shelters. In November 1965, the wing provided 15 members for AFLC's first Air Force Prime BEEF (Base Engineering Emergency Force) mobility military civil engineering force. Other base support included flight training, small-arms weapons training, vehicle operator training, and laundry management courses. The Air Force Institute of Technology established extension courses in the combat zone and participated in project Corona Harvest to glean lessons learned. Wright-Patterson's most public role came in 1973 when the U.S. Air Force Medical Center Wright-Patterson became one of ten Air Force medical facilities selected to receive and process former prisoners of war. Operation

Major William J. Baugh being welcomed home during Operation Homecoming

Homecoming eventually brought 30 Air Force officers to the base for processing and reorientation.

The laboratories and Aeronautical Systems Division in Area B were busy inventing and improving the systems used by the combatants. The laboratories developed jet fuels and lubricants for all services, worked on phased array radars and airborne lasers, explored the use of composite structural materials, and pursued stealth and fly-by-wire technologies. ASD established a special division to quickly respond to combat requirements and evaluate new hardware. Its hundreds of rapid response programs ranged from developing tactical electronic warfare systems and guided bombs to modifying cargo aircraft into side-firing gunships. Its efforts produced products ranging from AC-47 and AC-130 gunships to intrusion alarms and a mobile tactical air control system. The division deployed the F-4C, F-111, C-141, C-5A, SR-71, F-15, and A-10 and conducted extensive research on the XB-70 and B-1.

The base population rose as in previous conflicts. By 1964 it reached over 30,000 before stabilizing at 25-26,000 for the rest of the war. Meanwhile, consolidation and automation continued to influence base support operations. In 1960, on base units transferred their aircraft to the 2750th Air Base Wing so the wing could provide consolidated mission support airlift to base organizations. The wing automated its base supply activities and in 1962 established a Consolidated Military Personnel Center to take advantage of mechanized payroll and record services. In 1971 the wing and ASD merged their Consolidated Base Personnel Offices. The Wright-Patterson Central Command Post was established in 1960 to provide a single control point for emergency operations and test exercises. In 1975, the wing assumed operation of AFLC's command and control functions and jointly operated the Wright-Patterson and AFLC Operations Centers. The opening of a new Area C control tower in 1963 facilitated the shifting of flight operations from Area B and the eventual closure of the Area B runway.

A tragic November 21, 1961 fire destroyed Building 262A, the AFLC Annex, and took the lives of two base firefighters

Substantial facility changes occurred during the Vietnam era. World War II era structures fell in rapid succession to make way for new facilities and open space. A 1961 fire destroyed the AFLC headquarters annex. Building 266 was constructed on the site to resume the role of supporting the major command's headquarters. AFIT dedicated the School of Engineering (Building 640) in 1964, the institute's first step in its transition to a modern campus. Wright-Patterson fostered another academic institution in 1963 when it transferred 190 acres in Area D to the State of Ohio and contributed technical support to establish and construct Wright State University. On September 3, 1973, President Richard M. Nixon opened the new Air Force Museum facility in Area B.

Rapid developments in aerospace technology necessitated new research and testing equipment and facilities. A 1960 addition to the structural test facility supported the X-20 Dyna-Soar and B-70 programs. Wright-Patterson became home to the world's largest optical collimator and the free world's largest aerospace and missile sonic test chamber. The Foreign Technology Division gained a new laboratory (Building 829) in 1965. Two years later, the Electronic Warfare Research Center (Building 620) opened with its distinctive twin towers. The Aerospace Medical Research Laboratory doubled its capacity to conduct toxicology research. Wright-Patterson welcomed the Air Force's only nuclear research reactor, the Nuclear Research Engineering Facility (Building 470) in 1960. It was constructed to help develop nuclear powered aircraft engines. When the program was canceled, the facility was turned over to AFIT's nuclear engineering program. The 10-megawatt reactor went on line in 1965 and operated for five years. It was deactivated in 1970 due to high operational costs and entombed in concrete.

Nuclear Engineering Test Facility (Building 470) was the nation's seventh largest nuclear reactor

Quality of life improvements started with completion of the Twin Base Golf Club in 1963 and the reopening of golf club membership to base civilians for the first time since World War II. The Grand Ballroom was added to the Officers' Club while the NCO Club received major renovation and a new Airmen Service Club replaced a World War II structure destroyed by fire. Wood City's conversion from a World War II compound into a modern living and recreation area was marked by its being renaming as Kittyhawk Center in 1972. The Woodland Hills, Pine Estates, and Green Acres family

Airmen place a new headstone at the on-base gravesite of Pvt Hiram Honaker, March 1971

New Fuels and Lubrication Laboratory (Building 490)

housing complexes added 800 family housing units. An aggressive campaign with the State of Ohio in the 1960s planted over 60,000 trees to beautify the base and a cooperative timber management program reforested 420 acres on base.

Wright-Patterson honored its heritage in 1971 when it placed a new tombstone at the grave of Private Hiram Honaker, a black Civil War veteran of the 5th Regiment, U.S. Colored Cavalry. Private Honaker was buried in the Cox family cemetery which had become part of Wright-Patterson AFB in 1950. That same year, a pylon site on the Huffman Prairie Flying Field was listed on the National Register of Historic Places.

END OF THE COLD WAR

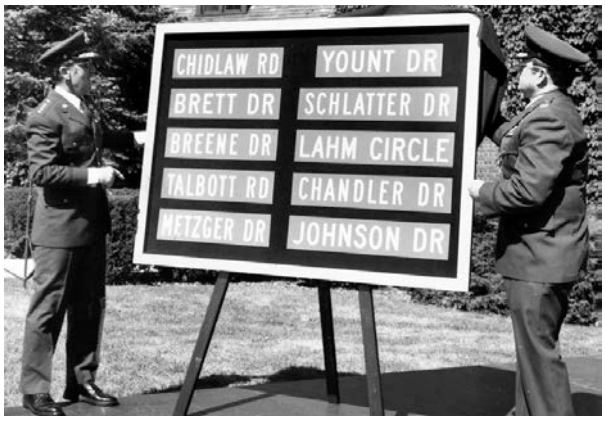
A period of rapid transition, declining funding, and uncertainty within the defense establishment followed the Vietnam War. Postwar austerity gave way in the early 1980s to increased defense spending. Wright-Patterson Air Force Base operations paralleled these trends. Manpower drawdowns and the conversion of government work to contract operations dropped the base population to around 23,000 before it rose to about 30,000 in 1989. Organizational changes occurred as the Air Force moved away from its Vietnam-era structure toward

Woodland Hills housing complex under construction

one better suited to the Cold War and the dynamic progress of technology. Another period of cutbacks near the end of the 1980s heralded the climatic collapse of communism and the end of the Cold War.

The Wright-Patterson laboratories continued their work on cutting-edge technologies. Research covered a variety of projects such as "all glass" cockpits, very high speed integrated circuits, variable camber wings, short takeoff and landing technology, advanced structural alloys and composite materials, artificial intelligence, and improved gas turbine engines. This rapid pace of technological development also contributed to organizational instability for the laboratories. The Aerospace Research Laboratories inactivated in 1975 and its resources were assigned to the newly activated Air Force Wright Aeronautical Laboratories (AFWAL) which was assigned to AFSC. AFWAL included the materials, avionics, aero propulsion, and flight dynamics laboratories. AFSC reorganized the laboratories in 1982 to improve the transition of newly discovered technologies into operational systems. AFWAL was assigned to the Aeronautical Systems Division. In 1988 it became the Wright Research and Development Center and added an electronic

Wright-Patterson work crews helped Xenia recover from the 1974 tornado



The Brick Quarters streets in Area A were memorialized in July1976

technology laboratory and directorates for manufacturing technology, cockpit integration, and signature technology. Two years later it acquired the armament laboratory at Eglin AFB. The organization was redesignated as the Wright Laboratory in December 1990.

The Aeronautical Systems Division continued to modernize the tactical and strategic forces. It upgraded the F-15 and F-16, improved avionics, fielded the F-117, and B-1B and began work on the F-22, C-17, T-1A, and new Presidential aircraft. It also returned to hypersonic research with the X-30A National Aero-Space Plane.

Air Force Logistics Command continued to support and equip the force despite inflation and stiff competition for government dollars. The command turned to computer technology and better management techniques to control costs. It remodeled the archaic World War II depot system and physical plants and initiated support for the Rapid Deployment Force. In 1976 AFLC established the Air Force Acquisition Logistics Directorate to plan the integration of operational support in the acquisition process. The command began emphasizing reliability and maintainability in 1987 as solutions to increasingly complex weapons systems. It also worked on promoting artificial intelligence, bolstering the U.S. industrial base for mobilization, and quality management techniques.

At the base level, Wright-Patterson faced several emergencies in the mid-1970s. The 1973 Arab-Israeli war produced an Arab boycott of oil sales to the United States. Wright-Patterson was forced to develop and institute an energy savings program that substantially reduced consumption across the installation. A devastating tornado on April 3, 1974 hit Xenia, Ohio, leaving 34 people dead, 500 injured, and damaged or destroyed 1,500 homes. Wright-Patterson responded immediately with medical aid, search and rescue teams, aerial photography, supplies, and cleanup crews.

In 1975, the 2750th Air Base Wing divested its aircraft, ending the active flying mission the wing had performed since 1948. It continued to operate the airfield and support tenant flying organizations while the 4950th Test Wing assumed its aircraft maintenance and support functions. The scope of these operations shrank significantly on June 1, 1976 when the Area B (Wright Field) aerodrome closed after fifty years of flight operations.

Arnold House Heritage Center, the base's oldest building, was dedicated in 1986 as the base heritage and VIP reception center

The Arnold House Heritage Center hosted the First Lady, Cabinet Secretaries, Secretary of the Air Force, Senators, and Congressmen from 1986 to its closure in 2014

The nation's 1976 bicentennial celebration awakened interest in Wright-Patterson's history and heritage. Over the next 15 years a wave of memorial dedications swept the base, beginning with the dedication of AFLC headquarters (Building 262) in honor of Brigadier General William E. Gillmore. In 1977 the Brick Quarters streets were renamed and the Major General Frank G. Barnes Memorial Park was dedicated. Eventually the Kittyhawk dorms and dining hall, Building 10 (Morris Hall), Building 640 (Bane Hall), Buildings 248 and 641 (Fitts and Twining Halls), Building 88 (Foulois House), and Quarters 1 (Robins House) among other facilities would be named to honor individuals. For the 75th Anniversary of Powered Flight in 1978, the Miami Conservancy District transferred a commemorative plot on the Huffman Prairie Flying Field, the 27-acre park on Wright Brothers Hill, and the Wright Memorial to Wright-Patterson AFB. Building 8, the oldest on the base, was saved from the wrecking ball, restored, and converted into the base heritage center. A May 16, 1986 ceremony dedicated the facility as the Arnold House Heritage Center in honor of General Henry "Hap" Arnold, its most distinguished former resident. In September, the Miami Valley Military Affairs Association dedicated a memorial next to the heritage center that honored prisoners of war and those missing in action.

Wright-Patterson AFB's World War II footprint continued to fade. In 1979, Wright Field's original hangars 2, 3, and 10 were razed to make way for a new Fuels and Lubricants Laboratory. The Civilian Club closed and the building was remodeled for other uses. Modernization of Kittyhawk complex moved into high gear with a new child care center, sports fields, recreational areas, a gym, swimming pool, base exchange, and commissary. Many organizations benefitted from new facilities. The Foreign Technology Division moved into Building 856 and AFIT opened its new School of Systems Logistics in Building 641. An Aircraft Survivability Research Facility was opened in 1982 and the next year the Aero Medical Research Laboratory biotechnology facility, Building 248, was ready. Other new research facilities included the High Power Research Laboratory and Building 655, a metals and ceramics center for the Materials Laboratory. The Air Force Museum added the Gallery of Flight and the Medical Center doubled its capacity. To celebrate its 45th anniversary in 1989, AFLC erected a flag pole complex and an aircraft display in front of its headquarters. Finally, the entire

Prisoner of War and Missing in Action memorial adjacent to the Arnold House Heritage Center

community was looking forward to completion of Interstate 675 and the interchanges that would connect it to the base.

Tenant units continued to arrive and depart the installation. The 17th Bombardment Wing's departure in 1975 ended SAC's strategic nuclear alert mission at Wright-Patterson. Two years later, the Defense Institute of Security Assistance Management and the 3552d USAF Recruiting Service Squadron became base tenants. The Air Force Orientation Group moved from Area B to Dayton's Gentile AFS in 1981. The 1982 activation of the 906th Tactical Fighter Wing (AFRES) boosted activity on the base flightline.

TRANSITION TO CONTINGENCY OPERATIONS

The Cold War's end brought Wright-Patterson and the nation its first traditional peacetime status since World War II. The transition produced dynamic restructuring, personnel reductions, budget pressures, and new business modes. Amid these changes, Wright-Patterson supported contingency operations and hosted peace talks.

Defense restructuring significantly affected Wright-Patterson's operations. On July 1, 1992, the Air Force inactivated Air Force Systems Command and Air Force Logistics Command. In their place it activated the Air Force Material Command (AFMC) headquartered in Building 262 at Wright-Patterson AFB. AFMC once again unified the research, acquisition, and logistics missions within a single major command. The Aeronautical Systems Division was assigned to the new major command. A second restructuring focused on establishing standard organizations and structures across Air Force bases. Therefore, on July 1, 1992, the Aeronautical Systems Division was redesignated the Aeronautical Systems Center and replaced the 2750th Air Base Wing as the host organization for Wright-Patterson AFB. The air base wing and 74th Medical Group were reassigned to the Aeronautical Systems Center. In October 1993 the 2750th Air Base Wing was redesignated the 645th Air Base Wing and in 1994 it became the 88th Air Base Wing. The next major restructuring came in 1997 when Headquarters Air Force Research Laboratory (AFRL) was activated at Wright-Patterson and assigned to AFMC. AFRL consolidated the Air Force laboratories and absorbed the Wright Laboratory from the Aeronautical Systems Center.

Research, development, acquisition, logistics, and training, the work traditionally performed at Wright-Patterson remained unchanged. Test flying formally ended when

Wright-Patterson began hosting the largest of four DoD supercomputers in 1996

Wright-Patterson's aerial port of embarkation deployed multi-service troops to the Desert Storm combat zone

the 4950th Test Wing moved to Edwards AFB, California, in 1994. New aircraft fielded in the 1990s were the B-2 bomber, the C-17, and the T-1A. Several C-135 airframes were modified to support Open Skies Treaty missions and the F-22 Raptor progressed from the drawing board to test flight. In 1996, the Aeronautical Systems Center also began hosting a Department of Defense supercomputer.

Two unexpected events—a war and peace talks—briefly disrupted Wright-Patterson's normal routine. Iraq invaded Kuwait in August 1990 and the ensuing Operations Desert Shield and Desert Storm protected neighboring Arab nations and liberated Kuwait. The 2750th Air Base Wing

Wright-Patterson's Honor Guard awaits an arriving Balkans Peace Talks delegation

deployed base personnel and performed its wartime Aerial Port of Embarkation mission by processing and deploying 2,309 Army Soldiers and 2,267 short tons of cargo. The wing redeployed 331 Air Force and 1,916 Army personnel, and handled 54 short tons of cargo after the operations ended. The 4950th Test Wing flew 181 sorties and transported 1,400 tons of cargo. The Aeronautical Systems Division supported and expanded the capabilities of the aeronautical systems used in the conflict and gave the Air Force a stunning technological superiority.

Four years after Desert Storm, Wright-Patterson took center stage as a forum for

The Presidents sign the Dayton Peace Agreements

world peace. Secretary of State Warren Christopher announced on October 18, 1995 that Wright-Patterson Air Force Base would host peace talks between the combatants in the Balkans conflict. The base was selected for its excellent airfield, convenient air connections, privacy, security, and logistical support. Its decisive advantage, however, was its lodging facilities. The proximity of the Area A Hope Hotel, conference facilities (Building 824,), and the Visiting Officers Quarters (Buildings 832-836) formed an excellent diplomatic compound with separate but identical facilities for each delegation. The Balkan Peace Talks Support Team led by the AFMC Vice Commander was manned

primarily by the 88th Air Base Wing with volunteers from most other base units. The local community also contributed significantly to the event. The wing erected a "base within the base" to house the diplomatic compound, ensure security, and minimize disruptions to normal base operations. The Balkan Proximity Peace Talks began November 1st and successfully concluded on the 21st with the signing of the Dayton Peace Agreement, officially designated as the *General Framework Agreement for Peace in Bosnia and Herzegovina*. The talks were a milestone in Wright-Patterson's history with over 2,000 people receiving formal recognition for their contributions. The highest honor, however, came from Secretary of State Warren Christopher who wrote the 88th Air Base Wing commander:

> The hard work, superior performance and cheerful enthusiasm which you and your colleagues brought to this effort were key elements in the successful conclusion of the Talks.

Defense reductions and consolidations influenced base-level operations throughout the decade. The 88th Air Base Wing lost some business, but gained customers and expanded the geographic area it served as installations and defense organizations closed. The Defense Finance and Accounting Service absorbed the base's payroll and other financial work while the Air Force Personnel Center in Texas took over personnel management. LOGAIR ceased operations in 1992. The base railroad system shut down the next year. In 1996, the air base wing closed its Aircraft Tire Storage and Distribution Point. At the same time the wing began a new round of contracting studies that reduced some activities and converted others, such as base supply, transportation, and flightline operations, to contract operations.

Among the air base wing's major new responsibilities was the brief return of an active flying mission. The 47th Airlift Flight was assigned to the wing in May 1993. It performed administrative flight support duties with a fleet of C-12 and C-21 aircraft until the unit was reassigned to Air Mobility Command in 1997. Wright-Patterson was designated a forward operating location for the E-4 National Airborne Operations Center aircraft in 1994. The year before, the On Site Inspection Agency made the base a staging area for mock certification and trial flights under terms of the Open Skies Treaty. Wright-Patterson was formally designated an Open Skies Treaty Airfield in 1995. The wing also processed base personnel for deployment to numerous worldwide contingency operations.

Wright-Patterson's cultural property and historic structures received significant attention. In October 1990, the Wright Brothers' original 84.42-acre flying field was designated the Huffman Prairie Flying Field and listed as a National Historic Landmark. The adjacent 109 acres, which formed the largest natural tall grass prairie remnant in Ohio, was named the Huffman Prairie. A replica of the Wright Brothers' 1905 hangar was constructed and the two sites opened to

Fisher House (Building 831) opened in 1994

General James H. Doolittle Acquisition Management Complex dedicated in 1994

the general public for the first time since 1917. On October 16, 1992, the Huffman Prairie Flying Field became part of the newly created Dayton Aviation Heritage National Historical Park.

Warrior Hall (Building 271), opened in 1990 as AFLC's logistical system operations center, headed a list of new facilities. Two years later, AFLC opened a modernized command post. The Hope Hotel and Conference Center began business as the first private commercial hotel in the Air Force. It was built as a private sector investment and operated exclusively for the Air Force under a multi-year lease. Adjacent to the hotel was a newly redesigned Gate 12A and visitor center. Other construction on old Patterson Field included the Foreign Materiel Exploitation Facility (Building 4023), the Fisher House (Building 831), and the addition of cargo pads to the airfield's taxiway. In Area B, the Air Force Institute of Technology opened General George C. Kenney Hall (Building 642) and the School for Civil Engineering and Services (Building 643). Wright Laboratory's Optical System Laboratory and Materials Processing Laboratories were ready in 1992. The General James H. Doolittle Acquisition Management Complex, a multi-phased initiative to consolidate the acquisition community in a single, secure, state-of-the-art work center, opened in 1994 and soon included buildings dedicated to Lieutenant General James T. Stewart, Lieutenant General Kenneth B. Wolfe, Major General William Mitchell, and Mr. Frederick T. Rall, Jr.

Defense restructuring affected many tenant organizations. The 4950th Test Wing moved to Edwards AFB, California, and the 906th Fighter Group inactivated. In their place the base welcomed the 445th Airlift Wing, the National Airborne Operations Center, the 47th Airlift Flight, the Joint Depot Maintenance Supply Group, and the Defense Contract Management Command Dayton. A laboratory restructuring inactivated the Wright Laboratory and activated Headquarters Air Force Research Laboratory on April 1, 1997. The National Aviation Hall of Fame also collocated with the U.S. Air Force Museum.

A GLOBAL WAR ON TERRORISM

On September 11, 2001, terrorists hijacked and crashed several airliners into the World Trade Center and the Pentagon. Wright-Patterson Air Force Base immediately transitioned to wartime operations. Operation Enduring Freedom (OEF) and the commencement of Operation Iraqi Freedom (OIF) in 2003 required the base to support the combat commands with manpower, weapon systems, technology, innovation, and

Andrew Herr wins the first Air Force Marathon in 1997

Base security increased substantially after the September 2001 attacks.

ingenuity. Following the 9/11 tragedy, the Air Force shifted from planning and developing weapons systems that focused on specific adversaries and geographic locations toward emphasizing systems that could be employed effectively against a variety of enemies, battlefields, and with weapon capabilities that could be transferred from one system to another.

Within hours of the attack, Wright-Patterson's physical and operational security underwent dramatic and permanent change. Access to the installation became more restrictive. Base civil engineers and security personnel implemented anti-terrorism and operational security measures. Fencing and security barriers were added, moved, and reconfigured to reduce vulnerabilities and increase force protection. Base gate entrances were altered and reinforced. Some gates were closed and several new ones opened. A new delivery vehicle entry point was created at Gate 16A. The most significant change, however, was not completed until 2013, when Gate 1A replaced the former Gate 1C in Fairborn. The new entrance closed and incorporated the segment of Ohio State Route 444 that separated Kittyhawk Center from Areas A and C. The result was a unified, easier to manage, and more secure installation.

Deploying base personnel to worldwide locations became a major 88th Air Base Wing activity

Throughout the war, the 88th Air Base Wing performed its Aerial Port of Embarkation mission by shipping supplies and equipment around the world. It also deployed Wright-Patterson personnel around the globe. The largest contingents of deploying base personnel came from the 88th Security Forces Squadron, 88th Medical Group, and 445th Airlift Wing. To maintain on-base operations during the deployments, base units turned to reservists and cross-trained augmentees for support. From February 2003 until November 2004, the Ohio Army National Guard's Alpha Company, 112th Engineer Battalion, from Wooster, Ohio, mobilized to assist the 88th Security Forces Squadron with securing the base. When the Army Guardsmen departed, contracted civilian guards were hired to augment security at Wright Patterson's gates. The 88th Air Base Wing also introduced a warfighter skills training program for Airmen deploying to the combat zones. The Wing's Family Support Center oversaw an aggressive program that supported deployed airmen and their families. One of Wright-Patterson Medical Center's major activities was collecting blood for wounded combatants. Its Blood Donor Center was one of three in the Air Force and the only one supporting the Department of Defense's Frozen Blood Program. The hospital's nursing staff also entered into a joint training

program with Miami Valley Hospital to gain exposure and training with patients suffering multiple traumas, injuries, and burns. It prepared military nurses for treating the combat casualties they would encounter when deployed to combat zones.

Wright-Patterson's tenant units actively supported the war effort. Air Force Materiel Command's work force oversaw the development and transition of technology, acquisition management, test and evaluation, and sustainment of the Air Force weapon systems and materiel required to support warfighters. AFMC accelerated the fielding of systems under development and provided logistical support to the combat forces. The Air Force Research Laboratory explored ideas and made new technologies available to combatants. Laboratory scientists and engineers accelerated the development and fielding of improvements that made aircraft and equipment more lethal, survivable, and sustainable. They also devised technologies that improved the safety and effectiveness of the warfighters. The National Air and Space Intelligence Center performed its mission by contributing technical intelligence to planners and combatants.

The 445th Airlift Wing transported troops and supplies to the combat theaters and evacuated wounded personnel back to the United States on its return flights. The wing's 356th and 89th Airlift Squadrons were activated along with a partial activation of its maintenance squadrons to support Operation Iraqi Freedom. In 2003, Wright-Patterson Air Force Base became the continental U.S. staging facility for all Air Force Reserve C-141 operations supporting Operation Enduring Freedom, Operation Iraqi Freedom, and the War on Terrorism. The airlift wing also operated the on base Air Force Consolidated Mobility Bag Control Center

SrA Michael Crane kisses his son prior to deployment

established in 2002 to provide chemical gear to deployed forces around the world.

The Aeronautical Systems Center's program managers supported the combat commands with battlefield equipment, systems upgrades, and problem resolutions. They responded to numerous urgent operational need and acquisition surge requests affecting both old and new weapon

Warfighter training intensified after 9/11

The 1963 West Ramp air traffic control tower was demolished in 2004

systems. The B-1 program office transformed the Lancer from a Cold War nuclear weapon into a conventional strike platform. Quickly applied AC-130Us modifications reduced the aircraft's interior light emissions to increase its survivability. Improved C-130 and C-17 capabilities and delivery systems supported combat operations and humanitarian relief efforts. The C-27J Spartan program delivered reliable, affordable medium-sized cargo aircraft for forward deployed Army forces and Air Force intra-theater missions. ASC successfully initiated the MC-12W Liberty program to acquire and modify Hawker Beechcraft turboprop aircraft for intelligence operations. The Global War on Terrorism was also a catalyst for operational deployment of unmanned aerial vehicles (UAV) that were still being developed. Global Hawks deployed to the combat theater in 2001, four years before their projected operational date. MQ-1 Predators armed with Hellfire missiles were also hastened into battle the same year. UAV program managers accelerated manufacturing and infrastructure improvements to increase aircraft production. The larger and more powerful MQ-9 Reaper achieved Initial Operating Capability (IOC) in 2007. ASC and the Air Force Security Assistance Center aided the Afghanistan Air Force with the acquisition of aircraft for undergraduate pilot training and the Iraqi Air Force with T-6A trainers.

While sustaining the Air Force's aging fleet of aircraft, ASC was also acquiring the next generation of air power systems. The first operational CV-22 Osprey was delivered to Air Force Special Operations Command in 2007 and IOC was achieved two years later. Boeing delivered the last of 223 C-17 aircraft to the Air Force in 2013. The F-22 Raptor reached IOC in 2005 and the Air Force accepted the last production fighter in 2012. The F-35 Joint Strike Fighter (JSF) fifth generation fighter to replace the Air Force's

aging fleet of F-16 Fighting Falcons and A-10 Thunderbolt II's was in the System Development and Demonstration acquisition phase. The Air Force accepted its first production-model F-35A from prime contractor Lockheed Martin in 2011 and established an IOC date of December 2016. A contract for a fleet of 179 KC-46A aerial tankers was awarded to the Boeing Company in February 2011.

REVAMPING THE ACQUISITION ENTERPRISE

The acquisition enterprise underwent a comprehensive transformation and process overhaul in the new millennium. In May 2003, the Department of Defense issued new acquisition process guidance. It emphasized a capabilities-base versus requirements-based acquisition philosophy and offered more latitude for innovation and discretionary action at every level of the acquisition process, particularly for program managers. For the Air Force, the directive meant delivering capabilities to the warfighter quickly while increasing the credibility of promises made on cost, schedule, and performance. Rapidly providing capabilities to the warfighters superseded acquisition programs focused on eliminating the risks of possible failure.

The Air Force Chief of Staff initiated a review of the Air Force's product, logistics, and test centers in 2003 to explore more efficient means of managing and streamlining acquisition processes and responsibilities and to make the centers more recognizable and understandable to their counterparts across the Air Force. The first major change for the Aeronautical Systems Center came in February 2004. To improve program accountability, the ASC commander was designated the Air Force Program Executive Officer for Aircraft (AFPEO/AC) and put in charge of program execution. Aircraft PEO

Wright-Pattersons's new control tower, 2003

portfolios were consolidated into larger mission groups, moved from Washington D.C. to Wright-Patterson AFB and assigned to ASC. Later in the year, ASC transferred its installation commander responsibilities and the 74th Medical Group to the 88th Air Base Wing so the center could focus on its core systems acquisition mission. A third change in January 2005 abolished the System Program Offices and replaced them with standard Air Force wings, groups, and squadrons. These units were assigned their

Wright-Patterson Medical Center complex

Movers relocate the 1931 Wright Field guard house to the new Gate 1B location

own organic functional resources and manpower. Matrix management, the practice of detailing functional support as needed to the program offices, was eliminated. The conversion to standard Air Force units was intended to make acquisition and product centers more transparent to the operational side of the service and reduce confusion when programs moved from the acquisition to the sustainment phase. Units with their own organic resources were to increase capabilities development and establish better program execution accountability.

Building on the success of the 2003 reorganization, the Air Force decided in 2010 to refine its PEO structure to establish better communication, clearer lines of authority, and

National Museum of the U.S. Air Force with its Cold War gallery addition

improved accountability within the acquisition community. The ASC commander ceased being the AFPEO for Aircraft and five new subordinate Program Executive Officer positions were established in ASC. The PEOs were named directors of the new product directorate and were given responsibility for the execution of their acquisition programs. They continued to report on their programs to the Service Acquisition Executive at the Pentagon. As part of the PEO restructure, the Air Force chose to abandon the unit structure and replace it with named directorates, divisions, and branches. Commanders of the military

Gate 1B with its new canopy

units had found themselves distracted and burdened by administrative tasks and hindered by hierarchical military structures that impeded the timely information flow and decision making. Moving and detailing functional support personnel between units had also become a slow and cumbersome process because senior functional directors no longer owned cadres of specialists whom they could detail to program offices as needed. Command, supervisory, and support responsibilities reverted to the ASC staff as did the flexibility to allocate personnel to individual programs as needed.

By 2009, the Air Force was contending with multiple acquisition initiatives, force reductions, an unquenchable

desire for technological capabilities, industry consolidation, and budget constraints. In addition, highly publicized problems with the KC-X Tanker source selection and cancellation of the Combat Search and Rescue Aircraft program finally led Congress and the Department of Defense to implement rules and procedural changes for major weapon system procurement. Following the end of the Cold War, the Air Force had been directed to substantially reduce its procurement specialist workforce and replace it with private industry contractors to save money through competition. However, the Air Force's contractual actions continued to

Air Force senior leaders at the 2009 Corona Top conference

increase and its dollar execution tripled with the War on Terrorism. Outsourcing and downsizing produced a poorly trained, unprepared, and overwhelmed workforce. This situation was corrected in 2009 when Congress approved reversing outsourcing and converting 10,000 contracted defense jobs to federal civilian employees by 2015 to both strengthen government oversight of essential government work and to save money.

On June 4, 2010, the Secretary of Defense challenged the military services to eliminate redundant functions and increase

A wintry day at Headquarters 88th Air Base Wing, (Building 10)

mission funding through efficiency savings in overhead, support, and non-core mission areas. A subsequent Air Force strategic review revealed imbalances between high priority areas requiring more manpower and management overhead functions that needed streamlining. A DoD Resource Management Decision freezing civilian manpower at FY 2010 budget levels forced the Air Force to initiate a variety of measures to correct manpower imbalances and realign scarce resources to its most critical missions. AFMC's leaders decided in 2011 to reduce the command's twelve location-specific centers with their full support staffs to five mission-based, integrated life cycle centers. The five-center construct eliminated redundant staff layers, cut over 1,000 civilian positions, and decreased overhead costs.

Wright-Patterson's new consolidated fire and crash rescue station

Air Force Life Cycle Management Center heraldic device

The five AFMC centers were the Air Force Life Cycle Management Center (AFLCMC) at Wright-Patterson AFB; the Air Force Sustainment Center (AFSC) at Tinker Air Force Base, Oklahoma; the Air Force Test Center (AFTC) at Edwards AFB, California; the Air Force Research Laboratory (AFRL) at Wright-Patterson Air Force Base; and the Air Force Nuclear Weapons Center (AFNWC) at Kirtland AFB, New Mexico. They brought

Building 14 was headquarters for Materiel Command (1943-1944), WADC (1951-59), WADD (1959-61), ASC (1961-2012), and AFLCMC (2012-Pres)

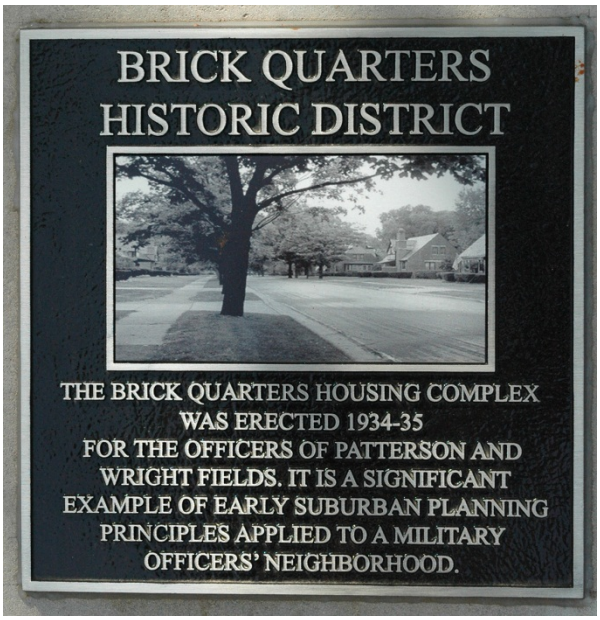
AFMC into a one mission-one commander alignment through standardized business practices coupled with streamlined processes and decision making authority. Together they were to foster a life cycle management focus and integrate maintenance and supply chain functions. The five consolidated centers replaced the traditional management-staff model by establishing lead centers to oversee multiple locations for each core mission. Each system had one unified program execution

Lt Gen Clyde D. Moore II accepts the flag from Gen Wolfenbarger activating AFLCMC

chain of command for oversight from conception to disposal, thereby unleashing the full power of the system program manager and program executive officer.

Headquarters Air Force Life Cycle Management Center activated July 9, 2012 at Wright-Patterson Air Force Base. The Aeronautical Systems Center and Air Force Security Assistance Center at Wright-Patterson as well as the Air Armament Center and Electronic Systems Center were

inactivated and their assets assigned to AFLCMC. Their subordinate units including the 66th Air Base Group, 88th Air Base Wing, and 645th Aeronautical Systems Group were also assigned to the Air Force Life Cycle Management Center. The new center was tasked with bringing integrated life cycle management to the acquisition of Air Force weapon systems. It consolidated design, production, and product support decisions under a single manager with clear lines of authority, responsibility, and accountability for all Air Force weapon systems. AFLCMC also presented a single weapon system face to



Plaque noting the Area A Brick Quarters historic district

the Air Force, the other services, and the Allied and Combatant Commands to facilitate faster responses to warfighter requirements. It accomplished its mission through ten Program Executive Officers and three program directorates at nine major geographic locations. AFLCMC was also responsible for installation support at Hanscom AFB, Massachusetts (66th Air Base Group) and Wright-Patterson AFB (88th Air Base Wing). AFLCMC became the sole center for total life cycle management of all aircraft, engines,


Base retreat ceremony held by the Building 14 flagpole

munitions, electronics, and cyber systems. It handled the acquisition and initial fielding of new systems and upgrades, developed new material solutions, and transitioned interesting technologies into militarily useful capabilities. It was responsible for ensuring the systems were sustainable, while extending and improving the capabilities of systems that were already fielded. AFLCMC also executed foreign military sales of aircraft and other defense-related equipment, while building security assistance relationships with foreign partner nation air forces.

A CHANGING INSTALLATION LANDSCAPE

Wright-Patterson's base support operations continued, but with financial constraints that forced service reductions.


Wright Field Fitness Center

Construction on the Area B hilltop to house incoming BRAC units

Several base swimming pools were closed along with the enlisted, riding, and aero clubs. The Arnold House Heritage Center closed in 2014. The 88th Air Base Wing continued hosting the USAF Marathon and supporting the Dayton Vectren Air Show and Freedom's Call Tattoo. In 1999 it hosted the Air Force senior leader's Corona Top conference, which became an annual base event in 2003. Wright-Patterson's airfield remained active and served as a refuge for military aircraft seeking shelter from tropical storms and hurricanes as well as a temporary home for aircraft from bases undergoing runway repairs. The 445th Airlift Wing upgraded from C-141s to C-5As between 2005 and 2007, before transitioning to C-17s in 2012. The Centennial of Flight was a major base event that included First Flight ceremonies at the Wright Memorial, dedication of the Huffman Prairie Flying Field Interpretive Center, and landscape restoration and rededication of the Huffman Prairie Flying Field. Wright-Patterson also hosted Air Power 2003, its first base open house in decades.

The 88th Air Base Wing inactivated its logistics group in 2002, weather squadron in 2005, and contracting squadron in 2010. The wing gained the United States Air Force Band of Flight and a logistics readiness group in 2013. The 88th Civil Engineer Group and its 88th and 788th Civil Engineer Squadrons, which inactivated in 2000, were reactivated in 2014. New on-base tenant units included the Defense Acquisition University, Air Force Fleet Viability Board, units of the Air Force Global Logistics Support Center, the Enterprise Sourcing Group, several intelligence units supporting NASIC, the Air Force Life Cycle Management Center, and Military Police Company C, Headquarters Service Battalion, 4th Marine Logistics Group, Marine Forces Reserve. Air Mobility Command's 54th Airlift Squadron briefly operated from Wright-Patterson from 2004 to 2007. The 2005 Base Realignment and Closure Commission's (BRAC) decisions brought a number of new units to Wright-Patterson. BRAC units assigned to AFRL were the 711th Human Performance Wing, USAF School of Aerospace Medicine, Human Effectiveness and Research Laboratory Sensors Directorates, and the Air Force Institute of Operational Health. The Naval Aeromedical Research Laboratory was another BRAC addition. Units and organizations departing the base included the Command Publications Distribution Center, 47th Airlift Flight, 554th Electronic Systems Group, the Army's 731st Ordnance Company, the Aeronautical Systems Center, AFMC Defense Enterprise Computing Center–Dayton, DoD Health Services, Region 5, Library of Congress Motion Picture Conservation Center, and the Miami Valley Urban Search and Rescue Task Force.

Air Force School of Aerospace Medicine students train in an altitude chamber

Wright-Patterson Air Force Base's physical appearance changed to accommodate new tenants, missions, and workforce requirements. The 2005 BRAC was a major driver of the base demolition and military construction programs. To make room in Area B for the new organizations, base civil engineers demolished the World War II Wright Field Headquarters, Wright Field Occupational Health Clinic, Hilltop Gymnasium, and portions of the ramjet tunnel complex, the aircraft dynamics laboratory, and the Library of Congress motion picture restoration laboratory. The former Wright Field hilltop assumed a new appearance as an entire complex was erected to house the incoming BRAC units. Gate 19B on National Road was moved further south to the intersection of Reese Road. Other hilltop additions included the largest childcare center in the Department of Defense, an Occupational Health Clinic, Consolidated Avionics Laboratory, AFIT's Center for Systems Engineering, a new AFEES service station, and an Information Technology Complex. Several historic Wright Field structures were thoroughly renovated to accommodate new tenants and missions, including Building 12 (the 1935 Art Deco masterpiece that once housed the Technical Data Library), Building 17 (the original 1929 Aircraft Radio Laboratory), and Building 23 (a 1934 structural and mechanical testing facility). Among the changes in downtown

New Airmen's dormitory

Charles E. Taylor Distinguished Visitor Quarters

Area B were the relocation of Gate 1B and its historic guard houses, additions to the Doolittle Acquisition Management Complex, and the opening of the Wright Field Fitness Center in Hangar 22.

In Area A the World War II Civilian Personnel Club building was demolished as was the 1943 Building 89 engine overhaul and repair facility that housed the Air Force Museum from 1959 to 1971. The 1970s Pine Estates and Green Acres family housing complexes were also torn down. The original 1918 base depot facility, Building 1, underwent a major interior renovation along with having its surrounding sunken driveway filled in. New facilities in Area A included an air traffic control tower constructed atop base operations, a consolidated fire and crash rescue station, additions to the NASIC complex, a substantial renovation of the Medical Center, and a Marine Corps Reserve Center. Gate 16A off Route 444 was opened to accommodate delivery vehicles. In 2012 a segment of Route 444 adjacent to Kittyhawk Center was closed and incorporated into the base. A new Gate 1A replaced the former Fairborn Gate 1C entrance to the base.

West Ramp demolitions and pavement reconstruction made way for new hangars and facilities to support the 445th Airlift Wing through its conversions from C-141 to C-5

and then C-17 aircraft. Within Kittyhawk Center, the Sergeant James D. Locker Hall dormitory and temporary lodging facilities were removed and two new dormitories opened. Other Kittyhawk improvements included a new automotive service station and consolidated arts and craft center. Wright-Patterson Air Force Base privatized 1,536 Page Manor and Woodland Hills housing units in 2002. The largest housing privatization project in the Air Force demolished 986 housing units, renovated 397 units, and constructed 789 new homes. The National Museum of the U.S. Air Force opened a Cold War hangar and broke ground for a fourth building. Finally, in 2013, the U.S. Air Force turned over the last remaining remnant of the former Gentile Air Force Station (Building 45) to the City of Kettering, Ohio.

Budget sequestration and continued funding reductions in the mid-2010s left the installation commander with insufficient funds to sustain, upgrade, and modernize Wright-Patterson's sprawling physical plant. In response, the base explored privatizing its energy and utility operations and developing public-private partnerships and joint ventures to fund future operations. It also began collaborating with local communities and businesses to share base facilities and lease installation property for commercial development.

A FOCUS ON THE FUTURE

On a September afternoon in 1997, Wright-Patterson Air Force Base officials unveiled a commemorative marker at the original site of McCook Field. The ceremony commemorated the 80th anniversary of military aeronautical research and engineering in the Miami Valley. The following year, the base formally rededicated the Wright Memorial following a major refurbishment

Another day begins at the Huffman Prairie Flying Field and Wright-Patterson Air Force Base

of the monument and park. The Huffman Prairie Flying Field Interpretive Center, a collaborative effort between the Air Force, National Park Service, State of Ohio, and the local community opened in December 2002 on Wright Brothers Hill. The event initiated the nation's commemoration of the Centennial of Flight. These actions symbolized the historic bond that Wright-Patterson Air Force Base and the Miami Valley community shared with the evolution of flight. Each year on December 17, the regional partners gather at the Wright Memorial to celebrate the courage, perseverance, and achievements that led Orville and Wilbur Wright to conquer the skies. Their celebration also honors the work of the Miami Valley community and Wright-Patterson in building upon the Wright Brothers' legacy. As the partners prepare to commemorate Wright-Patterson Air Force Base's 100th anniversary and a century of service, they can look back with pride at the roles they played in the growth of aviation while standing ready to continue their commitment to master the skies.

APPENDIX A

WRIGHT-PATTERSON AIR FORCE BASE AND ITS ANTECEDENTS

Installation	Date Established
(Huffman Prairie Flying Field)	(1904-1916)
Wilbur Wright Field	June 6, 1917
Fairfield Aviation General Supply Depot	October 13, 1917
Wilbur Wright Air Service Depot	January 4, 1918
Aviation General Supply Depot, Fairfield, Ohio	January 10, 1919
Air Service Supply and Repair Depot	September 20, 1920
Fairfield Air Intermediate Depot	January 14, 1921
Fairfield Air Depot Reservation	June 22, 1927
Wright Field	October 12, 1927
Patterson Field	July 1, 1931
Army Air Forces Technical Base	December 15, 1945
Air Force Technical Base	December 9, 1947
Wright-Patterson Air Force Base	January 13, 1948

APPENDIX B

WRIGHT-PATTERSON AIR FORCE BASE INSTALLATION COMMANDERS

Unknown	April	1944
Brigadier General Joseph T. Morris	July	1945
Brigadier General C. Pratt Brown	March	1952
Brigadier General Paul L. Barton	October	1953
Brigadier General Donald L. Hardy	August	1957
Brigadier General John D. Howe	July	1958
Colonel James C. Cochran	May	1960
Colonel Elbert Helton	August	1960
Colonel Glen McClernon	August	1962
Colonel Arthur E. Exon	August	1964
Colonel Jowell C. Wise	December	1965
Colonel Colman O. Williams	July	1968
Colonel Edmund A. Rafalko	September	1970
Colonel Irby B. Jarvis, Jr.	June	1972
Colonel Robert W. Clement	January	1975
Colonel Titus C. Hall	January	1976
Colonel Rano E. Lueker	January	1977
Colonel James H. Rigney, Jr.	April	1979
Colonel Leonard R. Peterson	June	1981
Colonel Charles E. Fox, Jr.	June	1984
Colonel Stephen F. Kollar	March	1987
Colonel Dennis P. Tewell	July	1989
Colonel William B. Orellana	July	1990
Lieutenant General Thomas R. Ferguson, Jr	July	1992
Lieutenant General James A. Fain, Jr	May	1993
Lieutenant General Richard M. Scofield	October	1994
Lieutenant General Kenneth E. Eickmann	May	1996
Lieutenant General Robert F. Raggio	May	1998
Colonel Michael W. Hazen	March	2001
Colonel Michael J. Belzil	July	2002
Colonel Andrew K. Weaver	May	2004
Colonel Colleen M. Ryan	June	2006
Colonel Bradley D. Spacy	July	2008
Colonel Amanda W. Gladney	June	2010
Colonel Cassie B. Barlow	July	2012
Colonel John M. Devillier	July	2014

APPENDIX C

THE STORY OF AREAS A, B, C, AND D

The story behind Wright-Patterson Air Force Base's Areas A, B, C, and D begins with a history of the organizational headquarters that were located on the base. During the 1920s and 1930s, headquarters for the Materiel Division of the Army Air Corps was located at Wright Field, in what is now Building 11, Area B. This organization was divided into two separate major commands during World War II, Materiel Command and Air Service Command. Both headquarters were originally located in Washington, D.C., but were eventually moved back to Wright and Patterson Fields. Air Service Command set up operations in the newly opened Building 262 at Patterson Field in December 1942. Materiel Command relocated to its newly completed headquarters complex, Buildings 14 and 15, at Wright Field in April 1943.

The separation of research, development, and procurement from logistics functions proved unsatisfactory and on August 31, 1944 the functions were consolidated once again with the establishment of the Army Air Forces Air Technical Service Command (redesignated Air Materiel Command in 1946).

The process of merging these two major commands, one located at Wright Field and the other on Patterson Field, produced a psychologically divisive effect. To overcome the problem, Major General Clements McMullen, the acting commander of Air Service Command, decided to give the headquarters a common address. He accomplished this by incorporating the portion of Patterson Field occupied by the command headquarters (Building 262) and the Brick Quarters into Wright Field. In practice, it became necessary to differentiate this new portion of Wright Field as Area A and the original Wright Field as Area B.

When Patterson and Wright Fields merged in January 1948 to create Wright-Patterson AFB, the surviving Patterson Field area was designated Area C. The base also had an Area D, which was home to the Skyway Park World War II housing complex. Area D was located across Kauffman Avenue from Building 262. It was torn down in 1957 and the land donated to the State of Ohio for the construction of Wright State University.

On December 1, 2010, the 88th Air Base Wing commander directed that Area C be incorporated and re-designated as part of Area A. This action was taken to reduce the confusion over building and site locations experienced by visitors and base employees. Kittyhawk Center was also re-designated as part of Area A. Area B was not affected.

APPENDIX D

WRIGHT-PATTERSON AIR FORCE BASE PERSONNEL STRENGTH

Year	Military	Civilian	Contractors	Total
1918	4,683	1,985		6,668
1920	452	1,565		2,017
1938	212	2,222		2,434
1939	652	3,059		3,711
1940	708	7,455		8,163
1941	2,125	15,398		17,523
1942	9,592	36,908		46,500
1943	14,821	30,926		45,747
1944	16,119	29,356		45,475
1945	11,100	20,180		31,280
1946	8,261	19,358		27,619
1947	3,192	17,588		20,780
1948	5,082	20,108		25,190
1949	4,434	20,443		24,877
1950	4,745	23,781		28,526
1951	8,946	25,738		34,684
1952	8,284	22,144		30,428
1953	6,805	20,478		27,283
1954	7,098	20,264		27,362
1955	7,248	20,627		27,875
1956	6,762	21,701		28,463
1957	6,313	19,557		25,870
1958	6,284	18,893		25,177
1959	6,471	18,331		24,802
1960	6,948	20,966		27,914
1961	7,364	20,714		28,078
1962	7,301	20,301		27,602
1963	12,185	19,273		31,458
1964	11,431	19,112		30,543
1965	7,082	19,170		26,252
1966	7,531	19,234		26,765
1967	7,290	19,299		26,589
1968	7,207	19,163		26,370

Year	Military	Civilian	Contractors	Total
1969	7,557	18,568		26,125
1970	7,596	17,761		25,357
1971	7,875	17,744		25,619
1972	8,167	17,520		25,687
1973	8,323	16,920		25,243
1974	8,694	17,037		25,731
1975	7,548	15,975		23,523
1976	7,182	15,812		22,994
1977	7,607	15,523		23,130
1978	7,686	15,879		23,565
1979	7,636	15,832		23,468
1980	7,992	17,031		25,023
1981	7,608	15,662		23,270
1982	8,919	17,549		26,468
1983	9,374	16,754		26,128
1984	9,347	17,973		27,320
1985	9,336	18,766		28,102
1986	9,169	18,561		27,730
1987	10,692	18,493		29,185
1988	10,206	19,144		29,350
1989	10,190	20,353		30,543
1990	10,143	18,994		29,137
1991	10,222	18,264		28,486
1992	9,578	17,316		26,894
1993	9,159	15,782		24,941
1994	7,479	14,023		21,502
1995	9,185	13,929		23,114
1996	8,980	13,757		22,737
1997	10,386	12,654		23,040
1998	8,337	13,121		21,458
1999	7,817	11,194		19,011
2000	6,600	10,353		16,953
2001	7,264	11,109		18,373
2002	7,506	10,358		17,864
2003	8,002	12,362		20,364
2004	7,916	12,288		20,204
2005	7,907	11,533	1,058*	20,498
2006	7,569	10,849	1,053*	19,471
2007	9,020	10,447	5,350**	24,817

Year	Military	Civilian	Contractors	Total
2008	8,700	11,212	5,801**	25,713
2009	8,567	13,711	5,128**	27,406
2010	9,493	12,634	5,251**	27,378
2011	9,386	17,591	2,760**	29,737
2012	7,909	16,229	3,447**	27,585
2013	7,637	12,481	6,152**	26,270

* Civilian Contractors Advisory and Assistance Services (A&AS) and Defense Automatic Addressing System Center (DAASC) per guidance from SAF/FMC

** Civilian Contractors A&AS and DAASC per guidance from SAF/FMC; plus Contract Man-Year Equivalent (CME) contractor budget authorizations per direction of 88ABW Commander. CME authorizations could be filled or vacant, but the calculations assume they were filled.

APPENDIX E

AIR FORCE LIFE CYCLE MANAGEMENT CENTER ASSIGNED PERSONNEL

Year	Officer	Enlisted	Civilian	Total	CME
2012	2,412	2,618	14,743	19,773	5,960
2013	2,420	2,643	14,681	19,744	5,849
2014	2,267	2,570	14,734	19,571	6,194

Contract Man-Year Equivalent (CME) are contractor budget authorizations. CME authorizations could be filled or vacant, but the calculations assume they were filled.

APPENDIX F

88TH AIR BASE WING ASSIGNED PERSONNEL

Year	Officer	Enlisted	Civilian	Total
1948	228	1,505	4,945	6,678
1949				
1950	156	687	4,390	5,233
1951	201	879	5,833	6,913
1952	226	1,070	6,228	7,524
1953	148	724	5,708	6,580
1954	104	560	5,262	5,926
1955	94	574	5,404	6,072
1956	102	474	5,516	6,092
1957	100	290	5,389	5,779
1958	108	332	5,213	5,653
1959	110	283	5,199	5,592
1960	100	344	5,553	5,997
1961	112	512	5,554	6,178
1962	115	724	5,170	6,009
1963	111	640	4,533	5,284
1964	119	657	4,363	5,139
1965	121	661	4,291	5,073
1966	112	648	4,362	5,122
1967	105	658	4,349	5,112
1968	93	709	4,086	4,888
1969	84	618	3,954	4,656
1970	83	701	4,579	5,363
1971	99	725	4,208	5,032
1972	111	829	3,996	4,936

1973	118	892	3,687	4,697
1974	104	789	3,453	4,346
1975	66	662	2,950	3,678
1976	60	616	2,992	3,668
1977	56	585	2,887	3,528
1978	62	610	2,929	3,601
1979	59	664	2,730	3,453
1980	71	689	2,679	3,439
1981	75	738	2,493	3,306
1982	69	725	2,492	3,286
1983	77	900	2,315	3,292
1984	74	901	3,388	4,363
1985	79	825	2,594	3,498
1986	91	857	2,479	3,427
1987	85	938	2,219	3,242
1988	84	909	2,046	3,039
1989	96	935	2,217	3,248
1990	72	851	2,118	3,041
1991	80	1,106	2,227	3,413
1992	78	809	2,279	3,166
1993	102	829	1,764	2,695
1994	136	1,211	2,055	3,402
1995	134	1,300	2,017	3,451
1996	153	1,184	2,093	3,430
1997	153	1,184	2,093	3,430
1998	92	843	1,981	2,916
1999	94	842	1,446	2,382
2000	65	929	1,478	2,472
2001	70	622	1,483	2,175
2002	80	581	1,462	2,123
2003	97	627	1,323	2,047

2004	154	632	1,562	2,348
2005	584	1,392	1,957	3,933
2006	607	1,324	1,951	3,882
2007	683	1,424	1,922	4,029
2008	597	1,519	1,916	4,032
2009	579	1,380	2,182	4,141
2010	450	1,408	2,111	3,969
2011	588	1,404	2,047	4,039
2012	589	1,378	1,857	3,824
2013	614	1,451	1,866	3,931
2014	615	1,385	1,861	3,861

APPENDIX G

WRIGHT-PATTERSON AIR FORCE BASE
DEPLOYED PERSONNEL

Year	Personnel Deployed
2001	407
2002	565
2003	718
2004	701
2005	602
2006	695
2007	970
2008	839
2009	787
2010	809
2011	720
2012	722
2013	1,039
2014	341

APPENDIX H

WRIGHT-PATTERSON AIR FORCE BASE MEMORIALIZED FACILITIES

Name	Memorialized For	Building	Date
Estabrook Drive	Brig Gen Merrick G. Estabrook, Jr.	Street	Unk
Pearson Road	1Lt Alexander Pearson, Jr.	Street	Unk
Skeel Avenue	Capt Burt E. Skeel	Street	Unk
Wright Avenue	Wilbur and Orville Wright	Street	Unk
Firehouse No. 3	Frank A. Smith	20076	1932
Patterson Swimming Pool	Lt Frank Stuart Patterson	Pool	1936
Wright Memorial	Wilbur and Orville Wright	Monument	1940
Thurlow Street	Col Thomas L. Thurlow	Street	1944
Dodge Gymnasium	Delphine Dodge Godde	10849	1947
Aerial Photoreconnaissance Personnel	Capt Eugene Leger, MSgt Paul L. Hayes, PFC Dorothy E. Kimmel, and Mr. Joseph H. Britain	20017	1952
Hadden Park (original)	Mr. William Hadden	Park	1953
Page Manor	Brig Gen Edwin R. Page	Housing	1953
Hadden Park (relocated)	Mr. William Hadden	Park	1960
Gillmore Hall	Brig Gen William E. Gillmore	10262	1976
Barnes Park	Maj Gen Frank G. Barnes	Park	1977
Breene Drive	Maj Gen Robert G. Breene	Street	1977
Brett Drive	Lt Gen George H. Brett	Street	1977
Chandler Drive	Col Charles deForest Chandler	Street	1977
Chidlaw Road	Gen Benjamin W. Chidlaw	Street	1977
Johnson Drive	Col Gerald R. Johnson	Street	1977
Lahm Circle	Brig Gen Frank P. Lahm	Street	1977
Metzger Drive	2Lt William E. Metzger, Jr.	Street	1977
Schlatter Drive	Lt Gen David M. Schlatter	Street	1977
Talbott Road	Brig Gen Nelson S. Talbott	Street	1977
Yount Drive	Lt Gen Barton K. Yount	Street	1977
Locker Hall	Sgt James D. Locker	31217	1979
Lute Hall	SSgt James R. Lute	31216	1979
Pitsenbarger Hall	A1C William H. Pitsenbarger	31214	1979
Pleiman Hall	A1C James E. Pleiman	31212	1979
Prater Hall	TSgt Roy D. Prater	31213	1979
Wilhelm Hall	SSgt Frederick Wilhelm	31215	1979
Bong Drive	Maj Richard I. Bong	Street	1981
Spaatz Circle	Gen Carl A. Spaatz	Street	1981
Ward Road	1Lt Edward Ward	Street	1981
Morris Hall	Brig Gen Joseph T. Morris	30010	1981

Name	Memorialized For	Building	Date
Bane Hall	Col Thurman H. Bane	20640	1982
Sarris Auditorium	Mr. Aristides Sarris	10262	1984
Fitts Hall	Paul M. Fitts	20248	1985
Twining Hall	Gen Nathan F. Twining	20641	1985
Arnold House	Gen Henry H. “Hap” Arnold	30008	1986
Jarvis Gymnasium	Brig Gen Irby B. Jarvis	31245	1986
POW/MIA Memorial	Prisoners of War and Missing in Action	Memorial	1986
Hope Hotel	Mr. Bob Hope	10824	1989
Robins House	Brig Gen Augustine Warner Robins	10700	1989
Fire Station No. 1	Dale V. Kelchner and William J. Collins	30163	1989
Foulois House	Maj Gen Benjamin D. Foulois	30088	1989
Warrior Hall	Civilian Work Force (Warriors)	10271	1990
Kenney Hall	Gen George C. Kenney	20642	1990
Monahan Hall	Lt Gen George L. Monahan	20012	1993
Monahan Way	Lt Gen George L. Monahan	Street	1993
Doolittle Acquisition Management Complex	Gen James H. Doolittle	Complex	1994
Stewart Hall	Lt Gen James T. Stewart	20557	1994
Watson Way	Maj Gen Harold E. Watson	Street	1995
Watson Hall	Maj Gen Harold E. Watson	14023	1995
Patterson Parkway	1Lt Frank S. Patterson	Street	1996
Wright Brothers Memorial Bench	Orville and Wilbur Wright	Bench 30008	1997
Peace Walk	Balkan Proximity Peace Talks	Sidewalk	1997
Wolfe Hall	Lt Gen Kenneth B. Wolfe	20558	1997
Mitchell Hall	Maj Gen William Mitchell	20556	1997
Rall Hall	Mr. Frederick T. Rall, Jr.	20560	1997
Cacioppo Annex	Dr Anthony J. Cacioppo	10858	1997
Peace Walk	Dayton Peace Accords	Sidewalk	1997
Von Ohain Room	Dr. Hans Joachim von Ohain	Conf Room, 20028	1998
Arnold Room	Gen Henry “Hap” Arnold	Conf Room, 20015	1999
Von Karman Room	Theodore von Karman	Conf Room, 20015	1999
Carroll Hall	Maj Gen Franklin O. Carroll	20553	2001
Hobson Way	Rep. David L. Hobson	Street	2003
Kettering Hall	Mr. Eugene W. Kettering	20494	2003
Field of Dreams Memorial	Wright Brothers	Memorial Gate 1B	2003
Thompson Hall	Gen Robert C. Thompson Hall	20643	2006
Field of Dreams Bench	History of invention at Wright-Patterson and the City of Dayton	Bench Gate 1B	2006

Name	Memorialized For	Building	Date
Homer Hall	Major LeRoyWilton Homer, Jr.	34006	2008
D'Azzo Research Library	Dr. John J. D'Azzo	AFIT/AFRL Library, 20642	2009
Kuglics Boulevard	Special Agent (Sgt) Matthew J. Kuglics	Street	2009
Charles E. Taylor House	Charles E. Taylor	10706	2010
Armstrong Complex	Major General Harry G. Armstrong	20840	2011
Franzello Aero-Medical Library	Joseph Franzello	Library 20840	2011
Ascani Avenue	Major General Alfredo "Fred" J. Ascani	Street	2012
Memorial Bench	Mitchell Cary and Don Gum	Bench Gate 1B	2012
Muonio Gate	Airman 1st Class Noah Muonio	Gate 1A	2012

APPENDIX I

AIR FORCE UNITS ASSIGNED AT PATTERSON FIELD, WRIGHT FIELD, AND WRIGHT-PATTERSON AIR FORCE BASE

1917

12 Aero Sq	Jul 17-Dec 17
13 Aero Sq	Jul 17-Dec 17
19 Aero Sq	1 Aug 17-31 Oct 17
20 Aero Sq [I]	Jul 17-Nov 17
42 Aero Sq (Sq I)	25 Aug 17-21 Feb 19
43 Aero Sq	25 Aug 17-18 Dec 17
44 Aero Sq (Sq K; Sq P)	25 Aug 17-30 Apr 19
47 Aero Sq	Jul 17-Aug 17
149 Aero Sq	Dec 17-Feb 18
151 Aero Sq	Dec 17-Feb 18
162 Aero Sq	Dec 17-Feb 18
163 Aero Sq	Dec 17-Feb 18
166 Aero Sq	24 Dec 17-20 Feb 18
172 Aero Sq	Dec 17-Feb 18
211 Aero Sq	Dec 17-Feb 18
246 Aero Sq (807 Aero Sq; Sq A)	Nov 17-Aug 18
AAF Engine Sch	c. 10 Nov 17-Unknown

1918

231 Aero Sq (Sq A)	Apr 18-Dec 18
246 [II] Aero Sq (Sq L)	May 18-Apr 19
255 Aero Sq	Mar 18-Mar 18
256 Aero Sq	Mar 18-Mar 18
257 Aero Sq	Mar 18-Mar 18
258 Aero Sq	Mar 18-Mar 18
259 Aero Sq	Mar 18-Jul 18
260 Aero Sq	Mar 18-Jul 18
265 Aero Sq	Feb 18-Mar 18
287 Aero Sq	May 18-Jun 18
288 Aero Sq	May 18-Jun 18
342 Aero Sq (Sq M; Sq Q)	Aug 18-Nov 18
507 Aero Sq	Jul 18-Apr 19
669 Aero Sq	May 18-Apr 19
678 Aero Sq	Feb 18-Apr 19
827 Aero Sq	Feb 18-Mar 18
851 Aero Sq (Sq B)	Mar 18-Dec 18
874 Aero Sq	Apr 18-Dec 18
881 Aero Sq (Sq B)	Jul 18-Aug 18

1922

88 Sq (88 Obs Sq)	11 Oct 22-4 May 27

1926

AC Mat Div (Mat Comd; AF Mat Comd; AAF Mat Comd)	15 Oct 26-31 Aug 44

1927

Fairfield Intermediate Dep (Fairfield Air Dep)	c. Jun 27-1 Jan 46

1935

1 Prov Trpt Sq (1 Trpt Sq)	15 Jul 35-20 May 42
Flt B, 1 Trpt Sq	25 Jun 35-19 May 42

1937

Aeromed Lab	Jan 37-Unknown

1939

5 Trpt Sq	17 Oct 39-25 May 42

1940

9 Trpt Sq	1 Dec 40-17 Sep 41
11 Trpt Sq	1 Dec 40-3 Jul 41
13 Trpt Sq	1 Dec 40-9 Jul 41
19 Bomb Sq	1 Feb 40-15 Nov 40
33 Bomb Sq	1 Feb 40-14 Nov 40
60 Trpt Gp	1 Dec 40-15 Sep 41

1941

2 AC Wea Region (2 Wea Region)	4 Apr 41-20 Sep 44
4 Air Dep Gp	1 Apr 41-12 Jan 42
4 Rpr Sq	1 Apr 41-12 Jan 42
4 Sup Sq (4 Dep Sup Sq)	1 Jan 41-12 Jan 42
50 Trpt Wg	14 Jan 41-22 May 42
63 Trpt Gp	17 Feb 41-15 Sep 41
AC Maint Comd	25 Jun 41-9 Sep 42
Second Wea Sq (2 Wea Sq)	4 Apr 41-7 Sep 44
Tng Film Fld Unit (Tng Film Prod Lab)	19 Apr 41-7 Feb 44

1942

1 Rad Sq	17 Jan 42-1 Apr 44
3 Stn Compl, Air Dep	1 Jun 42-13 Jan 43
6 Air Dep Gp	5 Jan 42-6 Jun 42
6 Rpr Sq (6 Dep Rpr Sq)	5 Jan 42-6 Jun 42
6 Sup Sq (6 Dep Sup Sq)	5 Jan 42-6 Jun 42
IX AFSC	1 Sep 42-9 Oct 42

10 Air Dep Gp	5 Jan 42-20 Jul 42
10 Rpr Sq	5 Jan 42-20 Jul 42
10 Sup Sq	5 Jan 42-20 Jul 42
15 Stat Con Unit	31 Aug 42-11 Feb 43
18 Air Dep Gp	19 Jan 42-11 Aug 43
19 Air Dep Gp	19 Jan 42-10 May 43
19 Dep Rpr Sq	19 Jan 42-10 May 43
19 Dep Sup Sq	19 Jan 42-10 May 43
20 Air Dep Gp	19 Jan 42-2 May 42
20 Dep Rpr Sq	19 Jan 42-2 May 42
20 Dep Sup Sq	19 Jan 42-2 May 42
21 Air Dep Gp	19 Jan 42-16 Oct 42
21 Dep Rpr Sq	19 Jan 42-16 Oct 42
21 Dep Sup Sq	19 Jan 42-16 Oct 42
22 Air Dep Gp	19 Jan 42-6 Aug 42
22 Dep Rpr Sq	19 Jan 42-6 Aug 42
22 Dep Sup Sq	19 Jan 42-6 Aug 42
23 Air Dep Gp	19 Jan 42-9 Jun 42
23 Dep Rpr Sq	19 Jan 42-9 Jun 42
23 Dep Sup Sq	19 Jan 42-9 Jun 42
36 Trpt Sq	14 Feb 42-15 Jun 42
37 Trpt Sq	14 Feb 42-16 Jun 42
38 Trpt Sq	2 Feb 42-28 May 42
44 Trpt Sq	15 Jun 42-16 Jun 42
45 Trpt Sq	15 Jun 42-16 Jun 42
55 Air Dep Gp	16 Feb 42-14 Aug 43
55 Dep Rpr Sq	16 Feb 42-4 Jun 43
55 Dep Sup Sq	16 Feb 42-23 Apr 43
56 Air Dep Gp	16 Feb 42-5 Mar 43
56 Dep Rpr Sq	16 Feb 42-5 Mar 43
56 Dep Sup Sq	16 Feb 42-5 Mar 43
57 Air Dep Gp	16 Feb 42-20 Jul 43
57 Dep Rpr Sq	16 Feb 42-20 Jul 43
57 Dep Sup Sq	16 Feb 42-20 Jul 43
98 Avn Sq	8 Sep 42-1 Apr 44
316 Trpt Gp	14 Feb 42-17 Jun 42
361 AAF Band (661 AAF Band; 661 AF Band; AF Band of Flight; USAF Band of Flight)	Unknown 42-14 Jun 13
477 Base HQ & AB Sq	31 Dec 42-17 Feb 43
836 MP Co [Avn] (836 Guard Sq)	19 May 42-1 Apr 44
923 Guard Sq	5 Aug 42-1 Apr 44
1072 Guard Sq	15 Sep 42-1 Apr 44
Air Service Comd	10 Sep 42-1 Apr 44
Acft Rad Lab	15 Nov 42-16 Oct 44
HQ & HQ Sqt Tenth AF	12 Feb 42-10 Mar 42

Sig Corps Acft Sig Svc (Sig Corps Acft Sig Agency)	12 Jun 42-16 Oct 44

1943

1 Plant Maint Sq	15 Apr 43-1 Apr 44
15 Stat Con Unit	12 Feb 43-1 Apr 44
18 Dep Sup Sq	19 Jan 43-11 Aug 43
85 Dep Rpr Sq	8 Mar 43-11 Aug 43
85 Dep Sup Sq	15 Mar 43-13 Aug 43
88 Dep Rpr Sq	15 Mar 43-6 Dec 43
97 Dep Sup Sq	15 Apr 43-20 Dec 43
98 Svc Gp	23 Apr 43-6 Aug 43
308 AB Gp	23 Apr 43-6 Aug 43
315 Dep Rpr Sq	22 Apr 43-28 Oct 43
345 Avn Sq	21 Apr 43-8 Feb 44
351 Avn Sq	29 Jan 43-1 Apr 44
371 Avn Sq	5 Mar 43-1 Apr 44
372 Avn Sq	5 Mar 43-1 Apr 44
407 Svc Sq	25 Aug 43-25 Mar 44
435 Avn Sq	10 May 43-25 Jan 44
436 Avn Sq	10 May 43-25 Jan 44
437 Avn Sq	10 May 43-25 Jan 44
478 Base HQ & AB Sq	2 Jan 43-1 Apr 44
Dayton Sig Corps Publications Agency	20 Nov 43-16 Oct 44
Fairfield Air Dep Con Area Comd (Fairfield ASC; Fairfield ATSC)	1 Feb 43-1 Jan 46
Finance Ofc, USAF	19 Jul 43-29 Feb 48
HQ AAF Crystal Bank	15 Dec 43-1 Jul 45

1944

69 AAF BU	7 Sep 44-1 Oct 45
345 Avn Sq	8 Feb 44-6 Jun 44
435 Avn Sq	25 Jan 44-11 Feb 44
436 Avn Sq	25 Jan 44-11 Feb 44
437 Avn Sq	25 Jan 44-11 Feb 44
463 Avn Sq	21 Nov 44-25 May 45
4000 AAF BU (4000 AF BU)	1 Apr 44-27 Aug 48
4001 AAF BU	1 Apr 44-31 Aug 44
4020 AAF BU (4020 AF BU)	31 Aug 44-26 Aug 48
4100 AAF BU	1 Apr 44-20 Feb 46
4141 AAF BU	31 Aug 44-21 Feb 45
5900 AAF BU	1 Apr 44-15 Apr 45
5901 AAF BU	1 Apr 44-15 Apr 45
AAF Mat & Svcs (AAF Air Tech Svc Comd; Air Tech Svc Comd; Air Mat Comd; AF Log Comd)	14 Jul 44-1 Jul 92
AAF Regiona1 Stn Hosp	7 Jun 44-23 Jan 46

Disposal Board	29 Jun 44-16 Oct 44
1945	
86 Dep Rpr Sq	13 Sep 45-12 Nov 45
91 Air Dep Op	11 Sep 45-12 Nov 45
94 Dep Sup Sq	13 Sep 45-12 Nov 45
4021 AAF BU	8 Nov 45-31 Jan 46
4265 AAF BU	16 Sep 45-1 Jul 46
4517 AAFBU	15 Jul 45-1 Aug 45
Dayton AAF Prcmt Fld Ofc	29 Oct 45-Unknown
1946	
72 AAF BU	1 Aug 46-21 Apr 47
733 AAF BU (733 AF BU)	21 Oct 46-3 Jun 48
AAF Regional Stn Hosp	23 Jan 46-26 Jun 46
Army Fld Printing Plant	c. 1 May 46-Unknown
1947	
6 Photo Tech Unit	22 Sep 47-15 Nov 48
7 Air VR Sq	25 Sep 47-15 Nov 47
17 Motor Trpt Sq, Air Dep	25 Sep 47-15 Nov 47
AFIT(USAF Institute of Technology; Institute of Technology, USAF; AFIT; Institute of Technology; AFIT)	4 Dec 47-
1948	
XVII ASC, Sp	21 Mar 48-24 Apr 5l
103 AACS Sq (1914 AACS Sq)	1 Jun 48-18 Jul 56
901 Air Trpt Sq (1726 Air Trpt Sq)	1 Jun 48-17 Jul 50
1702 Air Trpt Gp	1 Oct 48-17 Jul 50
2790 Stn Med Sq (2790 Base Med Compl; 2790 Med Gp; 2750 Med Gp; 2750 USAF Hosp; 2750 USAF Hosp, Wright-Patterson; USAF Med Cen, Wright-Patterson; Med Cen Wright-Patterson AFB; 645 Med Gp; 74 Med Gp; 84 Med Gp)	28 Aug 48-
2925 Base Sup (2925 Base Sup Gp; 2750 Base Sup Gp)	28 Aug 48-1 May 54
2926 Base Maint (2926 Base Maint Gp; 2750 Base Maint Gp)	28 Aug 48-1 May 54
3000 WAF Sq (2750 WAF Sq)	27 Aug 48-1 May 54
3051 AB Spt Sq	28 Aug 48-20 Jun 49
3060 AMC Spt Sq (3060 Spt Sq)	28 Aug 48-1 Jan 53
4000 AF BU (2750 AF BU; 2750 AB Wg;	

645 AB Wg; 88 AB Wg)	13 Jan 48-
4140 AF BU (3100 USAF Exhibit Unit; USAF Exhibit Gp; USAF Orientation Gp; Orientation Gp, USAF)	13 Jan 48-1 Apr 92
HQ Civ Instls Gp	1 Nov 48-11 Jan 49

1949

1 Wea Sq	20 May 49-28 Apr 52
32 Wea Sq	3 Oct 49-23 Jun 51
342 AB Gp, Dep	27 Jul 49-24 Apr 51
342 Comms Sq, Dep	27 Jul 49-24 Apr 51
342 Finance Disbursing Unit	2 Dec 49-24 Apr 51
3019 Base Svcs Sq	5 Oct 49-20 May 50
3020 AP Sq	5 Oct 49-20 May 50
3086 AB Gp	5 Oct 49-20 May 50
3090 Instls Gp	5 Oct 49-5 Feb 51
8512 Air Trpt Gp	1 Sep 49-1 May 50
8525 Air Trpt Sq	1 Sep 49-1 May 50
8548 AACS Sq	1 Sep 49-3 Jul 51

1950

2 Cmbt Camera Unit (2 Photo Sq)	1 Sep 50-5 Sep 51
97 FI Sq	1 Dec 50-18 Aug 55
1062 USAF Comms Sq (2046 AACS Sq; 2046 Comms Sq; 2046 Comms Gp; 2046 Comms & Instls Gp; 2046 Comms Gp; 2046 Comms-Comp Sys Gp; 645 Comms-Comp Sys Gp; 88 Comms Gp)	18 Dec 50-
ARDC	16 Nov 50-24 Jun 51
HQ Air Engrg Dev Div	1 Jan 50-14 Nov 50

1951

1125 USAF Fld Activities Gp	1 Jun 51-1 Jul 61
1126 Air Intelligence Svc Sq	1 Jun 51-1 Jul 53
2750 AB Gp	5 Feb 51-10 May 55
2750 AP Sq	5 Feb 51-1 May 54
2750 Food Svc Sq	5 Feb 51-l May 54
2750 Pers Processing Sq	5 Feb 51-1 Jun 53
2956 Air Intelligence Sq	25 Apr 51-14 Jun 51
3061 Spt Sq (6500 Spt Sq)	5 Feb 51-20 Aug 53
3062 Spt Sq (6501 Spt Sq)	5 Feb 51-20 Aug 53
3063 Spt Sq	1 May 5l-14 Feb 52
7300 Mat Con Gp	17 Jan 51-6 Aug 51
Air Dev Cen, Prov	22 Mar 51-1 Apr 51
Air Dev Force (Wright Air Dev Cen)	1 Apr 51-15 Dec 59
Air Tech Intelligence Cen	21 May 51-1 Jul61

1952

1 Explosive Ord Displ Sq	16 Jun 52-7 May 54
6 Wea Gp	20 Apr 52-18 Jun 58
3190 Mat Con Gp	5 Jan 52-28 May 52

1953

1350 Photo Svc Sq (1350 Motion Picture Sq)	1 Aug 53-30 Jun 69
3090 Air Dep Wg	5 Dec 53-1 Jun 54
USAF Tech Intelligence Sch	1 May 53-1 Jul 61

1954

2700 Explosive Ord Dspl Sq	7 May 54-6 Jul 55
3500 USAF Recruiting Wg	20 May 54-8 Jul 59

1955

56 FI Sq	18 Aug 55-1 Mar 60
58 Air Div, Bomb (58 Air Div, Def)	8 Sep 55-1 Feb 59
1478 Flt Svc (1289 AACS Sq)	1 Jul 55-18 Apr 57
3079 Avn Dep Wg	6 Feb 55-1 Jul 62
4717 Gnd Observer Sq	8 Sep 55-1 Sep 58

1956

799 AC&W Sq	8 Feb 56-1 Oct 56
Sch of Business	23 Jul 56-27 Jun 66
Sch of Engrg	23 Jul 56-

1958

2702 Explosive Ord Displ Sq	1 Jul 58-1 Feb 62
AMC Aeronautical Sys Cen	15 Sep 58-1 Apr 61

1959

66 Avn Dep Sq (66 Mun Maint Sq)	15 Sep 59-30 Sep 72
922 Air Rflg Sq	1 Dec 59-30 Sep 75
4043 Armnt & Elect Maint Sq	1 Oct 59-1 Feb 63
4043 Fld Maint Sq	1 Oct 59-1 Feb 63
4043 Orgnzl Maint Sq	1 Oct 59-1 Feb 63
4043 Strat Wg	1 Apr 59-1 Feb 63
4043 Spt Sq (4043 Cmbt Def Sq)	1 Oct 59-1 Feb 63
USAF Recruiting Svc	8 Ju1 59-15 Jun 65
Wright Air Dev Div	7 Dec 59-1 Apr 61

1960

42 Bomb Sq	1 Jun 60-1 Feb 63
8401 AF Res Base Spt Gp (8318 AF Res Base Spt Gp)	1 Sep 60-31 Dec 62

8401 AF Res Base Spt Sq	1 Sep 60-1 Jan 62
8401 Mat Sq	1 Sep 60-1 Jan 62
AF Museum (USAF Museum; NMUSAF)	1 Dec 60-
USAF Central Motion Picture Film Depository (USAF Central Audio-Visual Depository)	1 Sep 60-15 Oct 60
USAF Radiological Health Lab	1 Apr 60-8 Feb 69

1961

2726 AF Cataloging Gp	6 Sep 61-1 Mar 64
6570 Aerosp Med Rsch Lab	1 Dec 61-8 Sep 79
Foreign Tech Div (AF Foreign Tech Cen; Foreign Aerospace Science and Technology Center; Natl Air Intel Cen; Natl Air & Space Intel Cen)	1 Jul 61-1 Oct 12
HQ Aeronautical Sys Div, (HQ Aeronautical Systems Center)	20 Mar 61-1 Oct 12

1962

17 Armnt & Elect Maint Sq (17 Avncs Maint Sq)	15 Nov 62-30 Sep 75
17 Bomb Wg	15 Nov 62-30 Sep 75
17 Fld Maint Sq	15 Nov 62-30 Sep 75
17 Orgnzl Maint Sq	15 Nov 62-30 Sep 75
4043 Abn Msl Maint Sq	1 Nov 62-1 Feb 63
Dayton Contract Mgmt Dist	29 Mar 62-1 Oct 65

1963

17 Abn Msl Maint Sq	1 Feb 63-25 Mar 68
17 Armnt & Elect Maint Sq (17 Avncs Maint Sq)	1 Feb 63-30 Sep 75
17 Cmbt Def Sq (17 Scty Pol Sq)	1 Feb 63-30 Sep 75
17 Fld Maint Sq	1 Feb 63-30 Sep 75
17 Orgnzl Maint Sq	1 Feb 63-30 Sep 75
34 Bomb Sq	1 Feb 63-30 Sep 75
Aerosp Rsch Labs	13 Aug 63-1 Ju1 75
AF Aero Propeller Lab	5 Aug 63-15 Jan 80
AF Avncs Lab	5 Aug 63-15 Jan 80
AF Flight-Dynamics Lab	5 Aug 63-15 Jan 80
AF Mat Lab	5 Aug 63-15 Jan 80
Sys Engrg Gp	21 Aug 63-15 Nov 67

1964

23 Med Svc Sq	8 Mar 64-31 Jan 73
AF Contract Law Cen (AFMC Law Cen; AFMC Law Ofc)	15 Oct 84-
AFLC ICBM Deactivation Task Force [Prov]	10 Dec 64-1 Aug 65
HQ AF Packaging & Eval Activity (AF Packaging Eval Agency)	22 May 64-23 Sep 94

1966

4 Maint Sq [Mobile]	1 Ju1 66-1 Oct 78
4 Sup Sq, Mobile [Spt]	1 Ju1 66-1 Oct 78
2762 Maint Sq (2762 Log Sq; 645 Mat Sq)	1 Apr 66-14 Jul 06

1967

3030 Spt Sq	1 Oct 67-1 May 79
AFLC Advd Log Sys Cen	1 Oct 67-1 Feb 70

1968

17 Abn Msl Maint Sq	25 Jul 68-31 Dec 74
2863 GEEIA Sq (1828 Elect Instls Sq)	1 Oct 68-30 Jun 77
Nuclear Engrg Cen	8 Apr 68-30 Jun 71

1969

AF Contract Maint Cen	8 Apr 69-1 Oct 90
USAF Radiological Health Lab	8 Feb 69-29 Sep 76

1970

1 CE Gp	16 Mar 70-1 Nov 71

1971

4950 Test Wing (Tech) (4950 Test Wg)	1 Mar 71-30 Jun 94

1972

17 Mun Maint Sq	1 Oct 72-30 Sep 75
2763 Sup Sq	1 May 72-1 Jul 83
3070 Computer Svcs Sq	1 Jan 72-1 Jul 83

1973

2750 CE Sq (combined with 2750 Svs Sq to form2750 Engrg & Svc Gp; 645 Civ Engrg Gp; 645 Civ Eng Gp; 88 CE Gp)	1 Jan 73-31 Dec 01
2750 Mat Sq (2750 Log Sq)	1 Jan 73-10 Sep 90
2750 Scty Pol Sq	1 Jan 73-1 Mar 75
3025 Mgmt Engrg Sq	1 Oct 73-30 Sep 93

1974

2732 Acquisition Logs Ops Sq	1 Ju1 74-1 Jul 76
2764 Trnsp Ops Sq	1 Feb 74-1 Jul 83

1975

4950 Armnt & Elect Maint Sq (Avionics Maint Sq)	1 Jul 75-30 Jun 94
4950 Fld Maint Sq	1 Jul 75-30 Jun 94
4950 Orgnzl Maint Sq	1 Jul 75-30 Jun 94
4951 Test Sq	1 Jul 75-25 Jul 83

4952 Test Sq	1 Jul 75-30 Jun 94
4953 Test Sq	1 Jul 75-30 Jun 94
6592 Mgmt Engrg Sq	1 Feb 75-1 Jan 78
AF Wright Aeronautical Lab (Wright R&D Cen; Wright Lab)	1 Jul 75-31 Oct 97

1976

15 Wea Sq	1 Jan 76-1 Apr 80
35 Med Svc Sq	1 Jan 76-Unknown
87 Aerl Port Sq	1 Dec 76-
HQ AF Acquisition Logs Div (HQ AF Acq Log Cen; HQ Acq Log Div; HQ Cen Supportability & Tech Ins)	7 May 76-1 Oct 93

1977

3552 USAF Recruiting Sq (338 USAF Recruiting Sq)	16 Dec 77-

1978

56 Tac Tng Sq	1 Oct 79-Unknown
401 Cmbt Logs Spt Sq	1 Oct 78-
AF Aerosp Med Rsch Lab (Armstrong Aerosp Med Rsch Lab)	8 Sep 79-13 Dec 90
AFLC Intl Logs Cen (AF Scty Asst Cen)	1 May 78-1 Oct 12

1980

2750 Scty Pol Sq (645 Scty Pol Sq; 88 Scty Pol Sq; 88 Scty For Sq)	16 Mar 80-

1981

1815 Test & Eval Sq (AF Comms Cnd OTEC)	1 Jun 81-29 Mar 91
Logs Audit Region	15 Sep 81-Unknown
Res Tac Ftr Gp Prov 9906	1 Oct 81-1 Jul 82

1982

89 Tac Ftr Sq (89 Ftr Sq)	1 Jul 82-1 Jul 94
906 Cmbt Spt Sq	1 Jul 82-1 Jul 94
906 Consold Acft Maint Sq	1 Jul 82-1 Jul 94
906 Tac Ftr Gp (906 Ftr Gp)	1 Jul 82-1 Jul 94

1983

906 CE Sq	31 Oct 83-1 Jul 94
Log Mgmt Sys Cen (Materiel Sys Cen; Materiel Sys Gp; Dev & Fldg Sys Gp; 544 Elec Sys Gp)	1 Jul 83-30 Jun 10
Log Opns Cen	1 Jul 83-26 Oct 90

1984

Wright-Patterson Contracting Cen	15 Nov 84-26 Jun 92

1985

2750 Svs Sq (combined with 2750 CE Sq to form 2750 Engrg & Svc Gp; 645 Civ Engrg Gp; 645 Civ Eng Gp; 88 CE Gp)	1 Jun 85-31 Dec 00
AFLC Inspec & Safety Cen	1 Jul 85-1 Jul 92

1986

HQ Log Info Sys Div (Log Comms Div)	1 Jan 86-1 Oct 90

1987

HQ AF Distribution Agency	16 Feb 87-26 Oct 90

1989

3100 Specialized Msn Sq (615 Specialized Msn Sq)	18 Dec 89-1 Oct 94

1990

2750 Comp Sq	10 Sep 90-1 Oct 92
2750 Log & Opns Gp (645 Log & Opns Gp; 88 Log Gp; 88 Log & Opns Gp)	10 Sep 90-1 Oct 02
2750 Msn Spt Sq (645 Msn Spt Sq; 88 Msn Spt Sq; 88 For Spt Sq)	10 Sep 90-
2750 Sup Sq (645 Sup Sq; 88 Sup Sq)	10 Sep 90-31 Aug 98
2750 Trans Sq (645 Trans Sq; 88 Trans Sq)	10 Sep 90-31 Aug 98

1991

AFROTC Fld Tng Unit	1 Apr 91-31 Jul 91

1992

645 Mor, Wel, Rec & Svs Sq	1 Oct 92-1 Oct 93
645 Wea Sq (645 Wea Flt; 88 Wea Flt; 88 Wea Sq)	1 Oct 92-30 Sep 05
AF Materiel Comd	1 Jul 92-
HQ Jnt Log Sys Cen	2 Mar 92-30 Apr 99

1993

47 Alft Flt	31 May 93-30 Sep 04
645 Civ Engrg Maint Sq (645 Civ Eng Maint Sq; 788 Civ Eng Sq)	1 Oct 93-31 Dec 00
645 Civ Engrg Opns Sq (645 Civ Eng Opns Sq; 88 CE Sq)	1 Oct 93-31 Dec 00
645 Opns Spt Sq (88 Opns Spt Sq)	1 Oct 93-
645 Spt Gp (88 Spt Gp; 88 Msn Spt Gp)	1 Oct 93-
907 Alft Gp	1 Apr 93-30 Sep 94

1994

74 Aero Med Sq (88 Aero Med Sq)	1 Oct 94-
74 Dental Sq (88 Dental Sq)	1 Oct 94-
74 Med Opns Sq (88 Med Opns Sq)	1 Oct 94-
74 Med Spt Sq (88 Med Spt Sq)	1 Oct 94-
88 Comms Sq	1 Oct 94-
88 Equip Maint Sq (88 Maint Sq)	1 Oct 94-31 Aug 98
89 Alft Sq	1 Oct 94-
356 Alft Sq	1 Oct 94-30 Jun 06
445 Acft Maint Sq	1 Oct 94-
445 Acft Sq	1 Oct 94-
445 Aeromed Evac Sq	1 Oct 94-
445 Aeromed Staging Sq	1 Oct 94-
445 Aerospace Med Sq	1 Oct 94-
445 Alft Wg	1 Oct 94-
445 CE Sq	1 Oct 94-
445 Cmbt Log Spt Sq	1 Oct 94-
445 Log Readiness Sq	1 Oct 94-
445 Maint Gp	1 Oct 94-
445 Maint Opns Sq	1 Oct 94-
445 Maint Sq	1 Oct 94-
445 Msn Spt Gp	1 Oct 94-
445 Opns Gp	1 Oct 94-
445 Ops Spt Sq	1 Oct 94-
445 Scty For Sq	1 Oct 94-
AFMC CE Sq (AFMC CE Ofc)	1 Oct 94-31 Jul 13

1997

HQ AF Research Lab	1 Apr 97-

2000

AF Institute Advcd Distrib Lrng	1 Oct 00-20 Mar 08

2002

413 Flt Test Sq (412 Test Wg: 412 Elec War Gp)	31 Oct 02-

2003

74 Surg Opns Sq (88 Surg Opns Sq)	10 Sep 03-

2004

54 Alft Sq	30 Sep 04-31 Dec 06
88 Cons Sq	1 Jul 04-30 Jun 10
88 Diag & Thera Sq	2 Aug 04-

2005

88 Comp Sq	1 Jul 05-
HQ 555 Intr Gp	8 Nov 05-30 Jun 10
555 Intr Mat Sq	8 Nov 05-30 Jun 10
755 Intr Mat Sq	8 Nov 05-30 Jun 10
555 Intr Spt Sq	8 Nov 05-30 Jun 10
555 Log Sq	8 Nov 05-30 Jun 10
Abn Elec Atk Sys Sq (651 Aero Sys Sq)	18 Jan 05-30 Jun 10
AC-130 Sys Sq (667 Aero Sys Sq)	18 Jan 05-30 Jun 10
Aging Acft Sys Sq (646 Aero Sys Sq)	18 Jan 05-16 Mar 09
Cbt Electronic Sys Sq (647 Aero Sys Sq)	18 Jan 05-30 Jun 10
Cbt Sys Sq (641 Aero Sys Sq)	18 Jan 05-30 Jun 10
Com Deriv Sys Sq (655 Aero Sys Sq)	18 Jan 05-30 Jun 10
F-117 Sys Sq (650 Aero Sys Sq)	18 Jan 05-30 Jun 10
HQ Agile Cbt Spt Sys Wg (77 Aero Sys Wg)	18 Jan 05-30 Jun 10
HQ B-1 Sys Gp (326 Aero Sys Gp)	18 Jan 05-30 Jun 08
HQ B-2 Sys Gp (726 Aero Sys Gp)	18 Jan 05-30 Jun 08
HQ Big Safari Sys Gp (645 Aero Sys Gp)	18 Jan 05-
HQ C-130 Sys Gp (866 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ C-17 Sys Gp (516 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ C-5 Sys Gp (716 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ F-15 Sys Gp (912 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ F-16 Sys Gp (312 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ Ftr Atk Sys Wg (312 Aero Sys Wg)	18 Jan 05-30 Jun 10
HQ Global Hawk Sys Gp (303 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ Lg Rge Strike Sys Wg (326 Aero Sys Wg)	18 Jan 05-30 Jun 08
HQ Mob Sys Wg (516 Aero Sys Wg)	18 Jan 05-30 Jun 10
HQ Recon Sys Wg (303 Aero Sys Wg)	18 Jan 05-30 Jun 10
HQ Simulator Sys Gp (677 Aero Sys Gp)	18 Jan 05-30 Jun 10
HQ Spec Opns Fore Gp (356 Aero Sys Gp)	18 Jan 05-30 Jun 08
HQ Tng Acft Sys Gp (337 Aero Sys Gp)	18 Jan 05-30 Jun 08
Internatl Sys Flt	18 Jan 05-14 Jul 06
Jt Pri Acft Tng Sys Sq (664 Aero Sys Sq)	18 Jan 05-30 Jun 10
Lg Acft Infra Counter Sys Sq (654 Aero Sys Sq)	18 Jan 05-30 Jun 10
MC-130 Sys Sq (668 Aero Sys Sq)	18 Jan 05-30 Jun 10
Propulsion Sys Sq	18 Jan 05-14 Jul 06
Sensors, Data Lks and Gp Sta Sys Sq (659 Aero Sys Sq)	18 Jan 05-30 Jun 10
T-1 Sys Sq (662 Aero Sys Sq)	18 Jan 05-30 Jun 10
T-38 Sys Sq (663 Aero Sys Sq)	18 Jan 05-30 Jun 10
Tanker Sys Mod Sys Sq (653 Aero Sys Sq)	18 Jan 05-30 Jun 08
U-2 Sys Flt (674 Aero Sys Flt)	18 Jan 05-30 Jun 08
Det 3, AFWA (Det 3, 16 Wea Sq)	1 Oct 05-

2006

640 Aero Sys Sq	14 Jul 0630 Jun 10

642 Aero Sys Sq	14 Jul 06-30 Jun 10
643 Aero Sys Sq	14 Jul 06-30 Jun 10
644 Aero Sys Sq	14 Jul 06-30 Jun 10
652 Aero Sys Sq	14 Jul 06-30 Jun 08
656 Aero Sys Sq	14 Jul 06-30 Jun 10
657 Aero Sys Sq	14 Jul 06-30 Jun 10
658 Aero Sys Sq	14 Jul 06-30 Jun 08
669 Aero Sys Sq	14 Jul 06-30 Jun 10
670 Aero Sys Sq	14 Jul 06-30 Jun 10
HQ 577 Aero Sys Gq	14 Jul 06-30 Jun 10

2007

88 Inp Ops Sq	3 Jul 07-
478 Aero Sys Wg (478AESW)	2 Apr 07-12 Jun 09
AFMC Intel Sq (21 Intel Sq)	13 Sep 07-
HQ 478 Aero Sys Gp	2 Apr 07-30 Jun 10
HQ 778 Aero Sys Gp	2 Apr 07-12 Jun 09
HQ 878 Aero Sys Gp	2 Apr 07-12 Jun 09
HQ 777 Aero Sys Gp	10 Aug 07-30 Jun 10
HQ Global Log Spt Cen (Prov)	30 Apr 07-28 Mar 08

2008

HQ 711 Human Perf Wg	25 Mar 08-
HQ 591 Sply Chain Mgt Gp	31 Mar 08-1 Oct 12
401 Sply Chain Mgt Sq	1 Apr 08-1 Oct 12
402 Sply Chain Mgt Sq	1 Apr 08-1 Oct 12
403 Sply Chain Mgt Sq	1 Apr 08-1 Oct 12
HQ Air & Cyberspace Analysis Gp (HQ Air & Cyberspace Intel Gp)	15 Apr 08-
Aircraft Analysis Sq	15 Apr 08-
Comd Contr Comm & Cptr/Info Ops Analysis Sq	15 Apr 08-
Cyber Analysis Sq (Operational Rqmts Sq)	15 Apr 08-
Electronic Analysis Sq	15 Apr 08-
Engng Analysis Sq	15 Apr 08-
Integrated Air Def Sys Analysis Sq	15 Apr 08-
HQ Data Analysis Gp (Geospatial & Signatr Intel Gp)	15 Apr 08-
Foreign Mat Exploit Sq	15 Apr 08-
Geospatial Intel/Msmt & Signtr Intel Analysis Sq (Geospatial Intel Analysis Sq) (Persistent Infrared Analysis Sq)	15 Apr 08-
Imag Analysis Sq (Geospatial Intel/ Mesurmnt & Signatres Intel Innovation Sq; Persistent Infrared Analysis Sq)	15 Apr 08-
Info Exploit Sq	15 Apr 08-
Sig Analysis Sq	15 Apr 08-
HQ Global Threat Analysis Gp (Global Exploit Intel Gp)	15 Apr 08-

HQ Global Threat Analysis Sq (GlobalActivities Sq)	15 Apr 08-
Future Threats Analysis Sq	15 Apr 08-
Regional Threats Analysis Sq	15 Apr 08-
HQ Space & Msl Analysis Gp (HQ Space, Missiles and Forces Intel Gp)	15 Apr 08-
Ballistic Msl Analysis Sq	15 Apr 08-
Counterspace Analysis Sq	15 Apr 08-
Space Analysis Sq	15 Apr 08-
Special Analysis Sq	15 Apr 08-1 Oct 2012
HQ 702 Aero Sys Gp	30 Jun 08-30 Jun 10
HQ 703 Aero Sys Gp	30 Jun 08-30 Jun 10
HQ 812 Aero Sys Gp	30 Jun 08-30 Jun 10
HQ 823 Aero Sys Gp	30 Jun 08-30 Jun 10
HQ 836 Aero Sys Gp	30 Jun 08-30 Jun 10
HQ 877 Aero Sys Gp	30 Jun 08-30 Jun 10
637 Aero Sys Sq	30 Jun 08-30 Jun 10
638 Aero Sys Sq	30 Jun 08-30 Jun 10
10 Fld Invstg Sq	23 Jun 08-30 Jun 10

2009

671 Aero Sys Sq	12 Jun 09-30 Jun 10
672 Aero Sys Sq	12 Jun 09-30 Jun 10
673 Aero Sys Sq	12 Jun 09-30 Jun 10
Det 3, 16 Wea Sq	18 Nov 09-

2010

404 Sup Chain Mgmt Sq	30 Jun 10-
405 Sup Chain Mgmt Sq	30 Jun 10-1 Oct 12
Global Activities Sq	2 Aug 10-
Operational Rqmts Sq	2 Aug 10-
HQ Enterprise Sourcing Gp (HQ AF Inst Cntract Ag)	28 Oct 10-
770 Bus Spt Sq	28 Oct 10-1 Oct 13
771 Enterprise Sourcing Sq	28 Oct 10-

2011

USAFSAM	15 Sep 11-

2012

HQ AF Life Cyc Mgmt Cen (AFLCMC)	9 Jul 12-
Mesurmnt & Signatr Intel Analysis Sq	1 Oct 12-
Det 2, 10 AF	1 Oct 12-

2013

655 ISR Gp	28 Sep 13-
64 Intel Sq	15 Sep 13-
71 Intel Sq	15 Sep 13-
88 Log Readiness Sq	10 Oct 13-

2014

14 Intel Sq	17 Apr 14-
88 CE Gp	1 Oct 14-
88 CE Sq	1 Oct 14-
788 CE Sq	1 Oct 14-