

80 YEARS OF EXCELLENCE

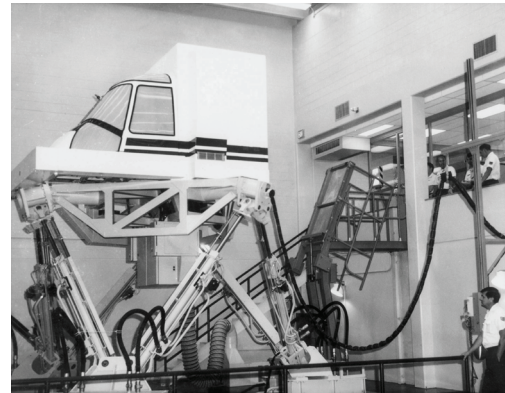


HILL AIR FORCE BASE IN THE 1970s



June 19, 1970

The first flight of Minuteman III (LGM-30G) Intercontinental Ballistic Missiles (ICBMs) became operational at Minot AFB, North Dakota. Hill AFB shipped the first LGM-30G in a C-141 Starlifter after its assembly at Air Force Plant 77 in April 1970.



April 1, 1971

Military Airlift Command (MAC) assigned the 1550th Aircrew Training and Test Wing (ATTW) and its seven squadrons to Hill AFB. The unit operated on Hill until March 15, 1976.



June 1971

Hill AFB implemented the test version of the Advanced Logistics System (ALS). This third-generation, near-real-time computer system provided timely information for logistics support to Air Force units.



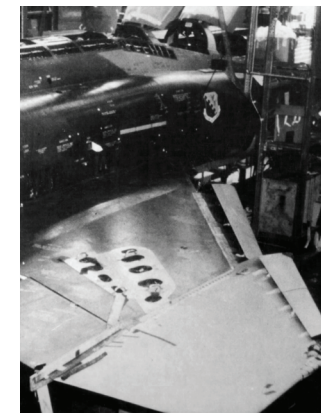
December 9, 1971

Strategic Air Command (SAC) announced designation of Hill AFB as one of six satellite "alert" bases. From January 1973 to July 1975, crews from Detachment 1 of the 456th Bombardment Wing (Heavy) stood alert at Hill AFB with B-52s.



April 30, 1972

Hill AFB held a groundbreaking ceremony to initiate construction of a new 11-floor, 120-foot-tall Aircraft Control Tower, completed on March 15, 1974.



April 30, 1972

The first F-4E Phantom arrived at Hill AFB for leading edge slats modification. The depot's Maintenance Division completed the first aircraft on April 3, 1973, and a total of 304 aircraft by April 14, 1976, when this modification program ended.



January 1, 1973

The Reserve 508th Tactical Fighter Group (TFG) activated at Hill AFB, assigned the F-105 Thunderchief.



April 10, 1977

Headquarters Air Force announced the designation of the 388th Tactical Fighter Wing (TFW) as the first operational F-16 unit. The first F-16 to land at Hill AFB arrived on July 15, 1977, during a test flight from Edwards AFB, California.



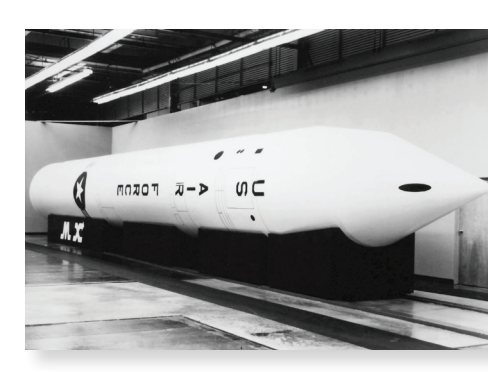
December 20, 1976

Hill AFB became the worldwide system and maintenance manager of the F-16 Fighting Falcon, the new fourth generation fighter.



December 12, 1975

Tactical Air Command (TAC) reassigned the 388th Tactical Fighter Wing (TFW) to Hill AFB from Korat Royal Thai AB, Thailand, equipped with 54 F-4Ds.



September 2, 1975

Air Force Logistics Command (AFLC) assigned Hill AFB system management responsibility for the MX Advanced Intercontinental Ballistic Missile System (later known as Peacekeeper).



March 1, 1975

Detachment 10 of the 37th Air Rescue and Recovery Squadron (ARRS) began operations at Hill AFB, equipped with two UH-1N helicopters. The organization inactivated on July 1, 1976. On the same day, Detachment 4 of the 41st Rescue and Weather Reconnaissance Wing activated at Hill AFB equipped with the two UH-1N helicopters.



April 1, 1974

To clearly indicate its worldwide role in support of national defense policy, the Air Force Logistics Command (AFLC) re-designated the Ogden Air Materiel Area (OOAMA) as the Ogden Air Logistics Center (OO-ALC).



February 1, 1978

Hill AFB installed its first traffic signal, located at the intersection of 6th and Liberty.



July 1, 1978

Detachment 4 of the 40th Aerospace Rescue and Recovery Squadron (ARRS) arrived as a tenant unit at Hill AFB. The unit operated at the installation from July 1, 1978, to December 31, 1987, flying the UH-1N Iroquois.



November 15, 1978

The first F-16 aircraft assigned to the 388th Tactical Fighter Wing (TFW) arrived at Hill AFB. The unit first used the aircraft for maintenance training, after which it became an operational trainer.



November 30, 1978

Hill AFB hosted a ceremony to mark the closure of Air Force Plant 77, where Boeing had assembled Minuteman Intercontinental Ballistic Missiles (ICBMs) since 1960. The day also marked the Air Force's acceptance of the last production Minuteman ICBM.



January 6, 1979

The 388th Tactical Fighter Wing (TFW) received its first operational F-16. The unit held a ceremony to accept control of F-16s from Air Force Systems Command.



June 29, 1979

The first F-16A to come to Hill AFB for depot maintenance arrived.



September 25, 1979

The Ogden Air Logistics Center (OO-ALC) completed maintenance on its first C-5 landing gear assembly following the transfer of the C-5 landing gear workload from the San Antonio Air Logistics Center (SA-ALC).