

Desert Lightning News

Serving Southern Nevada's military community, including Nellis, Creech and NTTR

SEPT. 22, 2023

AN AEROTECH NEWS AND REVIEW PUBLICATION • WWW.AEROTECHNEWS.COM

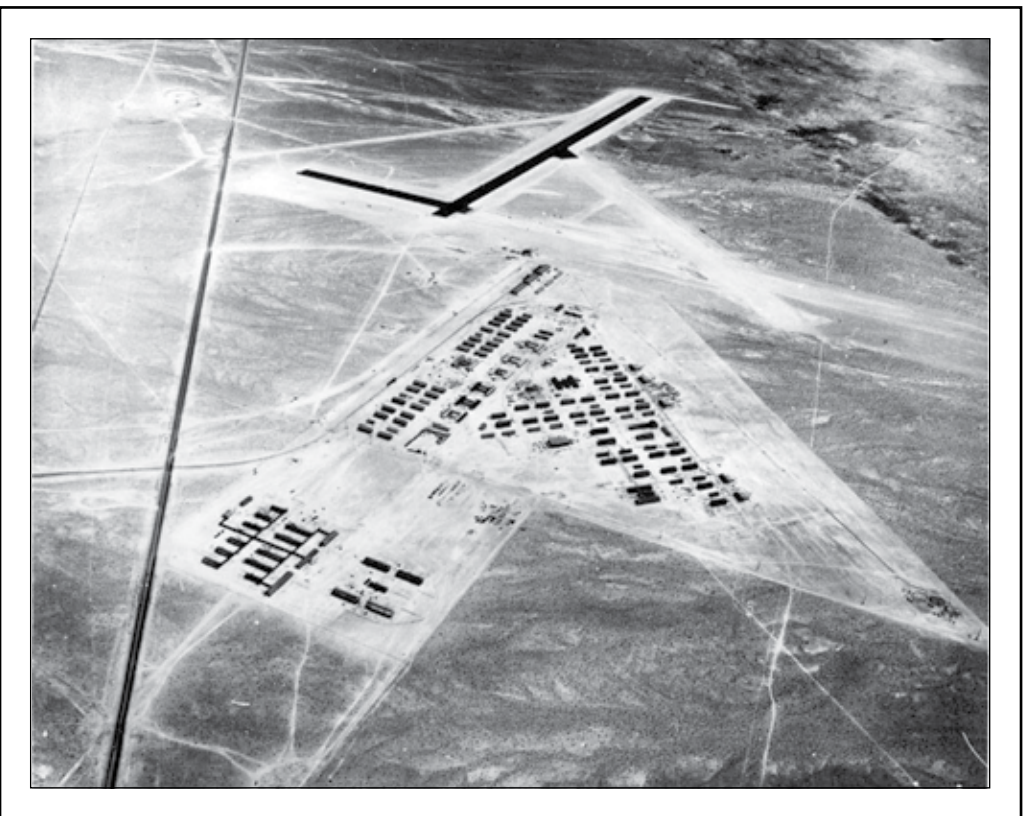
A HISTORY OF NELLIS AND CREECH



1st Lt. William Nellis



Gen. Wilbur L. Creech



Air Force photograph
An aerial view of Las Vegas Army Air Field in July 1941.



Nellis AFB, circa 2018.

Air Force photograph



In this special issue, we look at the history of both Nellis and Creech Air Force Bases.

HISTORY OF NELLIS AND CREECH



Air Force photograph

Nellis AFB circa 1956. This photograph is taken from the flightline, looking out what is now Fitzgerald Boulevard. The then-new family housing is in the upper left hand corner, and nothing is across Las Vegas Boulevard. Many of the World War II "temporary" buildings are visible, some of which would be remodeled/renovated multiple times into the early 1980s.



Air Force photograph

Nellis Air Force Base in Nevada.

1st Lt. William H. Nellis



Air Force photograph

1st Lt. William Nellis

William Harrell Nellis was born on March 8, 1916, and was a United States fighter pilot who flew 70 World War II combat missions. He was shot down three times, the last time — on Dec. 27, 1944 — fatally.

On April 30, 1950, the Las Vegas Air Force Base in Nevada was renamed Nellis Air Force Base in his honor.

Soon after his birth in Santa Rita, N.M., Nellis and his parents Cecil and Marguerite, moved to Searchlight, Nev., and, when he was 13, to Las Vegas. He graduated from Las Vegas High School. He did not go to college, but subsequently joined the Army Enlisted Reserve Corps on Dec. 9, 1942, training in Albany, Ga. He was commissioned a flight officer on Jan. 7, 1944. On July 9, 1944, Nellis was assigned to the 513th Fighter Squadron, in support of Gen. George Patton's Third Army.

On Dec. 27, 1944, flying a P-47 Thunderbolt during the Battle of the Bulge, he was shot down by ground fire while strafing a German convoy in Luxembourg. He was too low to bail out. Nellis' remains were recovered from his wrecked aircraft the following April. He was buried at Henri-Chapelle American Cemetery and Memorial near Liège, Belgium.

The first airport in Las Vegas was Anderson Field, opened in 1920 on the southeast corner of what is now Sahara and Paradise. It was renamed Rockwell Field in 1928 and the lease expired in 1929.

What we now know as Nellis Air Force Base traces its physical origins to a new airfield built in 1929 by W.A. "Pop" Simon eight miles northeast of Las Vegas along US 91, the Salt Lake City Highway. This was initially known as the Las Vegas Airport.

In 1933, the airfield was bought by Western Air Express, and was a primary passenger and mail stop on the Los Angeles-Salt Lake City route.

In the fall of 1940, the airfield was surveyed for use as an Army Air Forces Flexible Gunnery School to teach aerial gunners who would fly the B-17 Flying Fortress into combat. The city of Las Vegas bought the field on Jan. 2, 1941, for \$10, and on Jan. 5, 1941, the U.S. Army leased the field. Initially, the airfield was a dual-use facility with one side operating as McCarran Airport. Construction on the military side started in March 1941, and Las Vegas Army Air Field was dedicated in October of 1941. The first class

See **NELLIS**, on Page 3



Desert Lightning News Staff

Paul Kinison, Publisher, Aerotech News and Review
Stuart Ibberson, Editor
Tinna Sellie, Editorial Layout
Sandy Bueltel, Advertising Sales

CONTACT: Editorial Staff at 334-718-3509

For editorial staff: e-mail editor@aerotechnews.com

CONTACT: Advertising Sales at 661-945-5634

For display ads: e-mail sbueltel@aerotechnews.com or billwhitham@aerotechnews.com

For classified ads: e-mail classifieds@aerotechnews.com

Desert Lightning News, So. Nevada edition is published by Aerotech News and Review, a private firm in no way connected with the U.S. Air Force. Contents of Desert Lightning News, So. Nevada edition are not necessarily the official views of, or endorsed by, Aerotech News and Review, the U.S. government, the Department of Defense or the Department of the Air Force.

The appearance of advertising in this publication, including inserts and supplements, does not constitute an endorsement by the Department of Defense, the

Department of the Air Force or Aerotech News and Review of the products or services advertised.

Everything advertised in the publication shall be made available for purchase and use of patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation or any other non-merit factor of the purchaser, user or patron.

The deadline for submissions to Desert Lightning News is no later than Monday, 4:30 p.m., the week of desired publication date.

For all submissions, a name and phone number of a person to contact must be included in the event questions arise.

All material is edited for accuracy, brevity, clarity and conformity to the AP Style Guide, to include military ranks and proper writing etiquette.

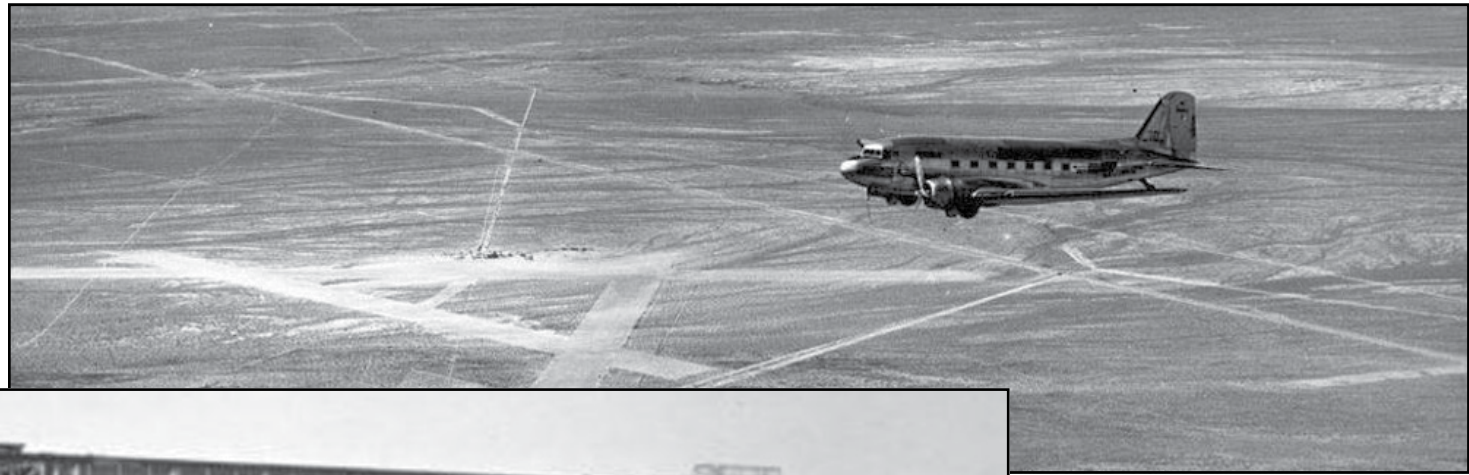
Corrections: Desert Lightning News staff members strive for accuracy each week. If you notice an error in fact, contact the Desert Lightning News staff at 334-718-3509, or e-mail editor@aerotechnews.com, and we will consider publishing a correction when appropriate.

Desert Lightning News, So. Nevada edition can also be viewed online @ www.aerotechnews.com

NELLIS, from Page 1

started training January 1942.

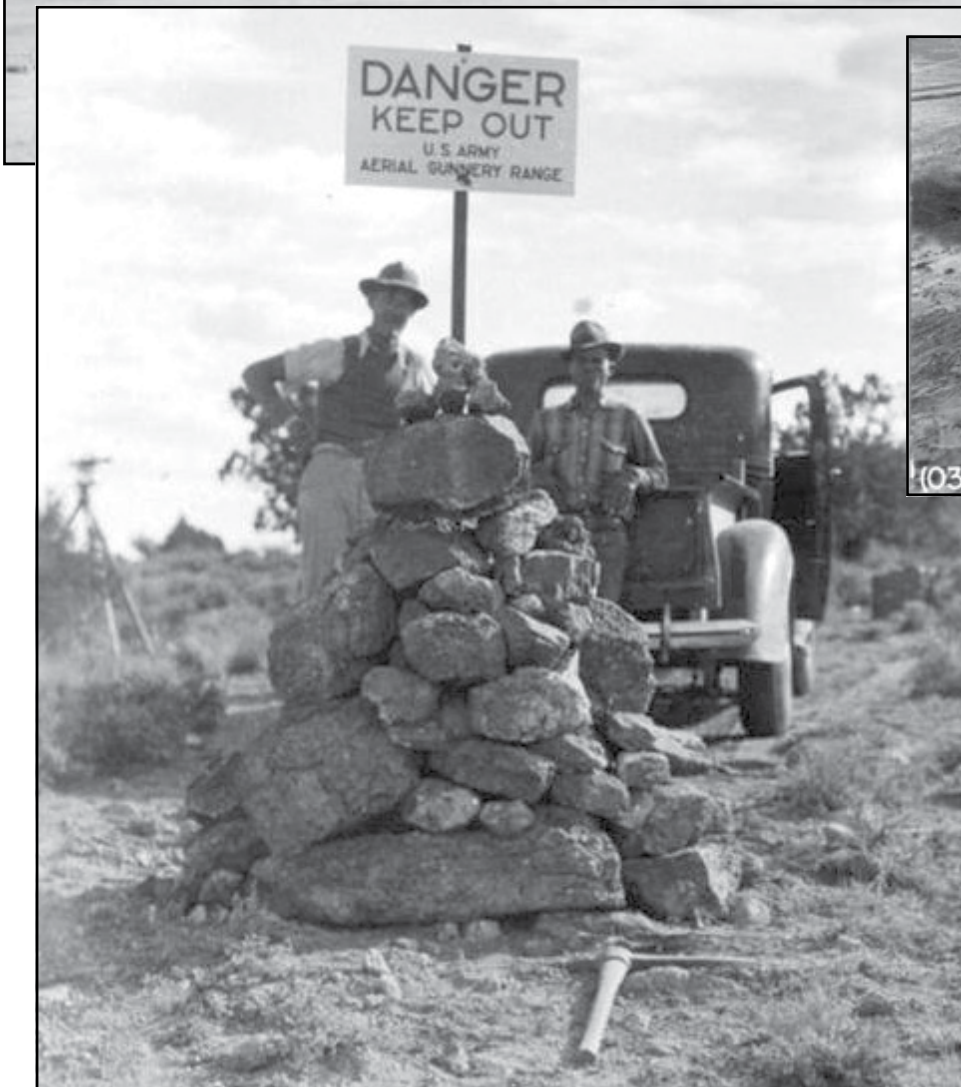
Nevada was considered almost ideal for aerial training as the state is 109,802 square miles and in the 1940 census recorded 110,247 residents — 48th of 48 states in lowest number of residents. At the time, Las Vegas boasted a population of 8,422 — and there were only 16,414 in all of Clark County.



Courtesy photograph
Las Vegas Western Air Express Field, now Nellis Air Force Base, Nev., in November 1940. The building is the passenger terminal, built in 1939.



Left: A hangar is under construction at the Las Vegas Army Air Field. This is now the Thunderbird Hangar.



Air Force photograph

Gunnery ranges, including those along the Sheep Mountains, needed to be surveyed and marked.



Air Force photograph

The Las Vegas Army Air Field/McCarran Airport front gate circa 1942. The pillars are now in front of the public aviation entrance to McCarran International Airport on Las Vegas Boulevard.

in nearby Henderson in operation.

Almost 60,000 men trained as B-17 and B-29 gunners during World War II, initially with AT-6s and obsolete B-10s, later replaced by B-17s and TB-25s and then, in early 1945, highly modified TB-24s with B-29 gun turrets and fire control radar. Advanced training was conducted at Indian Springs Sub-Post, using airspace over the three-million acres of the Tonopah and Las Vegas Bombing & Gunnery Ranges shared with Tonopah Army Air Field, now Nye County Airport.

In July and August of 1942, the base hosted Ronald Reagan and Burgess Meredith as they starred in the movie *The Rear Gunner*.

Military activities at Indian Springs ceased in September 1945 and the base was closed by December 1945. Military activities wound down at Las Vegas after the end of the war and by December 1946, the base went into standby.

What was then Las Vegas Air Force Base reopened on Jan. 4, 1949, as civilian

passenger operations moved to what is now McCarran International Airport (then known as Alamo Airport). The Nellis AFB Base Ops building was the passenger terminal before civilian flights moved to the current McCarran International Airport location.

Initially, upon reopening, Las Vegas AFB hosted advanced aviation cadets who were training to fly jet fighters, and the first gunnery meet was hosted in May 1949. It was during this timeframe that the U.S. Air Force Aircraft Gunnery School opened.

On May 1, 1950, the base was renamed Nellis AFB in honor of 1st Lt. William H. Nellis, a P-47 pilot from Las Vegas killed near Bastogne, Belgium, during the Battle of the Bulge. During this time, the mission changed to post-graduate fighter pilot gunnery training just as the Korean War started.

In July of 1949, Indian Springs Sub-Post reopened to support the pilot gunnery

Located next to California but not too close (in case the Japanese attacked), it had a decent road and rail network. Nevada was mostly very empty Federal land, useful for ground training ranges with good flying weather and ideal for training that required lots of open airspace. There were however, some mining claims and grazing on federal land that

had to be resolved for safety and military security reasons.

On the flipside, few people and small towns meant people had to move here to build the bases. Additionally, there wasn't a lot of housing or other services for workers, or the troops and their wives and families, made worse in the Las Vegas area with the Basic Magnesium Plant

See **NELLIS**, on Page 4

NELLIS, from Page 3

training at Las Vegas/Nellis AFB. In early 1951, the sub-post was redesignated Indian Springs AFB. As well as supporting training at Nellis, Indian Springs also hosted personnel and aircraft supporting the atomic testing at the Nevada Test Site. The Nevada Test Site (today's Nevada National Security Site) had been carved out of the Tonopah and Las Vegas Bombing and Gunnery Ranges in 1951. Between 1952 and 1961, Indian Springs AFB was assigned to the Air Research and Development Command and, while assigned to ARDC, Nellis AFB maintained a support detachment at the base to manage use of the gunnery ranges between the atomic tests.

On Jan. 26, 1953, the military announced the creation of Lake Mead Base (now known as Area II). Construction of the depot was completed in September 1954, and was manned by 1,000 Navy and Marines Corps personnel. In 1969, the facilities transferred to the U.S. Air Force.

By the end of the Korean War, a second runway was added at Nellis and the original runway and ramp were both extended.

From the end of the Korean War through 1966, one principal mission at Nellis was training fighter pilots in basic and advanced skills with the F-86, F-100 and F-105 aircraft.

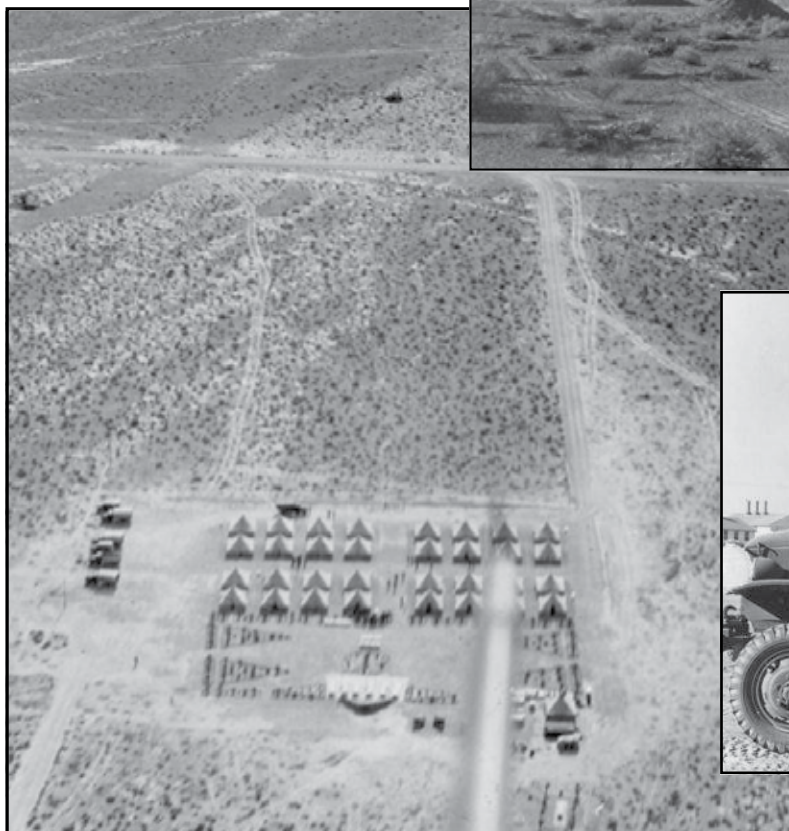
The other primary mission was gunnery and weapons training and testing conducted by the Fighter Weapons School. Since then, the weapons school mission has grown. Originally only open to

See **NELLIS**, on Page 6

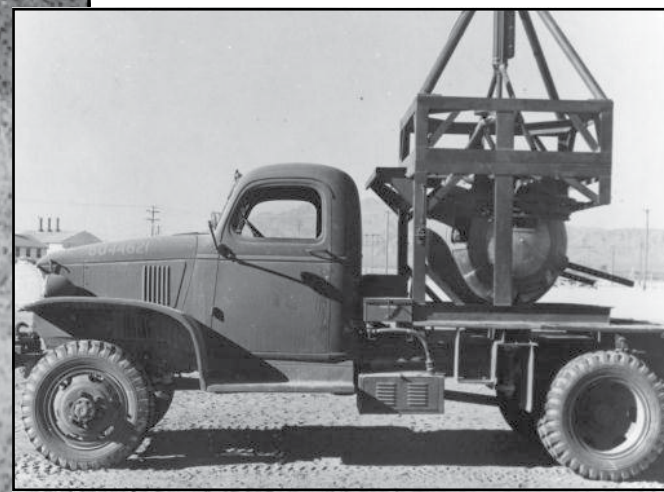
Below: In 1942, Indian Springs was a collection of tents and graded runways but too much dust closed it by March 1942. Runways were built and a cantonment area for 1,000 staff and students was constructed and open by April 1943.



Air Force photograph
Las Vegas Army Air Field circa 1942 looking to the northeast from Las Vegas.



Air Force photograph



Air Force photograph
1942-1945: A mobile Sperry Ball Turret and Stationary Top Turret trainer.

LUXURY LIVING

AIR FORCE EXCLUSIVE PERKS!

Nellis and Creech Air Force personnel and veterans

\$1000 OFF

select 2 BEDROOM apartments

\$300 OFF

Preferred Employer discount

Plus waived app, admin and deposit OAC

ENJOY LIFE IN BALANCE.

Smart, cozy living begins with an inviting new apartment home near centennial hills.

FOR LEASING INFORMATION

brownstonevegas.com • (702) 425-7321

A FULL SERVICE FIRM

DEMPSEY, ROBERTS & SMITH, LTD.

Security Clearance Issues, Personal Injury, Probate, Family Law, Wrongful Death and more

Call to schedule an appointment
Dempsey, Roberts & Smith, Ltd.
Attorneys at Law

702-388-1216

1130 Wigwam Parkway • Henderson, Nevada 89074
www.drsltd.com

HISTORY OF CREECH AIR FORCE BASE



The Legacy of Creech Air Force Base

Creech Air Force Base, Nev., is home to the famed “Hunters” of the 432nd Wing and 432nd Air Expeditionary Wing.

The once-modest installation hosts the global Remotely Piloted Aircraft Enterprise and related operations of the British Royal Air Force’s No. 39

Squadron, the 556th Test and Evaluation Squadron, the Nevada Air National Guard’s 232d Operations Squadron, and the Air Force Reserve’s 726th Operations Group.

Creech AFB arose from a small training site erected in the aftermath of the brutal Dec. 7, 1941, aerial attack on Pearl Harbor, an event that thrust America and the newly organized U.S. Army Air Forces into World War II. First envisioned as a simple sub-post “tent city” military training camp, by March 1942 three graded-earth landing strips with taxiways were in place with additional plans to construct more permanent facilities that included an auxiliary landing field for the parent Las Vegas Army Air Field. In the following seven decades the installation’s roles and missions focused on a sudden call to duty—preparing Airmen for combat and other roles in service to the nation.

Built one mile northwest of the community of Indian Springs, and about 35 miles northwest of the city of Las Vegas,

the sub-post was known as the Indian Springs Airport. Before the end of 1942, the Army had a contract for regular facilities there. By February 1943 the camp saw use as a divert field and as a base for air-to-air gunnery training. Later that summer, after the establishment of a four-engine ground training school for B-17 co-pilots, the airport’s full complement of aircraft included 29 B-17s, 18 TC-26s and 6 AT-61 trainers. In early 1945, as World War II began to wind down, so too did the missions at Indian Springs, and at year’s end the installation was in stand-by status with maintenance by a small housekeeping staff. As part of the post-war drawdown, both Indian Springs Airport and Las Vegas Army Air Field (today’s Nellis AFB) inactivated in January 1947.

Along with Las Vegas Army Air Field, Indian Springs Airport reopened in January 1949 after the birth of an Independent Air Force and the onset of the Cold War. Assigned to Air Training Command, the major command

redesignated the field Indian Springs AFB as the site prepared for the arrival of its first permanently assigned Air Force unit in 1950. A renewal of airpower innovation and tactics in the new service during the Korean War left its mark on Indian Springs AFB. In July 1952, the base transferred to the Air Research and Development Command and realigned under the Air Force Special Weapons Center in Albuquerque, New Mexico. After the 3600th Air Demonstration Team “Thunderbirds” moved to Nellis AFB in June 1956, the Indian Springs airfield became their primary air demonstration practice site.

In 1961, control of the installation at Indian Springs shifted to Tactical Air Command. The base’s myriad roles throughout the 20th century belied its size and resources. A successive string of host and tenant organizations, ranging from groups to detachments, provided support

————— See **CREECH**, on Page 6

NEVADA BALLET THEATRE

The NUTCRACKER

Music by Peter Ilyich Tchaikovsky
Choreography by James Canfield

DECEMBER 8–24, 2023

SPECIAL MILITARY DISCOUNT
50% OFF*
USE CODE NBTHEROES
*LIMIT 6 SEATS

Value Pricing for Select Dates

NEVADA BALLET THEATRE
NBT

THE SMITH CENTER

(702) 749-2000 • NEVADABALLET.ORG

DANCER PHOTO BY BILL HUGHES FEATURING BETSY LUCAS.

Gen. Wilbur L. Creech



Air Force photograph

Gen. Wilbur L. Creech

Wilbur L. Creech was born on March 30, 1927, in Argyle, Mo., and died aged 76 on Aug. 26, 2003, in Henderson, Nev. He is interred at Arlington National Cemetery.

His first experience with the military was when he enlisted as a private in July 1944 after graduating from Emmetsburg High School in Iowa. Later He earned a Bachelor of Science degree from the University of Maryland, a master's degree in international relations from The George Washington University, and gradu-

ated from the National War College in 1966. He received his wings and commission in September 1949 as a distinguished graduate of flying training school.

His 35-year career (1949-1984) saw him fly 103 combat missions over North Korea, and 2 ½ years teaching advanced gunnery to students from 14 nations at Luke AFB, Ariz. In 1953, he joined the USAF aerial demonstration team, the Thunderbirds, and flew 125 official demonstrations in the United States and South America.

In June 1960 Creech was named director of operations, USAF Fighter Weapons School at Nellis Air Force

Base, Nev., where he served until February 1962.

Creech transferred to Vietnam in November 1968, as deputy commander for operations of the 37th Tactical Fighter Wing, Phu Cat Air Base. After six months with the wing, during which he flew 177 combat missions, he became assistant deputy chief of staff for operations, Headquarters Seventh Air Force in Tan Son Nhut Air Base, Saigon.

From 1978 to 1984, he served as commander of Tactical Air Command, headquartered at Langley AFB, Va. As TAC commander, he pushed for the development of high-technology weapons systems that could

overcome the expected numerical superiority of the Warsaw Pact forces. He championed the "roll back" doctrine that focused on the suppression of enemy air defense as the initial priority, progressing from the front to the enemy's rear area to remove the threat to attacking aircraft and reduce the need for the low-level penetration tactics otherwise required to evade integrated air defense systems. In order to do this he promoted the development and fielding of long-range weapons that could be used day and night and in all weather.

He was a command pilot, experienced in 40 different military fighter, cargo and reconnaissance aircraft.

CREECH, from Page 5

to on- and off-site missions. Critical but little known responsibilities included support to the Continental Nuclear Test Program and service as a key staging base for the delivery of testing materials to the Soviet Union for joint verification tests. The base's proximity to such remote but essential locations led to the arrival of its most distinguished visitor on Dec. 8, 1962, as President John F. Kennedy arrived at Indian Springs AFB before proceeding by helicopter to the Nevada Test Site for an inspection of those facilities.

On April 13, 1964, the Air Force redesignated Indian Springs AFB as Indian Springs Air Force Auxiliary Field and assigned it to Nellis AFB. During this era the base had two enduring and well-known roles. It provided range maintenance for sections of the massive Nellis Test and Training Range. Concurrently, it served as a recurring host base for deployments of Airmen and aviators from all the services in search of realistic, less constrained field training. Despite

these vital and persistent contributions to critical missions and the development of air superiority, the base acquired no singular operational mission of its own. A detachment of UH-1N helicopters in the 1970s and 1980s constituted the only aircraft unit assigned to the installation.

Following the inactivation of Tactical Air Command in 1992, Indian Springs AFAF fell under the new Air Combat Command. A new era began on Dec. 13, 1996, with the first flight of the RQ-1 Predator remotely piloted aircraft at the airfield. In a defining moment of history, on the Nellis AFB Range, the Predator conducted the first successful firing of a Hellfire missile in February 2001.

This transformation of a reconnaissance platform into an offensive weapon would, in a few short years, transform Indian Springs from a center of support to a center of operations reaching far beyond the horizons of the Nevada desert.

On June 20, 2005, with the transfer of the remotely piloted aviation mission to Indian Springs growing rapidly, the U.S. Air Force redesignated Indian Springs AFAF as Creech AFB in honor of Gen.

Wilbur L. Creech. Naming the installation for General Creech, commander of Tactical Air Command from 1978 to 1984, and a veteran of more than 275 combat missions in Korea and Vietnam, was doubly fitting. Dubbed the "father of the Thunderbirds," General Creech served as a Thunderbird pilot and senior mentor. As vice commander of Aeronautical Systems Division, his advocacy for systems development and acquisition paved the way for the Predator RPA.

On March 13, 2007, the arrival of the first MQ-9 Reaper at Creech marked another milestone in the base's growing fleet of remotely piloted aircraft. The U.S. Air Force elevated the standing of RPA Enterprise on May 1, 2007, with the activation of the 432nd Wing. Establishment of the 432nd Air Expeditionary Wing at Creech on May 15, 2008 acknowledged the full spectrum of these operations.

On Aug. 30, 2012, the 799th Air Base Group stood up to improve operating support at the base. Then, on December 5, 2014, the 726th Operations Group of the Air Force Reserve Command unfurled its flag at Creech in a direct

reflection of the expansion and enduring importance of the total force integration at the Hunters' main operating base.

A final ceremony on Feb. 6, 2015, marked the end of the Silver Flag Alpha mission at Creech. The 99th Ground Combat Training Squadron inactivated shortly thereafter on 1 April 2015. A significant shift in primary roles and missions saw the activation of the Persistent Attack and Reconnaissance Operations Center in October of 2017. Further, the 432nd Mission Support Group activated in July of 2019 in a change of stewardship between the 99th Air Base Wing and the 432nd Wing.

Present-day Creech AFB serves as the vibrant main operating base of the 432nd Wing and 432nd Air Expeditionary Wing. With a 3,000-strong workforce, it sustains around-the-clock overseas contingency operations against global terrorism. Born at the onset of a world war that imperiled America over three-quarters of a century ago, this seemingly unassuming base continues to live up to a legacy of defending this nation against all who would threaten it.

NELLIS, from Page 4

fighter pilots, weapons controllers were added 1984 and intelligence officers in 1998. The school has continued to expand, adding bombers in 1992, rescue helicopters in 1995, and more recently courses in space operations and mobility operations.

In June 1954, Nellis and Indian Springs hosted the first all-jet gunnery meet and in August 1954, the first F-100 was assigned to Nellis. Indian Springs also hosted the 1959 World Congress of Aviation flying events.

In 1956, the U.S. Air Force Thunderbirds aerial demonstration team converted from the F-84F

Thunderchief to the F-100C Super Sabre — giving the team supersonic capability. The conversion was also accompanied with a relocation from Luke AFB, Ariz., to their new home at Nellis AFB.

On Dec. 31, 1956, F-86 training at Nellis was discontinued. On July 1, 1958, the base and mission transferred from Air Training Command to Tactical Air Command and the 3595th Combat Crew Training Wing (Fighter) was redesignated the 4520th Combat Crew Training Wing (Tactical Fighter). On Aug. 1, 1960, the first F-105 (a D model) was delivered to Nellis AFB and assigned to the Fighter Weapons School.

On Oct. 4, 1962, T-33s and F-86s return to Nellis as it reassumed training foreign pilots in the Military Assistance Program.

On Jan. 1, 1966, the U.S. Air Force Fighter Weapons School was redesignated from a named activity to a named unit, assigned to the 4525th Combat Crew Training Wing, later becoming the 57th Fighter Weapons Wing (now the 57th Wing). Also in 1966, the F-105 operational training mission left in preparation for a new mission.

In January 1968, the 474th Tactical Fighter Wing, a combat ready deployable fighter wing moved to

———— See **NELLIS**, on Page 7



Air Force photograph

By the end of the Korean War, a second runway was added and the original runway and ramp were both extended.

NELLIS, from Page 6

Nellis with the F-111. This also brought another new mission to Nellis with Operational Test & Evaluation for the F-111; the OT&E mission continues today with the 53rd Wing. The 474th TFW was at Nellis AFB from 1968-1989 flying the F-111, the F-4 and then the F-16A before inactivating.

In October 1972, Nellis AFB added to its mission, activating the 64th Fighter Weapons Squadron as an Aggressor squadron and hosting the first Red Flag training exercise over the Nellis Range in November 1975. Initially operated F-5 aircraft (the F-5 was quite similar in size and handling to the Soviet fighters of the time such as MiG 19s and MiG 21s), derived from the T-38, the Aggressors simulated the Soviet aircraft performance and tactics of the day, switching to F-16s in 1990. Initially fighter-only exercises, today's Red Flag exercises train in air, space and cyberspace with U.S. and allied air forces.

In the early 1980s, two classified missions took up residence on the Test Range. First was Constant Peg, with the 4477th Test and Evaluation Flight (later Squadron) whose pilots studied and operated a number of Soviet fighter jets acquired through various means and then flying them against selected U.S. Air Force, U.S. Navy and U.S. Marine Corps pilots to train them against jets they might see in combat. The unit was disbanded in 1990.

In 1984, the F-117 stealth fighter, operated by the 4450th Tactical Group moved to Tonopah, training in secrecy until unveiled to the public in 1989; after Desert Storm, they relocated to Holloman AFB, N.M., until the aircraft was retired in 2008.

Another major exercise was added in 1990 when Air Warrior, now Green Flag West, transferred from George AFB, Calif. Green Flag West is an air-to-ground exercise designed to train Air Force units in ground support operations with the Army at their National Training Center at Fort Irwin, Calif., in the Mojave Desert.

The importance of Indian Springs AFB, later Air Force Auxiliary Field, slowly declined as nuclear weapons testing went underground after 1962,



RP-63C Pinball flying gunnery targets on the ramp at Indian Springs.

Air Force photograph

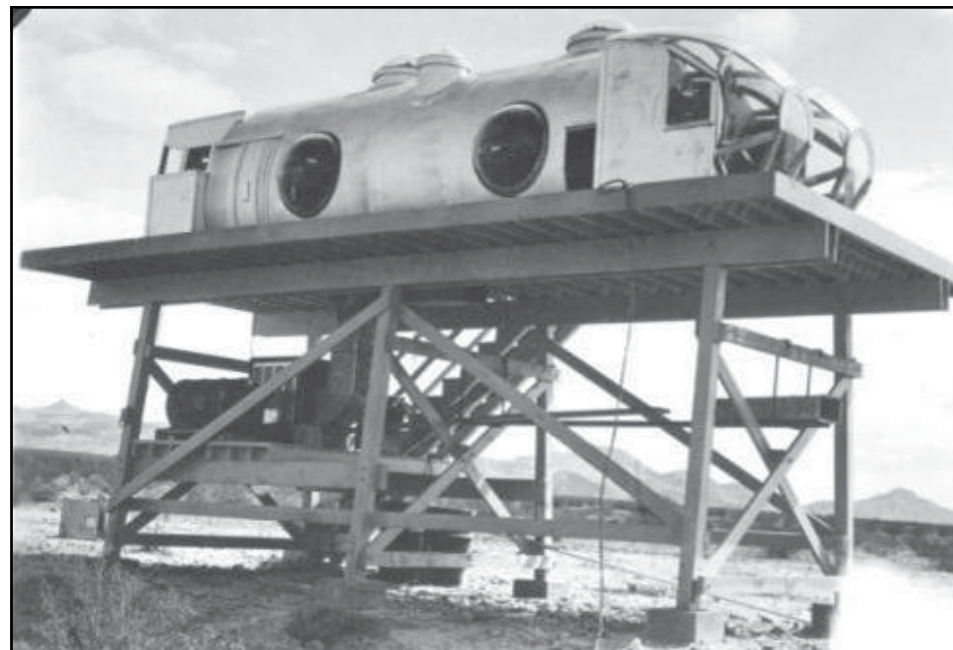
although it served as a training area for the Thunderbirds each winter. In 1981, a new school called the Tactical Combat Arms School was started on Range 63A, followed by Silver Flag Alpha, for training air base defense in a desert environment with Indian Springs as their support area. The schools were merged in 1982 and operated continuously under several names until the 99th Ground Combat Training Squadron inactivated April 1, 2015.

In 1996 unmanned aerial vehicle operations started at then-Indian Springs AFAF under the 57th Operations Group. From reconnaissance-only aircraft to today's MQ-9 Reapers, the mission expanded to the point where the 432nd Wing/432rd Air Expeditionary Wing was activated in 2007 to focus on this mission.

Indian Springs AFAF was renamed Creech Air Force Base on June 20, 2005, honoring Gen. Wilbur L. "Bill" Creech, an early Thunderbird pilot and later the Fighter Weapons School Director of Operations before commanding Tactical Air Command, May 1, 1978, to Nov. 1, 1984. He passed away in August 2003.

The physical area of the Nevada Test & Training Range of almost 3 million acres traces its history back to the Tonopah and Las Vegas Bombing and Gunnery Ranges in World War II. A combination of land owned by the military and Bureau of Land Management lands set aside by Congress over the years, ranges and training aids have been regularly improved to ensure training over the range remains the most realistic possible.

The training and testing missions have continued to evolve; today, Nellis AFB hosts the USAF Warfare Center, six wings and more than 50 tenant units and activities.



1942-1945: A B-29 Left Turret Gunnery Trainer.

Air Force photograph



Two 240mm Atomic Cannon sit at Nellis AFB, May 8, 1953. A nuclear blast cloud can be seen in the in background.

Air Force photograph



Air Force photograph

Las Vegas Army Air Field, circa 1945. The base closed in December 1946, but reopened in January 1949 after commercial services had moved to the current McCarran International Airport.



Air Force photograph

The first Boeing B-17E Flying Fortress arrived at Las Vegas Army Air Field on Aug. 28, 1942. Initially, it was only used for ground training, but by December 1942, B-17 co-pilots were also being trained as a byproduct of the gunnery training missions.

— Nellis Aircraft throughout history —

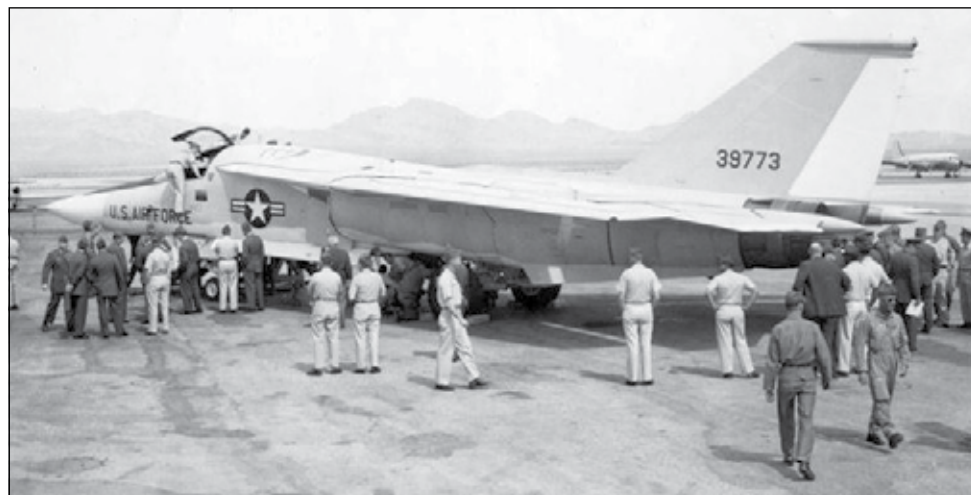


Air Force photographs

1960-1975: The F-105 Thunderchief



1965-1985: The F-4 Phantom, and 1993-1996: F-4G Wild Weasel



1967-1992: The F-111 Aardvark was the first Nellis OT&E program.



1971-1977: A-7D Corsair was used by the Weapons School, and later replaced with the A-10 Thunderbolt II.



1977-Present: The A-10 Thunderbolt II, commonly referred to as "The Warthog."



1972-1989: The F-5 of the Aggressor Squadron was similar in size and handling to the Soviet fighters of the time such as MiG 19s and MiG 21s.



The F-16 Aggressor began service in 1988 and is still in use. The F-15 Aggressor saw service as part of Red Flag from 2005 to 2016.



1980-1989: The F-16A Falcon

Ask us, your local Las Vegas Insurance Agents, about Medicare!

Darin is a **disabled veteran**, who retired in 2010 after serving for 22 years. He uses the veteran healthcare system and understands how veteran insurance can go hand-in-hand with Medicare. His wife, Ronilin, can relate to veteran spouses and guide them with their Medicare choices.

Some Medicare Advantage plans may compliment your VA, Tricare for Life and Champ VA benefits, save you money, and offer:

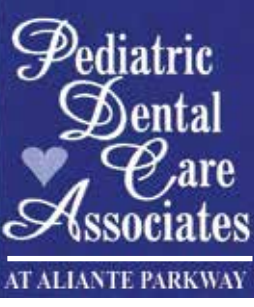
- ✔ Part B premium reduction that gives you back \$100 in Social Security monthly
- ✔ Dental
- ✔ Gym Membership
- ✔ Over-the-Counter Products
- ✔ Worldwide Benefits
- ✔ Second Opinions
- ✔ Hearing
- ✔ Vision




Give us a call today!
702-277-4753 (TTY: 711)
 Monday – Friday 8 AM – 5 PM

Darin and Ronilin Weidauer
 8524 Del Webb Blvd, Las Vegas, NV 89134
 darinweidauer@ecos.care
 www.EcosMedicareSolutions.com

By calling the number, you will be directed to licensed insurance agent. We do not offer every plan available in your area. Any information we provide is limited to those plans we do offer in your area. Please contact Medicare.gov or 1-800-MEDICARE to get information on all of your options. MULTIPLAN_AGAMO202259_M. 56289_060822_MK.



Pediatric Dental Care Associates
AT ALIANTE PARKWAY




DENTISTRY FOR CHILDREN

Specializing in dentistry for children of all ages, including those with special needs.

Board Certified Pediatric Dentists
Dr. Jon P. Galea
Dr. Elizabeth J. McGee

702-853-7322




SPECIAL SERVICES

- Nitrous Oxide
- Sedation
- Hospital Dentistry

Most insurances accepted.

www.pediatricdentalcareassociates.com • 6365 Simmons St., Suite 100 • North Las Vegas • Located at the SW corner of Aliante and Centennial Parkway

Finding cures.
Saving children.®
St. Jude Children's Research Hospital®
800-822-6344 • stjude.org



St. Jude patient Isabelle with her mom, Abigail, SFC, U.S. Army National Guard
A CFC Participant. Provided as a public service.

Creative Real Estate Associates

RENTAL HOMES IN

- North Las Vegas
- Las Vegas
- Henderson

Rents from \$750
Contact us
702-450-5778
www.CreativeRE.com

Moving with your pet?
Skip the hassle!

Worldwide Pet Transport Specialists
Safety and Care!



Pets4Jets.com
(714) 868-7475
@JetPetUK

Jeffrey W. Ziegler, D.O.
Board Certified in
Osteopathic Manipulative Medicine

Medical and Manipulative Treatment
for Musculoskeletal Pain and Injury

Experienced Tricare Provider


62 North Pecos Rd., Suite C • Henderson, NV 89074
(702) 433-3355
www.nevadaosteopath.com



CRAIG RANCH VILLAS
370 Casa Norte Dr, North Las Vegas, NV
2 & 3 Bedroom Apartment Homes • 642-0140

- Only 6 miles from Gate
- Pet Friendly
- Fireplaces
- Washer & Dryers
- Non-Smoking Units*
- Reduced Rates for Military

Swimming Pool, Spa, Fitness Center, Club House,
Covered Parking, Tot Lot, Vaulted Ceilings,
Quiet Residential Neighborhoods



30th

HOME FOR THE

Holidays

We're filling **35** homes with furniture for those in need!

To The Las Vegas Community,

Once again, it's time for Walker Furniture's **"Home For The Holidays"** program... a time for giving back to the community we live and work in. It's our **30th** year of helping families in need.

If you know of a family or person in need, please submit a letter explaining the situation. Visit us online at WalkerFurniture.com and click on the Home For The Holidays link or you can email a letter to submissions@walkerfurniture.com.

Or mail a letter to:
Larry Alterwitz
Walker Furniture
301 S. Martin Luther King Blvd., Las Vegas, Nevada 89106

An independent panel will help make the final selections. It's important to submit your letters today. Letters must be received no later than December 12, 2023. Send your letters today, you can change someone's life forever.

Sincerely,
Larry Alterwitz
CEO, Walker Furniture

301 S. MARTIN LUTHER KING BLVD. LAS VEGAS, NV 89106 / 671 MARKS ST. HENDERSON, NV 89014
STORE HOURS: MON.-SAT. 10AM-8PM / SUN. 10AM-6PM / SHOP 24/7@walkerfurniture.com



**TODAY, WE
HONOR YOU
AND ALL THAT
YOU DO FOR
OUR COUNTRY**

THANK YOU FOR YOUR SERVICE,
YOUR SACRIFICE, AND SELFLESSNESS.

Advertise your business with a greeting or special offer
to veterans in the **November 3, 2023** edition.

When you advertise in the special Veterans Day edition,
you can show your support and appreciation to the
veterans community and expand your military reach.

Don't miss out on the opportunity to advertise.

Advertising reservation deadline is **October 23, 2023**

Call today at **(877) 247-9288 (toll free)** or **(661) 855-6034**
to reserve your space in this very special keepsake edition.

Or, email Sandi at: **sbueltel@aerotechnews.com**

Aerotech News & Review • High Desert Warrior - Ft. Irwin NTC
Desert Lightning News - Nellis AFB • Thunderbolt - Luke AFB
Desert Lightning News - Davis-Monthan AFB

 **AEROTECHNEWS.COM**

661-945-5634 • 877-247-9288 • www.aerotechnews.com
www.thinkmilitaryads.com • www.facebook.com/AerotechNewsandReview/

REACH THE BEST MARKET



**Military - Aerospace - Veterans
In Print and Digital**



AEROTECHNEWS.COM

Your one-stop source of news and information for military, defense industry and aerospace professionals as well as aerospace enthusiasts, and military veterans.

We offer our advertisers access to a great market of employed, educated professionals with stable incomes.

Phone: 661-945-5634 • Toll free: 877-247-9288

www.aerotechnews.com • www.thinkmilitaryads.com

www.facebook.com/AerotechNewsandReview

ALWAYS FREE ACCESS!

Frequent Updates — Breaking News — Local • Regional • National

NO LIMITATIONS ONLY POSSIBILITIES

JT4 is proud to support the rich history and future of Nellis Air Force Base.



TEST / TACTICS / TRAINING / TECHNOLOGY

JT4LLC.COM

The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement.