

## UTA Lunch Menu

Salad bar will be provided both days

### Saturday

Main Line & Short Order  
1100-1230

#### MAIN LINE:

Maverick's Spicy Brown Rice Pilaf  
Red Target Swedish Meatballs  
Kicking ACE Chicken Carbon Bleu  
Drop Zone Jefferson Noodles  
In-Coming Grilled Asparagus  
Goose's Calico Corn  
Dinner Rolls  
Soup – Loaded Potato  
Assorted Desserts

#### SHORT ORDER LINE:

Chicken Wraps  
French Fries  
Onion Rings  
Nachos & Cheese  
Chili  
Burgers

### Sunday

Main Line & Short Order  
1100-1230

#### MAIN LINE:

Chicken Katsu w/Japanese Curry  
Beef Teriyaki  
Japanese Noodles w/Mushrooms  
Rice  
Broccoli  
Oriental Vegetable Blend  
Spring Rolls  
Dinner Rolls  
Soup-Hot & Sour  
Assorted Desserts

#### SHORT ORDER LINE:

Chicken Wraps  
French Fries  
Nachos & Cheese  
Chili  
Wings Hot/BBQ  
Burgers

IF YOU ARE ACTIVE GUARD RESERVE (AGR), ON ANY KIND OF ORDERS (ANNUAL TRAINING, STATE ACTIVE DUTY, MPA, TITLE 10), OR AN OFFICER YOU MUST PAY.

\*Regular Meal Rate: \$5.55\*

### This Month's Lodging

Lodging for this UTA is at the Best Western. Members must sign-in with the hotel representatives to ensure they are accounted for in the rooms. Failure to sign-in or not showing up for a confirmed reservation will result in by-name notification to AW/CC. The cut-off day for reserving a room is COB three days prior to drill. The cut-off day to cancel reservations is COB two days prior to drill.

Members are authorized Friday night stays if they are outside the commuting distance. Please see the map on SharePoint.

Members on any type of orders will make their own reservations and pay for it on their GTC. Services provides at least two base billeting list updates during the month to provide a list of members who are currently signed up for lodging.

All RUTA lodging requests must be submitted NLT 72 hours before needed and all RUTA lodging is provided at Stead. If member goes elsewhere or does not notify Services in advance, charges will not be reimbursed. If a member is on any type of orders, the member will make their own reservations and pay for it on their GTC. The member then will be reimbursed on their travel voucher with the receipt.

Members can contact Services' billeting office at:  
775-788-9320 or at 152aw.lodging@ang.af.mil.

#### High Roller News

In accordance with Department of Defense Instruction 5120.4, the High Roller News is an authorized, unofficial publication of the Nevada National Guard. Content is not necessarily the official view of, nor is it endorsed by, the U.S. government, the Department of Defense, the Nevada National Guard or the state of Nevada.

High Roller News is published monthly for all current members of the Nevada Air National Guard, civilian employees, National Guard retirees and government leaders in the state of Nevada. High Roller News is distributed electronically through all Public Affairs channels for information distribution to include the Nevada Air National Guard Sharepoint intranet page. Comments, contributions and letters to the editor must be signed and include the writer's full name and mailing or email address. Letters should be brief and are subject to editing. Other print and visual submissions of general interest to our diverse civilian employees, Nevada National Guard military members, retirees and families are invited and encouraged. The appearance of advertising in this publication, including inserts or supple-

ments, does not constitute endorsement by the Department of Defense or the U.S. Air Force or the Nevada Air National Guard of the products or services advertised. Everything advertised in this publication shall be made available for purchase, use, or patronage without regard to race, color, religion, sex, national origin, age, marital status, physical handicap, political affiliation, or any other nonmerit factor of the purchaser, user, or patron.

Please send articles and photos with name, phone number, e-mail and complete mailing address and comments to:

High Roller News  
152nd Airlift Wing Public Affairs Office  
1776 National Guard Way  
Reno, NV 89502

Or email: paula.s.macomber.mil@mail.mil

Publication of material is determined by available space and reader interest. The staff reserves the right to edit all material.



Vol 26 Issue 4

Nevada Air National Guard

April 2016

### C-130 Anniversary Edition



From left: (retired) Brig. Gen. Chuck Chincock, Maj. Gen. Drennan Clark, Maj. Gen. Giles Vanderhoof, Col. Steve Hanson, Brig. Gen. Larry Cerfoglio and current 152nd Airlift Wing Commander Col. Karl Stark stand on the flight line in Reno on April 4, 2016.

# A lasting legacy

The High Rollers' usually busy flight line — with its 24 RF-4C jets — sat empty during the winter months of 1996.

The planes departed September of 1995, and 152nd Reconnaissance Group was re-designated as the 152nd Airlift Wing three months later. More than 100 personnel re-trained for a new mission. Many left the unit and some retired.

The first C-130 E model rolled onto the flight line with the tail number 1858 on April 9, 1996, exactly two decades ago this drill weekend.

A week later, the unit held an open house and media event for "Hercs are Here Day," officially recognizing the unit's conversion from manned

*C-130 conversion, page 4*

*Story and photo by Tech. Sgt. Emerson Marcus, Nevada National Guard State Historian*



*This photo provided by retired Col. Rick Harvey, taken in the summer of 1981, is believed to be one of the first photos with the 'High Rollers' tail flash.*

## What's the origin of 'High Rollers?'

*By Tech. Sgt. Emerson Marcus  
Nevada Guard State Historian*

The 152nd Airlift Wing's "High Rollers" motto dates back more than three decades at about the same time the unit began its dominant run in tactical aerial reconnaissance competitions.

"When we started doing photo competitions other units started calling us that, saying, 'Here come the High Rollers from Reno,'" retired Chief Master Sgt. John Ternau said.

While many interviewed for this story alluded to its origins when RF-101 jets occupied the flight line (1965-1975), the consensus points to the term's popularization in the 1980s, es-

pecially after an "Airman Magazine" article referencing the unit.

The term certainly alludes to Reno's reputation as a gambling town. Merriam-Webster defines a high roller as a "rich person who spends a lot of money" and a "person who gambles large amounts of money."

But it wasn't simply about gambling. The 152nd Reconnaissance Group — the unit's designation before its tactical airlift mission began in 1996 — was increasingly becoming known for its success in aerial reconnaissance competitions. So, a certain swagger the unit carried supported the nickname.

However, the first known printed reference to "High Rollers" appears in a 1980 "Airman Magazine" article



*By Lt. Col. Shelly Assiff  
152nd Airlift Wing Inspector General*

### **Purpose of the IG System**

An Inspector General (IG) investigation is one aspect of the IG complaints resolution system. IGs have a number of tools to resolve complaints, including dismissal, referral, assist, and transfer. Few complaints that are reported to the IG evolve into a formal investigation. When the complaints move forward into an investigation an investigating officer normally becomes involved when these other tools have not resolved the complaint, and the IG has determined an investigation is appropriate. IG investigations are administrative in nature — they are fact finding rather than judicial proceedings. They are not criminal proceedings in which proof beyond a reasonable doubt is required but



administrative investigations providing commanders with facts upon which to base decisions. Investigations require collection of documents, taking sworn testimony from complainants, subjects, and other witnesses, and documentation of the findings in a Report of Investigation (ROI).

The IG Complaints Resolution Program is a leadership tool to promptly and objectively resolve problems affecting the Air Force mission. When necessary, the IG accomplishes this through objective fact-finding in the form of IG complaint analyses and investigations that address both the concerns of complainants and the best interests of the Air Force.

Questions? Feel free to come by the office, Bldg. 56, Rm. 21 or call (775) 788-9353. 

## Fire. from page 11

how to keep your home and family safe!

Information will include: What home owners can do to better protect their home/property before a wildland fire emergency, what to do when a wildfire is encroaching your community, evacuation operations, and what to take with you in the event of a wildfire emergency.

**May 29th (All Day):** Wildland Fire Awareness Half Marathon and 5K Trail Run at Rancho San Rafael Regional Park, Reno Nevada.

<http://www.livingwithfire.info/events/wildland-fire-awareness-trail-half-marathon-and-5k-race-2>

100% of the proceeds from this event will be donated to the Wildland Firefighter Foundation. The more information that you know about how to prepare for a wildfire emergency, the safer your property and loved ones will be. The NVANG FD and the University of Nevada Cooperative Extension encourage you to attend and take advantage of these great events. More information about wildfire preparedness can be found at <http://www.living-withfire.info/>. Please visit this informational web site to learn more about how to help build a fire adaptive community. 

# AIRMAN'S CLOSET

We will be accepting donations throughout the year.

Quarterly, items will be available for pick up.

Drop off locations:  
IGI Office in Bldg. 600, Room 112  
Clothing Issue Counter in Bldg. 400

Please bring over your serviceable, gently used, military clothing items and rank (sewn on or removed) that you no longer need and donate them to someone who does.

**OPEN THIS DRILL IN SANGA**

Forgot your tie tabs?  
Don't want to pay for those shoulder boards you will wear twice?  
Check the Airman's Closet first.

Save some money and clear out some space in your house and your office!

**DON'T FORGET:**  
Military Ball in May



➔ During the week contact:  
Capt Masten Bethel 788-9392 or  
MSgt Tracy Woodfolk 785-9771

➔ Drill Weekend:  
1LT Kim Whetzel 785-9773 or  
Capt Megan Sharp 788-4649



Retired Maj. Gen. Wayne Adams holds a photo of himself more than 50 years ago after he competed in the first-annual Reno Air Races.

# From fighters to 'recce'

The 152nd's first major conversion was 55 years ago this month

*By Tech. Sgt. Emerson Marcus  
Nevada Guard State Historian*

The old-timers of the Nevada Air Guard often allude to the C-130 conversion 20 years ago as a tumultuous time that many fought but most knew was necessary to extend the mission.

While tough, the conversion saved the Nevada Air National Guard and re-established a new mission at the base in the face of new technology that eliminated the need for tactical manned reconnaissance in the Air Force.

So, the airlift mission took flight in Reno.

But this wasn't the only conversion that rocked the Nevada Air Guard and fundamentally changed its course. From 1948 to 1961, the Nevada Air National Guard maintained a fighter-bomber aircraft mission with P-51 and F-86 aircraft.

That conversion occurred 55 years ago this month.

"For the pilots, I think it hurt our ego more than anything that we didn't shoot bullets anymore," said retired Maj. Gen. Wayne Adams, a pilot who served in the Nevada Air National Guard during the conversion and eventually as the 152nd Tactical Reconnaissance Group's commander, 1977-1984. "It was a big change. There was some pain gener-

### *C-130 conversion, from cover*

reconnaissance to tactical airlift.

While the mission continues today — including a C-130 H3 upgrade this year — the conversion proved a tall task for leadership hoping to maintain the unit's "High Rollers" brand and prestigious reputation built during its three-decade run in reconnaissance.

"We really wanted to keep that fighter and warrior culture," said retired Brig. Gen. Charles Chinnock, commander of the 152nd Airlift Wing, 1994 to 2001. "When we converted, it was my hope we would keep a lot of that culture going. It was the High Roller culture. We didn't want to lose that."

### **'Warrior culture'**

For nearly 50 years — including wartime deployments as a fighter squadron to three decades in reconnaissance — the Nevada Air National Guard flew fighter jets: P-51; F-86; RB-57; F-101 and F-4.

The unit deployed during the Korean War and again in 1967 during the Pueblo Crisis. News reporters dubbed the unit the "High Rollers" as early as 1980 in local and international publications — and the nickname stuck.

The High Rollers won several aerial reconnaissance competitions in the 1980s, regularly besting active duty units. In 1991, the unit deployed during the Persian Gulf War,

executing multiple reconnaissance missions over Iraq.

"The culture was excellent and we had such dedication from both the aircrew and the maintenance people keeping those fighters in good shape," said retired Maj. Gen. Drennan "Tony" Clark, Nevada National Guard adjutant general, 1986-2001. "If we were on deployment, if aircraft came back with any problems, the maintenance crew worked all night."

During the 1980s, training missions usually occurred six days a week with F-4 pilots executing low-altitude, high-speed reconnaissance missions in the day and low-altitude night missions on terrain-following radar at night, soaring around the American West and sometimes over the Pacific Ocean, said retired Brig. Gen. John Molini, who was Nevada Air National Guard chief of staff leading up to the conversion.

"We had F-4s for a long time that our technicians cut their teeth on," said retired Tech. Sgt. John Tyson, longtime broadcast journalist for KOLO-TV in Reno. "They were working on them when they were airmen first class and still working on them as master sergeants. They knew everything about the aircraft."

But McDonnell Douglas ended production of the F-4 in 1985. Additionally, following the Gulf War, new technology and unmanned aircraft for reconnaissance emerged.

be the primary point of contact for Retention.

Finally, some notes about the Unit Career Advisor program. Do you know who your Unit Career Advisor is? Walking around the base, when asked, most Airmen do not what a Unit Career Advisor (UCA) is, or who the UCA is for their squadron. Each squadron has a UCA, and they perform an important role in providing you with career guidance. They are the squadron equivalent of the Retention Office Manager. Your UCA is the single point of contact within your squadron that can assist you with your questions about GI Bill, bonuses, State Tuition Waiver, and most of all your career goals. If you are feeling uncertain about your current career, sit down and talk with them. They are the squadron experts when it comes to knowing and understanding your unit culture. I challenge you to find out who your UCA is, get to know them and see what they can do to help guide and direct your career and education goals.

Thank you, High Rollers for another great month for the Recruiting & Retention Team! If you need any assistance from your Recruiting Retention Managers contact:

Paul Hinen (775) 888-4543

Colleen Glynn (775) 788-4546

Have a great UTA weekend!



### *C-130 conversion, from 7*

a flying mission and could continue on with a flying mission especially here in Reno," he said. "I was willing to take anything as long as I could lobby to get new airplanes."

This year, the unit underwent its second upgrade since the conversion in 1996. The recently-acquired C-130 H3 models are about a decade newer with nearly 10,000 fewer flight hours than the unit's previous C-130 H2 models. They also have new wing boxes and upgraded engines with digital flight instruments and fuel gauges.

The continued pursuit of excellence exhibited among today's High Rollers shows that the unit has successfully carried on that work-ethic and reputation acquired during its reconnaissance days well into a new era at the Nevada Air National Guard Base in Reno, said Col. Karl Stark, commander of the 152nd.

"Our brand is 'High Rollers,'" Stark said. "What that equates to is extraordinary people who do extraordinary things with very, very good equipment. That's why it's important to keep the High Rollers attitude and culture alive. It's important to keep that brand going and the expectation that that brand means something.

"Regardless of the type of airplane on that flight line, that brand means quality and excellence."



## ***Recruiting & Retention***

*By Master Sgt. Paul Hinen  
152nd Airlift Wing Retention Manager*

The Recruiting & Retention team's award-winning tradition continues! This month we are happy to announce the graduation of Staff Sgt. Nicole Munley from the production recruiter course. Munley was singled out at graduation and awarded the "Top Sales Award!" She carries on the award winning tradition joining fellow award winners Staff Sgt. Kraig Kimball who brought home the "Top Sales Performer" and Staff Sgt. Sean Bird "Top Speech" in their respective recruiting courses. The recruiting team has had a busy month in the local community attending multiple high school events as well as travelling to Las Vegas. April will send the recruiting & retention team to their annual certification training and then right back to a full schedule of events. There will be many events

that we could use assistance with.

We are looking for judging assistance for the Skills USA competitions where 1100 high school students will be competing in events in Reno on April 13. The JROTC Raider Challenge at Spanish Springs High School will be held on April 30th. We are hosting some base tours on May 5th and are also in the planning stages to bring the local JROTC schools to the base for a day. Additionally, we have multiple JROTC awards ceremonies at area high schools coming up should any of our High Roller teammates wish to return to their High Schools to present awards. We look forward to working with the High Roller team this month to continue to pursue one of TAG-NV's priorities: community involvement. If you want to accept the challenge and volunteer for any of these great events please contact any of the recruiters.

### **Please Contact:**

Kraig Kimball (775) 788-4544

Sean Bird (775) 788-4547

Nicole Munley (775) 788-4541

Master Sgt. Colleen Glynn will be leaving for RRM school this month and will return in May. With the Recruiting & Retention Manager program up and running, both Hinen and Glynn can provide the full range of recruiting & retention services to you, so please see Hinen for any assistance you need while Glynn is training. Upon her return, she will

While serving as the chairman of the Western Long Range Planning Committee, Molini knew in advance that the F-4 was going to be retired for reconnaissance.

"They were going to be modified F-16s with photo capability and they probably knew at the time that drones were in the pipeline and satellite imagery was getting so good that manned tactical reconnaissance was not a top-of-the-line program," Molini said. "We knew we were going to lose the F4s."

### **Deciding on a new mission**

On Sept. 27, 1995, the last four operational RF-4C reconnaissance jet aircraft in the U.S. military departed from the base in Reno in what was described as a "tear filled ceremony." The event included a golf tournament, cocktail party and photo session with one of the unit's Desert Storm aircraft: Tail No. 886. Today, that same aircraft sits on display at the entrance gate to the Nevada Air National Guard Base in Reno.

The decision to convert to C-130s hinged on several factors, and the option to remain a fighter unit was never entirely off the table.

"Gen. Clark, myself and Chinnock met with (Director Air National Guard Maj. Gen.) Don Sheppard," Molini said. "Sheppard said, 'You guys have two options: F-16s or C-130s?'"

The F-16 option included aging

jets that Nevada Air National Guard leadership felt only kicked the can down the road and risked losing the unit's flying mission altogether, Molini said.

But housing the F-16 aircraft posed a problem along with an ongoing noise debate as the city of Reno expanded with development south of the airport.

"We looked at how we would have to convert the existing base," Chinnock said. "They looked at options of moving to Las Vegas, or Indian Springs."

The Air Guard stayed in Reno, though, as the unit received \$6 million for new construction, including the fuel cell hangar.

Basically, the C-130 mission presented the best option for an extended mission in Reno with a quieter airplane that didn't echo the valley, both Chinnock and Molini said.

Its available cargo room proved capable for airlift missions since its entrance into the U.S. Air Force inventory in 1954 and its ability to takeoff from remote, dirt locations gave it the reputation as the workhorse of military aircraft, even though many in the fighter realm bemoaned the C-130s arrival and compared it to a trash hauler or station wagon.

"There were challenges trying to convince everyone that we don't have a choice," said retired Maj. Gen. Cindy Kirkland, who served as adju-

*C-130 conversion, page 6*

### C-130 conversion, from 5

tant general (2005-2009) and as the Nevada National Guard State Public Affairs Officer during the conversion. "It's either accept the mission or have no flying mission at all and lose the unit. What would you rather do?"

Retired Maj. Gen. Giles Vanderhoof agreed.

"We knew they had a short life (with the F-16s)," he said. "If we took those we stood a chance of not having an airframe to follow them. It was a tough choice to go from fighter to C-130, but it was the smartest thing to do."

Chinnock, the commander, was one of the 100 personnel who left the base to re-train on the C-130. In his absence, then-Col. Larry Cerfoglio served as interim commander.

"Morale was good," Cerfoglio said. "There were a few F-4 pilots who were not happy. They didn't like being thought of as desk jockeys. Many of them left looking to fly another jet."

### Reconnaissance lives

The airlift mission wasn't the only

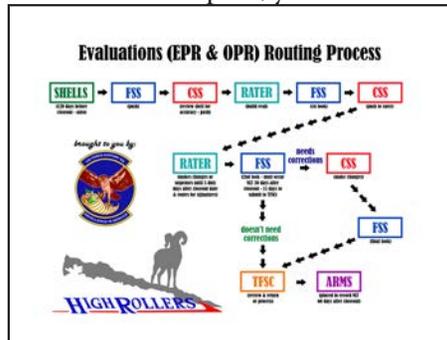
one beginning at the base at this time. In 1994, the 152nd Intelligence Squadron activated and combined the photo processing and interpretation facility (PPIF) functions of the 192nd Tactical Reconnaissance Squadron with the intelligence section of the 152nd Avionics Branch.

Additionally, they entered a new mission also with C-130s before the Hercs arrived at the base: Pacer Coin.

This three-year mission focused on counter drug and firefighting operations and allowed the unit to continue using its F-4 cameras on a roll-on, roll-off pallet connected on the back of the C-130.

"I think our experience in reconnaissance probably led us into the C-130s to begin with and that has led us into what it has become today," retired Chief Master Sgt. Rick Scurry said.

"It was one of the top intelligence units in the world," Chinnock said. "If the Air Force had their druthers, they could have said, 'you're going out into the C-130s, you're just going to haul and transport, you don't need



# Building Fire Adapted Communities

By Tech. Sgt. David Morris  
152nd Civil Engineer Squadron

Many of us live in areas that are surrounded by beautiful trees and natural landscapes. We bought homes in areas that were once vast forests, marsh lands, or natural desert. Our homes were built to be very safe and to have the newest of technology so that our families could live in peace and comfort. But while all of this is considered to be the standard of suburban homes, there are risk factors to living in what is called the wildland urban interface. So what can you do to learn about the risk factors that the area you live in can present?



The month of May is wildfire awareness month and the Nevada Air National Guard Fire Department (NVANG FD) is teaming up with the University of Nevada Cooperative Extension to promote wildfire awareness within our community. The theme this year is "Creating fire adapted communities: The next step in wildfire preparedness." Their goal is to disseminate as much information about wildfire awareness to the people of the Nevada Air National Guard and the local communities in

our area through a number of informative events.

### These Events are:

**May 1st** (8:00 a.m. – 12:00 p.m.): Wildfire Awareness Half Marathon and 5K Trail Run at Spring Mountain Visitors Gateway, Mt. Charleston, Nevada.

<http://www.livingwithfire.info/events/wildfire-awareness-half-marathon-and-5k-trail-run>

100% of the proceeds from this event will be donated to the Wildland Firefighter Foundation

**May 14th & 15th:** NVANG FD and University of Nevada Cooperative Extension personnel will be handing out wildfire awareness information during lunch hours at Building 111 (Dining Facility). Come talk with the experts about



**HUMAN TRAFFICKING**

**If you suspect Human Trafficking  
REPORT IT!**

**Contact the DoD Hotline at:**

**dodig.mil/hotline**  
or call toll-free 800-424-9098

**Visit [ctip.defense.gov](http://ctip.defense.gov)  
for more information.**

For 24/7 assistance, call the National Human Trafficking Resource Center at 1-888-373-7888.

Send written complaints to: Defense Hotline The Pentagon Washington, D.C. 20301-1900

152 Airlift Wing POC is : Major Joe Deese 775-788-4505

**HOTLINE**  
Department of Defense  
[dodig.mil/hotline](http://dodig.mil/hotline)

that and you're going to cut that.' We didn't want to do that. It's not just because of manpower. We realized that the future of the military need-ed intelligence and we had this jewel we should do something with. We had this vision that there should be an Intel Squadron. We always knew that that should be developed."

When the Pacer Coin mission ended in 1998, the Intel Squadron had already moved into the un-manned reconnaissance world with the RQ-4A Global Hawk. It contin-ued new missions with the C-130, including Scathe View, which con-ducted aerial mapping and humani-tarian relief operations following Hurricane Katrina in 2005.

Today, that reconnaissance legacy lives on with the 152nd Intelligence Squadron in Reno along with the Nevada Air National Guard's 232nd Operations Squadron at Creech Air Force Base in Indian Springs, Nev.

### Continuing the flying mission

While reconnaissance took off, the airlift mission sputtered at first with old equipment. All of the origi-nal C-130 E models were about three decades old when they arrived at the base.

"I complained to the bureau about that heavily," Clark said.

In 2000, Hawaii had four C-130 H2 models being replaced. Clark argued at the time that those should come to Nevada. He additionally argued that four more C-130s H2s being used at other units around the country as purely support aircraft should also enter the Nevada fleet.

"Airlift and transport was our primary function," Clark said. "We needed upgraded aircraft to accom-plish our mission."

At the end of his 16-year tenure as the state's adjutant general, Clark re-tired getting his wish in 2001.

"I was just very glad we still had

*C-130 conversion, page 13*

**How to Reach Your Chaplain**

152 AW/HC: 775-788-4651  
Emergency After Hours:  
Ch. Crandell: (209) 324-4904  
Ch. Gilliam: (775) 750-9008  
MSgt Magee, NCOIC: (775) 287-5133

**High Roller Worship Schedule**

**Saturday UTA:**  
Catholic – 1200-1430 (Confession and Liturgy)

**Sunday UTA:**  
Prayer – 0715-0745  
Mormon – 0815-0915  
Christian – 0930-1015

**Other Faith Groups:**  
For additional information please contact the chapel

**Chapel Events & Opportunities**

**Chapel Programs, Organizations, etc:**  
Please check with the chapel for availability and current schedules.

**Counseling:** Chaplains are available for counseling. All counseling is privileged and confidential communication.

**Weddings, Baptisms & Funerals:** Contact the chapel office for more details.

**Invocations:** Contact the chapel office to schedule a chaplain for your event.

**Briefings & Education:** Chaplains are available to present briefings on various topics including family separation, deployment concerns, and core values.

**To request a chaplain for an event:** 152awhc@gmail.com

**YOUR UNIT CHAPLAIN CORPS**




**CHAPLAIN'S OFFICES**

Crandell Gilliam Magee Taylor Higgins McClain

22 March 2016  
OPR: 152 AW/HC  
Prescribed by: AFI 52-101

UNCLASSIFIED//FOUO

**Selective Retention Members'**

**Briefing**

**2016**

**April 9<sup>th</sup> 1400 Wing Auditorium**



UNCLASSIFIED//FOUO

### *Recce conversion, from page 3*

ated, because there were people who, if they were to stay on in the Guard, they would have to transfer over to another section. But people made the change. They griped a little bit.”

The manning at the base initially dropped significantly from about 900 personnel to 500.

“A great number of officers had to be discharged to the Air Force Reserve and a great many airmen had their job skills changed and required time to go into training for their new jobs,” according to the 1962 Report of the Adjutant General written for Nevada Gov. Grant Sawyer.

The conversion saw the RB-57 Canberra replace the F-86L Interceptor aircraft. The F-86 mission carried 2.75 high velocity rockets. The mission required pilots and aircraft be available for an immediate scramble or takeoff to intercept targets “whether known or unknown, that the Air Defense Command requested,” the report said.

The replacement RB-57, a two-engine jet, high altitude and long-range aircraft, was equipped with an aerial camera for pictures of assigned targets for the Tactical Air Command mission.

One of the first reconnaissance missions for the Reno unit was Operation Dominic, the atomic testing at Christmas Island in the Pacific Ocean after Soviet Union Premier

Nikita Khrushchev announced the end of a three-year nuclear testing moratorium in 1961. Five pilots and 17 Nevada Guard airmen supported the mission.

While the conversion was jarring for airmen at the base, the reconnaissance mission lasted 34 years



*This photo shows the first aircraft of the Nevada Air National Guard: the P-51 Mustang.*

in Reno with the Canberra, the RF-101 and the RF-4C before it ended with the arrival of C-130s in 1996.

“In the long run, the things that we were able to do, and the equipment we were able to use, made it all worth it,” Adams said. 

### *High Rollers, from page 2*

with the headline: “The High Rollers from Reno.”

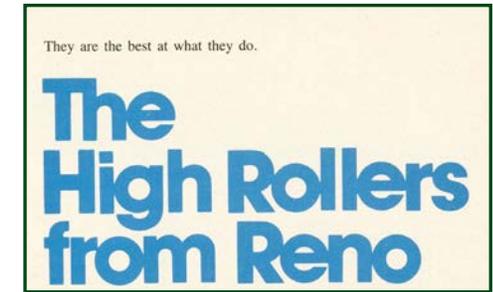
According to article: “The group didn’t gain its reputation on the basis of sleight-of-hand maneuvers... the 152nd got to the top because nobody does it better.”

In 1978, Nevada beat seven Air National Guard and two active duty units at the annual Photo Finish reconnaissance meet. Its success in the competition — winning best day-reconnaissance team, best day-reconnaissance crew and best overall photo interpretation team — impressed many in the reconnaissance world, including Capt. Dick Sheffield, a reporter for “Airman Magazine.”

According to Sheffield’s article in 1980: “They (the 152nd), of course, already have been recognized as having a winning hand, these high rollers from Reno. To mix a metaphor, the margin of victory hasn’t been nearly as close as a photo finish.”

The following year, the unit’s publication, “Phantom Phylar,” referenced the motto in its October 1981 issue. The headline read “Reno’s ‘HIGH ROLLERS’” as the unit prepared later that month for the Photo Finish reconnaissance championships in Gulfport, Miss.

Next to the headline of the story appears a photo of one of the unit’s RF-4C aircraft with the tail flash “High Rollers” and “Reno” on the rudder.



*The headline from the Airman Magazine article reads: “The High Rollers from Reno” and is the first known use of the term in print.*

“The first use of the High Roller fin cap was in the summer of 1981 when we prepared for the Photo Finish competition,” retired Col. Rick Harvey said in an email. Harvey also provided a photo of the F-4 he flew during the Photo Finish competition that year. “This photo was taken right after the fin cap and the competition paint scheme was applied to our jets going to Photo Finish.”

As the decade continued, the unit won many more competitions, including the Reconnaissance Air Meet (RAM) competitions twice (1986 and 1990).

On June 15, 1988, the Department of the Air Force approved the unit’s proposed change of its official motto from “Eyes of Victory” to “High Rollers.” 