

Oregon boasts one of the most varied reservist fleets of any US state, with two F-15 units (142nd FW, main photo, and 173rd FW, below), a KC-135R tanker unit (939th ARW, right), and various Army National Guard units flying a mix of helicopters and fixed-wing aircraft. The term 'reservist' is something of a misnomer these days, as the reserve components are now more active than ever in supporting the front line.



and five non-flying ANG units, and over 2,000 personnel within the state of Oregon.

Home to the 142nd Fighter Wing and its F-15 Eagles is Portland International Airport, located east of the city of Portland and adjacent to the Columbia Slough on the banks of the Columbia River. Since its 1925 beginning at Swan Island, the airport's history has been one of growth. During the Depression in the late 1930s, Works Progress Administration (WPA) funding put Oregonians to work building a larger Portland Airport at its current location and, in 1936, the City of Portland purchased 700 acres of land along the Columbia River for a 'super airport'.

Being the oldest of all Oregon Air Guard units, the 142nd FW's history began just prior to World War II when Major G. Robert Dodson requested

the National Guard Bureau's authorisation to form an Oregon flying unit. In August 1939 General George A. White, Oregon's Adjutant General, contacted the Chief of the National Guard Bureau, General Williams, to request allocation of a National Guard Air Corps squadron to Oregon. This resulted in the establishment of the 123rd Observation Squadron on 18 April 1941 to be located at the Portland-Columbia Airport, which had been under construction since 1936. The unit's first aircraft arrived on 16 May 1941 when a North American BC-1A was picked up at Lowry Field in Denver.

On 15 September the unit was activated by an executive order and, from then on, flew under different unit designations the O-47, BC-1A and the F-5 reconnaissance version of the P-38 in the

