107th Attack Wing

107th Airmen to reunite in Niagara Falls, 50 years after returning from Vietnam (Audio):
WBFO By Michael Mroziak, Sept. 13, 2019

109th Airlift Wing

109th Airlift Wing Emergency Management Flight named best in the Air National Guard:
WTEN, Sept. 12, 2019

174th Attack Wing

174th Attack Wing aircraft takeoffs, landings no longer need ?chase plane? at Hancock Field:
WSYR-TV, Sept. 12, 2019

New system lets Syracuse MQ-9s fly without chase planes:
Nationalguard.mil, By Master Sgt. Barbara Olney | New York National Guard | Sept. 11, 2019

New system allows NY ANG MQ-9s to fly without chase planes:
AF.MIL : By Master Sgt. Barbara Olney, New York National Guard / Published September 11, 2019

Sonic boom? Who knows? :Loud noise heard across Adirondacks remains a mystery:
Adirondack Daily Enterprise, Sep 7, 2019

Remotely piloted drones no longer accompanied by piloted planes flying into Hancock Field thanks to new radar system:
WSYR, Sept. 10, 2019

27th Brigade

NY National Guard cavalry troopers earn their spurs:
NationalGuard.mil, By Sgt. Alexander Rector | New York National Guard | Sept. 13, 2019

Airmen and Soldiers

Duty Calls: Delanson Army Guard officer receives two medals upon retirement :Joseph Chodnicki, of Delanson, is praised as "a good team player":
TIMES UNION, September 9, 2019

In The Service: Local National Guard members promoted:
FingerLakes Times, Sept. 8, 2019

Eastern Air Defense Sector

Guardsmen Who Protect NYC Skies Reflect on 9/11:
DEFENSE.GOV, SEPT. 12, 2019

Never forget: A timeline of the events of September 11, 2001:
FOX NEWS, Sept. 12, 2019
107th Attack Wing

107th Airmen to reunite in Niagara Falls, 50 years after returning from Vietnam (Audio)

WBFO By Michael Mroziak, Sept. 13, 2019:

This weekend, the Niagara Falls Air Reserve Station will welcome back many to the installation who, 50 years prior, were welcomed back after serving in Vietnam.

WBFO's Michael Mroziak reports.

Members of what was then the 107th Tactical Fighter Group were called to duty in early 1968, and were first sent to South Korea to serve in a support role after the USS Pueblo had been captured by North Korean forces.

"We were in the Airborne Radio Communication Shop," said Robert Hull, who along with Kurt Alverson sat with WBFO at the Niagara Falls Air Reserve Station to look back on their assignment. Hull was working for an electronics company in Grand Island when he heard in a radio news report that the 107th had been activated.

Alverson, meanwhile, was in the back seat of his boss's car on the way to lunch when he, too, heard of the call-up on the radio. The timing of his departure was difficult, because his wife was nine months pregnant.

"I didn't get to see my daughter until she was almost a year old," he said. "She was baptized right here on the base, by the chaplain."
After about six months in South Korea, members of the 107th were stationed at Tuy Hoa in Vietnam. Their job was to keep aircraft communications in working order. There was pride in their work but also pressure to keep up, so that planes needed on very short notice were ready to go.

"Our shop maintained a vehicle which was kept on call 24 hours a day to prepare any of the aircraft that had a problem on launch," Alverson said. "They had ready aircraft that the pilots had to get in and be off the ground, I think it was something like five minutes."

Airmen who worked from this shop were afforded more freedom to explore the village and weren't subjected to the same dangerous conditions that combat soldiers endured. But there was an occasion, on July 29, 1968, when trouble found them. It was a Viet Cong attack on their base in Tuy Hoa. Hull recalls trying to make sense of what was going on in the darkness.

First there were explosions, as two C-130 aircraft were destroyed and several others were damaged. Then, according to Hull, one could hear gunfire.

"Our Air National Guard's first reaction was to get our new cameras and tape recorders that we just got in Hong Kong, and get out there and see what the heck's going on, and get some good footage," Hull said. "That kind of went by the wayside quick."

Then it was a dash to get to the guns they had available.

"All our weapons were located in the shop we worked in," added Alverson. "We had to make, maybe, a mile run to get to those weapons. In the intervening time, we were subjected to scrutiny by the Army helicopter that was over on top of us, trying to make sure we weren't the enemy. I think that was probably the most scariest moment that I ran into there, at that point in time anyway."

Their assignment ended June 11, 1969 and the members of the 107th were returned to Niagara Falls. Both Hull and Alverson say they were not subject to the hostile receptions many combat soldiers received upon coming home.

"When we came back, we were part of the community," Alverson said. "If you were in the regular Air Force or the regular military, you came from all different parts of the country and so there was not a lot of that synergy. But here, there certainly was. It was your neighbors. We were their neighbors."

Three 107th Airmen serving in South Vietnam were awarded the Purple Heart, one the Distinguished Flying Cross and 43 received Air Medals. One who was killed in action, Captain Joseph L'Hullier, was awarded The New York State Medal for Valor.
109th Airlift Wing

109th Airlift Wing Emergency Management Flight named best in the Air National Guard

WTEN, Sept. 12, 2019:

SCOTIA, N.Y. (NEWS10) – The 109th Airlift Wing’s Emergency Management Flight has been named the best in the Air National Guard.

According to the New York National Guard, Air Force emergency management personnel are trained to conduct response and recovery missions following a natural or man made disaster on their base or anywhere around the world. They are also responsible for training other Airmen in dealing with and surviving in disaster situations.

The 109th Airlift Wing’s seven emergency managers were recognized for training more than 1,100 New York Air National Guard members from two different units, and for rewriting the curriculum the Air Force uses to train emergency managers throughout the Air Force during 2018.

The unit was awarded the Colonel Frederick J. Reimer Award, which recognizes the best emergency manager flight in the Air National Guard.

The 109th Airlift Wing is based at the Stratton Air National Guard Base in Schenectady County.


Return to top

174th Attack Wing

174th Attack Wing aircraft takeoffs, landings no longer need “chase plane” at Hancock Field

WSYR-TV, Sept. 12, 2019:

SYRACUSE, N.Y. (WSYR-TV) — Syracuse’s 174th Air National Guard Attack Wing has hit a major milestone with its MQ-9 remotely piloted aircraft.
The MQ-9 flying into and out of Syracuse’s Hancock International Airport are no longer accompanied by piloted airplanes, thanks to the recent installation of a military Ground Based Detect and Avoid Radar system.

The system allows for safer and more effective training missions flown by the wing’s aircraft.

“This radar system enhances the safety of the wing’s MQ-9 aircraft and helps prevent collisions with commercial air traffic,” says New York Air National Guard Colonel Michael Smith, 174th Attack Wing Commander.

The installation of the Ground Based Sense and Avoid system in August now meets the FAA requirement of a comprehensive collision avoidance system.

Smith tells NewsChannel 9, “This is the first of five systems that are identified, so this will become a program of record and it will be distributed to five other (Air National Guard) units throughout the United States.”

The 174th installed it’s own SRC built radar at Hancock field, tied it in with other FAA radars out there and then send all the data to servers at the base to be analyzed and tied together.

Smith explains, “Then we provide a picture to the pilot that’s flying it and it also gives warnings, both visual and audio warnings, to say ‘hey there’s a conflict here’ and tells us what to do.”

The Detect and Avoid Radar System provides current air traffic data directly to MQ-9 aircrews while flying into and out of the local airspace surrounding Syracuse’s Airport.

The system uses existing radars to locate nearby aircraft, including those not tracked by FAA systems, according to a statement from the system developers at the Lincoln Laboratory at the Massachusetts Institute of Technology.

Previously, the MQ-9 had required an escort from a manned Civil Air Patrol airplane while transitioning up to and from 18,000 feet.

The escort for the MQ-9 provided enhanced safety for the Federal Aviation Administration, which required the remotely piloted aircraft to first operate with a level of safety equal to a manned aircraft before approving unrestricted flight operations.

These restrictions inhibited aircrew training and degraded the wing’s flexibility to respond with aircraft quickly during federal or state missions, requiring unplanned Civil Air Patrol flights when unscheduled flights were needed.

The new ground-based radar system not only eliminates the escort requirement, but adds additional flexibility and efficiency to all MQ-9 training missions, Smith says.
Previously, the chase aircraft from the Civil Air Patrol was the only additional sensor for the remotely piloted crews avoid other air traffic.

The new radar system provides the New York Air National Guard with an affordable, scalable and transportable sense and avoid system for the MQ-9, Smith says.

He estimates it could save the 174th about $500,000 a year it was spending on the “chase planes”.

The Syracuse’s Ground Based Detect and Avoid (GBDAA) Radar System is the first of its kind for the Department of Defense operations of MQ-9 aircraft. It is a potential template for other airports or military installations using remotely piloted aircraft, Smith says.

The 174th Attack Wing provides more than 4,000 flight training hours each year to qualify pilots and sensor operators, and the Syracuse GBDAA system supports the safe and efficient execution of those flights, he added.

Smith adds it will allow them to train more students crews and will mean they’ll nearly double from three to five daily missions they’ll fly from Hancock Field.

The wing also trains all MQ-9 maintenance technicians for the Air Force, Air National Guard and the Air Force Reserve.

At the same time, the wing deploys members oversees to support MQ-9 operations and other Air Force commitments.

The 174th Attack Wing was the first unit to fly a remotely piloted aircraft in class “C” airspace surrounding civilian airport when it began operations at Syracuse’s Hancock International Airport in December 2015.


**Return to top**

**New system lets Syracuse MQ-9s fly without chase planes**

Nationalguard.mil, By Master Sgt. Barbara Olney | New York National Guard | Sept. 11, 2019:

SYRACUSE, N.Y. – Remotely piloted MQ-9 aircraft flying into and out of Syracuse International Airport no longer fly with piloted airplanes, thanks to the installation of a military Ground-Based Detect and Avoid Radar system.
The system, employed by the New York Air National Guard's 174th Attack Wing, allows for safer and more effective training missions flown by the wing's MQ-9 Reaper aircraft.

"This radar system enhances the safety of the wing's MQ-9 aircraft and helps prevent collisions with commercial air traffic," said New York Air National Guard Col. Michael Smith, 174th attack wing commander.

The system is the first of its kind for the Department of Defense operations of MQ-9 aircraft and a potential template for other airports or military installations using remotely piloted aircraft, Smith said.

The MQ-9 had required an escort from a manned Civil Air Patrol airplane while transitioning up to and from 18,000 feet.

The restrictions inhibited aircrew training and flexibility to respond with aircraft quickly during federal or state missions, requiring unplanned Civil Air Patrol flights when unscheduled flights were needed.

The new system not only eliminates the escort requirement but adds flexibility and efficiency to all MQ-9 training missions, Smith said.

It uses existing radars to locate nearby aircraft, including those not tracked by FAA systems, according to the system developers at the Lincoln Laboratory at the Massachusetts Institute of Technology. Data from these radars are processed and prioritized to issue alerts to remote MQ-9 pilots to compute optimal avoidance maneuvers.

The 174th Attack Wing provides more than 4,000 flight training hours each year to qualify pilots and sensor operators. The wing also trains all MQ-9 maintenance technicians for the Air Force, Air National Guard and the Air Force Reserve.


Return to top

New system allows NY ANG MQ-9s to fly without chase planes

AF.MIL : By Master Sgt. Barbara Olney, New York National Guard / Published September 11, 2019:

HANCOCK FIELD AIR NATIONAL GUARD BASE, SYRACUSE, N.Y. -- Remotely Piloted MQ-9 Aircraft flying into and out of Syracuse International Airport are no longer accompanied by piloted airplanes, thanks to the recent installation of a military Ground Based Detect and Avoid Radar system.
The system, employed by the New York Air National Guard's 174th Attack Wing, allows for safer and more effective training missions flown by the wing's MQ-9 Reaper aircraft.

"This radar system enhances the safety of the wing's MQ-9 aircraft and helps prevent collisions with commercial air traffic," said New York Air National Guard Colonel Michael Smith, the commander of the 174th Attack Wing.

Previously, the MQ-9 had required an escort from a manned Civil Air Patrol airplane while transitioning up to and from 18,000 feet.

The escort for the MQ-9 provided enhanced safety for the Federal Aviation Administration, which required the remotely piloted aircraft to first operate with a level of safety equal to a manned aircraft before approving unrestricted flight operations.

These restrictions inhibited aircrew training and degraded the wing's flexibility to respond with aircraft quickly during federal or state missions, requiring unplanned Civil Air Patrol flights when unscheduled flights were needed.

This escort requirement added complexity and cost to the missions, Smith said. The new ground based radar system not only eliminates the escort requirement, but adds additional flexibility and efficiency to all MQ-9 training missions, Smith said.

The installation of the Ground Based Sense and Avoid system in August now meets the FAA requirement of a comprehensive collision avoidance system, Smith said.

The Detect and Avoid Radar System provides current air traffic data directly to MQ-9 aircrews while flying into and out of the local airspace surrounding Syracuse International Airport, an unprecedented safety enhancement for pilots to see and avoid other airplanes over Central New York, Smith said.

The system uses existing radars to locate nearby aircraft, including those not tracked by FAA systems, according to a statement from the system developers at the Lincoln Laboratory at the Massachusetts Institute of Technology. Data from these radars are processed and prioritized to then issue alerts to MQ-9 pilots compute the optimal avoidance maneuver.

This arrangement provides critical sense-and-avoid services to the MQ-9 flight operations without requiring the remotely piloted airplane to carry any additional equipment.

Previously, the chase aircraft from the Civil Air Patrol was the only additional sensor for the remotely piloted crews avoid other air traffic.

The Syracuse's Ground Based Detect and Avoid Radar System is the first of its kind for the Department of Defense operations of the MQ-9 aircraft. It is a potential template for other airports or military installations using remotely piloted aircraft, Smith said.

The 174th AW provides more than 4,000 flight training hours each year to qualify pilots and
sensor operators, and the Syracuse GBDAA system supports the safe and efficient execution of those flights, he added.

The wing also trains all MQ-9 maintenance technicians for the Air Force, Air National Guard and the Air Force Reserve.

The 174th AW was the first unit to fly a remotely piloted aircraft in class "C" airspace surrounding civilian airport when it began operations at Syracuse International Airport in December 2015.


Sonic boom? Who knows? :Loud noise heard across Adirondacks remains a mystery

Adirondack Daily Enterprise, Sep 7, 2019:

Some people heard it as a boom, some as a bang, some as a series of explosions. Imagine the noise of a dump truck being dropped from 100 feet in the air onto pavement. It shook buildings.

Many people said it sounded like it was coming from inside their building or on their block. But it wasn’t just local; people heard it around the same time across a huge swath of northern New York. In response to an Enterprise Facebook post, people wrote that they had heard it as far west as Cranberry Lake, as far north as Malone, as far east as AuSable Forks and as far south as Eagle Bay, plus throughout the Tri-Lakes villages.

That boom was heard in Saranac Lake 10:13 a.m. Some people also reported hearing a later one, perhaps around 1 p.m.

The cause of the noise remained a mystery as of Friday afternoon.

There was no record of any earthquake within 2,000 miles of the Adirondacks, according to the U.S. Geological Survey’s online global tracker.

Several people on the Enterprise Facebook post said they had seen military fighter jets flying overhead, and many suspected it was a jet’s sonic boom. But three different agencies with military aircraft said it wasn’t from any of their planes. An official with the Vermont Air National Guard said they have had no fighters since spring, when their F-16s were moved. An official with the Fort Drum Army base near Watertown said it wasn’t them, either: They have helicopters, not fixed-wing planes. And Lt. Col. Judson Stiglich with the New York Air
National Guard’s 174th Attack Wing, based at Hancock Field in Syracuse, said, “It likely wasn’t us, because today’s a non-fly day for us … and typically the aircraft we fly don’t make those kind of noises.”

Could it have been a meteor? It’s hard to tell. That was the cause attributed to a boom heard throughout central New York on Monday, Labor Day. The amateur American Meteor Society and NASA meteor specialist Bill Cooke said Monday’s noise was likely a sonic boom from a “fireball,” the term for when a small meteor burns up while entering the Earth’s atmosphere.

Numerous people reported seeing Monday’s central New York fireball as a sudden, bright streak in the sky, but so far the Enterprise has not been able to find any such sightings in the North Country Friday. Mike Hankey of the American Meteor Society noted that more than 20 people reported witnessing Monday’s fireball, if that’s what it was, on the society’s website, while no one had reported anything related to Friday’s boom. That led Hankey to suspect Friday’s came from a military plane.


Remotely piloted drones no longer accompanied by piloted planes flying into Hancock Field thanks to new radar system

WSYR, Sept. 10, 2019 :

HANCOCK FIELD AIR NATIONAL GUARD BASE, SYRACUSE, N.Y. (WSYR-TV) Remotely Piloted MQ-9 Aircraft flying into and out of Syracuse International Airport are no longer accompanied by piloted airplanes, thanks to the recent installation of a military Ground Based Detect and Avoid Radar system.

The system, employed by the New York Air National Guard’s 174th Attack Wing allows for safer and more effective training missions flown by the wing’s MQ-9 Reaper aircraft.

“This radar system enhances the safety of the wing’s MQ-9 aircraft and helps prevent collisions with commercial air traffic,” said New York Air National Guard Colonel Michael Smith, 174th Attack Wing Commander.

Previously, the MQ-9 had required an escort from a manned Civil Air Patrol airplane while transitioning up to and from 18,000 feet.

The installation of the Ground Based Sense and Avoid system in August now meets the FAA requirement of a comprehensive collision avoidance system, Smith said.
The new radar system provides the New York Air National Guard with an affordable, scalable and transportable sense and avoid system for the MQ-9, he said.

The Detect and Avoid Radar System provides current air traffic data directly to MQ-9 aircrews while flying into and out of the local airspace surrounding Syracuse International Airport, an unprecedented safety enhancement for pilots to see and avoid other airplanes over Central New York, Smith said.

The system uses existing radars to locate nearby aircraft, including those not tracked by FAA systems, according to a statement from the system developers at the Lincoln Laboratory at the Massachusetts Institute of Technology. Data from these radars are processed and prioritized to then issue alerts to MQ-9 pilots compute the optimal avoidance maneuver.

This arrangement provides critical sense-and-avoid services to the MQ-9 flight operations without requiring the remotely piloted airplane to carry any additional equipment.

Previously, the chase aircraft from the Civil Air Patrol was the only additional sensor for the remotely piloted crews avoid other air traffic.

The Syracuse’s Ground Based Detect and Avoid (GBDAA) Radar System is the first of its kind for the Department of Defense operations of MQ-9 aircraft. It is a potential template for other airports or military installations using remotely piloted aircraft, Smith said.

The 174th Attack Wing provides more than 4,000 flight training hours each year to qualify pilots and sensor operators, and the Syracuse GBDAA system supports the safe and efficient execution of those flights, he added.

The wing also trains all MQ-9 maintenance technicians for the Air Force, Air National Guard and the Air Force Reserve.

At the same time, the wing deploys members oversees to support MQ-9 operations and other Air Force commitments.

The 174th Attack Wing was the first unit to fly a remotely piloted aircraft in class “C” airspace surrounding civilian airport when it began operations at Syracuse International Airport in December 2015.

Copyright 2019 Nexstar Broadcasting, Inc. All rights reserved. This material may not be published, broadcast, rewritten, or redistributed.

27th Brigade

NY National Guard cavalry troopers earn their spurs

NationalGuard.mil, By Sgt. Alexander Rector | New York National Guard | Sept. 13, 2019:

YOUNGSTOWN, N.Y. – Twenty New York Army National Guard Soldiers from 2nd Squadron, 101st Cavalry Regiment, had their mental and physical toughness put to the test in a grueling squadron spur ride at the Youngstown Local Training Area Sep. 7.

"The spur ride is an annual tradition in the squadron with the purpose to develop teamwork across the unit, develop leadership at the small unit level, and to test critical cavalry skills at the individual Soldier level," explained Lt. Col. Bradley Frank, the squadron commander. "It all culminates in earning your spurs, which troopers can wear at cavalry functions and at unit armories."

The day began early with a rigorous physical training session at the squadron's Niagara Falls headquarters. Then the Soldiers were loaded into trucks, driven to the training area, and divided into teams.

Each Soldier rotated through leadership roles as the day progressed. It didn't matter if you were a sergeant major, officer, or junior Soldier – every spur ride candidate was held to the same standard, and required to complete four different training lanes to test the basic soldiering skills of a cavalryman.

"Each of the lanes are about two hours long and can range anywhere from one kilometer to several kilometers in length," Frank said.

For each of the lanes, the Soldiers conducted basic cavalry reconnaissance missions:

- Zone reconnaissance, in which the Soldiers obtained detailed information about routes, terrain, obstacles and enemy forces within a space determined by specific boundaries;
- Area reconnaissance, in which the team focuses on obtaining information about a piece of terrain or a town that is smaller than a zone;
- Route reconnaissance, in which the team gathers information about a specific road or cross country route;
- And the skills involved in setting up an observation post and breaking contact with the enemy.

The Soldiers were given little time to rest. If they were lucky enough to have a few minutes, the time was usually occupied by reciting The Cavalryman's Poem, "Fiddler's Green." It was first published in the U.S. Army's Cavalry Journal in 1923 and has become widely associated with the Cavalry branch.
After each team completed the training lanes, there was one more task: a 12-mile ruck march back to squadron headquarters.

The Soldiers could then shower and rest before a banquet, where they were formally inducted into the Order of the Spur.

"The spurs meant a lot to me ever since I became part of the 2-101 Cav," said Sgt. 1st Class Justin Chernogorec, a truck commander assigned to Bravo Troop, 2-101 Cavalry. "Having them bestows a greater sense of pride and honor in myself and what it means to be in the cavalry."

Although the Order of the Spur is a cavalry tradition and an unofficial award, Soldiers with any military occupational specialty can participate in the spur ride.

Frank hopes to open the event to scout platoons across the infantry battalions within the 27th Infantry Brigade Combat Team, spread across New York and Massachusetts.

"We have a very unique mission within the brigade. We are the brigade's eyes and ears and we're out front of the line companies," Frank said. "It's these traditions that keep us together as a team when we're out doing those difficult missions."

"I would encourage it for those serious, strong-willed, and those determined to push themselves," Chernogorec added.


Return to top

Airmen and Soldiers

Duty Calls: Delanson Army Guard officer receives two medals upon retirement: Joseph Chodnicki, of Delanson, is praised as "a good team player"

TIMES UNION, September 9, 2019:

New York Army National Guard Lt. Col. Joseph Chodnicki of Delanson, an Afghan War veteran, received a New York State Conspicuous Service Medal and an Air Force Achievement Medal during a recent ceremony at New York National Guard Headquarters in Latham.

Major Gen. Raymond Shields, state adjutant general, presented the medals to mark Chodnicki's 33 years of military service upon retirement.

Return to top
Shields praised Chodnicki, who has served in both the active Army and Army National Guard as an enlisted soldier and an officer, for his dedication to duty.

"You've always been a good team player." Shields told Chodnicki.

Chodnicki enlisted in the Army in 1986. While on active duty he served as an airborne rifle platoon leader and company executive officer in the 82nd Airborne Division.

He joined the 1st Battalion, 69th Infantry, of the New York Army National Guard in 1991, where he served as Delta Company commander.

After leaving the 69th Infantry, he served in a number of key leadership and staff positions, including New York Army National Guard Force Integration Readiness officer, deputy state training officer, mobilization readiness division chief, current operations deputy branch chief, weapons of mass destruction branch chief, and future operations branch chief. He also served as the deputy operations officer for the New York Army National Guard's 53rd Troop Command.

In 2007, he deployed to Afghanistan as a member of an Afghan National Army Embedded Training Team. Chodnicki was wounded during that deployment and received the Purple Heart.

Chodnicki earned a bachelor of arts degree in history from the University at New Paltz. He is also a graduate of the Army Command and General Staff College.

He has also earned a Bronze Star Medal, a Meritorious Service Medal, an Army Commendation Medal, an Army Achievement Medal, an Army Good Conduct Medal, an Army Humanitarian Service Medal, a Senior Parachutist Badge, an Air Assault Badge, an Expert Infantry and Combat Infantry badges, and a Ranger Tab.

Meritorious service

Two Capital District residents have earned a Meritorious Service Medal.

Former New York Army National Guard Sgt. Victoria Marbot of Hoosick Falls and New York Army National Guard Sgt. 1st Class Michael Broderick of Watervliet received their medals during a ceremony at New York Army National Guard Headquarters in Latham.

Marbot earned the medal for her exemplary duty performance over an 11-year period.

She was also awarded a trophy to mark her service with the Military Personnel Office.

Marbot enlisted in the New York Army National Guard in 2007 and served as motor transport operator in the 147th Transportation Company in Queensbury. In 2014 she was assigned to the Military Personnel Office at New York Army National Guard Headquarters in Latham.
Marbot has also earned an Army Commendation Medal and an Army Achievement Medal.

Broderick, who is assigned to the New York National Guard Counterdrug Task Force, was recognized for his work in the New York Army National Guard's Military Personnel Office before he moved onto his new duties.

He has served in the Army since 1998.

While working in the Military Personnel Office, Broderick helped train more than 800 soldiers as Army Unit Prevention Leaders who work to counter drugs, while also overseeing drug testing for Army National Guard units.

Commendation

New York Army National Guard Staff Sgt. Jobanka Jayne of Rensselaer has earned an Army Commendation Medal for her service with the New York Army National Guard's Military Personnel Office.

During her service with the office, Jayne processed more than 1,300 personnel transactions, prepared 15 boards for federal recognition of officers, and took part in several state active-duty mobilizations.

Jayne is now working in the New York Army National Guard's Joint Forces Headquarters, Headquarters Detachment.

Duty cited

New York Army National Guard Major Amy Crounse of South Glens Falls has received a trophy in recognition of her service with the New York Army National Guard's Military Personnel Office while serving as deputy personnel officer.

During her service with the personnel office, Crounse helped plan new educational initiatives for National Guard soldiers, updated office policies, and developed a new military retirement guide.

She will be attending the Army's resident Intermediate Leader Education program at Fort Leavenworth, Kansas.

Century mark

The J. E. Zaloga American Legion Post will hold an open house and buffet lunch from 1 to 5 p.m. Sunday, Sept. 15, at 21 Everett Road, Colonie, to mark the 100th anniversary of the founding of the American Legion.

The Legion was founded to secure veterans' benefits. At the Paris Caucus of 1919, the American Legion was adopted and approved by Congress.
In The Service: Local National Guard members promoted

FingerLakes Times, Sept. 8, 2019:

Local members of the New York Army National Guard have been promoted to their current rank.

Palmyra: Sgt. James Bowman, assigned to the Company A (Distribution), 427th Brigade Support Battalion; and Spc. Tristan Giroux, assigned to the Company C (Medical), 427th Brigade Support Battalion.

Newark: Sgt. Ashley Appell, assigned to the Intelligence and Sustainment Company, 42nd Infantry Division.

Eastern Air Defense Sector

Guardsmen Who Protect NYC Skies Reflect on 9/11

DEFENSE.GOV, SEPT. 12, 2019:

On Sept. 11, 2001, Americans watched in shock, sadness and fear as terrorists flew two commercial jets into New York City's World Trade Center and the Pentagon. The attacks reinforced a sense of purpose for many military service members; gave many more a reason to enlist and, for two children, left such an impression that they joined the military years later.

18 Years Ago

"I was 10 years old, in my sixth grade classroom, and I remember it like it was yesterday," said Air National Guard Airman 1st Class Anita Hernandez. "I remember feeling so much confusion and thinking, 'What the heck is the World Trade Center? Why would a plane run
into a building? Why is this so important?' As soon as we saw the coverage on all of the news stations, I knew it was a big deal."

Hernandez said she wasn’t able to grasp the severity of it until that afternoon, when her parents sat her and her brother down to explain it.

"And, even then, I don’t think I fully grasped what was happening," she said.

Air National Guard Staff Sgt. Brett Kilborne was 12 years old and in seventh grade science class. His teachers kept the TVs off and gave the classes brief descriptions of what happened. He said the students couldn't comprehend the magnitude of what had happened, but that changed when he got Caution-home.

"We went to my grandparents' house, and I actually got to see the tragedy on TV and what was going on," the 30-year old security forces airman said. "My grandmother was sitting in front of the television with tears running down her face. My confusion turned to understanding as I saw a person falling from one of the towers. It was repeat coverage mixed in with live updates. I kept telling myself, 'This isn't a movie. This is all real life.' I couldn't believe what I was watching. The feeling stays with me now — sitting with my grandparents in their living room, seeing that person falling on television, telling myself, 'This is real life.'"

Joining the Military

Both Air National Guardsmen said they joined the military to find purpose. Hernandez said she wanted to be a part of something bigger than herself so she joined in April 2017.

"I was constantly jumping from job to job, trying to find something that made me feel a sense of fulfillment," the battle management operator and tracking technician said. "I was searching for a purpose. I don't have any family in the military, but I thought this could be exactly what I'd been looking for. It's an amazing honor and huge sense of fulfillment. I wish I had known more about the military earlier in life so I could've joined sooner."

Kilborne said he wasn't sure what he wanted to do after he graduated from high school so he followed his family's tradition. His grandfathers served in the Navy in Vietnam, and his father served in the Marine Corps in the Gulf War.

"The military allowed me the support and sense of belonging I needed to figure my life out," he said. "Almost 11 years later, I'm still a part of it."


On Sept. 11, 2001, the EADS predecessor organization, the Northeast Air Defense Sector, searched for the missing planes and scrambled fighter jets in response to the attacks. Nowadays, at the restructured EADS, New York Air National Guardsmen, Army and Navy
liaison officers, Canadian military members and federal employees work 24 hours a day to serve as the first line of defense against future attacks, provide persistent early warning for the national capital region and provide air defense for everything east of the Mississippi River.

Honoring 9/11

Kilborne and Hernandez said they are proud of their country for continuously honoring 9/11.

"Honoring 9/11 shows that we can still unite as a country and that we haven't forgotten. I'm proud to serve my country. I come from a family that's done their part in the past, and I'm proud to do my part," Kilborne said. "Even though time moves on and people's lives take over, we still remember. Never forget the ones who lost their lives and the loved ones that day."

"We serve in the military to protect our country and prevent something like 9/11 from happening again," Hernandez said. "It still affects so many people to this day. We should never forget all of the lives lost that day, and all of the people who put their lives on the line."

She said the events that took place on Sept. 11, 2001, changed the United States forever.

"It was something nobody was ready for, with a much bigger impact on us than anyone could have expected, especially a little 10-year old sitting in her sixth grade classroom," she said. "If an innocent child who knew nothing about hatred, terrorism, or even the military, can grow up to become part of the fight against it, anyone can."

https://www.defense.gov/explore/story/Article/1958966/guardsmen-who-protect-nyc-skies-reflect-on-911

Return to top

Never forget: A timeline of the events of September 11, 2001

FOX NEWS, Sept. 12, 2019 :

On September 11, 2001, thousands of Americans perished after terrorists hijacked four planes and turned them into guided missiles.

NEW YORK - On September 11, 2001, more than 2,600 people perished at the World Trade Center, 125 people died at the Pentagon and 256 people died on four airplanes after terrorists hijacked the planes and turned them into guided missiles.

It’s been 18 years since those events transpired, since “the United States became a nation transformed,” as the 9/11 Commission Report said.
Here is a timeline of what happened on that day. This timeline is a compilation of reports from the Associated Press, the 9/11 Commission Report and the 9/11 Memorial. All times are in EDT.

5:45 a.m.
A total of 19 hijackers begin passing through security at various airports.

7:59 a.m.
American Airlines Flight 11 takes off from Boston’s Logan International Airport. The Boeing 767 is headed toward Los Angeles with 92 people on board, comprised of 11 crew members, 76 passengers and five hijackers.

8:15 a.m.
United Airlines Flight 175 takes off, also from Boston’s Logan International Airport headed for Los Angeles. The Boeing 767 had 64 people on board, comprised of nine crew members, 51 passengers and five hijackers.

8:19 a.m.
American Airlines Flight 11 crew members Betty Ann Ong and Madeline Amy Sweeney report the hijacking to ground personnel, providing key information about the hijacking.

8:20 a.m.
American Airlines Flight 77 takes off from Washington Dulles International Airport for Los Angeles. The Boeing 757 carried 65 people, comprised of six crew members, 53 passengers and five hijackers.

8:24 a.m.
One of the hijackers on American Airlines Flight 11 accidentally calls ground control when trying to transmit a message to the passengers in the plane’s cabin, unwittingly alerting ground control to the attacks. Victor J. Saracini, the pilot of American Airlines Flight 175, hears the accidental transmission and alerts the Federal Aviation Administration just minutes before his plane is hijacked.

8:40 a.m.

8:42 a.m.
United Airlines Flight 93 takes off from Newark International Airport for San Francisco. The Boeing 757 has 44 people on board, comprised of seven crew members, 33 passengers and five hijackers.

8:43 a.m.
FAA notifies NORAD about suspected hijacking of United Flight 175.
8:46 a.m.
The first plane crashes. American Airlines Flight 11 strikes the North Tower of the World Trade Center traveling at hundreds of miles per hour and carrying around 10,000 gallons of jet fuel. The flight crashes into floors 93-99 and severs all three emergency stairwells, trapping hundreds of people above the 91st floor.

8:50 a.m.
U.S. President George W. Bush, visiting an elementary school in Sarasota, Florida, is notified that a plane has hit the World Trade Center’s North Tower.

8:59 a.m.
Port Authority Police Department Sergeant Al DeVona issues orders to evacuate the Twin Towers. One minute later, evacuation orders are extended for all civilians in the World Trade Center Complex.

9:03 a.m.
The second plane crashes. United Flight 175 strikes the South Tower on floors 77-85. Two of the three emergency stairwells are rendered impassible and most elevator cables in the area are severed by the crash, trapping many on floors above the impact and in elevators.

9:05 a.m.
President George W. Bush is alerted to the second crash into the South Tower of the World Trade Center.

9:08 a.m.
FAA bans all takeoffs for flights nationwide which were either going to or passing through its New York Center airspace.

9:12 a.m.
Flight attendant Renee A. May and passenger Barbara K. Olson aboard Flight 77 call family members and alert them to the hijacking. Their family members alert American Airlines and federal officials.

9:21 a.m.
All bridges and tunnels into Manhattan are closed.

9:24 a.m.
FAA notifies NORAD of suspected hijacking of American Airlines Flight 77.9:26 a.m.FAA bans takeoffs of all civilian aircraft.

9:31 a.m.
From Florida, President George Bush calls the crashes an “apparent terrorist attack on our country.” He and his staff leave the elementary school and begin traveling back to Washington.
9:37 a.m.
The third plane crashes. American Airlines Flight 77 crashes into the western face of the
Pentagon in Arlington, Virginia.

9:45 a.m.
FAA grounds all flights, ordering all aircraft to land at nearest airport as soon as practical.
More than 4,500 aircraft are in air at the time.

9:45 a.m.
The U.S. Capitol and White House’s West Wing begin evacuating. The U.S. House of
Representatives and Senate are in session.

9:58 a.m.
Flight 93 passenger Edward P. Felt is able to hide in a bathroom and make a phone call to
911.

9:59 a.m.
After burning for 56 minutes, the South Tower of the World Trade Center collapses. The
collapse takes a shocking 10 seconds. More than 800 civilians and first responders are killed.

10:03 a.m. (approximately)
The fourth plane crashes. Heroic crew members and passengers of United Flight 93 storm the
cockpit, forcing the hijackers to crash the plane into a field near Shanksville, Pennsylvania, at
a location just 20 minutes’ flying time from Washington D.C. The 9/11 Commission Report
determined that this plane was likely headed for Washington D.C. or the White House.

10:15 a.m.
A damaged section of the Pentagon E Ring, a west-facing outer ring, collapses.

10:28 a.m.
After burning for 102 minutes, the North Tower of the World Trade Center collapses. More
than 1,600 civilians and first responders are killed.

11:02 a.m.
New York Mayor Rudolph Giuliani orders evacuation of lower Manhattan.

1:04 p.m.
President George W. Bush, at Barksdale Air Force base in Louisiana, announces that the U.S.
military is on high alert worldwide.

2:51 p.m.

3:07 p.m.
President George W. Bush arrives at Strategic Command at Offutt Air Force Base in
Nebraska.
5:25 p.m.
After burning for hours, the empty 47-story 7 World Trade Center collapses.

8:30 p.m.
President George Bush addresses the Nation from the White House:

Good evening.

Today, our fellow citizens, our way of life, our very freedom came under attack in a series of deliberate and deadly terrorist acts. The victims were in airplanes or in their offices: secretaries, business men and women, military and federal workers, moms and dads, friends and neighbors. Thousands of lives were suddenly ended by evil, despicable acts of terror. The pictures of airplanes flying into buildings, fires burning, huge -- huge structures collapsing have filled us with disbelief, terrible sadness, and a quiet, unyielding anger. These acts of mass murder were intended to frighten our nation into chaos and retreat. But they have failed. Our country is strong. A great people has been moved to defend a great nation. Terrorist attacks can shake the foundations of our biggest buildings, but they cannot touch the foundation of America. These acts shatter steel, but they cannot dent the steel of American resolve. America was targeted for attack because we're the brightest beacon for freedom and opportunity in the world. And no one will keep that light from shining. Today, our nation saw evil — the very worst of human nature — and we responded with the best of America. With the daring of our rescue workers, with the caring for strangers and neighbors who came to give blood and help in any way they could.

Immediately following the first attack, I implemented our government's emergency response plans. Our military is powerful, and it's prepared. Our emergency teams are working in New York City and Washington D.C. to help with local rescue efforts. Our first priority is to get help to those who have been injured, and to take every precaution to protect our citizens at home and around the world from further attacks. The functions of our government continue without interruption. Federal agencies in Washington which had to be evacuated today are reopening for essential personnel tonight and will be open for business tomorrow. Our financial institutions remain strong, and the American economy will be open for business as well.

The search is underway for those who were behind these evil acts. I have directed the full resources of our intelligence and law enforcement communities to find those responsible and to bring them to justice. We will make no distinction between the terrorists who committed these acts and those who harbor them.

I appreciate so very much the members of Congress who have joined me in strongly condemning these attacks. And on behalf of the American people, I thank the many world leaders who have called to offer their condolences and assistance. America and our friends and allies join with all those who want peace and security in the world, and we stand together to win the war against terrorism.

Tonight, I ask for your prayers for all those who grieve, for the children whose worlds have been shattered, for all whose sense of safety and security has been threatened. And I pray they will be comforted by a Power greater than any of us, spoken through the ages in Psalm 23:
Even though I walk through the valley of the shadow of death, I fear no evil for you are with me.

This is a day when all Americans from every walk of life unite in our resolve for justice and peace. America has stood down enemies before, and we will do so this time. None of us will ever forget this day, yet we go forward to defend freedom and all that is good and just in our world.

Thank you. Good night. And God bless America.

This story was reported from Los Angeles. The Associated Press contributed to this report.


Emergency Response

National Guard practices homeland disaster response

Army.mil, Sept. 10, 2019:

ORISKANY, N.Y. - A National Guard disaster response force of more than 600 National Guard members from New York and New Jersey came together to train and rehearse their readiness to respond to Chemical, Biological, Radiological or Nuclear incidents September 6-8.

The New York National Guard's Homeland Response Force (HRF) is one of ten established by the Department of Defense to serve as a Chemical, Biological, Radiological and Nuclear (CBRN) Consequence Management Response force.

The response force is comprised of units from across the New York and New Jersey National Guard. The units include:

• The 27th Infantry Brigade Combat Team Headquarters, based in Syracuse, N.Y. to provide command and control for the response forces, providing expandability;

• Air National Guard communications personnel from the 105th Airlift Wing, based in Newburgh, N.Y. and the 107th Attack Wing, based in Niagara Falls, N.Y., providing Joint Incident Site Communications Capability (JISCC);

• New Jersey Army National Guard Soldiers from the 154th Quartermaster Company from New Egypt, N.Y. and 50th Chemical Company from Somerset, N.Y., providing a Casualty Assistance and Security Element (CASE);
• A New York CBRN response task force headquarters from the 153rd Brigade Engineer Battalion command and staff, based in Buffalo, N.Y.;

• Decontamination Element personnel from the 642nd Support Battalion, based in Rochester, N.Y.;

• Search and Extraction Element Soldiers from B Company, 152nd Brigade Engineer Battalion, based at Lockport, N.Y.;

• A medical triage element from the Airman of the 105th Airlift Wing, based in Newburgh, N.Y.;

• A Fatality Search and Recovery Team (FSRT) comprised of Airmen of the 107th Attack Wing, based in Niagara Falls, N.Y.

The task force began training earlier this year for the response mission and will undergo an external evaluation in November.

Like every other military training task, the linchpin for the new HRF Soldiers is mastering individual skills, working as a team and then accomplishing the collective training said Lt. Col. Joseph Boler, the exercise deputy director from Army North, the external evaluation team.

"These guys will be just fine," Boler said. "They'll crawl, walk and run and be ready for validation."

The Homeland Response Force prepares for search and extraction of disaster victims, incident site security, decontamination, medical treatment and command and control of the mission.

For the HRF command post, the 27th Infantry Brigade is ready to take on the new challenges to command and control these elements, said Col. Charlesworth, the brigade commander.

"For us, we know operations and command and control," Charlesworth said, noting the summer completion of a warfighter command post-exercise for the staff. "We're just adapting to this new environment to make sure we're ready."

The learning curve for the new units has been fast and steep said Warrant Officer George, an ammunition officer from the 642nd Aviation Support Battalion now supervising elements of the decontamination team.

"This is a big difference for everyone," George said, "but we're getting there. This training (at Oriskany) has been a great boost."

The weekend training was an opportunity to bring all the various elements together for collective training, and see how the distinct elements come together.
"We definitely need this hands-on training," said Spc. Zachary Elliott, part of the decontamination line from the 642nd Aviation Support Battalion. "This is how we learn. PowerPoint is good to learn, but hands-on like this is way better."

The HRF is responsible for support to New York, New Jersey, Puerto Rico and the U.S. Virgin Islands, aligned with the Federal Emergency Management Agency Region II. The troops provide a link between state and federal CBRN response efforts.

The team trains under Defense Department guidelines to respond within a 6-12 hour window to local authorities after a CBRN or other hazardous materials incident requiring assistance from federal military resources.

For many of the Soldiers new to the mission of CBRN response, the training is demanding but offers new challenges and opportunities.

Staff Sgt. Gene Whitaker is a team leader in the search and extraction team, a horizontal engineer with Bravo Company, 152nd Brigade Engineer Battalion. Whitaker, who owns a construction company in his civilian career, likens the search and extraction mission to deconstructing a work site.

"Our Soldiers go in, assess the site and begin combing over the entire location to bring out casualties," Whitaker said, acknowledging the demands of doing so in a CBRN environment. "For a guy like me that was used to simply pushing dirt, this is really new ground."

More important than learning the tasks and preparing for the CBRN conditions is practicing the physically demanding tasks to move casualties on and off litters, conduct patient and personal decontamination all while wearing the protective clothing and gear, said Pfc. Sarah Cecere, another decontamination member from the 642nd Aviation Support Battalion.

"This gives us a good sense of what we could walk into," Cecere said. The timeline to train and prepare for validation is short, Boler said, but the unit has already completed a number of helpful milestones.

"This is the second time I have done this training," Cecere said. "The last time was in Ohio (during Vigilant Guard)."

From individual training to qualify Soldiers at unit armories to command post exercises to prepare staffs in July, to the deployment of CBRN response elements to support the Vigilant Guard response exercise in Ohio in August, this full-scale exercise brings the entire team together to sharpen skills and work collectively, said Luis Merchado, a medical team observer controller trainer from US Army North.

"The big training benefit is bringing the entire team together, working out the kinks and learning from each other," Merchado said.

https://www.army.mil/article/226936/national_guard_practices_homeland_disaster_response
ORISKANY, N.Y. – More than 600 National Guard members from New York and New Jersey rehearsed their readiness to respond to chemical, biological, radiological or nuclear incidents Sept. 6-8.

The New York National Guard's Homeland Response Force (HRF) is one of 10 to serve as a Chemical, Biological, Radiological and Nuclear (CBRN) Consequence Management Response force.

The force includes:

- The 27th Infantry Brigade Combat Team Headquarters in Syracuse, in charge of command and control and providing expandability;
- Air National Guard communications personnel from the 105th Airlift Wing and 107th Attack Wing, in Newburgh and Niagara Falls, providing Joint Incident Site Communications Capability (JISCC);
- New Jersey Army National Guard Soldiers from the 154th Quartermaster Company from New Egypt, N.Y. and 50th Chemical Company from Somerset, N.Y., providing a Casualty Assistance and Security Element (CASE);
- A New York CBRN response task force headquarters from the 153rd Brigade Engineer Battalion command and staff in Buffalo.
- Decontamination Element personnel from the 642nd Support Battalion in Rochester.
- Search and Extraction Element Soldiers from B Company, 152nd Brigade Engineer Battalion, at Lockport.
- A medical triage element from the Airman of the 105th Airlift Wing in Newburgh.
- A Fatality Search and Recovery Team (FSRT) comprised of Airmen of the 107th Attack Wing in Niagara Falls.

The task force began training this year and will be evaluated in November.

The HRF Soldiers master individual and team skills and then the collective training, said Lt. Col. Joseph Boler, the exercise deputy director from Army North, the external evaluation team.

"These guys will be just fine," Boler said. "They'll crawl, walk and run and be ready for validation."

The Homeland Response Force prepares for search and extraction of disaster victims, incident site security, decontamination, medical treatment and command and control of the mission.
"For us, we know operations and command and control," said Col. Robert Charlesworth, commander of the 27th Infantry Brigade. "We're just adapting to this new environment to make sure we're ready."

"We definitely need this hands-on training," said Spc. Zachary Elliott, part of the decontamination line from the 642nd Aviation Support Battalion. "This is how we learn. PowerPoint is good to learn, but hands-on like this is way better."

The HRF supports New York, New Jersey, Puerto Rico and the U.S. Virgin Islands, aligned with the Federal Emergency Management Agency Region II.

The team trains under Defense Department guidelines to respond to a hazardous materials incident within six to 12 hours.

A key challenge is the physically demanding job of moving casualties on and off litters and conducting decontamination, all while wearing protective clothing and gear, said Pfc. Sarah Cecere, a decontamination member from the 642nd Aviation Support Battalion.

"This gives us a good sense of what we could walk into," Cecere said.


600 National Guard members undergo critical training in Oriskany

Observer Distpatch, Sept. 6, 2019:

ORISKANY — Starting Friday and lasting through the weekend, more than 600 Army and Air Force National Guard members will train at the New York State Preparedness Training Center in Oriskany to hone their readiness in responding to chemical, biological, radiological or nuclear incidents.

The members — from across New York State who are part of a specialized Homeland Response Force established by the Department of Defense — are training to respond within a few hours after notification to any mass disaster incident requiring assistance from federal military resources, said New York Army National Guard Col. Richard Goldenberg.

Part of the goal Friday was to prepare National Guard members to work closely with local first responders who also will be on the scene of a large scale incident. The team is capable of ground and air transportation to incidents.
"This is a chance for them to fine-tune their training and skills," Goldenberg said. "...This is in addition to regular monthly training."

Among skills practiced Friday were search and rescue, decontamination and medical triage operations while working through a simulated scenario of a detonated improvised nuclear device.

The training also utilized role players to "add a level of realism" when it comes to skills practice, Goldenberg said.

Goldenberg added that in November, the members training this weekend will be undergoing an evaluation of readiness.

Contact reporter Jolene Cleaver at 315-792-4956 or follow her on Twitter at 315-792-4956.


World War I

The Nation’s Largest Military Parades Celebrated the End of The Great War

Clearancejobs.com, Sept. 10, 2019 :

It was 10 months after the guns had fallen silent on the Western Front, and less than three months since the signing of the Treaty of Versailles that officially ended “The Great War” – a conflict that is remembered today as the First World War – that New York City held what was the largest military parade in the nation’s history to that point.

On September 10, 1919, soldiers of the American Expeditionary Force (AEF) who had served in the mud-soaked trenches and helped defeat Germany marched down Fifth Avenue from 107th Street to Washington Square in Greenwich Village, decked out in full combat gear and donning steel helmets. Nothing had been seen like it since the Grand Review of the Armies, the military procession and celebration that marked the end of the American Civil War in Washington, D.C. in May 1865.

The New York Times described the event as “the last chapter in its history of great military spectacles growing out of the war.”

This was an American victory parade like no other.
“It was the largest military parade held in the United States following World War I, and it was larger than the Union victory parade in 1865,” explained Jonathan Casey, director of the archives and Edward Jones Research Center at the National WWI Museum in Kansas City.

New York City actually played host to several smaller victory parades, and the reason was one of proximity.

“New York and New Jersey had the biggest ports where the American troops came home,” Casey told ClearanceJobs. “As a result, New York City hosted a series of parades and each focused on the particular divisions.”

These parades were held over the late winter, spring and summer of 1919, and while the September one was the largest in New York, others allowed the spotlight to be cast on other units. One of these parades included the 369th Infantry Regiment, formerly the 15th New York National Guard Regiment but commonly referred to as the Harlem Hellfighters. That infantry regiment consisted mainly of African Americans who fought with great distinction, serving 191 days in the trenches. In May 1919 members of the 77th Division’s “Lost Battalion” took part in another notable parade.

All of these parades, including the September 10 one, were also really a warm up to the even larger parade held on September 17 in Washington, D.C.

“That parade featured members of the 1st Infantry Division, as well as tanks and balloons,” said Casey. “It was a spectacle that mimicked the Grand Army Parade of 1865.”

General John J. Pershing, who was the commander of the AEF, led both the September 10 and September 17 parades, and he was welcomed by enthusiastic crowds in both cities. The New York Times reported that the General “kept an almost continual salute by the tributes volleyed at him.”

Pershing went on to address a joint session of the United States Congress on September 19, 1919, and was soon promoted to the rank of “General of the Armies,” a rank only he has held, and which made him the highest-ranking military figure in our nation’s history.

**A Temporary Monument**

The New York “Victory Parade” was also unique in that the soldiers marched under the Victory Arch, which was located adjacent to Madison Square Park at what is today the border of the city’s “Flatiron District.” The massive arch was meant to bring to mind the *Arc de Triomphe* in Paris, Marble Arch in London, or Rome’s Arch of Constantine – the latter being the earliest examples of a victory arch for returning and triumph armies.

However, apart from photos, nothing actually remains of New York City’s Victory Arch – even if it was truly grand in scale. The idea for an arch honoring the sacrifices of American soldiers was conceived by New York City Mayor John F. Hylan, and because there were only a few months to build it in time for the parades, it was built out of wood and plaster. Despite
the fact that it was to be temporary – until a permanent one could replace it – this arch featured the requisite sculptures and scrolls with inspirational quotations.

Interestingly, similar temporary arches had been constructed for other events, including a pair of arches for the celebrations for the anniversary of George Washington’s inauguration in 1889, and another a decade later to mark the return of Admiral George Dewey after his victory at the Battle of Manila Bay during the Spanish-American War. As with the Victory Arch to come in 1919, the arch honoring Dewey was also meant to be replaced by a permanent structure.

In truth, great planning went into the New York Victory Arch for the 1919 parades. A rough sketch was created practically after the armistice was signed, but this led to a debate on the design. Finally, in early 1919 all parties involved agreed to a triple arch designed by Thomas Hastings, who had designed the New York Public Library nearly 20 years earlier.

This arch was topped by a sculpture of a chariot pulled by six horses, and was meant to represent the Triumph of Democracy and harkened back to symbols of the Roman Republic. The pillars were engraved with the names of the states and the year each joined the union, while the battles of the recently concluded “Great War” were carved on outside of the pillars.

Construction for the temporary memorial came in at around $80,000 – roughly $1 million today. The Arch was only “nearly complete” in time for the March 25, 1919 parade that honored the 27th Division.

After the last parade the efforts to build a permanent arch failed to materialize due to a number of factors.

“Some of it was funding,” said Casey.

In other cases it was due to bureaucratic in-fighting over who would be hired to build the project, but another factor was what the arch was to represent. As a result, the Victory Arch was torn down in the summer of 1920, and now it is all but forgotten.

“There were actually a lot of arches built in cities across the country to mark the end of the war,” added Casey. “Some were temporary and many were small. Other cities built arches and held parades. That was the common thing to do, as it legitimized the parades.”

While New York City didn’t actually build a final and permanent Victory Arch, the Liberty Memorial was built in Kansas City and dedicated in 1926. In December 2006 it became part of the National World War I Museum and Memorial.