

380 SPACE CONTROL SQUADRON



MISSION

LINEAGE

380 Bombardment Squadron (Medium) constituted, 28 Jan 1942
Activated, 15 Mar 1942
Inactivated, 12 Sep 1945
Redesignated 380 Bombardment Squadron, Light, 11 Mar 1947
Activated in the reserve, 9 Aug 1947
Inactivated, 27 Jun 1949
Redesignated 380 Bombardment Squadron, Medium, 15 Mar 1952
Activated, 28 Mar 1952
Redesignated 380 Air Refueling Squadron
Inactivated, 1 Oct 1994

STATIONS

Davis-Monthan Field, AZ, 15 Mar 1942
Jackson AAB, MS, 15 Mar 1942
Key Field, MS, 25 Apr 1942
Columbia AAB, SC, 16 May 1942
Walterboro, SC, 14 Aug 1942
Greenville AAB, SC, 18 Sep-17 Oct 1942
Mediouna, French Morocco, 17 Nov 1942
Telergma, Algeria, c. 13 Dec 1942
Berteaux, Algeria, 1 Jan 1943
Dar el Koudia, Tunisia, 6 Jun 1943
Menzel Temime, Tunisia, 5 Aug 1943 (detachment operated from Oudna, Tunisia, 10 Oct-19 Nov

1943)

Philippeville, Algeria, 10 Nov 1943
Ghisonaccia, Corisca, 4 Jan 1944
Fano, Italy, 7 Apr 1945
Pomigliano, Italy, c. 15 Aug-12 Sep 1945
Bedford AAFld, MA, 9 Aug 1947
Providence, RI, 4 Mar 1948-27 Jun 1949
Forbes AFB, KS, 28 Mar 1952
Smoky Hill AFB, KS, 3 Sep 1952
Sheppard AFB, TX, 8 Nov 1954-15 Aug 1956
Plattsburgh AFB, NY, 16 Aug 1956

DEPLOYED STATIONS

RAF Mildenhall, England, 3 Apr 1957-3 Jul 1957

ASSIGNMENTS

310 Bombardment Group, 15 Mar 1942-12 Sep 1945
310 Bombardment Group, 9 Aug 1947-27 Jun 1949
310 Bombardment (later Strategic Aerospace) Wing, 28 Mar 1952

WEAPON SYSTEMS

B-25, 1942-1945
B-29, 1952-1954
B-47, 1954
KC-135

COMMANDERS

Lt Aldrich, 2 Apr 1942
Lt Homer G. Crowden, 11 May 1942
Capt James A. Plant, 19 May 1942
Lt Earl E. Batten, 20 May 1942
Capt Rodney R. Wilder, 21 Jul 1942
Lt Fred C. Ross Jr., (Air Echelon), 28 Aug 1942
Lt Lambert J. Eichner Jr., (Ground Echelon), Aug 1942
Capt William G. Gridley, 10 Sep 1942
Lt Elmer N. Carlson, c. Aug 1943
Lt Col Rodney R. Wilder, Sep 1943
Maj James J. Dent Jr., 7 Mar 1944
Maj Clyde L. Grow, 29 Apr 1944
Lt Col William T. Alexander, 25 May 1944-12 Sep 1945
Unkn, 9 Aug 1947-27 Jun 1949
Lt Col George W. Call, 28 Mar 1952
Lt Col Samuel R. McDaniel, by Apr 1955
Lt Col Thomas W. Hopfenspirger, by Dec 1955

Lt Col Edward D. Leahy, 9 Feb 1957
Maj Woodrow A. Abbott, by Aug 1958
Maj Charles E. Barnett, by May 1959
Maj Charles D. Gunn, by Apr 1961
Lt Col David W. Holder, by Nov 1961
Lt Col Frank A. Knapp, by Nov 1962
Lt Col John P. Richards, by Jun 1963
Lt Col Jack Anderson, by Jan 1964
Lt Col Ralph L. Stapper, by Sep 1964-unkn
Col Jeffrey J. Ansted

HONORS

Service Streamers

Campaign Streamers

Tunisia
Sicily
Naples-Foggia
Rome-Arno
Southern France
North Apennines
Rhineland
Central Europe
Po Valley
Air Combat, EAME Theater
Antisubmarine, EAME Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations
Italy, 27 Aug 1943
Ora, Italy, 10 Mar 1945

Air Force Outstanding Unit Award
1 Jan 1956-1 Jan 1959

EMBLEM



380th Bomb Squadron
 380 Bombardment Squadron emblem: On a disc sky blue, bordered with golden orange and white, between two cloud formations of the last, a tiger, in proper colors, riding a stylized black stovepipe, highlighted white, with jet exhaust in white, golden orange and sky blue. (Approved, 10 Jan 1955)



380 Air Refueling Squadron emblems

380 Space Control Squadron emblem: On a disc Celeste, a triangle inverted Azure, fimbriated Or, charged with a White-tailed eagle displayed Proper grasping in its talons a bomb Vert, detailed of the third, in base seven mullets in chevron reversed to nombril point of the last; all within a narrow Yellow border. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "FORTE FORTUNA JUVA" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "380 SPACE CONTROL SQ" in Yellow letters.
SIGNIFICANCE: Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. Reminiscent of the World War II - era shield of the 12th Air Force, to which the 380 belonged during that conflict, the inverted triangle symbolizes the global scale of Air Force capabilities, while emphasizing the necessity to deliver combat effects to every level of warfare, from strategic to tactical. Symbolic of those effects is the white-tailed Eagle grasping a bomb in its talons. Native to the western coast of Scotland, the White-tailed eagle, a relative of the American Bald Eagle, was the first sign of land and safety to 380 crews flying their B-25 aircraft from America to Europe via the hazardous Northern Ferry Route at the outset of World War II. Today that eagle also serves specifically as a symbol of American air power

projection around the world; fitting, given the deployed nature of the 380's mission. Closely aligned with the eagle are seven stars in a rough inverted chevron, the point of which is centered on the bomb. Reminiscent of a 6-ship B-25 combat "box" with a lead "Pathfinder" aircraft, the stars symbolize the modern Air Force's tightly integrated air and space capabilities. The Mediterranean blue disc, coupled with its Air Force yellow border, reflect the unit's World War II-era yellow-over-light blue aircraft tail markings and serve as a constant reminder of the 380 Airmen who gave their lives defending America and her freedoms during World War II and the Cold War.

MOTTO

FORTE FORTUNA JUVA--Fortune Favors the Brave

OPERATIONS

Combat in MTO and ETO, 13 Dec 1942-3 May 1945.

18 July 1957 The 380 Bomb Wing suffers its first peacetime major accident when Boeing KC-97G-28-BO, 52-2737, from the 380 Air Refueling Squadron with a crew of eight explodes and crashes into Lake Champlain at 2128 hrs. when 2 of the 4 engines fail 3 minutes after take-off from Plattsburgh AFB, New York. Three survivors.

Last KC-135 Delivered - On 12 January, the last KC-135 (Serial Number 64-14840) to be assigned to SAC was delivered to the 380 Air Refueling Squadron, Plattsburgh Air Force Base, New York. 1965

27 June 1960 A Boeing KC-97G-27-BO 52-2728, of the 380 Air Refueling Squadron, Plattsburgh AFB, New York, suffers failure of lubrication on an engine impeller shaft, during an evening four-hour training mission to refuel a Boeing B-47 Stratojet. During rendezvous at 15,500 feet, bomber crew sees the tanker's number one (port outer) engine burst into flames, burning fuel threatening the wing integrity. As the bomber moves away from the burning tanker, the crew tries unsuccessfully to put out the blaze. The plane goes into a spin as the wing fails outboard of the engine and crashes on Jonathan Smith Mountain, a hill east of Puzzle Mountain in Newry, Maine. The flash of the fire is seen from as far away as Lewiston and Bridgton, and several people witness the crash, including hundreds of movie-goers at the Rumford Point Drive-In. All five crew are killed - two are found wearing unused parachutes. KWF are Lt. William Burgess, commander, of Indian Lake, New York; Technical Sgt. Robert Costello, boom operator, of Springfield, Illinois; Lt. Raymond Kisonas, navigator, of Waterbury, Connecticut; Lt. Lewis Turner, co-pilot, of Spokane, Washington; and Master Sgt. Harold Young, flight engineer, of Selma, Alabama. Wreckage covers five acres and is still there.

Gen Thomas E. Moore, Sheppard's new commander, the vast majority of Air Force personnel living in Capehart were assigned to a new SAC bomber wing being activated at Sheppard, the 4245th Strategic Wing, for whom the housing had been built. Prior to this time the commanding officer had lived off base. Except for a three-year period from December 1953 to August 1956, when the base was home to the 321st Air Refueling Squadron, the base's sole mission was

training. On 8 November 1954, the 321st Air Refueling Squadron was redesignated the 380 Air Refueling Squadron.

The 380 Air Refueling Squadron, under the command of the Second Air Force, had 20 KC-97 tankers stationed at Sheppard. These 76 half-ton "Stratofreighters" were responsible for air-to-air refueling operations for B-47s then B-52s worldwide. They also were prepared to support disaster relief and other domestic emergencies. The KC-97 tanker was specifically designed to refuel aircraft in flight. The first KC-97s were built in World War II as tankers for the B-29 Superfortress. Later it had to be redesigned to service both jet fighters and bombers such as the B-50 bomber, the successor to the B-29. By the end of 1954, the strength of the 380 Air Refueling Squadron had grown to 197 officers and 454 airmen. During its brief tenure at Sheppard, the squadron was deployed to Sidi Slimano Air Base in French Morocco in 1955. The three-month training exercise was part of a USAF yearly mobility requirement that affected all SAC units. Although the 380 Air Refueling Squadron was moved to Plattsburgh AFB, New York, in 1956, within just four years SAC aircraft at Sheppard would again be circling the globe, this time on a more frequent basis.

The newest members of a unit that traces its beginnings back to World War II and the Doolittle Raiders paid homage to the organization's heritage during a reactivation ceremony Sept. 6 in Colorado Springs, Colo. War veterans, along with their families and friends, gathered together with members of the Air Force Reserve to reactivate the 380 Bombardment Squadron (Medium) as the 380 Space Control Squadron. The new squadron, an associate unit to the regular Air Force's 16th SPCS, is located at Peterson Air Force Base, Colo. The 380 was originally activated March 15, 1942. Like her sister squadrons in the 310th Bomb Group, the 380 was founded by a cadre of Doolittle Raiders. The squadron first saw action in North Africa as part of the new 12th Air Force and 57th Bomb Wing. Flying the B-25 Mitchell, the 380 fought its way from North Africa to southern Europe, eventually basing its operations on the island of Corsica and, later, on the Adriatic coast of Italy. The squadron was inactivated Sept. 12, 1945, just 10 days after the Japanese signed the instrument of surrender aboard the USS Missouri. Since that time, the squadron has been reactivated two other times. The first was in 1947, when it flew AT-6 Texan and AT-11 Kansan aircraft to train bomber crews. The second time came in 1952, when members of the squadron flew the B-29 Superfortress before transitioning to the B-47 Stratojet. During the most recent reactivation ceremony, retired Col. William Bower, Doolittle Raider and the last commander of the 310th BG in World War II, passed the 380 colors to Col. Jeffrey Ansted, 310th Space Wing commander, symbolically marking the continuation of a great legacy. In turn, Colonel Ansted passed the colors on to the squadron's 27th commander, Lt. Col. Michael Assid. Assigned to the 310th Operations Group under the 310th SW, which is headquartered at Schriever AFB, Colo., the 380 is the only original 310th BG squadron performing a mission today. That mission includes monitoring critical satellite communications links for signs of jamming and other interference. If jamming is detected, the squadron, along with its associate unit, works to locate the source of interference so higher command authorities can take appropriate action. 380 SPCS Air Force Special Operations Command has been a champion in the field of Total Force Integration in recent years, streamlining operations and developing ground-breaking associations between the regular Air Force and the Air Force Reserve. 2008

From Bombers to Space: One of the legendary Doolittle Raiders helped usher a unit he commanded from bombers into the space arena, as Air Force Reserve Command reactivated the 380 Bomb Squadron as the 380 Space Control Squadron in Colorado Springs, Colo. On Sept. 6, retired Col. William Bower, the last commander of the 380 Bomb Group, parent of the 380 BS during World War II, passed the squadron colors to Col. Jeffrey Ansted, commander of Air Force Reserve Command's 310th Space Wing. Ansted, in turn, turned over the colors to the first commander of the 380 SPCS, Lt. Col. Michael Assid. According to a Sept. 19 release, the ceremony took place under the wings of a restored B-25 bomber, called Barbie III, which then took attendees for flights around the area. Airmen of the 380 SPCS will form a classic associate unit with the active duty 16th SPCS at Schriever Air Force Base.

USAF Unit Histories

Created: 1 Jan 2023

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Sustaining the Wings, A Fifty-Year History of Sheppard Air Force Base (1941-1991). Dwight W. Tuttle. Midwestern State University Press. Wichita Falls, TX. 1991.