970 AIRBORNE AIR CONTROL SQUADRON

MISSION

LINEAGE

29 Bombardment Squadron (Medium) constituted, 22 Nov 1940
Activated, 1 Apr 1941
Redesignated 29 Bombardment Squadron (Heavy), 7 May 1942
Redesignated 29 Bombardment Squadron, Heavy, 12 Apr 1944
Inactivated, 1 Nov 1946
Redesignated 130 Strategic Reconnaissance Squadron, Medium, Photographic, 24 Jul 1951
Activated, 1 Aug 1951
Redesignated 130 Strategic Reconnaissance Squadron, Medium, 16 Jun 1952
Redesignated 130 Strategic Reconnaissance Squadron, Heavy, 16 Oct 1952
Inactivated, 1 Jan 1953

360 Reconnaissance Squadron constituted and activated, 4 Apr 1966
Organized, 8 Apr 1966
Redesignated 360 Tactical Electronic Warfare Squadron, 15 Mar 1967
Inactivated, 31 Jul 1973
Redesignated 970 Airborne Warning and Control Squadron, 18 Sep 1985

130 Strategic Reconnaissance Squadron, Heavy and 360 Tactical Electronic Warfare Squadron consolidated, 19 Sep 1985. Unit remained inactive.

Redesignated 970 Airborne Air Control Squadron, 7 Mar 1996
Activated in the Reserve, 15 Mar 1996

STATIONS
Borinquen Field, Puerto Rico, 1 Apr 1941
Aguadulce, Panama, 16 Jun 1942
Anton, Panama, 29 Mar 1943
Galapagos Islands, Ecuador, 15 May 1943
Howard Field, Canal Zone, 10 Apr 1944
Rio Hato, Panama, 9 Sep 1944
Howard Field, Canal Zone, 8 Dec 1944
Rio Hato, Panama, 27 Jan 1945
Galapagos Islands, Ecuador, 26 Apr 1945
Rio Hato, Panama, Oct 1945-1 Nov 1946
Fairchild AFB, WA, 1 Aug 1951-1 Jan 1953
Tan Son Nhut AB, South Vietnam, 8 Apr 1966-24 Nov 1972
Dyess AFB, TX, 24 Nov 1972
Eglin AF Aux Field #9 (Hurlburt Field), FL, 1-31 Jul 1973
Tinker AFB, OK, 15 Mar 1996

ASSIGNMENTS
40 Bombardment Group, 1 Apr 1941
6 Bombardment Group, 15 May 1943
VI Bomber Command, 1 Nov 1943-1 Nov 1946
111 Strategic Reconnaissance Group, 1 Aug 1951
111 Strategic Reconnaissance Wing, 16 Jan 1952-1 Jan 1953
460 Tactical Reconnaissance Wing, 8 Apr 1966
483 Tactical Airlift Wing, 31 Aug 1971
377 Air Base Wing, 1 Feb 1972
463 Tactical Airlift Wing, 24 Nov 1972
1 Special Operations Wing, 1-31 Jul 1973
513 Air Control Group, 15 Mar 1996

WEAPON SYSTEMS
B-18, 1941-1942
A-17, 1942-1943
B-24, 1943-1946
RB-29, 1951-1952
C/EC-47, 1966-1972
E-3, 1996

COMMANDERS
Unkn, 1 Apr 1941-Jan 1943
Capt Cramer, Jan 1943

Capt Yengst, Feb 1943
Capt Richard W. Kline, 9 Apr 1943
Lt Col Harvey Hogan, 8 Jun 1943
Maj Alexander H. Carver Jr., # Jan 1945
Lt Col Don W. Bailey, 27 Jan 1945
Maj Paul J. Quin, 8 May 1945
Unkn, Oct 1945-1 Nov 1946
Lt Col Edgar R. Owen, 1 Aug 1951
Lt Col Earle L. Osborne, 10 Nov 1951
Lt Col William J. Would, 19 Nov 1951
Lt Col Ernest W. Elston, 16 Jan 1952
Lt Col James O. Britt, By Sep 1952-1 Jan 1953
Unkn, 8 Apr-11 Jun 1966
Lt Col James D. Jelley, 12 Jun 1966
Lt Col William Horn Jr., 11 Apr 1967
Lt Col Joseph P. Marsiglia, 11 Sep 1967
Col Henry I. Jones Jr., 1 Jul 1968
Lt Col Gordon D. Mcbain Jr., 17 Sep 1968
Lt Col James E. Bauer, 14 Oct 1968
Lt Col Kenneth J. Revoir, 1 Mar 1969
Lt Col Tom P. Petrus, 20 Jul 1969
Lt Col Aaron C. Staats, 1 Oct 1969
Lt Col Raymond Brown Jr., 8 Apr 1970
Lt Col Richard M. Connor, 12 Oct 1970
Lt Col Robert J. Mcdonald, 12 Jan 1971
Lt Col Paul M. Kennedy, 19 May 1971
Lt Col Col James W. White, 7 Nov 1971
Lt Col John W. Griffith, 10 Feb-23 Nov 1972
Lt Col (Not Manned), 24 Nov 1972-31 Jul 1973
None (Not Manned), 15 Mar-13 Apr 1996
Col Jack W. Ramsaur Ii, 14 Apr 1996
Lt Col Col George W. Gorham, 7 Nov 1999
Lt Col Matthew Van Winkle, 2006
Lt Col Russell Reimer, #2009
Lt Col Matthew C. Conrad, 3 Oct 2009

HONORS
Service Streamers

Campaign Streamers
World War II
Antisubmarine, American Theater

Vietnam
Vietnam Air
Vietnam Air Offensive
Vietnam Air Offensive, Phase II
Vietnam Air/Ground
Vietnam Air Offensive, Phase III
Vietnam Air Offensive, Phase IV
Tet 69/Counteroffensive
Vietnam Summer/Fall 1969
Vietnam Winter/Spring 1969-1970
Sanctuary Counteroffensive
Southwest Monsoon
Commando Hunt V
Commando Hunt VI
Commando Hunt VII
Vietnam Ceasefire

Armed Forces Expeditionary Streamers

Decorations
Presidential Unit Citations (Southeast Asia)
18 Feb-30 Jun 1967
1 Sep 1967-10 Jul 1968
11 Jul 1968-31 Aug 1969
1 Feb-31 Mar 1971

Air Force Outstanding Unit Awards with Combat "V" Device
15 Apr 1966-31 May 1967
11 Jul 1968-30 Jun 1969
1 Jul 1969-30 Jun 1970
1 Jul 1970-30 Jun 1971
1 Sep-31 Dec 1971
1 Feb-24 Nov 1972

Air Force Outstanding Unit Award
1 Aug 1996-31 Jul 1998
1 Aug 1998-31 Jul 2000; 1 Aug 2002-31 Jul 2004; 1 Aug 2004-31 Jul 2005

Republic of Vietnam Gallantry Cross with Palm
8 Apr 1966-24 Nov 1972

EMBLEM

29 Bombardment Squadron, Heavy emblem: on a black disc bordered in yellow a white "Pugnacious Hare" outlined in black, wearing white boxing gloves marked with black and a red turtlenecked jersey with yellow band at neck and waist, standing in a fighting stance on a red areal bomb bordered in yellow with white speed flashed and read and black fins. (Approved, 29 Apr 1942)

360 Tactical Electronic Warfare Squadron emblem

On a disc Sable, a bordure Or, debruised by the caricatured “Pugnacious Hare” in boxing gloves Argent detailed of the field, habited in a turtle-necked jersey Gules banded of the second at the neck and waist, trailing five white speed lines while riding, in a fighting stance, upon an aerial bomb of the fourth fimbriated Yellow highlighted White, tail fins shaded Black descending bendwise sinister point downward, all within a narrow border Black. Attached below the disc a Yellow scroll edged with a narrow Black border and inscribed "970TH AIRBORNE AIR CONTROL SQ” in Black letters. **SIGNIFICANCE:** Blue and 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. The character “Pugnacious Hare” represents a historical emblem, an inherited design from the 29th Bombardment Squadron, which tracks the 970th Airborne Air Control Squadron’s lineage to the 130th Strategic Reconnaissance Squadron. 11 Dec 2011

The flyers of the 970 Airborne Air Control Squadron at Tinker Air Force Base wear their mascot with pride — a rabbit wearing boxing gloves, riding a bomb falling towards an enemy. Think Bugs Bunny playing the Slim Pickens role in Dr. Strangelove with a little Rocky Balboa for good

measure, and you get a good idea. But who is that pugnacious varmint? According to the Air Force Historical Research Agency, the 970th AACS emblem was created on April 29, 1942, when the original unit was part of the 29th Bombardment Squadron (Medium), flying antisubmarine patrols out of Puerto Rico in defense of the Panama Canal during World War II. And for animated cartoon rabbits in 1942, Warner Brothers and Walt Disney animation studios were the only two candidates — and Bugs Bunny it isn't. Enter "Uncle Walt."

Research revealed that six of the artists on Disney's insignia team had all worked on Disney studios' Silly Symphonies cartoons — one of which was titled The Tortoise and the Hare, the 1935 Academy Award winner for Short Subject. In the cartoon, the bombastic Max "Speedy is my middle name" Hare loses to meek Toby Tortoise. The tortoise proved that a steady pace, not speed or overconfidence, was the key to success. Max looks a little like the rabbit patch, but it's no sure thing. The cartoon was very popular; a sequel was made entitled Toby Tortoise Returns. This cartoon had the two characters facing off again — in a boxing ring.

A model sheet of Max Hare created by an artist on the cartoon shows various poses and looks. Max is the model for the rabbit patch. The artist was Charles Thorson. He also had a hand in designing another cartoon rabbit: Bugs Bunny. Sixty-four years of service Max Hare's likeness has been seen in the skies ever since, worn on flight suits and uniforms of the 970th AACS's ancestral units for 64 years — a gift from Uncle Walt to Uncle Sam. Today, the patch is worn by the 970th AACS, the first and only Airborne Warning and Control System Reserve unit in Air Force. And now their mascot has a name. Max Hare, take a bow.

MOTTO

OPERATIONS

Antisubmarine patrols in Caribbean and Pacific after 7 Dec 1941. Replacement training, 1943-1945 and 1951-1952.

Although formed as the 29th Bombardment Squadron (Medium) 22 November 1940, this unit was not activated until 1 April 1941, as an element of the Borinquen Field, Puerto Rico-based 40th Bombardment Group. It was initially equipped with the Douglas B-18.

On 16 June 1942, after having been redesignated as the 29th Bomb Squadron (Heavy) on 7 May, it moved to Aguadulce, Panama, after being reassigned to the 6th Bombardment Group effective 12 May. By the end of 1942, the unit was still at Aguadulce, flying coastal patrols with four B-18s, three Northrop A-17s and a Piper L-4A.

The aircrew and ground cadre of the 29th BS underwent training at Rio Hato through 6 February 1943, at which time they were officially shown as having one Piper L-4A and a Northrop A-17.

On 17 April 1943, the 29th BS was ordered to Anton, Panama, where they were issued three B-24Ds and on 24 April, conducted its first mission on a patrol arc from Panama to Salinas, Ecuador, to Talara, Peru.

The unit was deployed to the Galapagos on 9 May with its three B-24Ds and, by 16 May, had received six more. By the end of the month, they had eight complete combat crews and, under the conditions operative at the time, each of these crews was expected to fly a minimum of 160 hours each month. The route settled down to a seemingly endless series of patrols from "The Rock" to Guatemala City and return.

On 25 July, seven of the on-hand B-24Ds were grounded for Tech Order compliance, leaving the patrol duty seriously undermanned, but after tremendous achievements by the ground crews, these were returned to operations by 22 August, at which time the very first B-24D was flown to San Antonio Air Depot for installation of radar equipment, flight prior to this time having been almost entirely visual patrols.

During the week of 21 November 1943, the Squadron was excited by a sudden change of scene when it was drafted to conduct anti-submarine patrols in the Caribbean based temporarily out of Rio Hato, The aircraft utilized for these duties included 41-23932, which made a positive radar contact at 79°12'W 11°02'N at 2310Hrs that date. Four depth charges were dropped and the target sub was seen to crash-dive. Two more depth charges were dropped on a second run, but the results remain unknown. This was the only confirmed contact with the enemy that the Squadron experienced during the war.

The average mission length during this week of intense operations was seven to eight and a half hours. By the close of 1944, the Squadron had a total strength of nine B-24Ds, of which five were airworthy on December 31st.

By 10 April 1944, the Squadron had moved to Howard Field, and had 11 B-24Ds. On 9 September, the unit was moved to Rio Hato and had five B-24Ds, three each of the new B-24Js and B-24Ls (including 44-41655, 44-41606 and 44-41659, of which only six were airworthy, although 81% were flyable).

As of February 1945, the Squadron had at last forsaken its B-24Ds and was equipped entirely with late-model B-24Ls (eight) and B-24Js (four) and, although it had briefly moved to the luxury of the concrete runways at Howard Field effective 8 December 1944, it returned to Rio Hato on 27 January 1945. It remained there until 31 March 1945, at which time it returned once again to the Galapagos on 26 April, where it ended the war.

Monitored and located enemy radio transmitters and conducted psychological warfare operations in South Vietnam, Cambodia, and Laos, 1966-1972.

At the earliest stages of the U.S. buildup in Vietnam, a system was needed to locate Viet Cong and North Vietnamese radio transmitters. Conventional ground-based Radio Direction Finding (RDF) methods proved difficult in attempting to locate low-powered enemy transmitters. The solution was Airborne Radio Direction Finding (ARDF) by Army and Air Force aircraft. The aircraft selected by the Air Force for its ARDF effort was the venerable C-47. The C-47 was a derivative of the DC-3 commercial airliner developed by the Douglas Aircraft Company. First

built in the 1930's, the C-47 (Gooney Bird) distinguished itself as a transport in world War II, the Berlin Airlift, and the Korean War.

Prior to being sent to Southeast Asia, the planes had to be equipped with a multitude of electronic components so as to fulfill their mission. Thus was born the EC-47.

In 1966 squadrons were formed at Tan Son Nhut Air Base, Nha Trang Air Base, and Pleiku Air Base to conduct EC-47 ARDF operations. The flight crews consisting of the pilots, co-pilots, navigators and flight mechanics were assigned to the 360th, 361st, and 362nd Tactical Electronic Warfare Squadrons, respectively. The mission specialists, consisting of Morse Radio Intercept Operators (Ditty-Bops), linguists, communications analysts, and equipment repairmen were assigned to the 6994th Security Squadron and its detachments.

The ARDF area of operation was South Vietnam, Laos (one six miles from the coast of North Vietnam), and later Cambodia. The Air Force ARDF program quickly demonstrated the capability to provide rapid determination of enemy locations and movements. Data was immediately transmitted to the ground where it was used to direct troop movements, artillery fire, tactical air strikes, and B-52 missions.

Later in the war, Nha Trang and Pleiku operations moved to Phu Cat and Da Nang Air Bases, respectively. In 1969 and 1970, EC-47 operations began at Nakhon Phanom and Ubon Royal Thai Air Bases (RTAFB). The last EC-47 mission was flown from Ubon in June, 1974.

January-March 1968 360th TEWS Compass Dart EC-47's On 20 February 68 the responsibility for the two Sentinal Sara (JC-47) aircraft was turned over to the 362nd TEWS.

On 31 January 1968 the TET offensive was launched. During this ground attack, six 360th TEWS aircraft received damage requiring more than 24 clock hours to return to operational status. This full filled Pacific Air Force Reg. 66-24 as being reportable damage. Three other aircraft received lesser damage that same evening. Five aircraft received reportable damage on 18 February and on each on 19 and 24 February. Most of these aircraft were returned to operational status very rapidly. However some of the aircraft received serious damage and were out of commission for most of the remaining quarter. This created a shortage of aircraft.

October-December 1968 360th TEWS During this period, four EC-47's were damaged on the ground due to enemy mortar attacks, three at Pleiku AB, RVN and one at Tan Son Nhut AB, RVN. And one EC-47 was damaged during flight by enemy ground fire. Combat damage to the 360th was negligible this quarter. At 0115 on 1 November, 68 shrapnel from a brief mortar attack put a 2" hole in the left flap on aircraft number 254 and nicked a tire. The flap took two hours to repair. On 29 December 68 aircraft number 153 was hit in the left fuel tank by a .30 caliber bullet, probably while at 1000 feet in the traffic pattern. The slug was found in the fuel tank.

18 May 1970- The 360th TEWS duty officer informed the ROC that one of the EC-47's was returning to base with fumes in the aft compartment and the navigator and radio operator were sick. The ROC coordinated with the air traffic control agencies for a straight in approach with priority handling of this aircraft. By the time the aircraft was safely on the ground three individuals were sick and unable to complete the assigned mission.

6 Sep 2008 - 8 Jan 2009 – The 970 AACS deployed to Curacao in support of AFSOUTH AEF taskings. The 970 AACS filled this tasking for the 965 AACS. The 970 AACS flew 92 sorties for a total of 912.1 hours during this deployment.

They say the view from the top is always the best, and that's exactly where crews from Tinker's 960th and 970th Airborne Air Control Squadrons and 513th Air Control Group made their tactical home during Joint Red Flag 2005.More than 150 air and maintenance crews returned April 2 from the two-week exercise in the Nevada desert. More than 10,000 men and women from the United States Air Force, Army, Navy, Marine Corps and a collection of NATO countries participated in what's called the most realistic combat simulation next to actual war. "The total number of missions flown to combine this picture was immense," said Lt. Col. James Murray, 12th Air Force project officer. "We flew an incredible number of sorties during the execution of this exercise," he said.

"Of the 24,000 sorties flown, 3,500 to 4,000 were live combat training missions, 6,000 to 7,000 were flown as virtual sorties and 18,500 [were] constructive sorties. We really pushed the limits of the personnel and systems. They each performed remarkably. "The simulation and coalition training of the exercise was also a great achievement, said Lt. Col. Mark Horn, 505th Exercise Control Squadron commander at Hurlburt Field, Fla. "Joint Red Flag was an unqualified success from the joint exercise control group perspective," Col. Horn said.

"This was the first large scale distributed exercise control event ever attempted from the 505th Command and Control Wing, including our sister service partners. Many lessons learned and takeaways will allow us to build a better [exercise] the next time around. "Along with the Air Force Reserve's 970th Airborne Air Control Squadron, the "Thumpers" of the 513th Air Control Group and the "Vikings" of the 960th Airborne Air Control Squadron from Tinker played a large role in making Red Flag a training success. Known to fighters, bombers and tankers as call sign "Goliath," E-3 Sentry crews faced daily "Davids" of intense command and control activity. Just like in actual war, Airborne Warning and Control System, or AWACS, aircraft are the first airborne and the last to return to base. "This was a fully successful deployment and a great opportunity to demonstrate the capability and cooperation between the 513th ACG and 552nd ACW," said Maj. Max Stitzer, 513th's deputy commander for maintenance.

"Maintenance personnel were highly competent and professional, and their performance, as evidenced by our achieving the highest sortie rate of all deployed forces, was truly exemplary. "This mix of active-duty and full-and part-time Reserve personnel demonstrates the way we operate on a daily basis. Our Air Force Reservists are highly experienced aircraft maintainers and some bring additional decades of experience to the table from the various civilian vocations and the additional education and training that they possess." he continued. As for the workload,

"The whole set up [at Red Flag] is really training intensive," said Maj. Randy Bristol, 960th AACS. "Here we can take off, be on the orbit in about 45 minutes, control 60 airplanes, then come back and debrief with all the exercise players in one room." Everyone at JRF is considered a student and the objective is to make the simulation as hard as it can be for both ground and aircrews. Over the course of several days, as many as 90 aircraft launch in a two-hour period. Even from 30,000 feet with the Vegas Strip in the distance, most can't mistake the flurry of activity heading for the Nellis Range. "Learning the interoperability of the various systems was a challenge," said Maj. Andy Forstner, 970th AACS. "Dealing with a lot of aircraft and the new systems introduced this year it makes the flying periods interesting." Red Flag lasts two weeks and every day participants learn. The idea is for everyone to learn how to work together with the different weapon systems and understand each other's capabilities, said Maj. Forstner.

Considered to be a state-of-the-art facility, the entire Nellis Range is covered with realistic threat simulators, including troops on the ground. An emerging mission for AWACS is the business of real-time, air-to-ground targeting in addition to air-to-air responsibilities. Red Flag is unique in that, with a fully operational Combined Air Operations Center on the field, participants can get threat and targeting data, then vector the "blue" aircraft to targets quickly. "That's one of the evolving capabilities of AWACS, and this is an ideal place to test it," said Maj. Bristol. Returning crews are now busy compiling all of the lessons learned and sharing them with the rest of the AWACS community. "The Red Flag learning curve is very steep," added Maj. Forstner. "This is the best training around for our crews."(April 8, 2005)

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Sources

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Tinker Take Off, Vol. 64 Issue 14, 2006 April 7 - April 13.