

1809 AIRWAYS AND AIR COMMUNICATIONS SERVICE SQUADRON

MISSION

LINEAGE

1809 Airways and Air Communications Service Squadron

STATIONS

ASSIGNMENTS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

The 1808th AACS Wing, with headquarters in Tokyo, was responsible for air traffic control and air communications services for the entire Far East and Pacific areas. The wing commanded the 1809th AACS Group based in Japan, the 1810th AACS Group in Hawaii, and the 1811th AACS Group on Okinawa. Each of these groups was assigned squadrons and detachments for the

various airfields, operating control towers, direction finder stations, and several Military Air Traffic Control (MATCon) communications centers. The only AACS facility in Korea at the time, however, was a low-power homing beacon at Kimpo Airport, outside the capital city of Seoul, which soon fell into enemy hands.

Representatives of the 1808th AACS Wing and Headquarters, Far East Air Forces, met on 26 June 1950, to determine air traffic support needs in Korea. The 1809th AACS Group, stationed at Nagoya, Japan, was tasked with getting air navigation aids into Korea to help the airlift of men and supplies. It was a race to infuse enough aid to prevent the total collapse of the Republic of Korea Army before American ground forces could arrive in force. A two-man AACS team, sent to ascertain what were the immediate needs for navigational aids and air traffic control decided that the first priority was installation of a homing beacon at Pusan. This port on the southeastern tip of the Korean peninsula had been selected to be the main United Nations logistical base.

There was also an urgent need to provide men and equipment to operate 10 advance airfields in Korea. Since the necessary equipment was not in depot supply, it was quickly gathered from the emergency backup equipment at operating airfields in Japan and from reserve stocks in the United States. Three hundred AACS officers and enlisted personnel skilled in the installation, operation, and maintenance of mobile communications equipment, were selected, processed, and rushed from the United States.

The 1808th AACS Wing had requested permission in 1948 to organize a mobile communications squadron for just such emergencies, but Headquarters USAF had denied the request because of monetary restraints. However, the Korean War was to emphasize the value of these units, which remain an important part of AFCC today. On 20 July 1951, the long-sought and badly needed 1859th AACS Mobile Communications Squadron was organized in Tokyo to provide mobile units to handle emergency situations.

AACS veterans found Korea, with its mountainous terrain, choppy dirt airstrips, heavy rains, and impossible flying weather, even worse than the Pacific campaigns of World War II. One news correspondent, who made several flights to Korea during the first weeks of fighting, described the primitive facilities on one of her first flights. The cargo plane was forced to wait in Japan for 36 hours for the weather to clear because there were no navigational aids yet set up in Korea to assist in landing. The airplane finally landed on a single muddy airstrip ringed by rugged mountains. There were no flare pots to mark the edge of the airstrip if the visibility turned bad. There was no control tower, no operations office, and no shelter to protect the unloaded supplies from the heavy rains that had turned the field into a thick, gooey carpet of mud. "Fortunately," she commented, "the field was open when we sat down."

AACS detachments were operating at Pusan, Taegu, and Pohang within a week after President Truman authorized American military involvement. Beginning with the original two-man team sent to determine AACS's requirements, the number of AACS personnel in Korea soon swelled to over 400 men. They operated under the control of the 1955th AACS Squadron in Japan for the first several weeks. On 1 August 1950, the 1973d AACS Squadron was organized and established

at Taegu to handle the growing AACS responsibilities on the peninsula.

The northern route over the Pacific from the United States to Japan traveled north to Alaska and down the Aleutian Islands chain. There were air bases at Anchorage, Adak, Shemya, Cold Bay, and Kodiak. Several of these former World War II bases had to be reactivated. AACS operated control towers, ground controlled approach radars, radio and radar beacons, radio ranges, high and very high frequency direction finders, cryptological facilities, and point-to-point communications. These facilities, all of which were operational by mid-July, were under the control of the 1804th AACS Group in Alaska.

The central route over the Pacific via Hawaii, Guam, the Philippines, and Okinawa was already fully established and did not require the reactivation of any additional airfields. But, additional facilities and personnel had to be provided to control the increasingly crowded skies over Japan. By the end of 1950, the 1808th AACS Wing had an authorized strength of 283 officers and 3,375 enlisted men.

The year 1947 was a momentous one for AACS and the entire Air Force. The passage of the National Security Act on 18 September 1947 made a reality the long-sought goal of a separate Air Force coequal with the Army and Navy. AACS remained an essential service of the newly formed Air Force, but a number of administrative changes followed. AACS moved its headquarters a few miles from Gravelly Point, Virginia, adjacent to Washington National Airport, to Andrews AFB, Maryland, where its parent headquarters, the Military Air Transport Service, was located. At the same time, all the AACS wings, groups, squadrons, and detachments were changed from one- and three-digit designations to the 1800 and 1900 series. For example, the 7th AACS Wing and 68th AACS Group, both located in Tokyo, became the 1808th AACS Wing and the 1809th AACS Group respectively.

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Sources
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