

26 SPACE AGGRESSOR SQUADRON



MISSION

The 26 SAS is specifically chartered to augment the 527 Space Aggressor Squadron in the replication of adversary space capabilities in support of AEF spin-up, world-wide exercises, training and testing, to enhance US space superiority, force readiness, and survivability. By using Global Positioning System and satellite communications jamming techniques, it provides Air Force, joint and coalition military personnel with an understanding of how to recognize, mitigate, counter and defeat these threats.

LINEAGE

1 Reserve Aero Squadron organized, 26 May 1917
Redesignated 26 Aero Squadron, 1 Oct 1917
Demobilized, 7 Jun 1919

26 Squadron authorized, 30 Aug 1921
Organized, 15 Sep 1921
Redesignated 26 Attack Squadron, 25 Jan 1923

26 Aero Squadron, reconstituted and consolidated with 26 Attack Squadron, 8 Apr 1924.
Consolidated organization designated 26 Attack Squadron.

Inactivated, 27 Jun 1924
Activated, 1 Sep 1930
Redesignated, 26 Bombardment Squadron (Medium), 6 Dec 1939
Redesignated 26 Bombardment Squadron (Heavy), 11 Dec 1940
Redesignated 26 Bombardment Squadron, Very Heavy, 30 Apr 1946
Inactivated, 20 Oct 1948

Redesignated 26 Bombardment Squadron, Heavy and activated, 1 Dec 1948
Discontinued and inactivated, 2 Jul 1968
Redesignated 26 Tactical Fighter Squadron, 24 Sep 1973
Activated, 30 Sep 1973
Redesignated 26 Tactical Fighter Training Squadron, 31 Aug 1975
Redesignated 26 Tactical Fighter Training Aggressor Squadron, 30 Nov 1977
Redesignated 26 Aggressor Squadron, 22 Apr 1983
Inactivated, 21 Feb 1990
Redesignated 26 Space Aggressor Squadron, 21 Feb 2003
Activated in the Reserve, 1 Oct 2003

STATIONS

Hazelhurst Field, NY, 26 May-23 Aug 1917
Le Havre, France, 17 Sep 1917
Issoudun, France, 20 Sep 1917 (detachments trained at Pau and Tours, France, 28 Sep-Nov 1917)
Clisson, France, 13 Apr 1919
St Sebastien, France, 1 May 1919
St Nazaire, France, 5-13 May 1919
Mitchel Field, NY, 27 May-7 Jun 1919
Kelly Field, TX, 15 Sep 1921-27 Jun 1924
Wheeler Field, TH, 1 Sep 1930
Hickam Field, TH, 1 Feb 1940
Wheeler Field, TH, 20 Dec 1941-19 Jul 1942 (operated from Midway Island, 30 May-2 Jun 1942 and 5-8 Jun 1942)
Efate, New Hebrides, 25 Jul 1942 (forward echelon operated from Espiritu Santo, New Hebrides, Aug 1942, and from Guadalcanal, Sep 1942)
Espiritu Santo, New Hebrides, 22 Dec 1942-28 Mar 1943 (forward echelon operated from New Guinea, Jan 1943)
Bellows Field, TH, 12 Apr 1943
Wheeler Field, TH, 11 May 1943 (operated from Canton Island, Aug-Sep 1943)
Nukufetau, Ellice Islands, 11 Nov 1943 (air echelon operated from Canton Island, 12 Nov-31 Dec 1943)
Tarawa, Gilbert Islands, 25 Jan 1944 (air echelon operated from Eniwetok Atoll, Marshall Islands, 29 Mar-17 Apr 1944)
Kwajalein, Marshall Islands, 14 Apr 1944 (air echelon operated from Eniwetok Atoll, Marshall Islands, Jul 1944)
Guam, Marianas Islands, 21 Oct 1944
Yonton Airfield, Okinawa, Ryukyus Islands, 2 Jul 1945
Ft McHenry, Luzon, 13 Dec 1945
Northwest AAB, Guam, Marianas Islands, 15 May 1946
Harmon Field AAB (later, AFB), Guam, Marianas Islands, 1 May 1947-20 Oct 1948
Carswell AFB, TX, 1 Dec 1948
Altus AFB, OK, 13 Dec 1957-2 Jul 1968
Clark AB, Philippines, 30 Sep 1973

Kadena AB, Japan, 1 Oct 1988-21 Feb 1990
Schriever AFB, CO, 1 Oct 2003

DEPLOYED STATIONS

Nouasseur AB, French Morocco, 28 Jun-29 Jul 1954 and 3 May-3 Jul 1955
Clinton-Sherman AFB, OK, 13 Aug-25 Nov 1958

ASSIGNMENTS

Eastern Department, 26 May 1917
Third Aviation Instruction Center, Sep 1917
Unkn, Apr-7 Jun 1919
3 Attack Group, 15 Sep 1921-27 Jun 1924
5 Composite (later, 5 Bombardment) Group, 1 Sep 1930
18 Wing, 12 Oct 1938
11 Bombardment Group, 1 Feb 1940-20 Oct 1948
11 Bombardment Group, 1 Dec 1948
11 Bombardment (later, 11 Strategic Aerospace) Wing, 16 Jun 1952-2 Jul 1968
405 Fighter Wing, 30 Sep 1973
3 Tactical Fighter Wing, 16 Sep 1974
18 Tactical Fighter Wing, 1 Oct 1988-21 Feb 1990
310 Space Group, 1 Oct 2003

ATTACHMENTS

18 Pursuit Group, 1 Sep 1930-10 Dec 1939)
11 Bombardment Wing, 16 Feb 1951-15 Jun 1952

WEAPON SYSTEMS

DH-4
various experimental models including the "flying tank," 1921-1924
A-3B, 1930-1936
PW-9C, 1931
A-12, 1936-1939
B-18, 1940-1942
B-17, 1941-1943
B-24, 1943-1945
B-36B, 1949-1957
B-52E, 1958-1968
T-38, 1975-1980
F-5, 1977-1988
T-33, 1986-1987
F-15 and F-16 (borrowed), 1988-1989
F-16

COMMANDERS

Maj Raynal C. Bolling, 26 May 1917
Capt Phillip A. Carroll, 16 Jun 1917
Capt James E. Miller, 27 Sep 1917
1Lt Charles E. Reed, 25 Oct 1917
1Lt Douglas Campbell, Nov 1917
1Lt Howard W. Schultz, 1917
1Lt Carroll D. Weatherly, 1917-May 1918
None (not manned), 31 May-4 Jun 1918
1Lt Heath A. Melton, 5 Jun 1918
Capt Roy A. Noggle, Oct 1918
Capt James C. Calvert, Nov 1918
2Lt A. Evan Hughes, 1919
1Lt Thomas W. Ward, 1919
1Lt Lotha A. Smith, 15 Sep 1921
1Lt Byron E. Gates, 1 Nov 1921
Capt Arthur B. McDaniel, 6 Feb 1922
Capt George P. Johnson, 10 Jul 1922
1Lt Byron E. Gates, 14 Sep 1922
1Lt Lotha A. Smith, 14 Jan 1923
Capt Joseph A. Davidson, 1 Oct 1923
Inactive, 27 Jun 1924-1 Sep 1930
1Lt Elmer L. Norris, 16 May 1928-31 Aug 1930
1Lt George P. Tourtellot, 1 Sep 1930
1Lt Nathan F. Twining, 1 Sep 1930
1Lt Leonard H. Rodieck, 8 Mar 1932
Maj Samuel G. Frierson, 1 Mar 1934
1Lt Richard H. Lee, 21 Sep 1936
1Lt Raymond L. Winn, 16 Nov 1936
Maj George A. McHenry Jr., 3 Dec 1936
Capt George R. Acheson, 25 Nov 1938
2Lt Alvord Rutherford, 26 Dec 1939
Maj Richard E. Cobb, 1 May 1940
1Lt R. P. Salzarulo, 12 Nov 1941
Maj Andrew Meulenberg, 13 Nov 1941
Maj Richard E. Cobb, 20 Dec 1941
Lt Col Lawrence C. Coddington, 15 Jan 1942
Maj Allan J. Sewart Jr., 29 Jun 1942
Capt John J. Thornhill, 18 Nov 1942
Capt Nicholas H. Lund, 20 May 1943
Maj Wesley A. Anderson, 6 Jul 1943
Maj Robert W. Holland, 27 Jan 1944
Capt Vernon B. Warren, 29 Jul 1944
Maj Robert W. Holland, 1 Dec 1944
Capt Vernon B. Warren, Jan 1945 (acting), 11 Feb 1945 (permanent)

Maj Wilber E. Dehne, 1 Mar 1945
Maj George R. Haysel, May 1945
Maj Wilber E. Dehne, Jul 1945
1Lt Robert N. Chalman, Dec 1945
None (not manned), 13 Dec 1945-14 May 1946
Capt William E. Conger, 15 May 1946
Capt Aloysius A. Norton, Oct 1946
None (not manned), 15 Nov 1946-Oct 1948
Maj Charles T. Moreland Jr., 1 Dec 1948
Lt Col Richard T. Black, 16 Mar 1949
Lt Col Louis W. Rohr, 15 Aug 1949
Lt Col Richard T. Black, 14 Sep 1949
Lt Col Robert E. Thacker, 16 Jan 1950
Lt Col Howard F. Hugos, 9 Mar 1950
Col William R. Calhoun Jr., Nov 1950
Lt Col Thomas J. Rogers, 16 Feb 1951
Lt Col Carroll H. Payne, 21 Apr 1952
Lt Col John C. Harrington, 25 Mar 1953
Lt Col Clay E. Thompson Jr., 15 Aug 1954
Lt Col Roderick G. Darelus, 23 Dec 1954
Lt Col George J. Savage, Jul 1955
Lt Col Fred D. McKinney, 24 Sep 1956
Maj Ray H. McAllister, Jan 1958
Maj Marvin E. Carver, Feb 1958
Lt Col Fred D. McKinney, Mar 1958
Lt Col Robert W. Johnson, 13 May 1960
Col Farley A. Latta, 9 Mar 1962
Lt Col Armand L. Monteverde, May 1963
Lt Col Oliver W. Lewis, 1 Jan 1964
Lt Col Jonathan H. Hughes, Jun 1965
Lt Col John J. Murphy, Apr 1966
Lt Col Glen T. Noyes, 21 Apr 1967
Lt Col Frank E. Birtciel, May-2 Jul 1968
None (not manned), 30 Sep 1973-30 Aug 1975
Lt Col Ralph A. Riddell, 31 Aug 1975
Lt Col Harry L. McKee, 30 Dec 1976
Lt Col Thomas W. Williams, 16 Oct 1978
Lt Col Ronald N. Running, 18 Jul 1980
Lt Col Burton R. Moore, 24 Mar 1981
Lt Col Ralph B. Femrite, 6 Jul 1981
Lt Col Harold S. Storer Jr., 21 Oct 1983
Lt Col Edward H. Allen, 10 Jul 1985
Lt Col William H. Finocchio, 10 Jul 1987
Lt Col William J. Heitzig, 14 Jul 1989

None (not manned), Jan-21 Feb 1990
Lt Col Frank Kincaid, 2015
Lt Col Laura Kohaki, 8 Jul 2017
Lt Col Jeremy D. Nutz, 1 Jun 2019

HONORS

Service Streamers

World War I
Theater of Operations

Campaign Streamers

World War II
Central Pacific
Air Offensive, Japan
Papua; Guadalcanal
Northern Solomons
Eastern Mandates
Western Pacific
Ryukyus
China Offensive
Air Combat, Asiatic-Pacific Theater

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation
South Pacific, 31 Jul-30 Nov 1942

Navy Presidential Unit Citation
Pacific Theater, 7 Aug-9 Dec 1942

Air Force Outstanding Unit Awards

6 Aug 1954-15 Jul 1957
27 Oct 1958-16 Sep 1960
1 May 1980-30 Apr 1982
22 Mar-1 Apr 1986
1 Jun 1987-31 May 1989

EMBLEM



26 Bombardment Squadron, Heavy patches



26 Aggressor Squadron emblems



26 Tactical Fighter Training Squadron emblem: On a light blue disc edged with a narrow blue border, a red five-pointed star fimbriated yellow, overall a black aerial gunsight. Attached above the disc a light blue scroll edged blue and inscribed "Aggressors" in blue letters. Attached below the disc a blank light blue scroll edged blue. **SIGNIFICANCE:** The emblem is symbolic of the unit and the Air Force colors, ultramarine blue and golden yellow, are used in the design. The color blue alludes to the sky, the primary theater of Air Force operations, and yellow to the sun and excellence of personnel in assigned tasks. The red star on the emblem signifies the role of the unit as an aggressor force and the gunsight depicts the air-to-air mission. The light blue field symbolizes the Pacific area of operations, (Approved, 20 Apr 1976)



26 Tactical Fighter Training Aggressor Squadron



26 Space Aggressor Squadron emblem: On a disc Sable, a mullet throughout Gules fimbriated Or, surmounted by a shield parted per bend of the third and Azure, thereon a dexter hand clenched and couped at the wrist counterchanged of the field all within a diminished bordure of the fourth, the disc edged with a narrow border red. Attached above the disc, a Black scroll edged with a narrow Red border and inscribed "RESISTERE FUTILE EST" in Red letters. Attached below the disc, a Black scroll edged with a narrow Red border and inscribed "26 SPACE AGGRESSOR SQ" in Red 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. The red star bordered yellow signifies the aggressor mission for four decades and rests against a black background representing space, the primary theater of operations for the unit. The shield is centered to represent the origin of the unit, founded in 1918. (Approved, 26 Jun 2003)

MOTTO

Aggressors

RESISTERE FUTILE EST--Resistance Is Futile

OPERATIONS

Chief Signal Officer Brig. Gen. George O. Squier proclaimed the inclusion of the Organized Reserve Corps as being among the most important sections of the National Defense Act, and he aimed to develop it to its full potential. He sought to acquire a body of experienced technical men whom he could organize and train in peacetime for availability when needed. Since the use of aviation seemed to be increasing in the European war and comparatively few men in the United States had aeronautical skills; Squier thought it all the more important in late 1916 that a large air reserve be trained. He intended to organize reserve aero squadrons gradually from the commissioned and enlisted reserve personnel acquired under the law." During the war, the Signal Enlisted Reserve Corps also served as an administrative vehicle for enlisting candidates for flying training who were tested at ground schools organized at a number of large universities. The Aviation Section developed a perpetual waiting list of candidates for aviation training, and it never lacked applicants for enlistment. Pursuant to General Squier's wishes, the War Department authorized two air reserve units near New York City and Philadelphia, Pennsylvania, in the early weeks of the war. The 1st Reserve Aero Squadron was organized at Mineola on May 26, 1917. Veterans of the disbanded National Guard 1st Aero Company, including Raynal Bolling, formed the nucleus of the squadron there. Bolling became its first commander, but he went to Europe on a special mission early in June, and Capt Philip A. Carroll took command. The squadron trained at Mineola until August 23, 1917, when it went to France as the nucleus of the Third Aviation Instruction Center at Issoudun. On October 1, 1917, it was redesignated the 26 Aero Squadron and became part of the Regular Army. The 2d Reserve Aero Squadron was organized about July 12th at Chandler Field, Pennsylvania. Redesignated the 45th Aero Squadron on August 8, it moved to Gerstner Field, Louisiana, where it spent the rest of the war." The advent of war having overtaken the requirement for a peacetime reserve, no further reserve aero squadrons were organized. That first air reserve unit at Mineola had no recruiting difficulties. This resulted in large measure from the activities of the Aero Clubs which actively supported the Preparedness Movement and furnished money to

train National Guardsmen. By June 20, 1916, the club had sent twenty-six officers and twelve enlisted men to aviation schools.

With the United States' involvement in World War I, the squadron was sent to France, arriving on September 17, 1917. On October 1, 1917, the squadron was again re-designated, this time as the 26 Aero Squadron. The 26 AS flew the DH-4 and assembled, serviced, and repaired aircraft, 1917-1919.

After the war, the 26 AS went on to become a pursuit squadron, an attack squadron and a bomber squadron flying the DH-4 and other experimental aircraft at Kelly Field, Texas. Re-designated the 26 Attack Squadron in 1923, the squadron adopted the familiar blue and gold "Shield and Fist" designator in 1924 and was inactivated later that same year. In 1930 the squadron was reactivated at Wheeler Field in the Territory of Hawaii as the 26 Bombardment Squadron, where it flew the A-3, PW-9, A-12 and B-18.

Organized on 16 May 1928 with Organized Reserve personnel at Galveston, TX. Conducted summer training at Fort Crockett, TX, with units of the 3rd Attack Group. Relieved from assignment to the 3rd Attack Group on 8 May 1929. Activated on 1 September 1930, less Reserve personnel, at Wheeler Field, TH, assigned to the 5th Composite Group, and attached to the 18th Pursuit Group and had an authorized strength of ninety men. It was composed of surplus personnel from the Hawaiian Department and those transferred from other Air Corps units.

In 1940 the 26, moved to Hickam Field and transitioned to the B-17. On the morning of December 7, 1941, the 26 lost 10 personnel when Japanese bombs struck their barracks during the surprise attacks on Pearl Harbor and surrounding military installations. Still reeling from the attack, and despite their personnel losses, the squadron was in the air and on patrol December 8. The 26 distinguished itself during the Pacific "Island Hopping" campaigns of World War II, initially flying the B-17 and, beginning in 1943, the B-24. The squadron was credited with the first sinking of a Japanese submarine by air attack. The 26 would ultimately earn 10 campaign streamers in the Pacific Theater of Operations.

Search missions from Hawaii, 20 Dec 1941-8 Jul 1942 and May-Oct 1943; took part in Battle of Midway in Jun 1942. Combat in South and Southwest Pacific, 30 Jul 1942-Feb 1943; in Central Pacific, Jul, Sep 1943; and in Central and Western Pacific, 14 Nov 1943-12 Aug 1945.

A week before landing forces were to go ashore in the Gilberts, preparatory air strikes by B-24s and Navy planes began. On 13 November 1943, eighteen 11th Group Liberators dropped 55 500-lb GP bombs and 126 20-lb frag clusters on Tarawa installations, starting fires that could be seen up to sixty miles away. All returned from a dusk attack by the 26 BS against the airfield at Mille in the Marshalls. Next day, Tarawa and Mille were struck again by B-24 forces. On the 15th, Jaluit and Mille in the Marshalls were visited by the Libs; they hit airfields on Kwajalein and at Maloelap in the Marshalls on the 16th, raided Tarawa and Mille on both the 17th and 18th, and concentrated on Tarawa while also bombing Makin on the 19th.

Forming part of the force hitting at Maloelap on 16 November were nine B-24s of the 26 Bomb Squadron, which had its air echelon stationed on Canton Island. The planes had flown up to Baker Island on the 15th where the crews were briefed and then slept the night under the wings of their planes. Early next morning they were off to strike at the barracks area on Taroa Island. Rough weather was encountered on the way to the target but at Maloelap the weather was clear. The Squadron bombed in perfect formation, and ninety percent of its frag bombs hit in the target area.

A good deal of flak was encountered over Maloelap and on withdrawal 20 to 25 Zekes jumped the Squadron, which maintained formation except for aircraft 000. It was on the outside of the third flight and was not able to make sufficient speed to hold its position so that it fell behind. Immediately ten to twelve Zekes were all over 000. A 20 mm explosive shell cut the gas line of the No. 4 engine causing it to quit, another hit the hydraulic line that connected with the tail turret causing severe fire in the tail and trapping the tail gunner, and other shells shot out tires and put holes in the fuselage and wings. The crew successfully fought the fire and put it out. Then the plane, severely damaged and without radio aids, was brought back to Baker Island where it landed with a flat tire and ran into a P-40, but without injury to the men aboard. Four members of the crew had suffered second degree burns and were taken to hospital. The plane was salvaged. For the mission, Squadron gunners claimed one Zeke destroyed (shot down while attacking 000 by the left waist gunner of another plane), two probably destroyed and several damaged.

On the night of 2 April, eleven B-24s hit Eten and Dublon Islands at Truk, and the following night 20 B-24s from the 26 and 38th Squadrons raided Truk. On this occasion there was effective night interception by Japanese planes, and two B-24s of the 26 BS failed to return. Subsequently the Seventh's B-24s raided Truk on the nights of 7, 9, 13 and 16 April and every other night thereafter for the remainder of the month. From the 9th, two squadrons were employed per mission on an alternating basis two squadrons dispatched by the 11th Group, then one from the 11th and one from the 30th, then two from the 30th, after which the rotation was repeated. By the end of April, the two groups had flown a grand total of 329 effective sorties against Truk, dropped 7 tons of bombs and lost but five planes. During March, April and May, the heavies also flew twelve missions, 204 sorties, to Wake Island to neutralize the airfields there.

Ferried former prisoners of war to Manila, Sep 1945.

Trained in heavy bombardment operations, 1949-1968.

On 17 January 1949, the first B-36A 44-92004 was transferred from the 7th Bomb Group to the 11th Bomb Group. It was further assigned to the 26 Bomb Squadron. A second B-36A 44-02009 was assigned to the 26 on 19 January. That same day, the 11th Bomb Group conducted its maiden flight of a B-36 aircraft in B-36A 44-92007 delivered to the 26 on 17 January. The 26 Bomb Squadron crew which flew the training flight consisted of Major Moreland, pilot and 26 Bomb Squadron commander; Captain Warner, instructor pilot; First Lieutenant Giles, copilot; First Lieutenant Sikes, bombardier; Captain Wolford, navigator; First Lieutenant Weldon and Master Sergeant Benefield, engineers; Staff Sergeants Kelly, Rose and Greenfield, central fire control; Staff Sergeants Taggs, Johnson and Harris, aerial gunners; and Technical Sergeant McLemore, radio operator.

The 7th Bomb Group transferred a total of six B-36As to the 11th Bomb Group in February. One B-36A 44-92012 to the 26 Bomb Squadron on 4 February, bringing total assigned in the squadron to six. On 18 March, the 11th Bomb Group received its first B-36B 44-92050, followed by a second B-36B 44-92049 on 19 March. Both aircraft were assigned to the 26 Bomb Squadron.

One B-36B 44-92042, of the 26 Bomb Squadron, 11th Bomb Group, was modified for testing as the right gun on the APG-3 was removed and a 35mm Vitarama camera installed in lieu of the gun. The first mission was flown on 25 October 1949 over Eglin AFB Gunnery Range, Florida at 25,000 feet. Three passes were made on the tail position by two Lockheed F-80 Shooting Star fighters. Following those passes, the APG-3 radar system failed. The malfunction of the radar system was due to low voltage transmitted to the modulator and to the antenna tilt motor which became inoperative. Fifty feet of film was obtained and taken to Eglin for operational analysis.

On 1 November, the wing flew its second APG-3 Tail Torrent System evaluation test. A total of twelve passes were made in the Eglin AFB Gunnery Range by two F-80 jet fighters at 25,000 feet. Both fighters and the B-36B, assigned to the 26 Bomb Squadron, 11th Bomb Group, staged out of Eglin AFB, Florida. The next day, a fighter intercept gun-camera mission was flown on 2 November, out of Carswell in a B-36B of the 7th Bomb Group. Two North American F-82 Twin Mustang fighters from Bergstrom AFB, Austin, Texas intercepted the bomber at 25,000 feet in the vicinity of Austin. The purpose of the mission, as in any gun-camera mission, was to provide "tracking" and "framing" experience for the B-36 gunners. Also, it provided experience in interception for the fighter pilots. A third test of the APG-3 system was flown out of Eglin AFB on 7 November. A total of eighteen passes were made by two F-80 jet fighters on the bomber at 15,000 feet.

While half the wing was TDY at Limestone AFB, Maine, the 26 Bomb Squadron, 11th Bomb Group, took delivery of the first B-36D 49-2653 in the wing on 22 August. The aircraft had six 3,500 horsepower propeller engines and four 5,200-pound jet thrust engines. The addition of jet engines increased the aircraft top speed to 439 mph at 32,000 feet. Also, the aircrew grew to fifteen: aircraft commander, two pilots, two engineers, bombardier, two radio operators, four gunners, navigator, radar operator (bombardier), and second observer. The second pilot and second radio operator doubled as gunners manning the top forward guns. The second observer manned the nose turret including loading and cleaning the guns.

First B-36D Gunnery Mission On 12 September 1950, a 26 Bomb Squadron, 11th Bomb Group, B-36D 49-2653 (the first D model in the wing) took part in the first D model gunnery mission. It was a test evaluation mission flown over the Eglin AFB Gunnery Range, Florida at 24,000 feet. During the mission, seven malfunctions of various types occurred before the plane returned to Carswell.

On 22 November, the wing recorded its third major B-36 accident that resulted in the complete destruction of B-36B 44-92035 (26 Bomb Squadron, 11th Bomb Group). Coming in for landing with two engines out on one side, the aircraft lost altitude and crashed nine miles south of the runway. The entire crew bailed out prior to the crash with two losing their lives.

Next, the wing took part in a special training mission to the United Kingdom. The purpose of the mission was to evaluate the B-36D under simulated war plan conditions, further evaluate the equivalent airspeed and compression tactics for heavy bombardment aircraft, and evaluate select crew capability for bombing unfamiliar targets. The aircraft, staging through Limestone AFB, Maine would land at RAF Lakenheath, United Kingdom following a night radar bombing attack on Helgoland, Germany. From there, the bombers would conduct a simulated bomb run on the Heston Bomb Plot, London, finally landing at Lakenheath. A total of eleven bombers launched out of Carswell on 14 January to Limestone AFB, landing that same day. On 15 January, all were set to depart Limestone. Of those, two aborted shortly after takeoff for engine failures, and three more returned to Carswell that day. The remaining six (one 9th Bomb Squadron, two 436th Bomb Squadron, 7th Bomb Group; and one each from the 26, 42nd and 98th Bomb Squadrons, 11th Bomb Group) landed at RAF Lakenheath on 16 January following the two bomb runs scheduled. This was the first deployment of wing and SAC B-36 aircraft to England and Europe. For the next four days, the flight flew sorties out of England. The aircraft redeployed to the states on 20 January arriving at Carswell on 21 January. As January closed, eighteen B-36B and eighteen B-36D bombers were assigned to the wing. Also, assigned B models began rotating to the Convair plant at San Diego, California for modifications to D models. This would continue until late June 1951 when all B models would be converted to B-36Ds in SAC.

On 10 October 1952, Captain Ross and his crew, 26 Bomb Squadron, 11th Bomb Wing, flew a special mission to demonstrate mission capabilities to visiting dignitaries. A maximum performance takeoff in a B-36H was included. Among those witnessing the demonstration were Secretary of Defense Robert M. Lovett and General Curtis E. LeMay.

On 2 and 3 May, 11th Wing B-36 aircraft from the 26, 42nd and 98th Bomb Squadrons departed Carswell for a 60 day TDY to Nouasseur Depot, French Morocco. While there, in addition to routine training missions, special missions were flown to Dhahran, Adana and Geneva.



In 1973, with the creation of the Aggressor program, the squadron was activated as the 26 Tactical Fighter Squadron. In 1975 the squadron was re-designated the 26 Tactical Fighter Training Squadron. The squadron initially flew the T-38 as an adversary aircraft before receiving its first F-5s in 1977 when it was re-designated the 26 Tactical Fighter Training Aggressor Squadron. In 1983 the squadron was re-designated the 26 Aggressor Squadron. In 1988 the squadron transitioned to the F-16 in order to provide threat emulation beyond the capability of the F-5. Provided PACAF aircrews with realistic training in dissimilar aerial combat and current intelligence on enemy air-to-air capabilities and tactics, 1976-1989. The 26 TFTAS first eight T-38As arrived at Clark AB on January 23, 1976. By June all eight had been painted in aggressor camouflage schemes. The 26 operated a total of 13 T-38As before being replaced by F-5Es in 1978. Of the 13 aircraft, two had crashed, seven were returned to Davis-Monthan AFB and put in storage, and four remained at Clark AB until the end of 1980 when they too were sent to D-M. Due to extensive corrosion which occurred during their stay at Clark, the aircraft were sold for scrap.

In the years that followed the end of the Cold War and the inactivation of the 26, the Air Force recognized a need for a wide array of aggressor units-squadrons that could train U.S. and allied forces to recognize and counter the full spectrum of adversary threats. The 527th Space Aggressor Squadron was activated at Schriever Air Force Base as the first unit of its kind in 2000, augmented by a flight of Reserve Space Aggressors. That flight continuously expanded to meet the ever-emerging threat and eventually reactivated as the 26 Space Aggressor Squadron as part of the Air Force Reserve on October 1, 2003.

The 26 Space Aggressor Squadron at Schriever Air Force Base is always gearing up for the next exercise in replicating enemy action against space-based and space-enabled systems. Teams of

adversary subject matter experts regularly employ jamming techniques to train Air Force, joint and coalition personnel how to recognize, mitigate, counter and defeat threats. “Our mission is to train others,” said Senior Master Sgt. Benjamin Millspaugh, the 26 SAS superintendent. “Currently, Schriever is the only place in the Department of Defense that provides this type of instruction and training that we use to help get our military partners up to speed.”

The squadron acts like a consultant, teaching its clients how to navigate a world full of noise. The world being space, and the noise being rivals that want to prevent their communications or steal information. Acting as the “bad guy,” space aggressors deny operators use of their capabilities like GPS and satellite communication (SATCOM) in order to train warfighters how to operate in environments where critical systems are interfered with or completely negated. To do this, space aggressors replicate adversary systems to provide a threat representative affect the United States’ joint and allied forces. They use a variety of hardware in creative ways to ensure the antennas, amplifiers, and additional hardware are used in the same way an adversary would employ them.

Additionally, they build waveforms that match GPS signals coming down to jam and knock receivers off the GPS signal. They perform various operational configurations and set up multiple antenna sites just like an adversary. Millspaugh compared the ability to discern and understand another’s data to talking louder than others. If you want to be heard, you make your voice stand out. The space aggressors stand out by projecting more power or getting closer to the target in order to transmit their signal and block others. To successfully interfere: frequency, access and power are needed. SATCOM has many frequencies and can access a signal from a far distance. The traditional SATCOM satellite can see one-third of the Earth, from 22,300 miles away in its geosynchronous orbit. However, GPS is in a completely different orbit and uses various frequencies to update the position, navigation and timing for systems all over the world.

The space aggressors target two frequencies—L1 and L2— from the ground. So they need to be local in order to accurately affect the training audiences’ receivers, otherwise it will affect all signals within range and interfere with entities not participating in the exercise. The team spends 200 days a year training others how to combat this interference. Setting up an exercise can take up to six months with all of the internal checks and third-party verifications to ensure they’re only affecting signals they’re authorized to. Notifications are also made to the Federal Aviation Administration, commercial airlines, and the maritime community a few weeks out to make them aware of the exercises.

“The United States Air Force Warfare Center decides which exercises to conduct, and the squadron maintains operational flexibility to cater to our client’s needs,” Millspaugh said. “Then we determine the level and type of interference based on the client’s capabilities; it’s like referring to a play book.” One of the exercises the squadron supports is Red Flag, which takes place at Nellis AFB, Nevada, multiple times per year. Their SATCOM is run from Schriever AFB, but the GPS function happens at Nellis AFB since the jamming needs to be localized.

13 Feb 2017 26 Space Aggressor Squadron at Schriever AFB, CO trained warfighters in disrupting Global Positioning Systems (GPS) and satellite communications.

DEPARTMENT OF THE AIR FORCE ORGANIZATIONAL HISTORIES

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Sources

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