

36th ELECTRONIC WARFARE SQUADRON



MISSION

The 36th Electronic Warfare Squadron integrates technical and operational expertise providing unique support to build and maintain the CAFs EW capability for fighters, bombers, and special-purpose combat platforms through test and evaluation, mission data reprogramming, exercise support, EW reach back, and emergency reprogramming. The squadron conducts operational tests of the EW systems on CAF aircraft in support of hardware and software fielding recommendations to Air Combat Command.

The 36th EWS also conducts exploitation tests of foreign threat weapons radar systems against all CAF aircraft. Squadron members develop mission software used to program EW systems installed on US aircraft. This EW mission software directly impacts the success of Joint Chiefs of Staff operational plans and CAF combat missions. Included in this mission is a wartime commitment to rapidly reprogram CAF's EW mission software in response to threat radar changes. The squadron also develops and publishes EW system handbooks providing critical employment guidance to CAF and allied nation warfighters.

LINEAGE

36th Bombardment Squadron (Heavy) constituted, 22 Dec 1939

Activated, 1 Feb 1940

Redesignated 36th Bombardment Squadron, Heavy,

Inactivated, 15 Dec 1945

Redesignated 36th Engineering and Test Squadron, 9 Apr 1993

Activated, 15 Apr 1993

Redesignated 36th Electronic Warfare Squadron, 13 Sep 1999

STATIONS

March Field, CA, 1 Feb 1940
Lowry Field, CO, 9 Aug 1940-23 Mar 1941
Elmendorf Field, AK, 31 Mar 1941
Fort Greeley, Alaska, c. 9 Feb 1942-28 May 1943 (operated from various places, including Umnak, Kodiak, Adak, and Amchitka, during period from 4 Jan 1942 to 1 May 1943)
Amchitka, 4 May-13 Sep 1943 (operated from Adak, 1 Jun-4 Aug 1943)
McChord Field, WA, 30 Sep-Oct 1943
Alconbury, England, 6 Nov 1943
Watton, England, 7 Feb 1944 (operated from Alconbury)
Harrington, England, 28 Mar 1944
Cheddington, England, 54 Aug 1944
Alconbury, England, 28 Feb 1945
Grove, England, 15 Oct 9 Dec 1945
Camp Kilmer, NJ, 14-15 Dec 1945
Eglin AFB, FL, 15 Apr 1993

ASSIGNMENTS

28th Composite Group, 1 Feb 1940
Fourth Air Force, 19 Oct 1943
Eighth Air Force, 2 Nov 1943
1st Bombardment Division, 21 Nov 1943
VIII Air Force Composite Command, 27 Feb 1944
VIII Fighter Command, 1 Oct 1944
1st Air Division, 1 Jan 1945
3rd Air Division, 12 Aug 1945
1st Air Division, 1 Sep 1945
United States Air Forces in Europe, Oct-15 Dec 1945
68th Electronic Combat Group (later 53d Electronic Warfare Group), 15 Apr 1993

ATTACHMENTS

482nd Bombardment Group, 4 Dec 1943
328th Service Group, 27 Feb 1944
801st Bombardment Group [Prov], 27 Mar-10 Aug 1944
482nd Bombardment Group, 27 Feb-15 May 1945

WEAPON SYSTEMS

B-18A, 1942
B-17E, 1942-1943
LB-30, 1942
B-24, 1942-1945
B-24D
B-24H
B-24J

COMMANDERS

Maj William O. Eareckson, 1 Feb 1940-28 May 1941

Unknown, 29 May 1941-7 Dec 1941

HONORS

Service Streamers

None

Campaign Streamers

Air Offensive, Japan

Aleutian Islands

Air Combat, Asiatic-Pacific Theater

Air Offensive, Europe,

Normandy

Northern France

Rhineland

Central Europe

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation

Germany, 11 Jan 1944

French Croix de Guerre with Palm

EMBLEM



36th Bombardment Squadron, Heavy emblem

RAFU - Radar All Fouled Up. Designed by Stanley Walsh.



MOTTO

NICKNAME

OPERATIONS

Reconnaissance and photo-mapping of Bering Sea. and Alaska, 1940-1941. Combat in Northern Pacific, Dec 1941-Aug 1943. CARPETBAGGER missions in ETO, Dec 1943-Aug 1944; electronic-countermeasure operations, Aug 1944-Apr 1945.

CARPETBAGGER missions were clandestine single-ship airdrop or airland operation conducted in every theater of the war. These were often used to insert or extract special operations teams or agents and to resupply small guerrilla bands or insurgents behind enemy lines. Operation CARPETBAGGER, resupplied insurgent bands in France and the low countries during the months leading up to the invasion at Normandy.

The 8th Air Force's 36th Bomb Squadron (RCM), a secret radar countermeasure unit was not involved in typical bombing runs as other bomb squadrons. It only compared to other bomb squadrons due to the fact that heavy B-17 and B-24 bombers were used. The 36th Bomb Squadron was born out of the 803rd Bomb Squadron (Provisional). This special unit worked initially with the RAF 100 Bomb Group at Sculthorpe in January of 1944 and was first commanded by Capt. George E. Paris. This first detachment had already completed an operational tour. The radar countermeasure effort came under RAF Bomber Command where they performed a variety of special operational activities. The secret missions included Window (Chaff), Jostle, Carpet, Mandrel, and other ramifications. Many of the aircraft jamming systems were developed and tested by Allied scientists associated with the Telecommunications Research Establishment, namely the American-British Laboratory Division 15 (ABL-15) located at Great Malvern, near London. RCM operations were designed to deny the Germans effective utilization of radar and radio equipment, which generally fell into these main categories:

1. Small Wurzburg - used in fire control of flak batteries against Allied aircraft.
2. Giant Wurzburg - employed in control of enemy fighters and anti-aircraft fire.
3. Freya - used with Giant Wurzburg for fighter control and long distance warning radar.
4. Big Ben Jostle - used to jam potential V2 rocket radio control.

Lt. Col. Clayton A. Scott assumed command of the 803rd on April 25, 1944. At this time the new squadron included nine crews and six B17 aircraft. On May 16, 1944 the squadron moved to RAF Oulton. The first operational mission using four B17 aircraft was on the night of June 5/6 with RAF 100 Group squadrons. Its purpose was to mask the Allied invasion fleet and to support the airborne operations on the Normandy beachhead. This Mandrel mission proved very effective in countering the German early warning system and "contributed materially to the success of the landings on the beachhead". Initially the screens were flown at 15,000 feet, but were later increased to 19,000 feet. Soon it was found that the B-24 Liberator was better suited in delivering a more ample power supply to the high voltage jammers than the B-17 Flying Fortress and by the end of July the squadron initiated a changeover to an all Liberator fleet.

In August the personnel from the 803rd merged with those from Det. "A" of the 858th Bomb Squadron and the 856th Bomb Squadron to form the new 36th Bomb Squadron (H) RCM. At this time Major Robert F. Hambaugh assumed command. He continued in that capacity until after the wars end. RCM night missions continued in support of Bomber Command which targets included Berlin, Kiel, Dortmund, Stettin, and Hamburg plus other targets. Frequency search missions were also flown at the request of the American British Laboratories. Mission successes continued as shown by the Mandrel screen and the Special Window operation for the raid on Bremerhaven in September. Long-range raid information was denied and enemy plotting system confused. The intended results were found when the enemy night fighter interception was late against the main RAF attacking force. Successful "spoof" jamming missions were also commenced when RAF Bomber Command had no operations. Deceived by the "spoof" and believing a RAF bombing raid was approaching, enemy controllers at the radar stations would initiate fighter action. In October reduced bomber losses over the continent were being attributed to enemy fighters by the screening efforts.

On Nov. 25, 1944, operations with the RAF were curtailed. Support was now being given to the 8th Air Force for VHF screens. The VHF screen for the Air Division assemblies was designed to deny the enemy valuable information in regards to the attacking force size, route, altitude, and target. December and January brought continued VHF jamming screens and new Jackal or Nazi tank communication jamming commenced for the Battle of the Bulge. Special operations of prepared dialogue to simulate bomber division assembly were employed on days when there were no bombing operations by Bomber Command. The intent of this effort was to further extend the enemy resources. On frequent occasions, due to diversions, squadron operations were conducted from other bases. On January 3, 1945 operations with the RAF ended. During March and April of 1945, "droop snoot" P-38s assisted the 36BS B-24s and actively investigated radar frequencies not covered by Carpet and Window jamming. All support operations ceased by April 30, 1945.

There were 1167 effective sorties out of a total of 1218 flown on 220 missions during the short eleven months of this very special squadron. Twenty-seven airmen lost their lives in service with the RCM squadron.

Air Force Order of Battle
Created: 15 Dec 2010
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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.