

4362 POST-ATTACK COMMAND AND CONTROL SQUADRON



MISSION

4362 Post-Attack Command and Control Squadron mission was to operate as flying communication centers in the event that ground communication centers were destroyed during a nuclear war. Flying the EB-47L, a specialized variant of the B-47, UHF communications would be relayed by these aircraft from surviving ground control centers and other airborne command posts (the early version of "Looking Glass" or the EC-135) to American bomber forces. Distributed at four bases nationwide, Lincoln was selected in 1962 and was designated operational in July 1962 just a few months before the Cuban Missile Crisis.

Ten aircraft flew the operation "Pipe Cleaner" mission from Lincoln AFB starting in August 1962 and this would last until 1964 when newer communications technology, the decline in B-47 operations ended EB-47L missions.

LINEAGE

4362 Post-Attack Command and Control Squadron

STATIONS

Lincoln AFB, NE

ASSIGNMENTS

COMMANDERS

Lt Col James M. Pumford, Jul 1962 - Oct 1963
Lt Col Russel M. Heller, Jr., Oct 1963 – 1964

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM



MOTTO

OPERATIONS

On 20 July 1962, SAC organized four support squadrons at other strategic locations: the 4362d Post Attack Command and Control Squadron (PACCS) at Lincoln AFB, Nebraska; the 4363d PACCS at Lockbourne AFB, Ohio; the 4364th PACCS at Mountain Home AFB, Idaho; and the 4365th PACCS at Plattsburgh AFB, New York. These units, equipped with EB-47 radio relay aircraft, were activated in 1963.

In March 1963, the 34th AREFS received eight newly- configured KC-135As to support a growing command, control and communications (C3) mission at Offutt. In August of the following year, these were replaced with KC-135B aircraft that had turbofan engines, advanced electronics

equipment and both tanker and receiver capabilities for air-to-air refueling operations. These new aircraft were soon redesignated as EC-135Cs. Offutt was not the only base to receive the new EC-135Cs. They were simultaneously delivered to other bases as well, expanding the airborne C3 network considerably.

The SAC Airborne Command Post (ABNCP), called "LOOKING GLASS", was supported by the addition of auxiliary command post aircraft stationed at the bases supporting the three Numbered Air Force (NAF) headquarters: the Central Auxiliary Command Post (AUX) at Barksdale AFB, Louisiana (913th AREFS)); the East AUX at Westover AFB, Massachusetts (99th AREFS); and the West AUX at March AFB; California (22d AREFS). This network of airborne command posts was soon designated the Post Attack Command and Control System (PACCS). This new definition of "PACCS" was not a problem because the introduction of the EC-135C aircraft resulted in the inactivation of the 4362d and 4365th Post Attack Command and Control Squadrons that same year (1964) and the inactivation of the 4363d and 4364th PACCS on 25 March 1965. Inactivation of these four units made the PACCS fleet "135 pure". The missions of the EB-47 units were soon assumed by aircraft assigned to air refueling squadrons at Ellsworth AFB, South Dakota (28th AREFS) and Minot AFB, North Dakota (906th AREFS). By 1966, PACCS consisted of the ABNCP (LOOKING GLASS), EAUX (Achieve), WAUX (Stepmother), CAUX (Greyson) and RELAY aircraft to include A, C, G and L models of the EC-135.

1962 The concept of "flying relay" stations came into being shortly after explosives ruined a radio relay station in Nevada in 1961. Contracts were let and two prototype B-47's were modified to serve this purpose. First step in making this plan operational came in July 1962 when the four support squadrons were activated. The 4362nd Post Attack Command and Control Squadron (PACCS) was organized under the 307th at Lincoln, with Lt Colonel James M Pumford as Commander. "Pipe Cleaner" was the nickname for the operation and the aircraft. The mission of the 4362nd and the entire "Pipe Cleaner" system was to provide survivable UHF radio communication links between Airborne Command Posts and SAC aircraft over the Continental US and Canada.

17 August 1962, Lincoln AFB

First "Pipe Cleaner" missions flown by 4362nd PACCS (Post Attack Command and Control Squadron). Last of Reflex B-47's at Moron AFB switched to Reflex at Greenham-Common.

2 September 1962, Lincoln AFB

Reflex tour for B-47 crews in Europe and North Africa would be 21 days instead of 28. On 4 September a message was received which outlined the responsibilities for two "Pipe Cleaner" B-47 aircraft and their participation in "Operation Dominic" nuclear tests in the Pacific.

October 1963, Lincoln AFB

The 307th has 60 B-47 aircraft assigned at the end of October 63. Only 45 of these aircraft are authorized, with 47 actually possessed by the Wing. Lt Colonel James M. Pumford, 4362nd PACCS Commander, retired from the Air Force. Lt Colonel Russel M. Heller, Jr. then assumed command of the 4362nd. He was formerly with the Wing's 371st Bomb Squadron.

USAF Unit Histories
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Sources
Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.