

9 BOMB SQUADRON



MISSION

The 9 Bomb Squadron maintains combat readiness to deliver rapid, decisive airpower on a large scale in support of conventional warfare taskings. Squadron experts provide warfighting commanders with the best in maintenance support, operational aircrews and B-1B aircraft. The squadron repairs, services, launches, recovers and inspects 15 B-1 aircraft capable of sustained intercontinental missions and world-wide deployment/employment from forward operating locations. The 9 BS is the oldest active bomb squadron in the Air Force today.

LINEAGE

9 Aero Squadron organized, 14 Jun 1917

Redesignated 9 Squadron, 14 Mar 1921

Inactivated, 29 Jun 1922

Redesignated 9 Observation Squadron, 25 Jan 1923

Redesignated 9 Bombardment Squadron, 24 Mar 1923

Activated, 1 Apr 1931

Redesignated 9 Bombardment Squadron (Heavy), 6 Dec 1939

Redesignated 9 Bombardment Squadron, Heavy, 13 Jul 1943

Inactivated, 6 Jan 1946

Redesignated 9 Bombardment Squadron, Very Heavy, and activated, 1 Oct 1946

Redesignated 9 Bombardment Squadron, Heavy, 20 Jul 1948

Discontinued, and inactivated, 25 Jun 1968

Redesignated 9 Bombardment Squadron, Medium, 28 Jan 1969

Activated, 2 Jul 1969

Redesignated 9 Bombardment Squadron, Heavy, 31 Dec 1971

Redesignated 9 Bomb Squadron, 1 Sep 1991

Inactivated, 15 Aug 1992

Activated, 1 Oct 1993

STATIONS

Camp Kelly, TX, 14 Jun 1917
Selfridge Field, MI, 8 Jul 1917
Garden City, NY, 28 Oct-22 Nov 1917
Winchester, England, 8 Dec 1917
Grantham, England, 28 Dec 1917-7 Aug 1918
Colombey-les-Belles, France, 23 Aug 1918
Amanty, France, 28 Aug 1918
Vavincourt, France, 21 Sep 1918
Preutim, France, 21 Nov 1918
Trier, Germany, 5 Dec 1918
Colombey-les-Belles, France, 18 May 1919
Marseilles, France, 25 May-7 Jun 1919
Park Field, TN, 12 Jul 1919
March Field, CA, 22 Jul 1919
Rockwell Field, CA, 2 Aug 1919 (flight operated from Calexico, CA, to Apr 1920)
March Field, CA, 15 Nov 1919
Rockwell Field, CA, 11 Dec 1919
Mather Field, CA, 27 Apr 1920-29 Jun 1922
March Field, CA, 1 Apr 1931
Hamilton Field, CA, 5 Dec 1934
Fort Douglas, UT, 7 Sep 1940
Salt Lake City, UT, 13 Jan-13 Nov 1941
Brisbane, Australia, 22 Dec 1941-4 Feb 1942 (ground echelon) (air echelon operated from Singosari, Java, 13-19 Jan 1942 and Jogjakarta, Java, 19 Jan-1 Mar 1942)
Karachi, India, 8 Mar 1942 (air echelon), 14 Mar 1942 (ground echelon)
Allahabad, India (air echelon at Baumrauli, India), 27 Apr-29 Jun 1942
Lydda, Palestine, 2 Jul-4 Oct 1942; Karachi, India, 5 Oct 1942 (operated from Gaya, India, 14 Nov-12 Dec 1942)
Pandaveswar, India, 12 Dec 1942
Kurmitola, India, 11 Jun 1944
Pandaveswar, India, 1 Oct 1944
Tezpur, India, 1 Jun-7 Dec 1945
Camp Kilmer, NJ, 5-6 Jan 1946
Fort Worth AAFld (later, Griffis AFB; Carswell AFB), TX, 1 Oct 1946-25 Jun 1968
Carswell AFB, TX, 2 Jul 1969-15 Aug 1992
Dyess AFB, TX, 1 Oct 1993

ASSIGNMENTS

Unkn, 14 Jun 1917-Sep 1918
1 Army Observation Group, 6 Sep 1918
3 Army Air Service, 21 Nov 1918
Unkn, 12 May-Jul 1919

Western Department, Jul 1919
Ninth Corps Area, 20 Aug 1920-29 Jun 1922
7 Bombardment Group, 1 Apr 1931-6 Jan 1946
7 Bombardment Group, 1 Oct 1946
7 Bombardment Wing, 16 Jun 1952-25 Jun 1968
340 Bombardment Group, 2 Jul 1969
7 Bombardment Wing, 31 Dec 1971
7 Operations Group, 1 Sep 1991-15 Aug 1992
7 Operations Group, 1 Oct 1993

ATTACHMENTS

United States Army Middle East Air Force for operations, 28 Jun-4 Oct 1942
7 Bombardment Wing, 16 Feb 1951-15 Jun 1952

WEAPON SYSTEMS

Sopwith Camel, 1917
Sopwith Scout, 1917
Breguet 14, 1918-1919
DH-4, 1918-1922
Sopwith FE-2, 1918-1919
German airplanes, including LVG C VI, Fokker D VII, Pfalz D XII, DFW C V, Halberstadt
C IV and V, Rumpler C, and Hannover C L III, 1919
O-19
O-38
B-3
B-4, 1931-1934
B-12, 1934-1937
B-10, 1935-1938
OA-4, 1937
B-18, 1937-1941
B-17, 1940
LB-30, 1942
B-24, 1942
B-29, 1946-1948
B-36, 1948
B-52, 1958-1968
FB-111, 1969-1971
B-52, 1971-1992
B-1, 1993

COMMANDERS

Capt George E. A. Reinburg, 14 Jun 1917
1st Lt Samuel B. Eckert, 22 Aug 1917
None, 8 Dec 1917

1st Lt J. A. Richards, 8 Feb 1918
1st Lt Frank H. Miller, 13 Aug 1918
1st Lt Maury Hill, 16 Aug 1918
1st Lt Thomas A. Box, 2 Sep 1918
1st Lt Edward R. Kenneson, 30 Sep 1918
Capt Willis A. Diekema, Dec 1918
Unkn, May-Jun 1919
None, 10-31 Jul 1919
Lt Col Henry L. Watson, 1 Aug 1919
Capt Robert L. Walsh, 1 Nov 1920
Capt Albert D. Smith, 12 Aug 1921
Maj D. M. Atkinson, 25 Oct 1921
Capt Frederick I. Eglin, 13 Dec 1921
Capt William M. Randolph, 9 Mar 1922
Inactive, 29 Jun 1922
1st LT Kenneth N. Walker, 30 Jun 1926
Unknown, 30 Jun 1927
Capt Leo F. Post, 1 Apr 1931
Capt Younger A. Pitts 1 Oct 31-29 Jul 32
Capt Harold D. Smith 29 Jul 32-23 Sep 33
2nd Lt William A. Matheny, Jul 1933
Maj Charles T. Phillips 23 Sep 33-11 May 34
1st LT John G. Moore 11 May 34-12 Dec 34
Capt John M. Davies 12 Dec 34-14 Oct 36
Capt Donald J. Keirn, c. 1 Jun 1935
Capt John J. Morrow, 17 Jun 1935
Capt John M. Davies, Aug 1935
Capt Kenneth N. Walker 14 Oct 36-21 Jan 38
Capt Wilfred J. Paul 21 Jan 38-1 Mar 38
Maj Thad V. Foster 1 Mar 38-Sep 39
Maj Elmer E. Adler Sep 39-Feb 41
Maj Julius T. Flock Feb 41-23 Jul 41
Maj Richard H. Carmichael 23 Jul 41-5 Oct 41
Unkn, 5 Oct-Nov 1941
Maj Conrad F. Necrason, Dec 1941
Maj Donald M. Keiser, 15 Mar 1942
Maj Max R. Fennell, 3 Aug 1942
Maj Willard A. Fountain, 3 Nov 1942
Capt Homer E. Adams, 3 Jan 1943
Maj William Stark, Feb 1943
Maj Joseph S. Pirruccello, 6 Apr 1943
Capt Allan A. Latham, 21 Oct 1943
Maj David N. Kellogg, 29 Dec 1943
Maj William B. Kyes, 9 May 1944

Maj William C. Dabney, Nov 1944
Capt John M. Dozier, 7 Jun 1945
Unkn, 2 Oct 1945-6 Jan 1946
None, 1-24 Oct 1946
Lt Col Willard W. Wilson, 25 Oct 1946
Lt Col William F. Savoie, 5 Aug 1947
Lt Col George T. Chadwell, Aug 1948
Maj Toy B. Husband, 8 May 1949
Lt Col John B. Carey Jr., 24 Jun 1949
Lt Col Richard T. Black, 26 Jan 1950
Lt Col Francis J. Schuck, Jul 1950
Maj Ralph R. Taylor Jr., Jan 1951
Lt Col Norris J. Ansell, 1 Jun 1952
Lt Col Lester F. Richardson, 3 Feb 1953
Lt Col Raymond E. Buckwalter, 10 May 1953
Lt Col William J. Cook, Apr 1955
Lt Col Charles W. Johnson Jr., Apr 1956
Lt Col Paul Beard, 1 Jul 1956
Lt Col Wesley L. Pendergraft, 20 May 1957
Lt Col Clifford Schoeffler, 1 Dec 1957
Maj James S. Gardner, Jun 1958
Lt Col Jack H. Heinzl, Jun 1958
Lt Col Clifford Schoeffler, Jul 1958
Lt Col Jack H. Heinzl, Sep 1958
Lt Col Clifford Schoeffler, Oct 1958
Lt Col Harry R. Patrick, 25 Jul 1959
Lt Col Allen C. Phenis, 1 Apr 1961
Lt Col James S. Gardner, 27 Aug 1962
Lt Col Luther L. Hampton, 1 Jun 1964
Lt Col George E. Porter, 1 Oct 1965
Lt Col Junior Hendricks, 1 Apr 1967-25 Jun 1968
Lt Col Robert S. Montgomery, 2 Jul 1969
Lt Col David N. Gooch, 15 Oct 1970
Unkn, 4 Sep-30 Dec 1971
Lt Col Caryl W. Calhoun, 31 Dec 1971
Lt Col Pintard M. Dyer, 18 Jul 1972
Lt Col John T. Cornelius, 1 Jun 1973
Lt Col Donald L. Marks, 1 Jul 1974
Lt Col Leslie H. Coody Jr., 1 Jul 1975
Lt Col Claude L. Branson, 6 Jul 1976
Lt Col Lloyd L. Moir Jr., 21 Nov 1977
Lt Col John C. Dalton, 30 May 1979
Lt Col Thad A. Wolfe, 1 May 1981
Lt Col David F. Johnson, 10 Sep 1981

Lt Col Harvard L. Lomax, 15 Dec 1982
Lt Col George I. Conlan, 25 Jun 1984
Lt Col Michael J. Kehoe, 15 Jul 1985
Lt Col Arvid P. Pederson, 24 Jan 1986
Lt Col Thomas W. Ellers, 7 Apr 1987
Lt Col Andrew W. Smoak, 29 Mar 1988
Lt Col Gerald J. Venteicher, 15 Aug 1989
Lt Col Bevely E. Foster Jr., 3 May 1991-15 Aug 1992
Lt Col Douglas L. Raaberg, 1 Oct 1993
Lt Col Stephen E. Wright, 26 Jun 1995
Lt Col John D. Allers, 19 Jul 1996
Lt Col Daniel J. Charchian, 10 Aug 1998
Lt Col Eldon A. Woodie, 7 Apr 2000
Lt Col Robert F. Glass, 7 Jun 2002
Lt Col Robert L. Maness, 30 Jun 2004
Lt Randy S. Allen, 9 Mar 2006
Lt Col Jennifer M. Fullmer, 14 Jan 2008
Lt Col Michael A. Miller, 9 Dec 2009
Lt Col Matthew R. Brooks, 8 Jul 2011

HONORS

Service Streamers

Campaign Streamers

World War I

Lorraine

St. Mihiel

Meuse-Argonne

World War II

Antisubmarine, American Theater

Philippine Islands

East Indies

Burma

India-Burma

China Defensive

Central Burma

China Offensive

Egypt-Libya

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Netherlands Indies, 14 Jan-1 Mar 1942
Thailand, 19 Mar 1945.

Air Force Outstanding Unit Awards

18 Jun-1 Dec 1965

1 Jul 1976-30 Jun 1977

1 Jul 1985-30 Jun 1987

1 Jul 1989-30 Jun 1991

1 Jun 1996-31 May 1998

1 Jun 1998-31 May 2000

1 Jun 2002-31 May 2004

1 Jun 2005-31 May 2007

Philippine Presidential Unit Citation (WWII)

EMBLEM



9 Bombardment Squadron



9 Bomb Squadron emblem is a silhouette showing the beams of three search-lights pointing upward and forming the numeral IX. (Approved, 26 Jul 1932)

MOTTO

OPERATION

The 9 Aero Squadron came into being on 30 May 1917 when Capt George E. A. Reinburg designated Company E of the Provisional Aviation School Squadron Kelly Field Texas a separate unit. The men who had been in training for about a month were officially assigned on 14 Jun

On 5 Jul the Squadron was ordered to Mt Clemens, MI where with the 8th Aero Squadron it opened what is now known as Selfridge and the men of the 9 assembled the first plane ever to fly there.

Since 9 was the first American squadron to be organized for night ops, it was impossible to get information from other American squadrons. Night Recce had been tried with indifferent success by the French and good success with the British.

All personnel had to be trained in night recce work. Poor weather led to the slow start of the

squadron.

24 Sep 1918 squadron moved from Amanty to Vavincourt (Meuse) to take part in the Argonne-Meuse Drive and recce'ed as often as night weather conditions would permit

The squadron was ordered to Minneola Field, N. Y. to prepare for overseas service on October 27 and it sailed from Halifax on November 27, 1917, After an uneventful voyage it debarked at Liverpool, England, December 7, and went direct to the American Rest Camp at Winchester.

Here Lt. Eckert was relieved of command and the squadron was divided into n flights for training, Flight A was sent to South Charleton to work on Sopwith Camels; Flight B was sent to Scampton, Lincoln, for duty on scout planes; night C went into observation plane work at Spittlegate and Flight D was ordered to Harlaxton, Grantham for motor instruction.

The squadron was reassembled on February 8, 1918 under the command of First Lieutenant J. A. Richards and shortly afterwards it took over the work of the 24th Wing, 12th Group, RFC becoming the first American squadron to be assigned exclusively to duty with a British flight. Captain Smith was the British officer in command.

On August 7, 1918, the squadron left Spittlegate, rested at Winchester and arrived at L'Havre, France, August 13. It reached St. Maixent August 16 under the command of Lieutenant Frank H. Miller, who was succeeded there by First Lieutenant Maury Hill and replacements were made in the enlisted personnel. On August 23 the squadron arrived at Colombey-Les-Belles and was transferred to Amnty August 28

During the first trip made by a plane from this squadron during the Argonne-Meuse Offensive on the night of September 24, 1918, an attack was made by two enemy chases planes. These planes were not distinguished until they were less than 100 meters distance. The forward machine was firing when it was first observed. By diving rapidly, first to the right, than to the left, our plane escaped, although the two enemy planes could be seen several hundred meters above searching. And four days later information was received from the Intelligence Department that a Night Reconnaissance Flight had been identified on one of the enemy fields. Although the planes of our fields were attacked three times soon after this occurrence, our planes met no further resistance from the air.

The 9 Aero Squadron was organized for night flying and reconnaissance just at the beginning of the St. Mihiel operations. It was the first American Night Squadron to be organized and therefore it was impossible to get information from other American Squadrons concerning is class of work. Night reconnaissance had been tried with indifferent success by the French and with fairly good success by the British Air Forces. Poor equipment was secured at the beginning of operations, part of the flares and landing lights being condemned products from the other armies. This equipment was speedily gotten rid of by the Squadron which had complained to the Supply Depot from which it had come. Better equipment was secured and the first trip made over the lines on the night of September 14, 1918. Regular flights were made thereafter.

An effort was made at the organization Squadron to secure experienced pilots and observers from older squadrons, but this proved impracticable after a few transfers had been made, new pilots with little night flying and observers with no night experience were received by the squadron. Those men had to be trained in night work, before they could begin operating over the lines. This obstacle in conjunction with bad night weather, was responsible for the slow start of the squadron.

On September 24, 1918, the Squadron was moved from Amanty to Vavincourt (Meuse) to take part in the Argonne-Meuse drive and was attached to the First Army Observation Group. Work was done flaring this drive as often as night weather conditions would permit.

On 1 April 1931, the 9 was activated and assigned to the 7 Bombardment Group at March Field, California. It was in 1932 that the unit had their now familiar squadron patch approved. Designed in black and silver with three piles representing the three World War I battles the squadron took part in forming the Roman numeral IX. While with the group, the 9 flew numerous training flights in a variety of airplanes. In 1935 the unit participated in a mass bomber formation, cross-country flight from California to Florida. In January 1941, the 9 moved along with the 7 Bombardment Group to Salt Lake City, Utah. In October of that year the unit prepared to take part in an exercise with the group in the Pacific area. With the ground echelon setting sail on 13 November 1941, the 9 made ready to fly into Hickam Field, Hawaii the following month; on 7 December 1941. The B-17s of the squadron arrived at Hawaii in the midst of the Japanese attack on Pearl Harbor. Unarmed and unable to fight back, the 9 lost several aircraft to enemy and friendly fire. Following the attack, the remaining aircraft returned to the States before moving on to Java.

The dawn of 13 January 1942 saw the 9 departing for Singosari, Java. The unit arrived many hours later, safe but tired. Major Conrad Necrason, commander of the 9 at this time, directed rest and repairs before the unit moved on to Jogjakari, Java. Combat missions in Java were performed in the B-17, where the unit used its long combat range to destroy Japanese shipping around the Philippines and assisted in evacuating personnel in the face of a fast moving enemy. On 8 March 1942, the unit moved to Karachi, India. Karachi was located on the coast of the Arabian Sea and proved a welcome change from the humid jungles of Java.

While in Karachi, the 9 ferried troops to and evacuated casualties from the intense fighting in Burma. The seacoast station was to be short lived and the unit was moved 1,300 miles inland to the town of Allahabad, India, located between the Vindhaya Mountain Range and the Himalaya's. The 9 continued to rain havoc upon the Japanese shipping lanes along the coast of Burma. On 2 July 1942, the unit moved again, but to a different front and a new enemy.

Lydda, Palestine, an arid desert area was to be the 9's new home, for a while at least. From Palestine, their B-17s pounded German shipping and harbors. That effective bombing helped to disrupt the offensive the German Army was attempting against the invading American forces. The Japanese were not idle during that time however, they had extended their reach into China, Siam, Andaman Islands and deeper into Burma. The 9 returned to Karachi, India in October 1942 to assist with the bombing of those new Japanese targets.

The unit was now flying the B-24, a replacement for the older B-17. The longer combat range and heavier bomb capabilities of the B-24 helped the 9 assist in dropping over 2,400,000 pounds of bombs on 123 targets. From 1942 to early 1945, the unit in addition to their bombing missions, transported fuel and supplies over the Himalaya Mountains. In February 1945, the 9 supported the British Army in their drive against Mandalay. World War II ended on 14 August 1945 with the Japanese surrender.

The 9 Bombardment Squadron's combat mission now complete, the unit returned to the States and were stationed at Camp Kilmer, New Jersey where the unit was inactivated on 6 January 1946. Nine months after the 9 was inactivated following an illustrious World War II record, it was activated and assigned to the 7 Bombardment Group at Fort Worth Army Airfield, Texas on 1 October 1946. Along with the 9, the 436th and 492nd Bombardment Squadrons; the 25th Base Service Squadron; the 35 Air Engineering Squadron; and the 578th Air Material Squadron were assigned to the newly formed 7 Bomb Group.

Training began in the B-29 in November 1946 under the standards established by the Strategic Air Command which was activated on 21 March 1946. Throughout 1947, the unit prepared its people for any combat eventuality that might arise training with assigned B-29s in global bombardment operations. Within the United States SAC units flew many simulated attacks on major metropolitan areas. Those areas included: Los Angeles (11 April), New York (16 May), and Chicago (1 August) as part of the first SAC maximum effort missions. The most significant flight for the 9 was over New York on 16 May 1946 when they, along with other SAC B-29s, theoretically dropped their bombs on New York in a maximum effort operation. The 9 took part in all three of the first maximum effort missions previously listed.

On 12 September 1947, the 9 along with the group deployed to Giebelstadt, West Germany. This flight was the largest bomber formation flown from Fort Worth AAF overseas to date. Enroute the aircraft flew to Maine over Greenland, Iceland, Great Britain and landing in Germany on 13 September. During the unit's ten-day deployment, they participated in training operations over Europe and redeployed to Fort Worth Army Air Field on 23 September 1947. On 2 November 1947, the 9 participated in a 30-day Far East Deployment and training exercise. However, the exercise was pushed back to 6 November and on that date the 9 deployed four B-29s to Barbers Point, Hawaii enroute to Yokota AB, Japan. At Hawaii it was discovered that the fuel used in the Pacific was not compatible for the B-29s. Based on that, the aircraft returned to Fort Worth Army Airfield on 8 November 1947. On 7 January 1948, the unit flew in a maximum effort mission to Clovis, New Mexico, and Kansas City, where a simulated bombing mission was carried out. From 15 to 17 January the 9 Bombers participated in the Eighth Air Force Group competition held at Davis-Monthan AFB, Arizona. In February 1948, the 9 deployed to Germany for temporary duty in three flights, flying three different routes to Europe. The first flight of three B-29s departed Carswell on 25 February by way of Westover AFB, Massachusetts; Keflavik, Iceland; and finally landing at Furstenfeldbruck, West Germany.

The next flight departed on 26 February with four B-29 aircraft by way of MacDill AFB, Florida; Lajes

Field, Azores to Furstenfeldbruck. The last flight, consisting of the remaining three aircraft in the squadron left Carswell on 27 February and flew to Lajes Field then on to Furstenfeldbruck. By 27 February, all 9 Bomb Squadron aircraft were in place for the 90-day deployment. On 25 April the unit returned to Fort Worth Army Airfield after a very successful deployment in which the unit gained valuable training experience in Europe. On 20 June 1948, one 9 and one 492nd Bomb Squadron B-29 flew to Castle AFB, California to take part in the SAC Competition held 21 through 25 June 1948. Overall, the 9 placed sixth out of 30 crews.

On 1 July 1948, the 9 received its first B-36 followed by a second B-36 on 12 July. Flying the massive B-36, the wing prepared for a maximum effort flight in July over New York City to celebrate the opening of the New York City International Airport. The 7 Bombardment Wing was designated as the lead unit in the formation led by Major General Roger M. Ramey, Eighth Air Force commander. Also, one B-36 was placed on static display at the airport. On 30 July the wing deployed B-36 "The City of Fort Worth" to New York City. The air review was conducted on 31 July 1948 in a very successful manner with the wing placing three assigned B-36s in the formation among other B-29 aircraft. Also, the 9 flew three B-29s in that formation.

During August 1948, the 9 received two more B-36As for a total of nine wing assigned B-36s. During the Cleveland Air Races in Ohio, held during 5 and 7 August 1948, the wing provided one B-36A for static display and flew B-36 flyovers on all three days of the races. On 17 December, four B-36s from the 9 took part in a SAC maximum effort mission. A total of ten wing bombers flew missions to key cities in the United States. Those flights gave the American public their first look at the world's largest bomber. By October 1948, the wing possessed a total of 18 of the B-36A aircraft. Of those, the 9 Bombardment Squadron had five. On 19 November, the 9 lost their final B-29 to the 97 Bomb Group at Biggs AFB, Texas. That transfer left the 9 an all B-36 squadron.

On 22 April 1949, two B-36s, one from the 9 and one from the 492nd flew to Muroc, California to perform accelerated service tests at 40,000 feet. That mission tested the suitability of the B-36 as a bombing platform for very-large bombs. The two aircraft returned to Carswell on 10 June 1949. The 9 took part in the 1949 SAC Bombing Competition on 3 through 7 October 1949. The unit helped the 7 Bomb Group place fourth overall.

The wing recorded its first major accident in a B-36 aircraft on 15 September 1949 when a 9 Bomb Squadron, 7 Bomb Group, B-36B 44-92079, crashed on takeoff into Lake Worth at the north end of the Carswell runway. The cause was attributed to the reversal of some engine propellers during launch resulting in a loss of power during take-off. Five of the thirteen crew members were killed in the crash. These were the first fatalities in three years of B-36 operations.

On 11 July 1950, a 9 Bomb Squadron crew conducted the fifth B-36F test flight in the B-36F Accelerated Service Test Program using B-36F 49-2672. This flight closed out the flying phase of the B-36F model test program as all six B-36F aircraft (49-2703, 49-2704, 49-2705, 49-2670, 49-2671 and 49-2672) at Carswell returned to Convair for 100 hour inspections, Air Material Command acceptance flights and other inspections.

In August 1950, the unit began participating in simulated bombing missions to Limestone AFB, Maine at the rate of one per day. Maximum training requirements would be met on the missions along with fighter exercises. The missions would consist of simulated radar bombing of St Louis, Missouri. The exercise was very successful and the aircraft recovered at Carswell on 24 August 1950. Also in August the 9 received a "D" model B-36 to add to their inventory. On 20 September 1950, the 9 participated in a simulated night attack on Fort Worth with additional training accomplished by making a simulated bomb run over Birmingham, Alabama. Also, the aircraft conducted a live firing over the Eglin AFB Gunnery Range, Florida before recovering at Carswell.

In December 1950 the unit took part in flight to Ramey AFB, Puerto Rico. This was the first time wing B-36s had landed in Puerto Rico. Next, the 9 along with the wing participated 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. Also, further evaluate the equivalent air speed and compression tactics for heavy bombardment aircraft; and evaluate select crew capability for bombing unfamiliar targets. The aircraft would stage out of Limestone AFB, Maine and land at RAF Lakenheath, United Kingdom following a night radar bombing attack on Helgoland, on the Germany coast. The aircraft would then recover at Lakenheath. Originally 11 bombers launched out of Carswell on 14 January to Limestone AFB. On 15 January all were ready to depart Limestone AFB. Of those, two aborted shortly after takeoff due to engine failures, and three more returned to Carswell the same day. The remaining six (1-9BMS, 2-436BMS) 7 Bomb Group, and (1-26BS, 1-42BS, and 1-98BS) 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 1951 arriving at Carswell on 21 January.

In February 1951 several organizational changes took place at Carswell due to SAC's reorganization in January. The three bomb squadrons (9, 436th, and 492nd) were attached to the wing and taken out from under the group on 16 February 1951. From 12 to 16 April the 9 participated in night bombing missions against industrial targets in the Indianapolis, Indiana area. The purpose of the missions was to determine the wing's bombing capability against complex industrial targets. On 12 April 17 B-36s flew the first sorties on Indianapolis. All aircraft completed the long range flight on 13 April. Eight more B-36s flew out of Carswell on 16 April to bomb Indianapolis. The bombers recovered at Carswell on 17 April. Also, secondary targets of New York City and Austin, Texas were attacked before flying the primary mission over Indianapolis. B-36Ds and B-36Bs participated in those flights.

In June 1951 three bomber crews were assigned to Convair, Fort Worth temporarily to participate in the B-36F operational training program. The aircraft flown was 49-2703, a RB-36F. Two flights were flown on 14 and 15 June 1951 out of Carswell. The 9 conducted a third flight on 21 and 22 June.

On 11 October 1951, six B-36D aircraft of the 9 Bomb Squadron deployed to Goose Bay, Labrador for familiarization training. All aircraft landed without incident the same day at Goose Bay. Two days later on 13 October, the squadron flew a polar navigation mission to Thule, Greenland and back. The six aircraft departed Goose Bay on 17 October and flew a modified profile mission enroute to

Carswell. This deployment was the third and final squadron familiarization flight in the wing. With this flight all three bomb squadrons were familiar with staging out of Goose Bay. Thus, the wing was set to deploy in the future when tasked at a moment's notice.

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Also on 11 October, the wing conducted a simulated combat mission out of Carswell using three B-36Fs (1-9BS, 1-436BS, 1-492BS). The mission was flown in the Eglin AFB Range, Florida. All three aircraft completed the mission as scheduled and returned to Carswell on 12 October.

The Royal Air Force Bomber Command, United Kingdom, held its first Bombing Competition from 12 to 15 December 1951. SAC entered six aircraft in the competition, officially called the Navigation and Blind Bombing Competition. Operating out of RAF Sculthorpe, Norfolk, United Kingdom, were two B-29s (9BMW, Travis AFB, CA and 301 BMW, Barksdale AFB, LA), two B-36s (7 and 11 BMW, Carswell AFB, TX), and two B-50s (93 BMW, Castle AFB, CA). On 4 December one 7 BMW B-36D and one 11 BMW B-36D deployed from Carswell. Both bombers were to take part on a non-competitive basis to demonstrate equipment in order to affect a mutual exchange of ideas and techniques. Also, to compare techniques in target study and briefing. Both B-36s recovered at RAF Sculthorpe on 5 December. Both aircraft flew the competition route on 12 and 13 December out of Sculthorpe. The Deputy Commander, 7 BMW, Colonel Walter E. Chamber and Air Chief Marshall, Sir Hugh P. Lloyd, Commander in Chief of the British Bomb Command, flew in the wing B-36. The aircraft was piloted by Major Artist Prichard, 9 Bomb Squadron. The SAC B-29 team of the 9 and 301st Bomb Wings placed first overall in the competition. The two Carswell B-36s departed Sculthorpe on 14 December and arrived back home on 15 December.

The month of February opened with two 9 Bomb Squadron B-36Ds flying a service test and evaluation flight on 12 February 1952. The purpose of the flight was to test and evaluate detergent additive type oil in aircraft engines. The objective was to flight test and evaluate the use of non-metallic detergent additive type (compounded) oils in the R-4360-41 engine oil system. Results of the tests showed that the additive type oil did not appear to have any detrimental effect on the engine.

On 6 August 1952, a unit simulated combat mission was flown against Philadelphia by nineteen wing B-36s (seven-F and twelve-H), nine of the 9 Bomb Squadron, five of the 436th Bomb Squadron and five of the 492nd Bomb Squadron. After launch, the bombers flew to Maine and encountered several Air Defense Command F-84, F-86 and F-94 fighters in the northeastern United States. From Maine, the bombers attacked Philadelphia. Following this, the aircraft landed at Carswell on 7 August. Fighter opposition was very small during the mission and did not affect the mission's effectiveness.

Overall, the mission was considered very successful. On 15 August, the monthly wing Meritorious Achievement Award plaques were presented to the 9 Bomb Squadron and 7 Armament Electronic Maintenance Squadron.

Throughout 1952 Combat Crews of the 9 continued to train and fly missions. Training was accomplished in every conceivable type of weather and climate from California to Maine and the Arctic to the Yucatan Peninsula. The squadron made a routine training flight for the first time beyond the magnetic pole to Thule, Greenland in April. To test America's defense as well as the wing's offensive capabilities, joint SAC/Air Defense Command exercises were accomplished against Detroit (July), New York City (July), and Philadelphia (August). Also, the squadron took part in several night bombing evaluation missions on St. Louis (March), Dallas (June) and Tampa (November). As 1952 closed the 9 was transitioning into the B-36F model.

The 9 opened 1953 by deploying to RAF Fairford, United Kingdom as part of a unit simulated combat mission. Six B-36F aircraft took part. All year the squadron was involved in stepped-up training missions throughout the world. Evaluation missions were conducted on Springfield, Missouri (April), Omaha (September, and Egin AFB (November). Also, a two phase operation nicknamed "TAIL WIND" involved three wing B-36s (1-9BS, 1-436BS 1-492BS) which conducted attacks on Air Defense Control Centers in Colorado Springs, Albuquerque, and Buffalo in July. During the September simulated bombing mission over Omaha, the 9 Bomb Squadron crews used a visual K bombing technique for the first time. The primary purpose of this test was to test the visual RBS of SAC crews under optimum conditions. Following this ten wing B-36s (3-9BS,4-436BS,3-492) were deployed on a simulated combat mission to Nouasseur AB, French Morocco, North Africa, 7-14 October. This was the first time the wing and 9 deployed to North Africa. The wing and 9 conducted operations throughout 1953 in the B-36D and B-36H aircraft as the B-36B and B-36F were phased out.

The 7 Wing crews flew training missions out of Fairford. The advon party, flying on a Douglas C-124 Globemaster cargo aircraft, departed Fairford on 13 February and returned to Carswell by way of Lajes AB, Azores and Kindley AFB, Bermuda on 14 February 1953. The wing B-36s departed on 13 February for the flight home. A total of fourteen took off for Goose Bay, while two B-36s remained at Fairford. Of those, one B-36H 51-5729 of the 9 Bomb Squadron crashed near Goose Bay killing two of the seventeen crew members on 13 February, recording the ninth wing B-36 destroyed, seventh in flight since 1949. From Goose Bay, 13 remaining aircraft deployed to Carswell between 15 and 20 February, with all recovering by 21 February. Additionally, the two B-36Hs were directed to remain at Fairford for seven days to conduct special weapons training. On 21 February, the two B-36s flew to Westover AFB, Massachusetts for fuel then took off on 23 February, landing at Carswell the same day.

On 5 June 1953, B-36D 49-2664 assigned to the 69 Bomb Squadron, Limestone AFB, Maine collided with B-36H 51-5705 of the 9 Bomb Squadron on the aircraft parking ramp at Carswell AFB. The 9 Bomb Squadron aircraft B-36H 5705 was parked on the ramp awaiting a tow into a maintenance hangar. The B-36D flown by a 69 Bomb Squadron crew commanded by Captain William H. Dye launched out of Carswell earlier for reassignment to Limestone AFB. Due to propeller problems, the aircraft was forced to return to Carswell shortly after takeoff. After landing, the aircraft taxied down

the south ramp. Brakes were applied prior to B-36H 51-5705 being towed but failed due to a ruptured brake accumulator causing the collision. Both aircraft suffered substantial damage with no crew injuries.

On 7 October 1953, ten 7 Wing B-36s (three 9, three 436th, four 492nd Bomb Squadron) deployed to Nouasseur AB, French Morocco on a unit simulated combat mission. Prior to this, on 4 October, two C-124, with support equipment and personnel departed Carswell and arrived in Morocco on 6 October. This was followed by another C-124 with maintenance personnel on 5 October. The C-124 stopped at Lajes Field, Azores, Portugal, enroute to Morocco, finally arriving at Nouasseur on 8 October. All the B-36s launched out of Carswell on 7 October, touched down at Nouasseur on 8 October. The wing redeployed to Carswell on 14 October as eighteen B-36s departed and arrived at Carswell on 15 October. Also, on 14 October, one C-124 with support equipment and personnel left Morocco and flew to Carswell landing on 16 October. On 15 October, one Douglas C-97 transport with support personnel and one C-124 with cargo, departed Morocco for Carswell. Both aircraft arrived on 17 October, following a stop at Lajes AB, Azores.

The year 1954 was another year in which the 9 flew to all parts of the world. Probably the most outstanding exercise was the 3,800 mile non-stop good will flight to Nicaragua for their Armed Forces Day celebration in April. In March the squadron deployed to Goose Bay and flew unit simulated combat missions under operation "PATHAND." In April and May two 9BS B-36s, along with four other wing B-36s, participated in a SAC Bombing Evaluation nicknamed "ALAMO" against an Industrial Complex in the San Antonio area. Following this the 9 deployed three B-36s to Nouassuer AB, Morocco for 15 days in August and flew simulated combat missions out of the base.

27 March 1954 USAF Capt. Berry H. Young, 9 Bomb Squadron, 7 Bomb Wing, lands his Convair B-36H Peacemaker safely at Carswell AFB, Texas, with all three reciprocating engines on the starboard wing inoperative, the outboard jets completely disabled, and the landing flaps inoperative. These problems are further compounded when two engines windmill, without cockpit control, and the landing gear has to be lowered by emergency procedures. This incident becomes known as the "Miracle Landing".

The 7 Bomb Wing, along with other SAC wings, conducted night simulated radar bombing evaluation missions against an industrial complex in San Antonio, Texas from 30 April to 5 May 1954. Nicknamed "ALAMO", the purpose of the exercise was to determine the current radar bombing capability of the command on a large industrial type target complex. Six wing crews (two 9, three 436th and two 492nd Bomb Squadron) bombed by radar on the first night of the evaluation, 30 April. This was the only wing participation in the SAC wide exercise.

From 11-22 October, 14 wing B-36s (5-9BS, 4-436BS, 5-492) participated in a Combined Operational Readiness test and a unit simulated combat mission. This joint exercise carried the aircraft as far south as Mexico City, Mexico.

During February and March 1955 the 9 took part in unit simulated combat missions to Maine and Indiana. Due to construction of runways and taxiways at Carswell in July, the entire wing

complement of B-36Hs deployed to Nouassuer AB, Morocco for a 60-day TDY. While in Morocco the 9 flew in several test and evaluation missions to the northeastern United States and back to Morocco. In September 1955 the wing returned to Carswell. The year closed out with the 9 flying a series of bomber stream missions over central and Midwestern United States.

From 14-29 February 1956 the 9 deployed to Nouassuer AB, Morocco for Operation "STYLE SHOW." Following this the 9 took part in operation "SNOW BANK," a SAC Evaluation Mission. Three 9 Bomb Squadron B-36s took part as the wing captured first place among other participating combat wings in SAC. During June the 9 flew in three different unit simulated combat missions conducted throughout the United States and Canada. Once again the 9 B-36s deployed overseas to Morocco in October at Nouasseur Air Base, Morocco and Buttonwood Air Depot, United Kingdom. All the Burtonwood B-36s were redeployed to RAF Greenham Common after two days at Burtonwood. All B-36s flew a unit simulated combat mission from Morocco and the United Kingdom on their return to Carswell on 5 November. In December the "HAPPY BIRTHDAY" exercise was conducted to test the wing's capabilities in launching B-36 aircraft under the free flow plan.

January 1957 opened with the 9 taking part in Bomber Stream missions. On 5 March the squadron flew a simulated combat mission during operation LAST STAND. In April and May the 9 participated in project "LONG RANGE," which checked out squadron crews in a new type mission. Also, in April two 9 Bomb Squadron crews flew in a special weapons exercise nicknamed "BRIAR RABBIT." Again, wing and 9 crews flew bomber stream missions in June, July and August. Finally, but of paramount importance to the wing in 1957, was the proposed change-over of the B-36 to all Jet B-52.

Throughout the early part of 1958 B-36 crews rotated to Castle AFB, California for B-52 training. Also, the first B-36s were retired to the bone yard, Davis-Monthan AFB, Arizona starting in January. On 30 May the last wing B-36 was retired. Following this the first B-52F arrived in the wing on 19 June 1958.

Special research missions were flown by the 9 in the B-52 from October 1959 to June 1960. Also, the unit supported SAC's Worldwide Airborne Alert Force from 1960 to 1965. From May to November 1965, the unit deployed to Andersen AFB, Guam in support of ARC LIGHT missions. Launching from Guam, the 9 struck at several targets in South Vietnam. The unit returned to Carswell in December 1965 to joyful families in time for the holidays.

The 7 FB-111A (67-7193) entered operational service on October 8, 1969. This aircraft was SAC's first new strategic bomber design since the initial B-58 was accepted on August 1, 1960. This FB-111A had actually been assigned to the 340th Bomb Group since September 25, 1969. The next 14 aircraft were assigned to the 9 Bombardment Squadron Medium (BS) of the 340th Bomb Group at Carswell. The 4007 CCTS was responsible for initial FB-111A combat crew academic training, with the 9 BS conducting the flying training.

The 9 trained to fly the FB-111 from 1970 to 1971, but returned to the B-52, some in support of alert exercises and some in support of conventional bombing in Vietnam.

In 1972, the unit returned to Andersen AFB, Guam once again in support of ARC LIGHT activities. This time North Vietnam was the target. In October 1972, peace talks with the Vietnamese had reached an impasse. That, combined with increased enemy ground activity, was to see the 9 take part in a historical mission known as LINEBACKER II. Bombing targets in Hanoi and Haiphong, that mission helped bring the Vietnamese back to the peace talks and a cease fire was signed on 28 January 1973, Guam time. The 9 returned to Carswell in September 1973 and returned to their peacetime missions. The 9 Bombardment Squadron has remained at Carswell learning and training for their military mission remaining ever ready to defend our nation at a moment's notice.

On 8 May 2006, at 2220 Local Time (1620 Zulu), B-1B, Serial Number 86-0132, landed with its landing gear retracted at a Forward Operating Area (FOA). The B-1B and the Mishap Crew (MC) are assigned to the 7 Bomb Wing, Dyess Air Force Base (AFB), Texas and deployed as the 9 Expeditionary Bomb Squadron. The MC egressed the Mishap Aircraft (MA) safely. The Mishap Copilot (MCP) suffered a minor back injury. The rest of the MC was not injured. There was no damage to private property. Damage to the MA was estimated at \$7.9 million, while damage to the runway was estimated at \$14,025.55. The Mishap Flight was a two-ship over-water navigation mission with another B-1B in support of Operation ENDURING FREEDOM. The objective of the sortie was for the mishap aircraft to lead the flight, supported by air-to-air refueling, from Andersen AFB, Guam to the FOA. While the MA was on its final landing approach, the Mishap Pilot (MP) unexpectedly turned over aircraft control to the MCP. The MP reported to the Air Traffic Control Tower that the landing gear was down despite the fact that the Descent/Before Landing Checklist was never completed and the landing gear was never lowered. The red warning light in the gear handle, indicating all landing gear was not down and locked, was illuminated for over four minutes during the approach. Additionally, at the time the aircraft landed, the three green gear position lights, which illuminate after the landing gear has locked in the down position, were not illuminated. After a careful and complete investigation, the Accident Investigation Board President found clear and convincing evidence that the cause of the mishap was both pilots' failure to lower the landing gear during the mishap aircraft's approach and landing. There is no evidence of a mechanical failure being a factor in the mishap. Contributing factors for the pilots' failure to lower the MA's landing gear, supported by substantial evidence, were the MCP's task oversaturation; the MCP's urgency to complete a long mission sortie; both pilots' inattention to instrument readings and the Descent/Before Landing Checklist, and the MCP's false belief that the landing gear was extended.

Two crewmen from the 7 Bomb Wing took part in the first post-operational testing flight of a B-1B Lancer enhanced with the Sustainment Block 16 upgrade earlier this month. A pilot and weapons system officer from the 9 Bomb Squadron flew in the Oct. 2 mission from Dyess AFB, Texas, supported by aircrew members from the 337 Test and Evaluation Squadron. All previous flights with the SB-16 upgrade were made by test crews. The SB-16 changes the way tactical and flight information is presented to the Lancer flight crew, providing significant improvements in situational awareness, combat effectiveness, and survivability, according to an Air Force release. "This upgrade impacts our mission significantly," said Maj. Brian Ranaudo, 9 BS director of operations. "It improves our ability to integrate and communicate more effectively with other aircraft in a strike package; by doing so it increases the lethality of the aircraft." Aircrews from the 7 BW will spend the next three months learning the new system and will train 9 BS crews when they return from their current

deployment. The 7 BW will continually train aircrews with the new systems while more of its B-1s are upgraded, aiming for operational capability by 2016.2014

More than 350 airmen recently returned to Dyess AFB, Texas, after a six-month deployment to the Arabian Gulf region where they supported B-1B operations participating in three separate missions—Operation Enduring Freedom, Operation Freedom's Sentinel, and Operation Inherent Resolve. While deployed to the 379 Air Expeditionary Wing at Al Udeid AB, Qatar, the 9 Expeditionary Bomb Squadron carried out a blistering pace of strikes, dropping more than 2,000 bombs in the performance of close air support missions, a "significant increase" in weapons drops compared to the squadron's 2013 deployment. Flying in support of OIR sorties over Iraq and Syria, B-1s accounted for 23 percent of sorties involving weapons releases during CAS sorties in the first two months of the operation and were the lead package during the first night of strikes in Syria, said Lt. Col. Ed Sumangil, the 9 Bomb Squadron Commander. B-1Bs continue to prosecute strikes as part of OIR. The 9 BS airmen were recently replaced by a deployment from Ellsworth AFB, S.D., who arrived at Al Udeid in late January 2015

6 March 2000 The 9 Bomb Squadron launched two sorties at 0715L for an ACC global power training mission. The flight plan allowed 35 hours of flying time for the mission, as well as training on navigation over water and how to handle foreign airspace restrictions and requirements.

Fifteen maintenance airmen arrived at Osan Air Base, South Korea prior to the B-1's launch for support of the aircraft. 6 March 2000

10-11 July 2000 The 9 BS launched five sorties for an Air Combat Command global power training mission. Flying 22.5 hours nonstop to Hawaii, the 9 BS tested the air defense capability of the Hawaii National Guard's F-15 Eagles. Each of the two B-1s (86-0135 and 86-0062) then dropped a BDU-50, 500 lb. inert weapon on a target, with the lead aircraft successfully "shacking" it. Maj Brent Baysinger, the 9 BS training flight chief and aircraft commander for the mission, stated that the mission was a success. The remaining members were: Capt Jim Booker, Capt Pete Kent, Capt John Deandrade, 1st Lt Steve Mathis, 1st Lt Joe Sheffield, 1st Lt Ryan Sweeney, and 1st Lt Billy Edmunds.

24 October 2000 – 10 November 2000 Four B-1Bs deployed to Eielson AFB, AK for Exercise Amalgam Warrior conducted by the North American Aerospace Defense Command (NORAD) to test their ability to intercept hostile threats. Deploying 130 members, the 9 BS simulated an incoming threat to the Alaskan coast. The 9 BS flew out over Bristol Bay in southwest Alaska before turning back to make their approach on the Alaskan coast. NORAD responded by sending F-15s to intercept the B-1B as they approached.

8-13 June 2001 The 9 BS sent three missions of two-ship B-1B formations to Iceland as part of exercise Northern Viking for ACC's global power requirement. The exercise tested the Icelandic air defenses as the B-1B simulated attack runs. Capt Alejandro Gomez, Jr., 7 Operational Support Squadron exercises and evaluations flight commander, said the exercise exceeded 19 hours of flying time and tested Keflavick Air Base's defense of Iceland's airspace. According to Capt Gomez, the six B-1s used the exercise to drop munitions, though an air-refueling issue kept one aircraft from

completing the drop. Five of the six dropped inert BDU-33s at the Gagetown Range in New Brunswick, Canada.

14 August 2001 Two 9 BS crews dropped the first Joint Direct Attack Munitions (JDAMs) from Dyess-based B-1s when they flew training sorties over test ranges in Utah. The crews tested from both high and low level altitudes and hit their range of placing the weapons within 42.5 feet of the target at 27 feet and 13 feet.

September 2001 – January 2002 The 9 BS lent several B-1Bs to the 28th Bomb Wing for their deployment to Diego Garcia in support of Operation ENDURING FREEDOM (OEF). As the B-1B fleet was in the middle of an upgrade, the 28 BW requested that the 7 BW loan it aircraft so only upgraded aircraft deployed. When the 9 BS deployed in January 2002, 9 BS pilots used charter jets to reach Thumrait, Oman, which the 28 AEW shifted to in December 2001. Once at Thumrait, the 9 Expeditionary Bomb Squadron (EBS) accepted the aircraft from the 28 AEW and continued the mission.

October – November 2001 The 9 BS led a Dyess team that took part in a Red Flag exercise at Nellis AFB, NV. More than 150 airmen from the 9 BS, 7 MUNS, 7 EMS, and 7 SUPS joined 13 other wings in Nevada for the intensive exercise. Capt Rod Stephan, the 9 BS director of operations for Red Flag, said this exercise gave his airmen “the opportunity to plan and employ as a cohesive unit” ahead of their deployment in 2002.

19 March 2004 A 9 Expeditionary Bomb Squadron (EBS) B-1B piloted by Maj John Nichols flew a mission that totaled 21.3 hours before returning to their deployed location, making it the longest B-1B combat sortie with weapons employed. Maj Nichols said the crew had been 14 hours in the air with no targets before responding to an allied ground attack on an enemy-held compound. The ground forces lost their support aircraft for refueling and the crew decided to act as needed, according to Capt Christian Senn, defensive WSO. Maj Nichols said, “it had been a long day. But we had the fuel and the weapons to help, and troops on the ground were in harm’s way.” After communicating with the joint terminal air controller (JTAC) about troop positioning, the crew successfully hit the compound with three munitions before reaching “bingo fuel” and returning to base. Capt Senn reflected that “as we left, we were satisfied and extremely tired.” The air liaison officer (ALO) with the Army division HQ in theater reported that the 9 EBS B-1B assisted in destroying six anti-coalition fighters and an estimated \$6 million in heroin, reporting that the “huge success ... helped to save the lives of the men I work with on a daily basis here.”

3-4 May 2004 A 9 EBS B-1 piloted by Maj Mark Bennett performed the longest combat sortie in B-1B history, passing the mark set by another 9 EBS crew on 19 March 2004. The mission, a normal escort duty flight for Army convoys in Afghanistan, became historic due to weather over the deployed location. Diverted to an alternate landing location, the B-1B remained airborne for 23 hours. Maj Bennett and his crew (copilot Capt Mark Johnson, and WSOs Capt Matthew Farley and Capt Matthew Clapp) made it to within 10 miles of their base before their received an order to divert. After refueling, the Maj Bennett had to fly hundreds of miles to their alternate location. Capt Johnson said, after 36-38 hours awake, “that was the longest day of my life.”

February 2012 A B-1B belonging to the 9 EBS performed the 10,000th combat mission for the B-1B. Lt Col Alejandro Gomez commanded the mission, with Capt Mark Kimball as aircraft commander, 1st Lt Anh-Vu Nguyen as co-pilot, Capt Laura Hunstock as Weapons System Officer. SMSgt Deidre Nickolson-Edie was the lead production superintendent for the deployed B-1Bs and had served as an avionics specialist for the first B-1B combat mission on 17 December 1998.

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