

960 AIRBORNE AIR CONTROL SQUADRON



MISSION

LINEAGE

60 Bombardment Squadron (Heavy) constituted, 20 Nov 1940

Activated, 15 Jan 1941

Inactivated, 1 Apr 1944

Redesignated 60 Bombardment Squadron, Very Heavy and activated, 1 Apr 1944

Inactivated, 27 Dec 1945

960 Airborne Early Warning and Control Squadron, constituted, 8 Dec 1954

Activated, 8 Mar 1955

Inactivated, 31 Jul 1969

Redesignated 960 Airborne Warning and Control Support Squadron, 31 Jul 1979

Activated, 1 Sep 1979

Redesignated 960 Airborne Warning and Control Squadron, 1 Jan 1982

60 Bombardment Squadron, Very Heavy and 960 Airborne Warning and Control Squadron consolidated, 19 Sep 1985. Consolidated squadron retains 960 Airborne Warning and Control Squadron designation.

Inactivated, 1 Jul 1992

Redesignated 960 Airborne Air Control Squadron, 26 Jan 2001

Activated, 1 Mar 2001

STATIONS

Ft Douglas, UT, 15 Jan 1941

Felts Field, WA, 2 Jun 1941

Geiger Field, WA, 2 Jul 1941

Davis-Monthan Field, AZ, 2 Feb 1942-1 Apr 1944
Smoky Hill AAFld, KS, 1 Apr 1944
Dalhart AAFld, TX, 27 May 1944
Smoky Hill AAFld, KS, 17 Jul 1944-8 Jan 1945
North Field, Guam, 18 Feb-16 Nov 1945
Camp Anza, CA, 15-27 Dec 1945
Otis AFB, MA, 8 Mar 1955-31 Jul 1969
Keflavik Naval Installation, Iceland, 1 Sep 1979-1 Jul 1992
Tinker AFB, OK, 1 Mar 2001

ASSIGNMENTS

39 Bombardment Group, 15 Jan 1941-1 Apr 1944
39 Bombardment Group, 1 Apr 1944-27 Dec 1945
551 Airborne Early Warning and Control Wing, 8 Mar 1955-31 Jul 1969
552 Airborne Warning and Control Wing (later, 552 Airborne Warning and Control Division), 1 Sep 1979
28 Air Division, 1 Apr 1985
552 Operations Group, 29 May-1 July 1992
552 Operations Group, 1 Mar 2001

WEAPON SYSTEMS

B-17, 1941-1942
B-25, 1941
B-24, 1942-1944
B-29, 1944-1945
C-121, 1955-1969
E-3A, 1979-1992

COMMANDERS

1LT Horace M. Wade, 15 Jan 1941
1LT William K. Martin, by Mar 1941
Maj James H. Wallace, by Jun 1941-17 Jan 1942
Unkn, Feb-Dec 1942
Cpt James A. Gunn III, by Jan 1943
Maj Elwood P. Donohue, 5 Sep 1943
Maj Paul E. Johnson, 25 Nov 1943-unkn
None (not manned), 1-30 Apr 1944
Cpt Daniel H. Foxwell, 1 May 1944
Cpt Rodger L. Howard, 22 Jun 1944
LTC Woodward B. Carpenter, by Sep 1944
Cpt William S. Dickey, Oct 1945-unkn
Unkn, 8 Mar 1955-c. 16 Jan 1956
LTC Gary L. Brunnemer, 16 Jan 1956
LTC James L. Tyson, 8 Oct 1958

LTC William M. Cabral, 15 Aug 1959
Maj Orrin S. Merrill, by Mar 1962
LTC Normand H. Traverso, 27 Jul 1962
Maj Robert L. Eldred, 17 Jun 1963
LTC Reedis N. Morris, 15 Jul 1963
LTC James L. McCall, 6 Aug 1963
LTC Francis V. Hooven Jr., c. Jan 1967
Unkn, 5 Dec 1968-31 Jul 1969
LTC James R. Sterk, 1 Sep 1979
LTC Joseph A. Price III, 28 Apr 1980
LTC Richard S. Moseley, c. 13 May 1981
LTC Steg Egede-Nissen, 4 Jun 1982
LTC Gary W. Clark, 12 May 1983
LTC Daniel J. Eramo, 13 Jun 1985
LTC Frank D. Ruiz, 17 Oct 1986
LTC John M. Howell, 3 Oct 1988
LTC Daniel D. Metzler, 26 Jul 1990-1 Jul 1992
LTC Rodney C. Meranda, 18 Oct 2002

HONORS

Service Streamers

World War II American Theater

Campaign Streamers

World War II

Western Pacific

Air Offensive, Japan

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citations

Japan, 10 May 1945

Tokyo and Yokohama, Japan, 23-29 May 1945

Air Force Outstanding Unit Awards

1 Jul 1957-31 Oct 1958

[1 Sep 1979]-30 Jun 1980

1 Jul 1982-30 Jun 1984

1 Apr 1987-31 Mar 1989

1 Dec 1989-1 Dec 1991

EMBLEM





The insignia shows a black knight silhouetted on a field blue crossed by a jagged lightning bolt. At the base are seven waves. **SIGNIFICANCE** The black knight indicated the units devotion to a cause; air defense. The black color indicates night; the light blue is for the day; together the unit's 24 hour a day vigilance mission is represented. The knight faces east and symbolically indicates our area of coverage is east from the US; also initially our unit was activated on our nations eastern coast. The red lightning is to portray our electronic surveillance. The representation of the ocean is with the blue scroll and white waves. The seven waves indicate continuous operation throughout the week. Designed by Roslyn, Long Island, New York native A1C Kenneth Ilg. (Approved, 8 May 1980)

MOTTO

NICKNAME

OPERATIONS

A replacement training unit, 1941-1944. Conducted bombardment missions against Japan, 6 Apr-14 Aug 1945. Provided early warning radar surveillance along the East Coast, 1955-1969. Supported two deployed rotating aircraft with crews in Iceland to provide early detection of Soviet aircraft flying between Iceland and Greenland, 1979-1992.

Three aircraft and 159 personnel deployed from the 965th, 960th and the wing's reserve component, the 970 AACS. The 965th EAACS met all military objectives during the first E-3 deployment to Santiago, Chile. On 23 November 2004, the squadron redeployed to home station.

1 September – 31 December 2005 – The 960 AACS received a tasking to support AEF cycle 7/8. The 120-day deployment was the first of its kind since OIF. Preparation for the deployment began in July and consisted of briefings in the areas of Southwest Asia, Counter-Narcotics, NOBLE EAGLE and the Pacific Theater OPLANS. In the end, four crews were certified. During the

cycle, the squadron supported five higher-headquarter directed deployments, Operation NOBLE EAGLE Presidential and Vice-Presidential support missions. The squadron also assisted in humanitarian relief operations following the devastation caused by hurricanes Katrina and Rita. This was the first time an E-3 assisted federal agencies in its hurricane relief efforts.

10-22 November 2005 – The 960 AACS deployed to Yokota Air Base, Japan in support of the Asia-Pacific Economic Committee Meeting. Detachment Commander Lt Col Carson Elmore led one crew of 37 personnel that flew four sorties amassing 38.7 flying hours.

28 Mar 2007 – Crews from the 960 AACS, commanded by Lt Col Lou Brundidge, deployed to Al Dhafra Air Base (ADAB), UAE, in support of Operation Enduring Freedom. This marked the return of the 552 ACW to the Middle East and the first deployment of the E-3 to the region since June 2003.

24 Apr -7 Sep 2008 – The 960 AACS deployed to Curacao in support of AFSOUTH taskings. The 960 AACS flew a total of 95 sorties for a total of 944.3 hours.

8 May - 5 Sep 2008 – The 960 AACS deployed to ADAB in support of OEF and OIF CENTCOM taskings. During this deployment, the 960 AACS flew 159 sorties for a total of 1773.0 hours.

2 Sep 2009 - Members of the 960 AACS and 552 MXG deployed to ADAB in support of AFCENT taskings.

3 Jan 2010 - Members of the 965 AACS and 552 MXG deployed to ADAB in support of AFCENT taskings.

They say the view from the top is always the best, and that's exactly where crews from Tinker's 960th and 970th Airborne Air Control Squadrons and 513th Air Control Group made their tactical home during Joint Red Flag 2005. More than 150 air and maintenance crews returned April 2 from the two-week exercise in the Nevada desert. More than 10,000 men and women from the United States Air Force, Army, Navy, Marine Corps and a collection of NATO countries participated in what's called the most realistic combat simulation next to actual war. "The total number of missions flown to combine this picture was immense," said Lt. Col. James Murray, 12th Air Force project officer. "We flew an incredible number of sorties during the execution of this exercise," he said. "Of the 24,000 sorties flown, 3,500 to 4,000 were live combat training missions, 6,000 to 7,000 were flown as virtual sorties and 18,500 [were] constructive sorties. We really pushed the limits of the personnel and systems. They each performed remarkably.

"The simulation and coalition training of the exercise was also a great achievement, said Lt. Col. Mark Horn, 505th Exercise Control Squadron commander at Hurlburt Field, Fla. "Joint Red Flag was an unqualified success from the joint exercise control group perspective," Col. Horn said. "This was the first large scale distributed exercise control event ever attempted from the 505th Command and Control Wing, including our sister service partners. Many lessons learned and takeaways will allow us to build a better [exercise] the next time around." Along with the Air Force Reserve's 970th Airborne Air Control Squadron, the "Thumpers" of the 513th Air

Control Group and the “Vikings” of the 960th Airborne Air Control Squadron from Tinker played a large role in making Red Flag a training success.

Known to fighters, bombers and tankers as call sign “Goliath,” E-3 Sentry crews faced daily “Davids” of intense command and control activity. Just like in actual war, Airborne Warning and Control System, or AWACS, aircraft are the first airborne and the last to return to base. “This was a fully successful deployment and a great opportunity to demonstrate the capability and cooperation between the 513th ACG and 552nd ACW,” said Maj. Max Stitzer, 513th’s deputy commander for maintenance. “Maintenance personnel were highly competent and professional, and their performance, as evidenced by our achieving the highest sortie rate of all deployed forces, was truly exemplary.

“This mix of active-duty and full-and part-time Reserve personnel demonstrates the way we operate on a daily basis. Our Air Force Reservists are highly experienced aircraft maintainers and some bring additional decades of experience to the table from the various civilian vocations and the additional education and training that they possess.” he continued. As for the workload, “The whole set up [at Red Flag] is really training intensive,” said Maj. Randy Bristol, 960th AACS. “Here we can take off, be on the orbit in about 45 minutes, control 60 airplanes, then come back and debrief with all the exercise players in one room.”

Everyone at JRF is considered a student and the objective is to make the simulation as hard as it can be for both ground and aircrews. Over the course of several days, as many as 90 aircraft launch in a two-hour period. Even from 30,000 feet with the Vegas Strip in the distance, most can’t mistake the flurry of activity heading for the Nellis Range. “Learning the interoperability of the various systems was a challenge,” said Maj. Andy Forstner, 970th AACS. “Dealing with a lot of aircraft and the new systems introduced this year it makes the flying periods interesting.”

Red Flag lasts two weeks and every day participants learn. The idea is for everyone to learn how to work together with the different weapon systems and understand each others capabilities, said Maj. Forstner. Considered to be a state-of-the-art facility, the entire Nellis Range is covered with realistic threat simulators, including troops on the ground. An emerging mission for AWACS is the business of real-time, air-to-ground targeting in addition to air-to-air responsibilities. Red Flag is unique in that, with a fully operational Combined Air Operations Center on the field, participants can get threat and targeting data, then vector the “blue” aircraft to targets quickly. “That’s one of the evolving capabilities of AWACS, and this is an ideal place to test it,” said Maj. Bristol.

Returning crews are now busy compiling all of the lessons learned and sharing them with the rest of the AWACS community. “The Red Flag learning curve is very steep,” added Maj. Forstner. “This is the best training around for our crews.”(April 8, 2005)

Air Force Unit History

Created: 26 Jan 2020

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.