

2 AIRBORNE COMMAND AND CONTROL SQUADRON



MISSION

The 2 Airborne Command and Control Squadron operated and maintained the SAC Airborne Command Post in support of Hq SAC (Looking Glass). The mission aircraft for the Airborne Command Post was the EC-135C. Three 8-hour Airborne Command Post missions were flown daily, and every flight had a general officer onboard the aircraft; with responsibility for the mission, he was designated the Airborne Emergency Actions Officer. The personnel and aircraft on these flights support the Post Attack Command Control System mission and provide the Strategic Air Command commander with a survivable airborne capability to coordinate and control assigned forces from initiation through termination of hostilities.

The E-4B was equipped with the Airborne Launch Control System and the first ICBM launch conducted from this platform occurred on 1 Apr 1981 when the 2 Airborne Command Control Squadron crew, flying aboard the E-4B, launched a Minuteman missile from Vandenberg AFB as part of the Operational Test and Evaluation program. Eventually, the Airborne Launch Control System equipment was removed and the E-4B reverted solely to its National Emergency Airborne Command Post role. The National Emergency Airborne Command Post was redesignated the National Airborne Operations Center in 1994.

LINEAGE

2 Air Corps Ferrying Squadron constituted, 18 Feb 1942

Activated, 16 Apr 1942

Redesignated 2 Ferrying Squadron, 12 May 1943

Disbanded, 31 Mar 1944

2 Liaison Flight constituted, 27 Sep 1949

Activated, 25 Oct 1949

Redesignated 2 Liaison Squadron, 15 Jul 1952

Inactivated, 22 Jul 1952

Activated, 22 Jul 1952
Inactivated, 18 Jun 1954

2 Airborne Command and Control Squadron constituted, 12 Mar 1970
Activated, 1 Apr 1970

2 Ferrying Squadron reconstituted, and consolidated with 2 Liaison Squadron and 2 Airborne Command and Control Squadron, 19 Sep 1985. The consolidated squadron retains the 2 Airborne Command and Control Squadron designation.

Inactivated, 19 Jul 1994

STATIONS

Hensley Field, TX, 18 Feb 1942
Love Field, TX, 8 Sep 1942
Fairfax Airport, Kansas City, KS, 16 Jan 1943-31 Mar 1944
Langley AFB, VA, 25 Oct 1949-22 Jul 1952
Shaw AFB, SC, 22 Jul 1952-18 Jun 1954
Offutt AFB, NE, 1 Apr 1970

ASSIGNMENTS

Middle "West Sector, Air Transport Command (later, 5 Ferrying Group), 16 Apr 1942-31 Mar 1944
Ninth Air Force, 25 Oct 1949
Tactical Air Command, 1 Aug 1950-22 Jul 1952
Ninth Air Force, 22 Jul 1952-18 Jun 1954
55 Strategic Reconnaissance Wing, 1 Apr 1970
55 Operations Group, 1 Sep 1991-19 Jul 1994

ATTACHMENTS

4 Fighter [later, 4 Fighter-Interceptor] Wing, 25 Oct 1949- 1 Sep 1950
363 Tactical Reconnaissance Wing, 1 Sep 1950;
47 Bombardment Wing, 12 Mar 1951
4430 Air Base Wing, 12 Feb-22 Jul 1952
363 Tactical Reconnaissance Wing, 22 Jul 1952-18 Jun 1954

WEAPON SYSTEMS

L-13
C-45, 1949-1952
L-20, 1952-1954
H-19, 1953-1954
EC-135, 1970
E-4

COMMANDERS

HONORS

Service Streamers

WWII American Theater

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

1 Jul 1970-30 Jun 1971

1 Jul 1972-30 Jun 1974

1 Jul 1974-30 Jun 1976

1 Jul 1976-30 Jun 1978

1 Jul 1978-30 Jun 1980

EMBLEM



2 Ferrying Squadron emblem



2 Liaison Squadron emblem: Or a humming bird volant azure, on a chief of the like a bar argent. The blue humming bird, a small, versatile, but fearless bird, is descriptive of the type of aircraft assigned to the unit, and its mission. The Air Force yellow field is representative of the precious American heritage of freedom and liberty. The horizontal blue and white stripes symbolize the organization's aircraft markings. (Approved, 13 Apr 1954)



2 Airborne Command and Control Squadron emblem: Designed with the SAC emblem centered in a disc of white with a flare at its base. The flare and disc are both bordered in Royal Blue. Within the white band circling the SAC shield, written in Royal Blue, is "Strategic Air Command" (above) and "Command Post" (below). Written on the flare in Royal Blue is "2 ACCS." Within this disc is a sky-blue shield over two clouds, one in the upper right and one in the lower left extending to the

edges of the shield, white shaded blue-gray, a cubit arm in armor issuing from the lower right and extending toward the upper part of the shield, the hand grasping an olive green branch, and three lightning flashes in red. **SIGNIFICANCE:** The unbroken white band running around the SAC shield is the distinct mark of continuous, unbroken support the unit provides. Since the squadron "mirrors" SAC's underground command post, when airborne it in effect is its twin, sharing the representational ties the underground command post has to the SAC shield. (Approved, 22 Aug 1989)

2 Airborne Command and Control Squadron emblem: On an ultramarine disc edged with a narrow black border, a five-pointed star rests, only three points of the star are visible, alternating in color from black to white with a thin black border. Superimposed on the star is the head of a traditional American bald eagle with appropriate coloring. The eagle is poised above a white globe with red grid lines, three AF yellow communication flashes radiating from the surface. **SIGNIFICANCE:** In the center of the emblem is a five-pointed star signifying the Joint Chiefs of Staff under whose purview all military organizations function. Only three points of the star are viewed, symbolizing the TRIAD-the three arms of our deterrent nuclear force. Superimposed on the star is the head of an eagle, strong in visage, doubly symbolic of our nation's freedom, power, and vision, as well as our squadron's flying mission. The eagle is poised above a globe which is indicative of the worldwide nature of our mission. Emanating from the globe, rising into the sky are three communications sparks symbolizing our squadron's function, denoting our role of command, control, and communication. (Approved, 19 Jul 1993)

MOTTO

PARVUM SED INTREPIDUM-Small But Fearless

OPERATIONS

2 Ferrying Squadron ferried aircraft from the factory of origin to assigned units.

The 2 Liaison Squadron provided emergency air evacuation, air search and rescue, courier and messenger service, routine reconnaissance, transportation of personnel and light cargo, and other light plane services for the Ninth Air Force. The squadron, on a regular basis, provided transportation to personnel between Langley AFB and Fort John Custis on Cape Charles. It operated L-13 and one C-45 until Jul 1952, when the first L-20 arrived. In 1953, the squadron began operating along with the L-20. A daily courier flight to Hq, Ninth Air Force, Pope AFB, NC, operated on each working day; and flights were made each Tuesday and Thursday delivering supplies and food to the Shoran units of the 727th AC&W Squadron at Myrtle Beach, S

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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