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The bulk of missions flown by the 8th's two "secret squadrons" - the 1st Night Leaflet Squadron and the 36th Bomb Squadron (RCM) - were either psywar ops or radar jamming missions flown in support of RAF strikes.

For history and lineage information before , see 2d Operations Group. Its buildings had been built to last for five years, were heated with potbellied stoves and had only outdoor latrines. After these facilities were upgraded, wing headquarters were stood up 1 January at Chatham. In early , the Bs began to be replaced by the B Superfortress , a B derivative designed for atomic warfare with more powerful engines, a higher top speed, and a higher ceiling. Hunter Field was built in as Savannah Municipal Airport and in the Air Corps received approval to build a permanent base at the site. During World War II it was used both as a training base as well as an antisubmarine airfield during the war. In June , the airfield was returned to the City of Savannah. In addition, Headquarters, Eighth Air Force was established in Savannah in January , and there was a strong desire to have an Eighth Air Force wing be stationed in the area. On 29 September , the 2d Bomb Wing moved to the reopened Hunter Air Force Base and Chatham was turned over to the City of Savannah, where it was redeveloped into a regional airport. The B was a fast bomber that relied on speed to penetrate the air defenses of the Soviet Union. Beginning in , the B was becoming obsolete, as the air defenses of the Soviet Union improved. The Stratojet was phased out of SAC beginning in . Plans were made to upgrade the wing to the Boeing B Stratofortress. However, although adequate for B operations, the runway at Hunter was inadequate for B operations when tested in the early s. In addition, during the s the urban area of the City of Savannah was expanding and encroaching on the airfield, making Hunter unsuitable for heavy nuclear-equipped bomber operations over the urbanized area. A Tybee Island B crash in which a Mark 15 hydrogen bomb was lost in the Atlantic Ocean just off the coast of Savannah was another reason in the decision by SAC to move the Wing to a non-urban area. The wing has been stationed at Barksdale continuously for over 50 years. The two KC units were inactivated or transferred from Barksdale by . Each of the new units assumed the personnel, equipment, and mission of its predecessor. It conducted bombardment training and air refueling operations from April except for periods when all aircraft and crews were on loan to SAC organizations involved in combat operations in Southeast Asia. It began supporting SAC operations in Southeast Asia with aircraft and personnel in , and increasingly supported these operations in and . After the return of combat resources, the wing continued supporting SAC operations in Southeast Asia into , on a reduced scale. Provided air refueling for rescue efforts in Grenada, Octoberâ€”November , the attack on Libya, April , and the invasion of Panama, December â€” January . Deployed B, KC, and KC aircraft, aircrews, and support personnel to several locations in support of operations in Southwest Asia, 7 August â€” 17 April . The 36th Bomb Squadron, 2d Bomb Wing flew what was then the longest combat mission in the history of military aviation at the start of Desert Storm in . Seven Bs flew a . The 2d Bomb Wing delivered one-fourth of all U. Air Force bombs during Desert Storm. Desert Strike was ordered in response to Iraqi attacks on Kurds in northern Iraq. The mission earned the wing the prestigious Mackay Trophy as the most meritorious flight of the year. On 19 September , wing elements deployed to Diego Garcia and on 7 October flew early attacks on targets in Afghanistan in Operation Enduring Freedom to rid that country of terrorist bases and its extremist Taliban rulers and Al-Qaeda militants; later flew airborne alert missions and, in Operation Anaconda , flew bombing missions against targets in eastern Afghanistan, 1â€”18 March . In the Invasion of Iraq , flew missions on 21 March in " shock and awe " strikes against command and control targets.

Chapter 2 : th Night Leaflet Squadron - Canner Crew

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The unit helped force the withdrawal of Japanese ships that attacked Dutch Harbor in June , flew missions against occupied Kiska until the Japanese evacuated that island in August , December 1942 August Carpetbagger Operations[edit] In November , a unit was formed to clandestinely deliver agents and supplies into Nazi-occupied Europe for the Office of Strategic Services O. It was attached to the 1st Bombardment Group. This was the beginning of Operation Carpetbagger. The purpose of the Carpetbagger project was to fly special operations missions which entailed delivering supplies to resistance groups in enemy occupied countries. The move to RAF Watton did not prove to be fortuitous. The heavy Bs were incompatible with the grass runways and muddy hard standings there and were forced to move back to Alconbury in January A new airfield under construction in the depths of rural Northamptonshire , RAF Harrington Station proved ideal for Carpetbagger operations. The advanced echelon of the squadrons moved into Harrington on 25 March On 1 April the squadron was assigned to the 1st Bombardment Group Provisional. The 1st was a "hard luck" B group which had lost 52 aircraft to enemy action in only 89 days, suffering 100 men killed or missing. Rather than try to rebuild the shattered group, the group was stood down and the surviving members were reassigned to other units in theater. The operational squadrons of the 1st were stood down and redesignated as the squadrons assigned to the 1st. August 1942 April Electronic countermeasures operations[edit] The redesignation of the Carpetbagger squadrons made the designation of "36th Bomb Squadron" available again and it was assigned to the 1st Bomb Squadron, a provisional squadron then located at RAF Cheddington. The radar countermeasure effort came under RAF Bomber Command where they performed a variety of special operations activities. RCM operations were designed to deny the Germans effective utilization of radar and radio equipment. The squadron flew on bad weather days during the Battle of the Bulge as well, when the rest of the Eighth Air Force stood down. Along with these electronic warfare missions, the 36th BS also flew regular sorties which set out to discover the frequencies being used by the enemy for their radio and radar devices. For this they operated a number of Lockheed P Lightning twin boomed fighters from Alconbury as well as their Bs. All operations ceased by 30 April Test activities[edit] The squadron was redesignated the 36th Engineering and Test Squadron and activated as a test organization at Eglin Air Force Base in 1946 Redesignated the 36th Electronic Warfare Squadron in 1947 , it has continued to test electronic equipment since then.

Chapter 3 : 36th Electronic Warfare Squadron - Wikipedia

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