

8 WEAPONS SQUADRON



MISSION

LINEAGE

8 Air Corps Ferrying Squadron constituted 18 Feb 1942

Activated, 24 Mar 1942

Redesignated 8 Ferrying Squadron, 12 May 1943

Disbanded, 31 Mar 1944

Reconstituted, 19 Sep 1985

8 Combat Cargo Squadron constituted, 25 Apr 1944

Activated, 1 May 1944

Inactivated, 15 Jan 1946

Disbanded, 8 Oct 1948

Reconstituted, 19 Sep 1985

8 Helicopter Flight constituted, 7 Oct 1949

Activated, 27 Oct 1949

Inactivated, 19 Feb 1952

Activated, 14 Mar 1952

Inactivated, 16 Dec 1952

8 Airborne Command and Control Squadron constituted, 14 Aug 1969
Activated, 15 Oct 1969
Inactivated, 8 Mar 1971
Activated, 1 Feb 1972
Redesignated 8 Tactical Deployment Control Squadron, 30 Apr 1974

8 Ferrying Squadron, 8 Combat Cargo Squadron, 8 Helicopter Flight and 8 Tactical Deployment Control Squadron consolidated, 19 Sep 1985. Consolidated squadron retained designation 8 Tactical Deployment and Control Squadron

Redesignated 8 Air Deployment Control Squadron, 1 Nov 1991
Redesignated 8 Airborne Command and Control Squadron, 1 Jul 1994
Inactivated on 15 May 1996
Redesignated 8 Weapons Squadron, 24 Jan 2003
Activated, 3 Feb 2003

STATIONS

Nashville, TN, 24 Mar 1942
Memphis Muni Aprt, TN, 9 Dec 1942-31 Mar 1944
Syracuse AAB, NY, 1 May 1944; Baer Field, IN, 6-27 Oct 1944
Finschhafen, New Guinea, Nov 1944
Biak, New Guinea, Jan 1945
Dulag, Leyte, 19 Mar 1945
Okinawa, 25 Aug 1945
Yokota AB, Japan, Sep 1945-15 Jan 1946
Albrook AFB, CZ, 27 Oct 1949-19 Feb 1952
Sewart AFB, TN, 14 Mar-16 Dec 1952
Langley AFB, VA, 15 Oct 1969-8 Mar 1971
Seymour Johnson AFB, NC, 1 Feb 1972-15 Jun 1978
Tinker AFB, OK, 15 Jun 1978-15 May 1996
Nellis AFB, NV, 3 Feb 2003

ASSIGNMENTS

Nashville Sector, Ferrying Command (later, Nashville Sector, Domestic Wing, Ferrying Command; 4th Ferrying Group), 24 Mar 1942-31 Mar 1944
2 Combat Cargo Group, 1 May 1944-15 Jan 1946
5700 Air Base Group, 27 Oct 1949-19 Feb 1952
Eighteenth Air Force, 14 Mar-16 Dec 1952
4500 Air Base Wing, 15 Oct 1969-8 Mar 1971
Tactical Air Command, 1 Feb 1972
552 Airborne Warning and Control Wing (later, 552 Airborne Warning and Control Division; 552 Airborne Warning and Control Wing), 1 Jan 1978
28 Air Division, 1 Mar 1986

552 Operations Group, 29 May 1992-15 May 1996
USAF Weapons School, 3 Feb 2003

ATTACHMENTS

5298 Troop Carrier Wing [Provisional], Nov-Dec 1944
16 Troop Carrier Squadron

WEAPON SYSTEMS

None (ferried aircraft), 1942-1944
C-46, 1944-1945
C-47, 1944, 1945
H-5, 1949-1952
H-19, 1952
EC-121, 1969-1970
EC-135K,

COMMANDERS

Capt Alfred H. Catozzi, 24 Mar 1942-unkn
Capt James E. Johnston
Maj Oliver R. Salmela, by Mar 1944
Maj Joe L. Moody, 1 May 1944
Maj Travis M. Allison, 29 Jan 1945
1st Lt William J. Smith, 4 Dec 1945-15 Jan 1946
Unkn, 27 Oct 1949-19 Feb 1952
Maj A. P. Lovelady, 14 Mar 1952
Maj James W. Farr, by 30 Sep-16 Dec 1952
Lt Col William H. Lyle Jr., 15 Oct 1969-Aug 1970
None (Not Manned), Sep 1970-8 Mar 1971
Lt Col Theodore R. Buck, 1 Feb 1972
Lt Col James H. Bennington, May 1972
Lt Col Richard W. Hedge, Dec 1974
Lt Col Barton J. Pfautz, 11 Jul 1977
Lt Col Richard F. Mulick, 15 Jun 1978
Lt Col Tristram M. Hardy, 8 Sep 1979
Lt Col William H. Stice, 30 Mar 1981
Lt Col Stig Egede-Nissen, 16 Jun 1983
Lt Col Lee A. Bauer, 8 Jun 1985
Lt Col George A. Stewart, 13 Feb 1986
Lt Col Gary W. Davis, 12 Feb 1988
Lt Col Kenneth S. Morefield, 14 May 1990
Lt Col Armando A. Hernandez, 26 Mar 1991 (Temporary)
Lt Col Kenneth S. Morefield, 2 May 1991
Lt Col Marin P. Jubelt, 7 Jul 1992
Lt Col James J. Geery, 6 Dec 1994-15 May 1996

HONORS

Service Streamers

World War II
American Theater

Campaign Streamers

World War II
Air Offensive, Japan
New Guinea
Western Pacific
Leyte
Luzon
Southern Philippines
Ryukyus

Southwest Asia
Defense of Saudi Arabia
Liberation and Defense of Kuwait

Armed Forces Expeditionary Streamers

None

Decorations

Air Force Outstanding Unit Awards
[1 Feb 1972]-1 Jun 1973
16 Sep 1973-15 Apr 1974
1 Jan-30 Jun 1978
1 Jul 1978-30 Jun 1980
1 Jul 1982-30 Jun 1984
1 Apr 1985-31 Mar 1987
1 Apr 1987-31 Mar 1989
1 Dec 1989-1 Dec 1991
1 Apr 1992-31 Mar 1994
1 Jun 1994-15 May 1996

Philippine Presidential Unit Citation (WWII)

EMBLEM



8 Tactical Deployment Control Squadron emblems



8 Airborne Command and Control Squadron emblems



8 Weapons Squadron emblem: On a disc Azure, a shield Argent debruised by a globe of the first, gridlined of the second, charged with a stylized aircraft in bend Silver Gray crossed by a lightning bolt in bend Or; all within a narrow border White. Attached below the disc, a Red scroll edged with a narrow White border and inscribed "8 WEAPONS SQUADRON" in White letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The shield is representative of internal symbols and signifies that as a military unit, they are defenders of the peace. The crossed lightning bolt and flight symbol indicate the great clarity and force of airborne operations in the command and control electronic warfare arenas. The globe depicts the world-encompassing nature of flight operations and the impact of unit tactics. (Approved, 30 May 1973)

MOTTO

OPERATIONS

Ferried aircraft to combat theaters and to Brazil under the lend-lease program, Mar 1942-Mar 1944.

The 8 Combat Cargo Squadron was one of four Squadrons of the 2nd Combat Cargo Group. The 2nd Combat Cargo Group was activated May 1, 1944 at the Syracuse Army Air Base, Syracuse, New York. The Squadron nucleus was experienced pilots transferred from Troop Carrier Command and B-25 and B-26 Transition Schools. Recent graduates from AAF Pilot Schools supplemented the experienced personnel. The Squadron consisted of 20 aircraft crewed with a pilot, co-pilot, crew chief and radio operator.

The squadron began training in C-47s. Glider towing, paratroop and cargo drops, formation, instrument, navigation and night flying accounted for most of our flying time. Link trainers and schooling consumed most of our ground time; Syracuse and environs our nights and weekends. Buzzing, although prohibited, was an ongoing challenge that provided a break in the flying routine. Farmers frequent complaints attested to the practice. The worst case was Curt Altman,

whose legacy is a C-47 ditched in Lake Ontario. Either he was too low or a wave too high. The props bent under and with loss of power he had to ditch.

Glider towing was practiced at Wheeler Sack Field, Pine Camp, Watertown, New York. A field bivouac complete with field kitchen, mess kits, pup tents and slit trenches provided our housing and sustenance. Because of complaints from glider pilots concerning towing procedure and speed, 1st pilots were ordered to fly a glider so they would have an understanding of the glider pilots problems. Other crew members, when not towing, rode as passengers for the experience. Roaring noise and tranquil silence are sensations experienced in gliders. The take-off on the runway sounds like a runaway train. At lift-off and under tow the air noise makes it impossible to have a conversation. At release there is no sound only a serene, peaceful, quiet calm.

In mid-August Army Air Corps General Henry "Hap" Arnold made an inspection visit to the Group. A paratroop and cargo drop mission demonstration was scheduled for the General's review. A 32 plane formation dropped troops and cargo packs from 500 feet. Colonel Bell was informed during the visit that the C-47 was to be replaced with the C46 Curtiss Commando and the deployment to the China, Burma, India Theatre was changed to the South Pacific. Familiarization with the C-46 and replicating the C-47 training began and continued through early October, 1944.

The 8 was transferred October 6, 1944 to Baer Field, Ft. Wayne, Indiana, on temporary duty, to prepare for shipment overseas. Captain DuBose Egleston joined the 8 as Flight Surgeon replacing our original Flight Surgeon, Captain LeRoy E. Walter, who was injured in an auto accident and hospitalized shortly prior to the departure of the squadron to Baer Field. On October 11, 1944, the 8 to proceed by air to Fairfield-Suisun AAF, Fairfield, California. We departed 12 October, 1944 via Amarillo, Texas , overnighing and continued to Fairfield 13 October.

At Fairfield the C-46's were fitted with auxiliary fuel tanks in the cargo compartment to extend the range of the C-46 to reach Hawaii.

The Group departed Fairfield in flights of three during the last weeks of October, 1944. Scheduled departure was midnight with an estimated 13 hours flying time and ETA of 10:00 AM Oahu. The weather briefings advised that the normal weather system between the Islands and the US usually had head winds half-way and tail winds the other half. An ATC navigator was assigned to a plane in each flight, which became the flight leader. Two ships were anchored between San Francisco and Oahu as homing stations enroute. By dawn, on most flights, the planes were scattered and out of sight, so, each had to navigate on its own.

On October 17, 1944 Bob Masterson and John Nicholson were the first 8 crew to depart. While experimenting with cabin tank fuel transfer their right engine cut out. After restarting the engine all experiments ceased. On this night the second homing ship was not operating so they had to rely on the ATC navigator on board for position and course. Ground speeds of 90 and

100 mph made for anxious moments. They touched down 15 hours, 10 mins. after departure with an estimated 15 mins. fuel remaining. Fred Hart's flight on October 26, without a navigator but both homing ships operating, had a similar experience, landing 16 hours, 30 mins. after departure and 40 gallons remaining.

After arrival in Hawaii, the auxiliary fuel tanks were no longer required on the remaining legs to Townsville. The planes were utilized to carry material and equipment to locations nearer the areas of combat. As a result, routes to Townsville varied. Routing was by way of Palmyra or Christmas Island, then Canton, Tarawa, Guadalcanal and Townsville or Canton, Fiji, Noumea, Brisbane and Townsville or Townsville direct from Noumea.

At Townsville the planes auxiliary tanks were removed and maintenance performed in preparation for deployment into the theatre. The Group was assigned to the 54th Troop Carrier Wing, 5th Air Force stationed at Biak, New Guinea. The Group proceeded to Biak via Nadzab, New Guinea, arriving late November.

Crews and personnel not assigned to flights, were transported by troop ship. They departed from the San Francisco area November 14 on the BoschFontaine, a Dutch freighter. Twenty-five days later, December 8, they arrived in Hollandia, New Guinea, from where they were flown to Biak.

The 8 Squadron was detached from the Group at Nadzab and stationed at Finschaffien, New Guinea, on temporary duty with the 332nd Air Division, 13th Air Force. The 13th was moving personnel and equipment from eastern New Guinea to the combat zone and needed the C-46's capacity to help with their move. The Squadron rejoined the Group at Biak 6 January, 1945.

Biak, located on the equator, was unbearable due to the heat and humidity. Crowded conditions exacerbated by the climate made for irritable living. Persistent rashes and jungle rot led to a general malaise despite Doc's ministrations and prescription, "take two aspirin and see me in the morning".

Our operations primarily served ground forces with transport, supply and evacuation support in the Philippines. Although rear echelon, our flights on occasion took us into combat zones. Guadalcanal, Hollandia, Admiralties, Peleilu, Leyte, Morotai and Mindoro became part of our lexicon. The Squadron lost its first plane on Morotai. The Group was flying aviation fuel in 55 gallon drums from Morotai to a fighter strip on Mindoro to replace fuel lost when a tanker was bombed by the Japanese. The plane was piloted by Ray Renuart, Zack Rougan, co-pilot. An engine caught fire on take-off. An attempt was made to return, but they were forced to ditch short of the strip. Ditching extinguished the fire. Rougan exited the right cockpit window. He waded around the plane and stood watching the rest of the crew trying to launch rafts out the cabin door.

One old worn-out C-47 was acquired by the squadron while stationed at Biak that was used as a "fat cat" to procure liquor, meat, fresh fruit and vegetables from Australia. The planes reliability

came into question and was retired for fear of structural failure and possible accident and loss of life. To compensate, whenever food was transported as cargo, our "cut" always found its way to the lower cargo compartment of the C-46 by way of the cockpit trap door. Steak was served in the squadron mess on several occasions through this resourcefulness.

McArthur invaded the Island of Luzon on January 9, 1945 at Lingayen (Lingayen Gulf). Major Bowen, Group Operations Officer, and crew were lost while dropping supplies to troops in the Lingayen area shortly thereafter. Major Moody was transferred to Group, replacing Major Bowen. Major Allison became CO of the 8 and Captain Beckner, Operations Officer.

Rest and Recreation, beginning in late January, 1945, eased the Biak conditions for those lucky enough to be given leave. Sydney, Australia provided more than R and R and was indulged in with youthful zeal. Bondi Beach, Rosehill Race Track and Royal Sydney Golf Club are distant memories. Still recalled are huge bags filled with charcoal gas mounted on car roofs to power the cars due to the shortage of gasoline.

The Squadron suffered its first casualties at Biak. Glen Jacobs and crew were lost on a flight to Darwin, Australia. Of a flight of three, only two arrived at Darwin. Neither plane or crew were found.

A second crew loss occurred at Tacloban, Leyte. Dick Webb and Homer Jones were waiting in line on a taxiway to take-off when another plane taking-off veered from the runway and crashed into their plane. Homer and a crewman died. Webb was seriously burned. He was returned to the states for treatment and recovery.

We suffered through Biak until we moved to Dulag, Island of Leyte, Philippines on March 20, 1945. Living conditions immediately improved. The local populace seeking work provided housekeeping and laundry services. Tents were erected on wooden floors and were enclosed with screening. Being located on Leyte Gulf provided a seaside atmosphere. An Officers Club was constructed on the beach and became the Squadron focal point for leisure activities. A nursing billet was nearby. The nurses were invited to our frequent soirees. Liquor was procured from Manila. The liquor came in five-gallon gasoline cans and proved palatable with no serious side effects other than hangovers. Our flying operations were now primarily to the islands of the Philippines, Luzon, Cebu, Mindinao as well as Clark and Nielson Fields in Manila.

McArthur invaded Okinawa April 1, 1945. The 8 and Group began flying in equipment and supplies and returned with casualties. The distance to Okinawa required an over-night stay. Crews slept in or under their planes, opting for whatever shelter was available if the Japanese made a bombing run or kamikaze attack. C-rations were the cuisine of the day. An impressive sight was the naval armada assembled for the invasion. Ships were as far as the eye could see and in numbers that, with some imagination, would let one walk from one to another.

Ie Shima, a small wind-swept island off Okinawa, served as a staging area and was the 8's destination on flights from the Philippines. 20-30 mph cross winds made for treacherous, if not

dangerous, take-offs and landings. Doc earned his flight pay on one trip which turned out to be his most remembered, oft repeated overseas experience. Ernie Pyle, famed journalist, was killed April 18, 1945 on Ie Shima by a Japanese sniper. He was buried on the island.

The 8 moved to Okinawa 15 August, 1945. While stationed in Okinawa we experienced a Typhoon (Hurricane in the Atlantic). The last thing that blew away was the weather station at a wind speed reading of 150 mph. Much damage was done in our living area, tents blown down and personal items blown away, but little damage to aircraft as protective measures were taken.

On August 28, 1945, two C-46's, one crewed by Colonel Bell, P, Major Moody, CP, Lt. Snyder, N; the other by Major Allison, (P), Captain Scholl, (CP), Lt. Henneke, (N) transported the "Reconnaissance Party and Advance Operations Party" into Atsugi Air Base in the Tokyo area. It was a long day. Lt. Henneke's Combat Mission Time record logged 11 hours, 55 min. for the mission. Captain Loomis flew in with communication equipment and military police to establish flight control for future flights.

On September 16, 1945 the 8 moved to Tachikawa and into barracks at Yokota Air Base, Fussa, Japan in the Tokyo area. When the Squadron moved into the barracks, the barracks had only cold running water. Japan, having a temperate climate, experiences freezing nights and cold days in fall and winter. Showers were numbing to say the least. But not for long. The inventiveness and resourcefulness of some of the Squadron personnel found the means to fabricate, install and plumb a hot water system. Within days hot water was flowing. The barracks also had Japanese communal baths, which after renovation, were also utilized, but, without Geshia assistance. Ah the luxury. Sleeping under blankets became a new experience after a year of only skivvies.

Our third crew loss occurred in Japan. Ray Renuart and crew crashed east of Tokyo, the cause attributed to weather conditions.

With the end in sight, our main activity was shuttling personnel and material between Manila, Okinawa and Japan. Detours were made to view Hiroshima and Nagasaki. Planes were being ferried to Manila for storage as needs declined. Flying time was being reduced and it was a scramble to acquire four hours to qualify for flight pay. When a plane required a maintenance check, a full complement of specialties crewed the flight as evidenced by a 2 December flight report. Unscheduled time was used for visiting Tokyo and surrounding areas.

Personnel were beginning to be rotated back to the States for separation or reassignment depending on their Adjusted Service Rating Scores. Early returnees were home for Christmas. Others departed Yokohama 24 December, 1945, on the troop transport SS Marine Lynx, arriving San Pedro, California 4 January, 1946. While others were assigned to the SS Marine Martin and arrived in Fort Lewis, Washington 7 January, 1946. Squadron members not departing on the Lynx or Martin remained at Yokota while awaiting their orders to return. Some shared their Christmas together.

Airborne command post for tactical deployments worldwide, Feb 1972-May 1996.

1977 14 September EC-135K, 62-3536, on a joint training mission, departs Kirtland AFB, New Mexico, after a refuelling stop, makes right turn, crashes into steep terrain in the Manzano Mountains, two miles S of the Four Hills housing development, killing all 20 on board.

Nov 1979 -- The 8 Airborne Deployment and Control Squadron refurbished a C-135 aircraft, tail number 59-1518. The 8 ADCS transformed it into an EC-135, adapting it to perform a specialized mission of transporting distinguished visitors and airborne deployment control missions.

Deployed personnel and equipment to Spain and airfield personnel and equipment into Saudi Arabia, Aug 1990-Mar 1991.

1-19 Jan 1994 -- The 8 ADCS performed mission CODEL JOHNSTON, consisting of the 8 ADCS flying the US Senate Energy and Natural Resources Committee to Southeast Asia for trade meetings. The mission originated at Andrews AFB, District of Columbia and proceeded to Elmendorf AFB, Alaska; Yokota AB, Japan; Beijing, China; Guangzhou, China; Hanoi, Vietnam; Ho Chi Minh City, Vietnam; Bangkok, Thailand; Jakarta, Indonesia; Timika, New Guinea; Saipan, the Marianas Islands; Hickam AFB, Hawaii and terminated at Langley AFB, Virginia.

In 2003 the 8 Weapons Squadron was activated and assumed the mission of the Weapons School Command and Control Operations Division. The Weapons School Command and Control Division was activated as the Air Weapons Controller Division on 21 June 1984. The initial syllabus focused on training weapons officers for Airborne Warning and Control System and Ground Theater Air Control System units. In 1995 the division was renamed as the Command and Control Operations Division, expanding its scope to include training weapons officers for the RC-135 RIVET JOINT, EC-130H COMPASS CALL and in the year 2000, the E-8 Joint Surveillance Target Attack Radar System communities. The 8 Weapons Squadron has graduated 252 Weapons Officers.

DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

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Sources

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