

9th AIRBORNE COMMAND AND CONTROL SQUADRON



LINEAGE

9th Air Corps Ferrying Squadron constituted, 18 Feb 1942
Activated, 15 Apr 1942
Redesignated 9th Ferrying Squadron, 12 May 1943
Disbanded, 1 Apr 1944

9th Liaison Squadron constituted, 5 Nov 1952
Activated, 16 Jan 1953
Inactivated, 25 Sep 1953

9th Airborne Command control Squadron constituted, 12 Sep 1969
Activated, 15 Oct 1969
Redesignated 9th Airborne Command and Control Squadron, 15 Jul 1970

9th Ferrying Squadron Reconstituted and consolidated with 9th Liaison Squadron and 9th Airborne Command and Control Squadron, 19 Sep 1985. The consolidated squadron retains the 9th Airborne Command and Control Squadron designation

STATIONS

Long Beach, CA, 15 Apr 1942-1 Apr 1944
Stewart AFB, NY, 16 Jan-25 Sep 1953
Hickam AFB, HI, 15 Oct 1969

ASSIGNMENTS

Long Beach Sector, Army Air Forces Ferrying (later, AAF Air Transport) Command, (later 6th Ferrying Group), 15 Apr 1942-1 Apr 1944
Eastern Air Defense Force, 16 Jan-25 Sep 1953
6486th Air Base Wing, 15 Oct 1969
15th Air Base Wing, 1 Nov 1971

ATTACHMENTS

26th Air Division, 7 Mar-25 Sep 1953

WEAPON SYSTEMS

L-20, 1953

EC-135, 1969

EC-135J

EC-135P

ASSIGNED AIRCRAFT SERIAL NUMBERS

EC-135J

62-3584

63-8055

EC-135P

58-0022

EC-135

58-0019

ASSIGNED AIRCRAFT TAIL/BASE CODES

UNIT COLORS

COMMANDERS

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

The 9th Air Corps Ferrying (later, 9th Ferrying) Squadron, activated on 15 Apr 1942, and began ferrying various types of aircraft from the factory of origin to assigned units and oversea departure points.

The 9th Liaison Squadron activated on 16 Jan 1953 for the purpose of providing the 26th Air Division a means for maintaining command contact with isolated units, provide critical supply of food, material, and light items of equipment to radar stations and other installations in remote locations, and to transport small numbers of personnel to and from advanced or isolated divisional organizations. On 7 Mar 1953, four detachments were organized and attached to the 32nd Air Division. At the same time, the squadron itself, less the four detachments, was attached to the 26th Air Division for operational control.

The 9th Airborne Command Control Squadron activated on 15 Oct 1969 at Hickam AFB, HI, replacing the 6486th Airborne Command Control Squadron. Assigned to the 6486th Air Base Wing, the 9th provided an Airborne Command Control Post System for the Commander-in-Chief, Pacific. On 15 Jul 1970, the 9th Airborne Command Control Squadron was redesignated 9th Airborne Command and Control Squadron. The squadron participated in operational missions, air refueling missions, higher headquarters special missions, and annual proficiency training in various models of the EC-135. By the 1980s, the squadron was flying the EC-135P, which was a modified KC-135 equipped with specialized communications facilities for the Airborne Command Post. In addition to its Airborne Command Post support, the 9th occasionally provides airlift for distinguished personnel.

In Mar 1967, five old EC-135As were transformed and renamed EC-135P. They retained both their boom and refueling receptacle and the cabin was given consoles, particular combat posts and equipment, as well as the usual series of 7 saber antennae positioned on and 5 under the fuselage, as well as a trailing TWA antenna housed under the belly in front of the right hand side main undercarriage well and that of the MILSTAR satellite link system. These planes, in service with the SAC, were destined to be used as airborne command posts by the general staff of Pacific forces; CINCPAC under the designation of 'Blue Eagle' with the 9th ACCS at Hickam. One of their main missions consisted of serving as communication relays with the fleet of missile launching submarines, either directly or via the EC-130Q or E-6A.



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Sources

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