36 ELECTRONIC WARFARE SQUADRON

MISSION

The 36 Electronic Warfare Squadron integrates technical and operational expertise providing unique support to build and maintain the CAFs EW capability for fighters, bombers, and special-purpose combat platforms through test and evaluation, mission data reprogramming, exercise support, EW reach back, and emergency reprogramming. The squadron conducts operational tests of the EW systems on CAF aircraft in support of hardware and software fielding recommendations to Air Combat Command.

The 36 EWS also conducts exploitation tests of foreign threat weapons radar systems against all CAF aircraft. Squadron members develop mission software used to program EW systems installed on US aircraft. This EW mission software directly impacts the success of Joint Chiefs of Staff operational plans and CAF combat missions. Included in this mission is a wartime commitment to rapidly reprogram CAF's EW mission software in response to threat radar changes. The squadron also develops and publishes EW system handbooks providing critical employment guidance to CAF and allied nation warfighters.

LINEAGE

36 Bombardment Squadron (Heavy) constituted, 22 Dec 1939
Activated, 1 Feb 1940
Redesignated 36 Bombardment Squadron, Heavy,
Inactivated, 15 Dec 1945
Redesignated 36 Engineering and Test Squadron, 9 Apr 1993
Activated, 15 Apr 1993
Redesignated 36 Electronic Warfare Squadron, 13 Sep 1999

STATIONS
March Field, CA, 1 Feb 1940
Lowry Field, CO, 9 Aug 1940-23 Mar 1941
Elmendorf Field, AK, 31 Mar 1941
Fort Greeley, Alaska, c. 9 Feb 1942-28 May 1943 (operated from various places, including Umnak, Kodiak, Adak, and Amchitka, during period from 4 Jan 1942 to 1 May 1943)
Amchitka, 4 May-13 Sep 1943 (operated from Adak, 1 Jun-4 Aug 1943)
McChord Field, WA, 30 Sep-Oct 1943
Alconbury, England, 6 Nov 1943
Watton, England, 7 Feb 1944 (operated from Alconbury)
Harrington, England, 28 Mar 1944
Cheddington, England, 54 Aug 1944
Alconbury, England, 28 Feb 1945
Grove, England, 15 Oct 9 Dec 1945
Camp Kilmer, NJ, 14-15 Dec 1945
Eglin AFB, FL, 15 Apr 1993

ASSIGNMENTS
28 Composite Group, 1 Feb 1940
Fourth Air Force, 19 Oct 1943
Eighth Air Force, 2 Nov 1943
1 Bombardment Division, 21 Nov 1943
VIII Air Force Composite Command, 27 Feb 1944
VIII Fighter Command, 1 Oct 1944
1 Air Division, 1 Jan 1945
3 Air Division, 12 Aug 1945
1 Air Division, 1 Sep 1945
United States Air Forces in Europe, Oct-15 Dec 1945
68 Electronic Combat Group (later 53d Electronic Warfare Group), 15 Apr 1993

ATTACHMENTS
482 Bombardment Group, 4 Dec 1943
328 Service Group, 27 Feb 1944
801 Bombardment Group [Prov], 27 Mar-10 Aug 1944
482 Bombardment Group, 27 Feb-15 May 1945

WEAPON SYSTEMS
B-18A, 1942
B-17E, 1942-1943
LB-30, 1942
B-24, 1942-1945

COMMANDERS
Maj William O. Eareckson, 1 Feb 1940-28 May 1941

Unknown, 29 May 1941-7 Dec 1941

HONORS
Service Streamers

Campaign Streamers
Air Offensive, Japan
Aleutian Islands
Air Combat, Asiatic-Pacific Theater
Air Offensive, Europe,
Normandy
Northern France
Rhineland
Central Europe

Armed Forces Expeditionary Streamers

Decorations
Distinguished Unit Citation
Germany, 11 Jan 1944

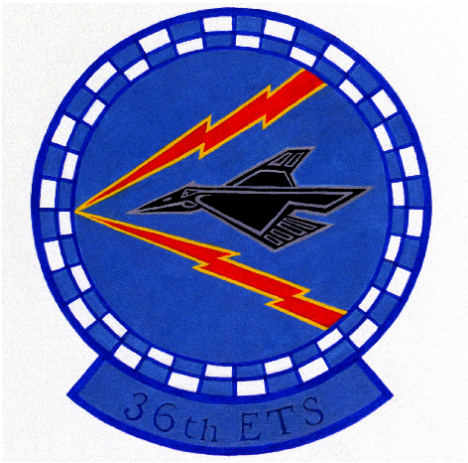
French Croix de Guerre with Palm

.Air Force Outstanding Unit Awards
1 Jun 1998-31 May 2000
1 Jun 2002-31 May 2004
1 Jun 2004-31 May 2006
1 Jun 2006-31 May 2008
1 Jan 2011-31 Dec 2012
1 Jun 2018-31 May 2020

Air Force Organizational Excellence Award
[15 Apr]-31 Dec 1993

EMBLEM

36 Bombardment Squadron, Heavy emblem: The insignia depicts a winged radar gremlin whose body and nose consist of radio tubes, and from whose finger tips emit the radio transmissions which foul the enemies' radar devices hence the term RAFU: Radar All Fouled Up; which term is related in a way to the familiar term SNAFU. The insignia was designed and drawn by Staff Sergeant Stanley L. Walsh, an aerial gunner in the squadron who was formerly employed by the Walt Disney Studios.



36 Engineering and Test Squadron

MOTTO

OPERATIONS

Reconnaissance and photo-mapping of Bering Sea. and Alaska, 1940-1941. Combat in Northern Pacific, Dec 1941-Aug 1943. CARPETBAGGER missions in ETO, Dec 1943-Aug 1944; electronic-countermeasure operations, Aug 1944-Apr 1945.

CARPETBAGGER missions were clandestine single-ship airdrop or airland operation conducted in every theater of the war. These were often used to insert or extract special operations teams or agents and to resupply small guerrilla bands or insurgents behind enemy lines. Operation CARPETBAGGER, resupplied insurgent bands in France and the low countries during the months leading up to the invasion at Normandy.

The 36 Bomb Squadron, a radar countermeasure unit was not involved in typical bombing runs as other bomb squadrons. It only compared to other bomb squadrons due to the fact that heavy B-17 and B-24 bombers were used. This special unit worked initially with the RAF 100 Bomb Group at Sculthorpe in January of 1944 and was first commanded by Capt. George E. Paris. The radar countermeasure effort came under RAF Bomber Command where they performed a variety of special operational activities. The missions included Window (Chaff), Jostle, Carpet, Mandrel, and other ramifications. Many of the aircraft jamming systems were developed and tested by Allied scientists associated with the Telecommunications Research Establishment, namely the American-British Laboratory Division 15 (ABL-15) located at Great Malvern, near London. RCM operations were designed to deny the Germans effective utilization of radar and radio equipment, which generally fell into these main categories:

1. Small Wurzburg - used in fire control of flak batteries against Allied aircraft.
2. Giant Wurzburg - employed in control of enemy fighters and anti-aircraft fire.
3. Freya - used with Giant Wurzburg for fighter control and long distance warning radar.
4. Big Ben Jostle - used to jam potential V2 rocket radio control.

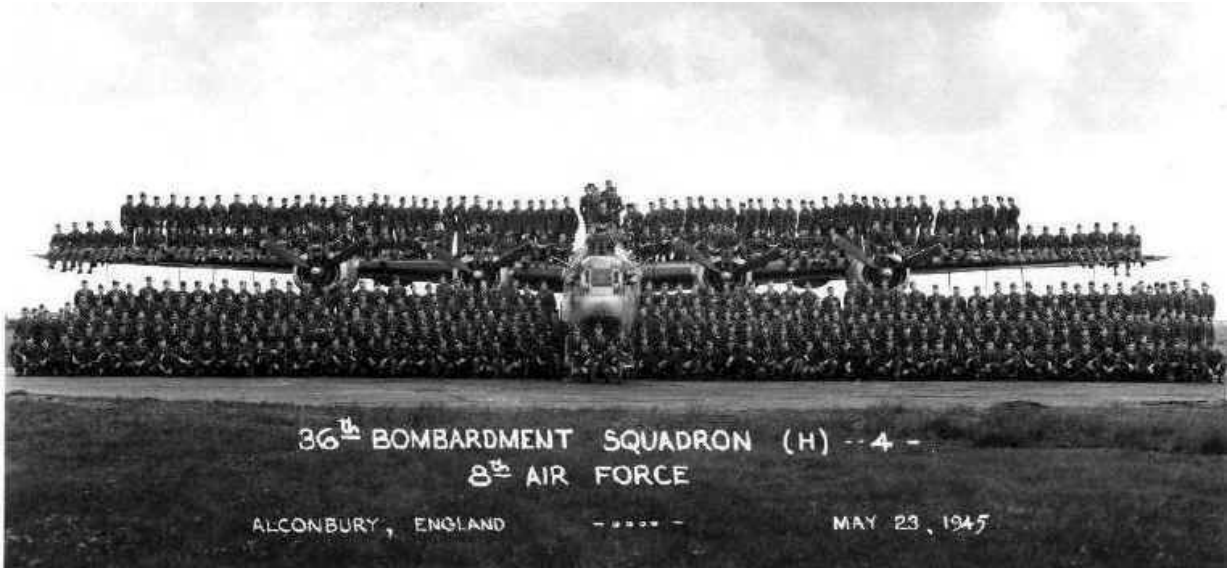
Lt. Col. Clayton A. Scott assumed command of the 803rd on April 25,1944. At this time the new squadron included nine crews and six B17 aircraft. On May 16, 1944, the squadron moved to RAF Oulton. The first operational mission using four B17 aircraft was on the night of June 5/6 with RAF 100 Group squadrons. Its purpose was to mask the Allied invasion fleet and to support the airborne operations on the Normandy beachhead. This Mandrel mission proved very effective in countering the German early warning system and "contributed materially to the success of the landings on the beachhead". Initially the screens were flown at 15,000 feet, but were later increased to 19,000 feet. Soon it was found that the B-24 Liberator was better suited in delivering a more ample power supply to the high voltage jammers than the B-17 Flying Fortress and by the end of July the squadron initiated a changeover to an all Liberator fleet.

In August the personnel from the 803rd merged with those from Det. "A" of the 858th Bomb Squadron and the 856th Bomb Squadron to form the new 36 Bomb Squadron (H). At this time Major Robert F. Hambaugh assumed command. He continued in that capacity until after the wars end. RCM night missions continued in support of Bomber Command which targets included Berlin, Kiel, Dortmund, Stettin, and Hamburg plus other targets. Frequency search missions were also flown at the request of the American British Laboratories. Mission successes continued as shown by the Mandrel screen and the Special Window operation for the raid on Bremershaven in September. Long-range raid information was denied and enemy plotting system confused. The intended results were found when the enemy night fighter interception was late against the main RAF attacking force. Successful "spoof" jamming missions were also commenced when RAF

Bomber Command had no operations. Deceived by the "spoof" and believing a RAF bombing raid was approaching, enemy controllers at the radar stations would initiate fighter action. In October reduced bomber losses over the continent were being attributed to enemy fighters by the screening efforts.

On Nov. 25, 1944, operations with the RAF were curtailed. Support was now being given to the 8th Air Force for VHF screens. The VHF screen for the Air Division assemblies was designed to deny the enemy valuable information in regard to the attacking force size, route, altitude, and target. December and January brought continued VHF jamming screens and new Jackal or Nazi tank communication jamming commenced for the Battle of the Bulge. Special operations of prepared dialogue to simulate bomber division assembly were employed on days when there were no bombing operations by Bomber Command. The intent of this effort was to further extend the enemy resources. On frequent occasions, due to diversions, squadron operations were conducted from other bases. On January 3, 1945, operations with the RAF ended. During March and April of 1945, "droop snoot" P-38s assisted the 36BS B-24s and actively investigated radar frequencies not covered by Carpet and Window jamming. All support operations ceased by April 30, 1945.

There were 1167 effective sorties out of a total of 1218 flown on 220 missions during the short eleven months of this very special squadron. Twenty-seven airmen lost their lives in service with the RCM squadron.



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Sources
Air Force Historical Research Agency, U.S. Air Force, Maxwell AFB, Alabama.
The Institute of Heraldry. U.S. Army. Fort Belvoir, Virginia.