

## 971 AIRBORNE WARNING AND CONTROL SQUADRON



### MISSION

### LINEAGE

1 Provisional Transport Squadron constituted, 1 Mar 1935

Redesignated 1 Transport Squadron, 25 Jun 1935

Activated, 15 Jul 1935

Redesignated 1 Troop Carrier Squadron, 4 Jul 1942

Inactivated, 18 Dec 1945

1 Strategic Support Unit

1 Strategic Support Squadron

Inactivated, 15 Jan 1959

1 Air Transport Squadron, Medium

Inactivated, 30 Jun 1971

1 Troop Carrier Squadron, 1 Strategic Support Squadron and 1 Air Transport Squadron, Medium consolidated and redesignated 971 Airborne Warning & Control Squadron, 19 Sept 1985. Unit Remains Inactive.

### STATIONS

Patterson Field, Ohio, 15 Jul 1935 (a Flight operated from Wright Field, Ohio, 15 Jul 1935-9 Feb 1937)

General Billy Mitchell Field, WI, 26 May 1942

Pope Field, NC, 4 Oct 1942-9 Jan 1943

Chabua, India, 2 Feb 1943  
New Delhi, India, 7 Mar 1943 (detachments operated from various bases in India and China)  
Sookerating, India, 19 Oct 1943  
Warazup, Burma, 20 Apr 1945  
Dinjan, India, 1 Jun 1945  
Chihkiang, China, 28 Aug 1945  
Hankow, China, 25 Sep 1945  
Shanghai, China, 21-30 Nov 1945  
Ft Lawton, WA, 16-18 Dec 1945  
Fort Worth, TX, 1948  
Biggs AFB, TX

### **ASSIGNMENTS**

1 Transport Group  
Fairfield Air Depot, 15 Jul 1935  
10 Transport (later Troop Carrier) Group, 20 May 1937  
Tenth Air Force, 2 Feb 1943  
443 Troop Carrier Group, 6 Mar 1944-18

### **ATTACHMENTS**

India-China Wing, Air Transport Command, 2 Feb-7 Mar 1943  
Troop Carrier Command, Eastern Air Command, 20 Dec 1943-6 Mar 1944

### **WEAPON SYSTEMS**

C-27, 1935-1937  
C-33, 1936-1939  
C-39 and various civilian and military modifications of DC-3 during period 1939-1941  
C-47, 1942-1945  
C-46, 1945  
C-97  
C-124A, 1951  
C-124C, 1953  
B-10B  
BC-1  
BT-2BI

### **COMMANDERS**

Capt Francis M. Zeigler, 15 Jul 1935  
Capt Clarence S. Thorpe, 3 Dec 1935  
Capt Russell H. Cooper, 29 Jan 1936  
Capt John W. Sessums, Jr., 25 Feb 1936  
1<sup>st</sup> Lt Robert W. Stewart, 22 Jun 1936  
Capt Russell H. Cooper, 20 Jul 1936  
Capt Signa A. Gilky, 23 Feb 1937

Capt Raymond E. Culbertson, 1 Aug 1938  
Capt Murray C. Woodbury, 6 Jun 1940-Jan 1941  
Capt L.I. Sailor, Nov 1941-Jan 1942  
Lt Col John B. Howard, #1954

## HONORS

### Service Streamers

American Theater

### Campaign Streamers

India-Burma with Arrowhead  
China Defensive  
Central Burma  
China Offensive

### Armed Forces Expeditionary Streamers

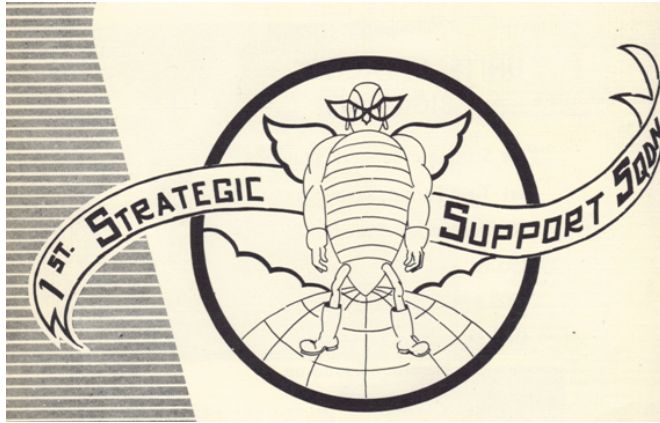
### Decorations

Distinguished Unit Citations  
Myitkyina, Burma, 17 May-16 Jun 1944  
China, 5-30 Sep 1945

## EMBLEM

1 Air Transport Squadron, Medium emblem approved, 31 Oct 1969





1 Strategic Support Squadron insignia was yellow with white clouds and a dark green earth, all bordered in black. The hornet was green and white with black gloves & boots.

## **MOTTO**

## **OPERATIONS**

1 Transport Squadron Constituted in the Regular Army on 1 October 1933, assigned to the 1 Transport Group, and allotted to the Fifth Corps Area. Authorized to be partially organized as the 1 Provisional Transport Squadron in early 1935. Redesignated as the 1 Transport Squadron on 25 June 1935. Fully activated on 15 July 1935 at Patterson Field, OH, and attached to the Fairfield Air Depot. Assigned on 20 May 1937 to the 10th Transport Group. Status: Inactivated on 18 December 1945 as the 1 Troop Carrier Squadron at Fort Lawton, WA.

Airborne assault on Myitkyina, Burma, 17 May 1944; aerial transportation in CBI, Feb 1943-27 Aug 1945; airlift of Chinese troops to eastern China for disarmament operations, Sep-Nov 1945.

On 18 Jan 1951, the squadron took delivery of its first C-124A, and shortly thereafter some of the unit's crews went to Walker AFB, NM, to transition to the new airplane, training being provided by the 2nd Strategic Support Squadron, which had moved to Walker and had received SAC's first C-124 on 17 Jul 1950.

Apr 1951 brought something of a setback to the squadron as it was forced to utilize five of its reconditioned C-97s (the aircraft had been reconditioned and inspected in preparation for acceptance by MATS inspection and acceptance crews) plus three C-124s to complete a maximum effort mission. The C-97s had to be to be reserviced, reconditioned and reinspected upon completion of the mission. Subsequently, all of the squadron's C-97s were turned over to Lockheed Aircraft Corporation at Burbank, California, for final inspections and necessary reconditioning prior to handover to MATS. This transfer of responsibility took a huge load off the squadron.

By the end of April, the squadron had a total of eight C-124s. All the aircraft were "A" models. The last of the squadron's C-97s were flown to Lockheed's Burbank facility at the end of May. In June, the squadron operated for the first time as a C-124 only squadron.

In Sep 1951, the 1 Strategic Support Squadron suffered its first major C-124 accident. The airplane was performing a practice Ground Controlled Approach and was on final to the runway when a severe downdraft was encountered. The crew applied full power and fought with the controls but the airplane continued to settle and struck a rock wall short of the runway. Both main landing gears and the right wing spar were severely damaged, though the gear supported the airplane after landing, without additional damage. There were no reported deaths or injuries.

C-124C 50-0088 crashed at Cooks Inlet, Anchorage, Alaska, in Jan 1957. The plane was carrying a cargo of engines, which were salvaged after boats attached lines to bulldozers and the aircraft was pulled ashore.

On 31 Aug 1957, C-124C 52-1021 crashed while on an instrument approach to Biggs AFB, TX due to bad weather after a flight from Hunter AFB, GA. 5 aircrew are killed, 10 injured.

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DEPARTMENT OF THE AIR FORCE UNIT HISTORIES

Created: 27 Oct 2020

Updated:

Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.  
Unit yearbook. *810 Air Division, Biggs AFB, TX. 1954.*