

932 AIR CONTROL SQUADRON



MISSION

LINEAGE

932 Aircraft Control and Warning Squadron constituted, 28 Apr 1952

Activated, 1 May 1952

Redesignated 932 Air Defense Squadron, 1 Oct 1987

Redesignated 932 Air Control Squadron, 31 May 1993

STATIONS

Camp Edwards, Falmouth, MA, 1 May 1952

Keflavik Airport, Iceland, 1 Oct 1952

Rockville Air Control & Warning Station, Iceland, 1 Aug 1957

NAS Keflavik, Iceland

ASSIGNMENTS

Ninth Air Force, 1 May 1952

65 Air Division (Defense), 1 Oct 1952

Iceland Air Defense Force, 8 Mar 1954

1400 Operations Group, 18 Dec 1955

Air Forces Iceland, 1 July 1960

35 Operations Group, 31 May 1993

85 Operations Group, 1 Oct 1994

85 Group, 1 July 1995

MISSION EQUIPMENT

TPS-1B

FPS-3

FPS-20A

FPS-93A
FPS-6
FPS-93A
FPS-117

COMMANDERS

Cpt Thomas H. Galligan, 1 May 1952
LTC Ruel M. Luckingham, 26 Jun 1952
LTC Allie P. Ash, Jul 1953
LTC John C. Peck, Jul 1954
LTC Jim R. Tebbs, Jul 1955
LTC Edwin L. Murrill, 1 Jul 1956
Maj J. Bert Davis, Jul 1957
Maj George T. Milonas, Jul 1958
Maj Guy B. Hume, 1 Dec 1958
Maj Charles F. Carter, 28 Oct 1959
Maj Austin W. Simmons, 28 Jul 1960
Maj Jack C. Shadeck, Sep 1962
LTC William H. Truxal, Sep 1963
Cpt Arthur C. Mussman, Jun 1965 (Acting)
LTC Victor J. Carlino, 1965
LTC Frank J. Pietyka, Aug 1965
Maj Victor J. Carlino, Jul 1968
LTC Frank J. Pietyka, 24 Jul 1968
LTC James H. Wallace, Jul 1970
LTC John J. Bayer, Jul 1972
LTC Richard M. Overland, Jun 1973
LTC James G. Young, 7 Jul 1975
LTC Johnnie S. Toniolli, 6 Jul 1977
LTC L. Keith Demott, Jul 1979
LTC Edward Boardman, 17 Jul 1981
LTC Forrest N. Freeman Jr, Jul 1982
LTC George H. Gwinn, 8 Jul 1983
LTC Waller D. Wieters, 5 Jul 1984
LTC Ronald L. Gavette, 5 Jul 1985
LTC Dennis W. Shepard, Aug 1986
LTC Terry L. Troy, 7 Aug 1987
LTC Billy A. Wooley, 7 Aug 1989
LTC Lynn R. Wills, 22 Jul 1991
LTC Clark P. Wigley, 23 Jul 1993
LTC Ray T. Garza, 7 Jul 1995
LTC Rex A. Marshall, 31 Jul 1997
LTC William A. Schaake, 26 Mar 1999
LTC Van Don Kepley, 6 Jul 2001

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

1 Sep 1963 - 15 Feb 1965

1 Jun 1967 - 31 Dec 1968

1 Jan 1969 - 31 Dec 1969

1 Jan 1970 - 31 Aug 1970

1 Jul 1973 - 30 Jun 1975

1 Jul 1975 - 30 Jun 1976

1 Jul 1976 - 30 Jun 1978

1 Jul 1981 - 30 Jun 1982

1 Aug 1985 - 30 Jun 1987

1 Jul 1987 - 30 Jun 1988

1 Jul 1988 - 30 Jun 1989

1 Oct 1994 - 31 May 1996

1 Jun 1996 – 31 May 1997

1 Jun 1997 - 31 May 1998

1 Jun 1998 – 31 May 1999

1 Jun 1999 – 31 May 2000

1 Jun 2000 – 31 May 2001

1 Jun 2001 – 31 May 2002

1 Jun 2002 – 30 Sep 2003

1 Oct 2003 – 30 Sep 2004

1 Oct 2004 – 31 Oct 2005

EMBLEM





On a sphere a snow-capped gray mountain in base with a sky blue above, dark blue below background. The top area of the disc divided by an arc in white, detail lines in black, over all a golden yellow lightning bolt diagonally across the sphere. Centered on the disc a radarscope black with white markings. **SIGNIFICANCE:** The white top and arc portray the location of the unit near the Arctic Circle. The lightning bolt and radarscope are for radio communications and radar tracking. The gray snow-capped mountains indicate the bleak sub-Arctic surroundings. "ARCTIC WATCH" refers to the unit's on-going mission: detection, identification, and tracking of all aircraft entering the Military Air Defense Identification Zone (MADIZ). (Approved, 6 Apr 1956, and again with motto change, 15 Jan 1988)

MOTTO

ARCTIC WATCH

NICKNAME

OPERATIONS

In May 1952, elements of the Ninth Air Force's 103d Aircraft Control and Warning Squadron, stationed at Camp Edwards, Falmouth, MA, combined to form the 932d Aircraft Control and Warning Squadron (ACWS). The 932d ACWS deployed to Iceland on 1 October, and set up temporary air surveillance operations near Meeks Field, renamed the Keflavik Airfield Complex. This temporary site served until October 1953, when operations were transferred to the freshly completed Master Direction Center (MDC) at the newly constructed Sandgerdi Station, about six miles away.

The site, designated "H-1" (short for Remote Radar Head One, or RRH-1), officially became operational 28 October 1953, 1320Z. Height Range Indicator equipment was added, and

became operational by 15 December of the same year. Sandgerdi Station was self-sufficient, boasting its own power plant, more than a dozen barracks, dining facility, post office, gymnasium, all-ranks club, shoppette, movie theater, and chapel. Although the unit had lived and worked at the site since 1953, the 932d ACWS was not officially transferred there until 1 August 1957. The site, now designated Rockville Air Control & Warning Station, would remain the home of the 932d until 1997.

The Master Direction Center was manually operated, with crews tracking air traffic by marking their positions on Plexiglas displays. Technicians were required at each remote radar site to observe and communicate data. The 667th ACWS operated H-2, on Langanes Peninsula in northeast Iceland, from 1957 until 1961. The 933rd ACWS operated H-3, located at Stokksnes Peninsula near Hofn, in southeast Iceland, from 1955 until 1960. The 934th ACWS operated H-4, on the isolated Straumnesfjall, a 1400-foot mountain in northwest Iceland, from 1958 through 1960. The 933rd and 934th were inactivated in 1960 when sites H-3 and H-4 closed. The following January, high winds damaged H-2, and the 667th moved to Hofn (H-3) to continue surveillance. The 667th operated H-3 until 1988, when maintenance for the radar sites was turned over to Icelandic contractors and the unit inactivated. Rockville Air Control & Warning Station was redesignated Rockville Naval Yard Installation (30 June 1961) when the Navy assumed control of Keflavik Airport.

The 932d continued manual MDC operations with little change through the 60s and 70s. Surveillance of airspace to the North of Iceland was limited after the closure of the Northeast and Northwest sites, and surveillance aircraft augmented ground radar coverage. 932d technicians struggled to maintain radio communication between the aircraft and MDC, and were plagued by the effects of weather and atmospheric conditions.

In January 1981, NATO and the United States established the North Atlantic Air Defense System (NADS) program, funded by NATO, to provide land based surveillance radars in the Greenland-Iceland-Norway GAP in support of the NATO defense mission in the North Atlantic. This brought about a NADS upgrade program, which included significant radar hardware improvements. The program's initial phase digitized the AN/FPS-93 radars using the AN/FYQ-47 Common Digitizer equipment, and incorporated the AN/FYQ-93 computer system to provide a digital interface with other surveillance systems. The new control center for this system, located at Rockville just two buildings away from the MDC, was to become the Iceland Regional Operations Control Center, or ICEROCC.

The 932d's air surveillance capability took a huge technological leap when technicians brought the ICEROCC into operation by mid 1988. The ICEROCC was capable of receiving and integrating radar information from the Iceland ground-based radars, E-3 Airborne Warning and Control System aircraft, Distant Early Warning (DEW Line) radars, as well as NATO ground and airborne units. People of the 932d were suddenly faced by a tremendous challenge to keep pace with advancing technology as new equipment was added over the next few years.

In addition to the initial NADS radar upgrade, a February 1987 Memorandum of Understanding between the United States and the Government of Iceland (GOI) formalized an agreement to employ Icelandic nationals to replace U.S. forces operating and maintaining Iceland's air defense radar systems. The GOI established the GOI Radar Agency, who in-turn contracted the Raytheon Service Company to perform equipment maintenance, management, and training for Radar Agency personnel at sites H-1 and H-3. By the end of fiscal year 1989, Icelandic nationals conducted full operations and maintenance of the FPS-93A radar units at sites H-1 and H-3.

The second phase of the NADS radar upgrade involved complete replacement of the four original radar sites using new FPS-117 radar systems, and movement of the 932d's command and control function to NAS Keflavik to reduce operations and maintenance costs. The new system, hereafter referred to as IADS, introduced state-of-the-art technology to further increase user capabilities and interfaces, while reducing Air Force maintenance by almost 80%. Construction began on the four radar sites in 1987, was completed in 1990, and the radars installed in 1992. The new radars were integrated into the ICEROCC's surveillance system during 1992, and the old AN/FPS-93As turned off. During the ICEROCC's last few years of operation, its technicians were able to effectively keep watch over the same Military Air Defense Identification Zone (MADIZ) as controlled by current IADS surveillance technicians today.

Construction of the 932d's new command and control facilities, the Control and Reporting Center (CRC) and Iceland Software Support Facility (ISSF), lasted from 1991 to 1994. On 15 June 1995, Hughes Aircraft Company, contracted in 1990 to build the completely unique electronics for IADS, moved the entire system from their Fullerton, California plant to Iceland. Radar Agency and 932d maintenance personnel worked closely with Hughes to learn the intricacies of the system as its equipment was installed and tested over the next 18 months. Connectivity between IADS sites was accomplished by installing a fiber-optic ring cable around the island, an Iceland Post & Telecommunications Administration (IPTA) project also funded by NATO. Earlier schemes to use tropospheric-scatter, then line-of-site microwave, were abandoned for the sake of electromagnetic pulse (EMP) hardening. The system proved its worth when its lower link was wiped out by volcano-induced flooding in 1996, and communications automatically resumed through the ring's upper link. 932d Operations personnel began training on the new system by early 1997, and had actually switched primary operations from the ICEROCC to the CRC by the first of May. Formal system acceptance occurred on 2 October, 1997.

Rockville NYI began a slow decline during early 1997 as operations and maintenance personnel moved to occupy their new facilities on Keflavik Naval Air Station. Dormitory residents had begun to move from Rockville during 1996, and the Rockville Volunteer Fire Department was forced to use augmentees from Keflavik to remain operational until the department's closure in April. Facilities closed steadily, leaving the 932d's Computer Maintenance work center to lead a lonely 24-hour vigil each day through the summer and fall, standing by to restore ICEROCC operations should CRC operations go down. 932d material controllers worked on equipment and furniture disposition through the year, clearing materials accumulated over a 44-year span. By the time contractors removed the last communications gear in January of 1998, all 932d

people were gone from Rockville Naval Yard Installation. The last U.S. radar site of its kind, the bustling center of 932d activity for 44 years, had become a ghost town.

Today, the 932d ACS works in buildings 130 and 131 on Keflavik Naval Air Station. They've successfully adapted to a multitude of changes over the years, most recently managing an "excellent" rating during their March '98 Operational Readiness Inspection and an "outstanding" during a June '98 Standardization Evaluation. Because IADS is primarily maintained by Radar Agency personnel, remaining maintenance technicians were moved from the 932d to the 85th Group Mission Support Squadron in June of 1998. Operations personnel, system controllers, and computer programmers remain with the 932d, working day and night to maintain surveillance as NATO's "Eyes of the North."

7/7/2006 Radar stations operated by Airmen from the 932nd Air Control Squadron at the four corners of Iceland are no longer active following a ceremony bringing the unit's mission to a close. After more than 54 years as Iceland's first line of defense, Air Force and host nation officials determined to inactive the 932nd ACS in a ceremony at Naval Air Station Keflavik, Iceland, May 25. Airmen operating the four radar sites in defense of the island were responsible for covering more than 250,000 square miles, from the Atlantic Ocean to the North Sea. In the absence of a Cold War threat, the last time an F-15 was scrambled in response to a TU-95 was in 1999.

American Forces have had a presence in Iceland almost continuously since July 1941, even before the United States was officially involved in World War II. To accommodate the large quantity of planes ferried to Europe at the outset of the war, the military built two large airfields in the Keflavik area; Meeks Field, and Patterson Field. After the war, Americans stayed on to manage the airfields, but finally departed in 1947.

Increasing world tensions and the establishment of the North Atlantic Treaty Organization (NATO) saw Iceland join as a non-participating member and the creation of the Iceland Defense Force. During the 1950s, the Iceland Defense Force arranged the construction of four aircraft control and warning stations, three of them remotely located. These stations were strategically placed in the southwest, northeast, southeast, and northwest portions of Iceland. The full complement of four Iceland Air Defense System (IADS) radar sites was operational by 1958.

In May 1952, elements of the Ninth Air Force's 103d Aircraft Control and Warning Squadron, stationed at Camp Edwards, Falmouth, MA, combined to form the 932d Aircraft Control and Warning Squadron (ACWS). The 932d ACWS deployed to Iceland on 1 October, and set up temporary air surveillance operations near Meeks Field, renamed the Keflavik Airfield Complex. This temporary site served until October 1953, when operations were transferred to the freshly completed Master Direction Center (MDC) at the newly constructed Sandgerdi Station, about six miles away.

The site, designated "H-1" (short for Remote Radar Head One, or RRH-1), officially became operational 28 October 1953, 1320Z. Height Range Indicator equipment was added, and

became operational by 15 December of the same year. Sandgerdi Station was self-sufficient, boasting its own power plant, more than a dozen barracks, dining facility, post office, gymnasium, all-ranks club, shoppette, movie theater, and chapel. Although the unit had lived and worked at the site since 1953, the 932d ACWS was not officially transferred there until 1 August 1957. The site, now designated Rockville Air Control & Warning Station, would remain the home of the 932d until 1997.

The Master Direction Center was manually operated, with crews tracking air traffic by marking their positions on Plexiglas displays. Technicians were required at each remote radar site to observe and communicate data. The 667th ACWS operated H-2, on Langanes Peninsula in northeast Iceland, from 1957 until 1961. The 933rd ACWS operated H-3, located at Stokksnes Peninsula near Hofn, in southeast Iceland, from 1955 until 1960. The 934th ACWS operated H-4, on the isolated Straumnesfjall, a 1400-foot mountain in northwest Iceland, from 1958 through 1960. The 933rd and 934th were inactivated in 1960 when sites H-3 and H-4 closed. The following January, however, high winds damaged H-2, and the 667th moved to Hofn (H-3) to continue surveillance. The 667th operated H-3 until 1988, when maintenance for the radar sites was turned over to Icelandic contractors and the unit inactivated. Rockville Air Control & Warning Station was redesignated Rockville Naval Yard Installation (30 June 1961) when the Navy assumed control of Keflavik Airport.

The 932d continued manual MDC operations with little change through the 60s and 70s. Surveillance of airspace to the North of Iceland was limited after the closure of the Northeast and Northwest sites, and surveillance aircraft augmented ground radar coverage. 932d technicians struggled to maintain radio communication between the aircraft and MDC, and were plagued by the effects of weather and atmospheric conditions.

In January 1981, NATO and the United States established the North Atlantic Air Defense System (NADS) program, funded by NATO, to provide land based surveillance radars in the Greenland-Iceland-Norway GAP in support of the NATO defense mission in the North Atlantic. This brought about a NADS upgrade program, which included significant radar hardware improvements. The program's initial phase digitized the AN/FPS-93 radars using the AN/FYQ-47 Common Digitizer equipment, and incorporated the AN/FYQ-93 computer system to provide a digital interface with other surveillance systems. The new control center for this system, located at Rockville just two buildings away from the MDC, was to become the Iceland Regional Operations Control Center, or ICEROCC.

The 932d's air surveillance capability took a huge technological leap when technicians brought the ICEROCC into operation by mid 1988. The ICEROCC was capable of receiving and integrating radar information from the Iceland ground-based radars, E-3 Airborne Warning and Control System (AWACS) aircraft, Distant Early Warning (DEW Line) radars, as well as NATO ground and airborne units. People of the 932d were suddenly faced by a tremendous challenge to keep pace with advancing technology as new equipment was added over the next few years.

In addition to the initial NADS radar upgrade, a February 1987 Memorandum of Understanding between the United States and the Government of Iceland (GOI) formalized an agreement to employ Icelandic nationals to replace U.S. forces operating and maintaining Iceland's air defense radar systems. The GOI established the GOI Radar Agency, who in-turn contracted the Raytheon Service Company to perform equipment maintenance, management, and training for Radar Agency personnel at sites H-1 and H-3. By the end of fiscal year 1989, Icelandic nationals conducted full operations and maintenance of the FPS-93A radar units at sites H-1 and H-3.

The second phase of the NADS radar upgrade involved complete replacement of the four original radar sites using new FPS-117 radar systems, and movement of the 932d's command and control function to NAS Keflavik to reduce operations and maintenance costs. The new system, hereafter referred to as IADS, introduced state-of-the-art technology to further increase user capabilities and interfaces, while reducing "blue suit" maintenance by almost 80%. Construction began on the four radar sites in 1987, was completed in 1990, and the radars installed in 1992. The new radars were integrated into the ICEROCC's surveillance system during 1992, and the old AN/FPS-93As turned off. During the ICEROCC's last few years of operation, its technicians were able to effectively keep watch over the same Military Air Defense Identification Zone (MADIZ) as controlled by current IADS surveillance technicians today.

Construction of the 932d's new command and control facilities, the Control and Reporting Center (CRC) and Iceland Software Support Facility (ISSF), lasted from 1991 to 1994. On 15 June 1995, Hughes Aircraft Company, contracted in 1990 to build the completely unique electronics for IADS, moved the entire system from their Fullerton, California plant to Iceland. Radar Agency and 932d maintenance personnel worked closely with Hughes to learn the intricacies of the system as its equipment was installed and tested over the next 18 months. Connectivity between IADS sites was accomplished by installing a fiber-optic ring cable around the island, an Iceland Post & Telecommunications Administration (IPTA) project also funded by NATO. Earlier schemes to use tropospheric-scatter, then line-of-site microwave, were abandoned for the sake of electromagnetic pulse (EMP) hardening. The system proved its worth when its lower link was wiped out by volcano-induced flooding in 1996, and communications automatically resumed through the ring's upper link. 932d Operations personnel began training on the new system by early 1997, and had actually switched primary operations from the ICEROCC to the CRC by the first of May. Formal system acceptance occurred on 2 October, 1997.

Rockville NYI began a slow decline during early 1997 as operations and maintenance personnel moved to occupy their new facilities on Keflavik Naval Air Station. Dormitory residents had begun to move from Rockville during 1996, and the Rockville Volunteer Fire Department was forced to use augmentees from Keflavik to remain operational until the department's closure in April. Facilities closed steadily, leaving the 932d's Computer Maintenance work-center to lead a lonely 24-hour vigil each day through the summer and fall, standing by to restore ICEROCC operations should CRC operations go down. 932d material controllers worked on equipment and furniture disposition through the year, clearing materials accumulated over a 44-year span. By the time contractors removed the last communications gear in January of 1998, all 932d

people were gone from Rockville Naval Yard Installation. The last U.S. radar site of its kind, the bustling center of 932d activity for 44 years, had become a ghost town.

Today, the 932d ACS works in buildings 130 and 131 on Keflavik Naval Air Station. They've successfully adapted to a multitude of changes over the years, most recently managing an "excellent" rating during their March '98 Operational Readiness Inspection and an "outstanding" during a June '98 Standardization Evaluation. Because IADS is primarily maintained by Radar Agency personnel, remaining maintenance technicians were moved from the 932d to the 85th Group Mission Support Squadron in June of 1998. Operations personnel, system controllers, and computer programmers remain with the 932d, working day and night to maintain surveillance as NATO's "Eyes of the North."

Air Force Lineage and Honors

Created: 29 Jul 2020

Updated:

Sources

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

The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Unit yearbook. *932 Aircraft Control and Warning Squadron*. 1953.

Lineage and Honors Statement and History. Unit Historian. 85 Group.

Unofficial history. MSgt Mitch King, 932 Air Control Squadron.

Unofficial history. Mr. George Stroebel, Iceland Defense Force.