

635 RADAR SQUADRON



MISSION

LINEAGE

635 Aircraft Control and Warning Squadron
635 Radar Squadron

STATIONS

McChord AFB, WA, 21 May 1947-26 Sep 1948
McChord AFB, WA, 22 Sep 1950-17 May 1960
Fort Lawton, WA

ASSIGNMENTS

COMMANDERS

LTC Ralph M. Pickering, #1954
LTC J. Bert Davis, #1963

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

635th Aircraft Control & Warning Squadron/Detachment F/W-4

Activated: 21 May 1947, McChord Air Force Base, Tacoma, Washington

Note: 21 May 1947, with the activation of the 505th Aircraft Control and Warning Group, Personnel of the the 505th Aircraft Control and Warning Group were transferred in grade from Squadron A of the 412th AAF Base Unit to the 635th Aircraft Control and Warning Squadron.

Note: 1948, Known also as USAF Detachment "F" for security purposes.

Location: McChord AFB, Washington, as 31 December 1948

Mission: 1948, Opening, manning and operating an Air Defense Direction Center and Early Warning Radar System west of the Cascade Mountains in such areas as may be designated by Higher Headquarters. Installing, operating and maintaining necessary communications for the relay of information from the squadron air surveillance system to the ADCC at Silver Lake, Washington. Continuous training of all squadron personnel and other (531st) personnel as may be required. Establish necessary security measures at all squadron installations. Continuous planning and training toward full scale operations on a 24-hour basis, utilizing such equipment as may be designated by headquarters 505th Group, to include provision for administration and in using of personnel necessary for the accomplishment of such full scale operations.

Subordinate to: 1948 - 1951, 505th Aircraft Control and Warning Group

Call Sign: 16 November 1948, Choir Able

Note: 6 December 1948, Neah Bay and Pacific Beach detachments turned over to the 531st Group. Personnel were then divided and transferred to Fort Stevens, Oregon and Arlington, Washington.

Note: Instructions concerning Squadron from Group Mission, March 1949:

The 635th Aircraft Control and Warning Squadron maintains adequate security of own area and detachments. Takes immediate action to operate, on a normal operations basis effective at once, an Air Defense Direction Center at Paine Field, Washington, and radar surveillance from existing facilities at Fort Stevens, Oregon, Bohokus Peak, Washington, and Pacific Beach, Washington. Maintains F/M relay stations at Blyn Mountain, Washington, and Capitol Peak, Washington. The radar surveillance stations at Fort Stevens, Oregon, Bohokus Peak, Washington, and Pacific Beach, Washington will report targets to the Air Defense Direction Center at Paine Field, Washington, for plotting and filtering. The Air Defense Direction Center will tell filter tracks to Air Defense Control Center for identification and display. The Air Defense Direction Center may alert and scramble fighter aircraft at McChord AFB, Washington and/or other bases for purpose of GCI.

Relocated: September 1949, Paine Field, Washington

Redesignated: December 1949, From Aircraft Control Squadron to Aircraft Control and Warning Squadron.

Personnel: 1951, 34 Officers, 260 Enlisted and 8 Civilians.

Commanders:

21 May 1947, Lt. William J. Hunter
(?) - July 1948, Captain Leon Howk
July 1948 - 5 January 1949, Major James H. Rose
5 January 1949, Major Garvel Trimble
1949, Major John Kersch
8 August 1951, Major Sidney M. Chesler

Equipment:

1948, AN/TPS-1B, 2 each
July 1948, AN/TPS-10
August 1948, SCR-634 VHF/DF set
September 1948, AN/CPS-1/1B
October 1948 2 each AN/TPS-10A's
November 1948, AN/CPS-5
1948, AN/CPS-4, Serial no. 38 (at Detachment E, Pacific Beach)
1948, AN/CPX-2 (Frequency limits 162 - 174 Mcs (MHz))
April 1949, AN/CPS-1, Serial no. 7, which had been at the 626th
19 May 1949, AN/CPS-1 Serial no. 18

Fort Lawton, Washington

21 May, 1947 – 11 June, 1960

Arlington ADCC/Detachment B

Located: Arlington, Washington, 48° 8' North 122° 10' West

Note: 1948, Known also as USAF Detachment "B" for security purposes.

Note: December 1948, No liberty runs were made to town which was 4 miles away due to gasoline shortage. Personnel had to walk, use private transportation or take a taxi

Note: Arlington ADCC was to be transferred to Paine Field, Washington, on or about 15 January 1948.

Personnel: December 1948, total personnel 101

Mission: 1949, Provide an Air Defense Area West of the Cascade Mountains.

Reorganized: 5 December 1949, Reorganized and strengthened, by General Order 12

Commanders:

10 October 1948- November 1948, Captain Leon Howk

November 1948 - (?) 1st Lt. Curtis L. Logsdon

Equipment:

Radar

July 1948, AN/TPS-10

October 1948, AN/CPS-1, located fifty feet from the operations shelter. Operated on 2800 Mc (MHz), was used for long range search radar, and was a heavy-weight air transportable set.

October 1948, AN/CPS-4, located seventy feet from the operations shelter. This equipment operated on 2600 Mc (MHz), was used for height finding, and was a heavy-weight air transportable set.

October 1948, AN/CPX-1 IFF set, located fifty feet from the operations shelter. This equipment operated on frequencies 157 to 187 Mc (MHz), was used for interrogation, and was an air transportable set.

March 1949, AN/CPS-1 to move from Arlington to Paine Field, Washington
Radio

October 1948, SCR-188 located in back of the mess hall. This radio set operated on frequency of 6250 Kc (KHz), was used for a back-up line for the controllers line.

October 1948, SCR-399 located at the extreme NE edge of the detachment area. This radio set operated on frequency of 4427 Kc (KHz), used for back-up for the teller line.

October 1948, Very High Frequency equipment consisted of the following:

- a. 2 vans East and adjacent with the mess hall.
- b. 2 vans North and adjacent with the motor pool.
- c. 1 van with the SCR-573 (Direction Finding)
- d. 1 van with the SCR-574 (Direction Finding)

Used for air-ground communications, at frequencies 116.10, 135.00, 138.60 140.58, 142.02 and 143.26 Mc (MHz).

October 1948, FM Radio equipment, used for telling line to Silver Lake and administrative line to McChord Air Force Base, Washington, located in communications building at detachment.

Operated on Transmit frequencies 83.3, 83.0 93.7, and Receive frequencies 74.5, 75.3 and 90.4.

Miscellaneous

One Jeep

One Ambulance

Two 6x6 trucks

Detachment 1

1950

Equipment: 1951, AN/CPS-5D, AN/GPA-7A

Detachment 2

1950

Bohokus Peak

Located: Cape Flattery, Washington Area

Note: September 1948, served as a site for SCR-270 during last war. From 28 March until 1 May 1948, was the location of an AN/TPS-1B, operated by a detachment of the 635th Squadron.

Detection so poor from elevation (1,490 feet) that the set was moved to a site 3 miles away, near the sea-shore. The present site approximately 8 miles away from the peak.

Note: 9 January 1949, a fire destroyed much valuable equipment and halted the construction on the CPS-5. As the result of a fire at Neah Bay, the Bohokus Peak CPS-5 came on line early, approximately mid-February 1949.

Note: December 1949, Permission had been granted from higher headquarters for the movement of the equipment (to Neah Bay(?)), but no action had been taken as of 31 December 1949.

Equipment:

December 1948, installation of AN/CPS-5 about 10% complete.

June 1949, AN/CPS-5, Serial no. 25

Detachment

Located: 1948, Coleville, Washington (AFHRA A0533)

Detachment B

Located: 1949, Paine Field, Everett, Washington (AFHRA A0533)

Commanders:

25 February 1949, Captain Kenneth Potter

Equipment:

December 1949, AN/CPS-4 Serial No. 4

December 1949, AN/CPS-5

Detachment Fort Stevens/ Detachment C

Note: 1948, Known also as USAF Detachment "C" for security purposes.

Located: 1948, Fort Stevens, Hammond, Oregon, 46° 13' North, 125° 58' West.

Mission: 1948, Early Warning Station (EWS)

Personnel: 31 December 1948, 1 Officer and 73 Enlisted.

Note: December 1948, Barracks for the detachment personnel at Fort Stevens consists of old style permanent type barracks. One building, divided up into 5 dormitories, has space for 96 airmen, so the 73 airmen assigned to the detachment are not crowded. Detachment Commander Wong reported the living space satisfactory for his men. Security measures in effect at the EWS during December (1948) consisted of 4 guard posts at key points around the detachment area, which were maintained 24 hours a day.

Mission: December 1948, Provide early warning radar coverage within the area limitations of their radar equipment, and in coordination with the other two coastal EWS's (Pacific Beach and Neah Bay). The Fort Stevens EWS could be converted into a Forward Directing Station for special operations activities.

Note: December 1948, During the last of November and month of December (1948) radar personnel at the detachment worked at setting up the AN/CPS-5 radar set, encountering difficulty because of unskilled workers and, primarily, because of the weather. Wind velocities varied from 30 to 65 MPH in the Fort Stevens area, which made erection of the tower section especially hazardous. Rain, snow and low temperatures also slowed down the progress. A lack of trained personnel hindered proper carrying out of mission more than any other difficulty in December.

Note: April 1949, Continental Air Command directed inactivation of Fort Stevens. All equipment to be moved to Pacific Beach, Washington Detachment.

Note: 2 May 1949, complete withdrawal of personnel and equipment from Fort Stevens, Oregon was accomplished 2 May 1949.

Note: November 1949, A request was made to Fourth Air Force for the acquisition of Fort Stevens, Oregon for the installation of a radar site. As of this date a definite decision has not been made. (AHFRA 0722 pg 1275)

Note: See 759th Aircraft Control and Warning Squadron for further details.

Commanders:

1948, - 14 September 1948, Lieutenant Brooking

14 September 1948 - (?), Lieutenant Suey Wong

Equipment:

Radar

a. October 1948, AN/TPS-1B, Operational 15 hours per day, 7 days a week, 0700 - 2200. Located approximately 1 mile from the detachment orderly room. Transferred February 1949 to 637th Squadron.

b. 28 October 1948, AN/CPS-4, Intended for height finding, but was inoperative. Transferred February 1949 to 637th Squadron.

c. November 1948, AN/CPS-5 (24 November 1948, first two railcars of radar set arrived at Fort Stevens); Operational January 1949.

d. December 1948, BN-2 IFF set, in operational.

e. November 1948, SCR-575, VHF/Direction Finding equipment, was located approximately 500 yards from the orderly room. The receiver covered frequency range from 100 Mcs (MHz) to 156 Mcs (MHz). Transmitter (SCR-522), rated at 8 watts output and operating on the same frequency range was used to contact aircraft during operational problems. Channel "A" frequency was 135 Mcs (MHz), and was used as the primary DF and Homer frequency. Channel "B" frequency was 138 Mcs (MHz), and was secondary DF and Homer frequency. Channel "C" was 140 Mcs (MHz), and was used for use as Joint Army-Navy aircraft emergency. Channel "D" of 142.2 Mcs (MHz) was for use as Joint Army-Navy common frequency.

1948, AN/CPX-2 (frequency limits 162 - 174 Mcs (MHz))

February 1949, AN/CPS-4 to be moved from Fort Stevens, Oregon to Moses Lake Air Force Base, Washington.

Radio

a. FM AN/TRC-1 transmitters and receivers located approximately three-eighths of a mile from the orderly room. The transmitting frequency of 82.4 Mcs (MHz), receiving frequency 74.6 Mcs (MHz). This equipment was used as a land line back-up.

b. HF SCR-399 located approximately three-eighths of a mile from the orderly room.

Transmitter was a BC-610-E, output of 35 watts on a doublet antenna. This equipment utilized on controllers circuit at 4427 Kcs (KHz).

c. HF SCR-188 utilized as DF teller circuit direct between Fort Stevens and Pacific Beach.

Remoted to DF van for direct use and contact for transmission of information pertaining to DF teller and/or DF homer. R/T both on 4477 Kcs (KHz).

d. Two each VHF SCR-573's and SCR-574's dismantled and stored.

Miscellaneous

a. Two 2 1/2 ton trucks

b. One 3/4 ton weapons carrier

c. one jeep

Detachment D/Detachment Pacific Beach/W-3

Note: 1948, Known also as USAF Detachment "D" for security purposes.

Formed: 21 September 1948, Pacific Beach, Washington

Operational: 29 October 1948

Note: 6 December 1948, the 531st Group was to take control of 505th Group Detachments at Neah Bay, Bohokus Peak and Pacific Beach (Bohokus Peak left under 505th Group due to on-going construction at the site).

Note: 29 March 1949, Detachment returned to 635th Squadron from 531st Group.

Note: April 1949, Equipment from Fort Stevens, Oregon transferred to Pacific Beach with the closure of Fort Stevens. Detachment notified to conduct training for the Washington Air National Guard previously scheduled to be accomplished at Fort Stevens.

Commanders:

15 October 1948, Captain Glen H. Pipes

1949, 1st Lt. Forest K. Rash

1949, Captain Lester V. Green

Equipment:

11 October 1948, AN/TPS-1B,

19 October 1948, AN/TPS-10A

1948, BN-2 IFF (frequency limits 162 - 174 Mcs (MHz))

2 May 1949, AN/CPS-5, Serial no. 40, Operational 14 June 1949

2 May 1949, AN/CPX-2 IFF set, Operational 14 June 1949

October 1949, AN/CPS-4, Serial No. 38

Detachment E/Station 125/W-2/Site P-44

Located: 1949, Neah Bay, Washington

Mission: Early Warning /Forward Direction Station

Note: 6 December 1948, the 531st Group was to take control of 505th Group Detachments at Neah Bay, and Pacific Beach.

Note: 29 March 1949, Detachment returned to 635th Squadron from 531st Group.

Note: September 1949, Radar installed at Bahabahash, Washington (Neah Bay AFHRA B0722 pg 794)

Commanders:

December 1948, 1st Lt. Ar_p(?)

1949, 1st Lt. Sammy T. Sykes

1949, 1st Lt. Gary A. Stone

1949, Captain Patrick A. Kallean(?)

Equipment:

1948, AN/TPS-1B (secondary)

1948, AN/TPS-10A

August 1948, SCR-624 VHF/DF set

November 1948, BN-2 IFF set

1948, AN/CPX-2 IFF (frequency limits 162 - 174 Mcs (MHz))

October 1949, AN/CPS-4 Serial no. 40 (Damaged on 8 November 1949, by falling tree)

1950, AN/CPS-5 Serial No. 28 (primary)

1950, AN/GPX-4

Site Photo Circa 1948

Detachment F

Located: 1949, Blyn Mountain, Sequim, Washington (AFHRA A0533)

Commanders:

1949, Sgt Roy C. Perkins NCOIC

1949, 1st Lt. Donald C. Kalbman

1950, Sgt Roy C. Perkins NCOIC

635th Radar Sq (SAGE): assigned 1 Jan 51 at McChord AFB, WA, assigned to the 505th AC&W Gp; transferred to the 25th AD 6 Feb 52; transferred to the 4704th Def Wg in Jan 53; transferred to the 25th AD 8 Oct 54; transferred to Seattle ADS 1 Mar 60; redesignated from the ACEW Sq to 635th Radar Sq (SAGE) 11 Jun 60; moved to Ft. Lawton AI, WA about Jun 61; reactivated 1 Jan 63 at Dauphin Island AFS, AL assigned to the 20th AD; inactivated 1 Jul 74.

635 McChord AFB, WA

CPS-6B (2); FPS-6

1951 01-Apr-60

Squadron relocated to Fort Lawton Army Base (RP-1), Seattle, WA, in 1960, where it operated until 1963. The 635th was later reactivated at Dauphin Island AFS, AL (1972).

History of McChord AFB, WA

McChord was the top-priority site for the permanent network. The 635th AC&W Squadron operated the site. Occupancy of the buildings on site occurred in the fall of 1950 and the Air Force completed installation of two AN/CPS-6B medium-range search and height-finder radars in February 1951. The Lashup site at McChord was subsequently shut down. Performance of these new radars was deemed inferior to the World War II vintage models and the calibration process delayed operational readiness at this and other sites. An AN/FPS-6 height-finder radar was installed in the mid 1950's. The site was deactivated 1 April 1960 and repositioned to Fort Lawton (RP-1), accompanied by the 635th Radar Squadron (SAGE).

Pacific Beach GCI (L-35), WA

635th AC&WS

- Excerpts from command histories

27 Mar 48 - Fourth Air Force directed the 505th Aircraft Control & Warning Group at McChord AFB to begin immediate 24-hour operations with a view of providing an "air defense radar net" in the Pacific Northwest. A subsequent TWX stated:

The Arlington detachment will go on immediate 24 hour operation, and immediate action will be taken to locate and operate radar installations near Neah Bay, Spokane, Hanford and Portland which will be integrated into an aircraft control and warning system covering the Seattle-Pasco area.

31 Mar 48 - The 505th AC&WG commenced operations at multiple locations through the northwest using AN/TPS-1B radars and SCR-399 radios. The 635th AC&WS, McChord AFB, tasked with manning and operating direction centers at Arlington and in the Pasco area as well as Early Warning Stations at Neah Bay, Spokane and Seaside

Aug 48-Sept 48 - During Exercise Moby Dick II in early August 1948 aircraft regularly snuck through the radar coverage gap between Fort Stevens and Neah Bay. Subsequently the 505th AC&WG

fielded a series of site survey teams to identify possible long-term radar emplacements that could cover the gap. Comments:

Bohokus Peak - Served as an SCR-270 installation during World War II. From 28 March to 1 May 1948 was the location of an AN/TPS-1B operated by a detachment of the 635th AC&WS. Pick-up difficult in every direction for 50 miles; detection was so poor from elevation (1490-feet) that the set was moved to a site three miles away, near the seashore. The present site is approximately eight miles from the peak.

Moon Island (Hoquiam) - Site survey completed 10 September 1948; radar site possible at no expense but no buildings available.

Point Brown - Site survey completed 10 September 1948; former coast artillery emplacement, existing facilities adequate, FM to Capitol Peak, Neah Bay and Fort Stevens seems possible. "Site located 23 miles from Hoquiam, 5 miles of which is very poor road. Water travel, instead of land, recommended."

Pacific Beach - Surveyed 13-14 September 1948. Small portion of the beach - about five acres - considered desirable for an AN/TPS-1B. Excellent coverage in all directions; commercial power and water available and FM radio to Fort Stevens, Neah Bay and Capitol Peak assured.

Westport - Surveyed 22 July 1948. Located on low, flat, sandy land, Coast Guard station in the vicinity but no government land available for the site. Would provide adequate coverage in all directions except east in the vicinity of the Olympic Mountains.

21 Sept 48 - The 635th AC&WS dispatched a detachment to Pacific Beach and "officially opened" in a hotel formerly used by the Navy as a training center.

14 Oct 48 - AN/TPS-10 shipped from McChord AFB to Pacific Beach. It arrived 19 October.

21 Oct 48 - The Pacific Beach EWS commenced 24-hour operations.

29 Oct 48 - The Pacific Beach facility is fully up and operational; described as "vitaly important to the 505th Group in that it filled the one remaining gap in the Group's coastal radar chain...With this station in operation, there remained no gap along the entire coast through which enemy planes might approach the vital Northwest area."

6 Dec 48 - Over the protests of the 635th AC&WS commander, the dets at Neah Bay and Pacific Beach transferred to the 531st AC&WG for training purposes. The squadron's detachment personnel transferred to Fort Stevens and Arlington.

23 Mar 49 - 531st AC&WG operations at Pacific Beach (Detachment D) concluded. The 635th AC&WS re-manned the site and commenced an Operational Readiness Test. At the time the squadron operated multiple relay sites for communications with its detachments at Fort Stevens, Pacific Beach and Neah Bay: Capitol Peak (Olympia), Blyn Mountain (Sequim); Fort Lawton (Seattle) and Arlington.

2 May 49 - The squadron reported the removal of its personnel and equipment from Fort Stevens with the radar sets going to Pacific Beach.

14 Jun 49 - Installation of the AN/CPS-5 from Fort Stevens at Pacific Beach completed and operation.

31 Aug 49 - Updated detachment listings for the 505th AC&WG, including the following assigned to the 635th AC&WS:

Det A - Capitol Peak FM Relay Station

Det B - Paine Field GCI Station

Det D - Pacific Beach EW Station

Det E - Neah Bay EW Station

Det F - Blyn Mountain FM Relay Station 8

26 Sept 49 - The 635th AC&WS formally transferred from McChord AFB to Paine Field. The squadron's detachments at the time of the transfer were:

Det B - Paine Field GCI Station

Det D - Pacific Beach EW Station

Det E - Neah Bay EW Station

Det F - Blyn Mountain FM Relay Station 9

Oct 49 - AN/TPS-1D at Det D, Pacific Beach, shipped to squadron headquarters at Paine Field for repairs and refurbishment in October 1949. Returned to Pac Beach afterwards for use as a backup radar.

30 Jun 50 - 635th AC&WS detachments now identified as:

Det 1 - Paine Field

Det 2 - Neah Bay

Det 3 - Pacific Beach 11

20 Sept 50 - The 635th AC&WS transferred from Paine Field to McChord AFB for operation of a new AN/CPS-6B facility. 12

30 Sept 50 - The Neah Bay and Pacific Beach detachments swapped numbers, becoming Det 3 and Det 2 respectively. 13

23 Oct 50 - Pacific Beach GCI Station assigned station number 124 for divisional communications purposes. Identified as occupying Building 50. 14

20 Nov 50 - The detachment at Neah Bay transferred to the newly activated 758th AC&WS while Det 1, 636th AC&WS at Fort Stevens transferred to the newly activated 759th AC&WS. There are no further mentions of operations at Pacific Beach in the group or 25th Air Division histories. 15

Dec 51 - Site P-57, Naselle AFS, WA achieved operational capability in the Manual radar network. The facility served as the replacement for the Fort Stevens and Pacific Beach GCI Sites. 16

Feb 52 - Lashup site L-35, Pacific Beach, ceased operations.

ALABAMA

TM- 196/Z- 196/Z-249 - Dauphin Island

This site and the attendant 693rd AC&W Squadron became operational in January 1959. The site has AN/FPS-20 search radar and two ANLFPS-GA height-finder radars. Dauphin Island began operating an AN/FPS-7 radar in 1960 and joined the SAGE system. In 1961 this site was an ADC/FAA joint-use facility. However, it was removed from joint-use status in 1962 and then put back in joint-use status in 1963, A second radar squadron, the 635th, arrived from Fort Lawton, Washington, in January 1963. Two years later, the site was again removed from joint use status. The Air Force deactivated the 693rd in September 1970. The 635th was deactivated on July 1, 1974. In the early 1970s this unit operated AN/FPS-93 and AN/FPS-6 radars.

21 May 1947 505th ACWG formed from the discontinued 412th AAF Base Unit (Western ACWG) at McChord Field with the 634, 635, 636, and 637 ACWS activated and assigned

1lt William J. Hunter commander with two enlisted men assigned

At the time of activation the group and its squadron controlled a total of 28 dets consisting of control centers, VHF D/F, radio relay and radar stations. These dets were situated from Canadian to the Mexican border

Jun 1947 the 635 assumed responsibility for the groups radar and communications training, acquiring an AN/CPS-1, CPS-4 and CPS-5

Jul 1947 The squadron moved to new quarters during the first week of the month. Including an orderly room and supply room in T-152 adjacent to the HQ for the 634 ACWS. The enlisted personnel were quartered in the vacant barracks immediately south of the 505 ACWG day room

1 Aug 1947 The AN/CPS-4 and CPS-1 were erected and in operation

14 Nov 1947 the AN/CPS-2 and TPS-10 were erected and in operation

27 Mar 1948 Fourth Air Force HQ notified the group that it would begin immediate 24 hour operations with a view of providing an air defense radar net in the Pacific Northwest. Following the alert, squadron tasked with manning and operating the director centers at Arlington and in the Pasco area as well as Early Warning Stations at Neah Bay, Spokane and Seaside.

31 Mar 1948 The squadron indicated it was operating relay sites at Capital Peak, Olympia, Blyn Mountain, Sequim, Fort Lawton, Seattle, and Arlington in order to communicate with the dets at Fort Stevens, Pacific Beach and Neah Bay

Jul 1948 The squadron (635) submitted an unsatisfactory report on the Arlington AN/TPS-10 height finder and poor results with radar calibration of the AN/CPS-1. As a result, a squadron team visited Whidbey Island and Paine Field and studied possible replacement sites. A truck mounted AN/TPS-1B and AN/APQ-13 mobile siting unit visited and calibrated five sites in the vicinity of Snohomish County/Paine Field

Aug 1948 The survey team decided Paine Field was good location for a radar site. Maj James H. Rose 635 ACWS commander

Nov 1948 Paine Field det authorized Choir Able tactical call sign

Dec 1948 Construction of the AN/CPS-5 at Paine Field continuing despite 8 to 10 inches of snow and subfreezing weather. Planned move date of the 635 from McChord to Paine set for 31 Dec

24 Jan 1949 Full operations at the Paine Field site, Det B, 635 ACWS started 0700 concluding AF operations at the Arlington ADCC

23 Sep 1949 the 635 transferred operational control of det a, capitol peak to the 534 ACS at Silver Lake

26 Sep 1949 635 ACWS formally transferred from McChord to Paine. The dets at the time of the transfer

- Det A Capital Peak FM Relay Station
- Det B Paine Field CGI station
- Det D Pacific Beach EW station
- Det E Neah Bay EW Station
- Det F Blyn Mountain FM Relay Station

20 Feb 1950 Immediately prior to 0300, the CAA notified the 635 ACWS that an aircraft was lost and on fire somewhere north of Paine Field. The aircraft was initially plotted on a scope at 0300 and the Silver Lake Control Center was immediately informed of the aircrafts being so located. The Control Center directed the 635 squadron GCI station to contact CAA and to guide the aircraft in electronically if CAA so desire

At the initial point of control the aircraft was 18000 feet, 69 miles 10 degrees from this station, the plane was guided down over Whidbey Island Station. The pilot was directed to let down one to two thousand feet at a time and was guided over this station at an altitude of between 3500 and 4000 feet. The pilot was given a heading of 340 degrees. The aircraft was let down further over the Puget Sound and again brought in over this station. He aircraft broke through the overcast at an altitude of approximately 2000 feet at which time it was able to make a normal contact landing. The fire station was alerted at 0312 and assumed a standby position on the Paine Field ramp. The aircraft touched down at 0326.

The plane was enroute from Whitehorse, Yukon Territory, Canada to McChord AFB, WA. It was an Air Evacuation C-54, no 5432. The trouble was determined to be an electrical fire which had burned out all the electrical equipment with the exception of the VHF radio.

The pilot 1Lt Lornell is based at Great Falls MT. The pilot and copilot highly praised word operations on their performance of duty in locating them to safe landing.

30 Jun 1950 635 ACWS dets

- Det 1 Paine Field
- Det 2 Neah Bay
- Det 3 Pacific Beach

30 Sep 1950 The Neah Bay and Pacific dets swapped numbers to: Neah Bay: 3 and Pacific Beach 2

20 Sep 1950 635th transferred from Paine Field to McChord for operation of a new AN/CPS-6B facility

27 Nov 1950 757 ACWS activated at Paine Field. Concurrently Det 1 at Paine transferred to the 757. 635 ACWS at Neah Bay reformed at 758 ACWS

1 Apr 1951 The AF formally established Paine as an active installation under assignment to the 4753 ABS

15 Aug 1951 757 ACWS moved to a new facility at Birch Bay WA, concluding Air Defense radar ADDC operations at the Paine Field Lashup Site.

6 Feb 1952 635 assigned directly to 25 AD (D)

30 Jun 1952 635 facility at McChord designated as a divisional Air Defense Direction Center

1 Mar 1960 635 reassigned to the Seattle Air Defense Sector

1 Apr 1960 Operations ended in preparation for the squadron's move

15 May 1960 635 relocated to Fort Lawton WA

WASHINGTON

P-I - McChord AFB

McChord was the top-priority site for the permanent network. Occupancy of the buildings on site occurred in the fall of 1950 and the Air Force completed installation of two AN/CPS-6B medium-range search and height-finder radars in February 1951. The Lashup site at McChord was subsequently shut down. Performance of these new radars was deemed inferior to the World War II vintage models and the calibration process delayed operational readiness at this and other sites. The site was deactivated in 1960 and repositioned to Fort Lawton (RP-1). The 635th AC&W Squadron operated the site.

RP-1 - Fort Lawton

The P-I site was repositioned to this site and by 1960 was a joint-use station with the FAA. This site used an FAA ARSR-1C search radar and two AN/FPS-6A height-finder radars. In March 1963 the Air Force directed the site to close and the 635th AC&W Squadron deactivated.

Air Force Lineage and Honors

Created: 23 May 2020

Updated:

Sources

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

Unit yearbook. *25 Air Division (Defense). 1953-1954*

Unit yearbook. *25 NORAD Region. 1963.*