

636th RADAR SQUADRON (SAGE)



OREGON

LP-32/P-32/Z-32 - Condon

The 636th AC&W Squadron was activated in 1947. By 1952 this unit was operating AN/FPS-3 and AN/FPS-4 sets at Condon. These sets were replaced in 1957 and 1958 with AN/FPS-20 and AN/FPS-6 sets. In 1959 a second height-finder radar came with the installation of an AN/FPS-6A. The site joined the SAGE system in July 1960. The AN/FPS-20 subsequently was upgraded in 1961 and redesignated as an AN/FPS 66. By 1966 an AN/FPS-27 was in operation at this site. The Air Force deactivated the 636th in September 1970.

LINEAGEⁱ

636th Aircraft Control and Warning Squadron

636th Radar Squadron (SAGE)

STATIONS

McChord AFB, WA, 21 May 1947-15 Sep 1948

Kirtland AFB, NM, 15 Sep 1948-8 Dec 1949

McChord AFB, WA, 8 Dec 1949-27 Jun 1951

Condon AFS, OR

ASSIGNMENTS

COMMANDERS

Cpt Lloyd K. Soverin, #1954

Maj Richard F. Soloman, #1963

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

Condon AFS, OR

Latitude: 45-14-12 N, Longitude: 120-18-06 W

Call Sign(s): Waterloo

Perm ID	Sage ID	JSS ID	Unit	Location	Early Equip.	Final Equip.	Oper. Date	Inact. Date	Notes
P-32	Z-32		636	Condon AFS, OR	FPS-3/-20/-66; FPS-4; FPS-6; FPS-6A	FPS-27; FPS-6A	1952	30-Sep-70	

History of Condon AFS, OR

The 636th AC&W Squadron was activated in 1947. By 1952 this unit was operating AN/FPS-3 search and AN/FPS-4 height-finder radars at Condon. These sets were replaced in 1957 and 1958 with AN/FPS-20 and AN/FPS-6 sets. In 1959 a second height-finder radar came with the installation of an AN/FPS-6A. The site joined the SAGE system in July 1960. The AN/FPS-20 subsequently was upgraded in 1961 and redesignated as an AN/FPS-66. In 1964 an AN/FPS-27 search radar was installed at this site (and in 1965 the AN/FPS-66 was relocated to Burns AFS, OR, to replace the AN/FPS-7B search radar there). The Air Force deactivated the 636th Radar Squadron (SAGE) on 30 September 1970.

636th Radar Sq (SAGE) : assigned 1 Jan 51 at MOChord AFB, WA, assigned to the 505th Gp; transferred to the 162nd Gp 25 May 51; moved to Condon, OR by 15 Aug 51; assigned to the 25th AD 6 Feb 52; transferred to the 4702nd Def Wg Jan 53; transferred to the 9th AD 8 Oct 54; transferred to the 25th AI) 15 Aug 58; transferred to the 4700th AD Wg 1 Sep 58; transferred to

Spokane ADS 15 Mar 60; redesignated from ACC;W Sq to 636th Radar Sq (SAGE). 8 Sep 60; transferred to Seattle ADS 1 Jun 63; transferred to the 26th AD 1 Apr 66; reassigned to the 25th AD 15 Sep 69; inactivated 30 Sep 70.

636th

Aircraft Control & Warning Squadron/Detachment G

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 B of the 412th AAF Base Unit to the 636th Aircraft Control and Warning Squadron.

Note: Unit was activated with permanent station at McChord Field, Washington. The 636th Aircraft Control and Warning Squadron is temporarily stationed at Hamilton Field, California.

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

21 May, 1947 – 11 February, 1949

Located: 1947, Halfmoon Bay, California

Note: The furthest outlying station under supervision and jurisdiction of the 505th AC&W Group

Personnel: 31 August 1948, 7 Officers, 2 Warrant Officers and 58 Enlisted.

Relocated: September 1948, Kirtland Air Force Base (Los Alamos and Sandia), Albuquerque, New Mexico.

Mission: 1948, Establish air surveillance system, consisting of one Air Defense Direction Center, two early warning radar stations, for the defense of the Los Alamos and Sandia areas. The 636th Aircraft Control and Warning Squadron will be responsible for the establishment of an Air Surveillance system, consisting of one Air Defense Direction Center and two Early Warning Stations for the defense of Los Alamos and Sandia areas. Install, maintain and operate on Air Defense Direction Center (ADCC) in the vicinity of Kirtland Air Force Base, New Mexico, utilizing one AN/TPS-1B (released from Haywood Specialized Depot) and one AN/TPS-10 to be shipped from Half Moon Bay, California. To install, maintain, and operate in the vicinity of Walker Air Force Base, Roswell, New Mexico, one Early Warning Station; and in the vicinity of Los Alamos, New Mexico one Early Warning Station; each station utilizing one AN/TPS-1B (released from Haywood Specialized Depot). To establish an HF Radio Communications Network, connecting the Air Defense Direction Center with both early warning stations, and connecting the ADCC with the Northwestern Air Defense Control Center at Silver Lake, Washington, via relay through Hamilton AFB. This radio network will be established prior to the installation of the telephone land lines connecting these points, which have been requested by this (Fourth Air Force) Headquarters. After installation of these telephone land lines, the HF Radio Communications networks will be utilized as a back-up for these circuits. Coordinate with other governmental agencies in carrying out the above mission. Establish the aforementioned air surveillance system within a period of 30 days after arrival at Kirtland AFB, and upon completion, will so notify the Commanding General, Fourth Air Force, Hamilton AFB, California. Plans will be made by the 636th Aircraft Control and Warning Squadron to relocate the Air Defense Direction Center at Kirtland AFB, New Mexico, to the northern end of the ridge along the summit of Sandia Mountain, as soon as the Moving Target Indicator equipment becomes available for the AN/CPS-5.

Mission: November 1948, Air Defense Direction Center

Located: Walker AFB Roswell, New Mexico, as of 31 December 1948

Reassigned: 1 March 1949, from 4th Air Force to Fourteenth Air Force.

Note: 10 July 1949, Unit attached to 81st Fighter Wing for administrative and logistics support.

Reassigned: 8 December 1949, 636th Squadron relieved from assignment from 12th Air Force and reassigned to Fourth Air Force, Hamilton Air Force Base, Hamilton, California

Relocated: 1949, McChord Air Force Base, Tacoma, Washington (AFHRA A0533)

Commanders:

21 May 1947, Captain John C. Bonson

July - 15 December 1948, Major Marvin E. Weaver

15 December 1948 - (?), Captain Charles G. Dearing Jr.

16 August 1949, Major Edwin D. Coverly

21 December 1949, Major Walter V. Jacobsen

5 January 1950, Major Paul A. Richardson

Equipment:

Radar

August 1948, SCR-634 VHF/DF set 2 each (in storage)

15 September 1948, TPS-1B 2 each (one in storage)

15 September 1948, AN/TPS-10

September 1948, AN/CPS-1

December 1949, AN/CPS-6B

1950, AN/CPS-4 Serial No. 4

1950, AN/CPS-5, BN-2 IFF set, 2 each

Radio

December 1948, SCR-399A

December 1948, SCR-624, 2 each

December 1948, SCR-188, 12 each (in storage)

December 1948, AN/VRC-1, 6 each (in storage)

December 1948, SCR-511, 2 each (in storage)

Miscellaneous

December 1948, AN/TTQ-1

December 1948, SCR-625, in storage

Detachment

Located: Sur

Detachment:

Located: Gualala

Detachment

Located: Olema

Detachment

Located: Point Montara

Detachment

Located: Mill Valley

Detachment
Located: Point Reyes

Detachment
Located: Carmel

Detachment (Light Warning Radar Station)
Located: 1949, Wingate, New Mexico

Detachment 1
Located: 1950, Fort Stevens, Oregon (AFHRA A0533)
Operational: 9 June 1950

Detachment 2
Located: 1950, Portland Airport, Portland, Oregon (AFHRA A0533)
Operational: 5 June 1950

Detachment
Located: Walker Air Force Base
Mission: Early Warning Station
Call Sign: December 1948, Peacoat
Personnel: 28 February 1949, 1 Officer and 12 Enlisted.
Commanders:
October 1948 - 26 November 1948, 1st Lt. George W. Brookings
26 November 1948, Lt. R. J. Heister
Equipment:
Radar
October 1948, AN/TPS-1B
Radio
December 1948, SCR-399A

Moses Lake
Note: September 1948, Considered to be a better location for the ADDC presently located at Pasco, Washington.
Activated: 16 December 1948, Moses Lake, Washington
Personnel: December 1948, 1 Officer and 33 Enlisted
Note: 27 May 1949, Direction Center completed and operational.
Commanders:
December 1948, Captain John M. Beales
Equipment:
May 1949, AN/CPS-5 Serial no. 56, Primary (five PPI's, later expanded to twelve)
May 1949, AN/TPS-1B backup

Exercises:
1949
Drummerboy - 1-17 November 1949

Operation Overgreasy

1950

Operation Whipstock - 18 - 24 June 1950

Mar 48 The 636 AC&WS, Half Moon Bay ADCC. Calif., received orders to do the following
Move to a new permanent station at Kirtland AFB, NM

Install, maintain and operate an Air Defense Control Center (ADCC) in the vicinity of Kirtland using an AN/TPS-1B shipped from the Maywood Specialized Depot and a TPS-10 from Half Moon Bay

Install, maintain and operated TPS-1B-equipped early warning stations in the vicinity of Roswell AFB and Los Alamos

Establish the aforementioned air surveillance system within a period of 30 days after arrival at Kirtland AFS, and upon completion, will so notify the commanding general, Fourth Air Force, Hamilton AFB, California."

Plans will be made by the 636in Aircraft Control & Warning Squadron so relocate the Air Defense Direction Center at Kirtland AFB, New Mexico, to the northern edge of the ridge along the summit of Sandia Mountain, as soon as (the) Moving Target indicator equipment becomes available for AN/CPS-5"

15 Sept 48 The 636" AC&WS formally transferred to Kirtland AFB, leaving the Half Moon Bay site inoperative. The squadron set up initial operations at Kirtland with two AN/TPS-1Bs and two BN-2 IFF sets The preliminary estimates for road construction onto Sandia Peak came in at \$2,500 per mile and \$3500 per mile for power lines

Oct 48 - The squadron planned a move into the Kirtland D/F tower (Bldg T-44) for use as she ADDC for the region

11 Oct 48 - Aerial surveys concluded during the week determined there were "no suitable sites for immediate occupation by a detachment, due to the lack of housing and related troop facilities. The most probable site for temporary use was believed to be the west slope of Truchas Mountain at the town of Truchas. The terrain at this point is at an altitude of approximately 7500 feet above sea level, and commands a westerly view of the entire valley.

20 Oct 48 AN/TPS-1B radar set installed at Kirtland

29 Oct 48 638 AC&WS placed on 24-hour status through 04 November, per classified Operational Priority TXW from Headquarters USAF to the Commander, Kirtland AFB Equipment in place at the time consisted of Kirtland AFB: AN/TPS-1 B; TTQ-1; 2x SCR-624; IE-19 test set
Roswell AFB – AN/TPS-1B

13 Dec 48 AN/TTQ-1 direction equipment installation in ADDC completed. The structure was located near Hangar 307; the squadron planned to mount an AN/TPS-1B and TPS-10 on the roof

once suitable platforms were constructed while building an operations room, radarscope room, communications section and offices for the senior director, radar officer and communications officers inside the building

3 Jan 49 - The squadron dispatched a letter to Continental Air Command requesting that the Los Alamos-Sandia region be declared an "active defense area" in accordance with AFR 101-5

14 Jan 49 Construction of the Kirtland AFB ADDC completed

20 Jan 49 AN/TPS-1 B in operation on the operations building. Hanger 307, which had replaced Bldg T-44

28 Jan 49 Over two days the ADDC successfully tracked two "special weapons missions" flown by XB-47s out of Kirtland.

1 Mar 49 The 636 AC&WS transferred from the 505 Aircraft Control & Warning Group to Fourteenth Air Force

8 Dec 49 - The 690 AC&WS activated at Kirtland AFB and acquired the personnel, equipment and mission of the 636 AC&WS

The 636th Moved to McChord WOPE and occupied the 500 area with HQ in bldg 512

27 Apr 50 The 725 Aircraft Control & Warning Squadron (Corollary) activated at Kirtland AFB under assignment to the reserve 566 Aircraft Control & Warning Group at Hamilton AFB CA,

1 May 50 The Albuquerque Air Defense Area (Provisional) activated at Kirtland AFB Subsequently redesignated the Albuquerque Air Defense Sector (Provisional)

20 Jul 50 Work started on construction of new CPS-5 radar tower at Bldg T-420 on Kirtland; it served as a combined GCI and ADCC facility. The old GCI site was at the northeast corner of the base and used an AN/CPS-1B and TPS-10A

1 Aug 50 An AN/CPS-4 arrived at the old GCI site; was inventoried and then transported to the new site at Bldg T-420.

8 Sept 50 AN/TPS-1B S/N 187 disassembled and stored

18 Sept 50 A tower arrived from Keesler AFB for use with the CPS-4

30 Sept 50 End of quarter summary for the Albuquerque ADS(P), radars at Kirtland identified as an AN/TPS-10. CPS-5 (modified with a GPS-7A) and a CPX-2

Two detachments assigned to the 690 AC&WS:

Det 1 Roswell

Det 2 - El Vado (aka the "North Site")

20 Nov 50 The 767 (El Vado to replace Det 3, 690th AC&WS), 768 (Moriarty) and 769 (Gonzales) Aircraft Control & Warning Squadrons were activated under assignment to the Albuquerque Air Defense Sector (Provisional)

21 Dec 50 767, 768, and 769 ACWSs were reassigned to the 690 AC&WS

30 Dec 50 - Year-end summary by sector A special problem during this period was the organization of three (3) new AC&W Squadrons and subsequent manning of these squadrons.

The 690th AC&W Squadron was the nucleus of the new squadrons, supplying cadre personnel, and training new men to take over key positions.

During the period covered by this history considerable discussion has taken place between this headquarters, WADF, ConAC and AMC, as to the final disposition of radar set CPS-5 now located on Kirtland Air Force Base and serving as primary radar for the GCI of this sector

In the original plan for the air division net to be established in the United States this radar was to be moved to another location approximately 150 miles from Kirtland Air Force Base as soon as that site could be prepared. However, during the time necessary to build the site for the radar at this new location, it became apparent that by withdrawing radar now located at Kirtland Air Force Base would seriously jeopardize GCI capabilities in the area

This headquarters convinced Western Air Defense Force of the necessity for completing the radar in its present location; however, ConAC had committed itself to certain locations and does not want to change plans until these permanent locations have been checked. During this time AMC personnel in this area kept receiving instructions from their headquarters in San Antonio to move the radar set from Kirtland Air Force Base to the new location. Each time they would broach the subject to this we would argue them out of it and as a result there is still a stalemate.

The radar set is still at Kirtland Air Force Base fulfilling a very vital mission as GCI for the division

Dec 50 Kirtland AFB Lashup site (L-45) operational with AN/CPS-4 and CPS-5

5 Jan 51 The Albuquerque ADS (P) inactivated and was replaced by the 34 Air Division (Defense), under assignment to the Western Air Defense Force

19 Jan 51 768W AC&WS moved from Kirtland AFB to the Moriarty site

22 Jan 51 769 AC&WS moved from Kirtland AFB to the Gonzales site

Feb 51 In the 767 materiel summary, the squadron noted The month of February found the 767 moving from its temporary site at El Vado Dam to the new site under the beneficial occupancy status

18 Mar 51 in the end of quarter summary by the 690 Aircraft Control & Warning Squadron all AC&W equipment was fully manned and operational There was good radar coverage to the east, south and west up to ninety miles (90), but only fair coverage to the north, due to the mountainous terrain.

Comments on the move of the 767th, 768th and 769th to their permanent sites: "The original plan called for these squadrons to occupy their sites in November and December 1950. They were unable to do so, due to the difficulty the contractors had in securing equipment to complete the construction of the sites. Early in this quarter the equipment was secured and the construction completed

767th AC&WS - moved Jan 51 (Note: El Vado)

768th AC&WS - moved from Kirtland 19 Jan 51 (Moriarty)

769th AC&WS - moved from Kirtland 22 Jan 51 (Gonzales)

Det 2, Walker AFB - planned inactivation did not take place: intent was to transfer the personnel (1O/38E) to the "East Site" at Moriarty NM

1 Apr 51 The Deputy for Personnel Section, 34 Air Division, assumed responsibility for the personnel mission within the division. At that time the 34 D/P assumed administration of personnel matters for all squadrons of the division, a function formerly divided with the 690 AC&W Squadron, acting as Group headquarters for all other AC&W units.

May 51 The 690 AC&WS squadron reported the AN/CPS-5 had its best month of operation so far recorded. Other radars mentioned included the TPS-1B ("on standby for the whole month, not having been required to use it") and the CPS-4 ("which has given fairly good service")

1 Jun 51 The 725 AC&WS the reserve corollary of the 690 ACWS - went on active duty, " and the following day practically all of its personnel were transferred to other units of this command

8 Jun 51 The 725 ACWS(Corollary) inactivated at Kirtland AFB

1 Oct 51 The 135" AC&WS. LA ANG, entered Federal active duty at Kirtland AFB Due to the 690's loss of a large number of people to the 4751 Air Defense Group at Geiger Field, the 135 assumed responsibility for the majority of operations at the ADDC

Nov 51 Lashup site L-45 at Kirtland ceased operations; replaced by site P-8, El Vado/Tierra Amarilla, NM.

07 Jan 52 The new 34 Air Division Air Defense Control Center (Site P-41) became operational with the 135 ACWS assuming responsibility for its operation

The squadron further assumed responsibility for the Air Defense Control Center on 21 January and subsequently assumed responsibility for the GCI station (Bldg T-420) in preparation for the inactivation of the 690 ACWS.

1 Feb 52 The 34 Air Division (Defense) inactivated and immediately reactivated as part of reorganization

6 Feb 52 The 690 ACWS inactivated at Kirtland AFB, NM

16 Feb 53 The 34 AD (D) transferred from the Western Air Defense Force to the Central ADF.

18 Jun 53 The 904 Aircraft Control & Warning Squadron activated at Kirtland AFB under assignment to the 34 AD (D)

1 Oct 53 The 687 Aircraft Control & Warning Squadron activated at Kirtland under assignment to the 34 AD (D)

1 Dec 53 The 682, 684 and 685 Aircraft Control & Warning Squadrons activated at Kirtland AFB under assignment to the 4702 Defense Wing at Geiger Field, WA

Jan 54 The 682 and 685 ACWS transferred to the 34 AD (D)

19 Apr 54 The 684 AC&WS transferred from Kirtland to Davis-Monthan AFB, AZ

1 Aug 54 - The 682 ACWS transferred from Kirtland to Hamilton AFB, CA for assignment to the 28 Air Division (Defense)

17 Jan 55 The 685 ACWS transferred from Kirtland to Las Cruces AFS, NM

14 Jun 55 The 904 ACWS transferred from Kirtland to Winslow AFS, AZ

20 Jun 56 The 687 ACWS transferred from Kirtland AFB to West Mesa AFS, NM

8 Dec 56 The 697 Aircraft Control & Warning Squadron activated at Kirtland AFB under assignment to the 34 AD (D)

21 Feb 57 The 697 ACWS transferred from Kirtland AFB to Pyote AFS, TX

8 Mar 57 The 612 Aircraft Control & Warning Squadron activated at Kirtland AFB under assignment to the 34 AD (D)

12 Feb 58 The 612 ACWS transferred from Kirtland to Luke-Williams Range, AZ

1 Jan 60 34 Air Division (Defense) inactivated at Kirtland AFB. Albuquerque ADS activated at Kirtland under assignment to the 33 Air Division

1 Nov 60 The Albuquerque ADS inactivated at Kirtland without achieving operational status as a SAGE sector, ending ADC command and control operations at the base.

NOTE Air Defense Command later planned to reactivate the 690 ACWS as the operating unit at Elizabethtown AFS, PA. The site was never built and the squadron never returned to service

ⁱ Unit history. 25th Air Division (Defense). 1953-1954; Unit history. 25th NORAD Region. 1963.