

684 AIRCRAFT CONTROL AND WARNING SQUADRON



MISSION

LINEAGE

684 Aircraft Control and Warning Squadron
Redesignated 684 Radar Squadron (SAGE)

STATIONS

Kirtland AFB, NM, 1 Dec 1953-19 Apr 1954
Davis Monthan AFB, AZ, 19 Apr 1954-15 Aug 1956
Mount Lemmon AFS, AZ

ASSIGNMENTS

34 Air Division

COMMANDERS

Cpt Raymond L. Weems, #1956

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Award

1 Jan 1964-30 Jun 1965

EMBLEM



MOTTO

NICKNAME

OPERATIONS

The 684th Aircraft Control and Warning Squadron Air Force Station, located on Mount Lemmon, Arizona, is probably the world's highest radar station. The summit of Mount Lemmon is nearly 10,000 feet above sea level, and, from the tower supporting the prime search set, personnel can survey, with the naked eye, an area of 100 miles in any direction.

The 16 buildings of Mount Lemmon AFS are set in an unusual meadow-like area that comprises the top of Mount Lemmon. The buildings are arranged to blend with the natural surroundings and only trees interfering with mission of the station were removed.

Natural conditions which hampered the construction process are those which make Mount Lemmon a popular resort area. Bear Wallow Ski Run and Coronado National Forest combine with scenic beauty and climatic contrasts to afford the vacationer or resident a pleasant stay.

684th Radar Sq (SAGE): activated 1 Dec 53 at Geiger Field, WA, assigned to the 4702nd Def Wg; moved to Kirtland AFB, NM and transferred to 34th AD Jan 54; moved to Davis-Monthan AFB, AZ Apr 54; moved to Mt. Lemmon AFS, Tucson, AZ in Spring of 56; transferred to LA ADS 1 Jan 60;

transferred to Phoenix ADS 1 May 61; redesignated from ACW Sq to 684th Radar Sq (SAGE), 15 Oct 61; transferred to 27th AD 1 Apr 66; inactivated 31 Dec 69.

ARIZONA Mt. Lemmon

The 684th AC&W Squadron began operations using AN/MPS-7, AN/MPS-14, and AN/TPS-10D sets at Mt. Lemmon in August 1956. The AN/TPS-10D was soon retired. By 1959 an AN/FPS-20 had replaced the AN/MPS-7 search radar. In 1961 M-92 became a SAGE center. During the following year, an AN/FPS-6 replaced the AN/MPS-14 heightfinder radar and the AN/FPS-20 was upgraded to become an AN/FPS-67. The 684th was deactivated in December 1969.

684 Mount Lemmon AFS, AZ MPS-7; TPS-10D; MPS-14; FPS-20/67; FPS-6 FPS-67B;
FPS-6 Aug-56 31-Dec-69 Family housing reportedly was at Davis-Monthan AFB. Radio
(GATR) site later reactivated, and is still in use as site G-29.

In 1955 Captain Guy C. Chestnutt, then Commander, decided that we needed an emblem. He told me to research the regs, etc. and develop a contest for EM only to draw up an emblem. I did that, and we got no entries. Capt. Chestnutt got out of sorts and ordered all officers to submit an idea. I decided that a shield would conform to our mission, hence the shield. Red is for valor or blood. The circle represents the face of a 24-hour clock, or the face of a compass. The four black marks are 0600 hrs, 1200 hrs, 1800 hrs and 2400 hrs representing around-the-clock operation; or the four marks also represent the four points of a compass North, East, South and West, or 360 degree coverage. They did not like my idea for the emblem. That idea was drawn by A1C Ronald Foley who incidentally was very severely burned later in an off-duty accident and air-evaced to Brooks AFB. I liked a scroll at the bottom, so I drew one on, but needed a motto. I know no Latin, but did have a French dictionary, and decided upon QUI VA LA, or "Who Goes There". The Air Force officially adopted the emblem in the spring of 1956

The 684th ACWS was activated on 1 Dec. 53 at Kirtland AFB. N, M. and was transferred to Davis-Monthan AFB, Arizona, in August 1956. The official dedication ceremonies and open house for the public was held an 11 May 1957 with many prominent military and civilian leaders were in attendance.

On 23 May 1957 this squadron won first place in the annual Command Inspection for the second year in a row. In April 1957 the squadron received a contract for two trips daily from Tucson to Mt. Lemmon with Greyhound Bus Co. and in July 1957 this service was increased to 3 trips daily. This transportation has elevated our main problem when the squadron moved its location with the hazardous mountain road which causes many accidents. With the move to Mt. Lemmon this squadron was made a Master Direction Center with complete control capability. The 15th Fighter Interceptor Squadron, 152nd FIS (NG), and 197th (NG) are associated fighter units for this squadron.

When the squadron first moved to Mt. Lemmon there was a major problem due to the extremely high cost for water supplies to the site. This problem was solved in November 1957 when a

500,000 gallon water tank was installed to store the water after it is pumped from springs up the mountainside.

In May 1958 a new Multi-Purpose Recreation Building and a Two Story Barracks were completed. The barracks houses 94 men living in 43 rooms. This is a great improvement over the open bay barracks.

In July 1958 the Base Exchange moved in the new Multi-Purpose Recreation Building with the following new facilities offered: soft drink fountain, sandwiches, hot and cold. 200 selection record machine and a larger retail sales outlet.

Activated as the 684th ACWS on 1 Dec at Kirtland AFB, NM. The 684th was transferred to Davis Monthan AFB in Aug 1956. Official dedication ceremonies opening the new Mt Lemmon site took place on 11 May 1957.

On 1 May 1961 the 684 was redesignated the 684 Radar Squadron (SAGE).

Air Force Lineage and Honors
Created: 16 Jun 2020
Updated:

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