

## 685 AIRCRAFT CONTROL AND WARNING SQUADRON



### MISSION

### LINEAGE

685 Aircraft Control and Warning Squadron  
Constituted, 14 Nov 1950  
Activated, 27 Nov 1950  
Inactivated, 6 Feb 1952  
Activated, 1 Dec 1953  
Inactivated, 1 Aug 1963

### STATIONS

Norton AFB, CA, 27 Nov 1950-6 Feb 1952  
Kirtland AFB, NM, 1 Dec 1953  
Las Cruces AFS, NM, 17 Jan 1955-1 Aug 1963.

### ASSIGNMENTS

544 Aircraft Control and Warning Group, 27 Nov 1950-6 Feb 1952  
34 Air Division, 1 Dec 1953  
Albuquerque Air Defense Sector, 1 Jan 1960  
Oklahoma Air Defense Sector, 15 Sep 1960  
4752 Air Defense Wing, 1 Sep 1961  
Oklahoma Air Defense Sector, 25 Jun-1 Aug 1963

### COMMANDERS

Maj Earl W. DeVee, #1956

## **HONORS**

### **Service Streamers**

None

### **Campaign Streamers**

None

### **Armed Forces Expeditionary Streamers**

None

### **Decorations**

None

## **EMBLEM**

Approved, 24 Apr 1956

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

685th ACWS: assigned 1 Jan 51 at Norton AFB, CA, as the 544th ACM/ Group; inactivated on 6 Feb 52; assigned to 4702nd Defense Wing at Geiger Field, WA when reactivated on 1 Dec 53; moved to Kirtland AFB, NM and transferred to 34th Air Division in Jan 54; moved to Las Cruces, NM by Dec 54; transferred to Albuquerque ADS 1 Jan 60; transferred to Oklahoma City ADS on 15 Sep 60; transferred to 4752nd Air Defense Wing 1 Sep 61; transferred to Oklahoma City ADS on 25 Jun 63; discontinued on 1 Aug 63.

In 1955 the 685th AC&W Squadron began operating an AN/MPS-7 radar at this site. Over the next two years equipment additions and deletions included AN/MPS-8, AN/TPS-1D, and AN/MPS-14 sets. By 1958 the 685th was operating AN/FPS-20 and AN/MPS-14 radars. In March 1963 the Air Force ordered the site to shut down; operations ceased in April.

685 Las Cruces AFS, NM MPS-7; MPS-8; TPS-1D; MPS-14; FPS-20 1955 01-  
Aug-63 The AN/MPS-14 height-finder radar tower is still standing.

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The 685th AC&W Squadron began its operation as a Direction Center in the network of the 34<sup>th</sup> Air Division (Defense), during the autumn of 1955. Since that time it has maintained a careful radar surveillance of a large sector of the United States southern border. Early in 1957 the Operations section of the 685<sup>th</sup> AC&W Squadron assumed its mature role in the defense of America by increasing its radar watch to 24 hours a day, 7 days a week schedule. In this same year, the site improved its radar coverage of vital areas by installing two gap-filler stations; one thirty miles east of El Paso, Texas on Highway 180, and another approximately seven miles, southwest of Columbus New Mexico. The 685<sup>th</sup> AC&W Squadron continually maintains and improves its intercept proficiency by working profile and exercise missions with the 15th Fighter-Interceptor Squadron from Davis-Monthan Air Force Base, Arizona and with the 93rd Fighter Interceptor Squadron from Kirtland Air Force Base, New Mexico. The majority of its intercept practice is obtained by controlling 93rd aircraft in rocket-firing missions over the Holloman White Sands Firing Range, In addition, the 685<sup>th</sup> AC&W Squadron works daily in providing maximum radar assistance to SAC aircraft from Davis-Monthan Air Force Base and Biggs Air Force Base. The Mexican Border Patrol has also found the 685<sup>th</sup> AC&W Squadron to be a valuable coordinator and partner in keeping watch on the border to prevent the illegal entry of goods and persons into the United States.

By June of 1959, the 685 AC&W Squadron will have increased its capability of performing these many and varied missions through the installation and operation of the GPA-37 radar system.

As of December, 1958 the site is manned by eighteen officers and two hundred and eight airmen and non-commissioned officers.

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Air Force Lineage and Honors

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Sources

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

Unit yearbook. *34<sup>th</sup> Air Division, Defense. 1956.*