

765 RADAR SQUADRON (SAGE)



MISSION

LINEAGE

765 Aircraft Control and Warning Squadron
765 Radar Squadron (SAGE)

STATIONS

Charleston, ME

ASSIGNMENTS

COMMANDERS

Maj William E. Swartz, #1955
1950 - 1951 - In 1950, Major Anthony J. Vannella
1952 - Major Anthony J. Vannella
1957 - Major Perry
1958 - Major Carl Burak
1961 - Major George C. Marvin
1964 - Major Donald H. Masteller
1966 - Lt Col Allan R. McClane
1967 Major Elton Kate
1968 - Lt Col. Deane S. Parmelee
1970 - Lt. Col. William Evans
1972 - Lt Col. Leland C. Thomas
1975 - Lt Col Jack W. Stover
1976 - Lt Col. Myers

1979 - Major Stymeist

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

MAINE

P-65/Z-65 - Charleston

The 765th AC&W Squadron brought Charleston AFS to life in April 1952 and assumed coverage that had been provided by a Lashup site at Dow AFB (L-I). The site initially had AN/FPS-3 and 5 radars. In 1957 an AN/FPS-6 replaced the AN/FPS-5 height-finder radar. Another height-finder radar came in 1958 along with an AN/FPS-20 search radar that replaced the AN/FPS-3. During 1959 Charleston joined the SAGE system. In 1963 the site became the first in the nation to receive an AN/FPS-27. This radar subsequently was upgraded to become an ANFPS-27A. The 765th was deactivated in September 1979.

The 765th AC&W Squadron brought Charleston AFS to life in April 1952 and assumed coverage that had been provided by a Lashup site at Dow AFB (L-I). The site initially had AN/FPS-3 and AN/FPS-5 radars. In 1957 an AN/FPS-6 replaced the AN/FPS-5 height-finder radar. An AN/FPS-6A height-finder radar came in 1958 along with an AN/FPS-20 search radar that replaced the AN/FPS-3. During 1959 Charleston joined the SAGE system. In 1963 the site became the first in the nation to receive an AN/FPS-27 (after the prototype). This radar subsequently was upgraded to become an AN/FPS-27A. In 1964 an AN/FPS-26A height-finder was installed, and the AN/FPS-6 was removed. The AN/FPS-26A was then converted into an AN/FSS-7 SLBM D&W radar in 1966 for the 14th MWS (Det. 6). The 765th Radar Squadron was deactivated in September 1979. The 14th MWS detachment was inactivated a year later.

765; Det. 6, 14 MWS Charleston AFS, ME FPS-3; FPS-5; FPS-20; FPS-27; FPS-6,-6A; FPS-26A (FSS-7) FPS-27A; FPS-6A; (FSS-7) Apr-52 30-Sep-80 BUIC-III. FPS-26A modified to FSS-7 radar.

765th Radar Sq (SAGE): assigned 1 Jan 51 at Charleston AFS, ME, assigned to 540th AC&W Gp; moved from temporary site at Dow to Charleston ME in Aug 51; transferred to 32nd AD 6 Feb 52; transferred to 4711th Def Wg 16 Feb 53; transferred to 32nd AD 1 Mar 56; transferred to Bangor ADS 15 Aug 58; redesignated from AC&W Sq to 765th Radar Sq (SAGE) 1 Oct 59; transferred to 36th AD 1 Apr 66; reas- signed to 35th AD 15 Sep 69; reassigned to 21st AD 19 Nov 69; inactivated 1 Mar 70; reactivated (date unknown); inactivated 29 Sep 79.

The ground work for the 765th Air Defense Group was laid in 1948 when the United States Air Force organized the Air Defense Command (now designated the Aerospace Defense Command) and gave ADC the mission of defending the United States from enemy air attack. The following year the 657th Aircraft Control and Warning Squadron was activated at Dow Field, Bangor, Maine. In 1950, surveying and construction began on Bull Hill, 30 miles north of Bangor, known locally as Charleston Hill, present site of the 765th. Following completion of facilities in 1951, 90 per cent of the personnel of the 657th AC&W Squadron were transited to the new site. The 657th was replaced at Dow by the 128th Air National Guard AC&W Squadron from Nebraska and Iowa and the 765th AC&W Squadron was born.

By early 1952, the station was fully manned and was placed on standby status as partially operational. On 1 June, of the same year the 765th became operationally ready and took up its air defense commitment. At this time the Strategic Air Command assumed control of Dow Field and the 128th ANG AC&W Squadron departed for Virginia.

From 1952 until 1959, the 765th conducted air defense operations as Air Defense Direction Center with a manual capability. In May of 1959, the 765th AC&W Squadron converted to Semi-Automatic Ground Environment and was renamed the 765th Radar Squadron (SAGE), becoming SAGE operational under the Bangor Air Defense Sector and 26th Air Division (SAGE) to provide search and height radar data.

On 1 March 1963, the 765th assumed additional responsibility as a CONAD Control Center and began BUIC I (Back-Up Interceptor Control) Operations. This operational configuration continued until March of 1966 when the squadron mission was again revised at the completed installation of the BUIC II Computer System. This system was replaced by BUIC III, operational in December 1969.

Following several reconfigurations in the late 1960's, the 765th became an Air Defense Group March 1970 under the command of the 21st Air Division and the 21st NORAD Region at Hancock Field, Syracuse, New York

The aircraft warning stations were elements in the first and southernmost of three radar lines constructed across the continent. The Pine Tree Line, lying wholly within the United States, the Mid-Canada Line, and the Distant Early Warning (DEW) Line. Construction on the Pine Tree Line began before the outbreak of hostilities in Korea and was accelerated in the fall of 1950. The stations built by the New England Division looped around the eastern and northern perimeters of

New England from North Truro on Cape Cod, to Saint Albans Vt. on Lake Champlain, with intermediate stations at Charleston, Bucks Harbor, and Caswell, Maine.

At Topsham, Maine, the division constructed a large control center that tied together the eastern stations of the Pine Tree Line. Charleston Air Force Station was the home of the 765th Radar Squadron and Detachment 6, 14th Missile Warning Squadron. Ground work for the 765th Radar Squadron was laid in 1948 when the United States Air Force organized the Air Defense Command, and tasked ADC with the mission of defending the United States against enemy air attack. The following year the 657th Aircraft Control and Warning (AC&W) Squadron was activated at Dow Field, Bangor, Maine.

In 1950 surveying and construction began on Bull Hill, which is located 30 miles north of Bangor, and in 1951 the 765th AC&W Squadron became operational at Charleston AFS. Ninety percent of the personnel at the 657th AC&W were transferred to the new site. Charleston AFS was fully manned by early 1952 and placed on standby operational status. On 1 June of that year the 765th AC&W Squadron became operationally ready and assumed an air defense commitment. The Squadron conducted air defense operations as an Air Defense Direction Center with manual capability from 1952 through 1959.

In May of 1959, the squadron converted to the Semi-Automatic Ground Environment (SAGE) system and was renamed the 765th Radar Squadron (SAGE). The unit was under the operational control of the Bangor Air Defense Sector and 26th Air Division (SAGE), and provided search and height finder radar data. On 1 March 1963, the 765th Radar Squadron began back-up Interceptor Control (BUIC) I operations and assumed additional responsibility as a CONRAD Control Center. BUIC I was operational until March of 1966, at which time the Squadron mission was again revised after the installation of BUIC II.

This system was replaced by BUIC III, which became operational in December 1969. Implementation of BUIC III increased operational responsibilities of the 765th, and in March 1970 the unit became an Air Defense Group under the command of the 21st Air Division and the NORAD Region at Hancock Field, Syracuse, New York.

In September of 1972 the 765th Air Defense Group was placed in a semi-active mode of BUIC III operations, along with the other BUIC sites throughout the country. In January of 1974 BUIC III was deactivated and the unit became the 765th Radar Squadron. Detachment 6, which was located at Charleston Air Force Station, became operational in 1967 as part of the 71st Missile Wing, McGuire AFB, New Jersey.

One of seven SLBM detachments, it was administratively under the command of the 14th Missile Warning Squadron located at MacDill AFB, Florida and the 14th Aerospace Force (ADCOM) with headquarters at Ent AFB, Colorado. The 765th Operating Location AA (OLAA) was located at Bangor International Airport and was formed in June of 1971. Facilities were owned and operated at Bangor by the 765th Radar Squadron under the operational control of OLAA.

The squadron's mission was to provide search and height radar to the semi-automatic ground environment (SAGE) system at the 21st NORAD Region, Hancock Field, NY, and to provide ground to air communications and aircraft control as a backup to the SAGE system. The squadron also provided support to Detachment 6, 14th Missile Warning Squadron. The mission of Detachment 6, 14th Missile Warning Squadron, was to detect and provide warning of sea launched ballistic missiles (SLBM).

The SLBM detection system guarded the eastern, western, and southern approaches to North America. The AN/FSS-7 radar was used to search for, and track missiles. Squadron Headquarters was located at Tampa, Florida, and the SLBM detection system was linked to the NORAD Combat Operations Center, SAC Command Post, and the National Military Command Center in Washington, D.C.

Air Force Lineage and Honors

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.
Unit yearbook. *32 Air Division, 1955.*