

606th AIR CONTROL SQUADRON



MISSION

The 606th ACS is a self-contained mobile combat unit with Airmen covering more than 25 specialties that maintains over \$162M worth of equipment including the TPS-75 Radar, a Priority Level 4 Resource. The unit provides daily command and control to the 52d Fighter Wing's three flying squadrons in addition to the occasional control of NATO AWACS from Gelsenkirchen AB and visiting aircraft from around the USAFE Theater.

LINEAGE

606th Aircraft Control and Warning Squadron
606th Tactical Control Squadron
606th Air Control Squadron

STATIONS

Pusan, Korea
Chinhae Airdrome, Korea
Kimpo Air Base South Korea
Taegu
Cho-do, Korea, Feb 1952
Pusan
Pyongtaek
Northeast of Kimpo Air Field (K-14), Korea
Kangnung
Dobra/Hoff, Germany 30 Jan 1946 –1 Oct 1957
Shaw AF, SC
Bremerhaven, Germany 1978 – 1982

Doebraberg, Germany

Basdahl, Germany

Bitburg AB, Germany

Spangdahlem AB, Germany 30 Sep 1995

ASSIGNMENTS

86th Air Division (Defense), 15 Jan 1964-1 Jul 1974

MISSION EQUIPMENT

TPS-75

COMMANDERS

LTC Goodhart

LTC Norman A. Poklari

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Distinguished Unit Citation

Korea

Air Force Outstanding Unit Awards, with Valor

Air Force Outstanding Unit Awards

Republic of Korea Presidential Unit Citations

EMBLEM





606th Air Control Squadron emblem: On a disc Azure, throughout a flight symbol erect Or, in chief a diminished flight symbol of the field, between two mullets of four of the second, surmounted by an American bald eagle wings displayed, head to dexter Proper, perched upon a radar antenna with a stylized base countercharged to first flight symbol, its transceiver box of the first, all within a narrow border Yellow. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "INSPECTOR OF THE SKIES" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "606TH AIR CONTROL SQ" in Yellow letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The American bald eagle and the radio antenna both represent alertness and sharp vision. The stars symbolize air space. The first flight symbol represents high performance air defense interceptors. The second flight symbol within the wings of the eagle symbolizes guardianship of military forces.

MOTTO

NICKNAME

OPERTIONS

The 606th Tactical Control Squadron, the "Inspectors of the Skies," was constituted Dec. 5, 1945, and activated Dec. 15 at Biggs Field, Texas. This unit, redesignated the 606th Aircraft Control and Warning Squadron Jan. 30, 1946, was manned by only a few people until December 1946. It moved with the 502nd Group and the 9th Air Force to Shaw Field, S.C., Jan. 13, 1947.

The squadron established a tactical air direction center at Shaw Field and operated a number of radars, including a CPS-4, CPS-5, MPQ-2, TPS-1B and TPS-10. Two months after the

outbreak of the Korean War in June 1950, the 606th ACS moved to Pusan, Korea. The squadron left Shaw Air Force Base Aug. 27 for San Francisco, sailing aboard the General Howza Sept. 8 and arrived at Pusan Sept. 24. Radar equipment was shipped separately from New Orleans to Pusan.

In connection with the United Nations offensive into North Korea Nov. 13, 1950, a detachment of the 606th Aircraft Control and Warning Squadron moved northward to Sinanju Airfield. From Nov. 21-29, the detachment operated a TPS-1B search radar and a CPS-4 height finder at the site near Sinanju Air Field, close to the battle line. The 606th provided early warning of communist air attacks and directed B-26s for support of friendly ground forces during periods of darkness.

The detachment at Sinanju received a three-hour notice Nov. 29, 1950, to evacuate southward. It returned hastily to Taegu, and then the entire squadron moved back to Pusan. In early January 1951, the 606th moved an MPS-5, a CPS-1 and a TPS-10A to a new site on top of a mountain near Pusan East Air Base, and by Jan. 9 it was again operational. In March 1951, the 606th moved from Pusan to Incheon and established itself at Pyongtask. It began operating an MPS-5, a CPS-4, and a GPS-1 there March 18. Almost every night, the 606th directed B-26s and F-7Fs to enemy troop concentrations, supply dumps and motor convoys.

Hostilities ceased in Korea July 27, 1953. The 606th remained near Kimpo Air Base with detachments at Chunchon and Songgumri. In April 1954, this detachment was discontinued, and in June a detachment was established at Kangnung airdrome. The squadron moved from Kimpo to Kangnung Oct. 20, 1954, retaining the detachment at Chunchon. At the Knangnung site, the squadron operated an MPS-7 search radar and a TPS-10D height-finder radar. By 1956, an MPS-14 and an MPS-8 had replaced the TPS-10D. The squadron was inactivated in Knangnung Oct. 1, 1957.

About six years later, the 606th was activated and assigned to the United States Air Forces in Europe with assignment to the 86th Air Division (Defense) on or about Jan. 8, 1964.

In January 1964 the 606th was assigned to Doebraberg, Germany (near Hof). Upon activation, the unit absorbed the men and equipment of Detachment 2, 602nd Aircraft Control and Warning Squadron. The squadron operated an AN/FPS-67C search radar, an AN/FPS-6C height-finder, a AN/FPS-90 height-finder and 412L data processing equipment. The squadron's primary responsibility as a reporting post was to identify and track all aircraft approaching the West German—East German and Czechoslovakian—West German borders and forward information relating to these tracks to the control center. A secondary responsibility included functioning as a back—up unit for corridor control for the southern air corridor into West Berlin. Unit started getting an influx of 412L operators, even though the Doebraberg site was still under construction. We assimilated them into our existing crews and cross-trained them as manual operators while the best of the new troops started teaching the rest of us the 412L system. When we closed out operations at Hof we had put in place a manual operations set-up at Doebraberg using the new radars at the site, and our old equipment from Hof. We needed

the extra height finder from Hof at Doebraberg since the newer model wasn't up to snuff - plus we needed an additional height capability to meet some special needs of a program we were running with the 6915th Security Squadron. We ran both the manual and 412L environments simultaneously at Doebraberg until final acceptance sometime in late 1963 or early 1964. Up until the time I left in December of 1965 we were still using some of the old manual system equipment for a few dedicated programs - including full time control for the Southern Berlin Corridor.

The 606th Aircraft Control & Warning Squadron operates a radar site on Doebraberg near Hof. A radar surveillance station (reporting post) has been operating at the site since October 1962 but only in January 1964 was the operating unit (a detachment of the 602nd AC&W Sq) redesignated as the 606th. CO of the squadron is Lt Col James E. Heradon. The reorganization/redesignation was concurrent with the activation of the radar site as a 412L RP site. The squadron comprises 170 men. The role of the squadron was to identify and track all aircraft approaching the East German-German and Czech-German borders. The radar site also served as a backup to the Wasserkuppe radar site which provided corridor control for the Southern Air Corridor into Berlin. The site operates 24x7, in shifts -- operators constantly watch the bright, flickering traces on radar scopes and radar technicians are also on duty around the clock. In January of 1964, the Air Force had expanded the Buffer Zone along the border to keep pilots from straying into East German or Czech territory. Personnel housed in government quarters live in Bindlach. The Air Force station in Hof provides support to the radar site. There is a small EES snack bar (but no mess hall) and a day room at the site.

1 November 1968, several of the Central Region's fixed radar sites came under the wing's control as the 86th Air Division relinquished responsibility for its three subordinate AC&WS squadrons. These fixed elements were the 606th AC&WS (a reporting post at Doebraberg), the 615th AC&WS (a control and reporting post at Birkenfeld Air Station), and the 616th AC&WS (a control and reporting post at Wasserkuppe).

This transfer brought together the 412L fixed NATO air defense system with the 407L mobile air control network. Several other significant events also occurred on 1 November 1968 as wing FACPs began converting to the new "two dimensional" TPS-44 radars and several detachments were activated. The newly activated detachments at 3 (Freising) and 6 (Giebelstadt) provided operational assistance at fixed radar sites owned by the German Air Force. The third detachment activated, Det 4 at Ramstein, was a consolidated field maintenance facility for the USAFE 412L radar system.

1 Jul 1974 The 606th AC&WS was inactivated at Doebraberg, Germany.

The unit began a six-month deployment Feb. 23, 1994, to Aviano Air Base, Jacotenente, and Vincenzo, Italy, in support of Operations DENY FLIGHT and PROVIDE PROMISE, where the unit maintained a 24-hour a day air picture for 179 days. During this deployment, the unit controlled more than 9,600 aerial refueling missions.

Members of the 606 ACS provided disaster assistance to local German communities during recent flooding. 1994

In 1999, the 606th ACS deployed a convoy of 88 vehicles, 800 short tons of equipment and more than 100 troops more than 1,600 miles in a record-setting five days to Lecce, Italy, in support of Operation ALLIED FORCE. Upon completing its mission, the unit redeployed home, completing the longest overland convoy in Air Force history.

The 606th ACS deployed 113 people in August 2000 to Ali Al Salem, Kuwait, in support of Air Expeditionary Force 9 and Operation SOUTHER WATCH. The 606th ACS was the first USAFE air control squadron tasked to support OSW. During this deployment, the unit successfully tracked more than 3,500 allied aircraft, controlled more than 2,400 air-refueling sorties and supported nine response options to Iraqi violations to the no-fly zone restrictions.

The 606th ACS deployed for Air Expeditionary Force 10, December 2001 to February 2002 to Ali Al Salem, Kuwait, in support of Operation SOUTHERN WATCH and Operation ENDURING FREEDOM. While there, the unit controlled more than 1,600 allied aircraft, performed refueling control for more than 1,000 aircraft and supported three response options against Iraqi military targets. Additionally, it supported 24/7 link connectivity to provide the air picture from the Afghan area of operations and provided back-up air operations center duties during a Combined Air Operations Center power loss.

The squadron deployed to Kirkuk Air Base, Northern Iraq, in May 2003. As the first operational American air control squadron on Iraqi soil, the unit played key roles controlling battle space for Operation IRAQI FREEDOM and supporting Operations PENINSULA STRIKE, DESERT SCORPION, DESERT SIDEWINDER and IVY SERPENT.

The 606th ACS deployed to Marnewaard, The Netherlands in September 2005 for Exercises HOLLAND FLAG and FALCON GUARD. While there, the unit trained in site defense and convoy tactics in the Marnehuizen Military Operations in Urban Terrain (MOUT) Area.

From January to September 2006, the squadron deployed to Kandahar Airfield, Afghanistan to support Operation ENDURING FREEDOM. The unit also supported Operations KURBACH and MOUNTAIN LION, while additionally providing key command and control during Operation MOUNTAIN THRUST, the largest ground offensive in Afghanistan since 2002. As the Afghan theater's only air control squadron, the unit controlled over 17,800 combat sorties supporting 936 Troops in Contact missions.

Demolition of older facilities at Spangdahlem AB, Germany, is slated to get under way within the next year, as officials gear up for a multi-year project to adapt the fighter base to support the needs of a new special operations wing. Some \$300 million of the European Infrastructure Consolidation fund, which began arriving in June, will be used for a range of construction projects once demolition is complete, including a large aircraft apron to support C-130 and CV-22 operations, runway work, new support and maintenance hangars, a wing headquarters

building, and a special tactics squadron facility, near where some of Spang's old A-10 facilities were built, Lt. Col. Chris Meeker, the 52nd Civil Engineering Squadron commander, told Air Force Magazine during a recent visit to the base. Administration space also will open up after the 606th Air Control Squadron transitions to Aviano AB, Italy, another EIC directive. Meeker said he does not expect any serious impacts to base operations once the project gets going, though there will need to be some careful scheduling. The plan to move the SOW by 2020 is an aggressive timeline, he noted, but every year Mildenhall stays open costs USAF another \$120 million in operations costs. 2015

The 606th Air Control Squadron deployed to six locations in Southwest Asia to provide command and control of aircraft in the fight against ISIS as well as continued operations in Afghanistan. The squadron departed Spangdahlem AB, Germany, in early April and will remain in Southwest Asia for the next several months to control the 480th Fighter Squadron, the NATO E-3 AWACS, and other visiting aircraft for both Operation Inherent Resolve and Operation Freedom's Sentinel, according to a Spangdahlem release. The squadron, which is made up of personnel in about 21 Air Force specialties, is slated to leave Spangdahlem and relocate to Aviano AB, Italy, as part of the European Infrastructure Consolidation, and then deploy again in 2017, 606th ACS Commander Lt. Col. Aaron Gibney said in the release.

Air Force Lineage and Honors

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Sources

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