932\textsuperscript{nd} AIRCRAFT CONTROL AND WARNING SQUADRON
932nd ACEIW Squadron: assigned 1 Jul 62 at Rockville NI, Iceland, as Air Forces Iceland; transferred from MATS to ADC on 1 Jul 62.

LINEAGE

STATIONS
Keflavik Airport, Iceland, 1 Oct 1952-1 Aug 1957

ASSIGNMENTS

COMMANDERS
932nd AC&W Sq Rockville Iceland
H-1 1952-1987
Call Sign: Skybird, Inkspot, Drainage
Commanders:

Capt. Thomas H. Galligan 1 May 1952-Jun 1952
Lt Col Ruel M. Luckingham 26 Jun 1952-Jul 1953
Lt Col Allie P. Ash  Jul 1953-Jul 1954
            31 Dec 1953
Lt Col John C. Peck           Jul 1954-Jul 1955
Lt Col Jim R. Tebbs          Jul 1955-Jul 1956
Lt Col Edwin L. Murrill       1 Jul 1956-Jul 1957
Maj. J. Bert Davis          Jul 1957-Jul 1958
Maj Guy B. Hume              1 Dec 1958-Oct 1959
Maj Austin W. Simmons       28 Jul 1960- Sep 1962
Maj Jack C. Shadeck          Sep 1962-Sep 1963
Lt Col William H. Truxal   Sep 1963-Aug 1965

*Cpt Arthur C. Mussman, Jun 1965 (Acting)*

*LTC Victor J. Carlino, 1965*
Lt Col Frank J. Pietyka    Aug 1965-Jul 1968
*LTC Frank J. Pietyka,* 24 Jul 1968
Lt Col James H. Wallace, Jul 1970-Jul 1972

*Lt Col John J. Bayer,* 1 Jul 1972-Jul 1973
Lt Col Richard M. Overland Jun 1973-Jul 1975
Lt Col James G. Young, 7 Jul 1975-Jul 1977
Lt Col Johnnie S. Toniolli 6 Jul 1977-Jul 1979

*Lt Col L. Keith Demott,* Jul 1979-Jul 1981
            Sep 1979
Lt Col Edward Boardman 17 Jul 1981-Jul 1982
Lt Col Forrest N. Freeman Jr Jul 1982-Jul 1983
Lt Col George H. Gwinn 8 Jul 1983-Jul 1984
Lt Col Waller D. Wieters 5 Jul 1984-Jul 1985
Lt Col Ronald L. Gavette 5 Jul 1985-Aug 1986
Lt Col Dennis W. Shepard Aug 1986-Aug 1987
Lt Col Terry L. Troy, 7 Aug 1987-Jun 1989
Lt Col Lynn R. Wills 22 Jul 1991-Jul 1993
Lt Col Clark P. Wigley 23 Jul 1993-Jul 1995

LTC Rex A. Marshall, 31 Jul 1997
LTC William A. Schaake, 26 Mar 1999
LTC Van Don Kepley, 6 Jul 2001

**HONORS**
Service Streamers
American Forces have had a presence in Iceland almost continuously since July 1941, even before the United States was officially involved in World War II. To accommodate the large quantity of planes ferried to Europe at the outset of the war, the military built two large airfields in the Keflavik area; Meeks Field, and Patterson Field. After the war, Americans stayed on to manage the airfields, but finally departed in 1947.

Increasing world tensions and the establishment of the North Atlantic Treaty Organization (NATO) saw Iceland join as a non-participating member and the creation of the Iceland Defense Force. During the 1950s, the Iceland Defense Force arranged the construction of four aircraft control and warning stations, three of them remotely located. These stations were strategically placed in the southwest, northeast, southeast, and northwest portions of Iceland. The full complement of four Iceland Air Defense System (IADS) radar sites was operational by 1958.

In May 1952, elements of the Ninth Air Force’s 103rd Aircraft Control and Warning Squadron, stationed at Camp Edwards, Falmouth, MA, combined to form the 932d Aircraft Control and Warning Squadron (ACWS). The 932d ACWS deployed to Iceland on 1 October, and set up temporary air surveillance operations near Meeks Field, renamed the Keflavik Airfield Complex. This temporary site served until October 1953, when operations were transferred to the freshly completed Master Direction Center (MDC) at the newly constructed Sandgerdi Station, about six miles away.

The site, designated "H-1" (short for Remote Radar Head One, or RRH-1), officially became operational 28 October 1953, 1320Z. Height Range Indicator equipment was added, and became operational by 15 December of the same year. Sandgerdi Station was self-sufficient, boasting its own power plant, more than a dozen barracks, dining facility, post office, gymnasium, all-ranks club, shoppette, movie theater, and chapel. Although the unit had lived and worked at the site since 1953, the
932d ACWS was not officially transferred there until 1 August 1957. The site, now designated Rockville Air Control & Warning Station, would remain the home of the 932d until 1997. The Master Direction Center was manually operated, with crews tracking air traffic by marking their positions on Plexiglas displays. Technicians were required at each remote radar site to observe and communicate data. The 667th ACWS operated H-2, on Langanes Peninsula in northeast Iceland, from 1957 until 1961. The 933rd ACWS operated H-3, located at Stokksnes Peninsula near Hofn, in southeast Iceland, from 1955 until 1960. The 934th ACWS operated H-4, on the isolated Straumnesfjall, a 1400-foot mountain in northwest Iceland, from 1958 through 1960. The 933rd and 934th were inactivated in 1960 when sites H-3 and H-4 closed. The following January, however, high winds damaged H-2, and the 667th moved to Hofn (H-3) to continue surveillance. The 667th operated H-3 until 1988, when maintenance for the radar sites was turned over to Icelandic contractors and the unit inactivated. Rockville Air Control & Warning Station was redesignated Rockville Naval Yard Installation (30 June 1961) when the Navy assumed control of Keflavik Airport.

The 932d continued manual MDC operations with little change through the 60s and 70s. Surveillance of airspace to the North of Iceland was limited after the closure of the Northeast and Northwest sites, and surveillance aircraft augmented ground radar coverage. 932d technicians struggled to maintain radio communication between the aircraft and MDC, and were plagued by the effects of weather and atmospheric conditions.

In January 1981, NATO and the United States established the North Atlantic Air Defense System (NADS) program, funded by NATO, to provide land based surveillance radars in the Greenland-Iceland-Norway GAP in support of the NATO defense mission in the North Atlantic. This brought about a NADS upgrade program, which included significant radar hardware improvements. The program’s initial phase digitized the AN/FPS-93 radars using the AN/FYQ-47 Common Digitizer equipment, and incorporated the AN/FYQ-93 computer system to provide a digital interface with other surveillance systems. The new control center for this system, located at Rockville just two buildings away from the MDC, was to become the Iceland Regional Operations Control Center, or ICEROCC. The 932d’s air surveillance capability took a huge technological leap when technicians brought the ICEROCC into operation by mid 1988. The ICEROCC was capable of receiving and integrating radar information from the Iceland ground-based radars, E-3 Airborne Warning and Control System (AWACS) aircraft, Distant Early Warning (DEW Line) radars, as well as NATO ground and airborne units. People of the 932d were suddenly faced by a tremendous challenge to keep pace with advancing technology as new equipment was added over the next few years.

In addition to the initial NADS radar upgrade, a February 1987 Memorandum of Understanding between the United States and the Government of Iceland (GOI) formalized an agreement to employ Icelandic nationals to replace U.S. forces operating and maintaining Iceland’s air defense radar systems. The GOI established the GOI Radar Agency, who in-turn contracted the Raytheon Service Company to perform equipment maintenance, management, and training for Radar Agency personnel at sites H-1 and H-3. By the end of fiscal year 1989, Icelandic nationals conducted full operations and maintenance of the FPS-93A radar units at sites H-1 and H-3.

Iceland Civilian Radar Operations. 4 sites.

The second phase of the NADS radar upgrade involved complete replacement of the four original radar sites using new FPS-117 radar systems, and movement of the 932d’s command and control function to NAS Keflavik to reduce operations and maintenance costs. The new system, hereafter referred to as IADS, introduced state-of-the-art technology to further increase user capabilities and interfaces, while reducing "blue suit" maintenance by almost 80%. Construction began on the four radar sites in 1987,
was completed in 1990, and the radars installed in 1992. The new radars were integrated into the
ICEROCC’s surveillance system during 1992, and the old AN/FPS-93As turned off. During the
ICEROCC’s last few years of operation, its technicians were able to effectively keep watch over the
same Military Air Defense Identification Zone (MADIZ) as controlled by current IADS surveillance
technicians today.

Construction of the 932d’s new command and control facilities, the Control and Reporting Center
(CRC) and Iceland Software Support Facility (ISSF), lasted from 1991 to 1994. On 15 June 1995,
Hughes Aircraft Company, contracted in 1990 to build the completely unique electronics for IADS,
moved the entire system from their Fullerton, California plant to Iceland. Radar Agency and 932d
maintenance personnel worked closely with Hughes to learn the intricacies of the system as its
equipment was installed and tested over the next 18 months. Connectivity between IADS sites was
accomplished by installing a fiber-optic ring cable around the island, an Iceland Post &
Telecommunications Administration (IPTA) project also funded by NATO. Earlier schemes to use
tropospheric-scatter, then line-of-site microwave, were abandoned for the sake of electromagnetic pulse
(EMP) hardening. The system proved its worth when its lower link was wiped out by volcano-induced
flooding in 1996, and communications automatically resumed through the ring’s upper link. 932d
Operations personnel began training on the new system by early 1997, and had actually switched
primary operations from the ICEROCC to the CRC by the first of May. Formal system acceptance
occurred on 2 October, 1997.

Rockville NYI began a slow decline during early 1997 as operations and maintenance personnel moved
to occupy their new facilities on Keflavik Naval Air Station. Dormitory residents had begun to move
from Rockville during 1996, and the Rockville Volunteer Fire Department was forced to use
augmentees from Keflavik to remain operational until the department’s closure in April. Facilities
closed steadily, leaving the 932d’s Computer Maintenance workcenter to lead a lonely 24-hour vigil
each day through the summer and fall, standing by to restore ICEROCC operations should CRC
operations go down. 932d material controllers worked on equipment and furniture disposition through
the year, clearing materials accumulated over a 44-year span. By the time contractors removed the last
communications gear in January of 1998, all 932d people were gone from Rockville Naval Yard
Installation. The last U.S. radar site of its kind, the bustling center of 932d activity for 44 years, had
become a ghost town.

Today, the 932d ACS works in buildings 130 and 131 on Keflavik Naval Air Station. They’ve
successfully adapted to a multitude of changes over the years, most recently managing an "excellent"
rating during their March '98 Operational Readiness Inspection and an "outstanding" during a June '98
Standardization Evaluation. Because IADS is primarily maintained by Radar Agency personnel,
remaining maintenance technicians were moved from the 932d to the 85th Group Mission Support
Squadron in June of 1998. Operations personnel, system controllers, and computer programmers
remain with the 932d, working day and night to maintain surveillance as NATO’s "Eyes of the North."

Compiled by:
MSgt Mitch King, 932d ACS
TSGt Lori St. Amant, 85th Group Historian
Technical assistance provided by: Mr. George Stroebel, IDF J-6
LINEAGE AND HONORS, H-1

LINEAGE

ASSIGNMENTS

STATIONS
Camp Edwards, Falmouth, Mass., 1 May 1952; Keflavik Airport, Iceland, 1 Oct 1952; Rockville Air Control & Warning Station, Iceland, 1 Aug 1957.

HONORS
1 Sep 1963 - 15 Feb 1965
1 Jun 1967 - 31 Dec 1968 (DAFSO GB773/69)
1 Jan 1969 - 31 Dec 1969 (DAFSO GB848/70)
1 Jan 1970 - 31 Aug 1970 (DAFSO GB940/70)
1 Jul 1973 - 30 Jun 1975 (DAFSO GB077/76)
1 Jul 1975 - 30 Jun 1976 (DAFSO GB162/77)
1 Jul 1981 - 30 Jun 1982 (DAFSO GB117/83)
1 Aug 1985 - 30 Jun 1987
1 Jul 1987 - 30 Jun 1988
1 Jul 1988 - 30 Jun 1989 (TACSO GA072/89)
UNIT CREST Approved on 6 Apr 1956, and again with motto change on 15 Jan 1988.
EMBLEM
On a sphere a snow-capped gray mountain in base with a sky blue above, dark blue below background. The top area of the disc divided by an arc in white, detail lines in black, over all a golden yellow lightning bolt diagonally across the sphere. Centered on the disc a radarscope black with white markings.
TEXT
Over the top half of the disc is the name of the squadron, "932D AIR CONTROL SQ". Under the lower half of the disc is the name, "ARCTIC WATCH". Letters are in white on a red background.
SIGNIFICANCE
The white top and arc portray the location of the unit near the Arctic Circle. The lightning bolt and radarscope are for radio communications and radar tracking. The gray snow-capped mountains indicate the bleak sub-Arctic surroundings. "ARCTIC WATCH" refers to the unit’s on-going mission:
detection, identification, and tracking of all aircraft entering the Military Air Defense Identification Zone (MADIZ).

932nd Aircraft Control and Warning Squadron
Subordinate to: 1952, 151st Tactical Control Group
Note: 1952, Conducted overseas movement

Information for Rockville AS, IS
Latitude: 64-02-07 N, Longitude: 022-39-16 W
Call Sign(s): Hotstuff, Skybird, Inkspot, Drainage, Loki

<table>
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<tr>
<th>Perm ID</th>
<th>Sage ID</th>
<th>JSS ID</th>
<th>Unit Location</th>
<th>Early Equip.</th>
<th>Final Equip.</th>
<th>Oper. Date</th>
<th>Inact. Date</th>
<th>Notes</th>
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<tr>
<td>H-1</td>
<td>H-1</td>
<td>932</td>
<td>Rockville AS, IS</td>
<td>TPS-1B; FPS-3; FPS-20A / FPS-93A; FPS-6 (2)</td>
<td>FPS-93A</td>
<td>1951</td>
<td>1992</td>
<td>Original H-1 radar site is closed. New site had FPS-117, but at new site at Keflavik NAS (also now closed, as of 2006).</td>
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Current Use: Original Rockville AS site became the Byrgid (pronounced BEAR-GID) drug rehabilitation facility. However, the site reportedly is now undergoing demolition.

Site H-1 was first known as Sandgerdi Station, and was the Manual Operations / Master Direction Center for the Iceland Air Defense System (IADS) in the 1950's until the early 1960's. The site is located ~6 miles from NAS Keflavik (first known as Meeks Field). The H-1 site officially became operational 28 October 1953. The 932nd AC&W Squadron was officially transferred here on 1 August 1957. The site was designated Rockville Aircraft Control & Warning Station, and remained the home of the 932nd until 1997.

On May 1 1952, at Camp Edwards (Otis Air Force Base), Massachusetts, the 932nd Aircraft Control & Warning Squadron was created. Its ranks were filled with officers and airmen from the 103rd AC & W Sq., toughened and trained on such operations as Helpful, Sagamore and Snowfall. These operations, particularly the latter were conducted to teach the men to operate sufficiently while exposed to such adverse environment as frigid temperatures and generally uncomfortable living conditions. By the time summer reached Cape Cod, the squadron was fully manned having filled its roster with transfers from the 101st AC&W Sq. and regular Air Force units throughout the country.

After summer preparations for overseas movements, the first part of the journey ended at Camp Kilmer, New Jersey. After 8 days aboard the ship General Stewart, the newly formed 932nd Squadron arrived at Rekavik, Iceland. After landing we moved to Keeflavik, where the 932nd built and maintained a radar site complete with several semi permanent structures, telephone and radio communications, etc. This
site was in operation within 3 weeks after our arrival in Iceland. Improvements and refinements continued throughout the year. The 932nd squadron became an integral part of the defense of Iceland. As I have mentioned before, I spent 1 year in Iceland as part of the 932nd. I came home and spent 1 year as part of the 101st Air National Guard, Massachusetts. Hope this information has been useful or at least interesting. By the way, my wife and I have just returned from a trip to Iceland. It was very interesting. The base is now NATO.