

601ST TCW CHRONOLOGY 1968 THROUGH 1986

1968

1 July 1968

The 601st Tactical Control Wing was organized at Sembach AB, Germany. The new wing assumed the missions of the 601st Tactical Control Group and the 603rd Air Base Wing which were discontinued and returned to the control of the Air Force on this date. The new wing, under the command of Colonel Jack R. Best, was organized in the "Dual Deputy" concept with deputy commanders for operations and maintenance. Also, the 601st Combat Support Group assumed control for the majority of functions provided by the just inactivated 603rd Air Base Wing's mission. The following provides a list of 1 July 1968 activations and inactivations:

Inactivations or Discontinued

603rd Air Base Wing
603rd Materiel Squadron
603rd USAF Dispensary
603rd Security Police Squadron
603rd Civil Engineering Squadron
601st Tactical Control Group
OL-B, Det 1, 601st DASS, (Baumholder)*
OL-C, D, & E, Det 2, 601st DASS (Augsburg)

Activations

601st Tactical Control Wing
601st Combat Support Group
601st Civil Engineering Squadron
601st Transportation Squadron
601st Security Police Squadron
601st Supply Squadron
601st USAF Dispensary
Det 1, 601st TCW (TACC)*
Det 2, 601st TCW (ADOC)*

Transfer of Control to the 601st TCW from the 601st TCG

601st Tactical Control Maintenance Squadron (601st TCMS)
601st Tactical Control Squadron and its subordinate units (601st TCS)
601st Direct Air Support Squadron and its subordinate units (601st DASS)

* DASS = Direct Air Support Squadron; TACC = Tactical Air Control Center; ADOC = Air Defense Operations Center. The TACC was located at Mehlingen and the ADOC operated from Kindsbach.

1968 (Continued)

Subordinate Units of the 601st TCS at the Time of Transfer

Detachment 1 (Butzbach FACP)	Detachment 5 (Rhein Grafenstein FACP)
Detachment 2 (Neu Ulm CRP)	Detachment 6 (Grafenwoehr FACP)
Detachment 3 (Sembach FACP)	Detachment 7 (Straubing FACP)
Detachment 4 (Wuerzburg FACP)	Detachment 8 (Fischbach CRP)

Subordinate Units of the 601st DASS at the Time of Transfer*

OL-A Frankfurt	OL-2A Moehringen
OL-C Fulda	OL-2B Nuernberg
OL-D Bad Kreuznach	OL-2G Wuerzburg
OL-E Gonsenheim	OL-2H Schweinfurt
OL-F Baumholder	OL-2J Kitzingen
OL-G Sandhofen	OL-2K Aschaffenburg
OL-H Frankfurt	OL-2L Goepfingen
OL-J Kirchgoens	OL-2M Illesheim
OL-K Gelnhausen	OL-2N Erlangen
OL-L Friedburg	OL-2P Bamberg
OL-M Koblenz	OL-2Q Neu Ulm

- 16 August 1968 Project SEM 47-7, construction of the dependent school at Sembach, was completed.
- 1 September 1968 The newly built, German owned, 412L radar installation at Lauda came on line and tied into the overall fixed radar network.
- 22 September 1968 Approximately 68 aircraft from Ramstein AB returned home after using Sembach's runway while theirs was undergoing repairs. The Ramstein aircraft had been using Sembach since 27 June 1968.

* These sites, which were tactical air control party locations, do not include the previously shown inactivated locations. Also, the CRP and FACP acronyms referred to throughout this chronology are control and reporting posts and forward air control posts.

1968 (Continued)

- 1 November 1968 The first new "two dimensional" TPS-44 radar to be used by FACPs became operational at Detachment 3, 601st TCS (later to become the 611th TCF). Conversion to the TPS-44 began on 7 October 1968 and prior to its arrival the unit used the MPX-7A radar set.
- 1 November 1968 The radio relay site at Gruenstadt was acquired for wing use.
- 1 November 1968 The Aircraft Control and Warning Squadron (AC&WS) elements of the 86th Air Division were transferred to the control of the 601st TCW. This transfer brought the 412L fixed NATO air defense system with the 407L mobile air control network under one administrative control. These fixed radar 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).
- 1 November 1968 Detachments 3 (Freising), 4 (Ramstein), and 6 (Giebelstadt) of the 601st TCW were designated and activated. Detachments 3 and 6 provided operational assistance at fixed radar sites owned by the German Air Force. Detachment 4 was a consolidated field maintenance facility for the USAFE 412L radar system.
- 8 November 1968 Detachment 4, 601st TCS (later to become the 631st TCF) became operational on the new TPS-44 radar. Prior to the conversion, which began on 11 October 1968, the unit used the MPX-7A radar set.

1968 (Continued)

- 13 December 1968 Detachment 5, 601st TCS (later to become the 622nd TCF) became operational on the TPS-44 radar. Prior to the conversion, which began on 15 November 1968, the unit used a UPS-1A radar set.
- 20 December 1968 Detachment 1, 601st TCS (later to become the 621st TCF) became operational on the TPS-44 radar. Prior to the conversion, which began on 25 November 1968, the unit operated a UPS-1A radar set.

1969

- 6 January 1969 The 601st TCW assumed operational control of the Systems Programming Analysis Test Site (SPATS). This function would later be known as Programming Center Birkenfeld (PCB).
- 28 January 1969 The German Air Force's 42nd Light Reconnaissance Wing deployed one of their G-91 reconnaissance squadrons to Sembach while their home runway was being repaired. They returned home on 16 April 1969. In all, 26 German G-91 and five German T-33s flew out of Sembach during their temporary deployment.
- 29 January 1969 Wing radar units supported "Carbide Ice", a sub-exercise of Reforger '69. This was the first live exercise which used both the 412L (fixed) and 407 (mobile) radar systems, interfaced, to provide tasking and control for USAFE offensive sources.
- 15 February 1969 A letter of agreement was signed between EIFEL Radar Approach Control Center (RAPCC) and the 2nd Mobile Communications Group (2nd MCGp) which allowed for controller-to-controller

1969 (Continued)

handoffs enabling a pilot coming into the TACS system to remain under radar control throughout his mission.

- 26 February 1969 Maintenance control facilities for the 407L and 412L systems were combined to one location in building 111 at Sembach. Previously, the 407L maintenance functions were at Sembach and the 412L at Ramstein.
- 31 March 1969 Detachment 6, 601st TCS (later to become the 632nd TCF) began conversion to the TPS-44 radar. Prior to this conversion, the unit operated off a UPS-1A radar set. Only two detachments had yet to undergo the conversion.
- 3 April 1969 Sembach units provided crash recovery assistance for a C-47 aircraft accident which occurred three miles northwest of the base. The C-47 belonged to the 7th Special Operations Squadron.
- 5 April 1969 Construction began on 16 "TAB VEE" aircraft shelters on the west end of Sembach's flight line.
- 28 April 1969 The 615th AC&WS was notified that Birkenfeld Air Station would be turned over to the Federal Republic of Germany by 31 December 1969. They were directed to relocate to Baumholder, Germany.
- 16 May 1969 Detachment 2, 601st DASS, moved from Robinson Barracks in Stuttgart to Kelly Barracks in Moehringen, Germany. The unit became operational at their new location on 23 June 1969.

1969 (Continued)

- c. 23 May 1969 Detachment 3, 601st TCS (later to become the 611th TCF), completed its move to Alzey from Sembach AB.
- 27 June 1969 The first of three AN/TPS-43 radar sets (SN #14) originally planned for the 601st TCW was accepted by Detachment 8, 601st TCS (later to become the 603rd TCS). This swapout transistorized mobile radar operations and allowed for three-dimensional coverage of assigned airspace.
- 10 July 1969 Aircraft from Ramstein arrived at Sembach to temporarily use the flight line while Ramstein's runway underwent repairs.
- 18 July 1969 Detachment 6, 601st TCS (later to become the 632nd TCF), completed conversion to the TPS-44 radar set.
- 28 July 1969 Det 1, 601st TCW (the TACC), began their relocation to the former RAPCON area at Sembach Air Base.
- 15 August 1969 Detachment 7, 601st TCS (later to become the 602nd TCS), completed its conversion to the TPS-44 radar set.
- 20 August 1969 Detachment 4, 601st TCS (later to become the 631st TCF), was airlifted via five C-130Es as part of a TACS evaluation. This marked the first time that a wing TPS-44 was airlifted.
- 29 August 1969 Construction ended on 16 hard-stand "TAB VEE" aircraft shelters on the west end of Sembach's flight line. Work began on 12 shelters on the east end of the runway and two in the middle portion of the flight line.

1969 (Continued)

- 1 September 1969 A modification was completed in 412L computer programming, Mode 1 and Mode 2 Code Assignments, which created 4,096 possible Mode 2 codes for aircraft identification. This gave each aircraft in 4 ATAF a different code providing a more positive identification capability.
- 9 September 1969 TPS-43 radar set #12 arrived in-theater and was subsequently assigned to the 601st TCS at Sembach.
- 1 October 1969 Det 1, 601st DASS at Frankfurt and Det 2, 601st DASS at Stuttgart were redesignated as Detachments 41 and 42 respectively. It should be noted that these detachments eventually evolved into the two Air Support Operations Center Squadrons (ASOCSs).
- 1 October 1969 Detachments of the 601st TCS, which was known as a control and reporting center, were redesignated as follows:
- | | |
|---------------------|---------------------|
| Det 1 became Det 21 | Det 5 became Det 25 |
| Det 2 became Det 22 | Det 6 became Det 26 |
| Det 3 became Det 23 | Det 7 became Det 27 |
| Det 4 became Det 24 | Det 8 became Det 28 |
- 18 November 1969 The TTC-20 Electronic Switching Center (ESC) van was relocated from Ramstein to Sembach. Communications cables needed to hook the TTC-20 into the base's communication center were ordered from the US Army.
- 31 November 1969 The 12 "TAB VEE" aircraft shelters were completed on the east end of the runway as were the two in the central area.
- 31 December 1969 The 615th AC&WS completed its relocation from Birkenfeld to Boerfink.

1970

- 2 January 1970 The 601st TCW was tasked by HQ USAFE to develop an airborne forward air controller capability.

1970 (Continued)

- 6 February 1970 Temporary phase-down of the Hesselberg radio relay site began due to funding shortages. The TRC-97A microwave radio relays from Hesselberg were sent to the radio relay site at Gruenstadt, Det 24, Det 26, and Det 27 of the 601st TCS.
- c. 15 February 1970 Three Cessna O-2A aircraft arrived in-theater which marked the beginning of wing airborne forward air controller (FAC) operations. Though under the operational control of the 601st TCW, these aircraft operated out of Ramstein AB (Tail #11149, #11150, and #11151).
- 20 February 1970 Control of the wing's two radio relay sites at Gruenstadt and Hesselberg were transferred from the 601st TCMS to the 601st TCS.
- 2 March 1970 Colonel Roy Peterson, Deputy Commander for Operations, made the first operational flight of a wing-controlled O-2A aircraft.
- 16 March 1970 The 601st TCS began conversion to the TPS-43 radar set (SN #12) at their technical site on Sembach.
- 26 March 1970 Construction began on a project to allow the Allied Sector III Operations Center to move from Boerfink to Kindsbach.
- 31 March 1970 Detachment 22, 601st TCS (later to become the 602nd TCS), began conversion to the TPS-43 radar set (SN #6).

1970 (Continued)

- 1 April 1970 The German Air Force Lightweight Attack and Reconnaissance Wing 42 (LEKG 42) arrived from Pferdsfeld for a four month stay at Sembach with approximately 50 Fiat G-91 aircraft.
- 7 April 1970 A German Air Force G-91 aircraft crashed on the runway at Sembach. There were no fatalities.
- 10 April 1970 The TPS-43 radar set of the 601st TCS's control and reporting center was declared operationally ready.
- 24 April 1970 Detachment 22, 601st TCS, became operationally ready on their TPS-43 radar.
- c. 1 May 1970 Construction began on Sembach's Stars and Stripes bookstore.
- 20-26 May 1970 The wing's airborne FAC capability was displayed by the employment of an O-2A aircraft in support of the Army at the 2nd Armored Cavalry Regiment's annual training tests at the Hohenfels tank gunnery range. This marked the operational beginning of a new TACS concept for Central Europe.
- 15 June 1970 Rehabilitation of the facilities used by Det 4, 601st TCW (the consolidated intermediate maintenance facility or CIMF) at Ramstein AB was completed.
- 1 July 1970 The Det 2, 601st TCW mission changed to that of only providing maintenance responsibility for the 412L equipment at Kindsbach.

1970 (Continued)

- 20 July 1970 The 601st TCMS assumed operational and maintenance responsibilities for Sembach's TTC-20 ESC van.
- 10 August 1970 The Operations staff was reorganized. The new deputation contained an administrative section, a separate computer programming branch, and five divisions (407L Operations and Training, 412L Operations and Training, Plans and Exercises, ALO-Airborne FAC Branch, and a Communications-Electronics Operations Division).
- 20 August 1970 The German Air Force flying wing departed Sembach after a four month stay as repair of the Pferdsfeld runway at their home base was completed.
- c.31 August 1970 An additional wideband tropo link (AF-1) was activated between Gruenstadt and Fischbach to provide primary point-to-point communications between Det 28 and Dets 21, 23, and 25 of the 601st TCS. The previous primary link was established through the control and reporting center at the 601st TCS.
- 1 September 1970 Detachment 27, 601st TCS (later to become the 612th TCF), relocated from Straubing to Sembach Air Base. Its previous location near the Czechoslovakia border created too many logistical problems.
- 1 October 1970 The 601st TCW assumed responsibility for the USAFE Air Ground Operations School (AGOS) at Ramstein AB. Designated Det 5, 601st TCW, the AGOS previously received operational control from 17th AF.

1970 (Continued)

- 10 November 1970 Detachment 4, 601st TCW (the CIMF function at Ramstein AB), was redesignated as Det 4, 601st Tactical Control Maintenance Squadron (Det 4, 601st TCMS).
- c.31 December 1970 The older TRC-35 radio relay sets were phased out, replaced by the newer TRC-97As.

1971

- 18 March 1971 The 7th Special Operations Squadron used Sembach AB for "blackout parachute drops".
- 9 April 1971 All nine mobile TACS units (the 601st TCS and its eight detachments) received a MRC-107 communications central on a trial basis. The jeeps were previously assigned to the 601st DASS.
- 30 June 1971 The 601st USAF Dispensary was inactivated. Effective 1 July 1971, the USAF Dispensary, Sembach, was activated and organized at Sembach Air Base.
- 27 July 1971 Detachment 28, 601st TCS (later to become the 603rd TCS), began conversion to the TPS-43 radar set.
- 13 August 1971 Detachment 28, 601st TCS, became operationally with the TPS-43.
- 7 September 1971 During exercise Bar Frost, two wing 0-2A aircraft deployed to Andoya Air Station, Norway, just north of the Arctic Circle. This was the farthest north (1700 miles) that wing 0-2As had been deployed from their home station. Both aircraft returned on 17 September 1971.

1971 (Continued)

- 1 October 1971 The Deputy Commander for Materiel (DCM) became the Deputy Commander for Logistics requiring office symbol changes for 65 wing agencies.
- 15 November 1971 Three major new operations centrals were programmed to enter the wing's equipment inventory during 1972: the AN/TSQ-91V for the CRC at the 601st TCS and the CRPs; the AN/TSQ-92 for the TACC; and the AN/TSQ-92 for the two 601st DASS detachments.
- 26 November 1971 The Hesselberg radio relay site terminated operations. Its equipment was turned into the 601st TCMS.
- 1-3 November 1971 Ground System Group representatives of the Hughes Aircraft Company conducted a pre-conversion briefing at Sembach AB concerning the TSQ-91V operations central.

1972

- c.1 January 1972 Detachments 41 and 42 of the 601st DASS began conversion to the AN/TSQ-93 operations central. Also, the wing's TACC began conversion to the AN/TSQ-92 inflatable operations central. The three conversions took approximately one month each.
- c.1 March 1972 The 601st TCS's CRC and Det 22, 601st TCS (later to become the 602nd TCS) began converting to the AN/TSQ-91V operations central. The changeover was expected to take five months.
- 31 March 1972 Two operating locations of the 601st DASS were discontinued. Operating Location-M, Det 41 at Koblenz and OL-2Q, Det 42 at Neu Ulm, which were discontinued, had previously supported German III and II Corps respectively.

1972 (Continued)

- 1 April 1972 Operating Locations A, B, and C of the 601st TCW were activated at Heidelberg, Freising, and Lauda respectively. Operating Location-A, 601st TCW, replaced OL-A, 17th AF, which was inactivated. Prior to their activation, OLS B and C were Dets 3 and 6 of the 601st TCW respectively. Operating Location A, 601st TCW, was established as a new function to provide liaison for HQ USAFE at USAREUR and Seventh Army Headquarters.
- c.9 April 1972 The MRC-107 communications centrals previously sent to the mobile radar units for applicability testing were returned to Det 42, 601st DASS.
- c.1 June 1972 Detachment 28, 601st TCS (later to become the 603rd TCS), relocated its technical site from Fischback to Gruenstadt.
- 19 June 1972 All MRC-107 communications centrals in the wing were required to be modified. The AN/GRC-106 radio sets were removed and turned into base supply.
- 28 June 1972 Detachment 28, 601st TCS (later to become the 603rd TCS), began conversion to the AN/TSQ-91V operations central.
- 29 June 1972 Operating Location L, Det 42, 601st DASS, was discontinued at Goepingen. The next day, OL-L, Det 42, 601st DASS, was activated at Ansbach.
- 19 July 1972 The 601st TCS completed its conversion to the AN/TSQ-91 Hughes-manufactured operations central.
- 30 July 1972 Operating Location C, Det 42, 601st DASS, was discontinued at Augsburg. The next day, OL-C, Det 42, 601st DASS, was activated at Goepingen.

1972 (Continued)

- 15 August 1972 Detachment 22, 601st TCS (later to become the 602nd TCS), became operationally ready with its new AN/TSQ-91V operations central.
- 24 August 1972 The wing commander, in essence, unofficially "dissolved" the 601st TCS and made the CRC Det 29 of the 601st TCW. The designations of Dets 21-28, 601st TCS were unofficially changed to Dets 21-28, 601st TCW. As a result, the 601st TCS existed only on paper, not as a functioning squadron.
- 17-24 September 1972 Extensive testing of the M-113 Armored Personnel Carrier as a TACP platform took place during exercise Grand National. The last use of these vehicles for this purpose occurred during an exercise in mid-1971.
- 26 September 1972 The CINCUSAFE announced that HQ USAFE would move from Lindsey Air Station to Ramstein AB. As a result of this move, HQ Seventeenth Air Force would relocate from Ramstein to Sembach AB.
- 5 October 1972 Seventeenth Air Force moved to Sembach from Ramstein AB.
- 19 October 1972 The USAF Dispensary, Sembach, was redesignated the USAF Clinic, Sembach.
- 15 November 1972 Detachment 28, 601st TCW (later to become the 603rd TCS), completed its conversion to the AN/TSQ-91V operations central.

1973

- 15 January 1973 Detachment 5, 601st TCW (USAFE AGOS), moved from Ramstein AB to Sembach AB.

1973 (Continued)

- 31 January 1973 Detachment 5, 601st TCW (USAFE AGOS), was inactivated but the school continued to operate under the control of the 601st TCW. It was later activated as Det 8, 601st TCW.
- 15 February 1973 Reisenbach was officially activated as a radio relay site.
- 1 March 1973 Detachment 4, 601st TCMS, which operated the 412L CIMF at Ramstein AB, was inactivated. The CIMF function moved to Sembach AB where it operated as part of the 601st TCMS.
- 10-30 April 1973 The USAF E-3A Airborne Warning and Control System (AWACS) capability was demonstrated in Europe with TACS assistance.
- 30 April 1973 Detachment 2, 601st TCW, which operated the Air Defense Operations Center (ADOC) at Kindsbach was inactivated. The next day, Det 1, 615th AC&WS was activated to operate the ADOC at Kindsbach.
- 2 May 1973 Headquarters USAFE announced that wing headquarters would move to Wiesbaden AB on approximately 1 June 1973.
- 1 June 1973 The 601st TCW began its move from Sembach AB to Wiesbaden AB en masse. The official ceremony marking the wing's relocation was held at Wiesbaden on 29 June 1973.
- 1 July 1973 A major wing reorganization took place with a series of unit activations and inactivations.
- 1 July 1973 The following units were relieved of assignment to the 601st CSG: 7104th Air Base Squadron at Chievres Air Base, Belgium; 7240th Air Base Squadron at Oslo, Norway; and the 7005th Air Base Squadron at Stuttgart, Germany.

1973 (Continued)

- 9-13 July 1973 The 412L CIMF facility was dismantled at Sembach AB and moved to Wiesbaden Air Base.
- 16 July 1973 The three 0-2A aircraft were relocated from Ramstein AB to Wiesbaden AB.
- 23 July 1973 The Wiesbaden AB command post assumed all command and control functions for the 601st TCW. Also, the Wiesbaden AB vehicle operations branch assumed the responsibility for providing "round robin" resupply of outlying TACS radar units.
- 1 October 1973 The 20th Tactical Air Support Squadron (20th TASS) was officially activated at Wiesbaden Air Base.
- 5 October 1973 The 603rd TCS relocated from Gruenstadt to Sembach Air Base.
- 21 October 1973 OV-10 pilots began arriving at the 601st TCW.
- 1 November 1973 The USAF Hospital at Wiesbaden was relieved from assignment to HQ USAFE and assigned to the 601st TCW.
- 1 December 1973 The 612th TCF relocated its technical site from Sembach to Wiesbaden AB.
- 1 December 1973 Operating Location A, 601st TASG, was established at Boscomontico, Italy, near Vicenza.
- 31 December 1973 The TACP operating locations of the 601st and 602nd DASSs were discontinued.

1974

- 31 March 1974 Operating Location A, 601st TASG, was redesignated OL-V, 20th TASS.

1974 (Continued)

- 21 June 1974 The wing's first two OV-10A aircraft arrived at Wiesbaden AB from Hurlburt AFB, Florida, (SN #6613559 and #6613562). They had been crated and shipped by boat to Rotterdam, Holland where they were placed on a barge for shipment up the Rhine River to Mainz.
- 1 July 1974 The 606th AC&WS was inactivated at Doebraberg, Germany.
- 1 July 1974 The 601st TASS was activated and assigned to the 601st TASG.
- 1 July 1974 Operating Location D, was established at Doebraberg and assigned to the 601st TCW.
- 1 July 1974 All operating locations under the 20th TASS were reassigned to the 601st TASG.
- 12 July 1974 OV-10A flying operations officially commenced at Wiesbaden AB.
- 6 September 1974 An O-2A aircraft (tail #68-11151) crashed seven miles north of Wiesbaden AB, killing both the pilot and a passenger.
- 10 October 1974 The 20th TASS flew the first OV-10 sortie involved with airborne forward air controller (FAC) coverage of an exercise entitled "Certain Pledge".
- 21 October 1974 An additional seven OV-10A aircraft arrived at Wiesbaden Air Base from Thailand.
- 13 November 1974 An Air Surveillance Radar Team (ASRT) arrived at Wiesbaden AB for a special mission in Germany.
- 18 December 1974 Use of O-2A aircraft for wing flying operations was terminated. The wing now only flew the OV-10As.

1975

- 9 January 1975 The 601st TCS became operational at their new technical site at Pruem Air Station after relocating from Wiesbaden AB.
- 15 January 1975 The wing's first two CH-53C helicopters arrived at Wiesbaden AB (Tail #69-0924 and #70-1632).
- 6 February 1975 Flying operations for the newest addition to the wing's aircraft inventory, the CH-53C helicopter, officially commenced.
- c.1 April 1975 The ATOC moved into its fixed bunker location at Sembach Air Base.
- 3 April 1975 The first sling load was carried by a wing CH-53C helicopter.
- 5-26 April 1975 601st TCW units participated in tests involving AWACS aircraft.
- 28 April 1975 An OV-10A aircraft (tail #68-13813) crashed approximately 14 nautical miles northeast of Hahn AB killing the pilot.
- 11 July 1975 A Royal Dutch Air Force F-5 Freedom Fighter crashed on takeoff from Wiesbaden Air Base.
- 8 August 1975 Project "Creek Swap" was announced wherein the wing was notified it would again move back to Sembach AB following a two year stay at Wiesbaden.
- 31 August 1975 Twelve more OV-10A aircraft arrived at Wiesbaden AB during the month and were assigned to the 601st TCW.

1975 (Continued)

- 26 September 1975 A CH-53C (tail #70-1632) with four crew members and 12 passengers crashed about 10 miles southeast of Gutersloh while enroute to Hessisch-Oldendorf. All aboard were killed.
- 9 October 1975 A survey was conducted at the 611th TCF in preparation for the incoming ASRT. A work request was submitted to the civil engineers for construction of a building to house the ASRT operations.
- 31 October 1975 The 612th TCF completed its move to Pruem AS from Wiesbaden.
- 31 October 1975 An additional 10 OV-10As arrived at Wiesbaden AB which brought the wing's "Bronco" inventory up to 30 aircraft.
- 30 November 1975 Five CH-53Cs arrived at Wiesbaden AB during October and November 1975. After being uncrated and reassembled, which took several months, the helicopters were released to the 601st TASS (tail #1625, #1626, #0927, #0928, and #0930).

1976

- 1 January 1976 The Office of Social Actions became a wing agency.
- 7 January 1976 The first OV-10A aircraft from Wiesbaden AB landed at Sembach AB. Colonel Pride landed another the next day to officially mark the wing's return to Sembach.
- 7 January 1976 The first CH-53C was flown to Sembach Air Base from Wiesbaden Air Base during the wing's "Creek Swap" relocation.

1976 (Continued)

- 8 January 1976 The command post at Sembach Air Base assumed responsibility for all TACS command and control functions within the wing following the 601st TCW's move from Wiesbaden Air Base.
- 1 March 1976 Detachment 7, 601st TCW (a USAFE Liaison Office) was activated at Ramstein Air Base.
- 17 March 1976 CH-53C helicopter (#68-10927) crashed while flying a routine training mission on the Sembach Air Base helipad. All four people on board were killed.
- 1 April 1976 The 609th TCS and 619th TCF were activated in Northern Germany marking the beginning of wing radar operations in 2 ATAF. The 609th TCS' location at Bad Muender was a former Royal Netherlands Air Force Hawk missile launch site. The 619th TCF's location at Schwelentrup was approximately 18 miles south of Hessisch-Oldendorf.
- 1 May 1976 The 629th TCF was activated at Schwelentrup and was placed under the 609th TCS (as was the 619th TCF).
- 21 May 1976 Hessisch-Oldendorf Air Station in 2 ATAF was officially opened.
- 4 July 1976 The 704th TASS was activated at Sembach Air Base as a "Bicentennial Squadron".
- 25 August 1976 Ribbon cutting ceremonies were held as the new Sembach Junior High School was completed at a cost of \$1,700,000.

1976 (Continued)

- 20 September 1976 The 600th Tactical Control Group (600th TCG) and 600th Combat Support Squadron (600th CSS) were activated at Hessisch-Oldendorf to provide control and support for 2 ATAF radar units.
- 27 September 1976 A Salty Net buffer was integrated into the European radar network.
- 1 October 1976 Hessisch-Oldendorf published its first newspaper.
- 1 October 1976 Helicopter #0932 arrived and was assigned to the 601st TASS.
- 1 November 1976 Wing OV-10A aircraft, 601st CAMS personnel, and a FACP from the 611th TCF deployed to Zaragoza AB, Spain to "kick off" a four month weapons training detachment deployment nicknamed "Creek Tally". This was the first time wing aircraft deployed for this type training in Spain. Also, the FACP deployed in two C-5A Galaxies rather than the C-130s or C-141s normally used for radar airborne deployments.

1977

- 1 February 1977 The 609th TCS and its two subordinate flights were declared operationally ready.
- 15 March 1977 The 606th TCS, 626th TCF, and 636th TCF were activated at Carl Schurz Kaserne near Bremerhaven in 2 ATAF. This marked the completion of mobile radar expansion into Northern Germany. Control of these three units, like the other three in 2 ATAF, was charged to the 600th TCG.

1977 (Continued)

- 22 March 1977 The 603rd TCS received the first two "E" model TPS-43 radars. After initial checkout at the 603rd, one of the TPS-43Es was sent to the 601st TCS on 22 April 1977. Eventually, all wing mobile radar units would receive the TPS-43E radar sets.
- 1 April 1977 The NATO Operations Support Cell (NOSC) was activated at Kalkar in 2 ATAF and became Detachment 9, 601st TCW. This unit would perform the same scheduling functions for 2 ATAF radar units as the ATOC at Sembach performed for 4 ATAF radar units.
- 26 April 1977 The TPS-43E was used for the first time in an exercise as the 601st TCS took part in exercise Certain Fighter.
- 11 May 1977 The wing was reorganized into a modified tri-deputate configuration. A deputy commander for resource management became responsible for the 601st Supply Squadron, 601st Transportation Squadron, and the Comptroller Division. In the second deputate, a deputy command for tactical control was responsible for 600th and 601st TCG activities to include their subordinate units. Finally, through a deputy commander for maintenance and deputy commander for operations, the 601st TASG commander controlled all three flying squadrons and the 601st CMS.
- 15 July 1977 The 601st Supply Squadron established an operating location at Lindsey Air Station in Wiesbaden (OL-A, 601st Supply Squadron).
- 9 September 1977 The wing received four additional OV-10A aircraft as the Broncos completed a historic transatlantic crossing.
- 1 October 1977 The Consolidated Mobility Support Unit (CMSU) was activated.

1977 (Continued)

- 4 October 1977 The 603rd TCS started an extensive four week training program on the final 13 newly arrived TPS-43E radars. Each unit in the wing practiced setting up their own radar at Mehlingen.
- 9 November 1977 An E-3A AWACS demonstration was conducted.
- 14 November 1977 The 626th and 636th TCFs moved off Carl Shurz Kaserne to a land fill area at Muellplatz Grauer Wall (located just down the road from Carl Shurz).
- 1 December 1977 The 636th TCF controlled its first mission, a sortie of two F-111's out of Lakenheath AB, England. However, like the other two newly activated units, they would not be fully operationally ready for several months.
- 15 December 1977 In a wing-wide force modernization, the 601st TCW went from Salty Net I to Salty Net II.

1978

- 1 January 1978 The wing entered Salty Net phase III.
- 3 January 1978 OV-10A, #68-3818, flying a round robin instrument mission in the local area crashed about 5 1/2 miles north-east of Sembach killing the pilot.
- 4-7 January 1978 The 629th TCF assisted the 636th TCF in its first practice deployment.
- 20 January 1978 The 606th TCS became the last control and reporting post to receive the TPS-43E radar set.

1978 (Continued)

- 2 February 1978 The 606th TCS controlled its first practice intercept involving F-15 aircraft from Bitburg AFB.
- 8 February 1978 Headquarters USAFE directed that the 601st TCS at Pruem develop a "Friendly Force ACT/DACT School".
- 24 February 1978 The first of two Non-Operationally Active (NOA) spare TPS-43E radars was assigned to the 603rd TCS in a test program of the NOA concept. The other NOA was assigned to the 609th TCS. While a long accepted practice for aircraft units, NOA assets were not previously purchased for communications-electronics equipment.
- 22 March 1978 The 606th TCS, 626th TCF, and 636th TCF came on line as operational units and were declared fully operationally ready.
- 31 March 1978 By the close of March 1978, the remaining eight TPS-43Es at the 603rd TCS were released to their gaining units. Only two wing units still used the TPS-44 (the 626th and 636th TCFs).
- 4 April 1978 The first "Dining-In" at Hessisch-Oldendorf was held.
- 6 April 1978 A CH-53C was dispatched to Rheinfels, Germany, to assist in the crash recovery efforts of a downed F-4.
- 1 May 1978 The 609th TCS was declared operationally ready with respect to E-3A AWACS interface capabilities.
- c.1 May 1978 The CMSU performed its first deployment as a field kitchen was employed during exercise Dawn Patrol '78.

1978 (Continued)

- 2 May 1978 Phase II construction of the dependent school addition began at a cost of DM9,373,791.
- 2 May 1978 Brigadier General Hodges signed a host tenant agreement wherein A-10 aircraft from England would use Sembach AB as a forward operating location.
- 8 May 1978 TPS-43E radar sets became operational at the 626th and 636th TCFs. This completed the wing's conversion to one type of radar set for the first time in the history of the 601st TCW. This swapout also brought the UPA-62 Planned Position Indicator into use at all 601st TCW mobile radar units.
- 5 June 1978 The 602nd TCS was declared operationally ready with respect to its E-3A AWACS interface capability.
- 14 June 1978 OV-10, #68-3831 crashed near Sollingen, Germany, while flying a navigational and close air support mission. The pilot successfully escaped from the aircraft prior to the crash.
- 16 June 1978 The 600th TCG organized a Community Council and conducted its first meeting.
- 21 June 1978 The 636th TCF participated in its first exercise from a deployed location when the FACP collocated with the 1st British Corps ASOC for exercise Whirly Gig.
- 1 July 1978 The wing began receiving Bronco pilots directly out of UPT school. Prior to this, newly assigned OV-10A crewmembers had previous fighter pilot experience. Prior to that, all FAC pilots had previous experience as fighter pilots.

1978 (Continued)

- 7 July 1978 The flight line tone-down project began to make buildings more difficult to see from the air.
- 22 July 1978 Nine more Broncos joined the wing's OV-10A inventory after a trans-Atlantic flight. The aircraft came from Shaw AFB, South Carolina. In all, the wing now had 41 OV-10As assigned.
- 31 July 1978 The 601st TACC Squadron and the 603rd TCS swapped technical site locations. The former moved to Sembach AB while the 603rd TCS relocated to Site 1 in Mehlingen.
- 18 August 1978 Salty Net Task III testing was conducted at the 609th TCS.
- 1 October 1978 The on-going "COUNTERPUSH" program was initiated by HQ USAFE to combat the flow of illegal drugs.
- 1 October 1978 The 601st TCW began drafting plans for site layout and building requirements concerning the move of the 606th TCS to Basdahl and the 626th and 636th TCFs' relocation to Wanna, Germany. The actual moves were expected to take place in the spring of 1981.
- 2 October 1978 The 602nd TCS moved to Tuerkheim from Nelson Barracks in Neu Ulm for improved radar coverage in Southern Germany. Their new location was a former German Air Force radar site.
- 29 October 1978 The Mitre Corporation conducted fiber optics tests as the 603rd TCS. Testing was concluded on 28 November 1978.

1978 (Continued)

- 1 November 1978 This was the initial implementation date of the Production Oriented Maintenance Organization (POMO) concept under "Creek Challenge" which involved reorganization of the aircraft maintenance functions. Full implementation was expected to take about six months.
- 15 November 1978 The 601st CES completed a project wherein a new 38 space parking lot was built behind the Bach Haven Recreation Center on base.
- 15 November 1978 Salty Net Task III testing successfully concluded with all five CRPs participating in the evaluation.
- 17 November 1978 The addition of protective revetments around existing flight line facilities was completed at a cost of \$541,200.
- 11-13 December 1978 Two A-10s deployed to Sembach AB from the 81st TFW in a familiarization trip for this newly identified forward operating location. The official arrival date for the A-10 detachment was set for 29 March 1979.
- c.31 December 1978 A Consolidated Training Unit (CTU) was formed at Sembach AB to increase the proficiency of inprocessing and training aircrew members.
- 31 December 1978 A change of ownership ceremony took place and control of the Wasserkuppe fixed radar site passed from the wing to the German Air Force. This concluded the transfer of various 4 ATAF fixed radar sites that had been planned since 21 July 1959.

- 1 January 1979 The 616th AC&WS squadron was officially inactivated.
- 3 January 1979 Ten Collins Adapter Kits were delivered to wing TACPs to be installed in M-113 armored personnel carriers for use during exercise Certain Sentinel.
- 3 January 1979 The wing sent its first CH-53C helicopter (tail #1626) to the Fokker Plant at Speyer for an analytical condition inspection (ACI).
- 1 February 1979 Headquarters USAFE and wing officials met with Bremerhaven city officials to discuss problems concerning a lease extension on the land occupied by the 626th and 636th TCFs. The leases were to expire on 31 December 1979 but the permanent site at Wanna would not be ready for occupation by then.
- 15 March 1979 The wing received its first two AN/GSQ-120 radar data transfer systems.
- 19 March 1979 Construction started on a new flight line fast-food dining facility and a new vehicle corrosion control building.
- 26 March 1979 The 601st CSG CBPO initiated the individualized newcomer treatment and orientation (INTRO) program to streamline inprocessing of airmen into the wing.
- 31 March 1979 By this date all wing OV-10As received a North American Rockwell modification which involved the installation of visual omni range/instrument landing system (VOR/ILS) equipment.

1979 (Continued)

- 1 April 1979 The 601st TCW relinquished operational control of the USAF Clinic at Rhein Main to the 7575th Operations Group.
- 5 April 1979 The runway at Ramstein AB closed for repairs. C-140 and T-39 aircraft from Ramstein began temporary operations from Sembach AB.
- 10 April 1979 The 601st TACC Squadron was officially inactivated. An ATOC Communications Support Element (ACSE) was incorporated at the 603rd TCS to render ATOC support services previously provided by the 601st TACC Squadron.
- 11 April 1979 An additional OV-10A aircraft was identified to join the wing's inventory from the 602nd Tactical Air Control Wing, Bergstrom AFB, Texas. It arrived in-theater during mid-July 1979.
- 30 April 1979 The wing fully implemented the POMO concept as the 601st CAMS was inactivated with the simultaneous activations of the 601st Aircraft Generation Squadron and the 601st Component Repair Squadron.
- 1 May 1979 In the first step of an overall wing reorganization, the maintenance staffs of the 600th and 601st TCGs were disbanded.
- 3 May 1979 The wing contracted A. Van Kaick to build 37 50/400HZ power converters for use by wing TACS units. These converters would allow field units to operate off commercial power instead of diesel generators while operating at their technical sites.
- 11-29 June 1979 The 601st TCS at Pruem AS conducted its first class under the auspices of the "USAFE Friendly Force ACT/DACT School".

1979 (Continued)

- 22 June 1979 The first shipment of five 50/400HZ power converters arrived at Sembach AB.
- 14 August 1979 The first two OV-10As to receive camouflage painting returned to Sembach from Alverca, Portugal.
- 24 September 1979 The 612th TCF became the first USAFE FACP to control defensive missions.
- 1 October 1979 The wing activated a phase III computer software change to the TYC-10 message processing center which permitted interface between the CRP's MPC and the fixed radar sites. This ended the five-year-long Salty Net TACS modernization project.
- 9 October 1979 Higher headquarters imposed a dual-qualified upgrade requirement for wing air weapons controllers (AWCs) and air weapons controller technicians (ATCTs).
- 16 October 1979 The concept of operations for the use of a "Master Control and Reporting Post" became obsolete.

1980

- 1 February 1980 The 601st TASG gained possession of an additional CH-53C helicopter that had been reassigned from the 602nd Tactical Air Control Wing (tail #1630).
- 4 February 1980 The 603rd TCS moved its radar head to Fischbach for optimum radar coverage. A GSQ-120 RDTS was used to relay information between Fischbach and the technical site at Mehlingen.
- 20 February 1980 The 601st TCW received its first AN/TPB-1C ground directed bombing system resulting in the phase out of the older AN/TPB-1B.

1980 (Continued)

- 21 February 1980 Higher headquarters chose Nordholz to become the temporary operating location for the 626th and 636th TCFs until their permanent site was readied at Wanna.
- 1 March 1980 A major wing reorganization went into effect which realigned a number of functions to include the placement of the 600th and 601st TCGs directly under the wing commander. Also included was the shifting of the ASOCs to the control of the 601st TASG rather than the deputy commander for command and control. This latter title was a redesignation of the deputy commander for tactical control deputate which also took place on this date.
- 17 March 1980 Construction began on a new \$100,000 Foodland facility.
- 24 March 1980 An F-4 from Spangdahlem AFB crashed short of Sembach's runway, just on the other side of B-40.
- 14 April 1980 601st TASS pilots flew two CH-53C helicopters down to Torrejon Air Base, Spain, to aid in the recovery operations of a downed F-4 aircraft.
- 14 April 1980 Construction began on a new \$100,000 Clothing Sales store.
- 25 April 1980 The wing's eighth CH-53C, which arrived from Bergstrom earlier in the month, flew its first mission (tail #1629).
- 9 June 1980 A \$2,274,100 construction project started involving the addition of munitions igloos at Site 8 in Hochspeyer, 13 miles south of Sembach.
- 9 June 1980 Four more OV-10As joined the wing's aircraft inventory after being ferried across the ocean from Bergstrom AFB, Texas.

1980 (Continued)

- 30 June 1980 The 632nd TCF began receiving equipment for the newly acquired ASRT mission.
- 1 July 1980 Two wing CH-53Cs deployed to a location 40 miles away from Zaragoza AB, Spain, during the first week of the month to assist in the recovery of a crashed F-4 aircraft.
- 25 July 1980 OV-10, #67-14683, crashed near Heidelberg, Germany, during a training mission which resulted in the death of two crewmen.
- 14 August 1980 The 626th and 636th TCFs completed their move to Nordholz from their previous site on the Bremerhaven city dump.
- 1 September 1980 The 412L site at Boerfink was shut down to undergo the German Air Defense Ground Environment (GEADGE) modification.
- 8 September 1980 Construction began on a \$3,230,400 project to build a new base commissary.
- 11 September 1980 Ground breaking ceremonies took place for the \$5,448,000 ATOC expansion project.
- 9 October 1980 This date marked the beginning of 601st TCW FACP support for Elf One operations in Saudi Arabia.
- 10 October 1980 The German Armed Force's Office of Flying Safety unilaterally prohibited mobile radar units from controlling aircraft outside the temporary reserved air space zones.

1981

- 1 February 1981 Detachment 10, 601st TCW, was designated and activated at Ramstein AB.

1981 (Continued)

- 28 February 1981 OV-10, #3795, completed an analytical condition inspection. This concluded the first phase of the OV-10A ACI which began in May 1980.
- 4 March 1981 The wing sponsored an Offensive Air Support Conference at Sembach AB. This was the first such conference solely dedicated to personnel of the Allied Air Forces Central Europe (AAFCE).
- 9 March 1981 Construction began at Sembach Air Base on a new \$1,244,000 bowling alley.
- 16 April 1981 Due to anti-nuclear demonstrations at Ramstein AB and Landstuhl, plus the sighting of suspected participants who took part in these events that camped overnight near Sembach's perimeter, a "Bravo" scale security condition was declared.
- 30 April 1981 The 601st TCW experienced its first OV-10 engine foreign object damage (FOD) incident since the wing moved back to Sembach from Wiesbaden in January 1976.
- 26 May 1981 Two wing CH-53Cs and support personnel flew to West Freugh, Scotland, to assist in the recovery of parts from an F-111 which crashed in rough terrain the previous year.
- 29 May 1981 For the first time, wing OV-10As flew joint Search and Rescue (SAR) exercise missions with elements of the 67th ARRS.
- 18 June 1981 Engineers from the Halifax Company began installing fiber optic cables on the equipment at the 601st TCS for testing and evaluation.

1981 (Continued)

- 24 June 1981 The 606th TCS, 600th CSS, and 626th and 636th TCFs provided on-site assistance in support of recovery operations for an F-15 which crashed near Bremerhaven, Germany.
- 31 August 1981 A hard roof modification to the TSQ-91V operations central was successfully demonstrated at Sembach Air Base.
- 17 September 1981 An OV-10, #67-13553, collided with a German helicopter south of Stuttgart during exercise Sharfe Klinge. Pilots of both aircraft were killed.
- 1 October 1981 The EIFEL I System Center was activated at Sembach's ATOC.
- 1-9 October 1981 A wing CH-53C helicopter with crewmen and personnel of the 601st TASS deployed to Pisa, Italy, to assist in the recovery of a crashed A-10 aircraft.
- 12 November 1981 EIFEL Phase II construction began at Sembach Air Base.

1982

- 2 January 1982 A request was approved to make the FACP at Al Jubayl, Saudi Arabia, a primary control agency.
- 7 January 1982 704th TASS pilots deployed to Zaragoza, Spain, for 21 days of WTD training.
- 10 January 1982 Members of the 622nd TCF controlled the Elf One FACP's first training mission as a primary control agency.
- 14 January 1982 The first element of 622nd TCF personnel returned to Europe from Elf One in Saudi. Remaining personnel returned by 21 January 1982. Members of the 629th TCF deployed to Elf One in late February 1982.

1982 (Continued)

- 30 January 1982 The 601st Tactical Hospital at Sembach was inactivated and the function reverted to being a clinic.
- 23 February 1982 The 601st TCW was officially notified that the 601st TASS, 601st ASOC, and 603rd TCS were selected to receive the "Air Force Outstanding Unit Award".
- 1 March 1982 Operating Location-A, 600th Combat Support Squadron, was designated and activated at Bremerhaven, Germany.
- 3 March 1982 The newly constructed 18 lane bowling alley at Sembach officially opened. The new structure cost approximately \$859,000.
- 15 March 1982 The 606th TCS finally accepted their permanent site at Basdahl, Germany. Initially identified and surveyed in 1976, the unit expected to complete their move to the new site by 30 April 1982.
- 16 March 1982 The newly built Sembach Commissary officially opened with General Brown attending the ribbon cutting ceremonies.
- 17 March 1982 Members from the 606th TCS and 636th TFC responded to an F-5 crash near Aversdorf, Germany, where they provided the majority of support for crash site investigation activity.
- 22 March 1982 Close to 120 609th TCS personnel deployed as the original response team to an A-10 crash site near Barntrup, Germany.

1982 (Continued)

- 29 March 1982 HQ USAFE officials announced that they had reached an agreement with the GAF to intensify cross training and fighter exchanges between German air defense elements and USAFE TACS units in the Central Region.
- 30 March 1982 The 609th TCS controlled a NATO AWACS mission while deployed to Loccum, Germany. This was the first time that a USAFE TACS unit had done so while deployed at a field operating location.
- 30 March 1982 The \$103,400 addition to the Hessisch-Oldendorf Commissary was completed. Construction began in June 1981.
- 15 April 1982 By this date, the 606th TCS had completed its move to Basdahl, Germany, in a major relocation.
- 19 April 1982 The 622nd TCF accomplished a helilift to test the "minimum force" concept for wing FACPs. For the wing, this also happened to be the first operational air delivery of the TPS-43E radar system.
- 19 May 1982 A movement order was published which announced the planned relocation of the 31st Weather Squadron from Rhein Main AB to Sembach.
- 24 May 1982 A wing CH-53C, in a move to test the ability of wing helicopters to internally carry a TRC-97A microwave radio relay and pallet, successfully helilifted the equipment with only inches to spare.
- 27 May 1982 By this date, all wing AN/TSC-53 communications vans received new radio equipment under a force-wide modernization project.

1982 (Continued)

- 29 July 1982 EIFEL I initial operational capability ceremonies took place at AAFCE headquarters where several terminals were installed.
- 5 November 1982 Testing of the new "HARD HAT" TSQ-91V operations central configuration began at the 601st TCS.
- 10 December 1982 The 601st Supply Squadron received word that it had won the USAFE 1982 Daedalion Award.

1983

- 31 March 1983 By this date, all ASRT equipment was crated and readied for shipment back to stateside depots.
- 15 May 1983 Detachment 1, 615th AC&WS at Kindsbach, Germany, was inactivated as GEADGE wound down at Boerfink.
- 1 July 1983 Sembach's Audio Visual Section was redesignated Detachment 2, 1367th Audio Visual Squadron. Also, this date, the 7069th Provisional Squadron (USAFE) at Riyadh, Saudi Arabia, was inactivated with the simultaneous activation of Elf One Support Squadron Provisional 4400th (TAC).
- 2 August 1983 In a wing reorganizational shift, responsibility for the 22 TACP sites and both ASOC squadrons was removed from the 601st TASG and placed under two wing ALO detachments; one at Frankfurt and the other at a location in Stuttgart.
- 17 October 1983 The Boerfink CRC assumed all surveillance and identification responsibilities daily (Monday through Friday).

1983 (Continued)

- 1 November 1983 Boerfink's operation was expanded to both day and swing-shifts, seven days-a-week, following the GEADGE modification.
- 15 November 1983 The 7201st Comptroller Squadron was activated at Sembach AB and assigned directly to the 601st TCW. In a nonrelated activation, this same date, Detachment 2, 601st TCG, was designated and activated at Pruem AS.
- 21 November 1983 The Boerfink CRC received its first operational tasking from SOC III and began command and control operations 24 hours-a-day.

1984

- 1 February 1984 Wing officials were notified the 601st TCW won the "Air Force Outstanding Unit Award" for the period 1 May 1981 through 30 April 1983.
- 15 February 1984 Detachment 1, 601st TCG (Neubrucke), OL-C, 601st TCW (Lauda), and OL-D, 601st TCW (Doebraberg) were inactivated as the GEADGE system started to come on line, replacing the older "412L" network.
- 24 February 1984 SOC III officials hosted a GEADGE and SOC III activation ceremony at the Boerfink CRC.
- 29 February 1984 By this date, EIFEL I modification equipment was delivered to all CRPs in 4 ATAF.
- 15 March 1984 Two ASOC Groups were activated, replacing the inactivated Detachment 2, 601st TCW and Detachment 3, 601st TCW; the latter two functions being ALO detachments in support of V and VII Corps respectively. This same date, both ASOC squadrons were realigned under the ASOGs.

1984 (Continued)

- 1 April 1984 OL-A, 601st Supply Squadron and OLs A and B of 601st TCW, Detachment 10 were activated this date.
- 1 May 1984 On this date, responsibility for the wing's entire TACP system was transferred over to the 601st and 602nd ASOC Groups.
- 8 May 1984 Lt Gen Carl H. Cathey, HQ USAFE Vice Commander, presented the "USAFE Commander-In-Chief Trophy" to the 602nd TCS for being the support squadron of the year for 1983.
- 5 June 1984 The first wave of 12 OV-10As took off from Sembach AB as part of the overall plan to return the wing's Bronco fleet to the states. A part of USAFE's effort to meet a congressionally-imposed European troop strength ceiling, this marked the beginning of the end for day-to-day FAC operations in Europe.
- 10 July 1984 A second wave of 12 OV-10As took off from Sembach AB and, despite being put on a weather hold at Keflavik, Iceland, landed at George AFB, California, 12 days later.
- 15 July 1984 On this date, the 601st CAMS was activated with the simultaneous inactivations of the 601st AGS and the 601st CRS.
- 30 July 1984 A third wave of 12 OV-10A Broncos departed for the states, where they all landed at George AFB safely on 11 August 1984.
- 1 August 1984 Operating Locations A, E, C, and D of the 601st Services Section were activated and OLs E, F, G, and H of the 601st TCW were inactivated.

1984 (Continued)

- 29 August 1984 The fourth and last wave of nine OV-10As left Sembach AB for the 6,500 mile journey to George AFB, where they landed after an uneventful flight on 7 September 1984. This marked the end of an era for OV-10A operations in Europe; a period which spread from 12 July 1974 through 29 August 1984.
- 7 September 1984 Detachment 2, 601st TCG, was inactivated this date. At the same time, Detachment 2, 601st CSG was activated in its place to take over housekeeping and host unit responsibilities for Pruem Air Station.
- 30 September 1984 On this date, the 20th and 704th TASSs were inactivated.
- 1 October 1984 Operating Locations A, B, C, and D of 601st TCW's Detachment 9 (the NOSC at Kalkar) were activated at Kalkar City, Maastricht City, Brockzetal City, and Uedem City respectively.

1985

- 1 January 1985 On this date, the TACP at Wiesbaden (OL-D, Detachment K, 601st ASOG), was inactivated.
- 8 April 1985 The 601st TASG deputy commander for operations and all its subordinate staff agencies were dissolved into other areas under the 601st TCW.
- 1 June 1985 Both the 65th Air Division and the 66th Electronic Combat Wing were activated at Sembach Air Base. Likewise, the 600th TCG, 601st TCG, and the 619th TCF were all inactivated.
- 1 August 1985 Both the 602nd TCS and the 632nd TCF were inactivated as part of USAFE's effort to meet a congressionally-imposed European troop strength ceiling.

1986

- 1 February 1986 On this date, Operating Location C, 601st TCW was designated and organized at Sembach Air Base.
- 12 February 1986 This date marked the end of over five years 601st TCW FACP support for Elf One operations in Saudi Arabia.
- 1 April 1986 Detachment 2, 615th AC&WS was redesignated Detachment 1, 601st TCW.
- 30 June 1986 Detachment 9, 601st TCW at Kalkar City was inactivated. On this same date, Operating Locations A, B, C, and D of 601st TCW, Detachment 9 were discontinued at Kalkar City, Maastricht City, Brockzetal City, and Uedem City respectively.
- 1 August 1986 Wing officials announced the inactivation of the 603rd TCS, the 621st TCF, and the 636th TCF effective this date under Phase II of the TACS drawdown.
- 1 August 1986 On this date, the 601st CAMS was transferred to the 66th ECW. Under this organization, an Aircraft Maintenance Unit (AMU), reporting to the 601st TASS commander, was formed to support equipment maintenance for wing helicopters. This same date, the 601st TCW Plans and Programs Division was dissolved as a Directorate and established as a 601st TCW Operational Plans Division under the control of the wing's Director of Operations.
- 1 October 1986 The 615th AC&WS fixed radar site at Boerfink was inactivated.
- 1 October 1986 The second phase of the TACS drawdown resulted in the inactivation of the 602nd TCS, 621st TCF, and the 636th TCF effective this date.

LIST OF 601ST TCW COMMANDERS

<i>Col</i>	<i>Jack R. Best</i>	1 Jul 68 - 4 Jan 70
<i>Col</i>	<i>Carlos E. Dannacher</i>	5 Jan 70 - 27 Jun 71
<i>Col</i>	<i>Robert L. Jones</i>	28 Jun 71 - 6 Jul 72
<i>Brig Gen</i>	<i>David E. Rippetoe</i>	7 Jul 72 - 8 Jun 75
<i>Col</i>	<i>Fleetwood Pride Jr.</i>	9 Jun 75 - 31 Mar 76
<i>Col</i>	<i>Ralph W. Haymaker</i>	1 Apr 76 - 20 Mar 77
<i>Brig Gen</i>	<i>Paul H. Hodges</i>	21 Mar 77 - 13 Apr 79
<i>Brig Gen</i>	<i>Leon W. Babcock Jr.</i>	14 Apr 79 - 14 Jun 81
<i>Brig Gen</i>	<i>Christian F. Dreyer Jr.</i>	15 Jun 81 - 19 Apr 83
<i>Brig Gen</i>	<i>Robert A. Norman</i>	20 Apr 83 - 2 Jul 85
<i>Col</i>	<i>Walter C. Hersman</i>	3 Jul 85 - 20 Oct 85
<i>Col</i>	<i>Thomas A. Cardwell III</i>	21 Oct 85 - PRESENT

STATIONS ASSIGNED

Sembach Air Base:	1 Jul 68 - 28 Jun 73
Wiesbaden Air Base:	29 Jun 73 - 7 Jan 76
Sembach Air Base:	8 Jan 76 - PRESENT

AIRCRAFT ASSIGNED

O-2As:	C. 15 Feb 70 - 18 Dec 74
OV-10As:	21 Jun 74 - 29 Aug 85
CH-53Cs:	15 Jan 75 - PRESENT

601st TACTICAL CONTROL WING

SIGNIFICANCE:

The emblem is symbolic of the wing and the Air Force colors; golden yellow and ultramarine blue are used. Golden yellow refers to the sun and excellence of personnel in assigned duties and blue to the sky, the primary theater of Air Force operations. The Air Force Star with lightning bolts attached represents the fixed and mobile aircraft control and warning mission which applies to the theater of operations of the wing. The red embattlement signifies the Iron Curtain area. The chevron shape in the base denotes the direct air support of ground forces by the wing. The aircraft silhouette refers to air power in both offensive and defensive roles.

GLOSSARY OF ACRONYMS COMMONLY USED
IN THE TACTICAL AIR CONTROL PROCESS*

ACMI	Air Combat Maneuvering Instrumentation	GEADGE	German Air Defense Ground Environment
ACSE	ATOC Communications Support Element	GFAC	Ground Forward Air Controller
ACT	Air Combat Tactics	GLO	Ground Liaison Officer
AC&WS	Aircraft Control and Warning Squadron	GSU	Geographically Separated Unit
ADNC	Air Defense Notification Center		
ADRU	Air Defense Radar Units	HF	High Frequency
AEW	Airborne Early Warning		
AFAC	Airborne Forward Air Controller	IF	Infrared
AGM	Air-to-Ground Missile	IFF	Identification-Friend From Friend
ALO	Air Liaison Officer	IP	Initial Point
AMC	Airborne Mission Commander	IRCM	Infrared Counter Measure
APC	Armored Personnel Carrier		
ARM	Anti-Radiation Missile	LATN	Low Altitude Tactical Navigation
ASO	Air Surveillance Officer/Operator	LOFEZ	Low Fighter Engagement Zone
ASOC	Air Support Operations Center	LOS	Line-of-Sight
ASRT	Air Support Radar Team		
AST	Air Surveillance Technicians	MOB	Main Operating Base
ATAF	Allied Tactical Air Force	MPC	Message Processing Center
ATO	Air Tasking Order	MR	Mission Ready
ATOC	Allied Tactical Operations Center		
AWACS	Airborne Warning and Control System	NATO	North Atlantic Treaty Organization
AWC	Air Weapons Controller	NADGE	NATO Air Defense Ground Environment
AWCT	Air Weapons Controller Technician	NOA	Non-Operational Active
		NOSC	NATO Operations Support Cell
BAI	Battlefield Air Interdiction		
		PCB	Programming Center Birkenfeld
CAS	Close Air Support		
CMP	Combat Mission Profile	RDTS	Radar Data Transfer System
CP	Contact Point	RF	Radio Frequency
CRC	Control and Reporting Center	RLO	Reconnaissance Liaison Officer
CTOC	Corps Tactical Operations Center	RWRS	Radar Warning Receiver System
DACT	Dissimilar Air Combat Tactics	SIF	Selective Identification Feature Set
DEF	Defensive	SIDS	Status Information Display System
DTOC	Division Tactical Operations Center	SOC	Sector Operations Center
		SOTAS	Stand-Off Target Acquisition System
		SRWR	Short Range Wide Band Radio
EAF	Emergency Action File		
ECCM	Electronic Counter Counter Measure	TAC	Tactical Air Control
ECM	Electronic Counter Measure	TACDEN	Tactical Air Command, Denmark
ECW	Electronic Combat Wing	TACP	Tactical Air Control Party
EOC	Emergency Operations Center	TACS	Tactical Air Control System
EW	Electronics Warfare	TAR	Tactical Air Reconnaissance
		TARN	Tactical Air Request Network
FAC	Forward Air Controller	TASG	Tactical Air Support Group
FAC-A	Forward Attack Coordinator-Airborne	TASS	Tactical Air Support Squadron
FACP	Forward Air Control Post	TCF	Tactical Control Flight
FEBE	Forward Edge of the Battle Area	TCG	Tactical Control Group
FFAC	Forward FAC	TCS	Tactical Control Squadron
FOL	Forward Operating Location	TCW	Tactical Control Wing
FORRK	Fiber Optic Radar Remoting Kit	TOT	Time On Target
		TRA	Temporary Reserved Airspace
GAF	German Air Force		
GCI	Ground Controlled Intercept	VFR	Visual Flight Rules
GDBS	Ground Directed Bombing System		

* Most of these acronyms are not used in this pamphlet. Rather, they are included to help the reader understand terms used in any future correspondence he or she might come across concerning the Tactical Air Control System.