

932nd AIR CONTROL SQUADRON



LINEAGE

932nd Aircraft Control and Warning Squadron constituted, 28 Apr 1952
Activated, 1 May 1952
Redesignated 932nd Air Defense Squadron, 1 Oct 1987
Redesignated 932nd Air Control Squadron, 31 May 1993

STATIONS

Camp Edwards, Falmouth, MA, 1 May 1952
Keflavik Airport, Iceland, 1 Oct 1952
Rockville Air Control & Warning Station, Iceland, 1 Aug 1957
NAS Keflavik, Iceland

ASSIGNMENTS

Ninth Air Force, 1 May 1952
65th Air Division (Defense), 1 Oct 1952
Iceland Air Defense Force, 8 Mar 1954
1400th Operations Group, 18 Dec 1955
Air Forces Iceland, 1 July 1960
35th Operations Group, 31 May 1993
85th Operations Group, 1 Oct 1994
85th Group, 1 July 1995

MISSION EQUIPMENT

TPS-1B
FPS-3
FPS-20A
FPS-93A
FPS-6
FPS-93A
FPS-117

COMMANDERS

Cpt Thomas H. Galligan, 1 May 1952
LTC Ruel M. Luckingham, 26 Jun 1952

LTC Allie P. Ash, Jul 1953
LTC John C. Peck, Jul 1954
LTC Jim R. Tebbs, Jul 1955
LTC Edwin L. Murrill, 1 Jul 1956
Maj J. Bert Davis, Jul 1957
Maj George T. Milonas, Jul 1958
Maj Guy B. Hume, 1 Dec 1958
Maj Charles F. Carter, 28 Oct 1959
Maj Austin W. Simmons, 28 Jul 1960
Maj Jack C. Shadeck, Sep 1962
LTC William H. Truxal, Sep 1963
Cpt Arthur C. Mussman, Jun 1965 (Acting)
LTC Victor J. Carlino, 1965
LTC Frank J. Pietyka, Aug 1965
Maj Victor J. Carlino, Jul 1968
LTC Frank J. Pietryka, 24 Jul 1968
LTC James H. Wallace, Jul 1970
LTC John J. Bayer, Jul 1972
LTC Richard M. Overland, Jun 1973
LTC James G. Young, 7 Jul 1975
LTC Johnnie S. Toniolli, 6 Jul 1977
LTC L. Keith Demott, Jul 1979
LTC Edward Boardman, 17 Jul 1981
LTC Forrest N. Freeman Jr, Jul 1982
LTC George H. Gwinn, 8 Jul 1983
LTC Waller D. Wieters, 5 Jul 1984
LTC Ronald L. Gavette, 5 Jul 1985
LTC Dennis W. Shepard, Aug 1986
LTC Terry L. Troy, 7 Aug 1987
LTC Billy A. Wooley, 7 Aug 1989
LTC Lynn R. Wills, 22 Jul 1991
LTC Clark P. Wigley, 23 Jul 1993
LTC Ray T. Garza, 7 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

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

1 Sep 1963 - 15 Feb 1965

1 Jun 1967 - 31 Dec 1968
1 Jan 1969 - 31 Dec 1969
1 Jan 1970 - 31 Aug 1970
1 Jul 1973 - 30 Jun 1975
1 Jul 1975 - 30 Jun 1976
1 Jul 1976 - 30 Jun 1978
1 Jul 1981 - 30 Jun 1982
1 Aug 1985 - 30 Jun 1987
1 Jul 1987 - 30 Jun 1988
1 Jul 1988 - 30 Jun 1989
1 Oct 1994 - 31 May 1996
1 Jun 1996 – 31 May 1997
1 Jun 1997 - 31 May 1998
1 Jun 1998 – 31 May 1999
1 Jun 1999 – 31 May 2000
1 Jun 2000 – 31 May 2001
1 Jun 2001 – 31 May 2002
1 Jun 2002 – 30 Sep 2003
1 Oct 2003 – 30 Sep 2004
1 Oct 2004 – 31 Oct 2005

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. Approved on 6 Apr 1956, and again with motto change on 15 Jan 1988.

EMBLEM 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).

MOTTO

ARCTIC WATCH

NICKNAME

CALL SIGN

Hotstuff
Loki
Skybird
Inkspot
Drainage

OPERATIONS

In May 1952, elements of the Ninth Air Force's 103d 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, 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 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.

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 Air Force 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 work center 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."

7/7/2006 Radar stations operated by Airmen from the 932nd Air Control Squadron at the four corners of Iceland are no longer active following a ceremony bringing the unit's mission to a close. After more than 54 years as Iceland's first line of defense, Air Force and host nation officials determined to inactive the 932nd ACS in a ceremony at Naval Air Station Keflavik, Iceland, May 25. Airmen operating the four radar sites in defense of the island were responsible for covering more than 250,000 square miles, from the Atlantic Ocean to the North Sea. In the absence of a Cold War threat, the last time an F-15 was scrambled in response to a TU-95 was in 1999.

932nd 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	<i>Jul 1953-Jul 1954</i>
	<i>31 Dec 1953</i>
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 George T. Milonas	Jul 1958-Nov 1958
Maj Guy B. Hume	1 Dec 1958-Oct 1959
Maj Charles F. Carter	28 Oct 1959-Jul 1960
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
<i>Cpt Arthur C. Mussman, Jun 1965 (Acting)</i>	

LTC Victor J. Carlino, 1965
Lt Col Frank J. Pietyka Aug 1965-Jul 1968
Maj Victor J. Carlino Jul 1968-Jul 1970
LTC Frank J. Pietryka, 24 Jul 1968
 Lt Col James H. Wallace Jul 1970-Jul 1972
Lt Col John J. Bayer 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. Tonioli 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
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 Lt Col Ray T. Garza 7 Jul 1995-Jul 1997

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 LTC William A. Schaake, 26 Mar 1999
 LTC Van Don Kepley, 6 Jul 2001

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Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

EMBLEM SIGNIFICANCE

MOTTO

NICKNAME

OPERATIONS

932nd AC&W,ACS and ACS History as listed on the former 932nd Website-circa 1998
932nd AC&W, ACS, and ACS History
as listed on the Former 932nd Website – circa 1998.

SQUADRON HISTORY

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.

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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.

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Iceland Civilian Radar Operations. 4 sites.

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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.

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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

Constituted as 932d Aircraft Control and Warning Squadron on 28 Apr 1952. Activated on 1 May 1952. Redesignated 932d Air Defense Squadron on 1 Oct 1987. Redesignated 932d Air Control Squadron on 31 May 1993.

ASSIGNMENTS

Ninth Air Force, 1 May 1952; 65th Air Division (Defense), 1 Oct 1952; Iceland Air Defense Force, 8 Mar 1954; 1400th Operations Group, 18 Dec 1955; Air Forces Iceland, 1 July 1960; 35th Operations Group, 31 May 1993; 85th Operations Group, 1 Oct 1994; 85th Group, 1 July 1995.

STATIONS

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

HONORS

21 Air Force Outstanding Unit Awards (updated by Jerry Tonnell, 2006. Source: 2006 final Dining Inn program)

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 1976 - 30 Jun 1978 (DAFSO GB062/79)

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)

1 Oct 1994 - 31 May 1996 (ACCSO GA083/96) 1 Jun 1996 – 31 May 1997 1 Jun 1997 - 31 May 1998 1 Jun 1998 – 31 May 1999 1 Jun 1999 – 31 May 2000 1 Jun 2000 – 31 May 2001 1 Jun 2001 – 31 May 2002 1 Jun 2002 – 30 Sep 2003 1 Oct 2003 – 30 Sep 2004 1 Oct 2004 – 31 Oct 2005

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

Perm ID	Sage ID	JSS ID	Unit	Location	Early Equip.	Final Equip.	Oper. Date	Inact. Date	Notes
H-1	H-1		932	Rockville AS, IS	TPS-1B; FPS-3; FPS-20A / FPS-93A; FPS-6 (2)	FPS-93A	1951	1992	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).

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 conditons. 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 Keflavik, 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 squardron 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

Air Force Order of Battle
Created: 17 Nov 2010
Updated: 13 Jan 2013

Sources
AFHRA