

AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION



(Formally the AACS Alumni Association)
Comprised of Members who have served or are serving in any
US Air Corps or Air Force Communications or Air Traffic Control Unit
(Since 1938)



THE COMMUNICATOR

"FELLOWSHIP IN THE COMPANY OF EQUALS"

The Official Publication of the AF Comm & ATC Association, Inc.

JUNE 2009

ATTENTION

**We now have the Nov. 2008
& this "Communicator" on
the WEB site. You need
the user name & password
to VIEW the copies on the
web site.**

**You can use the "open"
copies on the web site to
recruit new members.**

**If you don't want to receive
the printed copy of
"The Communicator", let
Walt McLain know & save us
some mailing and printing
costs.**

September 2009

**Plan now on coming
to the 33rd
Convention in
Grand Island, NY
(near Niagara Falls)**

**"The Holiday Inn Resort"
September 23 - 27,
2009.**

**Dan & Barbara Morabito
are The Hosts
Lots to do & SEE
Sign up early!!!**


THE AIR FORCE
COMMUNICATORS
& AIR TRAFFIC
CONTROLLERS
ASSOCIATION



Holiday Inn Resort, Grand Island, NY



**IF YOU PLAN ON COMING TO
THE 33RD CONVENTION AND
GOING INTO CANADA, YOU
WILL NEED A "CURRENT" US
PASSPORT TO RETURN.
CHECK NOW AS IT TAKES
SOME TIME TO GET A NEW
ONE.**

Visit the AF Comm & ATC Association Web Site: www.afcommatc.org
Call Toll Free to 1-866-299-1045 for information about the Association.

"CHECK THE ADDRESS LABEL FOR THE MONTH/YEAR YOUR DUES EXPIRE"
Make all Checks out to: AF Comm & ATC Association



AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION

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Bill Bethea
Ray Sharpless (less audits)
(See addresses above)

Convention Committee

Stan Phillips (Chair)
Bob Akard
Bill Bethea
(see addresses above)

UNITED STATES AIR FORCE COMMUNICATIONS & INFORMATION HALL OF FAME

Foundation Setters

*Was or is a member of the AACCS Alumni Association/AF Communicators & Air Traffic Controllers Association

Brig. General Billy Mitchell, General Edwin W. Rawlings, Lt. General Harold W. Grant,

*Lt. General Lee Paschall, Maj. General Harold M. McClelland, Maj. General Robert Sadler

Class of 1999

* Lt. Gen Lee M. Paschall

Class of 2000

Lt. Gen Winston D. Powers

Maj. Gen Robert Edge

*Brig. Gen Ivan L. Farman

*Col Glenn Giddings

Class of 2001

*Lt. Gen James S. Cassity

*Lt. Gen Robert H. Ludwig

*CMSgt Richard P. "Hank" Sauer

Class of 2002

*Lt. Gen Richard Klocko

Lt. Gen Gordon Gould

Maj. Gen Paul Stoney

Class of 2003

Gen Robert T. Herres

Lt. Gen Gordon A. Blake

Maj. Gen Daniel C. Doubleday

*Maj. Gen Jack B. Robbins

*Brig. Gen Haskell E. "Hack" Neal

Class of 2004

*Lt. Gen John S. Fairfield

Maj. Gen John Paul Hyde

Class of 2005

*Lt. Gen Albert Edmonds

*Lt. Gen Carl O'Berry

*Mr. Tom Yium

Class of 2006

Maj. Gen Francis L. Ankenbrandt

Maj. Gen John Bestic

*Maj. Gen Rupert H. Burris

*Col Derrel L. Dempsey

*CMSgt William Bethea

Class of 2007

Maj. Gen John T. Randerson

*Col James R. Lauducci

*CMSGT Charles E. Teston

Class of 2008

*Maj. Gen Van C. Doubleday

Maj. Gen Alvin L. Pachynski

*CMSgt Walter D. McLain

Class of 2009

*Lt Gen William J. Donahue - *Lt Gen John L. Woodward

*Maj Gen George P. Lampe - *Maj Gen Gerald L. Prather

*Maj Gen John T. Stihl - *BGen Duncan W. Campbell

BGen Charles B. Jiggetts - *Col Gil Sentimore

AF COMM & ATC ASSOCIATION HALL OF HONOR

Class of 2001

*CMSgt R. P. "Hank" Sauer

Class of 2002

*Col Robert M. Brewer

*MSgt. Joseph J. Duffy

*Mr. Thomas S. Snyder

Class of 2003

*Larry Camp

*Maj. Gen Gerald L. Prather

Class of 2004

*Col Garland B. Hilton

Class of 2005

*Lt Gen Harry Raduege

*Col David Kovach

*Col P.C. Brown

*CMSgt William Bethea

*Rocco Sansone

Class of 2006

*Col Derrel L. Dempsey

*CMSgt Walt McLain

Class of 2007

*Col James Lauducci

*CMSgt Charles E. Teston

Class of 2008

*Maj Gen Van C. Doubleday

*CMSgt William Mosley

Class of 2009

*Lt Gen William J. Donahue - *Lt Gen John L. Woodward

*Maj Gen George P. Lampe - *Maj Gen John T. Stihl

*BGen Duncan W. Campbell

AF COMM & ATC ASSOCIATION LIFE ACHIEVEMENT AWARD

Class of 2001

*Col Ted V. Carlson

Class of 2002

*Col B. U. Glettler

*CMSgt R. P. "Hank" Sauer

Class of 2003

*Claire B. Lofchie

*John A. Milano

*Lt. Gen Lee Paschall

*Maj. Gen Gerald L. Prather

*CMSgt Jim VanDyne

Class of 2004

*Major C.B. Maginnis

*Mrs. Nancy Donnell

Class of 2005

*Lt. Col Richard W. Frye

*George Villa

Class of 2006

*Smitty McCellan

*Shirley Beachum

*Mary Lou Brewer

Class of 2007

*CMSgt Bob "Duke" Snyder

Class of 2008

*Dr. Larry Morrison

Class of 2009

TBD

THOMAS F. BUCKLEY SERVICE AWARD

Class of 2003

*Monica Buckley

Class of 2004

*James J. Duffy

Class of 2005

*CMSgt Richard Gillis

Class of 2006

*Robert Akard

Class of 2007

*MGEN Gerald L. Prather

Class of 2008

*MSgt Joseph J. Duffy

Class of 2009

TBD

AIR TRAFFIC CONTROLLER AND COMMUNICATIONS/INFORMATION PRO OF THE YEAR

Class of 2006

*SSgt Jacob Flores (Comm)

*SrA Joshua Matias (AT)

Class of 2007

*SSgt Jaclyn Rutan (Comm)

*SrA Sarah O'Brien (ATC)

Class of 2008

*SrA James Pettet (Comm)

*SSgt Kevin Killoren (ATC)

Class of 2009

*SrA Stephen Janson (Comm)

TBD



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2009 Air Force Communications/Information Hall of Fame

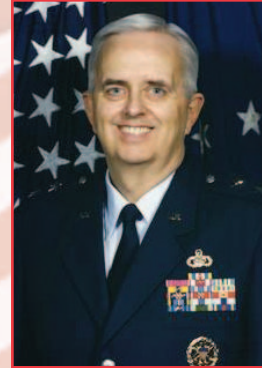
**The following individuals were inducted into
The Hall of Fame - Class of 2009**



Lt Gen William Donahue



Lt Gen John Woodward



Maj Gen George Lampe



Maj Gen Gerald Prather



Maj Gen John Stihl



Brig Gen Duncan Campbell



Brig Gen Charles Jiggetts



Colonel Gil Sentimore

**Congratulations to these outstanding individuals and their families. Their service
and dedication to the air Force and to our country is much appreciated.**

From The Desk of the Executive Director



On December 11, 2008 my wife Jo-Ann and I had the opportunity and privilege to attend the 2009 Air Force Communications and Information Hall of Fame Ceremony, held at the Hilton Alexandria Mark Center, Alexandria, Virginia, just outside of Washington, D.C. Also in attendance, was member Joe Duffy, along with fellow Board Members Hank Sauer and Bill Bethea; who are current members of the Hall of Fame. The Hall of Fame provides the venue to recognize the achievements of past military leaders and civil servants, whose contributions helped the U.S. Air Force, maintain its position of excellence in the communications and information community.

The evening began with a cordial cocktail hour, accompanied with pleasant conversation and the opportunity to greet old friends and make new acquaintances. During dinner, the Air Force "Strolling Strings", a talented group of violin playing musicians, provided the audience of 130 plus with a delightful selection of musical treats that had everyone swaying in their seats and their feet tapping.

There were a total of eight inductees into the Air Force Communications and Information Hall of Fame, Class of 2009. Seven (LGen Bill Donahue, LGen Jack Woodward, MGen George Lampe, MGen John Stihl, BGen Duncan Campbell, & Col Gil Sentimore) of the inductees are members of the AF Comm & ATC Association; including our own Board Member, MGen Gerry Prather. Gerry's 32 year Air Force career was highlighted, along with his many individual accomplishments. It was a gathering of "Warriors" and a most memorable evening.

In the administrative area; we have completed the necessary procedures to incorporate the organization's name change to the Air Force Communicators and Air Traffic Controllers Association. This is a preamble for the Internal Revenue's requirement to complete the process of the name change and maintain our IRS 501 (c) (19) status. We have submitted the name change request to the IRS and expect a favorable response in the immediate future.

We are all looking forward to the Air Force Communicators and Air Traffic Controllers Association Annual Convention/Reunion to be held at the Holiday Inn Resort and Conference Center, Grand Island, NY, September 23-27, 2009. Our Hosts, Dan and Barbara Ann Morabito have planned some fun events in the greater Niagara Falls area and extend a cordial invitation to all of our members and their guests to attend. Hope to see you there!

Stan Phillips
Executive Director

ATTENTION: Writing check to the Association !!

The IRS has officially changed our name. Effective immediately make all checks out to:

"THE AF COMM & ATC ASSOC."

The logo features the letters "AACCS" in a large, bold, serif font. Below the letters is a detailed illustration of an eagle's head, looking upwards. The background consists of a field of white stars of varying sizes, with a wavy horizontal line across the middle.



Missed Roll Call

(Since the November 2008 Communicator)



AIREY, PAUL (1st CMSAF)

Bauman, A. W.

Cassity, James S.

Geffen, Howard

Haley, Wendell P.

Mosley, Rev. Cyrus P.

Pugh, Robert L.

Greene, Sam (BGen)

Give Me Your Flowers

*I would rather have one little rose
From the garden of a friend,
Than to have the choicest flowers
When my stay on earth must end.*

*I would rather have a pleasant word
In kindness said to me,
Than flattery when my heart is still
And this life has ceased to be.*

*I would rather have a loving smile
From friends I know are true,
Than tears shed around my casket
When this world I bid adieu.*

*Bring me all the flowers today,
Whether pink, or white, or red;
I'd rather have one blossom now,
Than a truckload when I'm gone.*



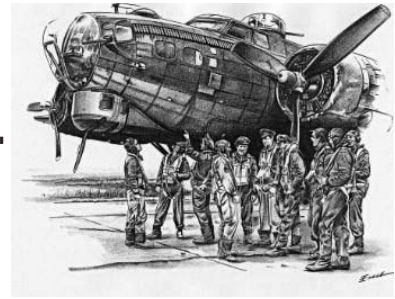
Author, Unknown



"Missed Roll Call"

WASHINGTON, DC - Former Chief Master Sergeant of the Air Force Paul Wesley Airey died March 11, 2009 in Panama City, Fla.

"Chief Airey was an Airman's Airman and one of the true pioneers for our service," said Gen. Norton Schwartz, Air Force Chief of Staff. "He was a warrior, an innovator, and a leader with vision well ahead of his time. His legacy lives today in the truly professional enlisted force we have serving our nation, and for that we owe him a debt of gratitude."



"Chief Airey is the most respected enlisted Airmen in the history of the Air Force," said Chief Master Sergeant of the Air Force Rodney J. McKinley. "When we speak of today's Airmen standing upon the shoulders of giants as they reach for the sky and stars -- it was upon Paul Airey's shoulders they stood. We will truly miss his leadership, counsel and friendship."

The first CMSAF was always a leader. During World War II he flew as a B-24 radio operator and additional duty aerial gunner. On his 28th mission, then-Technical Sergeant Airey and his fellow crewmen were shot down over Vienna, Austria, captured, and held prisoner by the German air force from July 1944 to May 1945. During his time as a prisoner of war he worked tirelessly to meet the basic needs of fellow prisoners, even through a 90-day forced march.

Chief Airey was born in Quincy, Mass., on December 13, 1923. At age eighteen, shortly after the bombing of Pearl Harbor on December 7, 1941, Airey quit high school to enlist in the Army Air Forces on November 16, 1942. He later earned his high school equivalency certificate through off-duty study.

Chief Airey held the top enlisted from April 3, 1967 to July 31, 1969. During his tenure he worked to change loan establishments charging exorbitant rates outside the air base gates and to improve low retention during the Vietnam Conflict. Chief Airey also led a team that laid the foundation for the Weighted Airman Promotion System, a system that has stood the test of time and which is still in use today. He also advocated for an Air Force-level Senior Noncommissioned Officer Academy. His vision became reality when the academy opened in 1973, becoming the capstone in the development of Air Force Senior NCOs.

Chief Airey retired August 1, 1970. He continued advocating for Airmen's rights by serving on the boards of numerous Air Force and enlisted professional military organizations throughout the years. He was a member of the Board of Trustees for the Airmen Memorial Museum, a member of the Air Force Memorial Foundation and the Air University Foundation.

After retirement, Chief Airey lived in Panama City, Fla. with his wife Shirley. Mrs. Airey died in 2001.

Chief Airey was always proud of Airmen. "I have seen many changes as we progressed from simple air power to today's aerospace force. The enlisted corps has kept pace with that progress, for it is pride and dedication that keep enlisted men at their posts, not the lure of an easy life and secure future. It is the desire to serve our country that motivates today's Air Force," he said at the Air Force's 20th Anniversary ceremony in 1967.

On the north wall of the Air Force Memorial in Washington D.C., Chief Airey's thoughts on Airmen are immortalized, "When I think of the enlisted force, I see dedication, determination, loyalty and valor."

The Air Force Association honored Airey with its Lifetime Achievement Award in 2007. Chief Airey truly spent a lifetime serving a nation and a force he loved, said Michael Donley, Secretary of the Air Force. "From his first days flying World War II combat missions in Europe, to his work improving the welfare of enlisted personnel as the first Chief Master Sergeant of the Air Force, and his recent role as a mentor to today's Airmen, Chief Airey was a man of honor and commitment to things greater than himself. His passing is mourned by all Airmen around the globe."





Treasurer's Report

March 30, 2009



Finances continue to improve. Our main sources of income are membership fees, donations, BX sales, and moneys from our annual conventions. Our charitable donations continue to assist the Air Force Village and the Air Force Enlisted Village and are much appreciated by these organizations. Following is the current financial statement for our organization as of the end of our fiscal year period (March 30 2009).

Ray Sharpless, Treasurer, AACs Alumni Assn., Inc.

Assets

Checking Account	16,493.75
(Includes \$ 2,729.62 in Convention Search Account)	
Convention Advances (2009)	2500.00
Communicator Publisher's Account	195.04
CD's (2 @ \$10,000 and 6 @ \$5,000)	57,181.50
Inventory Assets:	
AF Comm/ATC Inv	3,996.00
AACS Inv.	8,090.69
Equipment (Book Value)	1090.69
<hr/>	
Total Assets	\$89,546.98

Liabilities

2009 Convention Commitment	\$55,000.00
Net Assets	\$34,546.98
Total Liabilities & Equity	\$89,546.98

MEMBERSHIP DIRECTOR REPORT

June 2009

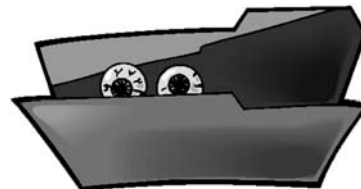
We have gained 34 new members since 1 Nov 2008. The web site continues to be a strong recruiting tool with 38 percent of the new members listing the web site as "How Recruited". Our current active membership stands at 2291. 173 members have renewed since 1 Nov 2008. As of 30 April 2009 we have 347 members who have not renewed and will be listed as expired, dropping our active member total to 1944. We have new recruiting brochures available. Contact Hank Sauer or Walt McLain for a supply to aid in recruiting new members. If each member recruits just one new member we can double our membership. We still need members to contact active duty folks and encourage them to join. They are the future of the organization. Please check the address label on your latest communicator to see when your dues expire. (i.e. 09-(first name) indicates dues expire 31 Dec 09. Some will show e.g. 0310 - (first name) which indicates 31 Mar 2010 expiration. We changed the system slightly to insure that members get a full year term for each \$10.00 in dues paid and to help prevent all current year renewals coming due in December of each year.

Please refer all membership questions to Walt McLain, 1-866-299-1045 Toll Free or email aacsmbrship@comcast.net.

Walt McLain
Director for Membership

"Stake your Claim"

This column is published for "claims" by Alumni members who think they are the "first", "hold a record" or the "only" person to have achieved or performed something that no other member has. Can you top or refute any of the claims already previously published ?? If so, send them to Hank Sauer, Editor/Publisher, 111 Carson Lane, Oak Ridge, TN 37830 or email to: DirAACS@comcast.net



Because of our page limitation for our Communicators, all claims except those published in the last Communicator have been removed. Any challenges to claims previously published will be included in the current Communicator under the section "Challenges to Claims".

NEW CLAIMS (June 2009):

Ron Allison, at Ronald.D.Allison@faa.gov claims to be the "only enlisted person in AFCC to be a MAJCOM Chief of Air Traffic Control Operations (AFRES 1981-1984) and was the only person in AFCC to be a Senior Enlisted Advisor at 2 Divisions (SPCS & PCD), Commandant of the AFCC PME Center, and the MAJCOM AFCC Senior Enlisted Advisor.

Ken Dunn, 13 Sultana St, Saratoga Springs, NY 12866 claims to be the only AACS Communicator to have cut the President of the United States off the air. I was on the night watch at the receiver site at Lajes in the Azores. One of my duties that night was to monitor President Truman's address to the nation and rebroadcast it over our local AFRS station for base personnel. Tech control requested a circuit from Offutt AFB and I informed him that that antennae was being used to receive the President's address. A SAC officer got on the line, gave me his rank, name and a direct order to give him the RTTY circuit. I said yes sir, pulled the plug on the President and patched him in. I had a lot of explaining to do that night but the SAC officer backed me up.

Claude Doyle, 4845 Millcreek Rd, Hot Springs, AR 71901 claims to have served as the youngest "Sgt Major" in an AACS/AFCS Wing or Group. He was the first Sgt Major in the 1812th AACS Group at Munich Riem Airport, when it was created in April 1949, at age 20. Editors Note: I can attest to the claim as I was transferred from Templehof to help set up the crypto center when the Group was formed.

IF YOU CAN TOP OR REFUTE THE ABOVE CLAIMS, CONTACT THE EDITOR/PUBLISHER.

"Looking For"

NOTICE

The "Looking For" column is now on the Web Site. Continue to send your notices to Hank Sauer (mailing and email addresses are on Page 2.) Most Web Site postings will be removed approx 45 days after the mailing of the next issue of the "Communicator". We are not a locator or telephone directory and postings in the "Communicator" and the "Web Site" are at the discretion of the Web Site Manager.

Looking for a friend of MSgt Willie C. Daniels, Jr (A tower and GCA operator) who was stationed with "Willie" at Korat AB, Thailand and then to Udorn (1973rd Comm Sq) in the 1968/1970 time frame. "Willie" died in 1979 and a daughter who lives in England is trying to find out as much about him as she can. If you can help, contact Joyce Stewart at dollybhfl731@sbcglobal.net or call 405-273-7107 or 405-245-4945.

Mario Sassano, email: mariosassano@sbcglobal.net is looking for buddies who served in the Orote Tower on Saipan in 1945-1946. Mario completed Radio Mechanic school at Truax Field, Wisconsin in 1945 and Scott Field Illinois in the same year. I was discharged as an Air Traffic Service Tech #996. I regulated air traffic in and out of Marianas, plotted course and position for all aircraft, regulated all radio communication with these aircraft, set up flight schedules, and maintained logs on aircraft positions, schedules, and altitude. He served overseas for 12 months. Orote Tower was a navel fighter strip and there were just a few troops working it. Over the hill was a big B29 bomber base I think was called Harmon Tower. The guys he replaced had been moved all over the Pacific before Saipan was secured by the Army and Marines. The other Orote troops were all in their 20s and he was the youngest (19) which is probably why they took care of him. He is now 83 and Orote troops (if still alive) would be two or three years older.



"NOTICE"

Help support the "AF Communicators & Air Traffic Controllers Association"

"Donations" to help support the Association, will be gratefully accepted. In the 2006 the Board of Directors approved the soliciting of funds to support the long term goals of the Association. Because of the aging membership of our WWII, Berlin Airlift and Korean Veterans, coupled with the loss of Air Force Communications & Air Traffic Control Command/Unit integrity, our membership will continue to dwindle. While the number of Life Members continues to increase (close to 1,100), it results in a loss of annual operating funds. We have embarked on new ways to "recruit" ex- AACs, AFCS and AFCC veterans and those young officers and airman serving today. We want to pass on to them an "Association" that will be a viable organization when it's their time, and one that will provide them with the same fellowship and comradely that we have enjoyed since 1977. If you care to give, only give what you can afford. Other than the names of those who donate, no dollar amounts will be published and all donations are IRS Tax-deductible as authorized by the IRS.

*****cut out and mail*****

Full NAME: _____

Mailing Address: _____

Amount Donated:

\$25 _____, \$50 _____, \$75 _____, \$100 _____ Other \$ _____

Do you want a Tax Donation Receipt: yes _____ no _____

Please make checks out to: **AF COMM & ATC ASSOC.** and mail to:

Ray Sharpless
113 Airway Lane
Belton, MO 64012

Thank you in advance for any donations.



The Ham Report



Well, I got back on the air on January 18, 2009. After the lightning strike in mid-September, 2008, I had several month's going around and around with my insurance company. They finally came through with some money and I was able to place an order for some new equipment. I got an Icom IC-718 low band rig and an IC-2200H 2-meter radio. Since my beam antenna got broken up also, I bought a MFJ vertical antenna. I

thought that a vertical would work better than the directional antenna and it seems to be working out good. However, I never was able to get it tuned for the 80-meter band.

The bands have been very quiet lately. The only guys I have been able to talk to on a regular basis are Fred Businger (W8KKD) in Ohio on 40-meters and Ray Hammett (K5HWQ) in Texas on 20-meters. I call on the Saturday CW net (on 20-meters) as often as I can, but so far I have never heard anyone answering my slow code.

There were 10 hams reported as attending the reunion in Branson. Bud Seel (W9FSK); Jack Schaab (W9FSX); Al Lee (W6KQI); Pat Pelland (W9GMR); Bob Parrish (W9BP); Miles Luke (KC5FRB); John Flaherty (KCONNJ); Michael Hunter (KE6EJH); Karl Mace (K8KAX)); and Bob McDow (W4KOG).

This year the reunion will be in Grand Island, N.Y., near Niagara Falls. At this time my plans are not definite, however, I am going to try to go this year. I hope that a good number of hams will again attend. If I do get to come, I will bring my IC-718 and an antenna of some kind and try to check into the Friday SSB net.

73 to all, George Reeves WD4BMG@aol.com
HAM Coordinator

73'S FROM ALL THE HAMS AACS ALUMNI RADIO NET SCHEDULES

BAND	FREQ	UTC TIME*	LOCAL TIME	DAY
National SSB				
20 M	14.28 7mhz	1930/2030 hrs	1430 CST/ST	Wed/Fri
National CW				
20 M	14.061 mhz	1700/1800 hrs	1200 CDT/ST	Sat
East Cost SSB				
40 M	7.230 mhz	1330/1430 hrs	0930 EDT/ST	Tues/Thur
West Coast SSB				
40 M	7.235 mhz	1700/1800 hrs	1000/PDT/St	M/W/F

Notes:

- Local times remain but UTC time changes

The AACS Radio Coordinator is George Reeves, Jr., (WD4BMG). His email address is: WD4BMG@charter.net All HAM/Radio news & questions should be coordinated With George.

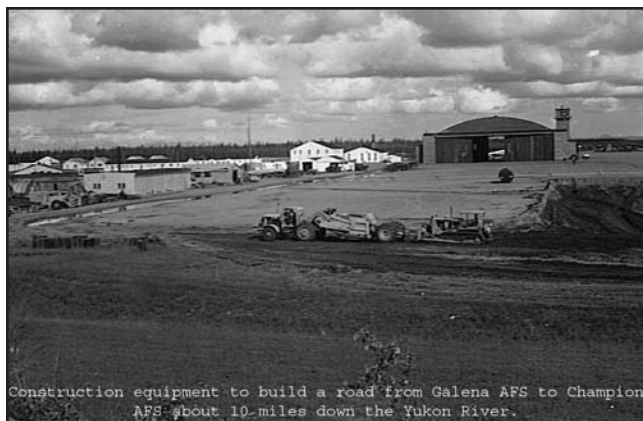


Some Pictures from "yester-year"

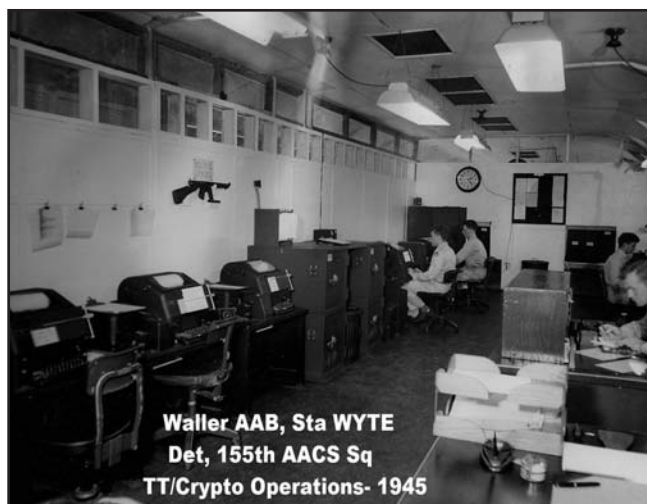
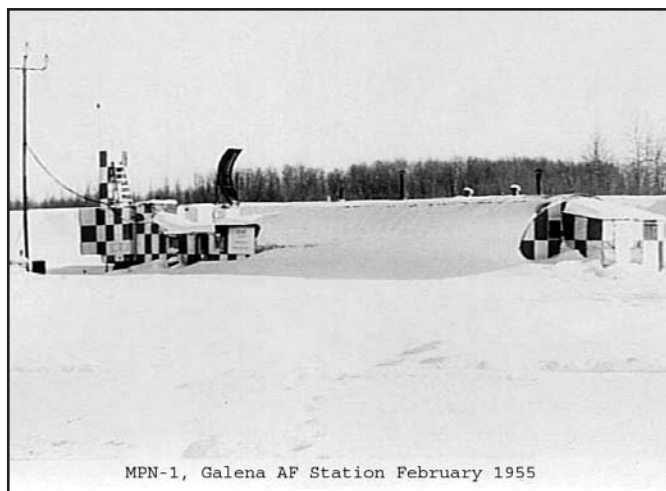


Alaska

Normal Barracks room for remote sites. **Galena**



Construction equipment to build a road from Galena AFS to Champion AFS about 10 miles down the Yukon River.



CHAPLAIN'S CORNER

Do you remember the scene in the movie "Patton," when Gen. Patton summoned his chaplain and ordered him to write a "weather prayer?" It was during 1944's Battle of the Bulge, in the midst of foulest winter weather, as Patton's 3rd Army was approaching Bastogne in relief of the encircled 101st Airborne troops. Well, here's that prayer:

THE "WEATHER PRAYER"

By James H. O'Neill, Chaplain (Col.) U. S. Army

Almighty and most merciful Father, we humbly beseech thee, of thy great goodness to restrain these immoderate rains with which we have to contend. Grant us fair weather for battle. Graciously hearken to us as soldiers who call upon thee that, armed with thy power, we may advance from victory to victory, and crush the oppression and wickedness of our enemies, and establish thy justice among men and nations. Amen!

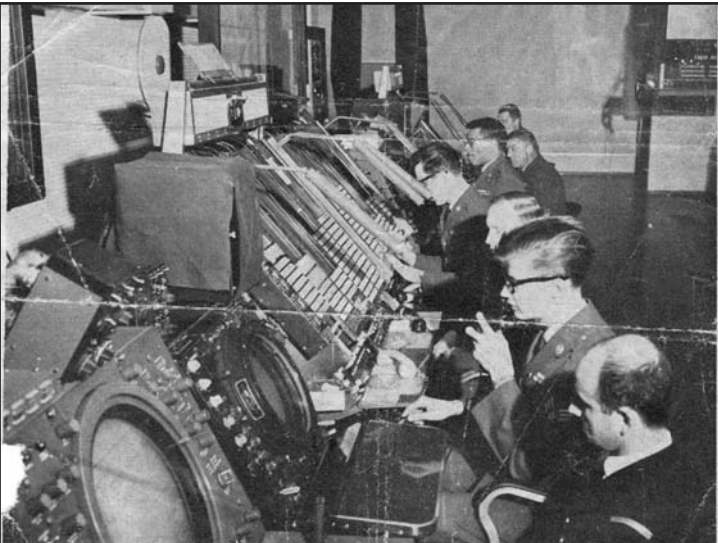
Like many great prayers, key words and phrases can be addressing both external and internal issues.

That's the also true of the "Weather Prayer." Consider the internal possibilities of this prayer's pleas: ". . . restrain these immoderate rains with which we have to contend"; "Grant us fair weather for the battle."; ". . . hearken unto us . . . that we may advance . . . and crush the oppression of our enemies . . ."

Like many other great prayers, this one has great possibilities for the pleas of veterans of today, as it did for those of yesterday.



God's peace,
Jim Burch, Chaplain



CONTROLLERS in the Berlin Air Route Traffic Control Center work the incoming and outbound air traffic from Berlin in the center on the fifth floor of Bldg. C-2. The new facility provides the men with more working area and better lighting to do their important jobs. (USAF PHOTO)



This is our new AF Communicators & Air Traffic Controllers Association Recruiting Brochure

Annual Conventions

Each year, the Association holds a convention in a different city to allow as many members and their families to attend and enjoy the renewal of friendships and camaraderie that most members experienced during their service to our country.



Air Force Air Traffic Controller of the Year 2008
Chief Gold Chief Bower (left), SJA G. Miles, LT Gus Peterson



Larry Adams, Bill Mosley, Walt McCann, Clark Frye

There is a "State of AF Air Traffic Control" and a "State of AF Communications & Information" presentation by senior active duty personnel each year.



The Association fosters continued awareness of Air Force communications, information, cyber, and air traffic control missions of the past and as they evolved to support today's warfighters.

Membership is open to anyone who served or is serving in any Army Air Corps, Air Force, Reserve or ANG Communications or Air Traffic Control unit or held or holds a communications, air traffic control, maintenance, administrative, operations or a related support skill.

Annual dues are minimal and payable in two-year increments (Life Memberships are available and cost is based on age).

The AF Comm & ATC Association is a non-profit, tax exempt 501 (c) (19) IRS organization. We do not sell insurance or barter for discounts

For more information you can visit www.afcommatc.org or call Toll Free 1-866-299-1045.


THE AIR FORCE
COMMUNICATORS
& AIR TRAFFIC
CONTROLLERS
ASSOCIATION



The Association was formed in 1977 as the AACS Alumni Association. It began as a "Poker Weekend" by some WWII AACS veterans and has evolved into today's AF

Communicators & Air Traffic Controllers Association. We are comprised of men & women who have served since 1938 right up to those serving today.

Since the original 50 members signed on in 1977, we have grown to well over two thousand members. Our membership is approximately 35% communicators & 35%



air traffic controllers. The remaining 30% represent all the skills from commanders to clerks. The term "communicators" is all inclusive.



our Association.



We publish two 72 page Publications a year called "The Communicator." One in June and one in November. They are a "members magazine" as the majority of stories and photos are from our members. There are 2 examples on our website.



Our Heritage

Began with the creation of the Army Airways Communications System in 1938 and evolved over the years to the Airways & Air Communications Service, the Air Force Communications Service, the Air Force Communications Command, The Air Force Command, Control, Communications & Computers Agency, the Air Force Communications Agency & the Air Force Flight Standards Agency



and continues to evolve as the Air Force meets new mission requirements. Our heritage includes all the Major Commands, past and present and the "Communicators, Air Traffic Controllers and related support skills" that have served or are serving in those commands.

We support AF Missions & Goals.

EDITOR-PUBLISHER/WEB SITE REPORT

THE COST OF THE NOVEMBER 2008 AF COMM & ATC ASSOCIATION COMMUNICATOR

Printing, labeling, shipping (3,000 copies).....	\$3,351.64
Layout/Draft/Conversion.....	550.00
P.O. Bulk Mail charges (2,613 mailed).....	1,018.54
Annual P.O. Permit 189 renewal.....	175.00
Overseas/Media Mail.....	25.00



TOTAL: \$5,120.18

It cost the Association approximately **\$1.71** per-copy to publish and mail the November 2008 Communicator.

Remaining balance in PO Account: **\$132.67**

Remaining balance in Editors Bank Account: **\$176.94**

NOTE: Monthly reports for the Editors Bank Account are submitted to the Treasurer.

The Web Site Costs are paid on an annual basis (January). The cost for 2008 was **\$459.00** (Annual cost has been **\$350** per-year, but there was a \$100 one-time cost this year as we moved to a new server for additional growth). The Web Site averages approximately **125 - 150** hits per-day and approximately **3,800** per month. Since the web site was posted, there have been approximately **253,000** hits. The web Site is our biggest recruiter of new members. Since we created our new Database and started keeping more accurate records, the web site has been responsible for recruiting well over 700 new members.

**REMEMBER YOU CAN NOW READ THE “COMMUNICATORS” ON-LINE
(WWW.AFCOMMATC.ORG) . YOU MUST USE THE SAME USER NAME AND PASSWORD FOR
THE MEMBERSHIP ROSTER AND THE COMMUNICATORS.**

**PLEASE KEEP YOUR STORIES AND PHOTOS COMING. THEY ARE WHAT
MAKE THE COMMUNICATOR A “MEMBERS” PUBLICATION. SEND YOUR
STORIES AND PICTURES EARLY. If I can’t get your stories/pictures in one issue, I
will keep them for the next issue. In fairness to all members, I use a “first in-first
published” policy. After scanning (into my hard drive) any pictures you send, I will
return them if requested. You do not have to have copies made.**

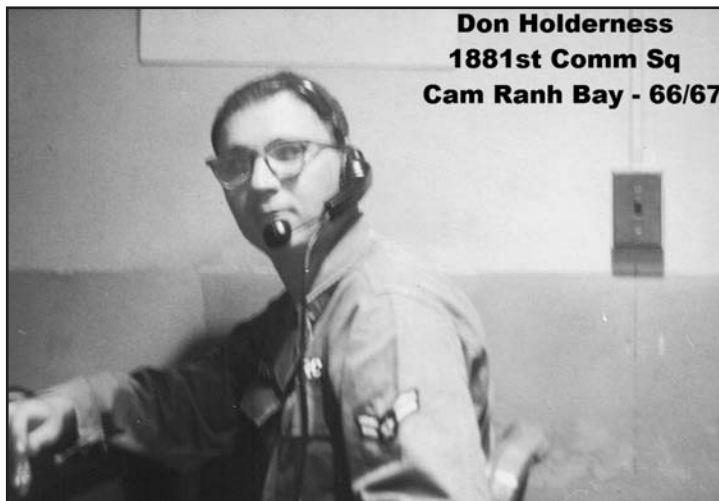
Hank Sauer
Editor/Publisher & Web Site Manager

**KEEP YOUR MAILING ADDRESS CURRENT – CONTACT WALT McLAIN
Call Toll Free 1-866-299-1045 or EMAIL:
aacsmbrship@comcast.net or
Change it ONLINE ON OUR WEB SITE (www.afcommatc.org)**

*******Attention - Retired Enlisted Personnel*******

**The USAA Insurance Company has opened its Membership to enlisted retirees. You can find them at
www.usaa.com for more information.**

Some Memories of Don Holderness at Cam Ranh Bay, 1966-1967



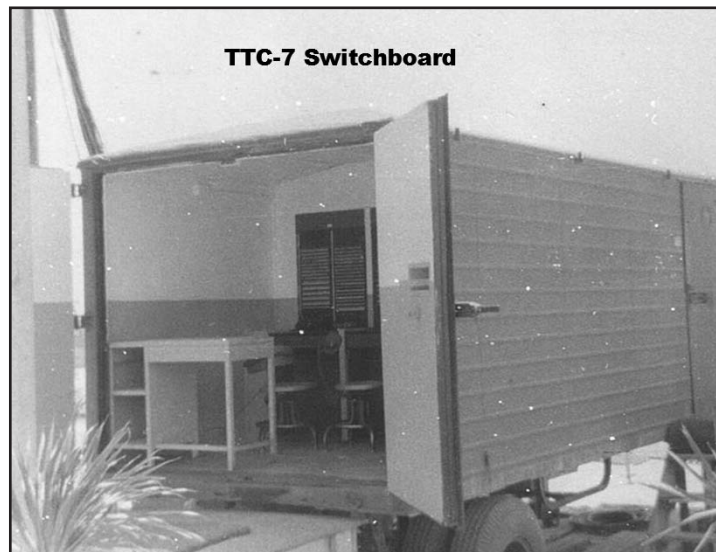
**Don Holderness
1881st Comm Sq
Cam Ranh Bay - 66/67**



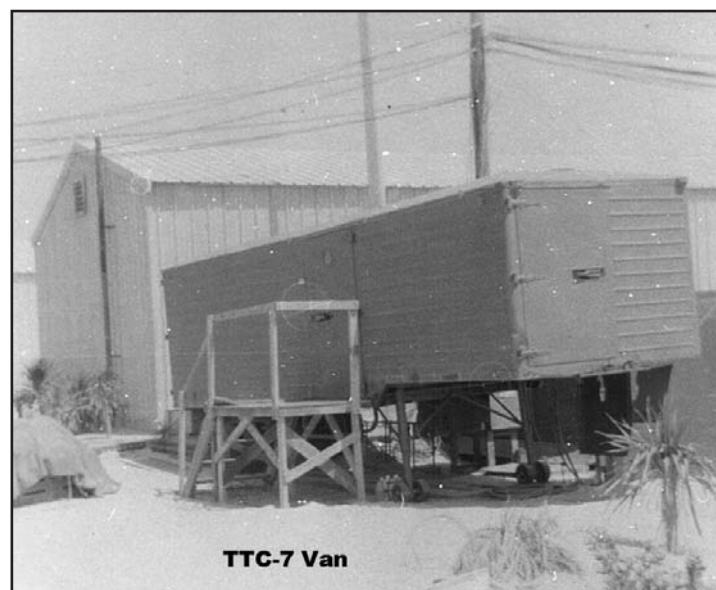
**1881st Comm Sq
Comm Opns**



A1C Clyde Cameron



TTC-7 Switchboard



TTC-7 Van

First Troops in Japan in 1945

Ezekial (Zeke) Duran, then a TSgt, in the 150th AACS Sq, claims that the Award of Meritorious Service Unit Plaque to the 139th AACS Sq for “the initial landing and occupation of Japan by armed forces of the Army of the United States, on 28 August 1945”, was not the first AACS unit to step on Japanese soil. Zeke claims that he was part of a group that staged at Clark Field, PI in preparation to serve at Kanoya, Japan and activate an AACS radio station. The backup material that Zeke provided does not confirm the date of actual arrival in Japan, but does confirm that the radio station was being set up. Can anyone provide more information on what AACS unit was the first to “step on Japanese soil” at the end of WWII ?

Please provide any information to Hank Sauer (see mailing address and email address on page 2 of the Communicator)

Editors Note: Thanks Zeke. It's hard to dispute who was first as I surely was not there, but maybe the AFCA/History Office or other members can shed some light on "who was the first".

ARMY AIR FORCES
HEADQUARTERS ARMY AIRWAYS COMMUNICATIONS SYSTEM

GENERAL ORDER
NUMBER 9

Langley Field, Va.
1 February 1946

AWARD OF MERITORIOUS SERVICE UNIT PLAQUE

Under the provisions of Section I, Circular 345, War Department, 1944, as amended by Section II, Circular 421, War Department, 1944, Section II, Circular 137, War Department, 1945, and Section I, Circular 331, War Department, 1945, a Meritorious Service Unit Plaque is awarded to the 769th AAF Base Unit (139th AACS Sq) APO 503, in recognition of outstanding achievement of the highest devotion to duty in the initial landing and occupation of Japan by armed forces of the Army of the United States. The advanced party landed on Atsugi, Japan at 0850, 28 August 1945. The jeep mounted control tower, first American vehicle to land on Japanese soil was on the runway and ready to handle traffic before the last plane in the advance flight had landed. At 1100, 28 August 1945, the ~~paratrooper~~ ~~thener~~ went on the air. By 1900, 29 August 1945, the permanent control tower was finished and ready to land planes. By 1700, 30 August 1945, over 341 take-offs and landings had been made by C-54 type aircraft, carrying 11th Airborne Infantry. The very nature of this job called for enthusiastic execution of orders and superior performance of duty. This organization, achieving a high degree of military and professional efficiency at all times, has maintained superior individual conduct of personnel, a high esprit de corps, and an exceptionally high degree of discipline and morale.

BY COMMAND OF BRIGADIER GENERAL FARRAN:

OFFICIAL:

FRANCIS T FOGARTY
Lt Colonel, Air Corps
Chief of Staff

/s/BRUCE G. BINGLEY
/t/BRUCE G. BINGLEY
Captain, Air Corps
Asst Adjutant General

**The 139th AACCS Sq
members were the first
to step on Japanese soil.**

**Submitted by
Frederick Bottome**

DIST INCTION:

2 - TAG, Attn: Opns Br, OP-I
5 - CG, AT (Attn: AG/AS
Personnel, AT Awards
Board Office)
2 - Ta Wing, Group, Squadron & CSBAC
1 - Ta Off & EW
199th AACS Squadron

See "Zeke's comments"

THE COPY:

Martin B Sweeney
MARTIN B SWEENEY
Captain, Air Corps

Hank,

Our records show 68th Gp of 7ACCS Wg received orders to fly into Atsugi Airfield near Tokyo to set up comm equip necessary to guide first contingent of US occupation troops. Col Gordon Blake, accompanied by four sergeants and two officers, flew from Okinawa to Atsugi on 28 Aug 45 -- part of 150-man task force flying 13 C-47s laden w/equip. Blake and men set up control tower and equip by 29 Aug and occupation troops/planes began arriving 30 Aug. Have no data re personnel at Kanoya, Japan activating AACCS radio station prior to Blake's flight -- unable to verify or dispute claim; records during WWII sketchy at best, with many orders citing "classified" locations.

Timm
AFCA/HO
DSN 779-6110

RADAR IN ATC

Air Traffic Control - Historical Detail - Bruce Wellman

<http://www.rcaf-atc.org/other/other/other-16n.html>

In 1935 Dr. Robert Watson-Watt of the United Kingdom determined that "radio detection" was feasible. By 1937, the first operational station of the British Home Chain was built. It was this technological advance that was the forerunner of the use of Radar in ATC today. Radar was used extensively by the Allies during the war. In late 1941, feasibility of experiments in blind landing were carried out at Quonset Point Naval Air Station. On 22 December, 1942 Ensign Griffin USN made the first Ground Controlled Approach at Quonset Point, talked down by Lt Aurand, USN. The U.S. Army contracted with Gilfillan and the U.S. Navy with Bendix to produce the first ATC radar sets (AN/MPN 1). Training of personnel on the first GCA sets was somewhat different than today. The tasks of the crews were as follows:

First Director - Performed initial aircraft pickup and vectored to base leg.

Second Director - Vectored aircraft from base leg to final and coordinated with tower; also performed the same duty as First Director when more than one aircraft was being controlled by the unit.

Azimuth Tracker - Tracked aircraft on final approach by using cursor.

Elevation Tracker - Tracked aircraft on glide slope by using cursor.

Final Controller - Conducted final approach by giving readings from an Error Meter.

The Azimuth and Elevation trackers did not have direct radio communication with pilots but gave their readings to the Final Controller. In some cases pilots expressed a great deal of enthusiasm for the GCA facilities, but every now and again, there was a Commander who expressed disbelief that some "groundling" would have the temerity to attempt to tell him how to land his aircraft. In the Story of GCA, written by Chester F. Porterfield, there is a story of a Colonel Base Commander who did not believe the GCA crew could ever help him.

"The crew got all set up on their own and simply waited for a day when the Colonel got himself caught up in a heavy fog, and had no choice but to use the GCA facilities. He was brought in to a perfect landing, though the field was so thoroughly closed that a jeep had to be sent out to guide the plane to its dispersal point; the jeep drove off the perimeter road twice in the fog. Needless to say, the Colonel changed his mind and became a staunch GCA supporter from that day onwards." GCA was used at the main RAF Bomber Base of Elsham Wolds, critical bases of Coastal Command and Prestwick. GCA was used extensively by the Allies at war's end, but it was the Berlin Airlift of 1947 when GCA became the mainstay; there was little doubt that it was here to stay.

RADAR IN RCAF MILITARY ATC

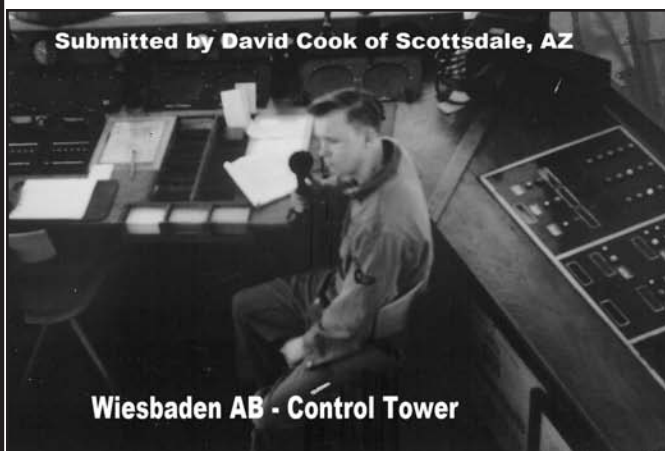
The RCAF made its first purchases of Ground Control Approach (GCA) units in 1948 and 1950; the Gilfillan AN/MPN 1(c) units were installed in Montreal (St. Hubert), Greenwood, Edmonton and Sea Island.

In 1951, the RCAF purchased a surplus USAF AN/MPN 1(c) which was installed at Fort Nelson B.C. The AN/MPN 1(c) consisted of a prime mover (Diamond T Truck), an operations trailer, and a power unit. The equipment was mobile so it could be moved about the aerodrome, and sited on surveyed, prepared pads which served the runway in use.

The Operations trailer housed two control positions, consisting of a Surveillance scope, maximum range - 40 miles and two Precision Radar (PAR) scopes. The PAR scopes were interesting in that one had a range of ten miles, while the other's range was three miles and the controller moved back and forth between them, depending on which range was needed for controlling. The antennae servos for the PAR were operated by foot pedals and the cursors were manually set overlays. The Operations trailer had a window at the back just to the left of the PAR scope, covered with an appropriate curtain. This window was a boon to the more capable (and sly) PAR controllers. On a certain day I remember a particular Sgt (later Captain) Glen Hazlett carrying out a PAR approach, and just as the plane was due to touchdown, leaning over, opening the curtain a crack and intoning, "You are just about to touchdown with your wheels...NOW!" Such a degree of control and professionalism never failed to impress the pilots. The success of the purchase of these first GCA units prompted the RCAF to purchase more Gilfillan units, AN/CPN 4s this time, which were installed at RCAF Stations: The AN/CPN 4 consisted of two trailers, a power trailer, and operations trailer. The power trailer contained two diesels, an air conditioner, and a gas-operated heating unit. The operations trailer held all the radar equipment and three operating positions. Each position had a 40-mile surveillance scope and a 10 mile Precision Scope. All alignment equipment was electronically operated.



"GI Funny Money"



Submitted by David Cook of Scottsdale, AZ

Wiesbaden AB - Control Tower



Wiesbaden AB - GCA (MPN-1)



**Downtown Wiesbaden
The Eagle Club**



**Bill Valentine - 1947
Panama
153rd AACS Sq**

Military Service Records

Its official, DD-214's are NOW Online.

The National Personnel Records Center (NPRC) has provided the following website for veterans to gain access to their DD-214's online:

<http://vetrecs.archives.gov/>

This may be particularly helpful when a veteran needs a copy of his DD-214 for employment, or social security purposes. NPRC is working to make it easier for veterans with computers and Internet access to obtain copies of documents from their military files. Military veterans and the next of kin of deceased former military members may now use a new online military personnel records system to request documents.

Other individuals with a need for documents must still complete the Standard Form 180, which can be downloaded from the online web site. Because the requester will be asked to supply all information essential for NPRC to process the request, delays that normally occur when NPRC has to ask veterans for additional information will be minimized. The new web-based application was designed to provide better service on these requests by Eliminating the records centers mailroom and processing time. Military personnel records can be used for proving military service, or as a valuable tool in genealogical research. Most veterans and their next-of-kin can obtain free copies of their DD Form 214 (Report of Separation) and other military and medical records several ways:

Use our eVetRecs system to create your request

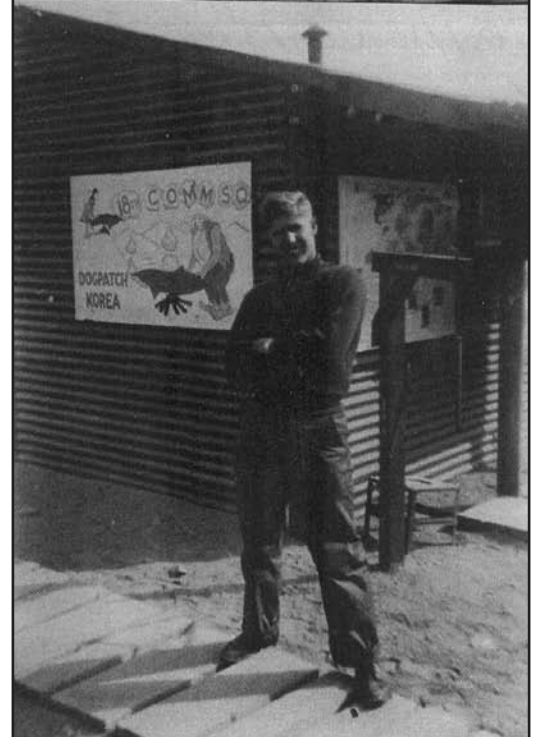
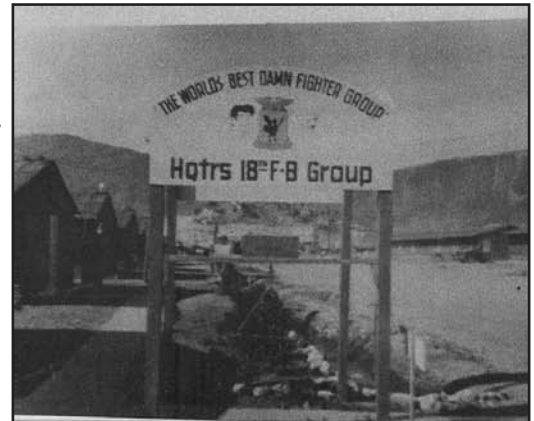
<http://vetrecs.archives.gov/>

Mail or Fax a Standard Form SF-180



GENERAL LISTENS

Maj. Gen. Robert Sadler, Air Force Communications Service commander, center, listens as Chief MSt. Richard Campeau discusses operations within the 148th Communications Squadron. Maj. Nathaniel Villaire, squadron commander, right, looks on. The general was at Columbus Air Force Base recently to present the organization with the Air Force Outstanding Unit Award for its "exceptional performance" during 1976.



"Another 18th Comm Sq"
"Dog Patch" Korea - 1952
With the 18th Ftr Bmb GP.
Tom Maynor

TO COMMANDER IN CHIEF COMMUNIST FORCES IN KOREA

FROM: M.B. RIDGEWAY, GENERAL, US ARMY, COMMANDER IN CHIEF UNITED NATIONS COMMAND

AS COMMANDER IN CHIEF OF THE UNITED NATIONS COMMAND I HAVE BEEN INSTRUCTED TO COMMUNICATE TO YOU THE FOLLOWING. I AM INFORMED THAT YOU MAY WISH A MEETING TO DISCUSS AN ARMISTICE PROVIDING FOR THE CESSATION OF HOSTILITIES AND ALL ACTS OF ARMED FORCE IN KOREA, WITH ADEQUATE GUARANTEES FOR THE MAINTENANCE OF SUCH ARMISTICE, UPON RECEIPT OF WORD FROM YOU THAT SUCH A MEETING IS DESIRED I SHALL BE PREPARED TO NAME MY REPRESENTATIVE. I WOULD ALSO AT THAT TIME SUGGEST A DATE AT WHICH HE COULD MEET WITH YOUR REPRESENTATIVE. I PROPOSE THAT SUCH A MEETING COULD TAKE PLACE ABOARD A DANISH HOSPITAL SHIP IN WONSAN HARBOR.

GENERAL PENG TEH-HUAI

EYE HAVE RECEIVED YOUR REPLY DATED 4 JULY PD

THE DATE OF EIGHT JULY FOR AN INITIAL MEETING IS ACCEPTABLE PD REFERENCE IS MADE TO MY MESSAGE DATED THREE JULY PD IN ADDITION TO THE THREE LAISON OFFICERS SPECIFIED IN THAT MESSAGE CMA TWO INTERPRETERS WILL BE SENT PD POSITIVE ASSURANCE OF SAFE CONDUCT FOR THIS PERSONNEL IS REQUESTED PD YOUR REPLY IS REQUESTED PD

M.B. RIDGEWAY
GENERAL CMA UNITED STATES ARMY
COMMANDER DASH AN DASH CHIEF UNITED NATIONS COMMAND

050112Z/TN



Part of the Gripper Tower: seated left to right: Chief, Joe Petrulich, Utah; Frank Crites, Ohio; Ira Frankel, New York; Standing: Ralph Wilson, Oklahoma; Dick Whinfield, Wisconsin.



New tower at Eagle Farms, Australia, opened in October, 1943. Call signal was Eagle Tower



Loading LST 759 for 29 day trip, bobbing like a cork, from Leyte, P. I. to San Pedro, California.



Ready for the trip home, August, 1945: Grant Shipley, Ohio; John Casey, Vermont; Joe Petrulich, Utah; Dick Whinfield, Wisconsin; Phil Flores, New Jersey, Ralph Wilson, Oklahoma.



Eagle Farm Tower, Brisbane, Australia - 1943

Communicator Correction

This correction is to announce that Emil Chovan, is a Life Member, who joined the Association on March 3, 2008. Emil was a Control Tower Operator at Fassberg, Germany during the Berlin Airlift and had the privilege of approving for takeoff the 100,000th flight into Berlin. Emil now resides at 326 Sandy NE, Massillon, OH 44646.

Emil would have been listed in the June 2008 Communicators New Members Report except for the fact that I mistakenly published the November 2007 New Member Report. You can reach Emil at ECZK@SSSNET.COM if you want to contact him



Mrs. Susan Frye of Waterville, NY purchased this "Pencil Drawing" along with 3 others at a Flea Market that depicted the growth of "Communications". These drawings were done by "LANDIS 76" and she is trying to trace their history.

The drawing above indicates it was the 1st (1973rd AACS Sq) AACS unit in Korea. If you can help identify the drawing or the artist, please contact the "Editor/Publisher", Hank Sauer.

Meet our new Director for Information

David G. Moore, Major, USAF (Ret.)

USAF: 1957-1980

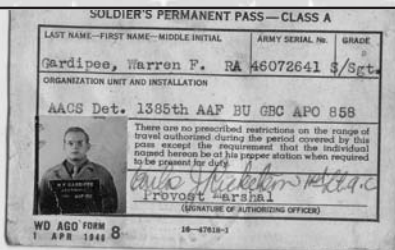
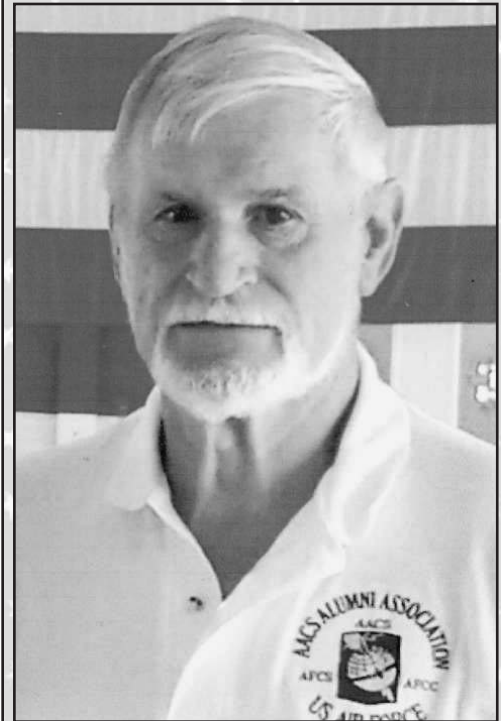
Comm Center Spec 1957-1965, Comm Maint. Officer 1966-1980

Dave Moore was born in Mebane, N.C. in 1938 and joined the Air Force in 1957. After basic training at Lackland AFB, Tex and tech school at F.E. Warren AFB, Wyo, his first duty assignment was Kadena AB, Okinawa. This was followed by assignments to Siegelbach AS, Germany; Larsen AFB Washinton; 625th Radar Sq, Hastings, Neb and Thule AB, Greenland.

He graduated from OTS at Lackland AFB in 1966 and Comm Officers Course at Keesler AFB, Miss in 1967.

His career as a Comm Maintenance Officer began at Nellis AFB, Nevada. This was followed by assignments to Tan Son Nhut AB, RVN; Norton AFB, California and Little Rock AFB, Ark.

He earned a Bachelors Degree from the University of Maryland in 1966 and a Masters Degree from the University of Arkansas in 1976. His awards include the Vietnam Service Medal, Air Force Commendation Medal (2), Meritorious Service Medal and Bronze Star Medal. He is married to the former Joyce Ann Johnson. They have two children, Julie and Chris. Dave and Ann reside in Sherwood, Arkansas.

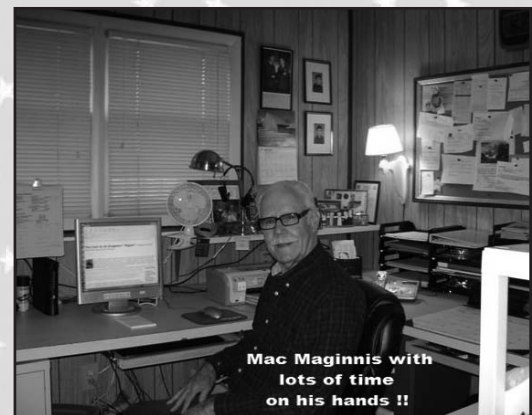


P.S. PICTURE OF TWO
AACS DUDES AT
GOOSE BAY - 1946
LEFT. JESUS DELAGARZA
RIGHT. ROBERT BACON

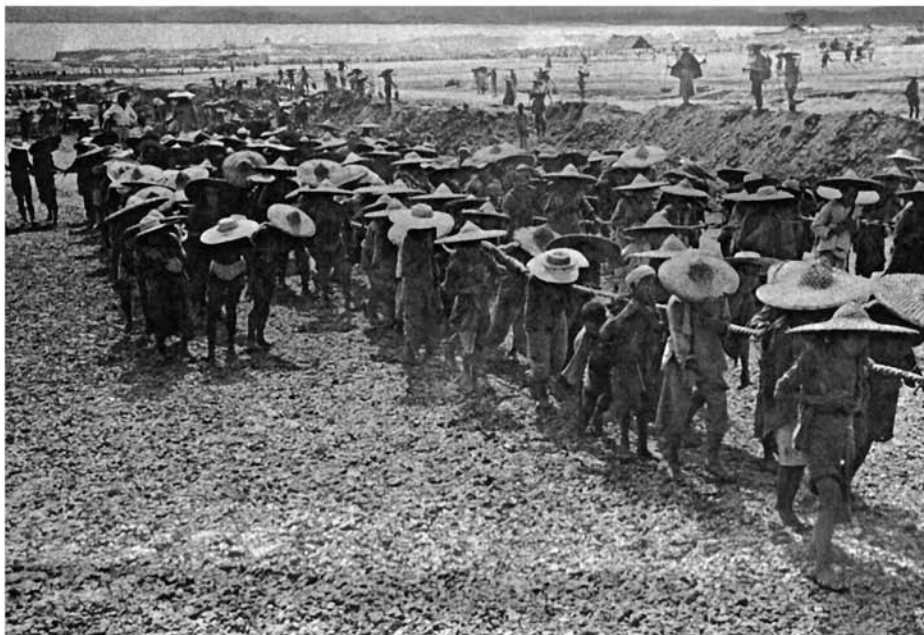


HANK-

ENCLOSED ARE TWO ITEMS FROM
1946-1948 ERA OF AACS. I THINK
THE CLASS A PASS IS FROM
GOOSE BAY (I DON'T RECALL IF
APO 858 WAS GOOSE OR BW-1)
IN ANY EVENT I DON'T ^{KNOW} WHY
IT WAS ISSUED-- WE HAD NOWHERE
TO GO!! YOU MAY OR MAY NOT
WANT TO USE THEM IN
"THE AACS COMMUNICATOR"- I HAD
THEM PASTED IN AN OLD BLACK
PAGE PHOTO ALBUM- AS YOU
CAN SEE- IF POSSIBLE PLEASE
RETURN IN SASE. THANKS FOR
A WONDERFUL, INFORMATIVE
PUBLICATION- YOUR HARD WORK
IS APPRECIATED.



Mac Maginnis with
lots of time
on his hands !!



Above, a fairly typical control tower found on most of the airfields in China. This one was Occupied by the 4th Army Airways Communications System Wing at Luliang. The Picture was taken In November 1944.

Human manpower packing a runway with concrete roller probably at Chengtu. At the far right in the control tower.

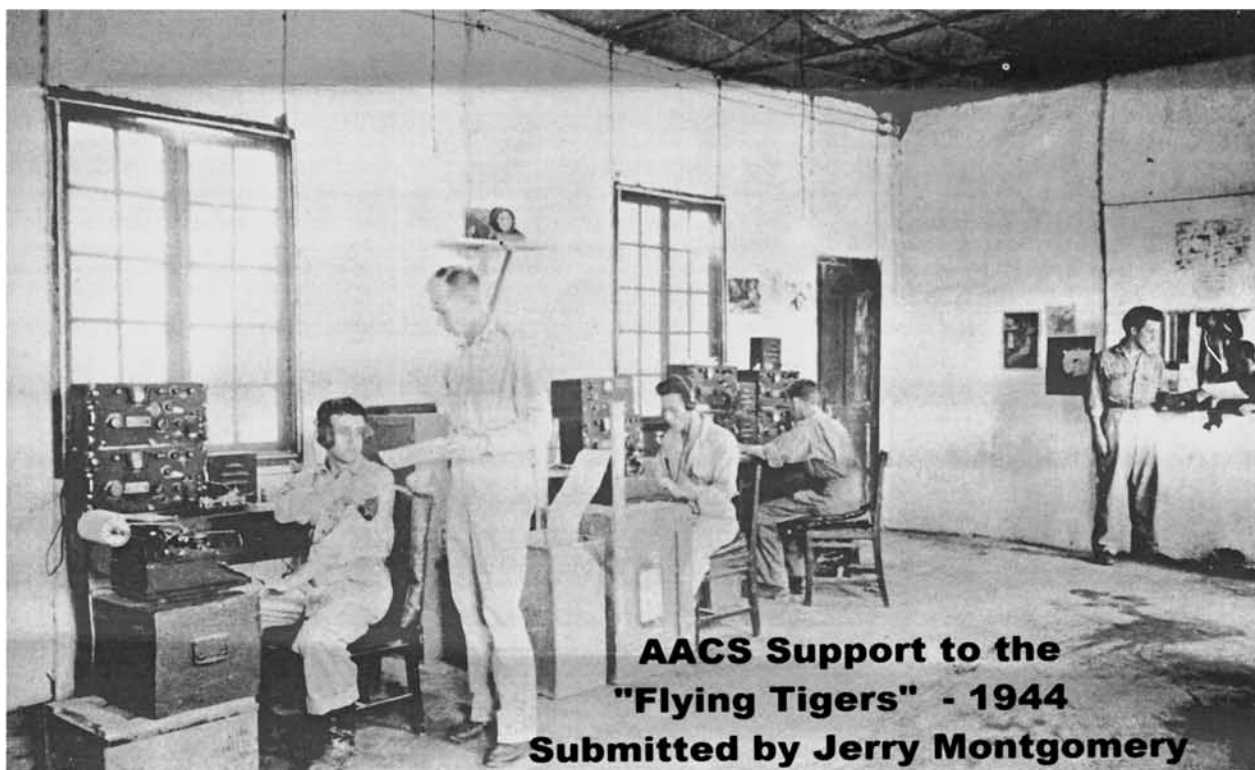


This was a localizer glide-path radar unit used by the 4th Army Airways Communications System Wing based at Kuang-han Air Base (northeast of Chengtu). The picture was taken in November 1944.

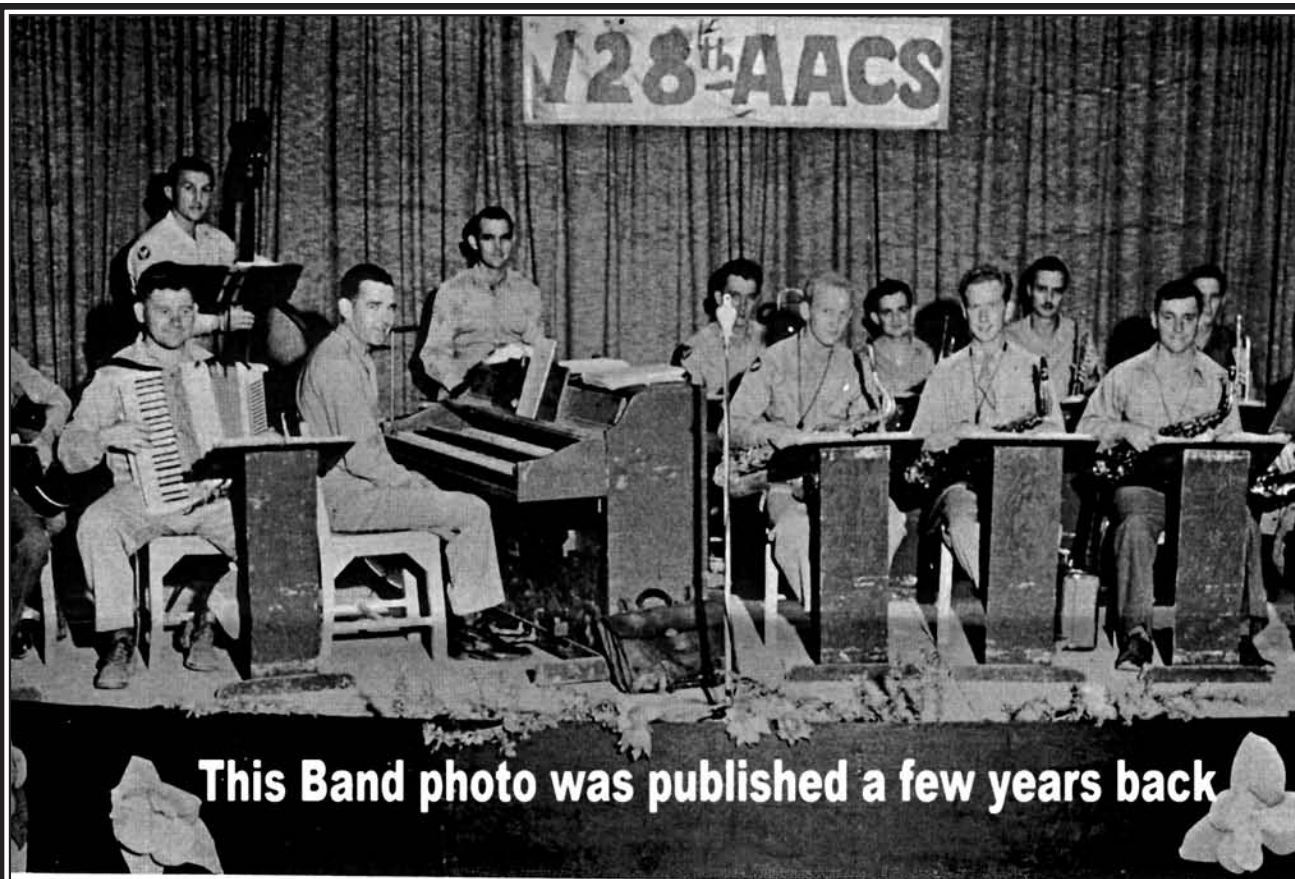
135

B.H. Meyers confers with one of his men in a radio room of the fighter-control system. Equipment was often mounted on boxes and empty crates. At the right is the code room where messages were encoded and decoded. The men at the transmitters merely sent out "groups" of alphabetical letters, and received them in the same manner. These "groups" were fed into a small machine, the 209

(often called "the Little Jesus"), to be encoded or decoded. The ceiling in this jerry-built room is made of bamboo matting and bamboo supports. Oil or gasoline has been spilled on the stone flooring. The Tech sergeant at the left with the earphones wears "Karachi" boots. The Chinese operator in the center is probably "working" a secret Chinese liaison station.



**AACS Support to the
"Flying Tigers" - 1944
Submitted by Jerry Montgomery**



This Band photo was published a few years back

The 128th Army Airways Communications System band holds forth at a dance night led by Addison ("Addie") Bailey at the piano, on July 24, 1944, in Kunming.



Chinese taxi-dancers at a dance hall, probably in Kunming, which is "in bounds" as the CBI patch over the door suggests.



A mixed party of Americans and Chinese, probably at Kueilin, 1944. Missing in the picture: "Prang," the flying dog.

2009 BOD Meeting
(Meeting will be held in the West 2 Room)
33rd Annual Board of Directors Meeting - Thursday, September 24, 2009-12:00 PM-3:30 PM
Tentative Agenda

***Old Business**
***New Business**
***Income/Expense-12 Month Review**

*** Board Member Reports**
***2010 Budget Review and Approval**
***2010 Convention Location/Host**

Award Nominations:

- **AF Hall of Fame**
- **AACS Hall of Honor**
- **Life Achievement**
- **Thomas F. Buckley**

Subjects Presented by the BOD and/or Association Members

A box lunch is included for the Board of Directors.

Beginning at 12:45 PM, Non-Voting Members and AF Comm & ATC Committee Members may participate along with any AF Comm & ATC Association Member choosing to attend and/or present a subject to the Board. Only Voting Members of the Board can be present when conducting a formal vote. Members can write to the Executive Secretary prior to the convention with written proposals, questions and comments for the Board to address no later than 30 days prior to the convention start date.



AF Communicators & Air Traffic Controllers Association

Presents the

Annual Membership Recruiting Award

To

John Doe

**FOR RECRUITING THE MOST NEW MEMBERS DURING
IN THE 2009-2010 TIME FRAME AND ENHANCING
THE PERPETUITY OF OUR ASSOCIATION**

September 22, 2010

**Joe Blow
Executive Director**

**YOU CAN EARN THIS PLAQUE BY RECRUITING OLD BUDDIES FROM
YOUR AIR FORCE DAYS.....HELP US GROW !!!!!!!!!!!**

AACS

AACS ALUMNI ASSOCIATION BOARD OF DIRECTORS

2009



Executive Director
Stan Phillips



Vice Director
Bill Bethea



Director for Information
David Moore



Executive Secretary
Bob Akard



Treasurer
Ray Sharpless



Editor/Publisher
Hank Sauer



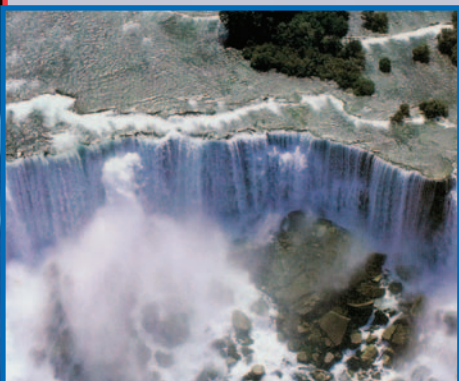
Director for Membership
Walt McLain



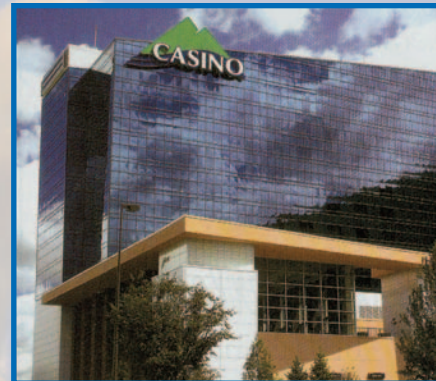
Sgt-at-Arms
Gerry Prather

33rd AF Comm & ATC Association Convention
Holiday Inn Grand Island Resort & Conference Center
September 23 - 27, 2009

Hosts:
Dan & Barbara Morabito



The "Morabito's"
Daughter: Kathleen, Barbara Ann & Dan



Make Hotel Reservations NLT September 1, 2009 by 3PM
1-877-472-6310 (in hotel) - Reservation Code is: AAC

REMEMBER IF YOU VISIT CANADA, YOU NEED A CURRENT
PASSPORT OR PASSCARD TO RETURN TO THE U.S.

BOOK EARLY TO MAKE SURE YOU GET A ROOM AT GROUP RATES

Send Registration and other forms to Stan Phillips
No Later Than - September 5, 2009

(A late fee of \$25.00 will be assessed for all registrations received after September 15th, 2009)

The AF Comm & ATC Hospitality Room is in the "Settlement" room
and will be officially opened at Noon (or shortly thereafter) on Wednesday,
September 23rd, 2009 with finger food available from 3:00pm until 5:00pm.

PLEASE NOTE: Checks for the Convention must be made out to the "AACS Convention 2009",
the IRS is still working on the Paperwork for our official name change.

See the Black & White pages 45 & 46 for the Registration
& Name Tag/Golf Registration Forms.

INFORMATION AND FORMS FOLLOW

33rd AF Comm & ATC Association Convention Beaver Island State Park Golf Course



The Beaver Island Golf course is located in Grand Island, NY on the Niagara River between Buffalo and Niagara Falls. The course has large, manicured greens, accented with hazards of white sand. Golfers can enjoy "watchable wildlife" as they play down wide fairways that parallel picturesque ponds leading to generous, gently slopped greens. The course offers a challenge to both the recreational and serious golfer.

The format will be captain's choice scored by using the Callaway one round scoring system. Lunch will be at the Buffalo Launch Club which is two blocks from the golf course. The Buffalo Launch Club is the oldest power boat club in the world.

If playing golf, complete the Golf registration form.

**The cost per-player is \$45.00 (includes green fee, cart and lunch)
Club Rental is \$25.00 & only 4 sets of RH available.**

**(however the Host has 2 sets of RH clubs, if needed)
Car Pools will leave the Hotel at 7-7:15 am.**

First tee time will 8 am.

**If you are willing to provide a car pool vehicle,
mark the Golf Registration form.**

Driving time is 10 minutes from the hotel.



THE 33rd ANNUAL AF Comm & ATC CONVENTION
Holiday Inn Grand Island Resort & Conference Center
SCHEDULE OF EVENTS

WEDNESDAY, SEPTEMBER 23, 2008

<u>EVENT</u>	<u>FEE</u>	<u>TIMES</u>	<u>WHERE OR ROOM</u>
EARLY CHECK-IN	\$85 Per-Person if not previously paid	Noon to 8 PM	HOTEL LOBBY
HOSPITALITY ROOM	INCLUDED IN FULL REGISTRATION	Noon to Midnight	"THE SETTLEMENT ROOM"
River Dinner Cruise	\$55.00 per-person 1st 90 persons	5:45 PM	Board back of Hotel Cruise 6 – 9 PM Limited Seating – Book Early

THURSDAY, SEPTEMBER 24, 2009

<u>EVENT</u>	<u>FEE</u>	<u>TIMES</u>	<u>WHERE OR ROOM</u>
HOSPITALITY ROOM	WITH FULL REGISTRATION	Noon to Midnight	"THE SETTLEMENT ROOM"
HAM RADIO	N/A	7AM – 11 PM	WEST 1 ROOM
REGISTRATION CHECK-IN	\$85 Per- Person if not previously paid	9AM – 8 PM	HOTEL LOBBY
ANNUAL BOD MEETING		NOON – 3:30 PM	WEST 2 ROOM
INDIAN CASINO TOUR	\$20 PER- PERSON	9:30 AM Return 3:30 PM	Seneca Niagara Casino
BAVARIAN NIGHT DINNER	\$30 PER- PERSON	6 PM	The Riverview Room Bavarian Dress Encouraged Ump-Pa-Pa Accordion Pay-as-you-go German "Bier" Bar

FRIDAY, SEPTEMBER 25, 2009

<u>EVENT</u>	<u>FEE</u>	<u>TIMES</u>	<u>WHERE OR ROOM</u>
GEN. FARMAN GOLF TOURNAMENT	\$45.00 PER PLAYER	CAR POOL LEAVES 7 - 7:15 AM	BEAVER ISLAND GOLF COURSE LUNCH INCLUDED PRIZES
REGISTRATION CHECK-IN	\$85 Per- Person if not previously paid	Noon to 6 PM	Find the Host or contact the Hospitality Room (The Settlement Room)

HOSPITALITY ROOM	WITH FULL REGISTRATION	NOON TO MIDNIGHT	"THE SETTLEMENT ROOM"
HAM RADIO	N/A	7AM – 11PM	WEST 1 ROOM
NIAGARA FALLS TOUR	\$45 PER-PERSON	LEAVE AT 9:30 AM RETRUN: 3:30 PM	See the Falls, Maid of the Mist, Cave of the Winds, Aquarium of Niagara and more !!
— "Women In the AF"	None	1 PM	Seminar by Hank Sauer/location to be announced at Hotel
ANNUAL PRAYER SUPPER	\$27 PER PERSON	6:00 PM	The Niagara Currents Room Major General Gerald Prather will be Prayer Supper Speaker

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SATURDAY, SEPTEMBER 26, 2009

<u>EVENT</u>	<u>FEE</u>	<u>TIMES</u>	<u>WHERE OR ROOM</u>
ANNUAL GENERAL BUSINESS MEETING/BREAKFAST	INCLUDED IN FULL REGISTRATION	7 AM – 10 AM	GRAND BALLROOM BREAKFAST 7AM-8AM ONLY
HAM RADIO	<u>N/A</u>	11 AM – 4 PM	WEST 1 ROOM
HOSPITALITY ROOM	INCLUDED IN FULL REGISTRATION	Noon – 4 PM After Banquet - ??	"THE SETTLEMENT ROOM"
<u>CASH BAR</u> AT ANNUAL BANQUET	PAY-AS-YOU-GO	5:45 PM	The GRAND BALLROOM
ANNUAL ASSOCIATION BANQUET	INCLUDED IN REGISTRATION or \$45 for Banquet Only	6:30 pm SHARP	THE GRAND BALLROOM
HOSPITALITY ROOM	INCLUDED IN FULL REGISTRATION	REOPENS AFTER BANQUET - ???	"THE SETTLEMENT ROOM"

SUNDAY, SEPTEMBER 27, 2009

<u>EVENT</u>	<u>FEE</u>	<u>TIMES</u>	<u>WHERE OR ROOM</u>
FAREWELL CONTINENTAL BREAKFAST	<u>None</u>	<u>7:30 AM – 10:30 AM</u>	THE RIVER VIEW ROOM

HOTEL CHECKOUT TIME IS 11:00 AM



GENERAL BUSINESS MEETING
Saturday, September 26, 2009
7AM - Breakfast (line Closes at 8:00AM)

7:00 AM - Breakfast

8:00 AM - ED Calls Meeting to Order
(Logistics, Emergency exits, Announcements, welcome guests & VIPs)

- Invocation/Pledge of Allegiance

8:15 AM - BOD Reports (not more than 5 minutes for each report)

Executive Secretary (Vote on 2008 minutes)

Membership

Treasurer

Director for Information

Any Committee Reports

Editor/Publisher

Executive Directors Comments

(Any BOD decisions from Board meeting)

9:00 AM - Recognize 1st time Convention Member Attendees

9:05 AM - ELECTION OF OFFICERS
(NOMINATING COMMITTEE CHAIR OR MEMBER OF COMMITTEE)
(Elect Executive Director and Executive Secretary)

9:15 AM - AF Comm & ATC Association Memorial Service

9:30 AM - State of Air Force Air Traffic Control by AFFSA
(Speaker TBA)

10:05 AM - Overview of 2010 Convention/Reunion

10:20 AM - Any Announcements, Reminder of 6:30PM to be in Your Seats for the Banquet

10:30 AM - Call the 2009 General Meeting to a CLOSE.

The 33RD AF COMM & ATC ASSOCIATION CONVENTION
September 23 – September 27, 2009
Holiday Inn Grand Island Resort & Conference Center

100 Whitehaven Road, Grand Island, New York 14072
Local Telephone Number: (716)-773-1111
RESERVATIONS NUMBER: 1-(877)-472-6310 (in Hotel)
Fax: (716)-773-1229

Group Reservation Code: **AAC**

BOOK EARLY: The standard room rate is **\$83.00 plus tax (approx \$11.42).**
(Rate good for 2 days prior and 2 days after)

Book early

DEADLINE FOR RESERVATIONS AT THE GROUP RATE IS: SEPTEMBER 1, 2009, BY 3PM.
After that date, the Hotel will quote and book reservation requests based upon availability
at their current rates.

ALL ROOMS SHOULD BE BOOKED AS LATE ARRIVAL.
MEMBERS ARE RESPONSIBLE FOR MAKING THEIR OWN HOTEL RESERVATIONS
CHECK IN TIME: 3:00pm – CHECK OUT TIME: 11:00am

If paying by check and mailing a reservation form to the hotel, this is the information they need:

LAST NAME: _____ FIRST NAME: _____ MI: _____

HOME ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

DATES OF STAY: Check in _____ Check out _____ Nbr of nights _____

Phone Number: _____ Number of Persons staying in room: _____

Room type: One Bed _____ Two Beds _____ King _____

Smoking _____ Non-Smoking _____ Handicap _____

ANY SPECIAL ITEMS: _____

*Riverview Rooms subject to availability (\$10 per night extra charge)

*Rollaway beds, if available (\$10 per day).

*Refrigerators, if available (\$10 per day)

*Dogs are allowed (\$10.00 per-day)

THE HOTEL HAS A IN-DOOR AND OUT-DOOR POOL (BRING YOUR BATHING SUITS)

If guaranteeing the reservation by credit card or when mailing this form, please provide the following:

Name of Credit Card _____ Card Number _____ Exp. Date _____

(Print Name on the Card)

(Signature)



2009 EVENTS FOR OUR MEMBERS AND GUESTS TO ENJOY



WEDNESDAY, September 23, 2009:

The Hospitality Room will open at Noon until Midnight in the "SETTLEMENT ROOM."

**Early sign in at the Registration Table in the Hotel Lobby Noon - 8:00pm
(\$85 PER-PERSON IF NOT PREVIOUSLY PAID)**

***RIVER BOAT DINNER CRUISE - \$55.00 PER PERSON**

5:45 PM BOARDING AT THE REAR OF THE HOTEL, BOAT RETURNS AT APPROXIMATELY 9 PM.

The Gray Lady can only take 90 passengers.

**You must book *early* as it will be on a
"first-come, first-serve" basis.**

Dinner Menu (2008 Menu - subject to change)

- **Tossed Salad - Rolls & Butter**
- **Double Entrée Steak & Chicken (char-grilled sirloin served with a stuffed boneless chicken-breast, with mushrooms, tomato, scallions & artichoke hearts in a rich port wine demi-glace.**
- **All entrees are served with Chef's choice of potato & vegetable, dessert, regular/decaf coffee & tea.**
- **Vegetarian meals available on request (include note with registration form if this is your choice (s))**



THURSDAY, September 24, 2009:

Check in Registration: 9 AM - 8PM in Hotel Lobby

The Hospitality Room will open at Noon until Midnight in the "SETTLEMENT ROOM".

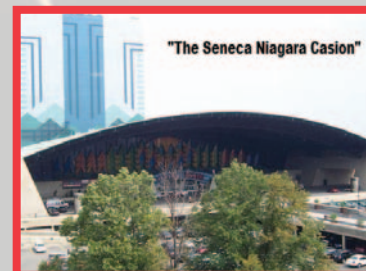
HAM ROOM - West 1 Room, 7AM - 11PM

Seneca Niagara Casino Visit

Buses leave hotel at: 9:30AM return 3:30PM

Cost: \$20 per-person

**The Casino will provide \$10 in Casino slots for
Gambling and \$5 in Casino slots for food.**



Enjoy the day and maybe come home a "winner"

Annual Board of Directors Meeting - West 2 Room, Noon - 3:30PM

BAVARIAN NIGHT DINNER IN THE HOTEL
BAVARIAN DRESS IS ENCOURGED BY ALL (EVEN IF NOT GERMAN).....ENJOY A LOCAL FAVORIATE
UMP-PA-PA Accordion Player...THERE WILL BE A PAY-AS-YOU-GO BAR FOR GERMAN "BIER"

In the Hotel- Riverview Room

TIME: 6PM COST: \$30.00 PER-PERSON

FRIDAY, SEPTEMBER 25, 2009:

Late Check-in-Registration -Noon -5PM Hotel Lobby
Hospitality Room opens Noon until Midnight, in the "SETTLEMENT ROOM"
HAM ROOM - WEST 1 ROOM 7AM - 11 PM

EVENT: The Annual "General Farman" Golf Tourney

WHERE: Beaver Island State Park Golf Course.

TIME: Car pools will leave Hotel around 7 - 7:15am

COST: \$45 PER-PLAYER (Includes Lunch at the
Buffalo Launch Club- 2 blocks from the course)

EVENT: The Niagara Falls Tour

See all the spectacular sights: Maid of the Mist (Boat Ride by the Falls),
Cave of the Winds,Niagara Adventure Theater, Niagara Gorge
Discovery Center & Aquarium of Niagara and all day
transportation on the Scenic Trolley. All of these attractions
are included in our Group rate.

TIME: Buses Leave Hotel at: 9:30AM Return 3:30PM

Cost: \$45 per-person

Women in the AF Seminar
(A history of their contributions & value to the AF)

TIME: 1 PM

COST: NONE

WHERE: In- Hotel (to be announced)

EVENT: ANNUAL PRAYER SUPPER. Enjoy an inspiring evening
with our own General Gerald Prather. You won't want to miss
this event.

TIME: 6:00 - 8pm (Niagara Currents Room)

COST: \$27.00 PER-PERSON



SATURDAY, SEPTEMBER 26, 2009

EVENT: BUFFET BREAKFAST & GENERAL MEETING (7 AM - 10 AM)

Located in the Grand Ballroom

Note: Breakfast will only be from 7:AM - 8AM

Reports, Election of Officers, Proposal Votes, etc

State of Air Force Air Traffic Control

Memorial Service

Brief Overview of 2010 Convention

**New York Wine Tasting !! In Hotel (Tentative, if held,
time will in the afternoon and location will be announced at the Convention)**

Hospitality Room opens Noon until 4:00pm. In the "SETTLEMENT ROOM"

Ham Radio West 1 Room 11AM - 4 PM

EVENT: ANNUAL BANQUET Located in the Grand Ballroom.

Included in full-registration. Banquet-Only cost is \$45 per-person

Pay as you go bar 5:45pm

BE SEATED BY 6:30pm SHARP

Posting of the Colors & Pledge

Invocation

Introduction of Guests

POW/MIA Ceremony

2009 Awards

State of AF Comm/Information (Maj General Mike Basla)

Guest Speaker (Ken Dabrow)



Hospitality room reopens until midnight in the "SETTLEMENT" room.

SUNDAY, SEPTEMBER 27, 2009

Get-Away Breakfast in the Riverview Room 7:30am - 10:30am.

Close the 2009 Convention

Miscellaneous Announcements

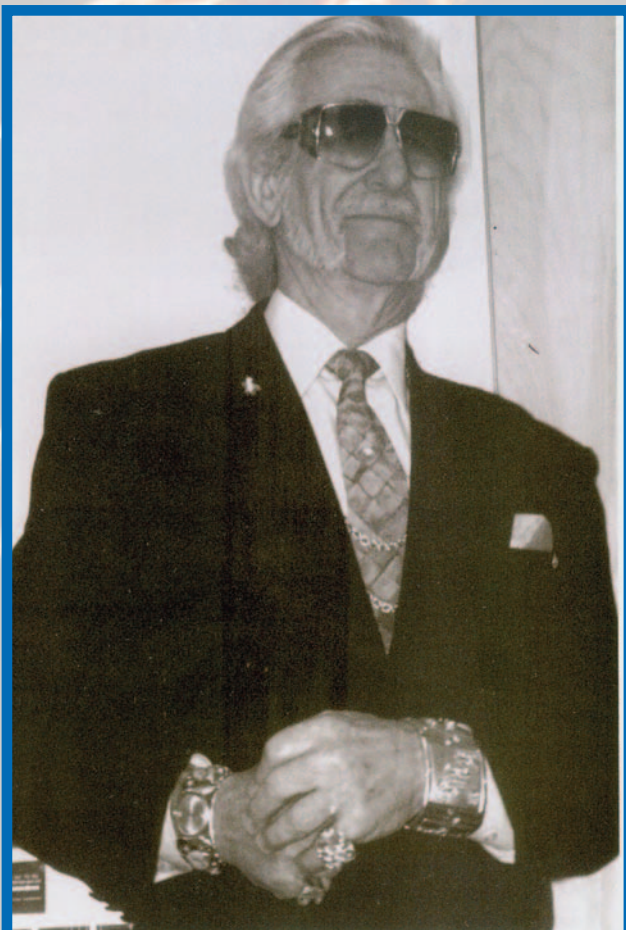
HOTEL CHECKOUT TIME IS 11:00am

HAVE A SAFE TRIP HOME - SEE YOU'ALL NEXT YEAR

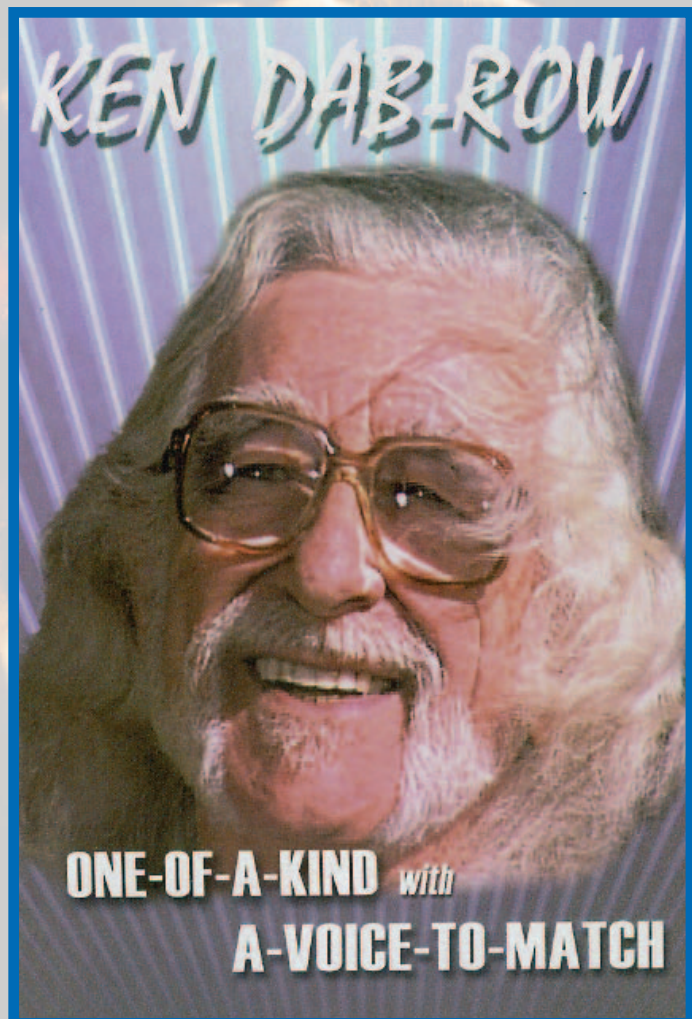
Our 2009 Conventioo Guest Speaker
Ken Dab-Row
"Our-one-of-a-Kind Member"

Ken, one of the "Croughton Sheep Herders" was our guest speaker in 2004 at Scottsdale, Arizona and he "wowed" us with one of his motivational talks. He has agreed to do it again in 2009 at the Holiday Inn Resort, on Saturday night, September 26th.

Don't Miss it !!!!!



Ken Dab-Row, accepting his "Lifetime Achievement Award" in 1998 from the Southern California Broadcasters Association



Directions to the
Holiday Inn Grand Island Resort & Conference Center
Grand Island, New York
(716) 773-1111

100 Whitehaven Road, Grand Island, New York 14072

By Air: The Buffalo/Niagara International Airport is located in Cheektowaga, NY approximately 19 miles Southeast of Grand Island. The following Airlines fly into the Buffalo/Niagara International Airport.

American: from Chicago, IL-O'Hare

Air Tran: from Atlanta, Ga

Continental: from NYC-Newark, Cleveland, OH

Delta: from Atlanta, GA, NYC-JFK, Cincinnati, OH

Jet Blue: from NYC-JFK, Fort Meyers, FLA, Boston, MA

Northwest: from Detroit, MI

Southwest: from Tampa, FLA, Chicago-Midway, Baltimore, MD, Las Vegas, NV
Orlando, FLA, Dallas, TX, W. Palm Beach, FLA, Las Angeles, CA

US Airways: from NYC-Laguardia, Hartford, CT, Boston, MA, Washington, D.C.
Philadelphia, PA, Charlotte, NC, Albany, NY

United: from Chicago, IL-O'Hare, Washington D.C.-Dulles

Shuttle Transportation

The Grand Island Holiday Inn Resort provides shuttle service from/to the airport for **\$30.00 per person, each way**. Shuttle reservations can be made the same time you make room reservations by calling toll free (877) 472-6310 or calling 3 or 4 days before you leave for Buffalo.

Rental Companies: The host suggests that members flying in may want to coordinate with other members they know who will also be flying to Buffalo and share a rental car. The following companies are "on-site" at the Buffalo/Niagara International Airport.

Alamo-Avis – Budget – Enterprise – Hertz – National. "Off-site" are Dollar & Thrifty

If you rent a car at the Buffalo/Niagara International Airport, you should return to where you rented it or pay a fee for dropping the car off at a different location.

By Automobile-From Buffalo/Niagara International Airport: From the Airport follow the signs that say **Niagara Falls route 33W to I-90**. About 1 mile bear right to the **I-90** to Niagara Falls Take **I-90 to I-290W** follow the signs to Niagara Falls. **Stay on the I-290 till you reach I-190** follow the signs to Niagara Falls & Grand Island go over the Toll Bridge **[\$1.00]**. Take **exit 19 at Whitehaven Road**. Turn right on Whitehaven road and drive 4 miles to the Holiday Inn.

If you are traveling **East on the I-90 going to Buffalo**, after you pay your ****toll** outside of Buffalo **stay on the I-90 till you come to the I-190** follow the signs going to Buffalo & Niagara Falls. **I-190** will take you through the city of Buffalo and along the Niagara River **stay on the 190** and follow the signs to Niagara Falls & Grand Island go over the Grand Island Toll Bridge **[\$1.00]**. Take **exit 19 at Whitehaven Road**. Turn right on Whitehaven Road and drive 4 miles to the Holiday Inn. Note while you are traveling along **I-190** in Buffalo by the Niagara River you will be going under a bridge called The Peace Bridge going into Canada. The land that you see on you left is Canada (just a little information).

If you are traveling **West on the I-90 going to Buffalo**, after you pay your toll outside of Buffalo **stay to your right and pick up I-290W** follow the signs going to Niagara Falls & Grand Island. Take **I-190N** and follow the signs going to Niagara Falls and Grand Island go over the Grand Island Toll Bridge **[\$1.00]**. Take **exit 19 at Whitehaven Road**. Turn right on Whitehaven road and drive 4 miles to the Holiday Inn.

**** THE TOLL ON THE NY THRUWAY DEPENDS ON THE DISTANCE YOU TRAVEL.**

Hotel Parking is FREE. RV Parking is permitted on the parking lot. There are no hook-ups. CHECK WITH HOTEL FOR RV AUTHORIZED PARKING. There is a KOA Kampground located at 2570 Grand Island Blvd, Grand Island, NY, 4.1 miles from the hotel. From Hotel, drive West on Whitehaven Rd toward White Oak Ln. Turn right at Grand Island Blvd/RT-324, campground is on the left. Call (716) 773-7583 for rates, etc. or www.koa.com

IF DRIVING - "DRIVE SAFELY"

IF YOU GET LOST - CALL: The Hotel at (716) 773-1111

"THE ACTIVE DUTY AIR FORCE PAGE"

"Background"



In 2004, the AACS Alumni Association voted to change our Constitution to authorize Air Force Communications, Information, Air Traffic Controllers, Maintenance and Support personnel (Officers, Airman and Civilians) who have served or are now serving in any Air Force Major Command (including Joint/Specified Commands, to become members of the AF Communicators & Air Traffic Controllers Association (Formerly the AACS Alumni Association).

The changes in eligibility were predicated on ensuring the perpetuity of the Association as the growing age of the current 2,200 plus members average age is now over 74, with a significant number of them being WWII veterans. The age factor was a major concern in maintaining a viable Association for the long-term and to provide an Association such as ours, to those individuals now serving in the Air Force. The AACS Alumni Association was formed in 1977 to provide a forum for those who served, to meet on an annual basis to renew friendships and make new ones and to stay abreast of the changes in the Air Force. That goal continues with the AF Comm & ATC Association.

We have coordinated with the senior Air Force leadership and have added local base Comm and ATC units to "The Communicator" distribution list for the June and November issues we publish. We are going to devote up to four (4) pages of each issue to stories and photos of active duty activities (based on input) and we solicit your stories and photos of interest.

In simple terms we "is" communicators (in the broadest terms) & air traffic controllers. The term "Communications" or "Communicators" includes all operational, maintenance and administrative skills.

Each year at our annual convention, we present an annual award with a Trophy (ceramic eagle), Plaque and \$100 check to an outstanding Air Traffic Controller and a Communications/Information Professional of the Year (E1 to E5). The Air Force Communications Agency and the Air Force Flight Standards Agency select the Airman to be honored each year. In 2008, SSgt Kevin Killoren of Tyndall AFB, FL was selected at the Air Traffic Controller of the Year and SrA James Pettet of Mountain Home AFB, ID was selected at the Communications/Information Professional of the Year.

The AF Communicators & Air Traffic Controllers Association (formerly the "AACS Alumni Association") **WELCOMES** all our new Air Force active duty "readers" and hopes that you will enjoy our official publication and take part in this great Association, who continues to maintain a close relationship with our active duty brethren. It has been our custom for many years that if our annual convention/reunion is being held in a city close to an Air Force Base, we invite as our guests for the Banquet, members of the local communications and air traffic control units. It is our custom to have the Air Force Flight Standards Agency (AFFSA) provide a "State of Air Force Air Traffic Control" presentation and the Senior Air Staff Communications/Information Leadership to provide a "State of Air Force Communications/Information" presentation, Stories and photos for "The Communicator" should be forwarded to:

Hank Sauer, 111 Carson Lane, Oak Ridge, TN 37830 or email DirAACS@Comcast.net (phone: 865-482-3013), NOT LATER THAN APRIL 1st AND OCTOBER 1st of each year.

Visit the AACS Web Site: www.afcommatc.org

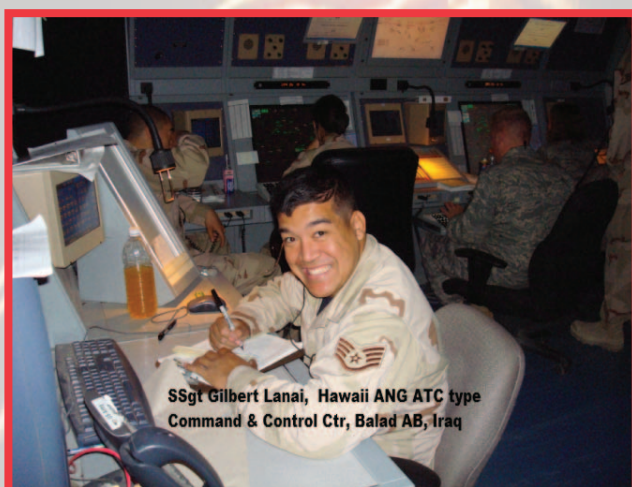
"Fellowship in the Company of Equals"



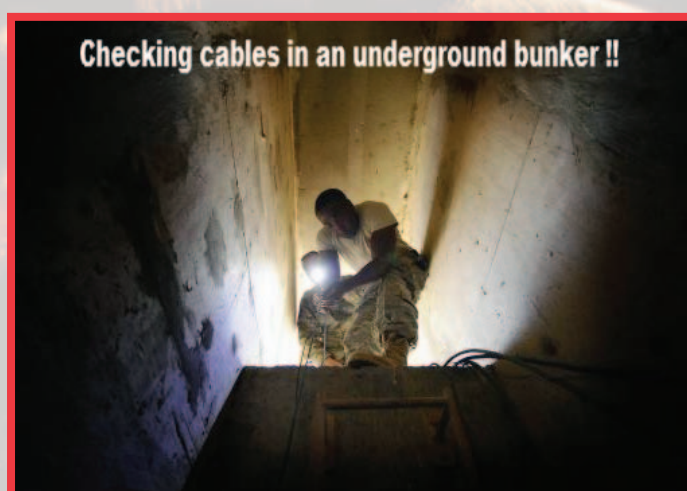
Comm Guys filling Sandbags



**2 Air Traffic Controllers,
SrA Michelle Hanna, Pope AFB
& Then TSgt Tom Geraldson
Scott AFB at Ali AB, Iraq**



**SSgt Gilbert Lanai, Hawaii ANG ATC type
Command & Control Ctr, Balad AB, Iraq**



Checking cables in an underground bunker !!



**ATC guys from
Travis AFB, installing
a Raised Angle Marker,
a visual aid to mark a
drop zone.**



Checking "handheld" radios in the desert.

The 2008 Air Traffic Controller of the Year

SSgt Kevin M. Killoren, a radar approach controller assigned to the 325th Operations Support Squadron, Tyndall AFB FL is the 2008 Air Force Air Traffic Controller of the Year.

SSgt Killoren entered the Air Force in 2003 and attended ATC tech school at Kessler before being assigned to Tyndall. He was deployed to Balad AB Iraq from Sep 06 - Jan 07 and again from May 07 to Sep 07 where he worked in the Combined Enroute Radar Approach Control, the DoD's busiest ATC facility. In addition to being recognized the AACS Air Force Air Traffic Controller of the Year he was also the recipient of the Air Traffic Control Association's "Lin Odems" Memorial Award for Military Air Traffic Control Specialist. He and his wife Jayme are expecting their first child in May, a boy to be named Gavin Michael. He is projected to be reassigned to Osan AB Korea in March 09 and has a follow-on assignment from there to Spangdahlem AB, Germany.

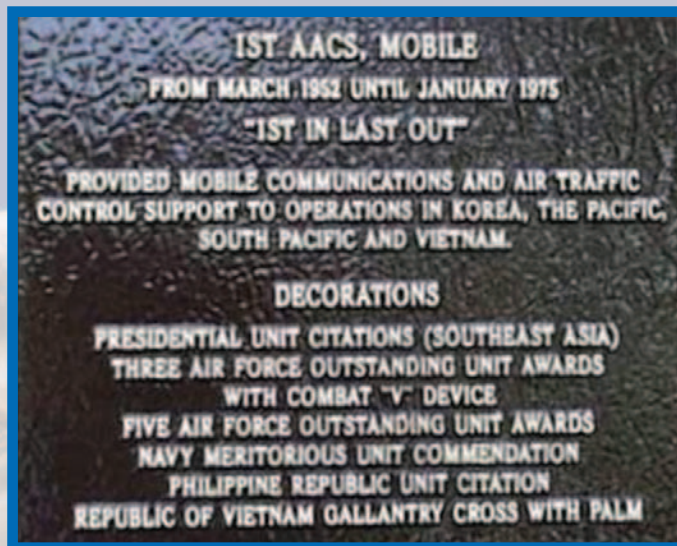


**SSgt Kevin M. Killoren
2008 Air Traffic Controller
of the Year**



AF Comm & ATC Association members attending the 2009 Air Force Communications/Information Hall of Fame Banquet and Inductions at the Hilton's Mark Center, Alexandria, VA, Dec 11, 2008.

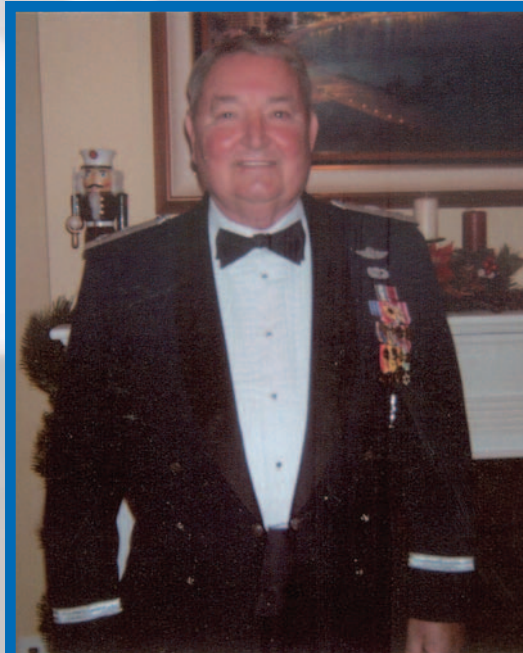
L-R Bill Bethea, Hank Sauer, JoAnn Phillips, Stan Phillips & Joe Duffy



2009 AF Communications/Information Hall of Fame Inductees, Spouses and other Incumbents.

L-R Front: Gen Campbell, Gen Stihl, Gen Donahue, Gen Lampe, Gen Prather, Col Sentimore, Gen Woodward

L-R Back: Mrs Campbell, Chief Bethea, Mrs Stihl, Chief Sauer, Mrs Donahue, Col Lauducci, Mrs Lampe, Gen Fairfield, Gen Cassity & Mrs Woodward



**Maj General Gerald L. Prather
Inducted into the Air Force
Communications/Information
Hall of Fame - Class of 2009**

33rd AF COMM & ATC Association CONVENTION MEMBER REGISTRATION FORM
YOUR REGISTRATION SHOULD BE MAILED NO LATER THAN Sept 5, 2009}
(COMPLETE THIS FORM EVEN IF YOU ARE GOING TO THE BANQUET ONLY)

MEMBERS NAME: (Last) _____ (First) _____ BANQUET ONLY _____
 SPOUSE: (Last) _____ (First) _____ BANQUET ONLY _____
 GUEST: (Last) _____ (First) _____ BANQUET ONLY _____
 GUEST: (Last) _____ (First) _____ BANQUET ONLY _____
 GUEST: (Last) _____ (First) _____ BANQUET ONLY _____
 Address: _____ City: _____ State _____ ZIP _____
 Email: (Please print clearly) _____ Phone Number: _____

Mode of Travel: Air ___ Auto ___ RV ___ Other ___ Date of arrival: 9/23 ___ 9/24 ___ 9/25 ___ 9/26 ___ Other 9/ ___

Are you staying at the Hotel: **Yes** ___ **Arriving by Air: Date** _____ **Airline** _____ **Time of Arrival** _____

If this is your first Convention check here: YES _____

<u>ACTIVITY</u>	<u>Time</u>	<u>Number</u>	<u>Fee</u>	<u>Total</u>
REGISTRATION FEE PER-PERSON		_____ @	\$ _____ - per-person	= \$ _____
LATE CHARGE PER REGISTRATION FORM AFTER SEPT 15, 2008:			\$ 25 Per-Reg Form	= \$ _____
BANQUET ONLY (no registration fee paid)		_____ @	\$ 40 per person:	\$ _____

Members/Guests attending the Saturday BANQUET ONLY who DID NOT PAY a registration fee - Select Entrée BELOW)

WEDNESDAY 9/23:

Dinner Cruise (board at back of hotel) 5:45 - 9:00 PM _____ @ \$55.00 per-person = \$ _____

THURSDAY 9/24:

Bavarian Night (In Hotel) _____ PM _____ @ \$ _____ per-person = \$ _____

FRIDAY 9/26:

General Farman Golf Tourney Car Pools leave 7: _____ AM _____ @ \$ _____ per-person = \$ _____
 (complete golf form and mail with registration and name tag forms)

Niagara Falls Tour Bus leaves _____ AM _____ @ \$ _____ per-person = \$ _____

Indian Casino Bus leaves _____ AM _____ @ \$ _____ per-person = \$ _____

Prayer Supper In-Hotel _____ PM _____ @ \$ _____ per-person = \$ _____

DONATIONS TO HELP DEFRAY THE COST OF THIS CONVENTION: \$ _____

GRAND TOTAL \$ _____

SATURDAY 9/26:

Banquet: 6:30 PM SHARP (Included with registration fee) Cash Bar @ 5:45 PM
ENTRÉE'S

1. _____ Prime Rib 2. _____ Chicken Marcela 3. _____ Royal Salmon 4. _____ Veggie Plate

Make Check Payable to "Convention 2009" &

MAIL No Later than Sept 5, 2009 (complete back side for Name Tag & if appropriate, Golf Registration)

TO:

Stan Phillips, 840 Dartmouth Rd, Troy, OH 45373-1157, 937-335-7086

Email: sjpaacs@woh.rr.com

REMEMBER HOTEL RESERVATIONS MUST BE MADE BEFORE SEPTEMBER 1ST (3pm)

NAME TAG FORM

How do you want your name(s) to appear?

Members Name: _____

Spouse or Guest Name (s): _____

Specialty: _____

(Tower, GCA, Crypto, Staff, Radar/Radio Maintenance, Personnel, etc)

Ham Call sign: _____

Favorite Comm. Unit, Command or Location: _____

State of Residence: _____

Is this your first convention? (Yes) _____ (No) _____

Example of Name Tag

Dan Morabito
Tower
AACS 1916-3 Det – England
New York

GOLF REGISTRATION INFORMATION FORM

Your Name: _____ Handicap: _____ Male or Female: _____

Name of Player (s) you would like to play with:

Name of Player: _____ Handicap: _____ Male or Female: _____

Name of Player: _____ Handicap: _____ Male or Female: _____

Name of Player: _____ Handicap: _____ Male or Female: _____

Club Rental: Yes _____ Left Handed _____ Right Handed _____ (\$25, only 4 sets available, RH-4, LH-0)
(the host has 2 RH sets if needed)

Cost per-player: \$45.00 (Includes Green Fee, Cart & Lunch at the Buffalo Launch Club)

Total Amount of Dollars included on Convention Registration Form \$ _____

Car pools will leave Hotel lobby at: 7:00 – 7:15am First Tee Time: 8:00am

Will you be willing to provide a Car Pool Vehicle? Yes _____ No _____

Driving time is approximately 10 Minutes from Hotel.

Join us for a morning round of Golf

2009 AF Comm & ATC Association Convention/Reunion

Menus

Bavarian Night

Reception **Cash Bar w/German Beer**

Buffet: **Tossed Salad**
 German Potato Salad
 Pork Schnitzel w/Spatzel Garnish
 Sauerbraten
 Sausage & Kraut
 Braised Red Cabbage
 Potato Pancakes
 Rolls & Rye Bread
 Apple Strudel
 Coffee, Tea, Decaf

Saturday Night Banquet

Reception
Sit Down Split Menu

Cash Bar
Tossed Salad

Rolls
*** Prime Rib**
***Chicken Marsala**
***Broiled Salmon**
Oven Roasted Potatoes
Fresh Vegetable Medley
Chocolate Mousse
Coffee, Tea, Decaf
***Vegetarian**



Prayer Supper

Reception

Fruit Punch

Buffet:

Breads
Tossed Salad

Rolls
Sliced Roast Beef
Chicken Francoise
Garlic Mashed Potatoes
Green Beans
Mini Desserts per Table
Coffee, Tea, Decaf, Iced Tea

Sunday Farewell Breakfast

Continental Breakfast

Chilled Juice
Assorted Breakfast

Coffee, Tea, Decaf

Business Breakfast Meeting

Buffet:

Scrambled Eggs
Sausage & Bacon
Breakfast Potatoes
French Toast
Breakfast Breads
Chilled Juice
Coffee, Tea, Decaf



Joint project yields solution for ATCALS assets

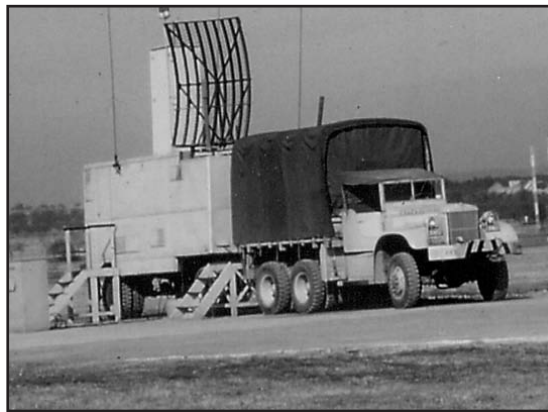
**By 1st Lt. Dustin Nowak
609th Air Communications Squadron**

SHAW AIR FORCE BASE, S.C. - Today's Air Force is accomplishing its mission on many fronts across the globe. Often times the expeditionary environment means doing more with less, especially in the world of deployable communications. When it comes to deployable Air Traffic Control and Landing Systems, the Air Force's current inventory is programmed to provide only six months of Air Traffic Control capabilities to the warfighter.

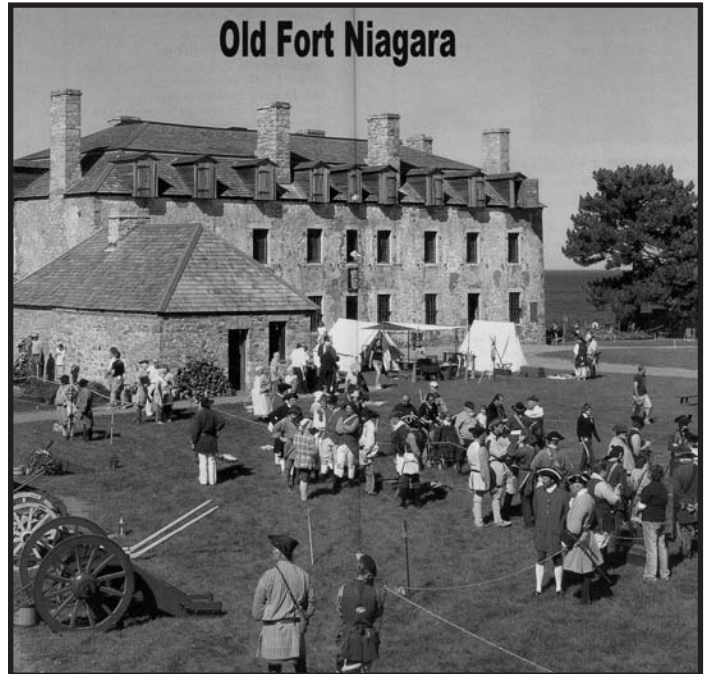
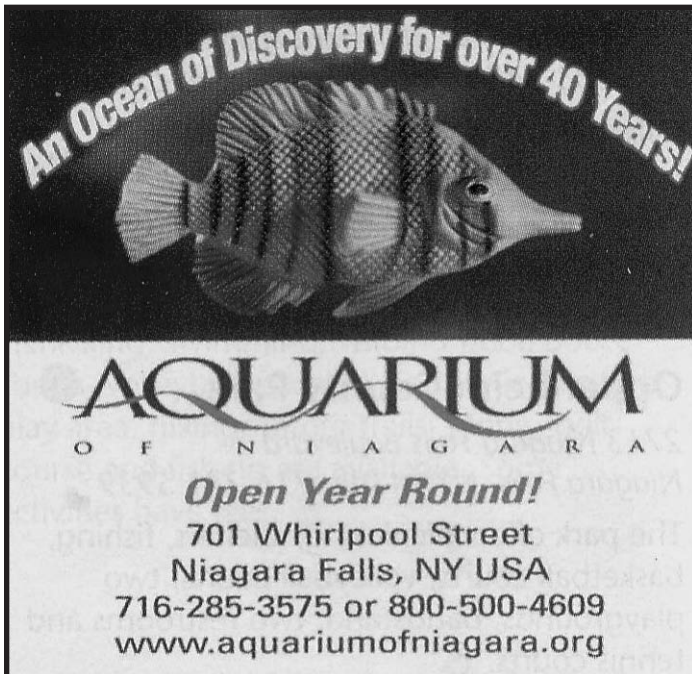
Currently the Area of Responsibility employs all but one of the Air Force's tactical ATCALS packages (TPN-19s from ACC, MPN-14s from the ANG and MPN-25s from AMC), virtually eliminating the possibility of rotation. The 609th Air Communications Squadron sought assistance from the Space and Naval Warfare Systems Center Charleston. The joint venture developed a solution that takes Navy radar assets scheduled for removal along with some new engineering to develop a robust mid-term airfield system suite in-a-box.

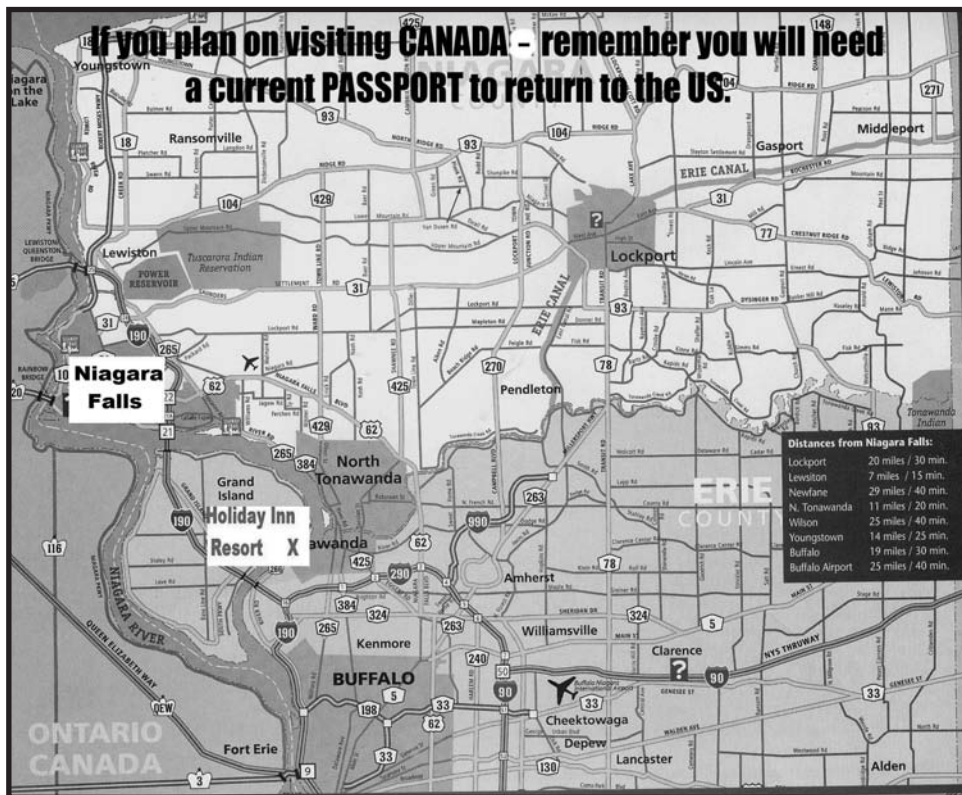
The Suite, The ASR-9/GPN-27 was chosen because of its availability and supportability. It was upgraded with digital capabilities, built in a pair of conjoined Sea-land containers for mobility, and named the Containerized Airport Surveillance Radar. The Radar Approach Control was designed inside three Sea-land containers and called the Transportable RAPCON. Micro En-route Automated Radar Tracking System and Enhanced Terminal Voice Switch, two Federal Aviation Administration and Air Force certified systems, were employed in the TRAPCON to expedite purchase and deployment. The Transportable Transmit Receive Suite was developed using URC/CM-200UHF/VHF radios to provide the ground-to-air communications. It consists of four antenna towers and one Sea-land container with the tower separated to reduce radio interference. Finally, the Precision Approach Radar, still widely used by Army Aircraft is a GPN-22 system engineered in a similar configuration to the TPN-25.

After approximately a year of engineering, the suites will be installed at six sites around the AOR, giving each site ATC services comparable to that of stateside facilities with the flexibility to be moved or removed at a moment's notice. The sites will be completed within two years and are scheduled to remain in place until U.S. forces fully withdraw from the AOR.



Places of Interest in the Niagara Falls Area





Open 7 Days A Week

快子

LUNCH BUFFET SPECIAL

11:00 - 2:00 PM Daily

Only \$3.99

OPEN DAILY 11:00 am - 9:00 pm

• Specializing in Peking Cuisine
• Fast Carry-Outs
• Parties Welcome

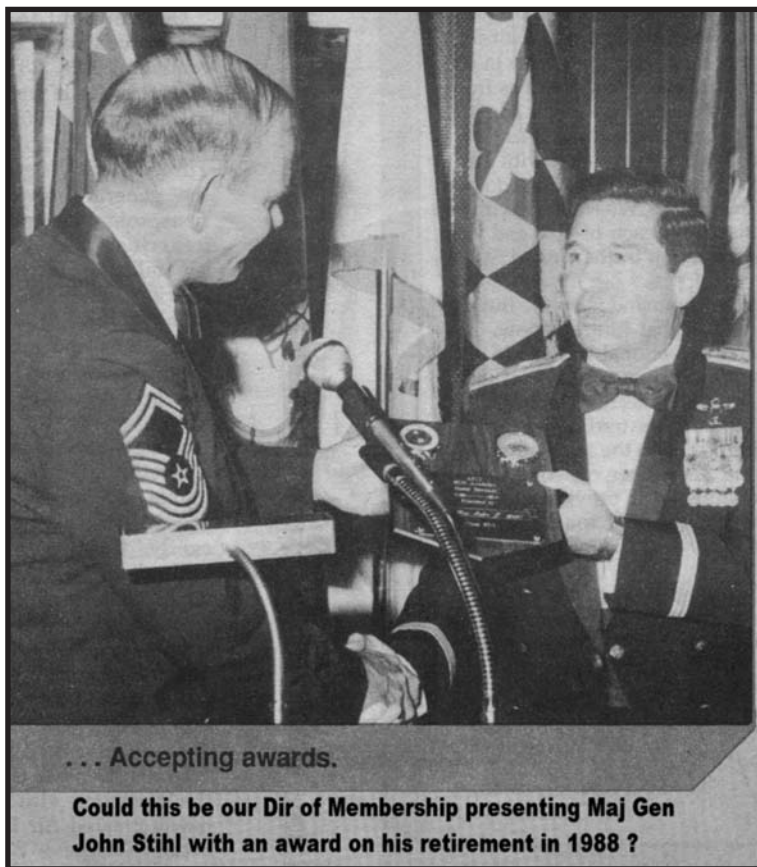
IVORY CHOPSTICKS

CHINESE RESTAURANT
(Two Minutes From Shiloh Gate)

632-7177 632-8188

541 Maple, O'Fallon, IL
(Ill. 158 & Wherry Road)

Bring back the "good old days"..This was a 1988 ad in the Scott AFB Base Paner



5th MOB

LET'S GO! EST. 1964

WORLD TOUR

DOMINICAN REPUBLIC 1965	SOMALIA 1992	SAUDI ARABIA 2003
VIETNAM 1965	SAUDI ARABIA 1993	IRAQ 2003
BRAZIL 1966	CUBA 1994	UNITED KINGDOM 2004
PUERTO RICO 1969	EGYPT 1994	PAKISTAN 2005
PANAMA CANAL ZONE 1976	MIDDLE EAST 1994	EGYPT 2005
PANAMA CANAL ZONE 1977	LATIN AMERICA 1994	PAKISTAN 2006
EGYPT 1980	KUWAIT 1995	IRAQ 2006
AZORES 1981	EGYPT 1995	PANAMA 2006
PANAMA 1981	BAHRAIN 1995	AFGHANISTAN 2006
HONDURAS 1983	JORDAN 1996	QATAR 2006
PANAMA 1983	SAUDI ARABIA 1996	CLASSIFIED LOCATION 2007
HONDURAS 1985	OMAN 1998	AFGHANISTAN 2007
PUERTO RICO 1986	TURKEY 1999	IRAQ 2007
EGYPT 1986	SAUDI ARABIA 1999	QATAR 2007
EGYPT 1987	EGYPT 1999	DUBAI 2007
HONDURAS 1990	SAUDI ARABIA 2000	AFGHANISTAN 2008
EGYPT 1990	SOUTHWEST ASIA 2001	QATAR 2008
SAUDI ARABIA 1990	CLASSIFIED LOCATION 2001	IRAQ 2008
SAUDI ARABIA 1991	CLASSIFIED LOCATION 2001	JORDAN 2008

CMSgt To Receive the Medal of Honor

CMSgt Richard Etchberger, a Ground Radar Superintendent who originally received a posthumous Air Force Cross for his heroic action at "Lima Site 85" (a top secret radar site atop one of the highest Laotian mountains), on March 11, 1968, has been authorized the Medal of Honor for his actions when the radar site was overrun and he was able to get seven of the 19 Americans extracted by helicopter before he was killed as the last man attempting to board the helicopter.

This radar site had a clear radar view to guide our B-52s to targets in and around Hanoi. Because of its classification, it took a number of years for the story to come out and Chief Etchberger to be honored for "above and beyond" actions that day.

General Tom Hobbins recently spoke to a large group of AF retirees and their families (many were Korean and Vietnam Vets) and where Chief Etchberger's actions were highlighted. To learn more about Lima Site 85 being overrun, visit www.aiipowmia.com/sea/limalinder.html . Of additional interest, many of the airmen at Lima Site 85 belonged to the 1st Mobile Comm Group, who rotated in and out every 24 hours. You can read about the 1st Mob at www.limasite85.us/construction_7.htm.

They use AACCS when they mean AFCS and they have General Stoney Commanding AFCC, but the story is otherwise accurate.



**CMSgt Ricard Etchberger, Ground Radar Maint.
Recommended for the Medal of Honor**

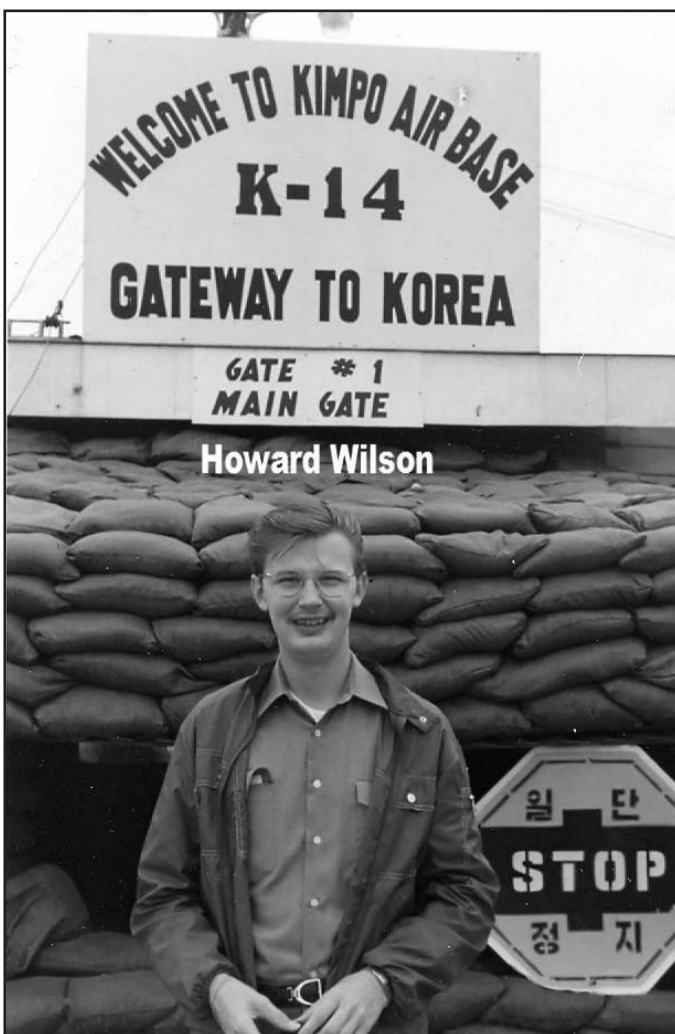
Some things never change !!!

When a truce was declared in Korea in July 1953, the active hostilities stopped, but it was still considered a combat zone. However, the priorities for ordering parts/supplies/etc., went down the tubes. One day at K-2 AB, I received a call from Base Supply stating they had received a priority shipment for me. Hustling on over there, I found it was a package of fax paper (for the base weather fax machines) that my predecessor had ordered 13 months earlier. The priority system was obviously broken !!!

It was best described in a sign we had outside of our Comm Center that read something like this:

**WE HAVE DONE SO MUCH WITH SO LITTLE, FOR SO LONG,
THAT NOW WE CAN DO ANYTHING WITH NOTHING.....**

**George Hoyt
CMSgt, USAF-Ret.**



Howard Wilson

Friday, November 15, 1974



Winning team

TSgt. Howard A. Wilson, left, and SSgt. Lawrence Draper, right, both air traffic controllers with the 1931st Communications Group, look at local aircraft traffic on a position coordinator in the Elmendorf tower with Capt. Raymond J. Coughlin, the Group's new squadron section commander. The two noncommissioned officers were honored recently for averting a possible midair collision. (U. S. Air Force Photo)

Quick action by two NCOs averts midair collision

Quick action by two 1931st Communications Group air traffic controllers in preventing a possible midair collision has earned them the Air Force Communications Service's coveted Aircraft Save Award.

TSgt. Howard A. Wilson and SSgt. Lawrence Draper were on duty in the Elmendorf control tower recently when Sergeant Draper spotted a civilian Beech Bonanza flying in the base's approach area. An effort to contact the aircraft failed.

Sergeant Wilson was working several jet and conventional aircraft within two miles of the base and, when alerted by Sergeant Draper, he began advising them to clear the area.

The civilian pilot, apparently unaware of the heavy Elmendorf air traffic, began to fly a

pattern across that of an Air Force T-33. When the T-33 pilot told the tower he did not see the approaching civilian aircraft, Sergeant Wilson immediately directed the Air Force pilot to continue his approach.

These events happened within 45 seconds after the civilian aircraft had first been sighted.

The light aircraft then began to climb, heading straight for the approaching T-33. Sergeant Wilson quickly ordered the T-33 pilot, who still was unable to see the Bonanza, to climb also. Seconds later, the two aircraft crossed paths, with only about 100 feet clearance between the two aircraft.

Col. Marvin Anderson, 1931st Communications Group commander, presented the awards to the two controllers.

HISTORY OF FLIGHT

Above & Beyond: The Village of Tempelhof

By CHARLES BRADY
Air & Space Magazine, November 01, 2008



The 1984 open house at Tempelhof.
(TSGT Jose Lopez Jr./USAF)

PHOTO GALLERY

As a U.S. Army Infantry sergeant, I arrived in West Berlin in 1956 on a troop train, but the divided city was open to commercial air travel almost as soon as World War II ended. American Overseas Airlines began service in 1946, flying into Tempelhof airport. A Nazi-era marvel of modern architecture and engineering, Tempelhof features a cable system that suspends a protective roof over the semi-circular arrangement of aircraft arrival gates. Nothing like it had been built before. Construction began in 1936—and is still incomplete.

A trip back in history. Tempelhof is now closed.

Raymond Russell, 89, flew for AOA when it started flying to the airport. (AOA was bought by Pan American World Airways in 1950.) He recalls landing on a runway with steel plates here and there covering the bomb craters. Russell, who landed at Tempelhof for the last time on December 14, 1979, says architecture is not the only feature making the airport extraordinary. "Tempelhof was the most unusual because of its location in the center of Berlin," he says. "This necessitated an approach between apartment buildings."

The airport's history also sets it apart. On July 4, 1945, a U.S. Army Air Forces Fairchild C-2 landed at Tempelhof. The ramp dropped, and off came a Jeep driven by Corporal Terry Mohr of the 82nd Airborne Division. A general exited the C-2 cabin and got in the Jeep. Mohr (who still lives in Berlin) drove through the ruined city to the barracks of Hitler's *Leibstandarte* (Bodyguard Regiment), formerly the Prussian West Point, which the Soviet army had occupied since April 28. The Soviet flag was taken down and the U.S. flag went up. Thus began the U.S. occupation of West Berlin.

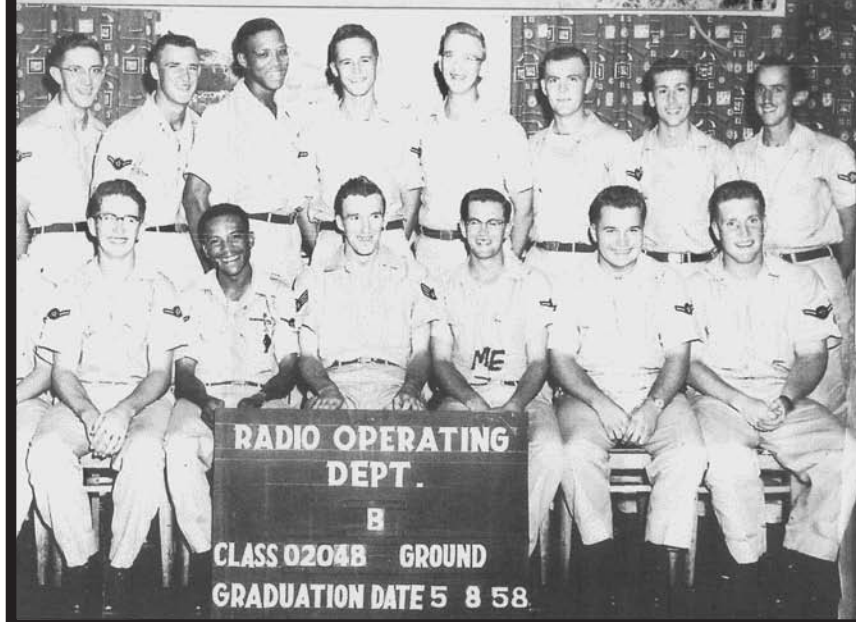
Tempelhof became famous in 1948 as an early battleground in the cold war. On May 24, the Soviets blockaded Berlin in an attempt to force out the Western allies (the United States, France, and Britain). The three countries responded with the Berlin Airlift, supplying by air West Berlin, an island surrounded by communist East Germany. A transport landed at Tempelhof every 90 seconds.

But what made Tempelhof extraordinary to me was its culture. After I was freed from Army service, I became a journalist and stayed on in West Berlin as a reporter for most of the cold war. Journalists in West Berlin were accredited as part of the U.S. Mission and received a Military Privilege Card similar to one soldiers carried. We had access to all allied military installations, including Tempelhof, which besides being a busy international airport was a military base. Tempelhof created a small, self-contained, friendly village that included in its confines nearly everything one needed for a good life, and where everyone knew everyone else. I had a post office box at the Tempelhof Army Post Office. I played on the Pan Am basketball team (always short-handed) in the Tempelhof lunchtime league.

A jogger, I ran Tempelhof's inner perimeter. Once, in 1968, I looked up at a landing airplane and saw it had the letters LOT, which stood for the Polish national airline. *Polish airliners are not allowed into Western airspace. Skyjacked!* Still in my jogging clothes I reported the story, which included an interview with the base commander. He had learned that for one of the stewardesses, it was the second skyjacking to Tempelhof. "If she gets skyjacked again," he said, "I'm going to make her a member of the officers' club." So many skyjacked LOT airliners landed at the airport that the joke around the field was that LOT stood for Land on Tempelhof.

Who is the Officer on the Right ?

On page 25 of the November 2008 Communicator we asked that question. The first "guess" was from Jim Cassity who said he thought it was "Jack Livengood" who he worked for in the 5th Mob. Mrs. Duke told Maj Gen Doubleday, it was a Col Brown of the Combat Support Group at Atlas AFB, OK. As the Editor, I have no idea who is correct.



**Ken Jones, Ground
Radio Opr 58-62 &
some Naha buddies.**

A look back at Leonard Thomas's tour in Wiesbaden, Germany

One of the happiest days of my
Like...making "Buck Sgt"



Stardust Club, Wiesbaden, Germany



L-R Valdez, Anderson, McIsac, Mrs Daugherty & Paul & Leonard Thomas on the end (with the drink !)



**Leonard's 1st boss - SSgt Joe Whiteyes.
1807th AACS Wing Engineering Div.**



"Ships in a bottle" - a GI will buy anything !



Wiesbaden Bahnhof



**Relaxing after a
hard day at the
office ??**

A1C 1953 K-2 KOREA
1973 RD AACCS



Michael G. Rosadich, SSgt, USAF.

Michael served from 1948 to 1957

**during the Airlift and a 12 month
tour in Korea in 1953.**



"Life was'nt all roses in Accra, Gold Coast, during World War II, some of it was bananas which we could buy for about 50 cents a stalk. Left to right: S/Sgt. Erv Pelster, St. Louis, Mo., Sgt. Tony Colarusso, Boston, Mass., July, our terrific house-boy, and Sgt. Roy Roberts, Landis, North Carolina, in front of our barracks, Pre-Fab A."

Many thanks for your consideration!

Clar Dykhouse
5867 Leisure South, SE
Kentwood, MI 49546

Correction to page 20 of the Nov 2008 Communicator..

I omitted the fact that Stephen A. Nicolino was a new member and served in AACCS 1952-1955 as a Tower Operator, GCA Operator and worked in an ARTC.

"Nick" would love to hear from anyone who served with him at Otis AFB, RAF Wethersfield, Sembach AB or went to school with him at Kessler AFB.

You can reach him at 555 Southside Ave, Freeport, NY 11520-9998 or call him at 516-868-6579

Tom Jewell Remembers !

If there's a collecting place for old black-and-whites, here are some 1945 shots of the 134th AACs HQ on the Quay du Quatre Septembre in Paris, with a magnificent view of the River Seine. I spent a year and a half, after the "Soft Underbelly" invasion of France in 1944, at two bases on the Riviera. One was code-named "Shovel", with AACs point-to-point stations WURP and WUQV, now the Marseilles International Airport. The other was code-named "Seabreeze", and was at the former French Air Academy, (used by the occupying Germans to train cadets too), called "Le Tube", at Istres in Provence.



Your Life is Their Job

AACS Marks Its 15th Birthday

By S/Sgt. John Marra, AIRLINER Staff Writer

Since the time when men first began to dwell apart from each other, the question of communications has been one of prime concern. How one man, geographically separated from another, could forward information was a problem solved in many ways. Probably the most ancient forms of communications were runners, horsemen, drums, smoke signals and bonfires to mention a few.

Fleet runners sped between villages to carry news or warn of the approach of hostile tribes. There is hardly a schoolboy who has not heard of Phidippides, the soldier-messenger who ran 26 miles to tell the people of Athens that the invading Persian Army had been defeated by the Greeks at Marathon. The Olympic marathon race commemorates the heroic run of this gallant messenger, who staggered through the gates of Athens, held aloft the palm of victory, then dropped dead after his heartbreaking journey.

Down through the ages, through evolutionary and revolutionary methods, communications have "shrunk" the Earth to its present size, which places any part of the globe only a few minutes away by radio. That is only one of the great luxuries the world enjoys today, thanks to communications.

In the military, communication efficiency has played a major role in the outcome of battles.

Fifteen years ago, the evolutionary path of communications took up a new highway which has since become lifesaver for thousands of aviators the world over. That dramatic change was the development and finally the birth of today's Airways and Air Communications of the Military Air Transport Service.

Although AACS was officially born on November 15, 1938, its history actually dates back four years earlier.

During the middle 1930's, while dare-devil flyers such as Wiley Post, Roscoe Turner, Amelia Earheart were making aviation history and handlings with round-the-world and coast-to-coast flights, top U. S. military leaders foresaw the use of long-range bombers as a strategic weapon.

It was not until 1934, however, until the Army Air Corps began to make a few long-range flights and simulated bombing missions to

prove the worth and efficiency of huge bombers as a strategic weapon. Of all the flights, two were outstanding and were to lead to the development of the present-day AACS.

These were the flights from the U. S. to Alaska and from California to Langley Field, Va., with the mission of leading bombs and the simulated bombing of Fort Dix, N. J. In both cases, the flights were considered successful, but only in proving the worth of long-range bombing. Bad weather and lack of communications forced some of the B-10 bombers to make emergency landings on their return trip.

From these bombing experiments, the urgent need for an integrated communications system was fully realized by the top brass, but a communications system is not gotten together overnight. Headaches were plenty. Appropriations were needed, men and equipment were needed, and, above all, minute studies of the military's air-routes were necessary. It took four long years of

planning and procuring before this communications dream came true to life.

Finally, on November 15, 1938, the Army Airways & Air Communications Service was ready for business. Starting out with but three officers and some 300 enlisted men, 35 radio stations were built and manned along the military air routes.

Overnight, pilots could fly throughout the United States and always be in contact with at least one of the carefully pinpointed radio stations. Right from its birth, if anything paralleled the rapid expansion of the Air Force, it was the infant Airways and Air Communications Service.

Immediately after Pearl Harbor, men and equipment were poured into AACS, to the extent that by V-J Day the three-officer, 300-enlisted man outfit listed almost 5000 officers and 50,000 enlisted personnel manning stations even at the most remote corners of the world.

From the start, AACS became known as a lifesaver. Hundreds of disabled bombers and fighters were guided safely back to their base throughout communications system. Though its great wartime challenge was met and conquered, the greatest challenge to AACS came two years later, between June 1948 and June 1949. That challenge was the Berlin Airlift! Called the "backbone" of the airlift, AACS became world renowned through its many navigational facilities, which kept airlift planes flying every day for almost one year.

Every plane flying into the blockaded city of Berlin was guided by AACS communications facilities. At Tempelhof Airfield, Berlin, ground controlled approach men "talked" planes down to landing at the phenomenal rate of three minutes apart, around the clock.

Despite the fact that the winter of 1948 was considered one of the worst in European history at least some tonnage of food was flown into the stricken city of Berlin every day the city was blockaded. The very life of Berlin, one of the largest cities of the world, depended on airplanes for its existence, and the success of the airlift was hinged on communications!

Although AACS originally started out as a radio outfit, today the men of the organization man ground controlled approach units, direction-finder stations, teletype centers, control towers and many other communications and navigational facilities.

Just how many pilots, crews and passengers owe their lives to AACS is not on record. If records were kept, however, they would number well into the thousands. The amount of money saved by guiding disabled and lost aircrafts to a safe landing would amount to well into millions of dollars annually.

APPROACH CONTROL—Picking up incoming aircrafts several miles away from the field, approach control operators guide them around a set pattern onto a position where GCA can pick up the aircraft on its radar screen. Left to right—A/2C Clement Dion, T/Sgt. Henry P. Boucher, ASC H. R. Leighton, and T/Sgt. Luther Cameron.

POINT-TO-POINT and ground-to-air radio stations were the first AACS communication facility. Today, Air Force pilots can fly the world over in contact with at least one ground radio station. Operators above, left to right—A/3C John Brown, A/1C Donald Bean, and crew chief T/Sgt. Edwin Leavitt, all are from the 1917-6 AACS Det., Westover.

Born in a world with the luxury of communications well established, it would be almost impossible for us to conceive a world without communications. While most of us could not begin to imagine a world without communications, a pilot can. Flying alone, pilots realize that communication is literally "the vein of life."

Odd Facts About AACS

AACS' original staff consisted of three officers and 300 enlisted men. On V-J Day it boasted 4435 officers and 45,605 enlisted men.

AACS started out with 33 radio stations, it finished the war with 5435 facilities scattered throughout the world.

During the summer of 1945, more than six times the number of words contained in the Holy Bible were filled each day over AACS circuits. Had each word been cut on ticker tape, it would have required 1400 miles of tape per day!

During the "hot" periods of World War II, AACS served approximately 170,000 miles of Army Air Force Military Airways.

The speed with which AACS can operate was proved during an experiment shortly after the WWII. A teletype message, originating in Washington, was sent around the world. In a matter of a few minutes, the message was being received on another teletype machine in Washington—next to the operator who was still in the process of sending the message on its round-the-world jaunt.

TRAFFIC DIRECTORS—Control towers direct all moving aircraft around the field. Likewise, a pilot lands or takes-off only after receiving instructions from the tower operator. Here S/Sgt. George Tugan, 1917th AACS Det. at Westover, uses a red or green light to direct ground traffic around the runways.



AN AACS TELETYPE message was sent around the world in a matter of a few minutes. The most distant station is but a few minutes away by teletype. Operators above are WAF A/2C Beverly Platnick and A/1C Aubrey L. Russ.



GROUND CONTROLLED APPROACH can (three-point apart schedule. Left to right—well be called "the vein of life" during ad-T/Sgt. Franklin Wells, final controller; versus weather conditions. During the Berlin A/2C Robert Andrews, search radar operator, GCA operators "talked" every in-ter; and M/Sgt. James Kellam, NCOIC of coming aircraft down to a landing on a the unit.

AIRWAYS AND AIR COMMUNICATIONS SERVICE
1936TH AACS SQUADRON
APO 1106, New York, New York

12 November 1954

SUBJECT: NOTAM

TO: A/2C Kenneth M. Dunn

**Ken was a Radio Maint type in 1954, 2008 marks
the 70th Birthday of AACS (born in 1938)**

1. The following AACS activity will become operative:

<u>ACTIVITY</u>	<u>DATE/TIME OPERATIVE</u>	<u>REASON</u>	<u>EXPECTED REPAIR TIME</u>
SQUADRON PARTY	18 NOVEMBER 1954 1800 HOURS	AACS 16TH ANNIVERSARY	TIME WILL TELL

2. Request a NOTAM be dispatched to interested participators as follows:

EFFECTIVE 1800 HOURS 18 NOVEMBER OPERATIONS BY THE 1936TH AACS SQUADRON
WILL COMMENCE IN THE LAJES NCO CLUB TO CELEBRATE THE 16TH ANNIVERSARY OF
THE AIRWAYS AND AIR COMMUNICATIONS SERVICE CMM THE OLDEST SERVICE
ORGANIZATION IN THE USAF PD


CHIEF ADMINISTRATOR OF CAA
(Chairman of Alcoholics Anonymous)

Hank,

On the 16th Birthday of AACS, In 1954, the 1936th AACS Sq held a Sq Party, the best I ever attended, but the "High Point" was that evening, the CO sent a brand new 2Lt/OD to the Nurses Quarters to investigate a "Peeping Tom", when he got there, the AP's arrested him and brought him back to the party.

Ken

One of our own Hero's



**"Smitty" goes to Europe
By Mr. Gerald Sonnenberg**

AFCA Public Affairs SCOTT AIR FORCE BASE, ILL. -

Women's service to this nation during World War II is often represented by the image of "Rosie the Riveter," but not all of them worked in the factories. One of those 350,000 "Rosies" to enlist was 24-year-old Viola B. Smith who became a communications officer serving in Europe. During a recent communications alumni gathering, she shared memories of her time in the war.

The now-80-something Grant, Fla., native said she volunteered because her brother, a welder, was one of 1,150 civilian contractors captured on Wake Island by the Japanese in 1941 after a 15-day siege. "I didn't hear from him, and I wanted to do something to bring him home," she said. "I wanted to join something that went overseas." At first she joined the WAACs (later the Women's Army Corps) in 1944 with the desire to be a first sergeant. Instead, "Smitty," as she came to be called, was commissioned a second lieutenant and became the company commander of dozens of young women. Soon, 500 WAACs and 18,000 men were crammed onboard the refitted troopship RMS Queen Elizabeth sailing out of New York and headed for Europe. Without an escort, the ship relied on its speed to protect its human cargo, and the QE1 arrived about a week later in Scotland, on June 6, to the news that the invasion of Europe had begun. Thirty of the women, including Smitty, were assigned to the 5th Army Airways Communications System based in London. The unit provided communications and air traffic control for the 8th Air Force.

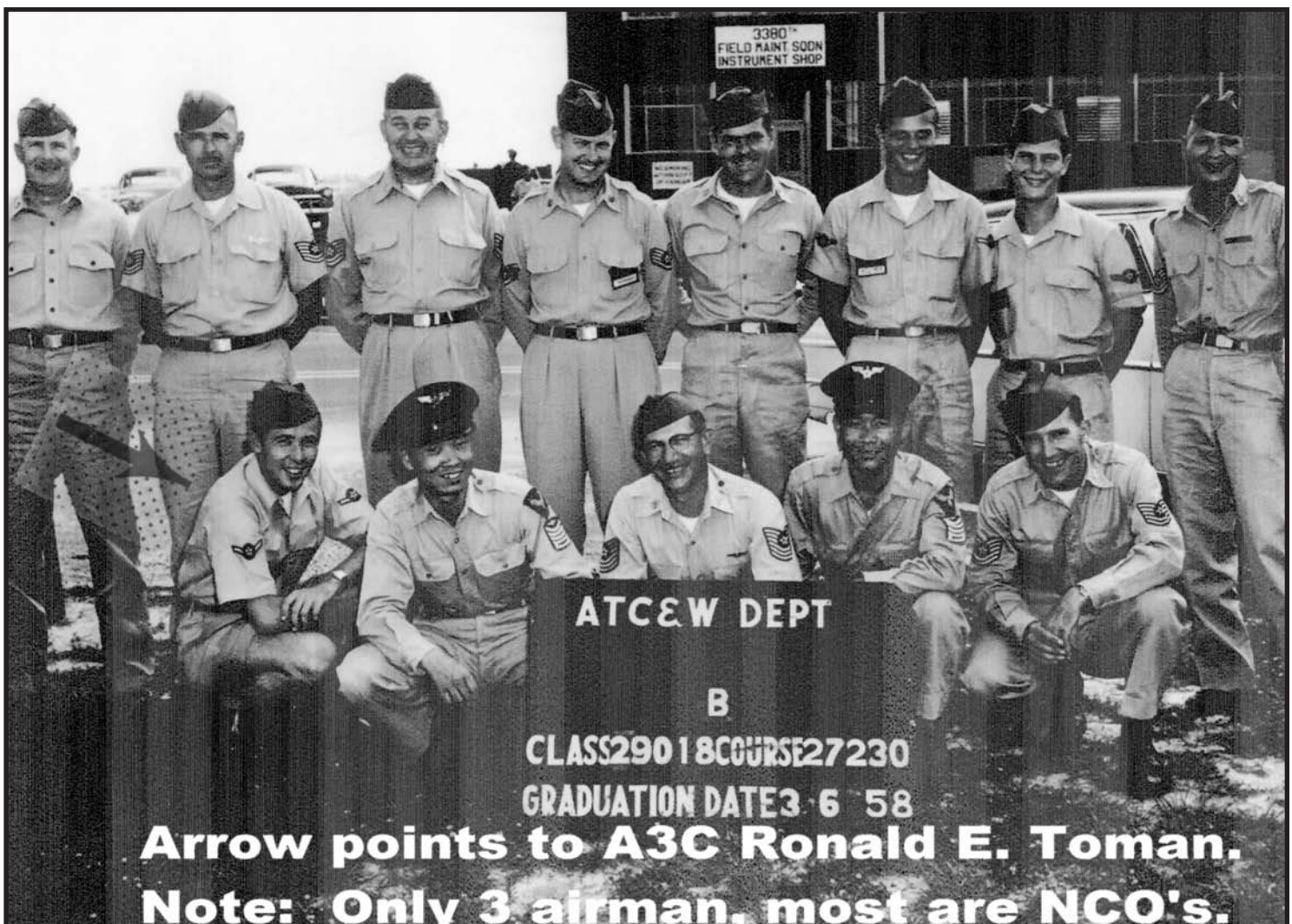
Smitty said their first weekend in London was spent with their "heads under their pillows" as "buzz bombs" or German V1 rockets flew overhead. Some time later, one of these bombs exploded in Hyde Park sending shards of glass flying and two of her troops to the hospital. The two were later awarded the Purple Heart. Smitty organized the women into a 5th AACS company performing teletype operations, and working as drivers and administrative specialists six days a week. Smitty used a razor blade to censor mail dealing with sensitive military issues that soldiers wrote home about. They worked long hours while in London seemingly dodging the V1s then V2s more often as the Allies pressed their advantage across the Channel. Many GIs found love in England, as did Smitty. Capt. Dewey McClellan was an AACS pilot, and their whirlwind romance resulted in a wedding. Dewey stood in his uniform and Smitty wore a dress from the Red Cross that she had to turn in afterward for another bride to wear.

Her shoes were handmade by another soldier, and the members of her company saved their ration cards for three months so the couple could have a cake. After VE day in May 1945, Smitty and others helped set up the headquarters in Wiesbaden, Germany, before heading home on a B-17 in the fall. Dewey was the pilot. But her homecoming was bittersweet. "I found out after the war that my brother never left Wake," she said. "He was one of 98 civilian prisoners gunned down by the Japanese in October 1943." Back in the United States, she followed her husband where his active duty assignments took them, and the family eventually settled in Midwest City, Okla. Dewey served as the newsletter editor, historian and amateur radio coordinator for the AACS Alumni Association.

He passed away in 1997.

ANOTHER AIRCRAFT SAVE

Eagle Eye: SrA. Angela Huguley, an air traffic controller with the 72nd Operations Support Squadron at Tinker AFB, Okla., earlier this month received the Lt. Gen. Gordon A. Blake Aircraft Save Award, a high honor for air traffic controllers. She was recognized for her decisive actions in the control tower at Ali Air Base, Iraq, on Oct. 6, 2008, in ordering an Army RC-12 reconnaissance aircraft to abort a landing in poor visibility conditions when she noticed that the aircraft was mistakenly descending upon one of the base's closed runway where maintenance personnel were working. "She basically saved 19 people that day," said Capt. Gregg Potter, commander of the 72nd OSS' Airfield Operations Flight. Huguley was cited for her "extraordinary dedication to duty and application of air traffic control procedures [that] resulted in the prevention of a catastrophic mishap and loss of life." She credited her training with preparing her to handle such contingencies. (Tinker report by Howdy Stout, submitted by AF Comm & ATC Association member, Jesse Callahan).



Page from Newcomers guide to Clark A.B., P.I. and ticket from civilian bus lines that served from Main base to Gate to Angeles.

sion in Southeast Asia. The Charter, as a companion document, sets forth broad principles and intentions.

Besides the Philippines, signers represented Australia, France, Great Britain, New Zealand, Pakistan, Thailand, and the United States.

THE UNITED STATES AND THE PHILIPPINES

Military assistance is given to the Philippines by the United States under a Congressional Act of 1946. This assistance is to be used in "establishing and maintaining national security" and as a basis for the Philippine

Clark Field Bus Line
Cash 20¢ — To Ck. Pt.

DATE	Bus No.	Tm.	Trp.
JAN 10	0	6	1
FEB 20	1	7	2
MAR 30	2	8	3
APR 1	3	9	4
MAY 2	4	10	5
JUN 3	5	11	6
JUL 4	6	12	7
AUG 5	7	1	8
SEP 6	8	2	9
OCT 7	9	3	10
NOV 8	100	4	20
DEC 9	100	5	30

A.M. P.M. 1962

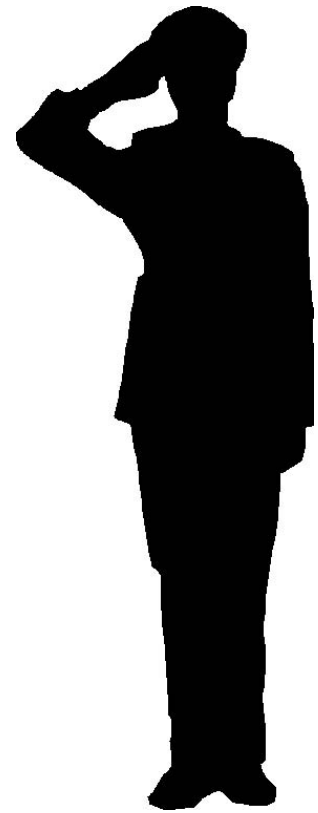
TO CK. POINT

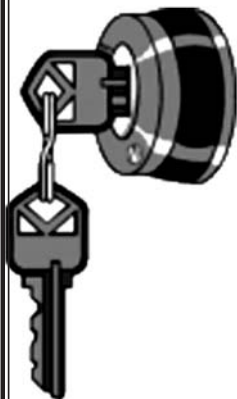
CF N9 825290



Entrance to Clark Air Force Base, near Angeles on Luzon.

40





"USER NAME AND PASSWORD TO ACCESS THE WEB SITE MEMBERSHIP ROSTER & COMMUNICATOR"



**The AF Communicators & Air Traffic
Controllers Association's current Communicator
is now on the Web Site along with the Membership
Roster and the Nov 2008 Communicator.**

**The Communicator is in a PDF format & the Roster is in a
PDF and WORD format. To READ OR DOWNLOAD the roster
you need to know the following:**

WWW.AFCOMMATC.ORG (go to the Members section)

User Name: aacsalumni (all lower case letters)

**Password: m299kl7 (all lower case letters. Note that the next to last digit
in the password is the lower case "L", NOT the number "1")**

**REMEMBER TO PROTECT THE USER NAME AND PASSWORD AND
DENY ACCESS TO UNAUTHORIZED PERSONNEL**

You need Adobe Reader and/or MS WORD to read or download to your computer.

**If you do not have Adobe Reader, there is a link to Adobe.com so you can
download a free copy. We felt that we can allow more members to read or
download the Communicator or the Membership Roster using the PDF format as it is the
"de-facto" internet standard and that the Adobe Reader program can be downloaded
free. You can use the PDF OR WORD EDIT/FIND functions to find names, units, etc,
on the Membership Roster.**

**READ AND FOLLOW THE INSTRUCTIONS FOR DOWNLOADING.
(Remember to RIGHT Click to get the "SAVE TO Menu")**

**SUGGEST before you start, you FIRST create a folder on your hard drive and name
it "Membership Roster" or "Communicator". When you are inputting the
downloading instructions, name the file "Membership Roster" or "Communicator"
and then download to the folder you have created...this way, each time you
download the roster or communicator, it will ask you if you want to replace the
existing file....the answer is YES.. this will save disk space and only store
the current roster/communicator on your
computer (unless you want to save multiple copies).**

**WE WILL CONTINUE TO MAIL COMMUNICATORS TO ALL MEMBERS, UNLESS YOU NOTIFY
WALT MCLAIN (aacsmbship@comcast.net) or HANK SAUER (diraacs@comcast.net)
to remove your name from the mailing list.**

**If you have any problems getting to these files, contact Hank Sauer
at DirAACS@comcast.net**

NEW MEMBERS SINCE THE November 2008 COMMUNICATOR

LAST NAME	FIRST NAME	MI	UNIT & DATES IN AF	STREET ADDRESS	CITY	STATE	ZIP CODE
BACCIERI	0211- COL	argebe@aol.com	2137 CS, 1882 CS, 64-91	ATC, FLT CHECK,	PO BOX 604	EAST WAREHAM MA	02538-0604
BLACKBURN	LM-THOMAS	TOM@BLACKBURNTEA	HQ AFCC USAFE 68-96	AIR TRAFFIC	55 SABLE CANYOU	SAN ANTONIO TX	78258-4857
BRATINA	1210-GEORGE	gbratina@foxinternet.com	1 MOB, PACAF, 56-82	GROUND RADIO,	9620 N FARMDALE ST	SPOKANE WA	99208-9137
BRIMBERRY	0111-MARION	mbrimberry@charter.net	AACS, AFCS, 47-71	RADIO	2601 LEROY CR	CAPE MO	63701-2821
CARIUS	0411-JOSEPH	j_cariusa@yahoo.com	2199TH 55-76	COMPUTER	830 CYPRESSWOOD	SPRING TX	77373-3064
CEPPA	1210-RAYMOND	reppa@yahoo.net	AACS, AC&W 56-59	TELETYPE COMM	416 W UNION ST	NATICOKE PA	18634
CODY	LM-ATHENA	jamescody@comcast.net	HQ AMC A3AP 84-	AIR TRAFFIC	5252 WILLIAMS DR	FT MYERS FL	33931
COLEMAN SR	0411- LARRY	lbsr@hotmail.com	AFCS, HQ AFCC, 72-01	COMM-COMPUTER	10404 SARAH	CHELTENHAM MD	20623-1241
CONCIALDI	0311-JAMES	CONCI1936@YAHOO.C	1931 CS, 1968 CS 57-61	TELETYPE	25 STILLWELL AVE	KENMORE NY	14217-2121
CRAFT	1210-GERALD	jerat@zianet.com	2037AACS, DETS 55-78	TOWER, GCA,	149 LA LUZ GATE RD	ALAMORGORD NM	88310-9254
CRAIG	1110-JEFFERY	jefec99@yahoo.com	180SS, 305OSS, 93-	AIR TRAFFIC	4223 THUNDERBOLT	SCOTT AFB IL	62225-5302
DRISCOLL	LM-RONALD	ronitta@cfl.rr.com	1234 CS, 1235-2 55-76	TOWER, GCA,	1341 SILVER LAKE CT	SANFORD FL	32773
FELBER	0411-DAVE	dfelber@worldnet.att.net	AFCS 1879 CS 72-77	NAV-AID MAINT	2865 DIVIDEND PARK	FLORISSANT MO	63031-1441
GABEL	1110-SEPHE	sgabel1999@yahoo.com	AETC, AMC, 89-	AIR TRAFFIC	205 MCKENDREE	LEBANON IL	62254
GERALDSEN	1110-THOMAS	kadenacpl@yahoo.com	ACC, AMC, 91-	AIR TRAFFIC	717 DONNA DR	OFALLON IL	62269
GORDON	0410-JAMES			PLANS AND	206 OAKBEND DR	MADISON MS	39110-9746
GUENDULAY	0210-JORGE	guendulain@yahoo.com	1915 GRISSOM, 71-06	AIR TRAFFIC	PSC 41 BOX 1877	APO AE	09464
HAMMETT	0211-BILL	whammetti@comcast.net	1916CS HQ 61-95	COMMUNICATIONS	6 POPE CIRCLE	NASHUA NH	03063
HAWKINS JR	LM-BGEN	lonestarlady@prodigy.net	MNF-1, AETC, 78-	COMBAT COMM	78 WESTOVER AVE	BOLLING AFB DC	20032-7432
HAWKINS SR	LM-RONNIE	COMBAT COMM	50-76	TOWER, RAPCON,	5000 TIMBERCREEK	FLOWER MOUND TX	75028-2127
HEADRICK	LM-RANDALL	rdheadrick@usa.net	1928, 1982, 2049 66-90	AIR TRAFFIC	21946 SHORT BOW CT	CALIFORNIA MD	20619
HILLIARD	0311-PAUL		AACS, ACS, 49-68	COMM	7925 NW 102 ST	OKLAHOMA OK	73162
HOLLERNESS	0111-DON	donho8157@verizon.net	AFCS, AFCC, 56-86	TOWER	412 BOXCAR WAY	VALRICO FL	33594-6812
HOUGH JR	LM-JAMES	jrough@msn.com	USAFSS AACS 56-90	TOWER	3735 WOOD DUCK DR	MIMS FL	32754-5261
HUSTED	0411-WILFORD	wmhusted@bresnan.net	AACS, ETO 47-55	TOWER	2816 ARVIN ROAD	BILLINGS MT	59102-1510
JEWELL	1210-THOMAS	tjewell2@verizon.com	AACS, SQ 42-46	RADIO OPS,	23820 IRONWOOD	MORENO CA	92557-8127
JIMES	0111-NICHOLAS	nocnocuous@yahoo.com	141 AACS SQ 43-45	MICRO MAINT	2101 S ENCHANTED	FLORENCE SC	29505-3703
JONES	0111-ALAN	2fivevettes@suddenlink.net	AFCS, 3RD MOD, 71-75	TOWER, GCA	48 SILOS	WILLIAMSTOWN WV	26187
KAHN	1110-MORTON	morkahn@aol.com	AFCS, AFCC, 72-92	FIRST SERGEANT	214 DEER TRACE	MYRTLE SC	29588
KLIEN SR	0111-STANLEY	stan@klein-sr.org	DET 2 2006CG 63-92	RADAR MAINT	5017 NORTH 113TH ST	OMAHA NE	68164-2053
KRAFT	0211-FREDERICK	master-sgt@netscape.com	AACS AFCS 1239 55-68	RADIO OPERATOR	1506 TROPIC	TITUSVILLE FL	32796
LANDRESS	0111-JOHN	caljal@comcast.net	1ST AACS 52-54	COMMUNICATIONS	13810 SUTTON PARK	JACKSONVILLE FL	3222
MCDANIEL	1212-BRIAN	bvmcdaniel@bigfoot.com	AFCC, 1974CG, 87-07	COMM AND INFO	2618 CROW VALLEY	SAN ANTONIO TX	78232-4225
MCMAHON	LM-LINDA	lmcmahon@caci.com	AF C2ISRC/A6- 80-07	RADIO/RADAR	114 SETH LANE	YORKTOWN VA	23693
McMASTERS	LM-JOANNE		1906 AACS - 49-52	TECH CONTROL	30 HOLLY AVE 203M	SHALIMAR FL	32579
MILLER JR	0311-HAROLD	HEMPAM@EARTHLINK	AACS, AFCS, 60-81	RADIO	6109 ELAINE DR	JEFFERSON MD	21755
MORRIS	LM-CLARENCE	wb4otf@aol.com	1240 CS, 2187CS, 56-84	AIR TRAFFIC	119 N CURTIL PL	TOMS RIVER NJ	08753
NONNENMAC	0411- ROBERT	bobret@cox.net	AFCS AFCC 74-03	RADIO MAINT,	1679 E. DEL RIO ST	CHANDLER AZ	86225
O'CONNOR	0411-JIM	jimwoc@comcast.net	2013 CS, AFCS 62-66	AIR TRAFFIC	9816 SOFTWATER	COLUMBIA MD	21046
PARCENUE	0111-BYRON	bt.parcenue@randolph.af	AFCS, AFCC, 86-	COMM OPS,	6320 TASAJILLO TR	AUSTIN TX	78739
PAXTON	1110-STEVEN	509CS, 380 EXP	AFCS AFCC ATC 70-90	TOWER,	831 WESTOVER RD	WHITEMAN MO	65305
PECK	0411-DUANE	d_peek70@yahoo.com	netAACS AFCS 56-85	RAPCON, TOWER	6050 HILLANDALE RD	DAVENPORT IA	52806
RUSTER	0411-EMANUEL	manny-angie@earthlink.net	AACS, AFCS 50-72	AIR TRAFFIC	343 MYRTLEWOOD	MELBOURNE FL	32940
RYAN	1209-EDWARD		147 AACS SQ 44-46	COMMUNICATIONS	196 RYANS PATH	MORRISON TN	37357
SASSANO	0411-MARIO	mariosassano@sbcglobal.n	AFCS AFCC DCA 61-85	COMM OFFICER,	1288 PARKINGTON	SUNNYVALE CA	94087-1559
SENTIMORE	LM-GIL	gils@gls.net	KITC HQ TCD 55-85	COMM CENTER	7716 MIDDAY LN	ALEXANDRIA VA	22306
SICKENBERGE	0311-RICHARD	Richstefbox-	TUSLOG DET 75 81-85	RADIO RELAY 303X0	11599 NEWPORT	RESTON VA	20194-1216
STEFFEN	0111- TODD	tstruwe@hotmail.com	TAC, SAC, AACS 58-62	AIR TRAFFIC	P.O. BOX 381	DEPEW NY	14043
STRUWE	0211-RONALD	wolflips2@yahoo.com			229 8TH ST WEST	BROOKINGS SD	57006-1149
TOMAN					259 WHISKEY RIVER	CARPENTER WY	82054-9111

VOKE	1110-DAVID	david.voke@whiteman.af.	1974CS, 509	87-	AIR TRAFFIC	144 NORTHFIELD PK	WARRENSBURG MO	64093
WADE	1210-CLIFFORD	ewadel@kc.rr.com	2009,1876,1905,	65-80	TOWER, GCA,	13000 W 96TH ST	LENEXA KS	66215-1311
WARBRITTON	0310-MICHAEL	usaf5883@hotmail.com	2048 1877 1958	58-83	AIR TRAFFIC	2829 NEWBURYPORT	GARLAND TX	75044
WINTER	LM-THOMAS	thomas.winter@talk21.com	1956CG,	53-83	COMM	PSC 50 BOX 312	APO AE	09494



SAN PABLO SIGNS OFF

By Archie Cumbee (Holly Springs, NC)

San Pablo Airways signed off the air in June 1972. The facility was part of the global network of USAF High Frequency air-to-ground radio stations. Located just outside Seville, Spain, at what was then called the Seville Administrative Annex, San Pablo was operated by the 2186 Communications Squadron. Up until the late 1960's, the base had been fully active and was known as San Pablo Air Base. However, following the 1966 midair collision of a KC-135 tanker and a B-52 carrying hydrogen bombs while refueling over Spain, flying operations at the base were subsequently phased out at the behest of the Spanish government.

I arrived at San Pablo in March 1971, along with several others straight out of tech school from Keesler AFB. We were assigned to the airways radio station where the work schedule was a rotation of 3 swing shifts, 3 mid shifts, 3 day shifts, and 3 days off. It didn't take long to get the feeling that the facility's days appeared to be numbered. HF radio traffic through San Pablo had dwindled down to just a few pieces of traffic per day. Most trans-Atlantic military flights were mostly utilizing other airways stations, primarily Croughton in England and Lajes in the Azores. The airways station at San Pablo was so overstaffed that within a few weeks after our arrival, several radio operators were sent TDY to locations in Greece and Turkey. It came as no real surprise when DOD announced that HF operations at San Pablo would soon terminate.

Early in 1972, E&I teams from Germany arrived to plan the process of dismantling acres of HF antennas and tons of HF radio equipment. As operations began to wind down, reassignment and separation orders started to roll in for most unit personnel. A skeleton crew would remain at Seville to maintain the tropo radio relay system that would continue to operate as part of the European military wideband communications network. The unit designation was changed from the 2186 Comm Sq to Det. 8, 1989 Comm Sq which was headquartered at Torrejon AB near Madrid. The command staff and orderly room for Det. 8 relocated to Moron AB, about 30 miles east of Seville. Moron AB was already in caretaker status except for a few F-5 fighters belonging to the Spanish Air Force. Many of the USAF support functions at Moron were in the process of being contracted out to civilians and operated by the Boeing Corporation.

By the time we moved to Moron in the summer of 1972, I was the only radio operator left from the old San Pablo airways station and was assigned duties as an administrative assistant in the orderly room at Moron AB. One day a Chief Master Sergeant from the Torrejon IG office appeared in the orderly room and announced he was there for individual conferences if anyone had any issues they needed to address. I had become restless about not getting reassigned so I went to see him about my situation. Exactly two days later, I received orders to the 601st Tactical Control Wing, Sembach AB, West Germany.

I guess the moral of this story is to be careful what you ask for - you just might get it! Spain was a good tour of duty and I probably should have just kept quiet and enjoyed the rest of my enlistment there. It wasn't bad duty and quite inexpensive to live there at the time. The assignment in Germany turned out to be a good experience, although a totally different type of duty - tactical field operations using the TSC-15 HF radio van, which could easily have doubled as a meat locker in a cold German winter.



AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION
(Formerly the AACS Alumni Association)
MEMBERSHIP APPLICATION

MAIL TO: Mr. Walt McLain, 4514 Haverty Dr., Knoxville, TN 37931-3657

Email: aacsmbrship@comcast.net

Types of Membership

Life & Regular Membership is based on service (men and women) as a commissioned officer, warrant officer, non-commissioned officer, enlisted or civilian, who has served or is serving in any Air Force/ANG communications/information or air traffic control unit or holds or held a MOS, AFSC or other skill identifier as a communicator/information, air traffic controller or support skill in any Air Force Major Air Command (AACS, ACS, AFCS, AFCC, AFC4A, AFCA, AFFSA, SAC, TAC, ADC, USAFSS MAC, etc., or the current commands) Spouses of a surviving member are also eligible for Regular membership. The Life Membership of a deceased member will transfer to the surviving spouse unless he/she requests otherwise. Associate Membership is subject to the approval of the Alumni Associations Executive Board for individuals who actively supported any communications/information or air traffic control activity, but otherwise does not meet the criteria for Life or Regular Membership. Associate Members are not eligible to vote or to hold office in the Association, but are treated like all other members.

Regular and Associate Membership dues are **\$10.00** per-year, payable in **two-year** increments.

Life Memberships are based on age:

To – 50 years of age = \$165

51 – 60 years of age = \$145

61 – 70 years of age = \$115

71 --? Years if age = \$75

I AM A NEW MEMBER _____ A MEMBER MAKING A CHANGE IN MY PROFILE ONLY _____

(check one category of membership and make check out to “AF COMM & ATC ASSOC.”)

Life Membership ___ Regular ___ Associate ___ Amount of money enclosed: \$ _____ (dues in 2 yr increments)

Date: _____ FIRST NAME: _____ MI _____ LAST NAME _____
SPOUSES FIRST NAME _____ HAM SIGN _____

St.Address: _____ City _____ State _____ ZIP _____ - _____ (9 digits)

Country: _____ EMAIL ADDRESS _____

Phone Number: _____ Date of year of Birth: _____ (**Important**)

UNIT(s) AND COMMAND(s) (For the Membership Roster – limited to approximately 3 units and 3 abbreviated Commands)

****DATES SERVED IN AF or Armed Forces:** _____ (44-46, 48-75, 50-54, 95-99 etc) (**IMPORTANT**)

ERA's Served: _____ (WWII, Korea, RVN, Gulf, Iraq, etc)

Service Status: Officer ___ Warrant ___ Enlisted ___ Civilian ___ Tech Rep ___ Other _____

How were you recruited: Members Name _____, Web Site _____,

Magazine _____ (provide name) or other _____

Combat area or Base: _____ Additional Comm/ATC units _____

What did you do or do in the AF: _____ e.g. Tower, GCA, Crypto, Information,

Radio/Radar/Crypto/Teletype Maintenance, Personnel, Commander, etc.)

NOTE: AACS covers 1938-1961, AFCS covers 1961-1979, AFCC covers 1979-1993, AFC4A. AFCA and/or AFFSA covers 1993 to present.

List other commands as appropriate.

If you have any questions contact Walt McLain at TOLL FREE 1-866-299-1045

IF YOU ARE A SNOW-BIRD OR WILL BE AWAY FROM YOUR PRIMARY RESIDENCE AFTER THE NORMAL MAILINGS OF THE COMMUNICATORS ON APPROXIMATELY 1 MAY AND 15 NOVEMBER, YOU NEED TO CONTACT HANK SAUER AT DirAACS@comcast.net or call 865-482-3013 and PROVIDE YOUR NAME AND A MAILING ADDRESS FOR THAT ISSUE. TO SAVE US MAILING COSTS YOU CAN READ THE COMMUNICATOR ON THE WEB SITE (YOU WILL NEED THE USER NAME AND PASSWORD).

AF Communicators & Air Traffic Controllers Association

PX/BX Order & Contribution Form

Name _____ **Phone Nbr:** () _____
Address _____
Email: _____

Quantity	Description	Total Cost
_____	AACS Logo Patch @ \$5.00 (note: this patch has AACS,AFCS & AFCC EMBROIDED)	\$ _____
_____	New: Old Blue Original AACS Patch @ \$8.00	_____
_____	Deluxe AACS Embroidered Pin-on Patch @ \$12.50	_____
_____	Metal AACS Lapel Pin @ \$4.50	_____
_____	Deluxe AACS Embroidered Logo Hat @ \$13.00 (Blue Only)	_____
_____	Deluxe AFCOMMATC Embroidered Logo Hat @ \$13.00 (Blue Only)	_____
_____	AACS Embroidered Logo Golf Shirts @ \$26.00	_____
_____	Blue _____ (Sizes: S _ M _ L _ XL _ XXL _)	_____
_____	White _____ (Sizes: S _ M _ L _ XL _ XXL _)	_____
_____	AFCOMMATC Embroided Logo Golf Shirt BLUE @ \$26.00	_____
_____	AFCOMMATC Embroided Logo Golf Shirt WHITE @ \$26.00	_____
_____	AFCOMMATC Shirt Sizes: S _ M _ L _ XL _ XXL _	_____
_____	AACS embroidered Wind Shirt (blue with gold trim) S _ M _ L _ XL _ XXL _ @ \$23.00 ea	_____
_____	AFCOMMATC embroidered Wind Shirt (blue with gold trim) S _ M _ L _ XL _ XXL _ @ \$23.00 ea	_____
_____	AACS Jacket (zipper) Sizes: S _ M _ L _ XL _ XXL _ @ \$34.00	_____
_____	AFCOMMATC Jacket (zipper) Sizes S _ M _ L _ XL _ XXL @ \$34.00	_____
DONATIONS (Tax deductible within the limits of the law): Receipt Yes ___ No ___		_____

GRAND TOTAL..... \$ _____
"POSTAGE AND HANDLING ARE INCLUDED IN ALL PRICES"

**MAKE CHECKS OUT TO "AF COMM & ATC ASSOC."
AND MAILTO:**

Ray Sharpless, 113 Airway Lane, Belton MO 64012, 816-331-7174, rayshrplss@kc.rr.com

**NEW AF COMM & ATC EMBROIDED SHIRTS, HATS ETC HAVE BEEN PURCHASED.
AACS ITEMS SUCH AS THE EMBROIDED PIN ON PATCH, ORIGINAL BLUE AACS PATCH, HATS, METAL AACS PIN, ETC.,
WILL CONTINUE TO BE STOCKED. IF DEMAND FOR SHIRTS AND HATS CONTINUES, WE WILL RESTOCK.**

PX/BX ITEMS

We have added the new AF Comm & ATC Golf Shirts, a Wind-shirt and a Hat. We are keeping all the AACS pins and patches. The AACS Golf Shirts, Wind-Shirts and Hats will continue to be stocked as long as there is a demand for them. When the Deluxe AACS pin-on patch's are gone, they will be discontinued. The Wind-shirts are ideal for spring and fall outer garments. See PX/BX ORDER form on page 68 for prices, sizes and colors. The AF Comm & ATC Wind Shirt is not shown, but it's the same with a new patch.

New AF COMM & ATC items have been ORDERED.

AFComm ATC HAT



AFCommATC SHIRT



AF CommATC SHIRT



AACS ITEMS

Deluxe Patch



Original Patch



Command Patch



AACS Pin



AACS Hat



AACS Windshirt



Blue Shirt



White Shirt



NEW AFC Comm Jacket



NEW AACS Jacket





XX is the ice sculpture the Chef did for their reunion.



The 2008 mini-AACS Brize Norton/Fairford Reunion at the site of our 2009 Convention. Top is the afternoon cruise on the boat we will be having the "Wed Dinner Cruise" on.

Bottom Photo: L to R: Ed Gold, Marty Bapst, Don Poter, Phil Link, Al Spies, Al Bailey, Harold Quigley, Dave Kinsella, Joe Shea, Tom Finch, Bob Brown, Richard Connelly, Armour Brown & Dan Morabito. Seated: Daphne Gold, Terry Finch, Celeste Spies, Ann Quigley, Barbara Link, Claudette Bapst, Barbara Ann Morabito, Paula Shea, Terasa Kinsella, Esther Connell and Loretta Brown.

Stationed together in early 1950.

AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION

(Formerly the AACS Alumni Association)

Mission Statement

To foster continued awareness of the Air Force Communications and Air Traffic Control missions previously accomplished by AACS, AFCS, AFCC, AFC4A, AFCA, AFFSA, other past & current Major Air Commands. To provide a forum for educational and humanitarian services, to renew & make new friendships and to exchange ideas of common interest concerning people and activities associated with Communications & Air Traffic Control. To fully support the goals and missions of the U.S. Air Force and to honor each year the Air Traffic Controller and Communications/Information Professional of the year as selected by the Air Force. Of significant importance is to manage the Association to be a viable Association in the future for those Airman/Officers/Civilians serving today.

The Beginning

The initial meeting of what turned out to be the first Association meeting was held in Columbus, Ohio in 1977. The meeting was hosted by "Emeritus" Larry Camp and his wife Doris. This meeting came about as a result of a conversation with "Dux" and Pearl LeDoux and was planned as a poker weekend in Columbus. Some of the notables who were in attendance, and to whom we owe so much were; Hack Neal, Ken Klise, Flash Gordon, Paul Haas, Glen Turner, Bob Dickerson, Max Mankofsky, Dux LeDoux, John Hoff, Ted Carlson, Don Donnell & George Yunker, just to name a few. This group established the high standards that will continue to drive the AF Communicators & Air Traffic Controllers Association and we owe them and all the individuals who attended that first meeting/reunion, a great big "Thank You"

EXECUTIVE DIRECTORS

AF Communicators & Air Traffic Controllers Association
(Formerly the AACS Alumni Association)

1977 - 1978	Hack Neal
1979 - 1980	Bob Dickerson
1981 - 1982	Joe Beler
1983 - 1984	Don Donnell
1985 - 1986	Wally Bailey
1987 - 1991	Bob Brewer
1992 - 1993	Cal Venable
1994 - 1997	Jasper Vaughn
1998 - 2001	Hank Sauer
2002 - 2005	Dick Frye
2006 - 2007	Hank Sauer
2008 -	Stan Phillips
	(AF Comm & ATC)



"FELLOWSHIP IN THE COMPANY OF EQUALS"

AF COMM & ATC ASSOCIATION, INC.

R.P. Sauer - Editor/Publisher

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Oak Ridge, TN 37830

QUESTION: WHO OR WHAT WE ARE ?

ANSWER: AN ASSOCIATION THAT IS COMPRISED OF OVER 2,200 MEMBERS WHO BEGAN THEIR SERVICE IN THE ARMY AIR CORPS AND/OR THE SIGNAL CORPS BEFORE WWII AND WHO SERVED IN THE FIRST DEDICATED COMMUNICATIONS ELEMENT TO PROVIDE COMMUNICATIONS AND AIR TRAFFIC CONTROL AS ITS PRIMARY MISSION AND MEMBERS WHO HAVE SERVED SINCE THEN IN ANY COMMUNICATIONS OR AIR TRAFFIC CONTROL UNIT, INCLUDING THOSE SERVING TODAY. THIS NEW ARMY AIR CORPS ORGANIZATION WAS FORMED IN 1938 AND WAS NAMED THE "ARMY AIRWAYS COMMUNICATIONS SYSTEM" (AACS). DURING WWII, IT WAS RENAMED THE "AIR COMMUNICATIONS SERVICE" (ACS) AND PLACED UNDER THE THEN "AIR TRANSPORT COMMAND" AND WITHIN MONTHS WAS RENAMED ONCE AGAIN AS THE "AIRWAYS AND AIR COMMUNICATIONS SERVICE" (AACS). IN 1961, AACS WAS ELEVATED TO A MAJOR AIR COMMAND AND RENAMED "AIR FORCE COMMUNICATIONS SERVICE" (AFCS). IN 1979, THE NAME WAS CHANGED TO "AIR FORCE COMMUNICATIONS COMMAND" (AFCC). IN THE EARLY 1990'S THE AIR FORCE WAS UNDERGOING MAJOR REORGANIZATIONS AND REALIGNMENT OF FUNCTIONS AND AFCC WAS DOWNSIZED AND RENAMED THE "AIR FORCE COMMAND, CONTROL, COMMUNICATIONS & COMPUTERS AGENCY" (AFC4A) AND SHORTLY THEREAFTER, WAS RENAMED THE "AIR FORCE COMMUNICATIONS AGENCY" (AFCA). ALSO IN THE EARLY 1990'S, THE AIR FORCE CREATED THE "AIR FORCE FLIGHT STANDARDS AGENCY" (AFFSA), AND REASSIGNED AIR TRAFFIC CONTROL RESPONSIBILITIES TO THIS NEW AGENCY AND TO THE MAJOR AIR COMMANDS. ON OCTOBER 1, 2008, THE AIR FORCE CREATED THE AIR FORCE CYBER COMMAND (PROVISIONAL) WHICH IN 2008, HAS BEEN RE-DESIGNATED TO BE A NUMBERED AIR FORCE UNDER SPACE COMMAND.

OVER THE YEARS SINCE THE AACS ALUMNI ASSOCIATION WAS FORMED (1977) THE MEMBERSHIP CRITERIA CHANGED FROM INDIVIDUALS WHO ONLY SERVED IN AACS UNITS, TO INCLUDE ALL COMMUNICATORS/INFORMATION/AIR TRAFFIC CONTROL AND SUPPORT SKILLS REGARDLESS OF WHAT MAJOR OR JOINT COMMAND AN INDIVIDUAL SERVED IN, INCLUDING TODAY'S ACTIVE DUTY PERSONNEL.

BECAUSE OF THE HERITAGE OF PAST COMMANDS & AGENCIES, AND THEIR UNIQUE CONTRIBUTIONS TO LONG-HAUL COMMUNICATIONS AND AIR TRAFFIC CONTROL, THE ASSOCIATION HAS VOTED IN SEPTEMBER 2008 TO CHANGE ITS NAME TO THE **"AIR FORCE COMMUNICATORS AND AIR TRAFFIC CONTROLLERS ASSOCIATION"** AS IT BETTER DESCRIBES WHO WE ARE. THE TERM **"COMMUNICATIONS" OR "COMMUNICATORS"** IS ALL INCLUSIVE AND INCLUDES; **ALL OPERATIONAL, MAINTENANCE AND ADMINISTRATIVE SKILLS** OF PERSONNEL WHO HAVE SERVED OR ARE SERVING IN ANY AIR FORCE COMMUNICATIONS AND/OR AIR TRAFFIC CONTROL UNIT.

WHILE THE ANSWER ABOVE IS LONG, THE SHORT ANSWER IS "ANY INDIVIDUAL WHO SERVED OR IS SERVING IN ANY ARMY AIR CORPS OR AIR FORCE COMMUNICATIONS OR AIR TRAFFIC CONTROL UNIT, IN ANY SKILL SET, FROM 1938- TO TODAY, "CAN BE" A MEMBER OF OUR ASSOCIATION.

THE MOTTO OF "FELLOWSHIP IN THE COMPANY OF EQUALS" IS MORE THAN JUST WORDS, BUT THE GLUE THAT HOLDS US ALL TOGETHER THROUGH THE DIFFERENT DECADES. THE ASSOCIATION IS COMPRISED OF ABOUT 85% ENLISTED PERSONNEL AND 15% OFFICERS, WHICH INCLUDES OVER 50 GENERAL OFFICERS, ACTIVE AND RETIRED.



**CHANGE SERVICE REQUESTED
JUNE 2009**



**"CHECK YOUR ADDRESS TO SEE
THE DATE and/or YEAR YOUR DUES EXPIRE"**

It's the number before your first name. if you just have a "09" you will be delinquent as of December 2009. If you become delinquent, you will not get the June 2010 Communicator.