



# COMMUNICATOR



Since 1938

June 2019

Front view of a parked camouflaged C-140A JetStar aircraft from the 1866th Facility Checking Squadron, Scott AFB, IL, 1980. (Photo by TSgt William Boardman)

Flight checkers will join us this year in Omaha for our annual convention.



*Flight inspection:  
The mission and my time with AFCS  
By Lawrence 'Rock' Verrochi*

**Pages 22-23**



**43rd ANNUAL  
CONVENTION  
Sept 25-29,  
2019**

Information, forms,  
tours and events,  
schedules, etc. in  
this issue.

**Register now!**

**Pages 12-21**



*... practitioners of cyberspace, communications, and information systems are well versed in change.*

*Whatever is on the digital horizon, the men and women of AFCC's successor—the Air Force Network Integration Center—will be there to meet the challenge.*

**Pages 26-27**



## Air Force Communicators and Air Traffic Controllers Association

AF Communicators, Data Automation, Information/Cyber, Space Operations, Air Traffic Controllers, Air Field Managers, Maintenance, Engineering and Installation, and related support personnel, veteran, active duty, Guard, Reserve, civilian, and retired.

# IMPORTANT!

## Please update your membership info

Is your address up to date? Have you sent us your email address? Have you paid your dues? Let us know so we can keep in touch. Pay attention to membership expiration dates and renew on time.

## Recruit! Our future depends on you!

Declining membership continues to be a concern. If every member recruited one new person we would have close to 3,000 members. It's up to us to recruit new members or be the last person standing.

## Tell us your story!

Your stories are the heart of this magazine, so dust off your photo album, think about your time in service and places and events that stand out. Put pen to paper and write or email the editor. We'd love to hear from you.

### Address Book

L. Manske  
665 N 11<sup>th</sup> St  
Breese IL 62230  
manske5@charter.net

Editor

W. McLain  
4514 Haverty Dr  
Knoxville TN 37931  
aacsmbrship@comcast.net

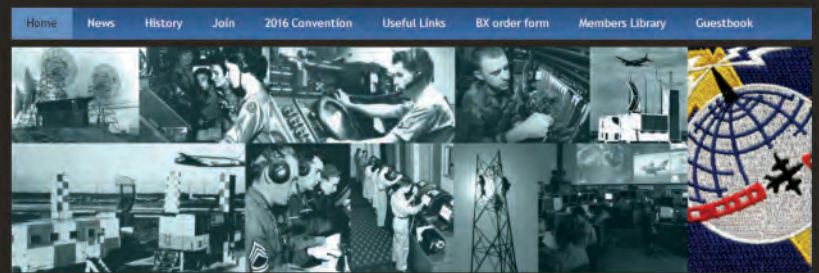
Membership

## Did you know?



During the Korean War, the officers and airmen of the units of the 1818th AACS Group supported an orphanage in Seoul, Korea. (AFCC, 1938-1991, An Illustrated History)

### Air Force Communicators & Air Traffic Controllers Association



Visit our web site.  
Sign our Guestbook.  
[www.afcommatc.org](http://www.afcommatc.org)

All Communicators since June 2006 are available on our web site

# Content

**Everything you need to know to register for the convention**

**12-21**

## Flight Check Heritage

*"The mission and my time with AFCS"*  
By Lawrence 'Rock' Verrochi



**22-23**

Also in this issue:

- 4-5**      **Reports from the Board**
- 6**        **Letters to the Editor**
- 7**        **Missed Roll Call**
- 8**        **Legends and Lore**
- 10-11**   **Hall of Fame, Class of 2019**

**24-25**    **AUTODIN**

**26-27**    **BACK TO THE FUTURE...KIND OF:  
AFNIC'S JOURNEY IN THE  
NEW MILLENNIUM**

The *Communicator* is the official publication of the **Air Force Communicators and Air Traffic Controllers Association**.

Send photos and stories to Lori Manske, 665 N 11<sup>th</sup> St, Breese IL 62230, manske5@charter.net.

*Communicator* is published twice a year, June and November.

The AF Comm & ATC Association is a 501 (c) (19) tax-exempt organization. There are no paid employees. All work is done by volunteers.



Find us on **Facebook**

<https://www.facebook.com/Air-Force-Communicators-and-Air-Traffic-Controllers-Association>



## Board of Directors

Executive Director, Harry Raduege  
Vice Director, Ken Reiff  
Executive Secretary, Ed Broestl  
Treasurer, Jim Weber  
Membership Director, Walt McLain  
Editor, Print/Online Media, Lori Manske  
Director of Recruiting, Rich Griffis  
Protocol, Rafael Quezada  
Sgt-at-Arms, Michael Menschel  
PX/BX Manager, Bill Cassatt

### Board Advisory Officer

Hank Sauer

### Executive Director Appointments

Historian, Ken Reiff  
Chaplain, Ed Broestl

### Fiscal Management Policy Committee

Ray French (chair)  
Jim Weber

### Convention Committee

Jim Weber (chair)  
Rafael Quezada

### Honors and Awards Committee

Walt McLain (chair)  
Hank Sauer,  
Robert Garcia

**Members wishing to nominate individuals or volunteer for Board of Director positions must submit their names to the Executive Director with justification based on experience no later than June 30 of each year. See Bylaws (on our web site) for more info.**

## From the Executive Director Harry Raduege



Mark your calendar now and make plans to attend our next AFCOMMATC Association Convention in Omaha 25-29 Sept 2019. For the first time in our history, we are having a joint convention with the Air Force Flight Checkers Association. We are pleased that they are joining us and we look forward to participating with them in the future. The details of our Convention events are included in this magazine. I want to draw your attention to special activities on Friday at the “All-Hands Social” with Greg Spevak’s 11-piece orchestra and the “Fremont Tri-Tones”. On Saturday evening, we will have our annual banquet with Maj. Gen. (ret.) John Maluda as our guest speaker. Be sure to register early.

I offer our collective congratulations to four of our Association members who were selected to the AF Cyberspace Operations and Support Hall of Fame: Lt Gen (ret.) Bill Lord, SES/Col (ret.) Bob Frye, Lt Col (ret.) Rocky Gannon, and CMSgt (ret.) George Hoyt.

I’m pleased to announce that our Board of Directors has approved Colorado Springs as our annual convention location for 2020. There are many fantastic tours and events being planned, including the newly designated National World War II Aircraft Museum, the new U.S. Air Force Academy Center for Character and Leadership Develop-

ment, and the newly opened Pikes Peak National Cemetery.

Let’s not forget that we need to recruit new members into our Association, in supporting “continuing education” about the importance (and enjoyment) of knowing Air Force history and for gaining insights of new changes on the horizon. If we all concentrate on recruiting one new member, just think of the impact that effort will have on the health and enjoyment of our Association.

Our financial status, under the eagle eye and eyeshade of our treasurer Jim Weber, is in great shape and we can all agree that our web site and *Communicator* magazine are magnificent with the sharp mind and talent of Lori Manske, our Media Director.

Walt McLain, our Membership Director, continues to do an outstanding job in so many ways, especially in chairing our Awards Committee, preparing numerous spreadsheets and graphics, in printing, and arranging for award memorabilia. We salute Walt for his dedicated, never-failing superior support.

As a reminder, we still have a few AFNIC 75<sup>th</sup> Anniversary coins, along with our usual array of shirts, jackets,

**Contd on next page**

## Trip, stumble, fall...

### *We find a little help along the way*

It would be interesting to discover if anyone has ever made it through life without a trip, stumble or fall. OK, how about reducing the time to the last year, last month, last day, maybe even the last hour. Now let’s expand it to include the verbal: tripping ourselves up with the spoken word, stumbling over what word to speak, or falling because of what we spoke or promised. Then, expand it further to our written word to consider how we tripped, stumbled or fell in the last week or even the past few days.

It isn’t an issue of whether we have, but how we “recover” when it happens and how we act after it happens.

I’m blessed to have people who know me

well enough to keep me honest when I do trip, stumble or fall. Some are strong enough to even catch me in the physical process of tripping or stumbling. Falling, however, is a different story...most often they assist after the fall for fear of hurting themselves or me during such an adventure. Regarding the spoken word, they are great catching me mid-stream with my trips and stumbles. Most often it is: “You said this, but is that *really* what you meant?”

When I fall, it is mostly regarding promises. Now this is worrisome for I grew up with “Let your yes be yes and your no be no!” A person’s word is all they have. Many reading this are familiar with the need for integrity.

What do we do after a trip, stumble or fall? I suspect we apologize to those around us and promise to take better care of both our actions and our language. However, as in most sports,

**Chaplain  
Ed Broestl**



how is our follow-through? I mentioned the apology right after the event or on becoming aware of the *faux pas*. How about our zeal in correcting ourselves or fulfilling the promises? How is our “self-talk” affected? How do we approach similar situations in the future?

A suggestion to consider: the importance of close friendships to help us on our way. *As iron sharpens iron, so one person sharpens another. (Proverbs 27:17)* comes to mind.

With companions helping us on our journey, the God of the universe provides an ever-present light at the end of the tunnel: *I will never leave you nor forsake you. (Joshua 1:5)*

While things may not work out as we planned, upon reflection, the outcome was better than anticipated.



and other items in our Association PX/BX, which is flawlessly managed by Bill Cassatt.

I must express my deepest appreciation for the incredible efforts of Ken Reiff who continues to be a mainstay of our Association as our Vice Director, Historian, and one who performs many of what Hank Sauer refers to as "great Tech Sergeant" duties that keep our Association running smoothly.

Julee and I are both looking forward to seeing you in Omaha, enjoying the magnificence of the local area and Offutt AFB with you, and catching up on our "family" activities and events.

Finally, I am always open to your thoughts and ideas. Please email me at [hraduege@gmail.com](mailto:hraduege@gmail.com) or send a letter to Lori Manske, our Editor. Take care and God bless.

*Harry*



**Membership Director  
Walt McLain**

We have gained seven new members since Oct 1, 2018. Current active membership stands at 1,128. We have 1,019 life members. Since Oct 1, 26 members have renewed.

To see when your dues expire check the address label on your latest *Communicator* or the expiration date on your membership card. 35 members' dues expired in 2018. Currently, 58 members' dues expire Dec 31, 2019, if not renewed. Please refer membership questions to Walt McLain, 865-690-0479 or email [aacsmbrship@comcast.net](mailto:aacsmbrship@comcast.net).

New members/renewals: Make checks payable to AF Comm ATC Assn. Mail to AF Comm ATC Assn, 4514 Haverty Dr, Knoxville TN 37931-3657.

Applications are available in each *Communicator*, on our web site, and from Walt McLain.

Dues are \$15 per year, payable in 2-year increments or life membership varies by age: to 50 \$165; 51-60 \$145; 61-70 \$115; 70+ \$75.



**BX/PX Manager  
Bill Cassatt**

**Dec 2018 - April 2019**

**Items Sold**

Hats	2
AACS Lapel Pins	2
Original Patches	1
AACS Challenge Coins	3
Jackets	2
AFNIC anniversary coins	4

**Total Sales: \$207**

**Treasurer  
Jim Weber**



**Cash in ENT Federal Credit Union:**

AFCOMMATC Checking Acct **\$15,092.21**

**Certificates of Deposit:**

50-12	\$5,199.83.....	Maturity Date 07/02/19 (roll over)
50-24	\$10,428.77.....	Maturity Date 07/02/19 (roll over)
50-36	\$21,131.10.....	Maturity Date 07/02/21 (roll over)
53-12	\$5,167.46.....	Maturity Date 03/31/20 (roll over)
54-12	\$5,080.41.....	Maturity Date 03/15/20 (roll over)

**CD Totals (5): \$47,007.57**

**Grand Totals: \$62,099.78  
(\$5,809.22 increase from Oct 2018)**

The ENT Federal Credit Union continues to be an excellent choice for this organization, because there are no account maintenance fees and transactions are unlimited. We established a sub-account, separate from our main account that was used by the host in Oklahoma City and Montgomery AL. It will be used for future conventions, eliminating the need for a separate bank account at each host location and for fee-charging accounts in their local bank.

Donations are a key source of income for the association and reunion support. I encourage each of you to consider supporting our association. I thank those who have continued to donate. Included in the checking account is the \$1,368.13 in donations I have received this year.

As your treasurer, my standing goals are 1) Stable growth and 2) Security of Funds.

**Expenses**

Postage	\$ 42.66
Supplies (Mailers)	3.13

**Total Expenses: \$45.79**

**Donations: \$62**

***To those who make periodic or regular donations, we appreciate your support. Your donations are critical to the continued operation of this great organization.***

## In Memoriam – Col Frank Herrelko, 105

It is my sad duty to report the death of my father, Col. Frank E. Herrelko, USAF (Ret). He died in his sleep on Sunday, Oct 21, 2018, at age 105.

Throughout his career, he was active with the Signal Corps, the Army Airways and Air Communications Systems, and later Air Traffic Control organizations, from his early enlisted years in the Signal Corps, through his World War II command of the 556th Signal Air Warning Battalion in Iceland, to duties commanding Signal and Warning Groups in California and in Washington State, staff duties for Alaskan Air Command when Alaska was still a territory, to more air defense work at Stewart AFB, and overseas duties with NATO and in Japan.

I am attaching a handful of photos, of possible interest to you and your association.

Please make the appropriate entry in your post newsletter, as your traditions indicate and as your time permits.

Thank you for all you do for all veterans and for our country.

Sincerely,

David A. Herrelko

Brig Gen, USAF (Ret.)



Col Herrelko, second from left, transferring Air Traffic Control facility to JASDF, 1964.



Lt Col Herrelko, Iceland, 1944

## Confessions of a Radio Operator

After completing ground radio operator tech school at Keesler AFB in early 1969 I was reassigned to Wright-Patterson and the M.A.R.S. (Military Affiliate Radio System) station operated by the 2046th Communications Group there. Fortunately, there were several experienced radio operators assigned and it wasn't long before I was sufficiently trained to accomplish the various day-to-day tasks with minimum supervision.

One morning I received a telephone call from the net control station that operated on one of our radio assigned frequencies. The operator from the station, A-I-R (Alpha India Romeo), advised that they were having equipment problems and directed that I go up on frequency and open the net on their behalf.

At the appointed time I keyed my mike and using our assigned radio call sign transmitted on frequency, "All stations, all stations, this is Alpha-Golf-Three-Foxtrot-Foxtrot, A-G-3-F-F, acting net control station. Any station wishing to check into the net please do so at this time."

I unkeyed my mike and listened intently for responses.



Almost instantaneously I heard another radio operator on frequency transmit, "All stations, all stations, this is Alpha-Golf-Three-Foxtrot-Foxtrot, A-G-3-F-F, acting net control station. Any station wishing to check into the net please do so at this time."

Offended by this bold disrespect for the authority bestowed on me by A-I-R, I immediately jumped on frequency and demanded that the mimicking station identify itself.

For the third time the transmission came back just exactly as I'd initially said it.

Bewildered I called my supervisor in to witness this travesty and tell me how to handle it. He entered my glass-enclosed cubicle just as the offending station was completing its fourth transmission of my net opening salvo.

My ears were soon opened. My superior explained to me that the voice I had heard on frequency was actually my own. Evidently

someone had recorded my transmission and then played it right back at me on frequency. I'd essentially been trying to talk to myself and didn't even know it.

It took me a long time to live that one down.

Col Bill Malec, USAF (Ret)

O'Fallon, IL

**Col. Frank E. Herrelko, Sr.  
June 1913 - October 2018**

After working as a coal miner for two years, Frank Herrelko enlisted in the Army in 1932, serving in the Coast Artillery, Medical Corps, and Signal Corps in Hawaii, the Panama Canal Zone, New York and New Jersey, with duties as artilleryman, bugler, medical technician, telephone pole climber, and message

center chief before being commissioned a Second Lieutenant in 1940. He attended the Command and General Staff College as a Lieutenant and later attended the Signal Corps School, Fighter Command School, Air University, and the Armed Forces Staff College. During World War II, he served in a variety of Aircraft Warning organizations on both coasts. He designed and installed

the First Air Defense & Control Center in New York City and trained over 300 volunteers. In Florida, he designed and built the first air-transportable Air Defense & Control Center, which was deployed to the Pacific Theater. For this work he was awarded the Legion of Merit. He was promoted to Captain in 1942, Major in 1943, and Lt. Colonel in 1944, at which time he commanded the 556th Signal Aircraft Warning Battalion in Iceland, with three companies and eight radar stations. After the war, he commanded a succession of Aircraft Control and Warning Groups on the west coast, transferred from the Army to the then-new Air Force in 1947, and served in Alaska as the Cold War began, installing six radar stations in the Aleutian Island Chain reaching toward the Soviet Union. After a subsequent tour as Chief of Staff,

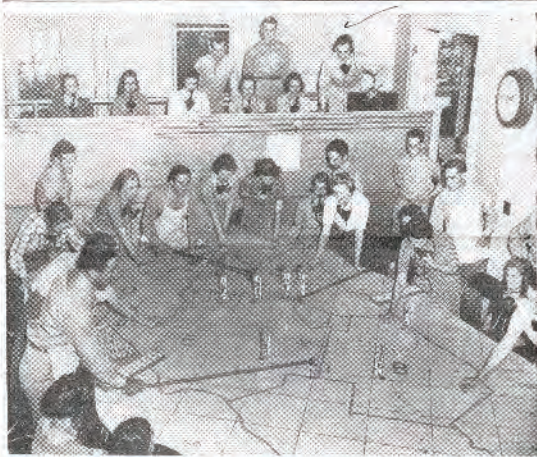
Eastern Air Defense Force and promotion to Colonel at age 37, he began the first of three tours of duty at the National Security Agency, where he was the first Deputy Director for Communications Security.

Between these assignments, he served in Italy from 1955 to 1958 as NATO's Assistant Chief of Staff for Air Defense for Italy, Greece and Turkey and as Chief of U.S. and NATO AIR-SOUTH Communications Security, and in Japan from 1962-1964 as Commander of the 5,000-man Far East Communications Region.

After his retirement from active duty in 1967, Col. Herrelko continued work in the Federal Civil Service, as a national security consultant, and as a volunteer on numerous public and charitable boards.

A lifelong athlete, he competed for over 30 years in golf, bowling, marksmanship, and track and field. He won the Air Force Security Service Pistol Championship and over 300 medals in the Senior Olympics at state and national levels and in the Huntsman World Senior Games. He was inducted into the Maryland Senior Olympics Hall of Fame in 2004, into the Hall of Fame of the Huntsman World Senior Games in 2006, and into the National Security Agency's Hall of Honor in 2017.

**TRACKING THE 'ENEMY'** It looks like a variety of shuffleboard, but it's something more serious than that. Army men in the picture are instructing Charlotte women how to plot the courses of "enemy" bombers which are expected to invade this area in the Carolina air maneuvers. Looking down on the board, top right, is Lieutenant F. E. Herrelko, chief instructor and commanding officer of the detachment at the filter center. See that little sign on the right side of the big map? Top figure 11 stands for the "largest" number. Real figure means there are 50 planes in the formation; "50" means they are single-motored and the "VM" that they are flying very high. The picture was taken at the Charlotte filter center. (Observer Staff photo.)



Lt Herrelko, top right, then chief instructor and commanding officer of the Charlotte SC filter center, instructing people how to plot the courses of "enemy" bombers. 1941.

# Missed Roll Call

## Since Nov 2018 Communicator:

- Derrel L. Dempsey, Colonel, retired, March 15, 2019
- Charles Lawrence Christian Jr., Jan 24, 2019
- Leroy (Lee) E. Barnett, LCDR, retired, Dec 19, 2018
- Frank E. Herrelko Sr, Colonel, retired (age 105), Oct 21, 2018
- Ronnie D. Hawkins Sr, CMSgt, retired, July 30, 2018
- Lionel D'Angelillo, June 22, 2018
- Dale T. Ogden, SMSgt, retired, Jan 8, 2018



# Colonel Derrel L. Dempsey

## 1932 - 2019



*This Legends and Lore column is dedicated to Col Derrel L. Dempsey, who passed away March 15, 2019.*

Until his passing Colonel "DY" Dempsey was known as a "living legend" in the air traffic control realm. His career began with his commissioning and training as an undergraduate pilot in 1954, and accumulated 30 years of aviation experience as chief of air traffic control, flight inspection pilot, and air traffic control staff officer at various assignments.

During Vietnam, he logged 1,000 combat-coded flying hours in the C-140A Jet-Star aircraft. He was awarded the Distinguished Flying Cross in 1968 for a flight check mission flown at a classified location in Southeast Asia to commission an air traffic control and landing system (ATCALs) to support wartime flying operations. Overall he amassed over 5,600 flying hours in 10 different Air Force aircraft.

As chief of ATCALs at Air Force Communications Service from 1977 to 1979, he defended AF budgets of more than \$200 million to modernize tactical and fixed air traffic control and landing systems. In his final assignment as deputy chief of staff for Air Force Communications Command's Air Traffic Services, he orchestrated deployment of nearly 700 combat ready Air Force air traffic controllers to 75 Federal Aviation Administration facilities during the 1981 air traffic controller strike.

Col. Dempsey retired in 1984 and for the next 10 years continued to work toward modernization of ATC systems as a civilian contractor.

Over the ensuing years Col. Dempsey gained well-deserved recognition for his contributions to the Air

Force and aviation. In the mid-1990s the Air Force named its airfield operations officer of the year award the Colonel Derrel L. Dempsey Officer of the Year. In 2006 Col. Dempsey was a first ballot inductee into the Air Force's Communications and Information Hall of Fame. He was the recipient of the Air Traffic Control Association's prestigious George W. Kriske Memorial

Award in 2011 for his outstanding career which

added to the quality, safety and efficiency of air traffic control. The Keesler AFB leadership honored him in 2015 when they named the main conference room at Cody Hall (the air traffic controller schoolhouse) in his honor. At the dedication Col. Dempsey said it was "one of the most wonderful days of my life."

In March 2019 many attended Col.

Dempsey's memorial service in O'Fallon, IL. His five children with their spouses, 13 grandchildren and 10 great grandchildren were all in attendance along with other family members. A smattering of air traffic controllers, flight checkers, and communicators also attended to pay tribute.

DY will be missed and left the Air Force that he loved with a great legacy. At the end of the day his most significant legacy is the great family that he left behind. One of his grandsons was an AF controller for 6 years, recently completed an AFOTC commissioning program at the University of Illinois, and looks forward to his return to active duty as an airfield operations officer (ATC and airfield management) trainee. He'll have big shoes to fill. **(By Col Bill Malec)**



Col Dempsey looks at the AF Comm and Info Hall of Fame display at Scott AFB IL. He was an inductee into the Class of 2006.



Senior Airman Kiefer Luth, 14th Operations Support Squadron air traffic controller, Columbus AFB, MS, visits with his grandfather, retired Col. Derrel Dempsey, during a room dedication in Dempsey's honor in March 2015, at Cody Hall, Keesler AFB, MS.



# A salute to air traffic controllers

By Bill McHargue, Col, ret.

During my lifetime and career I have had many meaningful intersections with Army Air Corps and US Air Force Air Traffic Controllers, to whom I owe many heartfelt thanks.

In WWII my father (Manson W. McHargue, Jr) enlisted in the US Army and then was selected for Air Cadets. Upon his successful completion and commissioning, he was assigned at various locations in Kansas as a B-17 Instructor Pilot.

With the end of the war in Europe, he was selected to be part of the German Occupation Forces. He served in several locations and duties but none more meaningful than the Berlin Airlift.

When the Soviets blockaded supplies from reaching West Berlin, air-

lift was the only way to get critical necessities there. My father was assigned as a C-47 pilot to deliver these supplies. (The Airlift began prior to the official start as recognized in the history books but was not recognized until the Commanding General was in place).

My father, as so many veterans of that time, did not speak often of the stressful flights through the approved air corridors. However, he shared with me a few times how difficult the flights were with the limited technology of the time.

He and the other pilots depended on the existing NAVAIDS and the Air Traffic Controllers at Tempelhof to make it through.

I know my father was very proud of the airlift device he wore on his occupation medal and I am thankful

*“He served in several locations and duties but none more meaningful than the Berlin Airlift.”*



for those controllers who aided those pilots and the delivery of supplies safely to the Berliners.

During my own career I was ignorant of the importance of Air Traffic Controllers until I was fortunate enough to work with those professionals at various locations including Scott, Tyndall, Richards-Gebaur and Hahn.

I learned to have the utmost respect for every one of them from Col Derrel Dempsey to the airmen.

During this same time, I learned that my father-in-law (Robert Bruce Rhodes) was an Air Traffic Controller in the Pacific during WWII. He served from New Guinea to Okinawa. My salute and thanks to all the military Air Traffic Controllers past and present.



Bill McHargue believes this was taken by his father of the C-47 he flew to Tempelhof during the Berlin Airlift. His father retired in 1974 with 31 years of service (he was Vice Commander of Air Force Southern Command). His father-in-law served his time in the Pacific and came back to Florida after the war to work for the railroad.



From the control tower at Tempelhof, air traffic controllers direct landings which came at three-minute intervals as blocks of planes swept in from the west.

# Hall of Fame

AF CYBERSPACE OPERATIONS  
AND SUPPORT



**Lt Gen (ret)  
William T. Lord**

General Lord's leadership and innovation brought the communications-electronics (cyberspace/C4I/air traffic services) career field contributions to unprecedented importance in USAF operations and history. He served as commander at every USAF organizational level (except NAF)--detachment, squadron, group, wing, and major air command (Prov); USAF Chief Information Officer and Chief of Warfighting Integration and Information Dominance (30,000 airmen and \$1B budget). He was also the senior cyber/IT/C4I/ATS leader in the two largest MAJCOMs (ACC and AMC). Since retiring in 2012, he has continued to support the military as SAF CIO Leadership Advisor; pro-bono advisor to both the superintendent, US Military Academy at West Point and superintendent, US Air Force Academy. Closer to home he is the Madison NH chairman, town advisory budget Committee, and a committee member of the Mountaintop Music Center Capital Campaign that raised \$2.8M for the nonprofit community music school.



**SES and Col (ret)  
Robert A. Frye**

During Bob Frye's 33+ year career in AF communications, data automation, and IT acquisition, he elevated the performance of many organizations, the most significant being the Standard Systems Group, with AF-wide impacts on every base and on every person. He was the first AF civilian SC in AFCC. He directed the SSG's 2,500 military, civil service, and contract support personnel with an annual budget exceeding \$450M. In this role, he led the successful transition of SSG from AFCC to ESC using his unique comm, IT and acquisition experience. Additionally, he initiated career broadening and education opportunities of military and civilian personnel. Since leaving federal service in 2002, he has continued to serve in numerous ways. Since 2004 he has been on the Montgomery AFCEA Board of Directors, organizing the annual IT Summit. In 2012, he became a member of the AFMC Commander's Civilian Liaison program with semiannual meetings with the AFMC commander. He was inducted into the AF Communicators and Air Traffic Controllers Hall of Honor in 2018.

**Established in 1999 as the Air Force Communications and Information Hall of Fame, the program honors individuals who made significant contributions, both to the Air**

**Force and our career field. Each year new members are inducted – visionaries who guided the Air Force toward a technological and information-enabled future.**

**Congratulations to these outstanding individuals and their families.**

# Class of 2019



**Col (ret) Vince  
Valdespino**

Colonel Valdespino has led a distinguished career serving the nation in C4I and cyberspace disciplines for more than 37 years. He has been a visionary and leader as both enlisted and commissioned officer, always considering the development of younger service members. During his career he commanded four communications units and held key positions at Headquarters Air Force, Headquarters Air Force Communications Command, U.S. Air Forces in the Pacific, U.S. Joint Forces Command and Joint Task Force Southwest Asia--Operation Southern Watch, Operation Enduring Freedom and Operation Iraqi Freedom. Since retirement in 2009, he leads a team of 200 cyber operators and technologists providing support to 24th Air Force. He is an active industry partner to the city Chamber of Commerce and is the architect of a Cyber Intern Pipeline, a college-level program that guides cyber and engineering interns into careers in government, military and industry.



**Lt Col (ret) Roland J.  
Gannon**

Lt Col "Rocky" Gannon served in the Air Force for 37 years beginning at age 17 as an Aviation Cadet, earned his wings as a B-17 Flying Fortress pilot and, as a result of the post-World War II pilot drawdown, became an air traffic controller. He continued to mature into an Air Traffic Control and Air Space Management expert, serving in assignments of additional responsibility and increasing impact on the worldwide mission. Based on his broad ATC experience, he was presented the Air Force's first (engraved #1) Master Air Traffic Controller Badge by Maj Gen Rupert Burris, AFCC/CC. He commanded 3 squadrons and 6 communications detachments to include 2 in France and one in Korea. Since his retirement, Lt Col Gannon has consulted worldwide on Air Traffic Control and Air Space Management as well as having served as Executive Director for the Florence, S.C. Regional Airport. He has been awarded the Boy Scouts of America Distinguished Eagle award, recognized as South Carolina Aviator of the Year, and has been inducted into the SC Aviation Hall of Fame. At 92 years, he is now retired.



**CMSgt (ret) George  
W. Hoyt**

CMSgt Hoyt had a pre-eminent role in ensuring critical support to combat operations and mission success from his early days as a "2-striper" in Korea (1954-55) to his final tour as a Chief at HQ Strategic Air Command (1973-79). Within 3 months of his second duty assignment, A2C Hoyt was named NCOIC, Teletype Maintenance at the 1973<sup>rd</sup> CS, Taegu, Korea, filling a MSgt position. He was cited for outstanding accomplishments even though he was "too young" and "too green" to oversee a major work center. Later in his career, after cross training into computer maintenance, Hoyt found himself as Wing Retention NCO for 17th Bomb Wing (Wright-Patterson AFB, OH). Due to his efforts, within a year, 17th BW went from dead last (40th place) to first place in first term airman retention. After his AF career, as Proposal Manager, then Director International Marketing, Interstate Electronics Corp, Hoyt led the way in introducing militarized plasma and liquid crystal display terminals into military equipment. He oversaw the installation of this technology onto the SAC Airborne Command Post and the National Emergency Airborne Command Post. This technology became essential to military operations. Chief Hoyt's outstanding service to our country (AF and post-AF) spans 62 years.

# OMAHA, Nebraska

## 43rd ANNUAL CONVENTION Sept 25-29, 2019



AF Comm & ATC Association and  
AF Flight Checkers Association  
Joint Convention

Ramada Plaza by Wyndham

**Sept 25-29, 2019**

**Hosts: Ken & Linda Reiff and  
Jim & Fran Weber**

**Current and former Air Force Communicators, Data Automation, Cyber, Space Operations, Air Traffic Controllers, Air Field Managers, Maintenance, Engineering and Installation, and related support personnel**

### **RESERVATIONS:**

Please use preferred Online Reservation Link

<https://www.wyndhamhotels.com/ramada> (Search for Omaha)

If necessary, call: 1-402-393-3950

Group Reservation Code: Air Traffic

Book early! Deadline Sept 15 for hotel

Group room rate is \$84 per night, plus tax.

All rooms should be booked as late arrivals. Check-in time is 4 PM; check-out time is Noon

Members must make their own hotel reservations.

Cancellations must be made 72 hours before booked arrival time.

The Conference Hospitality Room is the Iowa Room.

**Wednesday Check-In    Sunday Farewell Breakfast**

**Ramada Plaza by  
Wyndham**

**3321 S 72<sup>nd</sup> St, Omaha**



Located off I-80 just a few miles from the city's top attractions, including CenturyLink Center Omaha and The Old Market district. It is also near the University of Nebraska.

The hotel features an indoor water park (additional fees apply) on site and a bar. The hotel has free WiFi, free breakfast, free parking, Airport Shuttle - free (advance reservation required through hotel); free shuttle to local attractions, pet friendly, fitness center, and a large, guest-friendly indoor plaza.

# TOURS AND EVENTS

*Use the convention/reunion registration form to sign up for tours and the Saturday evening banquet*

## THURSDAY, SEPT. 26

### Prayer Brunch\*

*“Faith and Leadership”*

*Chaplain: Ed Broestl  
Time: 9:30 AM - 11 AM  
Cost: \$25 Per Person  
Location: Omaha E*

### Strategic Air Command Museum tour\*

*(Limited to first 77 people)  
Time: 1 PM - 4:30 PM; Meet in hotel lobby at  
12:30 PM for bus departure  
Return to Hotel approximately 4:30 PM  
Cost: \$40 Per Person*

### Flight Check Dinner\*

*Open to All (maximum 85 people)  
Time: Cash bar at 6 PM  
Dinner at 7 PM  
Cost: \$40 Per Person  
Location: Upstream Brewing Co.  
514 South 11th St. Omaha, NE 68102*



**\*Reservations required via registration form**

# TOURS AND EVENTS

## FRIDAY, SEPT. 27



### 43rd Annual Gen Farman Golf Tournament\*

#### **WILLOW LAKES Golf Course**

**12301 S 25th St, Bellevue, NE 68123**

*Willow Lakes Golf Course is a Championship 18-hole layout designed by Robert Trent Jones Sr. This challenging and picturesque course is across the street from the Capehart housing area on Offutt AFB.*

*Cost per player: \$55 (includes green fee and cart, lunch, and prizes)*

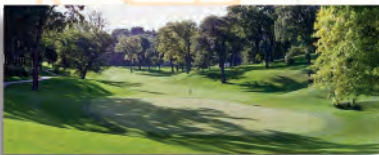
*Car pools will leave the Hotel at 6:30 AM. First tee time will be at 7:30 AM*

*If playing golf, complete the Name Tag & Golf registration form, **INCLUDE** the \$55 GOLF COSTS ON YOUR REUNION REGISTRATION FORM*

*If you are willing to provide a car pool vehicle, mark the Golf Registration form. Bill Bethea is Golf Director. Driving time is 15 minutes from the hotel.*

#### *Rules of play:*

*The format will be medal play (each golfer plays their ball from the tee to the cup on each hole). Callaway System will be used for scoring. To speed play no score over double par for a hole will be counted, so if you reach double par pick up and start play again at the next hole. One, no-cost mulligan may be used for the front nine and one for the back nine (but NOT for holes 3, 8, 13 & 16, Par 3's or for the 11th hole, Par 5 on the back nine, these holes will be the closest to the pin and longest drive). Once you have finished play give your score card to Bill Bethea.*



# FRIDAY AFTERNOON

***Offutt AFB Tour***  
***Time: 1 PM - 4:30 PM***  
***(Government ID Required or Drivers License)***

***Limited to first 56 people;***  
***sign up quickly and fill out ID form***  
***RC-135 Tour and Presentation***  
***E4B Tour and Presentation***



# FRIDAY EVENING

***All Hands Social***  
***(SPECIAL ENTERTAINMENT)***  
***Time: 6 PM - 9 PM***

***LOCATION: OMAHA F***  
***FEATURING GREG SPEVAK***  
***11-PIECE ORCHESTRA and***  
***FREMONT TRI-TONES***

***MUSIC, SINGING, DANCING***  
***CASH BAR***  
***FINGER FOOD***

***Cost: \$25***



# TOURS AND EVENTS

## **SATURDAY, SEPT 28**



### **JOINT AFCOMMATC/AF FLIGHT CHECK MEMBERSHIP BREAKFAST**

*Breakfast 7 - 8:30 AM*

*General Meeting 8:30 - 11 AM*

*Missed Roll Call*

*Elections (if required)*

*Presentations on cyber and air traffic control*

**ADJOURN**



### **Saturday Night Banquet**

### **JOINT AFCOMMATC/AF FLIGHT CHECK**

*5 - 6 PM Cash Bar Outside Entrance to  
Omaha D & E*

*Formal/semi-formal attire*

*Dinner 6 - 9 PM Sharp*

*(Banquet cost included in registration)*

*Awards ~ Guest Speaker ~*

*50/50 Drawing ~ Adjourn*



*Plated Meal with choice of:*

- \* Stuffed Chicken Breast-Stuffed with spinach, roasted red pepper and feta cheese with parmesan cream sauce*
  - \* Egg Plant Parmesan – breaded eggplant served with a zesty marinara and side penne marinara*
  - \* Sliced Prime Rib Au Jus served with horseradish cream*
- Dinners served with garden salad, seasonal fresh vegetables and herb-roasted baby red potatoes, dinner rolls & butter*
- Dessert: Carrot Cake or Chocolate Cake*

***\*Meal selection required via registration form.***





*Hospitality Room will be closed during All-Hands Social and reopen 9 PM - 11 PM. Hospitality Room will be OPEN from noon – 4 PM on Saturday and will reopen after the annual banquet until midnight.*



## **SUNDAY, SEPT 29**

*Time: 8 AM - 10 AM  
Hotel Buffet Breakfast (Atrium)*

*Have a safe  
trip home!*

### ***On-your-own visit to Omaha Attractions and Restaurants***

***ENJOY GREAT STORES AND EATERIES***  
*Hotel shuttle will take you anywhere  
within 8 miles.*

*Omaha is home to the world's largest indoor desert under the world's largest geodesic dome above the world's largest nocturnal exhibit next to one of the world's largest indoor rainforests! Climb aboard history at The Durham Museum, explore 100 acres at Lauritzen Gardens, Omaha's Botanical Center and discover priceless works of art at the Joslyn Art Museum. Explore the Old Market, Omaha's historic entertainment district, where boutiques, antique stores and restaurants line cobblestone streets.*

*Learn more about places to eat, things to see, and where to shop during your visit to Omaha at <https://www.visitomaha.com/>.*





**Air Force Communicators and Air Traffic Controllers Association  
and Air Force Flight Checkers Association  
2019 Convention Schedule (Sept 25-29, 2019)**



**Ramada at Wyndham, Omaha, NE**  
402-393-3950

Co-hosts:  
Ken & Linda Reiff, (618) 624-5481  
Jim & Fran Weber, (719) 332-1402  
afcommatctreasurer@comcast.net

**Wednesday, Sept 25**

**Event Check-In**

12 – 5 PM

*Tickets for meals and activities are in your name badge holder. Please wear it at scheduled functions and hospitality suite.*

**Thursday, Sept 26**

**Event Check-In**

10 AM - 12 Noon, 1 PM - 5 PM  
**Outside Hospitality Room (Iowa)**

**\*\*Prayer Brunch**

9:30 AM – 11:00 AM (Omaha E)

**Annual Board of Directors Meeting**

8 AM – 9 AM (Wyoming Boardroom)

**Flight Checkers Annual BOD Meeting**

8 AM – 9 AM (Colorado A Boardroom)

**\*\*SAC Museum Tour**

1 PM – 4:30 PM (limited to first 77 people)  
Bus transportation loads at 12:30 PM from Hotel

**\*\*Flight Checkers Dinner**

Upstream Brewing Company  
Drinks at 6 PM; dinner at 7 PM (Cash bar)  
Open to all

**Friday, Sept 27**

**Event Check-In**

10 AM - 12 Noon, 1 PM - 5 PM  
**Outside Hospitality Room (Iowa)**

**\*\*General Farman Golf Tournament**

Willow Lakes Golf Course  
12301 S 25<sup>th</sup> St, Bellevue NE  
Carpool from lobby @ 6:30; 7:30 AM tee time

**On your own option**

Downtown Alabama Historical Attractions  
For those who choose free time, Hotel Shuttle is available (8-mile limit)

**\*\*Offutt AFB Tour**

1 PM - 4:30 PM (limited to first 56 people)  
Bus transportation provided  
Gov't ID or DL required

**\*\*All Hands Social**

Special Entertainment  
Dancing and Singing  
(Omaha F)  
(Finger foods/Cash bar)  
6 PM - 9 PM



**Hospitality Room Open Noon until 5 PM**  
**Closed for All Hands Social (Open 9 PM-11 PM)**

**Saturday, Sept 28**

**\*\*Breakfast and Annual Business Meeting, Joint AFCOMMATC and Flight Checkers**

8:30 AM – 11 AM; Breakfast 7 AM – 8:30 AM  
(Omaha E)

**Event Check-In**

Hospitality Room, 1 PM – 4 PM

**Hospitality Room Open**

Noon – 5 PM, reopens after banquet until midnight

**Afternoon on your own**

11:30 AM - 4 PM  
Enjoy downtown historical attractions

**Annual Association Reception, Cash Bar**

5 PM – 6 PM  
(Outside Omaha E)

**\*\*Annual Association Banquet**

6 PM sharp  
(Omaha E)

*Meal selection required via registration form*

**Sunday Sept 30**

**\*\*\*Hotel Buffet Breakfast (Atrium)**

8 AM – 10 AM

**\*\* Reservations required via Convention registration form; contact Jim Weber for changes**

**\*\*\* Hotel Reservation includes complimentary daily breakfast & evening reception in Hotel's Atrium**



**JOINT AF COMM ATC ASSN, AF FLIGHT CHECKERS ASSN CONVENTION 2019  
OMAHA, NE, 25-29 SEPT 2019**



Make hotel reservations by calling 402-393-3950 or web site; use group code: Air Traffic  
**MAKE CHECK/MO PAYABLE TO AF COMM ATC CONVENTION**

**HOTEL WEB SITE/ROOM/RESERVATION INFORMATION IS AVAILABLE ONLINE at [www.afcommatc.org](http://www.afcommatc.org)**

<b>Attending as Member of USAF Flight Check Association</b> <input type="checkbox"/>				
Last Name		First Name		Banquet Only
				<input type="checkbox"/>
Spouse Last Name		Spouse First Name		Banquet Only
				<input type="checkbox"/>
Guest 1 Last Name		Guest 1 First Name		Banquet Only
				<input type="checkbox"/>
Guest 2 Last Name		Guest 2 First Name		Banquet Only
				<input type="checkbox"/>
Use additional registration forms if you have more than two guests attending.				
Member Address		City		State    Zip Code
Email Address	Phone Number	Alternate or Mobile Number		First Convention
				<input type="checkbox"/>
Mode of Travel: Air <input type="checkbox"/> Auto <input type="checkbox"/> RV <input type="checkbox"/> Other <input type="checkbox"/>				#Hotel Rms Rsvd <input type="checkbox"/>
Arriving: (Tue 24 Sep) <input type="checkbox"/> (Wed 25 Sep) <input type="checkbox"/> (Thu 26 Sep) <input type="checkbox"/> (Fri 27 Sep) <input type="checkbox"/> (Sat 28 Sep) <input type="checkbox"/>				

**Registration Fee includes Hospitality Suite, Banquet, Saturday and Sunday Breakfasts**

<b>Registration Fee</b>	<b>Number of People</b>	<b>Total</b>
\$99		= \$
<b>Banquet Only Fee</b>	<b>Number of People</b>	
\$45		= \$

Registration, Banquet Only and Optional Events (total cost is event cost X # of participants)

**Note: Golf Event requires separate information sheet and may be a joint event with local participants.**

Event	Day/Date	Cost	Number	Total
Prayer (Brunch)	Thursday 9/26/2019	\$ 25		= \$
SAC Museum Tour		\$ 40		= \$
Flight Checkers Dinner (Open to All)	Thursday 9/26/2019	\$ 40 Cash bar		= \$
Gen Farman Golf Tournament	Friday 9/27/2019	\$ 55		= \$
Offutt Tour (fill out ID form)	Friday 9/27/2019	No cost		= \$
All Hands Social	Friday 9/27/2019	\$ 25		= \$
<b>Donations to help defray cost of convention</b>		<b>Donation {Optional}</b>		<b>= \$</b>
Total Registration Fees, Banquet only fees, Events and donation		<b>Grand Total</b>		<b>= \$</b>

Annual Banquet (Business Suit or equivalent and equivalent for ladies); Reception 5 PM (Cash Bar); Be Seated by 6 PM

Enter number requested under each banquet meal selection below. Provide special meal requirement separately.

<b>09/28/2019 1800</b>		<b>Location TBA</b>	
<b>(Selection 1)</b>	<b>(Selection 2)</b>	<b>(Selection 3)</b>	<b>Special Meal</b>
<b>Omaha Beef</b>	<b>Stuffed Chicken Breast</b>	<b>Egg Plant Parmesan Vegan Plate</b>	<input type="checkbox"/>

<b>Emergency Contact Name</b>	<b>Phone</b>	<b>Relationship</b>

Mail Check/MO with registration form to:  
**Jim Weber: 4018 Slice Dr, Colorado Springs, CO 80922**

<b>Co-host (Jim Weber) email:</b> <a href="mailto:afcommatctreasurer@comcast.net">afcommatctreasurer@comcast.net</a>	<b>Co-host Phone:</b> <b>719-332-1402</b>
---	--

## Name Tag Form

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

**Member's name:** \_\_\_\_\_

Spouse or Guest name(s): \_\_\_\_\_

**State of residence:** \_\_\_\_\_ Is this your first convention? Yes \_\_\_ No \_\_\_

**Specialty:** \_\_\_\_\_

(Commander, Tower, GCA, Crypto, Comm/Maint/Staff, Radar/Radio Maintenance, Personnel, etc. or OTHER)

Ham Call sign: \_\_\_\_\_ Comm unit: \_\_\_\_\_ Command: \_\_\_\_\_

Favorite Location \_\_\_\_\_

Sample



---

## 2019 GOLF REGISTRATION INFORMATION FORM

Your name: \_\_\_\_\_

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

Name of Player: \_\_\_\_\_

Name of Player: \_\_\_\_\_

### Willow Lakes Golf Course (Friday, 27 Sept 2019)

#### Rules of play:

The format will be medal play (each golfer plays their ball from the tee to the cup on each hole). The Callaway System will be used for scoring. To speed play no score over double par for a hole will be counted, so if you reach double par pick up and start play again at the next hole. One, no-cost mulligan may be used for the front nine and one for the back nine (but NOT for holes 3, 8, 13 & 16, Par 3s or for the 11th hole, Par 5 on the back nine; these holes will be the closest to the pin and longest drive. Once you have finished play give your score card to Bill Bethea.

**Cost per player: \$55 (includes green fees, cart and lunch)**

Total amount of golfing dollars included on your convention registration form \$ \_\_\_\_\_.

Carpools will leave the hotel lobby at 6:30 AM. Shotgun start at 7:30.

Will you be willing to drive a carpool vehicle? Yes \_\_\_ No \_\_\_

Drive time is about 15 minutes from the hotel.

Golf Chairman is Bill Bethea; Email: papabethea@aol.com

## Air Force Communicators and Air Traffic Controllers Association Convention (2019) Tour

### Driver's License Information for Events Requiring Identification

*Member/Sponsor ensure all data is correct before submitting*

Member/Sponsor Name: \_\_\_\_\_ Date: \_\_\_\_\_

Name on License Exactly as on License	Applies To:	State of Issue	License Number Exactly as on License	Date Expires mm/dd/yyyy	Date of Birth mm/dd/yyyy
	Member or Sponsor				
	Spouse				
	Guest 1				
	Guest 2				
	Guest 3				
	Guest 4				

**For Use of Security Agency as needed:**



# AFNIC CELEBRATES ITS FLIGHT-CHECKING HERITAGE

## *Flight inspection: The mission and my time with AFCS*

**By Lawrence 'Rock' Verrochi  
AF Network Integration Center  
Scott AFB, IL**

As the Air Force Network Integration Center celebrated 75 years of history, it is easy to trace many of the organization's current missions back to those early days.

There are some where the connection is less clear. Communications, aircraft as communications platforms, and all things flight navigation-related were at one point under previous designations of AFNIC. One such undertaking was that of the Department of Defense flight inspection mission.

Flight inspection of procedures, navigational aids and ground-air communications to ensure flying safety began in the United States in the early 1920s when the airways system

was created at the behest of the U.S. Airmail Service. Prior to World War II, the Civil Aeronautics Administration inspected Army Air Corps navigation systems, but in 1942, this mission was given to the Army Airways Communications System.

Between October 1942 and October 1987, AACS and its successor organizations, Air Force Communications Service and Air Force Communications Command, performed this mission for the Air Force.

In 1962, AFCS transferred part of the mission to the Federal Aviation Administration, but the command retained 16 aircraft to perform flight inspection in support of emergency mission support requirements and to continue the service evaluation function. To manage this mission, the command established three geographic areas of responsibility and three new units, the 1866th, 1867th and the 1868th Facility Checking Squadrons for the U.S., Pacific and European theaters, respectively.



**Lawrence 'Rock' Verrochi**

The war in Southeast Asia expanded the command's wartime flight inspection mission because FAA policy precluded deployment of FAA crews into hostile areas. Consequently, the command deployed all but one of its flight inspection aircraft to the Pacific. During the course of the war, these aircraft were damaged by enemy fire 26 times.

In July 1971, the command assumed all flight check responsibility in the Philippines and all maintenance assistance inspections in the US and Europe from the FAA. The phase-down of military operations in Southeast Asia enabled the command to reduce the size of its overseas squadrons.

Upon graduation from pilot training in July 1971, my first assignment in AFCS was in a C-47A with the 1867th FCS at Clark Air Base, Philippines.

After the normal Survival Evasion Resistance Escape and Sea Survival training courses, I proceeded to the FAA Flight Inspection certification training, lasting four weeks, and soon after to the Air Traffic Control Officers Course.



**A C-140 takes off from Tan Son Nhut, Vietnam.**

This was another eight weeks. Arriving at Clark AB in early January 1972, I was quickly immersed in my C-47 aircraft training, Flight Inspection mission and my ATC facility training at the Clark AB Radar Approach Control.

The regular schedule had us in country (South Vietnam, Thailand, sometimes Laos and Cambodia) every other week performing navigational aid inspections and ATC evaluations. When we were at home base, our days were usually occupied with training and a few local missions.

One of my more memorable missions was as a part of the first "all-LT" crew responsible for commissioning a TACAN near Da Nang AB, Vietnam. Flying southwest on a coverage check, we observed several explosions in the jungle a couple miles in front of us. Then we noticed the actual naval artillery shells flying into the target.

Recognizing we should not have been in the area, we quickly exited and had a rather heated discussion as to who should have been monitoring the HF radio. Due to the transfer of all AF C-47 aircraft to our Asian allies, my tour was cut to 10 months and I became an OV-10 Forward Air Contoller.

In 1974, I was again assigned to the AFCS with the 1866th Facility Checking Squadron at Richards-Gebaur AFB, MO. At that time, AFCS was an Air Force Major Command headquartered at Richards-Gebaur. At that point, the 1866th FCS had several aircraft types, 1 C-135A, 4 C-130As, 4 C-140As and 2 T-39As performing the Flight Inspection and Air Traffic Control Evaluation missions worldwide.

I was checked out and certified in both the C-135A as a co-pilot and the

C-140A as an aircraft commander and flight examiner. In addition, I was honored to be selected as the mission commander for several high priority programs which included evaluations of classified airfields, Joint Tactical Information Distribution System testing, and various evaluations at locations including Camp David, Soto Cano AB, Sondrestrom AB and Thule AB.

The phase-down of military operations in Southeast Asia enabled the command to reduce the size of its overseas operations. Changes to state-side operations continued as well. Starting in 1975, the 1866th divested most of its flight inspection aircraft fleet, leaving only four C-140A Jet Star aircraft assigned.

By 1977, the Air Force relocated AFCS from Missouri back to Scott AFB, where the organization has been since. As a member of the advance team, I spent eight weeks working out of the attic of Building P40 while dodging nails protruding through the leaky roof. We affectionately named our space the "peanut gallery," a phrase added when answering the only phone for our office of over 20 people.

We moved our fleet of aircraft to Scott and AFCS was redesignated Air Force Communications Command. By 1980, I completed my time with the command transferring to Laughlin AFB, TX, as a T-38 Talon Instructor Pilot and Flight Commander. Though I left the command, the flight inspection mission would remain with AFCC another seven years.



**Inside view of an AFCC C-140 JetStar with CMSgt Tony Haus working the flight inspection equipment console. (Courtesy of AFNIC History Office)**

On Oct. 1, 1987, the Air Staff transferred AFCC's last six aircraft and the associated flight inspection mission to Military Airlift Command and placed it under the 375th Airlift Wing at Scott AFB. After 45 years, the flight inspection mission would no longer reside in AFCC.

In 2018, the Air Force Network Integration Center celebrated its 75th year as an organization. For better than half of this time, the flight inspection mission was an integral part of its proud past. In my opinion, flight inspection is the by far the best peacetime flying mission with regards to piloting skills and sense of mission accomplishment.

Performing the required aerial maneuvers at low altitude in the airport traffic area, while simultaneously coordinating airspace separation with air traffic control authorities and other disparate aircraft was both physically and mentally challenging. Doing it right and doing it well provided me with some of my greatest moments of job satisfaction.

**Capt Steve Gaertner (background) and Capt Marty Pruden from Air Force Communications Service's 1866th Facility Checking Squadron complete flight planning before a flight inspection mission. (Courtesy of AFNIC History Office)**



**A C-140A JetStar is painted in the bright orange and white scheme of an AFCS flight check aircraft. (Courtesy of AFNIC History Office)**



Interior view of the McClellan AFB AUTODIN Switching Center.

# AUTODIN

## AF's first high speed data communications network

By Maj. Jennifer M. Sibit  
AF Network Integration Center  
Scott AFB, IL

In the mid '50s, the Air Force had a manual data communications system for punched card traffic and a separate system for teletype communications. These manual data systems had inherent limitations in speed and capacity as well as being susceptible to human error.

These limitations, combined with the success of the automatic teletype communication system, motivated planning for the purpose of automating the data network.

The proposed automated data communication system, known as the "Combat Logistics Network" (COMLOGNET), would provide computer controlled data switching centers and automatic data terminals on a nationwide basis. Initially, this network was planned as a data-oriented system to replace the manual data relay centers that were in existence. However, very early in the design phase, it was proposed that the system concept be modified so that both narrative and

data traffic could be processed in the network.

Combat Logistics Network was replaced and renamed to a system known as the Automatic Digital Network (AUTODIN) in 1962. The AUTODIN system, originally designed by Western Union and then leased to the Air Force for use, was installed, operated and maintained by the AF Communications Service, the agency today known as the AF Network Integration Center.

AUTODIN was the Air Force's first automatic, fully electronic, transistorized, high speed data communications network. This network was a common system that linked more than 300 Air Force, Department of Defense and defense industry users for the purpose of rapidly exchanging information.

The need for such an increased data network originally was the solution to the logistics challenges of the time. In 1963, the Air Force was handling over 19 million supply requisitions annually and required a system that could help in expediting those requests to meet the needs of the Air Force's

global mission. While born from a need to meet growing logistics requirements, when AUTODIN was completed and fully implemented, its communications capabilities would see significant growth.

The basic function of AUTODIN was to accept, process, store and deliver digital message traffic to and from subscribers located around the world. Between November 1962 and February 1963, AUTODIN was fielded in five locations across the country and was declared fully operational on Feb. 27, 1963.

The first five sites that fielded the AUTODIN Switching Centers were Norton AFB and McClellan AFB, CA; Tinker AFB, OK; Gentile AFB, OH; and Andrews AFB, MD.

The growth did not end there. In fact, this was just the beginning for AUTODIN.

Beginning in October 1967, ASCs were fielded overseas and the first of 11 locations became operational at Clark AB, Philippines. In the months following, more ASCs would be added and accepted. Centers in countries like Thailand and Germany added to



the operational capability of this now global network. Each ASC was designed to operate 24 hours a day, seven days a week, 365 days a year. The centers were maintained at a high state of readiness and no single points of failure could affect the operational capability of the centers. This design ensured the highest degree of reliability, message security and integrity.

While the '50s and '60s saw the achievement of rapid, reliable and efficient narrative and data communications through AUTODIN, the future decades would present an even bigger need for other modes of communications for which AUTODIN was not designed to handle.

In 2001, the Defense Message System (DMS) was fielded to enable any user within the Department of Defense to exchange both classified and unclassified messages with anyone else in the DOD all while reducing the costs and manpower demands of AUTODIN. Today's rapid global military communications were not born in a vacuum and AUTODIN rightly takes its place in history as one of the first stepping stones in our current Defense Messaging System.



**Pre AUTODIN view of a data communications manual relay facility, late 1950s-early 1960s.**

*Photos courtesy of AFNIC History Office.*



**Two computer operators prepare messages for transmission in an AUTODIN terminal.**



**Lt Gen Alfred D. Starbird, US Army, Director of the Defense Communications Agency, and Brig Gen J. Francis Taylor, USAF Director of Command Control Communications, HQ USAF (standing) during the Andrews AFB Air Force Data Communications (AFDATACOM) and Automatic Digital Information Network (AUTODIN) activation ceremony, Feb 27, 1963.**



**Interior view of an AUTODIN automatic switching center.**



**By Markus Rogers**  
**Executive Director**  
**Air Force Network Integration Center**  
**Scott AFB, IL**

The 90s and early 2000s saw the de-centralization of communications with the stand down of Air Force Communications Command as a major command and the responsibility for communications and networking realigning to local bases. While this allowed individual MAJCOMs and local bases the leeway to acquire and implement technology to best meet their mission needs, it resulted in a patchwork of systems and networks with differing standards, operating processes and defensive postures.

However, by the mid-2000s we saw the Air Force look toward centralizing some of these functions as the importance of cyber was recognized.

On Dec. 7, 2005, then Secretary of the Air Force Michael W. Wynne and Chief Of Staff Gen. T. Michael Moseley unveiled a new mission statement for the U.S. Air Force. “The mission of the United States Air Force is to deliver sovereign options for the defense of the United States of America and its global interests — to fly and fight in air, space and cyberspace.”

The unprecedented addition of cyberspace as an operational domain highlighted the increasing importance of cyber operations in the U.S. Air Force.

In July 2006, the Air Force Network Operations (AF-NETOPS) Command stood up, putting all Air Force units charged with network operations under the authority of a single commander, Lt. Gen. Robert J. Elder Jr, 8th Air Force and AFNETOPS commander.

“The biggest benefit of standing up a command structure for Air Force Network Operations is that it unifies command of the Air Force computer network under one

person, who serves as the Air Force component commander, and presents network operations forces to STRATCOM’s Joint Task Force-Global Network Operations,” General Elder said. “Previously, we had commands focused on air and space forces, but no command focused on operations in cyberspace. That’s what we’re going to provide here.”

Five months later, in further recognition of the importance of cyberspace as a warfighting domain, the Chief of Staff of the Air Force directed the 8th AF commander to create a new MAJCOM, Air Force Cyberspace Command, to “redefine air power by extending our global power into a new domain — the domain of electronics and the electromagnetic spectrum.” On Sept. 18, 2007, HQ AF Cyber Command (Provisional) was activated, with Maj. Gen. William T. Lord taking command.

AF Communications Agency (AFCA) personnel quickly became deeply involved in establishing the new command, providing 55 percent of the headquarters staff. To meet General Lord’s strategic vision, AFCA’s Cyber Force Strategies division played a major role in establishing 17 new career fields and associated training and force development programs.

Then, the Air Force needed to focus on reinvigorating the nuclear enterprise, which paused the establishment of Air Force Cyber Command, ultimately deciding to establish a numbered Air Force for cyber instead. In May 2009, the Air Force designated Air Force Space Command as the lead Air Force major command for cyberspace.

“The integration of these domains allows our service to capitalize on inherent synergies found in space and cyberspace architectures, processes, skill sets and training,” said Gen C. Robert Kehler, AFSPC commander.

As part of this transition, AFCA would see a change in its mission responsibilities. The organization would

become the focal point for shaping, provisioning, sustaining and integrating the enterprise network, and enabling assured core cyberspace capabilities to achieve a warfighting advantage. This drove AFCA's redesignation as the Air Force Network Integration Center (AFNIC), and realigned AFNIC under AFSPC. In August 2009, the 24th Air Force stood up under AFSPC to plan and conduct cyberspace operations in support of the nation's combatant commands and maintain and defend the Air Force Enterprise Network (AFNET).

"For the first time in the history of the Air Force, we have consolidated cyber capabilities under an operational war fighter solely devoted to cyber operations," said Maj. Gen. Richard E. Webber, the first 24th AF commander, during the activation ceremony.

To simplify the operations and defense of the network for 24th AF, AFNIC executed the largest cyber network overhaul in Air Force history. The AFNET migration, a five year effort which began in 2009, collapsed the 13 MAJCOM networks on NIPR into a single, integrated network. It created a centrally managed, standardized structure under the operational control of the 24th Air Force commander. This \$162 million effort migrated over 644,000 user accounts, integrated 275 bases and geographically separated units, and decommissioned 11,318 servers.

Until now, organizations across the Air Force have been operating what were essentially their own independent networks, consequently driving unique and unit-specific requirements. The AFNET migration meant enterprise-class situational awareness, network scalability and an ability to command and control our network.

Along with the AFNET Migration, AFNIC was also engaged to provide education, training, crew certification, exercise and mission rehearsal capabilities to cyber operators. AFNIC developed and deployed the Simulated Training Exercise (SIMTEX) range, a simulator that provided essential Com-

puter Network Operations experience to improve Air Force and Joint Cyberspace Operations. SIMTEX simulated adversary network capability at the AETC schoolhouses and operational locations providing a full spectrum of computer network defense, exploitation and attack training. In 2011, AFNIC hosted the first "Cyber Nexus" competition, a force-on-force cyberspace operations competition which leveraged the SIMTEX range.

During this timeframe, AFNIC was also responsible for engineering and maintaining the ground entry points for the Executive Airlift Communications Network (EACN), which provides communications support to United States senior leaders giving them the ability to access multiple classification levels of voice, video and data services from select platforms while in flight.

AFNIC used the Airborne Laboratory Environment (Scope ABLE), a reconfigured DC-9 fuselage, for testing and advancing airborne networking and communications systems prior to flight testing and incorporation into EACN. New components or systems that proved promising for airborne networking were integrated into the equipment suite on Scope ABLE for a detailed aircraft ground assessment prior to flight tests. This significantly reduced the amount of testing that had to occur during flight, saving the Air Force thousands of dollars per hour in avoided flight costs.

In 2011, as AFSPC was maturing its cyberspace capabilities, they conducted an organizational study on AFNIC. AFNIC didn't organizationally change when it transitioned from SAF to AFSPC, but at this time it became apparent that there was some duplication and mis-alignment with other cyber functions in AFSPC. As a result of this study, missions formerly assigned to AFNIC became a part of two new Air Force units.

The AFSPC Cyberspace Support Squadron (CYSS), would provide the MAJCOM with the cyber expertise required to manage cyberspace-lead programs and activities. The 38th Cyberspace Readiness Squadron (38th CYRS) focused on delivering long-haul communications services and cyber systems management for the Air Force and joint warfighter. This left AFNIC to concentrate on its mission to be a technical center of excellence for AFNET integration, support HQ AFSPC in its role as the AF's lead command for cyber, and continue to execute network engineering integration responsibilities.

In July 2018, the AF realigned cyber responsibilities from AFSPC to Air Combat Command (ACC).

"This move will drive faster decisions as we fight by realigning the cyber operations and intelligence, surveillance, and reconnaissance missions under the same command," said Secretary of the Air Force Heather Wilson.

"Air Force cyber capabilities are intertwined with the intelligence,

command and control, air superiority, personnel recovery, and precision attack missions that we are responsible for," said Gen. Mike Holmes, the commander of ACC. "This move streamlines how the Air Force presents forces to joint commanders, and it improves our ability to integrate cyber and air operations to improve our effectiveness in multiple domains."

The continuously advancing nature of technology means that practitioners of cyberspace, communications, and information systems are well versed in change.

Whatever is on the digital horizon, the men and women of the Air Force Network Integration Center will be there to meet the challenge.

## BACK TO THE FUTURE ... KIND OF: AFNIC'S JOURNEY IN THE NEW MILLENNIUM



**AF Communicators and Air Traffic Controllers Association  
(Formerly the AACCS Alumni Association)**

**Membership Application**

Print ,Complete and Mail TO: Mr. Walt McLain, 4514 Haverty Dr, Knoxville, TN 37931-3657  
Or e-Mail as attachment to [aacsmbrship@comcast.net](mailto:aacsmbrship@comcast.net)

**Regular and Associate Membership dues are \$15.00 per-year, payable in two-year increments.**

**Life Memberships are based on age: To – 50 years = \$165; 51 – 60 years = \$145;  
61 – 70 years = \$115; 71 - ? Years = \$75**

**Make check payable to AF Comm ATC Assn**

**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 served or is serving in any communications/information/cyber or air traffic control unit or holds or held a MOS, AFSC or other skill identifier as a communicator/information/cyber, air traffic controller or support skill in any Air Force Major Air Command (AACCS, ACS, AFCS, AFCC, AFC4A, AFCA, AFNIC, AFFSA, SAC, TAC, ADC, USAFSS, MAC, etc., or the Air Force current commands). Associate members are those who do not meet the above criteria. *(Associate members have all privileges of membership but do not vote on association matters.)*

**Print form, complete, and mail with check**

**Note: Please Print Clearly (Type Application: enter Regular, Associate, Or Life)**

Date of Application \_\_\_\_\_ Type Application \_\_\_\_\_

First Name _____	MI _____	Last Name _____	Spouse Name _____
Year of Birth _____	Dates Served (e.g. 62-91) _____		Eras' Served _____
e-Mail Address _____	Phone Number _____		Mobile Number _____
Street Address _____	City _____	State _____	Zip Code _____
Rank/Grade _____	Combat Area/ Base _____	Favorite Base _____	Career Field (MOS, Specialty) _____

Units and Commands \_\_\_\_\_

Additional Units or Commands \_\_\_\_\_ How Recruited to AF Comm ATC Assn \_\_\_\_\_

Remarks Or Additional Information: \_\_\_\_\_

If you have any questions or problems contact Walt McLain, Home 865-690-9478 Cell 865-740-4127

Or e-mail [aacsmbrship@comcast.net](mailto:aacsmbrship@comcast.net)

PLEASE COMPLETE ALL INFORMATION

**Amount enclosed (\$ \_\_\_\_\_ )**

Complete, Print and Mail To: Walt McLain, 4514 Haverty Dr, Knoxville, TN 37931-3657

**Membership Director Use Only**

Date Application Rcvd _____	Amount Paid _____	Date Processed _____	Member Pkg Mailed _____
-----------------------------	-------------------	----------------------	-------------------------



## AF Communicators & Air Traffic Controllers Association PX/BX Order Form



Name \_\_\_\_\_ Phone Nbr: (    ) \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Quantity	Description	Cost
_____	* Limited time! AFNIC 75 <sup>th</sup> anniversary coin @ \$9 each .....	_____
_____	AACS Logo Patch with AFCS & AFCC embroidered @ \$5 .....	_____
_____	Old blue original AACS patch @ \$7 .....	_____
_____	Deluxe Embroidered AFCOMMATC Logo Hat (blue) @ \$14 .....	_____
_____	AFCOMMATC Challenge Coin @ \$8 .....	_____
_____	Original AACS Lapel Pin @ \$6 .....	_____
_____	AFCOMMATC Embroidered Ladies Golf Shirt (white)	
	S__ M__ L__ @ \$30 .....	_____
_____	AFCOMMATC Embroidered Ladies Golf Shirt (blue)	
	S__ M__ L__ @ \$30 .....	_____
_____	AFCOMMATC Embroidered Logo Golf Shirt BLUE.....	_____
_____	AFCOMMATC Embroidered Logo Golf Shirt WHITE.....	_____
	S__ M__ L__ XL__ \$36 2XL__ \$38	
_____	AFCOMMATC Jacket (zipper) S__ M__ L__ XL__ \$42 .....	_____
_____	Jacket 2XL \$50 .....	_____

*AACS items are gone except for the patches and pins.*

**DONATIONS:** (Tax deductible within limits of the law): Receipt: Yes\_\_ No\_\_ \_\_\_\_\_

**TOTAL** \_\_\_\_\_ \$ \_\_\_\_\_

POSTAGE AND HANDLING ARE INCLUDED IN ALL PRICES.

SOME PRICES HAVE INCREASED DUE TO VENDOR AND POSTAL RATE INCREASES.

MAKE CHECKS OUT TO 'AF COMM & ATC ASSOC' and MAIL TO:

Bill Cassatt, 612 W Hardy St, St James MO 65559, 573-265-5788, [clarkwcassatt@gmail.com](mailto:clarkwcassatt@gmail.com)

# AACS, AFCS & AFCC Wood-Carved Wall Plaques



Cost (including shipping) is \$35 each

Make checks out to "AF Comm & ATC Assoc" and mail to Bill Cassatt, 612 W Hardy St., St James MO 65559.

These wood-carved plaques are special order and will take approximately 2-3 weeks for delivery.

Size 10 1/2 inches



Command: AACCS \_\_\_\_\_ AFCS \_\_\_\_\_ AFCC \_\_\_\_\_ (Number of plaques)

Total cost: \$ \_\_\_\_\_ (check attached)

Mail to: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**M**

any in this association saw air traffic control take a technological leap forward with the introduction of radar in the 1950s. Some saw air and ground radio stations transform from continuous wave Morse Code to radio telephone. Many witnessed the advent of the computer. They all helped the military increase the quantity and quality of communications, data automation, and air traffic controls systems to meet changing needs.

Formerly called AACS Alumni Association (1977 to 2008), AACS stood for both the Army Airways Communications System and the Airways and Air Communications Service. Because missions were basically the same, the AACS Alumni Association expanded membership to include AFCS, AF Communications Command, AF Command, Control, Communications & Computer Agency, AF Communications Agency, AF Flight Standards Agency, and other major commands up to and including today's organizational structure.

**TAX STATUS**

The AF Communicators and Air Traffic Controllers Association is an **IRS Code 501(c)(19)** organization. Donations to the Association are tax deductible when filing IRS Form 1040.

**ALUMNI ASSOCIATION HISTORY**

The AACS Alumni Association was formed on Sept. 30, 1977. Larry and Doris Camp were visiting Dux and Pearl LeDoux in Eunice, LA in 1976 when the subject of old military friends came up. Larry and Dux were assigned to the 5th AACS Wing in Europe. What began as an invite to a poker weekend in Columbus, OH (Larry and Dux were part of a London, England, poker group for AACS detachment commanders) to be hosted by the Camps, turned out to be the first annual reunion.

The couples contacted old friends, who in turn contacted others, and so on. A large number of

former AACS troops and spouses made their way to Columbus and the result was what is now one of the strongest AF Alumni Associations. AACS Alumni Association was adopted as the official title, derived from Army Airways Communications System and Airways and Air Communications Service.

Individuals who were part of the first reunion had been assigned to AACS units before, during and after World War II, the Korean Conflict, and up to 1961 when AACS became a MAJCOM and was renamed the AF Communications Service (AFCS).

An annual convention is held in different cities each year. They usually begin on the last Thursday of September and end the following Sunday. The Association operates on membership dues and donations. Association dues are minimal, \$15 per year, payable in two-year increments of \$30.

**ABOUT AACS**

In 1938 the Army Airways Communications System (AACS) was formed. During World War II, for a short time it was renamed the Army Airways Communications Wing and then the Air Communications Service, but that only lasted 9 months. When the clamor reached the halls of the Pentagon to retain the AACS designation, it was renamed the Airways and Air Communications Service (AACS) in 1946. This new designation was also a better fit due to the high volume of airplanes flying through U.S. and U.S.-controlled airspace and the need to control airways.

In 1961 AACS was elevated to Major Air Command status and it was renamed the Air Force Communications Service (AFCS).

This designation remained until 1979 when it was renamed the Air Force Communications Command (AFCC). The old blue original AACS logo is our official Association logo.



AF COMM & ATC ASSOCIATION INC  
Editor  
665 N 11<sup>th</sup> St  
Breese IL 62230-1018  
Change Service Requested

NON PROFIT  
U.S. POSTAGE  
**PAID**  
Post Falls, ID  
PERMIT NO. 32

Check address label for date and/or year dues expire (number before your first name). If it's "19", dues expire Dec 2019. Next edition will not be mailed if dues have expired.

## Air Force Communicators and Air Traffic Controllers Association

### Who we are

Our association is comprised of about 1,200 members (Communicators, Data Automation, Information/Cyber, Space Operations, Air Traffic Controllers, Air Field Managers, Maintenance, Engineering and Installation and related support personnel) who have served or are serving in any communications or air traffic control unit.

The term Communicators includes ALL operational, maintenance, administrative skills and other skills in the U.S. Army Air Corps and the U.S. Air Force (including Reserve and Air National Guard) communications, data automation, or air traffic control units.

We were formerly called the "AACCS Alumni Association" from 1977 until Sept 27, 2008.

We changed our name because the Airways and Air Communications Service (AACCS) was elevated to Major Air Command status and redesignated the Air Force Communications Service in 1961.



### Mission

\* Foster continued awareness of the Air Force communications, data automation, and air traffic control missions previously accomplished by AACCS, AFCS, AFCC, AFC4A, AFCA, AFFSA, other past and current major air commands.

\* Provide a forum for educational and humanitarian services,

renew and make new friendships, and exchange ideas of common interest concerning communications and ATC.

\* Fully support goals and missions of the Air Force and honor the ATC Enlisted Manager, Cyber Systems Senior NCO, and Cyber Systems NCO of the Year.

\* Make charitable contributions to worthy veteran organizations or related causes.

\* Manage our Association to be viable for airmen/officers/civilians serving today.