



Official publication of the AF Cyberspace & ATC Association

COMMUNICATOR

June 2021



Let's get together!

Sept 22-26,
2021,
in beautiful
Colorado
Springs



**Camaraderie
and fellowship
that's sorely
needed!**

**AF Cyberspace & ATC
Association Annual
Convention**



DID YOU KNOW?

In 1938 and early 1939, AACS was authorized only three officers and 300 enlisted men to man 33 stations scattered across the continental United States.

Despite the limited personnel, most of these stations were operating on a 24-hour, seven days a week schedule.

AACS also found it difficult to find qualified people. It was almost impossible to attract technically qualified radio operators and technicians for a salary of only \$21 a month, especially when the men had to spend \$3 of their own money each month for the rental of a typewriter that the Army could not afford to buy.

Radio maintenance men had to use their own cars and buy their own gasoline to travel from the station to the transmitter shack, usually several miles away.

Amateur radio operators, popularly called "Hams" became the best source for recruits and during the early days of WW II they provided the technical expertise to command and operate a rapidly expanding AACS. But if they had the technical knowledge needed, they often lacked training as soldiers.

So urgently were operators needed that there was not enough time to give them even the usual six weeks of basic military training.

When one base commander complained to Col Ivan Farman, who was then AACS Regional Control Officer, about this lack of training, Col Farman replied: "I can give you a G.I. or I can give you a communicator. I cannot give you both. Which do you want?" The commander chose the communicator. (*AFCC, An Illustrated History, 1938-1991*)



Brig Gen Ivan Farman

Just a friendly reminder...

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/events that stand out. Put pen to paper and write or email the editor. We'd love to hear from you. We all have a story!

The AF Cyberspace and ATC Association is a 501(c)(19) tax-exempt organization. There are no paid employees; all work is done by volunteers.

Please update your membership information



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. **Leslie McCormick (membership), 4606 W Portland St, Springfield MO 65802-4885, leslie.mccormick@ranchmail.net**

NEWS FLASH

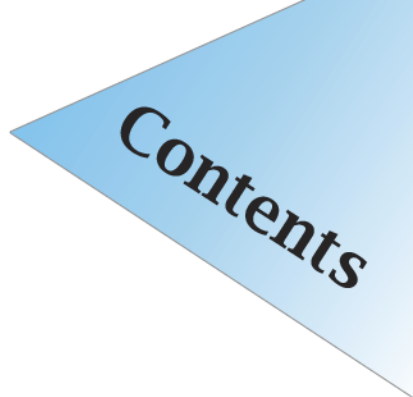
Just in...

Maj Gen (Ret) Earl Matthews, the AF C4 Association President, announced that their Board voted to join us at our September Convention and to induct past Hall of Fame recipients during our Saturday night banquet. This promises to be an amazing, eventful convention.



AF Cyberspace and Air Traffic Control Association

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



Our Board of Directors

Executive Director—Harry Raduege
 Vice Director—Ken Reiff
 Executive Secretary—Ed Broestl
 Treasurer—Jim Weber

Membership Director—Leslie McCormick
 Editor, Print/Online Media—Lori Manske
 Protocol—Rafael Quezada
 Information Officer—Robert McCoy
 PX/BX Manager—Bill Cassatt
 Honors and Awards
 Committee chair—Tom Blackburn

Executive Director Appointments
 Historian—Ken Reiff
 Chaplain—Ed Broestl

Convention Committee
 Jim Weber (chair)
 Rafael Quezada

Honors and Awards Committee
 Robert Garcia
 Bill Bethea
 Bill Hammett



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Maj Gen John Paul Hyde



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'On the lighter side'

Funny military memories



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Find us on Facebook

<https://www.facebook.com/groups/1949469148519504>

Members wishing to nominate someone or volunteer for Board position should 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 information.

The *Communicator* is the official publication of the Air Force Cyberspace and Air Traffic Control Association.

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

The magazine is published twice a year, June and November. It is also available online at www.afcommatc.org.



Report from the Executive Director

See you in September in Colorado

MARK YOUR CALENDARS NOW AND GET READY for a magnificent in-person Air Force Cyberspace and Air Traffic Control Association (AFCATCA) Convention, Sept. 22-26, 2021, in Colorado Springs!

Frankly, I'm very excited to see and talk to everyone again ... just like old times. And, this will be our 44th annual convention – an amazing history with an exciting future!

With the COVID-19 global pandemic halting our convention plans last year, we've been busy planning for a very special four-day series of events this year.

Additionally, like in Omaha, the AF Flight Checkers Association will be joining us again this year. At this time, all indications are "All Systems, Go"!

Details of our convention are included in this *Communicator* but I want to highlight several exciting events. Ed Broestl will lead our Thursday Prayer Brunch, and Phil Heacock has arranged a tour, catered dinner, and band in a hangar of the newly-designated National World War II Aircraft Museum.

On Friday, Dale Meyerrose has landed our General Farman golf outing on the magnificent Blue Course at the U.S. Air Force Academy (USAFA) and will then lead an afternoon tour (with insightful personal commentary) of key attractions on the grounds of our USAFA.

On Saturday, we will hold our membership breakfast meeting which will include expert

updates on current Cyberspace Operations and Air Traffic Control activities.

That evening, we will enjoy our annual banquet, have a senior leader keynote presentation, and honor our annual award winners (listed below).

With our Association name change, we have included frequently asked questions (FAQs) with answers in this *Communicator*.

Additionally, we designed our new AFCATCA logo, challenge coin, clothing items, and Association letterhead. This *Communicator* includes photos and ordering instructions (page 29) so that you can order early and proudly wear and display new Association items at our September 2021 convention.

REMINDER: BE SURE TO REGISTER EARLY!

Finally, as always, your Board of Directors and I welcome any comments and suggestions. Please feel free to email me at hraduege@gmail.com or send an email or letter to Lori Manske, our Editor.

I'm looking forward to seeing everyone in Colorado Springs. Until then, take care and God bless.



Harry Raduege

Annual award winners

- **SMSgt Touhid Akash, Joint Base McGuire-Dix-Lakehurst, NJ (AMC) – Cyberspace Senior NCO of the Year**
- **TSgt Tracy Andre, Joint Base Charleston, SC (AMC) – Cyberspace NCO of the Year**
- **MSgt Derek McEwen, Tyndall AFB, FL (ACC) – Air Traffic Control Enlisted Manager of the Year**
- **SSgt Brandon Johnson-Farmer, Yokota AB, Japan (PACAF) – Air Traffic Controller of the Year**



Our November edition will feature award narratives about each winner.



Our name change: **You have questions? We have answers**



Our organization changed its name last July to AF Cyberspace and ATC Association. Since then, comments and questions have come up from our membership. We appreciate each of you and want you to understand the **why** behind the change.

1. Is the AF Cyberspace and ATC Assoc simply a name change for the AF Comm & ATC organization? Our association's membership has continued to decline over the years for obvious reasons. Our membership is aging. We have had an amazing run and we want to keep going as long as possible. What we have referred to as "communicators" career field has now become "cyberspace operators" throughout the Air Force. We changed our name to keep pace with the Air Force and recruit new members.

2. Why continue two web sites? Shouldn't there just be a link from the old to the new and all the old stuff transferred?

There is currently one web site: www.afcommatc.org, although we are building a new web site with our new name. As you know, all work is done by volunteers, who generously give their time to our organization and some are not yet retired. Our old Facebook page has been replaced. Our new one is Air Force Cyberspace and Air Traffic Control Association (AFCATCA).

3. Is my life membership still valid in the new organization? Yes.

4. Did we do enough to spread the word? Our magazine is the best way for us to spread the word to our members, along with our social media sites. Our June 2020 *Communicator* covered the name change and the reasons behind it. Our November 2020 edition spotlighted our new emblem which captures the "cyberspace" element of our organization.

5. Are we getting new membership cards? No, current cards are still valid.

Our amazing 44-year-old organization has changed to meet the needs of our evolving Air Force before. We were originally called AACS Alumni Association from 1977 until Sept 27, 2008. We changed our name to AF Communicators and Air Traffic Controllers Association because the Airways and Air Communications Service was elevated to major air command status and redesignated Air Force Communications Service in 1961.

We changed again July 1, 2020, to AF Cyberspace and Air Traffic Control Association to keep up with changes to our career fields.

We are repeatedly reminded that all associations must change with time or suffer the unfortunate consequences of not keeping pace with an evolving world and Air Force (in our case).

Today, the five recognized domains are: Air, Land, Sea, Space, and Cyberspace. The last two being recognized in our lifetimes as the 4th and 5th domains.

Neither "Communications" nor "Air Traffic Control" were ever recognized as specified mission elements in the overall Air Force mission statement.

All things change and evolve. As such, we can agree to change or become extinct. As Walt McLain used to say in watching our declining membership numbers over the years, "The last one standing can turn out the lights"

"Our Association has evolved and has survived based on change -- just look at our organizational patch display. I want us to continue for at least another 44 years!" said Harry Raduege, executive director.

"We are not yet ready to turn out the lights on our beloved Association."



'Second lifetime' membership renewal

Editor's Note: I received the following letter with a membership application and check for \$150 to renew. At 100, she wanted to renew for her "second lifetime".

*"Dear Communicator
I recently received the November 2020 issue. My husband, Major Richard A Lavine, who died in December of 1994 was assigned to the 5th AACS Wing in Wiesbaden, Germany, from late 1951 to the latter part of 1953.*

In the late 1970s we started attending AACS Alumni Association meetings and continued regularly until his death. I think I went to one or two meetings after that and signed up for lifetime membership.

I recently reached 100 and decided that it is time to send you a check to start my second lifetime, especially since my husband would now be a "cyberspace operator!"

– Ruth Lavine

What a delight and an inspiration to hear from Mrs Lavine. We congratulate her for reaching 100, an amazing milestone, and praise her for her generosity and wisdom.

Mrs Lavine and all our members are a valuable part of our family.

Since Mrs Lavine did not need to sign up for a "second lifetime" she said we can use it to provide memberships to our annual award winners.

Perhaps some of our members recall Richard and Ruth Lavine.

We thank Mrs Lavine for her letter and wish her good health and happiness.



REPORTS FROM THE BOARD



Leslie McCormick
Membership



Lori Manske
Editor



Membership Status as of 31 March 2021:

Current membership – 1,048 (down from 1,067 on 30 Sept 2020)

Life Members – 977 (down from 985 on 30 Sept 2020)

Renewal reminders will be sent out in early October to all members whose membership expires in 2021.

PLEASE UPDATE YOUR MAILING ADDRESS IF YOU HAVE RECENTLY MOVED AND YOUR E-MAIL ADDRESS IF IT HAS CHANGED. This can be done through the web page (www.afcommatc.org) or by contacting me directly.

Look at the address label on your *Communicator*, or on the roster to see when your membership expires. If it shows as “LM” before your first name, you are a Life Member and no longer need to pay for renewal.

The membership fee remains \$30 for two years, with Life Member fees based on age.

Make checks payable to AF Cyberspace & ATC Assoc and mail applications and checks to me at the address below.

Applications are available in each *Communicator*, on our web site, or by contacting me directly.

If you would like to opt out of receiving the *Communicator* by mail, please notify me and I will remove you from the mailing roster. The savings on printing and postage helps our organization and is very much appreciated.

All *Communicators* since June 2006 are available on the web site. www.afcommatc.org

Leslie McCormick, Membership Director
(417) 365-1837

e-mail: Leslie.McCormick@ranchmail.net
4606 W Portland St, Springfield MO
65802-4885

Cost of the Nov 2020 *Communicator*

32 pages – 1,056 copies

\$ 1,609.00	Printing & Binding
\$ 100.01	Mail Preparation (993)
\$ 619.31	Postage (992)
\$ 47.02	Freight
\$ 2,375.34	Total

Send your ideas for things you would like to see in future editions.

Please dust off your scrapbooks, refresh your memory, and send stories/photos about interesting events, people and assignments during your time in service to Lori Manske, 665 N 11th St, Breese IL 62230, or manske5@charter.net.

If you mail photos, rest assured that I will scan and return them promptly.

The web site is one of our biggest recruiters of new members, along with recruiting efforts of current members. Please visit the web site guest book and send a reply to people who sign, thanking them for taking the time to visit.



NEW AND RENEWED MEMBERS October 1, 2020-April 1, 2021

Renewals

Auvil, Robert
Baker, Richard
(upgrade to Life)
Balaich, Paul
Barnhart, James
(upgrade to Life)
Burk, George
Cartwright, Bruce
Coleman, Jimmy
Corbett, Philip
Divottore, Ercoli
Dorsey, Clark

Fendell, Ed
Hughes, Walter (Jode)
(upgrade to Life)
Lilly, Robert
McDaniel, Brian
(upgrade to Life)
McKinley, Jovian (Bart)
Spagnolia, Tony
Steffen, Richard
Witt, Randy
Wolf, Gary

New Members
Martinez, Lisa





Jim Weber
Treasurer



1 April 2021

Cash in ENT Credit Union:

AFCATCA Checking Acct:	\$8,861.61
Host Checking Acct:	\$2,632.31
Cash Totals:	\$11,493.92

Certificates of Deposit:

50-12	\$5,365.44	Maturity Date 07/02/21 (Roll Over)
50-24	\$10,885.90	Maturity Date 07/02/21 (Roll Over)
50-36	\$21,985.18	Maturity Date 07/02/21 (Roll Over)
53-12	\$5,339.65	Maturity Date 03/31/22 (Roll Over)
54-12	\$5,255.50	Maturity Date 3/15/22 (Roll Over)
55-12	\$5,111.75	Maturity Date 11/04/21 (Roll Over)

CD Totals (6):	\$53,943.42
Grand Totals:	\$65,437.34

As your Treasurer, my standing goals are always: (1) Stable growth and (2) Security of Funds.

The Coronavirus has taken a toll on our country in lives, lost jobs, and income. The cost of doing business has increased substantially for everyone, including us. As we are preparing for our 2021 reunion in Colorado Springs, I see higher costs reflected in everything from the hotel rooms to the cost of food and transportation. Donations have always been a key source of income for the Association and reunion support.

Looking forward to seeing all of you at our convention in 2021 in the Springs, and I continue to request your donation support. Remember, donations to our Association are tax-deductible. Donation letters are sent upon request.

Donations should be made to AFCATCA and sent to me at 4018 Slice Drive, Colorado Springs, CO 80922. .

With our organizational name change, we will be launching a new web site soon. We have already launched the new Facebook site. Please go to: <https://www.facebook.com/groups/1949469148519504/> to view and sign up for the Air Force Cyberspace & Air Traffic Control Association (AFCATCA) Facebook page.



Bill Cassatt
PX/BX Sales



PX / BX Sales Report (Oct 2020 – Apr 2021)

	Items Sold
Original AACs Patch	1
Lapel Pin	1
Hats	2
AFCS Plaques	3

Total Sales: \$125.50

Expenses

Postage	\$ 113.90
Supplies (Mailers)	\$ 22.75
AFCS Plaques	\$ 90.00
AFCATCA New Inventory	\$ 2,189.69
AFCATCA Challenge Coins	\$ 613.50
Total Expenses:	\$3,029.84

Donations

Walter Wasielewski	\$ 50.00
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In remembrance

Missed Roll Call

CMSgt Herman G. Schoener

CMSgt Charles "Chuck" E. Teston



Legends and Lore

Maj Gen John Paul Hyde

By Ken Reiff
AFCATCA Historian

***Historian Comment:** As with many of the distinguished persons we have honored in the past, I have tried to focus first on their contributions to our Air Force and Department of Defense missions. Usually, I have had a relationship of some sort with the person in the Legends and Lore article. General Hyde is no exception.*

Maj Gen John Paul Hyde had a superior educational background culminating in a Doctorate in Electrical Engineering from the University of Pittsburg. Upon entering the Air Force through the Air Force Reserve Officer Training Corps, he graduated from the basic communications officer course at Scott AFB, IL. His career track included duties as a special project officer for new systems detecting underground nuclear tests from intercontinental distance, Air Force Systems Command as director of research in aerospace-mechanics sciences, and Assistant Professor in the Air Force Academy's astronautics and computer science department.

Then in 1972-1973 he made an entrance to our beloved Air Force Communications Service (AFCS) serving as Deputy Commander and Commander of the 1964th Comm Group, Tan Son Nhut AB, Vietnam, and Assistant Commander of the 1974th Comm Group at Udorn Royal Thai AB, Thailand. During this period, he served as Assistant Deputy Chief of Staff (DCS) for Communications and Electronics, Headquarters 7th Air Force, also located in Vietnam. General Hyde was the last commander of the 1964th CG in Vietnam before it was moved to Ramstein, Germany, in 1973.

His next assignments took him to the Defense Communications Agency (DCA) serving at the



Maj Gen John Paul Hyde visits with telephone operators at the 1964th CG.

engineering center and at the headquarters. Back to AFCS again, he commanded the Tactical Comm Area and DCS for Comm and Electronics, Headquarters Tactical Air Command, Langley AFB, VA. From there General Hyde was assigned to command the European Comm Division and served as the DCS for Comm and Air Traffic Control, Headquarters US Air Forces in Europe, Ramstein AB. One of his subordinate units (and from my perspective, the best one) was the 1964th Comm Group.

He concluded his career in AFCC as commander of the Space Comm Division, DCS for Communications, Electronics and Computer Resources at Headquarters North American Aerospace Defense Command and Air Force Space Command, Peterson AFB, CO.

General Hyde's final assignment was at the Joint Chiefs of Staff as Deputy Director for Defense-wide Command, Control and Communications Systems.

Now for the neat stuff! I commanded the 1964th CG while General Hyde was at ECD. There was no doubt that General Hyde held us to a higher standard. At every opportunity he visited us and especially enjoyed the holiday luncheons with our telephone operators. During the bombing of HQ USAFE, he personally engaged with us to help in restoral activities and ensured our folks were recognized for superior performance.

About performance reports, the general was never satisfied with my ability to write indorsements for

performance reports. Often, there were cryptic comments as he re-wrote them with his red pen flowing. During his Commander's Conferences I found out that I wasn't the only one who couldn't write, the other commanders had the same experience. Col Ray Curtis, commander of units in Turkey, was disappointed as well.

During a break, we decided on a strategy. Upon the next rejection I took General Hyde's exact words, and included them in the next indorsement for his signature. The indorsement was returned completely rewritten with a note asking me to do a better job of writing indorsements. Without appointment, I walked through his door, laid the indorsement for him to



Contd on next page



July 1 marks 45th anniversary of SACCA

By Bill Hammett

July 1, 2021, marks the 45th anniversary of the founding of the Strategic Communications Area (SACCA). SACCA first opened for business in 1976 at Offutt AFB, NE as an AFCC Area Headquarters under the command of then Colonel Gerald Prather. With the exception of Griffiss AFB, NY, this operational change consolidated all CONUS SAC communications, air traffic control, and associated maintenance functions under a single AFCC command.

Prior to this date, CONUS SAC bases fell under the jurisdiction of the Northern (NCA) and Southern (SCA) Communications Areas. Significantly, this change provided a MAJCOM continuity for all operations similar to that provided by the Tactical Communications Area (TCA) for TAC. Needless to say, there were significant growing pains in accepting a concept whereby AFCC absorbed approximately 5,000 SAC communicators that more than doubled the size of most AFCC units on SAC bases.

Some AFCC units were now commanded by SAC communications-electronics (C-E) officers, who heretofore had never been associated with ATC operations. Likewise, many AFCC unit commanders who had been primarily concerned with ATC operations and associated TRACALS maintenance now assumed responsibility for large comm centers.

The AFCC unit commander now also served as the communications-electronics officer on the SAC Wing Commander's staff.

Responsibility for ATC operations for 27 SAC bases as well as Forts Campbell and Hood were transferred from NCA and SCA to SACCA. With about 75% staffing, the ATC staff, led by Col William Dussetchleger, conducted an ATC analysis or staff visit

for every unit within the first year to assess operations and provide standardized operational guidance.

The initial Flight Facilities staff had established an ATC goal of being able to say as a headquarters that "We're here to help" and really mean it. I was very proud to be a part of the initially assigned SACCA ATC team and believe we lived up to that goal.

SACCA later morphed into SAC Comm Division and remained an AFCC Division Headquarters until SAC and TAC merged in June 1992.

The initially assigned SACCA ATC staff were as follows:

FF:
Col William Dussetchleger
Sec: Elaine McKenzie
Lt Col John (Jack) Bradbury
Mr. Elbert Tucker
Admin: TSgt Soltis

FFN:
Lt Col Edwin Sullivan
Sec: Judy Smith

TRACALS:
Mr. Larry Thompson

FFC:
Lt Col Norm Runge
Sec: Barbara Snyder

TERPS:
MSgt Bill Hammett
TSgt Ed Kelly

Ops:
MSgt Mike Ramsey
Mr. Derrel Tyndall

Training:
Capt Kent Simons
CMSgt Bob Stewart
TSgt Derrell Waldhauer



Hyde... From previous page

see and said with a smile, "Sir, it appears you can't write well enough either." Colonel Curtis and I never had a problem with that again because General Hyde wasn't sure if the indorsement was one that he had previously rejected. He had a good sense of humor.

On another occasion I visited him regarding a request from the 86th Tactical Fighter Wing Senior Enlisted Advisor that we remove our many streamers from our guidon for the next parade as it was an embarrassment to the wing as they only had one. I had informed the Chief we would not march at all. The general had a good laugh with me for refusing to march.

There were many more instances of our conversations and events he attended. Whenever we had distinguished visitors, for example Maj Gen (Ret) Robert Sadler, General Hyde always ensured our Group was on the visit schedule. Yeah, we were his favorite.



Maj Gen Robert Sadler, right, with Col Ken Reiff, during a visit by the general to the 1964th CG. General Sadler also previously commanded the 1964th.

Maj Gen Hyde, on right, and Col Ken Reiff at the 1964th CG. Both are former commanders of the 1964th CG.



COLORADO
SPRINGS CO

**44th ANNUAL
CONVENTION
SEPT 22-26, 2021**

**Air Force
Cyberspace and
Air Traffic Control
Association and
AF Flight Checkers
Association
Joint Convention**



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

Join us!
***You don't want to miss
this year's convention.***



**Marriott Hotel, 5580 Tech Center Drive,
Colorado Springs, CO 80919**

Colorado Springs Marriott is a short drive from the Air Force Academy, Garden of the Gods, Pikes Peak Cog Railway, the Pro Rodeo Hall of Fame, Old Colorado City, and the Cave of the Winds.

**Hosts: Harry & Julee Raduege
Phil & Bobbi Heacock
Dale & Linda Meyerrose
Jim & Fran Weber**

Wednesday Check-in  Sunday Farewell Breakfast



RESERVATIONS:

Members must make their own hotel reservations. Please book your group rate for Air Force Cyberspace and Air Traffic Control Association from links on our web site: www.afcommatc.org, or make hotel reservations for the Marriott Hotel at 1-800-932-2151. Say 'Air Force Cyberspace & ATC Assoc Reunion'

Group room rate is \$149 per night, plus tax. Guest rooms must be reserved by 09/01/2021.

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

Colorado Springs Airport (COS) is 16 miles. Airport phone: +1 719-550-1972. This hotel does not provide shuttle service. Alternate transportation: Infinity Shuttle; fee: \$50 (one way); reservation required. Estimated taxi fare: \$50 (one way)

Conference Hospitality Room is the
Aspen Leaf Room



TOURS AND EVENTS

Use the convention/reunion registration form (page 17) to sign up for tours and the Saturday evening banquet.

THURSDAY TOURS/EVENTS, Sept 23



Prayer Brunch

“Faith and Leadership”

Chaplain: Ed Broestl

10 AM - 11 AM

\$35 Per Person

Location: Rockrimmon 1 & 2

WWII Museum Tour/Dinner

National Museum of World War II Aviation

Option 1: \$115 per person, 3:30 PM - 8:30 PM
Tour with dinner, dining, and dancing

Option 2: \$15 per person. 3:30 PM - 5:30 PM
Museum tour only

Meet in hotel lobby for 3 PM bus departure



FRIDAY TOURS/EVENTS, Sept 24

Annual Brig Gen Ivan Farman Golf Tournament



Air Force Academy Eisenhower Golf Course (Blue)

The **Blue Course** is a Robert Trent Jones Sr. original. The fairways wind their way through majestic ponderosa pines and offer stunning views of the Rocky Mountains.



Golf Tournament (contd)

The **Blue course** has played host to a number of prestigious tournaments over the years, including Shell's Wonderful World of Golf featuring Sam Snead and Jimmy Demeret, the 1991 Cannon Cup with an all-star field of future tour players, headed by a young Tiger Woods, college tournaments, to name a few. Stretching over 7,500 yards in length, this gem will challenge the best golfers but can accommodate golfers of all levels. Previously voted by Golf and Leisure magazine as the number one ranked military course in the world, the Blue course has appeared in Golf Digest's list of top 100 courses in the United States.



Cost per player: \$100 (includes green fees and cart, lunch, and prizes)
8:00 AM - 1:30 PM

Carpools will leave Hotel at 6:45 AM. First tee time will be at 8 AM

If playing golf, complete the Name Tag & Golf registration form on page 18, INCLUDE the \$100 GOLF COSTS ON YOUR REUNION REGISTRATION FORM

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

Dale Meyerrose is Golf Director

Driving time is about 30 minutes from the hotel.

See rules of play on page 19

Friday afternoon

AF Academy Leadership Tour

2 PM - 4 PM
\$25 Per Person



Friday evening

Flight Check Dinner

By invitation only



TOURS AND EVENTS

SATURDAY TOURS/EVENTS, Sept 24

Joint AFCATCA/Flight Check Membership Breakfast



Breakfast Buffet 7 to 8:30 AM
General Meeting 7 AM - 11 AM
Missed Roll Call
Elections (if required)
Seminar Presentations
on cyber and air traffic control
ADJOURN

Saturday Afternoon

On your own. There are so many things to do in Colorado Springs. Check our [“Things to Do”](#) page on our web site. Marriott bus will take you anywhere within 8 miles of hotel. Many antique shops and malls in range.



Saturday Night Banquet Joint AFCATCA and AF Flight Check Banquet

5 - 6 PM Cash Bar Outside Entrance
Formal/semi-formal attire
Dinner 6 - 9 PM Sharp
(Banquet Cost Included in Registration)
Contd on next page



Saturday Night Banquet (Contd)...

**AFCATCA Awards and AF Cyberspace
Operations & Support Hall of Fame induction
Guest Speaker
50/50 Drawing
Adjourn**



Plated Meal with choice of:

- * Seared 6-Ounce Chicken Breast with Boursin, Tomato & Artichoke, with Lemon Garlic Butter
 - * Broiled Top Sirloin with Burgundy Mushrooms and Demi Glaze
 - * Vegetarian Wellington with Gorgonzola Cream
- All meals include: Rolls, Butter, Coffee & Tea; Mixed Green Salad; Roasted Potato; Chef's Choice Vegetables; Chocolate Cake

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



**Hospitality Room will be OPEN
from noon – 4 PM on Saturday and will
reopen after the annual banquet until
midnight**

SUNDAY, Sept 26

Farewell Breakfast

**8 AM - 10 AM
Hotel Buffet Breakfast**

Safe travels home.



REGISTRATION FORM

Joint AF Cyberspace & ATC Assoc, AF Flight Checker Assoc Convention 2021

YOUR REGISTRATION SHOULD BE MAILED NO LATER THAN **SEPT 10, 2021**.

(COMPLETE THIS FORM EVEN IF YOU ARE ONLY GOING TO THE BANQUET)

Make hotel reservations NLT 9/1/2021 for the Marriott Hotel at: 1-800-932-2151. Say 'Air Force Cyberspace & ATC Assoc Reunion' or visit our web site for online reservation link



PLEASE PRINT CLEARLY

Member Last Name _____	Member First Name: _____	Banquet Only _____
Spouse Last Name: _____	Spouse First Name: _____	Banquet Only _____
1st Guest Last Name: _____	1st Guest First Name: _____	Banquet Only _____
2 nd Guest Last Name _____	2 nd Guest First Name _____	Banquet Only _____

If additional space needed for guests, add a separate page.

Who would you like to sit with: _____

Only put names if you are sure they are attending. If you list names of members who do not attend you may lose preferred seating (8 chairs to a table). Register early, as the seating plan cannot be changed at the last minute.

Member Address: _____ City: _____ State: _____ ZIP _____

E-Mail: _____ Phone Number: _____ - _____ - _____

First Convention: YES ___ Mode of Travel: Air ___ Auto ___ RV ___ Other ___

of rooms booked at Hotel (including guests) ___ Date of arrival: 9/22/2021 ___ 9/23/2021 ___ 9/24/2021 ___ 9/25/2021 ___ Other ___

Below find registration fee info and all dinner, golf and tour costs. Enter the number of people who will be participating in each event and total that amount. Enter the grand total due for all events, including donations and the registration fee.

Registration Fee: Number of people _____ @ \$109.00 Per Person = \$ _____

Banquet Only Fee** Number of people _____ @ \$59.00 Per Person = \$ _____

**For Members or Guests attending only the Banquet and who did not pay a registration fee.

Thursday, Sept 23, 2021

- ◆ Prayer Brunch – In hotel 0900 – 1100 Number _____ @ \$35.00 Per Person = \$ _____
- ◆ WWII Museum Tour & Dinner, Option 1 1530 -- 2030 Number _____ @ \$115.00 Per Person = \$ _____
- ◆ WWII Museum Tour Only, Option 2 1530 – 1730 Number _____ @ \$15.00 Per Person = \$ _____

Friday, Sept 24, 2021

- ◆ Gen Farman Golf Tournament
(Incl cart, green fees, range balls, & lunch) 0730 – 1230 Number _____ @ \$100.00 Per Person = \$ _____
- ◆ AF Academy Leadership Tour 1400 – 1600 Number _____ @ \$25.00 Per Person = \$ _____

Saturday, Sept 25, 2021

- ◆ Breakfast Buffet/Annual Business Meeting 0700-1100
- ◆ On your own. Marriott bus will take you anywhere within 8 miles of hotel. Many antique shops and malls in range.
- ◆ Casual Bar 1700 - 1800 Pay as You Go
- ◆ Annual Association Banquet 1800 - 2100
- ◆ Hospitality Room 2100 - Midnight

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

GRAND TOTAL: = \$ _____

● **ANNUAL BANQUET** **MENU SELECTIONS** (Indicate quantity for all attending banquet):

_____ Broiled Top Sirloin _____ Seared 6 oz Chicken Breast _____ Vegetarian Wellington w/Gorgonzola Cream

Make check payable to: **AF Cyberspace & ATC Assoc - 2021**. Mail with all forms to: Jim Weber, 4018 Slice Dr, Colorado Springs, CO 80922 Home: 719-344-5966 / CELL 719-332-1402, Email: afcacatreasurer12@gmail.com

Name & phone number of emergency contact while you are at the convention: _____



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: _____

Example:
BILL BETHEA
Crypto Maintenance
2044th Comm Sq/Hq DCA
Virginia



2021 GOLF REGISTRATION INFORMATION FORM

Brig Gen Ivan L Farman Annual Golf Tournament



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 _____

Air Force Academy, Colorado Springs, Colorado

Availability of club rentals unknown at this time.

Cost per player: \$100 (includes green fee, range balls, cart and lunch)

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

Carpools will leave hotel lobby at 6:45 AM. First tee time: Approx. 8 AM

Will you be willing to drive a carpool vehicle? Yes _____ Drive time is about 20 minutes from hotel.



44th Annual Brig Gen Ivan Farman Golf Tournament Air Force Academy Eisenhower Golf Course Friday, 24 Sept 2021

Rules of play

The format will be team low net best-ball. Each golfer plays his/her ball from the tee to the cup on each hole. The low net golfer in each foursome will become the team score for each hole. No score over double bogey for a hole will be counted. One, no-cost mulligan may be used per golfer for the front nine and one for the back nine except for Par 3s or for the longest drive hole, the 11th.

Golfers may form teams, or partial teams, as desired. Fill out the golf form appropriately. All who don't have partner preferences will be randomly paired with other participants by the Golf Director.

The cost per player of \$100 includes green fee, range balls, cart and lunch. The majestic mountain views are complimentary.

Availability of Golf Club Rentals is unknown at this time.

Carpools will leave the Hotel at 6:45 AM. First tee time will be around 8:00 AM.

If you are willing to provide a carpool vehicle, mark the Golf Registration form.

Driving time is about 20 minutes from the hotel.

123 GOLF DRIVE
USAF ACADEMY, CO
80840

Who is Brig Gen Ivan Farman?

Brig Gen Ivan Farman was one of a handful of early pioneers in the fields of aviation communications and meteorological science. A contemporary of such luminaries as Gen Henry H. Arnold, Gen Carl Spaatz and Maj Gen Harold M. McClelland, General Farman was one of the few pilots in the Army Air Corps who knew communications and knew it well.

Born in 1902, Farman early in life showed an interest in radio, and at 17 he was a licensed ham operator. In 1926, Farman enlisted in the U.S. Army and entered flying school. He earned his wings and was commissioned a second lieutenant in the Air Corps Reserve in 1929.

Farman soon received his regular commission and was assigned as a squadron communications officer. He installed radio sets in pursuit aircraft for Captain (later Maj Gen) Harold M. McClelland. This work earned him an assignment as communications officer for Major (later General) Carl Spaatz's 7th Composite Group. With Spaatz, Farman designed and assembled in Spaatz's tri-motored Fokker a flying radio station -- the earliest of all airborne command posts and experimented with air-to-air radio communications.

He helped Captain McClelland install and maintain radio equipment in the B-10 bombers which participated in Arnold's historic 1934 Alaskan flight. In 1935, Farman went to Chanute Field, Ill., and served as communications and signal officer.

From 1941 - 1942, he was regional control officer at Headquarters Newfoundland Base Command. In Newfoundland, he assumed responsibility for the communications detachment -- the very first

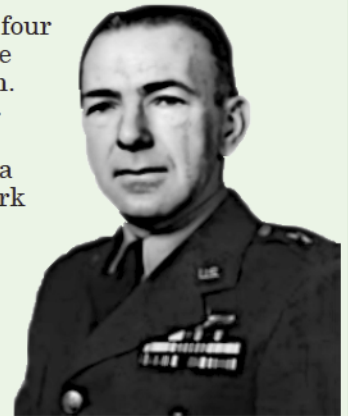
overseas unit of the Army Airways Communications System. He built a Newfoundland network of four stations which tied into the Zone of the Interior system. Next came the "Crystals"-- three weather-reporting stations in Eastern Canada and Baffinland. His network provided the airways communications which made possible the Lend Lease ferry routes to England. In 1942, he transferred to Presque Isle Field, Maine, where he commanded the 8th Airways Comm Squadron. By December, he had four communications regions in operation.

Colonel Farman was named commander of the Army Airways Communications System Wing in November 1943. AACS achieved full command status, grew from 15,000 to nearly 50,000 military members, and became a fully integrated airways communications "system" with overall management functions centralized at HQ AACS.

Farman constructed a worldwide system that enabled American as well as allied aircraft to fly anywhere in the world. He was the father of the "area" organizational concept which endured in the command until 1981.

He was promoted to brigadier general April 2, 1945.

(See page 2 for another General Farman story.)





Funny memories

Editor's Note: This is a new column for our members to have a forum to share some of their humorous memories from their time in the Air Force. E-mail them to kenreiff6@charter.net.

Memories from Basic Training

By Charles Tyrrell

I had basic training at Sampson AFB, NY July 10, 1951 flight 510. I have two funny memories from that time.

Number 1: We were still in our civvies standing outside of a building. A Sgt came down the steps and advised us that he was going to issue our dog tags. He said that when he called our name we were to say, "Here sir" and raise our right hand and he would issue them to us. It was going fine until he called one of our names and nothing, no answer! Finally, after several more tries the recruit woke up and raised his hand and said "Here sir." By now the Sgt was angry and we were all very nervous. The Sgt marched up to him and said, in a loud voice, "Airman, raise yo left hand and grab yo right ear. Now raise yo right hand and grab yo left ear." "Now pull yo head out yo ass" and issued him his dog tags. Funny now but not then.

Number 2: Some of us got a pass during basic for a family visit. My parents drove up and met me. I was very proud of my khaki summer uniform. We were in town and I was all squared away walking around the corner of a building. I nearly bumped into a man with a chest full of medals. I snapped my best salute and then realized that he was enlisted. I was so embarrassed.

Note. During basic training we were reissued WW2 winter O.D.s and summer khakis with gold brass. Later, in radio school at Keesler AFB, MS, I was issued blues. I still have my complete O.D. uniform that I am proud of. If anyone remembers me, please email me at ctyrrell86325@yahoo.com.



Short takes

- The airmen were standing at attention in formation. The drill sergeant barks, "All you idiots fall out, dismissed." One airman remained at attention. The drill sergeant wandered in front of him and asked "What's your problem?" "Nothing sir, there were sure a lot of 'em, right, sir?"
- Second Lieutenants going to school at Keesler AFB were prone to pranking one another. During a wedding ceremony, the bride and groom knelt in front of the pastor. On the bottom of the groom's foot facing

the congregation were letters written with adhesive tape. On the left foot "HE"; on the right foot were "LP". Neither the pastor, bride or groom were aware of why the congregation was tittering.

- We had no TV, but we had a washer and dryer in base housing. All of our friends would drop by and use them to save money. When Gary and Nancy came by, they brought their portable TV to watch while doing their laundry. Gary and Nancy were sitting on the couch watching TV. Gary got up to get a drink and I

sat down. Enjoyed almost all of five minutes of Nancy rubbing my leg, I said "OK, you can stop now"; she screamed, and her face was deep red, almost purple.

(Courtesy of Ken Reiff)



Ninja Nation – backbone of Langley-Eustis communications



By SrA Anthony Nin Leclerc
Joint Base Langley-Eustis

In today's world, the need for quick, reliable communications is not only necessary but can be vital in an emergency or crisis.

A world-class, innovative Cyber Squadron of technically proficient, operationally focused and strategically minded Air Force airmen is the foundation and backbone of Joint Base Langley-Eustis' communications.

"The 633rd Communications Squadron airmen, who we affectionately call 'ninjas' are hard at work for the base," said Lt Col Tommy Marshall II, 633rd CS commander. "They have a tough mission with the size, scope and challenge of this base, but they work hard and I think they do a good job at providing that cyber support."

Enhancing mission partner success and user experience, the 633rd CS airmen conduct secure and reliable cyber operations.

The airmen provide vital infrastructure for national security, supporting two intelligence, surveillance and reconnaissance wings, as well as giving the 1st Fighter Wing's F-22 Raptors the ability to safely communicate and operate while maintaining air dominance.

"Air Combat Command is the primary combat force provider for the Air Force and we just so happen to be the largest base communications squadron within ACC," Marshall said. "This means that we are deployed quite a bit, so our airmen do a lot for the down-range mission."

These unseen "ninjas" employ their skills down range in support of combatant commanders with great efficiency, sometimes having to build communications from scratch.

At home they support Headquarters ACC, five operational wings, over 30 major associate units and 440 Department of Defense sites.

The squadron designs, implements, operates and maintains \$150 million in voice, data, network, air traffic and industrial control, and knowledge management systems. The 633rd CS Operations Flight maintains miles of copper cabling, hundreds of manholes and thousands of computer systems, phones and user accounts – and this just scratches the surface of their work.



A1C Victoria Nowak, 633rd CS cyber transport technician, patches a computer to the network to give it connectivity at Joint Base Langley-Eustis.



A1C Bashir Auld, 633rd CS voice systems technician, verifies phone numbers on the landlines that run across the base. They record what building and room each number goes to for when someone calls 9-1-1.



Airman Clayton Perry, 633rd CS, cable and antenna systems technician, works in a manhole. The Operations Flight maintains 90 miles of copper cabling, 600 manholes, 22,000 computer systems, 17,000 phones and 18,000 user accounts.



The 633rd CS mission defense team secures communications for the F-22 Raptors at Joint Base Langley-Eustis. The MDT ensures no external parties make contact with the Raptors' communications.



SSgt Jeremiah Enloe, cable and antenna systems technician climbs a training tower. The airmen are trained and certified on a 50-foot tower.

Air Force photos by SrA Anthony Nin Leclerc



A life filled with adventures

Rocky Gannon shares lifelong memories of people and events that influenced his life

Life member Lt Col Roland “Rocky” Gannon recently spoke (via zoom) to the South Carolina Aviation Association. Following is Part 1 of the transcript. We have featured Rocky’s incredible stories in several issues.

I was scheduled to be the speaker some months ago. The virus got in the way. I thought this was important because 20 years ago I went into the Aviation Hall of Fame in SC at this gathering.

In the next 20 minutes or so I intend to give you my entire 96 years of life. The first thing I'd like to talk about is my dad. My dad was born Dec 10, 1876 and America was 100 years old. He was born in Philadelphia, the cradle of democracy.

My dad was born in the year of the Battle of Little Big Horn. General Custer, who was a lieutenant colonel in the early wars, went as general and came back to lieutenant colonel. Also of significance was this fellow, Alexander Graham Bell, who was working with some tin cans and strings and doing things to come up with a telephone. Everybody I'm sure has some kind of instrument that came as a result of that time. There was another fellow named Thomas Edison in New Jersey and he was working on the light bulb.



There were hundreds, maybe thousands of other things that came out of that year and the following years of my dad's life. Very interesting that I sit here talking to you and my dad saw those things coming to fruition. I think the next thing that strikes my brain is 1931 and I was 6 years old and Captain Eddie Rickenbacker who just 12 years before was the big American Ace in World War I and incidentally never flew an American plane. He flew only French and British. We had no American planes in Europe.

Capt Rickenbacker was starting Eastern Airlines and a ribbon-cutting was going to take place at the Atlantic City airport.

My dad took my brother and me and we went to Bader Field in Atlantic City. Captain Rickenbacker sent one of his airplanes out to pick up a couple of his friends and brought them in for the ribbon-cutting. I met Capt Rickenbacker, Amelia Earhart, and Charles Lindbergh, all in a five-minute swoop of time. I was so excited and, of course, it was set in concrete I was going to be an aviator too.



My dad told me later in life that right after I met those three great aviators a gentleman named Clarence Chamberlain came over and was kneeling down by me and asked me what I wanted to do when I grew up. He said, “One thing I want you to remember, son, whatever you do, do your very best and stick with it and make sure that you come out Number 1, because I was Number 2 behind Charles Lindbergh and if I'd tried just a little bit harder you'd be greeting me up in the front and people would know who I was – Clarence Chamberlain. But since I was number 2 there's nobody here who knows my name. So as you go through life put in that extra effort and always try to be Number 1.



Next is Jimmie Stewart. He made a movie, “It's a wonderful life,” and I bet you've watched it at Christmas time. Jimmy Stewart in 1940-41 was a big star. He just made that fantastic movie, and he was the first Hollywood star to join and avoid the draft. He went in as a private in the Army Air Corps and they found out that he not only had a private license but a commercial license. As soon as the military found out that he was an aviator they gave him modified military pilot training and made him a lieutenant. And 3½ years later he was a bird colonel. They started using him to make some training films and some advertisements on enlisting.



I worked in the movie theaters two movies a night as the projectionist and one night I saw Lieutenant Jimmy Stewart come up on the screen, taxi in an airplane, and parked it. He got out of the airplane and put his hat on, walked over to a gate and to a convertible with two gorgeous blue-eyed blondes and he got a big hug, and I said, Boy, that's for me!

He said the government was dropping the four-year college requirement to go to pilot training. Regardless of what formal training and education you had, if you were 17 to 23 you can take the test and if you pass you can become an aviation cadet and not get drafted into the Marines or Infantry.

Being 17 years old—peak of intelligence at 17—I played hooky from school and went 60 miles to Philadelphia, my dad's birthplace. I took the academic tests and to the amazement of everybody I did very well. They said we'll call you back for your physical. I went home and a couple weeks later I was called back and I went to take my physical. They said “You're qualified. We're going to swear you into the enlisted Reserve Corps as an aviation cadet.

I went home and in a matter of weeks I got letters

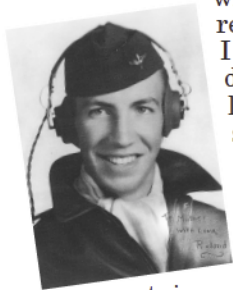


Roland “Rocky” Gannon was born in Palermo, NJ, and moved to Ocean City when he was 7 years old. Shortly after the Japanese attack on Pearl Harbor in 1941 and while he was a junior at Ocean City High School, Rocky enlisted in the Air Force at 17.

Before he had ever climbed behind the wheel of a car, Rocky found his calling in a cockpit.

that said to report to Camden, NJ, to get sworn in. So I did that, which meant I could not be drafted, and they gave me a serial number and card. Since I was a junior in high school they said I could probably finish my junior year at about a month and a half to two months to go and then we'll call you for active duty.

I went and had my picture made in a leather jacket, white scarf, helmet, goggles. I had really arrived! I was going to be a pilot! I went home and back to school. Ten days later I went home for lunch--I lived about a block and a half from the school. I never went home for lunch. For some reason, I did. I was about a half a block from my house on a quiet winter day, I heard my mother crying and I started running to the house and my sister said you better go upstairs and talk to mom.



I went in and my mother was holding the letter. She handed it to me and said I was to report to active duty to go to war in two days. I talked to her for about 20-30 minutes and told her I'm going to be sleeping in a nice warm bed, get up and have breakfast, and go bomb or shoot somebody down. Then I'll go back home to a nice dinner and back into my bed. All my classmates were drafted or going to be drafted. They are going to be in foxholes or trenches, eating C rations if anything, and I was going to be living pretty much a normal life.

I convinced my mother that was what it was going to be and she settled down. I took the letter, ran back to school and then went to my home room, knocked on the door window and motioned him to come over. He didn't like that at all. He came to the door and said "why are you late, what do you want" and I said "read the letter." He read the letter. He said OK, you need to take that to the principal and tell him what's going on.

I said well, I need to talk to Claire Duff first. I said Friday night is the prom and she's my date and I'll be on the troop train headed somewhere. He looked at me and shook his head and said, yeah, you better talk to Claire Duff. So I explained it to her while standing in a puddle of her tears. "What am I going to do; all the boys are spoken for. I finally got her to the point that I could leave and go see the principal. And the amazing thing is last time I saw her, after about 76 years, she still doesn't talk to me. So much for Claire Duff.

So I got called to active duty, was in pilot training, and had soloed. I was getting ready to do my first cross-country, in Texas in a low-wing, open cockpit trainer. It had been raining, it was nasty, it was cold, and before I got in the old airplane I drank a cup of hot coffee followed by a few more cups.



I got in the old airplane and started flying along, doing well, and all of a sudden, I realized I had to go

wee-wee. And these airplanes had no bathrooms in the open cockpit. I knew I couldn't make it to my first checkpoint and I kept struggling. Finally, I unhooked my seat belt, opened my fly, started to try to stand up to do it over the side. As soon as I started to stand up, intelligence emerged. When you stand up the airplane starts to fall away and the wind blast starts to suck you out of the cockpit. I grabbed for the windscreen, hooked my foot under the instrument panel and hung on while I worked my way back into the cockpit.

I hooked my seat belt and did what they teach you to do early on. If you fail with the machine operating you look over one wing and then look over the other wing and find a field where you can try to set it down rather than parachute. I saw a nice farmer's field and I headed for that and, fortunately, the ground was fairly firm. I landed and had to leave the engine running because in those airplanes you had to have somebody on the wing to crank the engine.

I let the engine idle, stood up, started to wee-wee, and the wind blast coming back blew it all over everything but the ground. I finished, got back in the airplane, buttoned things up, put my seat belt on and went on my merry way. One of the big lessons I learned was about what you eat or drink before you fly and you don't have a bathroom. So that was a big thing.

I went through pilot training, graduated, and became a B-17 four-engine bomber pilot. All three officers were 19 and none of us finished the 11th or 12th grade. We were at the peak of our life—flying the big bomber. I'd never driven a car in my life. So here I am flying the B-17.

The war ended in Europe. I moved into the new super secret B-29 Superfortress that carried the bombs that stopped the war. At age 20 I was a B-29 pilot.



(Part 2 of Rocky's speech will be in the November 2021 edition)



Enlistment brings new friends, new sights, good deeds

By Carmen J. Christiana
Clifton Heights PA

After reading the *Communicator*, I believe I have a story to tell. Six months before graduating high school, I told my mother that I was joining the Air Force so I could see the world. Since I was only 17 at the time she would have to sign for me. A month after graduation in June 1957, I was on my way to Lackland AFB in San Antonio, TX.

After basic training I was sent to Frances Warren AFB, WY, for teletype school. We took a train from Lackland to Cheyenne, WY. It took one whole day to get out of Texas. The train was so slow.

There was a highway that ran parallel to the train tracks and this little VW bug kept up with us for miles. I said to myself I have to get one of those VWs.

We passed through New Mexico, Colorado,

and Pike's Peak. I was seeing some of the world.

At teletype school, I was an airman third class and I had my 29150. My bunkmate lived in Kimball, NE, which was only 90 miles from the base, and we would go to his family home on weekends. I became a pretty good square dancer—not bad for a kid from Philadelphia, PA.

After school I received orders for Kadena AB on Okinawa. I was assigned to the 1962nd AACS Sq. After a short leave home, and turning 18 years old, I was on my way. I flew to Travis AB, then on to Hickam Field in Hawaii, stopped at Wake Island, then on to Kadena AB. At

Kadena I worked at base operations and it was a very interesting job. I believe around 1958 China bombed Quemoy Island and we sent some airmen to Taiwan TDY.

There were some tense moments but things got better. President Eisenhower visited our base and it was good to see him in person.

My tour was for 18 months and I decided to put in for another tour in Japan because I wasn't ready to go home at this time. I was accepted and three weeks before I was supposed to leave for Japan, they changed

my orders, saying they had too many of my AFSC and did not need any more.

I had to wait for new orders and stayed an extra month on Okinawa.

New orders arrived and I was to go to Donaldson AFB in Greenville, SC, to an AACS squadron. I was still an airman third class with a five-level and beaucoup time in grade. Once my leave at home was over, I took a train from Philadelphia, PA, to Greenville, SC. There a new experience would be met. When we reached the station I saw two waiting rooms, two separate drinking fountains, and two different bathrooms. As a 19-year-old, this was my first impression of the segregated south.

Donaldson AB was a C-124 MATS base. The base had a nine-hole golf course and a federal penitentiary, where most of the prisoners were moonshiners. The prisoners took care of the maintenance of the air base, doing all the chores that the airmen usually do, even KP.

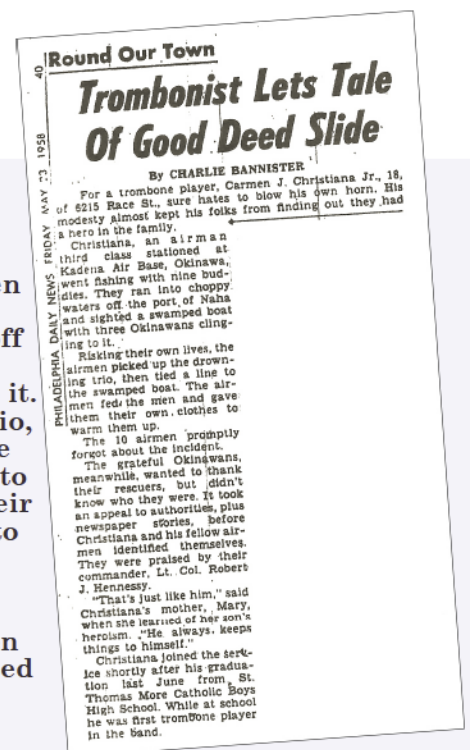
I had a little trouble adapting to this new culture and have a few scars but I made some good friends and even as a Philly boy went squirrel hunting. My plan for the future was to reenlist if I made airman first class but with three years time in grade I made airman second class and that put a crunch on my reenlistment. I got out of the Air Force in July 1961. I did construction for 10 years, went to electrical school on the GI bill, went to work at Boeing Helicopters, and retired after a total of 25 years.

Looking back I think I made a good choice going into the Air Force. I am retired now, traveling and enjoying life as a father, grandfather, and great grandfather. By the way I did buy a brand new 1971 VW bug.



But wait...there's more!

While stationed at Kadena AB, Carmen Christiana went fishing with nine buddies. They ran into choppy water off the port of Naha and saw a swamped boat with three Okinawans clinging to it. The airmen picked up the drowning trio, tied a line to the swamped boat, fed the men, and gave them their own clothes to warm them. The 10 airmen went on their way. The grateful Okinawans wanted to thank their rescuers but didn't know who they were. It took an appeal to authorities, and newspaper stories before Christiana and his fellow airmen identified themselves. They were praised by their commander, Lt Col Robert Hennessy.



SANDBAGS IN VIETNAM--A critical piece of daily life

By George Hoyt

I was assigned to the 1881st Comm Sq at Cam Ranh Bay AB, Vietnam, during all of 1966. We had about 100 people to operate and maintain our Comm and ATC functions. When I arrived, it wasn't long after the base had opened and the living conditions were rather austere--tents, mess kits, C-rations sometimes, outhouses/burning of the feces, military fatigues only, drinking water from Lister bags, and cold-water showers. And...every day was very hot and sweaty.

When serving in a combat zone, there is not only our job functions that we are responsible for, but also protecting everyone where they work and where they live. The answer, of course, is sandbags. Everyone has seen movies or pictures with sandbag forts, but the work of building the sandbag protection is rarely presented. The early arrivals in a combat zone usually inherit this responsibility.

While the initial Comm and ATC functions were delivered in mobile vans, the sandbagging effort around them was usually provided by the deployed mobile teams or the permanently assigned members.

The tent living areas also required sandbagging. Occupants of every tent built a sandbag fort next to their tent. A 4 foot by 6 foot hole was dug down about 3 feet deep and sandbags then lined the walls

of this hole. Two layers of sandbags were also placed around the periphery above ground.

This fort was just large enough to accommodate the eight or ten occupants of a tent.

Building sandbag protection for the Comm/ATC facilities was a different task and was labor intensive. Empty 55-gallon drums with the tops cut out, were used as a base of the fort by placing two drums side-by-side and filling them with sand. A third drum was placed on the top of the two drums, and this upper drum was then filled with sand. This procedure was followed with sand-filled drums placed next to each other around the entire periphery of the facility.

Sandbags were also added on the outside and on the top of the drums. Tall guys usually placed the sandbags onto the high spots and I think each sandbag weighed around 25 to 35 pounds. It usually took a few weeks to sandbag a facility, depending upon how many people were involved. Sandbagging may have been the untold story of Comm/ATC people in Vietnam.

One of our young airmen had been reduced in rank before he arrived at CRB. One day while filling sandbags, he provided a laugh for all of us when he proclaimed "What is the Air Force going to do with me--bust me, then send me to Cam Ranh Bay, and have me fill sandbags?"



This picture, far left, was taken inside our sand-bagged Teletype/ Crypto Comm Van fort. This van was being pulled out and sent back to the 1st Mob in the PI, and was being replaced with a larger van with more Comm capability. The crane in the picture pulled the van out on skids much in the same way that a fisherman pulls a fish out of the water. The guy in the picture is me (George Hoyt) and it was Nov/Dec of 1966 at Cam Ranh Bay AB, Vietnam.



AFCC Heritage Center Association

**By Daniel P. Williams
Historian, Cyberspace
Capabilities Center
Scott AFB, IL**

The Air Force Cyberspace and Communications (AFCC) Heritage Center at Scott AFB, IL, is the first and only heritage center in the US Air Force solely dedicated to presenting Air Force cyberspace and communications history.

This mission is accomplished using artifacts from the 20th century to present, along with supporting documentation, to preserve and present the heritage of the cyberspace and information technology community.

The large collection of cyberspace, communications, and information systems artifacts



contained in the Heritage Center has been an effort over 30 years in the making.

In 1989, when Air Force Communications Command (AFCC) cut the ribbon on its new headquarters in

building 1700 at Scott AFB, the major command had more than 55,000 personnel assigned.

Officials dedicated the building in honor of Lt Gen Harold Grant and command leadership knew preserving the heritage of Air Force communications was vital and sought to establish a robust artifact collection in the atrium of its new headquarters.

This marked the beginning of a collection that would only grow over the years. Major renovations



Your support needed for OUR heritage center

Dear fellow Air Force Cyberspace and Air Traffic Control Association members

I'm sure many of you are aware of Lieutenant General Robert Ludwig Hall located in the atrium of Building 1700, Scott AFB, IL.

For many years it has housed the artifacts embodied in our profession. Many of you have generously donated items through our AFCATC Association to Ludwig Hall.

Recently, as a result of efforts of many folks, especially Gen Mike Holmes, the former

commander of Air Combat Command, and our own Brig Gen Chad Raduege, the facility has received recognition as the Air Force Cyberspace and Communications Heritage Center, Inc. (AFCC Heritage Center) under the auspices of the Air Force Museum.

In concert with that, we have formed a private association, **Air Force Cyberspace and Communications Heritage Center, Inc., Association**, incorporated in the state of Illinois as a nonprofit entity, for the sole purpose to lessen the burdens of the



to the space were undertaken from 2003-2004, and at that time, the atrium was formally designated Ludwig Hall in honor of Maj Gen Robert Ludwig.

2012 saw a major refresh and modernization with updates to signage, displays, the Cyberspace Operations and Support Hall of Fame, and the addition of the timeline wall.

Since 2017, there has been a \$250,000 investment in cabinets, lighting, signage, and automation to better display, secure, and protect our precious heritage.

The recent upgrades made a deliberate effort to turn the emphasis of the collection toward additional artifacts focusing on the Air Force's cyberspace and information dominance role.

With significant advocacy from center commanders and Air Combat Command's highest leadership, in February 2020 the collection was upgraded from a historical holding to the newest Air Force heritage center, just one level below an officially designated museum.

These efforts allow for the hiring of trained collection management staff, establish a

volunteer program, keep regular hours open to military and civilian visitors, provide tours, conduct education outreach efforts, and coordinate efforts with 501(c) private organizations like the newly established AFCC Heritage Center Association.

The over 800 artifacts contain the largest collection of cyberspace and information technology objects in the Air Force on display.

Some significant items on exhibition include a section of the switchboard used to inform the mainland that Hawaii was under attack on December 7, 1941, a WWII era German Navy Enigma machine, Signal Corps artifacts, as well as the only Air Force Cyberspace Command flag the MAJCOM intended for its activation ceremony in October 2008.

Any person with access to Scott AFB can tour the heritage center any time during normal duty hours minus holidays and weekends.



government by supporting the AFCC Heritage Center.

Our objectives are to establish programs that provide community outreach to the military and public to educate them and increase awareness of the history, heritage and current operations of our essential career fields.

All our Board of Directors are volunteers. We have no paid staff.

To that end, we solicit your support. Monetary donations would certainly be appreciated.

If you would like to support our efforts, please mail your donation to:

**Air Force Cyberspace and
Communications Heritage Center
Association**

1102 Lorien Court
O'Fallon, IL 62269-3131

Douglas S. Dudley, President
Email: Douglas.s.dudley@gmail.com





Air Force Cyberspace and Air Traffic Control Association Membership Application

MAIL TO: Ms. Leslie McCormick, 4606 W. Portland St, Springfield MO 65802-4885

Types of Membership

Life & Regular Memberships are based on service 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 in any Air Force Major Air Command or Joint Command. Spouses of a living member are also eligible for Regular membership. The Life Membership of a deceased Life Member may be transferred to the spouse if requested by the spouse. Associate Membership is subject to the approval of the Board of Directors for individuals who actively supported any communications/information/cyber or air traffic control activity, but otherwise do not meet the criteria for Life or Regular Membership. Associate Members are not eligible to vote or to hold office in the Association.

Regular and Associate Membership dues are **\$30.00** due every two years.

Life Memberships are based on age: Up to 50 years = \$165; 51-60 years = \$145; 61-70 years = \$115; 71 years and over = \$75

Renewal _____ New Membership _____ Life Membership _____ Regular _____
Associate _____

Amount enclosed: \$ _____

(Make check payable to "AF Cyberspace and Air Traffic Controllers Association")

PRINT CLEARLY – PLEASE COMPLETE ALL INFORMATION

Date: ___/___/___

First Name _____ MI ___ Last Name _____

Street Address _____

City _____ State _____ Zip code _____ - _____

Phone Number (____) _____ - _____

e-Mail Address: _____

Year of Birth _____ Spouse's Name _____

Service Status:

Are you a present or former member of the United States Air Force? Yes No

If not, are you a spouse, widow, widower, ancestor, or lineal descendant of an individual who meets the requirement above? Yes No

Dates Served _____ (e.g. 1950-54) Career Field _____

War Time ERA: WWII (Dec 7, 1941-Dec 31, 1946) Korea (Jun 27, 1950-Jan 31, 1955)

Vietnam (Feb 28, 1961-May 7, 1975) Gulf (Aug 2, 1990-present)

Highest Rank: _____ Did you retire from the USAF? Yes No

Do you wish to have a copy of the Communicator mailed to you (it is available on the web):
Yes No

How were you recruited: _____ (Members name, magazine, website, etc)

If you have any questions, contact Leslie McCormick at (417) 365-1837





AF CYBERSPACE AND AIR TRAFFIC CONTROL ASSOCIATION PX/BX Order Form

 AFCATCA hat \$15	 AFCATCA jacket \$42	 AFCATCA blue golf shirts \$38	 AFCATCA challenge coin \$12
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Special order wood-carved plaque

Name: _____ **Phone:** _____
Email: _____
Address: _____

QUANTITY	DESCRIPTION	SIZE	TOTAL
_____	AFCATCA baseball cap (adjustable) @ \$15 ea	_____	\$ _____
_____	AFCATCA Jacket with logo (zipper) S M L XL @ \$42 ea	_____	\$ _____
_____	AFCATCA Blue Golf Shirts (unisex) S M L XL @ \$38 ea	_____	\$ _____
_____	AFCATCA Challenge Coin @ \$12 ea	_____	\$ _____

TOTAL OF ABOVE ITEMS: \$ _____

TOTAL WOOD PLAQUE ORDER: \$ _____

Donation (Tax deductible within limits of law) Receipt: Yes ___ No ___ \$ _____

GRAND TOTAL \$ _____

POSTAGE AND HANDLING ARE INCLUDED IN ALL PRICES.
MAKE CHECKS OUT TO 'AF CYBERSPACE & ATC ASSOC'
MAIL TO: Bill Cassatt, 1200 Homelife Plaza Apt D-3, Rolla, MO 65401
Phone 573-263-3334 clarkwcassatt@gmail.com



AACS, AFCS & AFCC Wood-Carved Wall Plaques



Cost (including shipping) is \$35 each

Make checks out to **AF Cyberspace & ATC Assoc** and mail to **Bill Cassatt, 1200 Homelife Plaza, Apt D-3, Rolla MO 65401**

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

Size 10 1/2 inches



Command: AACS _____ AFCS _____ AFCC _____ (Number of plaques)

Total cost: \$ _____ (check attached)

Mail to: _____



HOW IT BEGAN

Many 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 control 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, Cyberspace Capabilities Center, AF Flight Standards Agency, and other major commands up to and including today's organizational structure.

On Sept 27, 2008, the AACS Alumni Association became AF Communicators and Air Traffic Controllers Association to reflect its membership.

On July 1, 2020, our association became the AF Cyberspace and Air Traffic Control Association, because communicators are now referred to as cyberspace operators.

TAX STATUS

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

OUR 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 would become known as the AACS Alumni Association. The title at that time was 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 major command 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.

WHAT'S IN A NAME

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 was renamed the Air Force Communications Service (AFCS). This designation remained until 1979 when it was renamed Air Force Communications Command (AFCC).

Status of the unit changed from major command to a field operating agency on July 1, 1991, and redesignated as: Air Force Command, Control, Communications, and Computer Agency on May 28, 1993; Air Force Communications Agency on June 13, 1996. Status of the unit changed from a field operating agency of USAF to a subordinate unit of the Air Force Communications and Information Center on April 1, 1997. Status of unit changed from a subordinate unit of the Air Force Communications and Information Center to a field operating agency of the USAF on Oct 1, 2000. Status of unit changed from field operating agency of USAF to a subordinate unit of the Air Force Space Command on May 4, 2009. Redesignated as Air Force Network Integration Center on July 15, 2009. AFNIC was re-designated as the Headquarters Cyberspace Capabilities Center (CCC) on Nov 7, 2019, reporting to Air Combat Command.

The old blue original AACS logo was previously the official Association logo. In 2020, our Association introduced its new name, Air Force Cyberspace and Air Traffic Control Association, and its new logo.

AF Cyberspace & ATC Assoc
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Members: Check address label for date and/or year dues expire (number before your first name.) If it's "21" dues expire Dec 2021. Next edition will not be mailed if dues have expired.

WHO WE ARE

Our association is comprised of about 1,000 members (Communicators, Data Automation, Cyber, Space Operations, Air Traffic Controllers, Air Field Managers, Maintenance, Engineering and Installation, combat communications, and related support personnel) who have served or are serving in any communications or air traffic control unit. This includes those who served in the U.S. Army Air Corps or hold or held a communications, data automation, information/cyber, air traffic control, maintenance, engineering and installation or related support skill set.

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 Air National Guard and Reserve, veterans, active duty, civilian, and retired) 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 to AF Communicators and Air Traffic Controllers Association because the Airways and Air Communications Service (AACCS) was elevated to Major Air Command status and redesignated Air Force Communications Service in 1961.

We changed again July 1, 2020, to AF Cyberspace and Air Traffic Control Association. Throughout the Air Force, Cyber Warfare Operations has become the new career field title for what we have known as the communications career field. All Air Force members who traditionally were identified as communicators are now referred to as Cyberspace Operators.

MISSION

> To foster continued awareness of the Air Force communications, data automation, air traffic control and cyberspace missions previously accomplished by AACCS, AFCS, AFCC, AFC4A, AFCA, AFNIC, CCC, AFFSA, other past and current commands (AFSPC, ACC, AMC, AFMC, etc.).

> To provide a forum for educational and humanitarian services, to renew and make new friendships, and to exchange ideas of common interest concerning people and activities associated with communications, cyber, and air traffic control.

> To fully support the goals and missions of the U.S. Air Force and to honor each year the ATC Enlisted Manager, Air Traffic Controller, Cyber Systems Senior NCO, and Cyber Systems NCO of the Year.

> To make charitable contributions to worthy veteran organizations or related causes.

> To manage our Association to be viable for those airmen/officers/civilians serving today.