

AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION



(Formerly the AACS Alumni Association)
Comprised of Members who have served or are serving in any
Air Force Communications or Air Traffic Control Unit

(Since 1938)



THE COMMUNICATOR

“FELLOWSHIP IN THE COMPANY OF EQUALS”

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

NOVEMBER 2008

NOTICE

The proposal to change our Name from the AACS Alumni Association to the “**AF Communicators & Air Traffic Controllers Association**” was approved at the September 27, 2008 General Meeting in Branson, Missouri.

Nothing will change except our name. The new name will better describe who we are to those who did not serve in any AACS Unit.

ATTENTION

We now have the Nov 2008 “Communicator” on the WEB Site. We will use our user name and password to access the current copy but will have two past issues open for non-members. You can use the “open” copy to help recruit new members. If you don't want to receive the printed copy, let Walt McLain know.

September 2009

Plan now on coming to the 33rd Convention in Grand Island, NY (near Niagara Falls) “**The Holiday Inn Resort**”
September 23 - 27, 2009.

Dan & Barbara Morabito
are The Hosts
Lots to do & SEE
Plan now to attend !!!!!



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

“CHECK THE ADDRESS LABEL FOR THE MONTH/YEAR YOUR DUES EXPIRE”



AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION

2009 Alumni Board of Directors and Other Officers / Committees



EXECUTIVE DIRECTOR

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HAM COORDINATOR

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jdcfwat@msn.com

Members:
Bill Wallace
"Em" Spivey

AIR FORCE HALL OF FAME & AACs HALL OF HONOR

Hank Sauer (Chair)
111 Carson Lane
Oak Ridge, TN 37830-7626
865-482-3013
DirAACs@comcast.net

Members:
Jim Joska
Jack Hudson

SPECIAL COMMITTEE

Fiscal Management & Budget Policy
Committee

Bob Akard (Chair)
Bill Bethea
Ray Sharpless (less audits)
(See addresses above)

Convention Committee

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

**UNITED STATES AIR FORCE
COMMUNICATIONS & INFORMATION HALL OF FAME**

Foundation Setters

*Was or is a member of the AACCS Alumni Association or the AF Comm & ATC Association

Brig. General Billy Mitchell, General Edwin W. Rawlings, Lt. General Harold W. Grant,
*Lt. General Lee Paschall, Maj. General Harold M. McClelland, Maj. General Robert Sadler

Class of 1999

* Lt. Gen Lee M. Paschall

Class of 2000

Lt. Gen Winston D. Powers
Maj. Gen Robert Edge
*Brig. Gen Ivan L. Farman
*Col Glenn Giddings

Class of 2001

*Lt. Gen James S. Cassity
*Lt. Gen Robert H. Ludwig
*CMSgt Richard P. "Hank" Sauer

Class of 2002

*Lt. Gen Richard Klocko
Lt. Gen Gordon Gould
Maj. Gen Paul Stoney

Class of 2003

Gen Robert T. Herres
Lt. Gen Gordon A. Blake
Maj. Gen Daniel C. Doubleday
*Maj. Gen Jack B. Robbins
*Brig. Gen Haskell E. "Hack" Neal

Class of 2004

*Lt. Gen John S. Fairfield
Maj. Gen John Paul Hyde

Class of 2005

*Lt. Gen Albert Edmonds
*Lt. Gen Carl O'Berry
*Mr. Tom Yium

Class of 2006

Maj. Gen Francis L. Ankenbrandt
Maj. Gen John Bestic
*Maj. Gen Rupert H. Burris
*Col Derrel L. Dempsey
*CMSgt William Bethea

Class of 2007

Maj. Gen John T. Randerson
*Col James R. Lauducci
*CMSGT Charles E. Teston

Class of 2008

*Maj. Gen Van C. Doubleday
Maj. Gen Alvin L. Pachynski
*CMSgt Walter D. McLain

Class of 2009

TBD

AF COMM & ATC ASSOCIATION HALL OF HONOR

Class of 2001

*CMSgt R. P. "Hank" Sauer

Class of 2002

*Col Robert M. Brewer
*MSgt. Joseph J. Duffy
*Mr. Thomas S. Snyder

Class of 2003

*Larry Camp
*Maj. Gen Gerald L. Prather

Class of 2004

*Col Garland B. Hilton

Class of 2005

*Lt Gen Harry Raduege
*Col David Kovach
*Col P.C. Brown
*CMSgt William Bethea
*Rocco Sansone

Class of 2006

*Col Derrel L. Dempsey
*CMSgt Walt McLain

Class of 2007

*Col James Lauducci
*CMSgt Charles E. Teston

Class of 2008

*Maj Gen Van C. Doubleday
*CMSgt William Mosley

AF COMM & ATC ASSOCIATION LIFE ACHIEVEMENT AWARD

Class of 2001

*Col Ted V. Carlson

Class of 2002

*Col B. U. Glettler
*CMSgt R. P. "Hank" Sauer

Class of 2003

*Claire B. Lofchie
* John A. Milano
*Lt. Gen Lee Paschall
*Maj. Gen Gerald L. Prather
* CMSgt Jim VanDyne

Class of 2004

* Major C.B. Maginnis
* Mrs. Nancy Donnell

Class of 2005

* Lt. Col Richard W. Frye
*George Villa

Class of 2006

*Smitty McCellan
*Shirley Beachum
*Mary Lou Brewer

Class of 2007

* CMSgt Bob "Duke" Snyder

Class of 2008

*Dr. Larry Morrison

THOMAS F. BUCKLEY SERVICE AWARD

Class of 2003

*Monica Buckley

Class of 2004

*James J. Duffy

Class of 2005

*CMSgt Richard Gillis

Class of 2006

* Robert Akard

Class of 2007

*Maj Gen Gerald L. Prather

Class of 2008

*MSgt Joseph J. Duffy

AIR TRAFFIC CONTROLLER AND COMMUNICATIONS/INFORMATION PRO OF THE YEAR

Class of 2006

*SSgt Jacob Flores (Comm)
*SrA Joshua Matias (ATC)

Class of 2007

*SSgt Jaclyn Rutan (Comm)
*SrA Sarah O'Brien (ATC)

Class of 2009

*SrA James Pettet (Comm)
*SSgt Kevin Killoren (ATC)



Missed Roll Call

(Since the June 2008 Communicator)



Bodendorf, Warren J.
Chambers, John L.
Earle, Robert S.
Fitzpatrick, Mary Lou
Glover, Ed
Greenbaum, Melvin M.
Krimont, Roy
Lawrence, Robert Mrs. (Patty)

Martin, Harold D.
Morgan, Robert T. Sr.
Randall, W. A.
Rosen, William
Toomay, John C.
Trailer, William A.
Wisener, Howard



Give Me Your Flowers

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

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

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

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



Author, Unkown



From The Desk of the Executive Director



Those attending the 32nd Annual Convention/Reunion were witness and part of a "Historical Event". The membership present at the Saturday morning Business Meeting, September 27, 2008, voted to approve the Board of Directors motion to change the name of the organization from the AACS Alumni Association to the Air Force Communicators and Air Traffic Controllers Association. Also, the By-Law change, to Article VII, Section 7, was approved. The effective date of the changes was at the close of the Sunday "Get-Away" Breakfast Meeting, September 28, 2008.

There was only one "nay" vote cast on the initial motion to change the name, by those present at the Business Meeting. A second motion of "acclamation" was made and approved for the name change; without any dissenters. The vote for the change to Article VII, Section 7 was approved 100%, by those present. The voting by absentee ballot was broken down as follows: (a) Organization Name Change; 105 for and 27 against (b) Change to By-Laws, Article VII, Section 7; 131 for and 1 against.

The Air Force Communicators and Air Traffic Controllers Association will be a viable organization that will perpetuate and enhance the mission statement of its predecessor; providing many generations of comaraderie and fellowship, for the Airman of today and tomorrow.

The 32nd Convention/Reunion, held in Branson, Missouri was an outstanding success. Hosts Gene and Irene Sheridan have more than met the standard they established back in 2005, when they hosted the Convention in Overland Park, Kansas. Then as now, they were ably assisted by co-hosts: Erika Van Dyne; Bill and Julie Wallace; Dick and Gerry Duncan; Ray and Shirley Sharpless; John and Carol Watson. Through their tireless efforts and the generous donation of their time, they made us feel right at home. Our thanks are extended to one and all. Plus the many entertaining attractions available in Branson, along with good weather, provided for a pleasant stay in the Ozarks.

Plans are now underway for the 2009 Convention/Reunion, to be held at the Grand Island Holiday Inn Hotel and Resort, September 23-26, 2009. Grand Island is located between Buffalo, N.Y. and Niagara Falls, N.Y. This is probably the farthest North our Organization has ever held a Convention/Reunion. The opportunity to see the Falls, as well as other points of interest, should make it a desirable destination. Dan and Barbara Ann Morabito will be our hosts.

As we look into the future, Convention sites are being evaluated/considered for the year 2010.

Also, it is a pleasure to announce a new addition to the Air Force Communicators and Air Traffic Controllers Association Board of Directors. David Moore will be the organizations "Information Officer", with full voting privileges. His primary responsibility will be to interact with members of today's active Air Force; providing them with insight into the structure of our organization and the merits of membership.

Sincerely,

Stan Phillips
Executive Director

The AACS logo is displayed in a large, bold, serif font. The background features a stylized American flag with stars and stripes. In the lower foreground, the head of an eagle is visible, looking upwards and to the right.

AACS



EDITOR-PUBLISHER/WEB SITE REPORT



THE COST OF THE JUNE 2008 COMMUNICATOR

PRINTING, LABELING, SHIPPING (3,000 COPIES).....	\$3,425.00
LAYOUT/DRAFT/CONVERSION.....	550.00
P.O. BULK MAIL CHARGES (2,516 MAILED).....	974.16
OVERSEAS/MEDIA MAIL.....	50.00
TOTAL:	
	\$4,999.16

It cost the Association approximately \$1.68 per-copy to publish and mail the Communicator.

It cost the Association approximately \$0.39 cents per-copy for bulk mail, plus \$1.85 for first class.

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

Current balances on Hand:

- * Editor/Publisher Bank Account: \$339.16
- * P.O. Bulk Mail Account: \$301.21

The Web Site Costs are paid on an annual basis. The cost for 2007 was again \$359.00 (\$30 per-month). The 2008 costs are expected to be the same. New Web Site Address is: www.afcommatc.org

PLEASE KEEP YOUR STORIES AND PHOTOS COMING. THEY ARE WHAT MAKE THE COMMUNICATOR A "MEMBERS" PUBLICATION. If I can't get your stories/pictures in one issue, I will keep them for the next issue. I will scan your photos into my computer and return the photos to you. I USUALLY RECEIVE MORE INPUTS BEFORE THE PUBLISHED CUT-OFF DATES THEN I CAN INCLUDE IN EACH ISSUE. SO SEND THEM EARLY. SEE NEW SNOW-BIRD MAILING POLICY IN THIS ISSUE. Any members who will not be at their primary residence after the NORMAL MAILINGS OF 1 MAY and 15 NOVEMBER of the Communicators should read this new policy and let Hank Sauer of your mailing address for the November Communicator.

This issue of the Communicator is the first issue we will have on the Web Site and it and those to follow will be "user name & password" protected. If you do not receive your mailed copy, you can visit the web site and read and/or download the Communicator. We plan to upload the next 3 issues, so eventually there will be 3 back issues on the Web Site.

Hank Sauer
Editor/Publisher & Web Site Manager

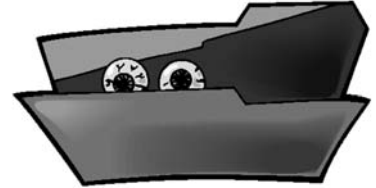
KEEP YOUR MAILING ADDRESS CURRENT - CONTACT WALT MCLAIN

Member Donations Apr 08 - Oct 08

Robert Akard	Walt Chapman	Lester Hamm	Alex Mutch	Lorrie - Silverstone
Mel Aldridge	Ken Dabrow	C.F. Hanson	Robert Myers	James Smith
R. D. Allen	Frank Delgado	Wendall Houck	Ken Nicoles	Robert Snyder
Ron Allison	James Duffy	Michael Hunter	Nobby Nobrega	Frank Stagner
Gene Anderson	Joseph Duffy	Donald Klein "Mac"	John A Nugent	Robert Steele
LeRoy E. Anderson	Alvin Dumont	Maginnis	Patrick Pelland	James Sutton
Howard Arrighi	Gerald Earl	Dick Mahoney	Rod Perenovich	Charles Taylor
Leroy E. Barnett	Rex Elwell	Alex M Martin	Stan Phillips	Richard Travis
Bill Blankfield	Mort Feingold	Walt McLain	Bob Pickering	Max Vigil
Gerald Bolton	Tom Fletcher	Jim McQuinn	Gerald Prather	David Wilson
Bill Bryce	Richard Forestor	H. B. Miller	Hank Sauer	J. Zimmerman
Robert Carson	Mel Greenbaum	Andy Milligan	Bud Seel	
Bill. Cassatt	Arthur Gruber	Daniel Morabito	Bob Selman	

"Stake your Claim"

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



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

Challenges to June 2008 Claims:

Reference A. Celaye's promotion claim. My claim may last for all of 5 minutes. I made Cpl and Sgt in 1949. SSgt in 1951 and TSgt in 1952. All 4 promotions were made in the same Squadron and same location: (1948th AACA SQ, Tulln AB, Vienna, Austria)

Donald E Austin 2004 Vann St, Tupelo, Ms. deaustin28@comcast.net

NEW CLAIMS (NOVEMBER 2008):

I not only claim to be the FIRST, but the ONLY controller whose first operation from a new control tower was an accident!

When our old control tower was being replaced, the Chief told me to take an Assistant Controller to check out the frequencies and land lines so that we could start operations from the new tower. When everything checked out, I told the controller in the old tower that I was ready to assume control. He had quite a few aircraft and told me that he wanted to give me a clean start. When it was obvious that he was continuing to get about as many as he cleared, I again told him to let me take control. He continued to control the arrivals and departures until a jet fighter was landing on runway 26. Just as the fighter landed, the gear folded and he went scooting down the runway in a stream of sparks. At this time I heard, "OK George, you got it!"

I believe that there is another "first" connected with this: The assistant controller was Earl Wolfe. He later became the Deputy Director of the Southwest Region Air Traffic Control Division. After retirement from the FAA he had another career as the American Airlines Manager of Air Traffic Control. George Hunsaker, hunsaker78@comcast.net

MEMBERSHIP DIRECTOR REPORT

(November 2008)

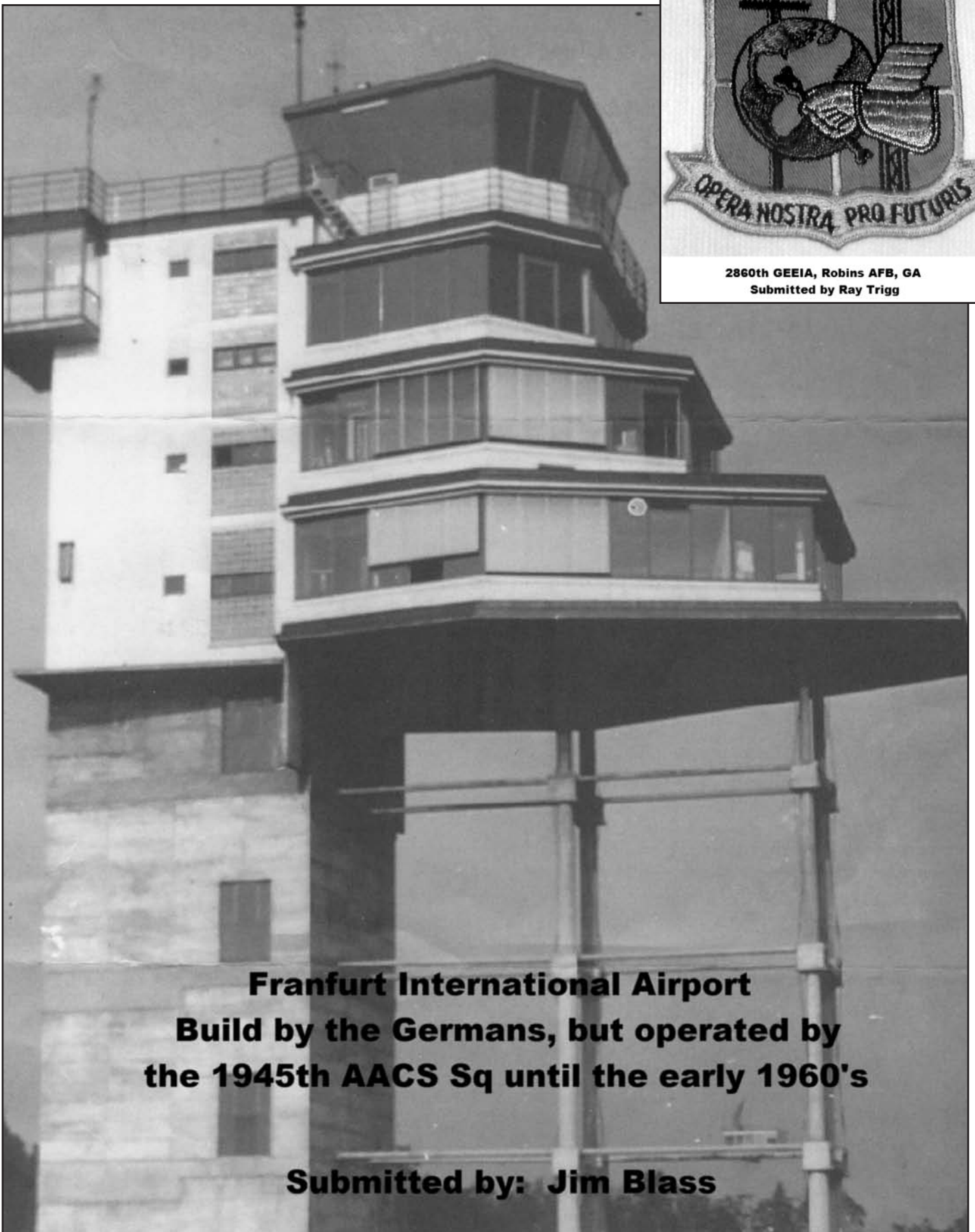
Membership numbers have stabilized and are showing a slight growth rate. I attribute this to the hard volunteer work of many of our members. Led by the recruiting efforts of Dave Moore and others we have gained 166 new members (41 new life members) since 1 Nov 2007. The web site continues to be a strong recruiting tool with over 30 percent of the new members listing the web site as "How Recruited". The American Legion Magazine also continues to be a strong recruiting aid. Our current active membership stands at 2214. 395 members have renewed since 1 Nov 2007. Over 150 members due to renew in 2007 did not renew their membership. However, 2008 renewals are ahead of schedule and we have had several renewals with expiration dates from 2003, 2005, and 2006. 516 members are due to renew by 31 Dec 2008. Please check the address label on your latest communicator to see when your dues expire. (i.e. 08-(first name) indicates dues expire 31 Dec 08. Some will show e.g. 0310 - (first name) which indicates 31 Mar 2010 expiration.) We changed the system slightly to insure that members get a full year term for each \$10.00 in dues paid and to help prevent all current year renewals coming due in December of each year.

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

Walt McLain
Director for Membership



2860th GEEIA, Robins AFB, GA
Submitted by Ray Trigg



**Franfurt International Airport
Build by the Germans, but operated by
the 1945th AACS Sq until the early 1960's**

Submitted by: Jim Blass

MINUTES
32nd ANNUAL AACS BOARD MEETING
SEPTEMBER 25, 2008, BRANSON, MO.

Executive Director Stan Phillips brought to order the 32nd annual AACS Board of Director's meeting on Sept. 25, 2008 at the Settle Inn in Branson, MO. All Directors reported present.

Old business consisted of Board confirmation of the minutes of the 2007 Board meeting as appeared in the November 2007 Communicator. Further old business was a call by the Secretary for confirmation of any electronic votes of significance during this 12 month ending period which consisted exclusively of those persons receiving awards or nominations, those being; Bill Mosley AF Communications Hall of Fame, Van Doubleday AACS Hall of Honor, Joe Duffy Buckley Service Award, David Moore AACS Recruiting Award, SrA Kevin Killoren A T Controller of the year, and SrA James Pettit Comm/Pro of the year.

New business began with his request for individual Board members to report their activities or recommendations, which are consolidated as follows:

Vice Director Bill Bethea summarized his work on finding a Convention site for 2010. Locations found to be feasible were Charleston/Myrtle Beach, SC, Reno, NV, and San Antonio, TX. The S C coastal area garnered the most interest. He and Hank Sauer will report to the Board by Dec. 1st their further findings.

Treasurer Ray Sharpless introduced our new logo apparel of textiles and caps for approval pending membership's approval of our name change. The Board decided to not reorder any stock of the AACS apparel unless a meaningful request comes from members. Ray provided each with a copy of our June 30th year ending financial statement. All conditions were stable relative to the previous year. He also lead a review of the IRS form 990EZ, which is in the process of completion for filing to maintain our tax free status.

Executive Secretary Bob Akard distributed an updated Fiscal Management Policy operations manual to comply with new requirements, and to clarify standard procedures. The Board's operations budget of expenses for F/Y 2009 was discussed. It revealed a potential loss above revenue of \$5,220. Expenses were found to be pared to the bone, and will await next year's review of a new ability in Ray Sharpless' software to track actual vs. forecast. Akard also reported accurate findings from his audit of all AACS cash assets as required bi-annually by our Bi-Laws.

Sgt. of Arms Jerry Prather reported possession of our ceremonial bugle, and had no new concerns for the Board. Membership Director recapped his procedures installed this year for streamlining of his work load, especially a plan to create monthly alternating dues expirations to eliminate Dec/Jan work load. His recap of dropped dues vs. new members gained showed steady membership hovering above 2,200. He recognized the results of our newly appointed Director of Information, David Moore, as our year's winner of the recruitment award. There were less significant results from AF retiree website, VFW, TREA, et.al. A resolution of appreciation was introduced by Bob Akard for his first year accomplishments.

Editor/Publisher Hank Sauer gave a briefing on his successful efforts to create our semi-annual Communicators online. Currently the issues for Nov. 2007 and June 2008 are up for view. More details will be reported by him through future communications. He reported on his curtailment of Communicator's production costs which could permit an estimated cost near \$5,000 each. But he is hurt again by increased mailing costs. He issued the perennial appeal for prompt notification by members of address changes. No notification, no communicator. At this time Hank Sauer asked to gain support for the selection of David Moore as a new Board member with the title of Director of Information. ED Phillips exercised his option contained in the By-Laws to recommend this proposal. The Board gave formal approval th David's absence from the room. Upon return David gave a comprehensive overview of his itinerary of USAF bases visited, contacts of value, and spot successes signing new members.

E D Stan Phillips spoke to issues for the Board. He asked for a written policy to be created for the award of annual recruitment certificates to recognize multiple persons. Hank and David agreed to achieve this. Traditional donations to support institutions were presented for Board approval. A bit of "housecleaning" procedures was made. Then he moved to adjourn until our Convention at Grand Island, N Y in Sept. 2009.

Respectfully submitted, Bob Akard, Executive Secretary

BUSINESS MEETING MINUTES
32ND ANNUAL AACS CONVENTION, SEPT. 27, 2008 BRANSON, MO

ED Stan Phillips opened the meeting with announcements, the invocation and welcome of guests and members. This was followed by the call for colors presented by the Branson High School Jr. AF ROTC. Next were reports by the Board of Directors.

Executive Secretary Bob Akard requested a motion to approve the minutes of the 2007 Business Meeting as written in the Nov 2007 Communicator. It passed by voice vote. He then reported his audit of our association's cash assets and expense documentation as of June 30, 2008. Cash assets totaled \$78,002, and there were no audit exceptions.

Treasurer Ray Sharpless stated our assets were sound under the protection of conservative investments. He reported our major expenditures and cash assets as conforming to our audit. He reported that our usual annual liability is the obligation toward next year's Convention, that being \$55,000 for 2009 in Grand Island, NY.

Editor/Publisher Hank Sauer appealed to everyone, especially snowbirds, to promptly report address changes if they expect the Nov or June Communicator to follow them. Mail return costs are escalating rapidly. Hank introduced the availability of the last two issues of Communicators on our website, and plans to keep four running. Our future plans are to offer new issues to members free of charge from our password protected website.

Membership Director Walt McLain gave our active members at 2211 with expected renewal notices of 500 to go out shortly. Normally he would forecast 335 renewals returned. Many renewal failures result from death or unreported address changes. Future renewals will be due in the month you joined, or active old members will have their renewal date extended free for a month or so to get away from all being due on Jan 1st. Watch your mailing label. Walt then coaxed each to get a new member this year.

Vice Director Bill Bethea discussed the Convention Search Committee's efforts for 2010. His efforts to date offered four options to consider, those being Charleston SC, Myrtle Beach SC, St. Louis MO, or Reno NV. He called for a show of hands on each, but there was no consensus. He stated his conclusion was to search and work through the Board for the best site for which a host could be located. Newly elected Board member and Director of Information David Moore discussed his experiences calling at active USAF installations where communicators would have assignments. He promoted our association with successes. He was the winner of this year's Recruitment Award. He made his appeal for all active members to follow a trend he has begun by recruiting.

Executive Director Stan Phillips described his first year experiences as ED as "no walk in the park." He explained how busy the Board has been the past 12 months planning for our name change and all associated logistics and administrative necessities. Also, the time involved in our introduction to forms and filings with the IRS has led to our preparation for completion next month. This is a requirement to maintain our tax free status. He acknowledged Hank Sauer's website improvements and David Moore's recruiting results. We had 18 first time Convention attendees who were introduced as a group to receive their free AACS ball cap. Stan asked for assistance from Bill Wallace, our golf director, in presenting winners in the Gen. Ivan I. Forman tournament. Those were longest drive Bill Wallace, closest to pin Joe Davenport, low gross and net Bill Mosley. Stan introduced David Moore as his newly appointed Director of Information and requested membership approval. Granted. The directors up for election this year were presented by Chairman of the Nomination Committee, John Watson. Reelected were Bill Bethea as Vice Director, and Gerald Prather as Sgt. Of Arms who was reelected with opposition from Alvin Dumont.

Sgt. Of Arms Gerry Prather and Bill Bethea conducted a memorial service for all known deceased members or spouses this past year by reading their names. This was followed by the bugle playing of TAPS. Stan explained voting procedures for the membership to vote up or down our proposed name change and By-law revision as published in the June 2008 Communicator. Both proposals carried with only one dissenting vote. CM Sgt William Kelley from Randolph AFB was our guest speaker who presented a state of the USAF air traffic control in today's AF. He was outstanding in his articulation of the subject, and his speaking talents were superlative. E D Phillips announced banquet arrangements for the night, and then called the meeting closed.

Recorded, transcribed and prepared by Bob Akard, Executive Secretary.



**Treasurer's Report
June 30, 2008**



Finances continue to improve. Our main sources of income are membership fees, donations, BX sales, and moneys from our annual conventions. Our charitable donations continue to assist the Air Force Village and the Air Force Enlisted Village and are much appreciated by these organizations. Following is the current financial statement for our organization as of the end of our fiscal year period (June 30 2008).

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

Assets

Checking Account	9,544.80
(Includes \$ 2,246.05 in Convention Search Account)	
Convention Advances (2008/2009)	3750.00
Communicator Publisher's Account	339.18
CD's (6 @ \$10,000)	67, 943,19
Inventory Assets	5,615.50
Equipment (Book Value)	1090.69
<hr/>	
Total Assets	\$88,283,36

Liabilities

2008 Convention Commitment	\$55,000.00
Net Assets	\$33,283.36
Total Liabilities & Equity	\$88,283.36

"Looking For"

Mike Sturm, is looking for any information on his father, Sgt Philip Sturm who served at Fort Campbell AAF with Det-45 of the 142nd AACCS Sq in 1944 and at Biak Island in 1945/1946. Mike is putting together all the information he can find on his Dad's AACCS Service. You can contact Mike at:
Mike Sturm • 7 Niles Place • Staten Island, NY 10314 • (718) 698-6626
or visit his web site at: <http://www.mikesturm.com>

Bill Stamper is looking for any information on his Dad (Sgt Roy B. Stamper) who was a Power-man and assigned to the 1914th AACCS Sq at Wright-Patterson AFB, OH from April 48 to Feb 49. From Feb 49 to Mar 52, he was stationed at or was TDY to the 1945th AACCS Sq, Rhine Main, Germany, the 1948th AACCS Sq at Tulln AB, Austria, 1946th AACCS Sq, Templehof AB , Berlin, Germany and was an Instructor at the Friesing AB, Germany school. You can contact Bill at:

Bill Stamper
308 Elkhart St.
Wakarusa, IN 46573
wcastamper@msn.com



PLAN NOW ON JOINING US IN 2009 !!

**The Holiday Inn, Grand Island, New York
(close to Niagara Falls)**

September 23-27, 2009

HOSTS: Dan & Barbara Morabito



CHAPLAIN'S CORNER

It's an almost natural human failing to look back on past times as simpler, better, purer than present times. It seems that we're particularly vulnerable to that failing these days, because we're living in scary times today. Yet-were times ever all that tranquil?

There are still quite a few members of our association who have first-hand experience of those less scary, simpler, better, purer times of the past. Those times included the Great Depression, World War II, the Korean War, the Cold War, and several mini-recessions. As we lived moment-to-moment in these times past, were they really that simple, good, and pure?

Yet, in times both past and present, "we the people" have persevered. Somehow, some way-dare we call it the grace of God?-in times past, we have found ourselves returning to a future outlook dominated by hope and optimism. By the grace of God, we'll find that same outlook again. By the grace of God, that same outlook will return to dominate our present as well as our future.



***Those who wait for the Lord shall renew their strength,
They shall mount up with wings like eagles,
They shall run and not be weary,
They shall walk and not faint.***

- Isaiah 40:31

Jim Burch, Chaplain

"NOTICE"

Help support the "AF Communicators & Air Traffic Controllers Association" (Formerly the AACS Alumni Assoc.)

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

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

Full NAME: _____

Mailing Address: _____

Amount Donated:

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

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

**Please make checks out to: "AACS ALUMNI ASSOCIATION" (NEW NAME NOT OFFICIAL YET)
and mail to:**

**Ray Sharpless
113 Airway Lane
Belton, MO 64012**

Thank you in advance for any donations.

The Ham Report



The "Ham Report" will be rather short in this issue of The Communicator. I had not planned on going to the convention this year and I have not heard from any of the hams that did go. I do know that Bob McDow, W4KOG, and Pat Pelland, W9GRM, were making arrangements to meet near Pat's place and travel on to Branson for the meeting. Bob was planning on doing some other stops on the way back to Florida.



My situation here seems to be going from bad to worse. The reception of radio signals here has not been very good for some time and now I am off the air completely. I had a lightning strike in early September and I lost my antenna rotator, low band rig, and a two-meter rig. When I was taking down my tower to check out the rotor, the man helping me let the tower slip and it broke two section of my Rohn 25 and smashed my beam. The man at Icom says that both rigs are beyond repair, cost wise. So now I am dealing with my insurance company in an effort to get some new equipment. I have our club's Kenwood TS-440S, but the power supply that is used with it has a couple of blown transistors. My power supply will not run the Kenwood, except on very low power. And with my antennas down, I couldn't use it anyway. If I can get some relief from the insurance company, I may just put up the tower sections remaining and stick a vertical on it. I think I may try to get an IC-718 to replace the IC-738 that was lost.

And as if that was not enough, Ruth (the XLY) has been diagnosed with breast cancer. Luckily, it has been caught early and the doctors think that they have removed the lump and her outlook seems to be good. She will have to have radiation treatments, but they seem to think that she will be cancer free after that.

I will be looking forward to hearing more hams on the air when I can get my station back in operation. Until then, good luck to all.

George Reeves
HAM Coordinator

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

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

Notes:

- Local times remain but UTC time changes

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



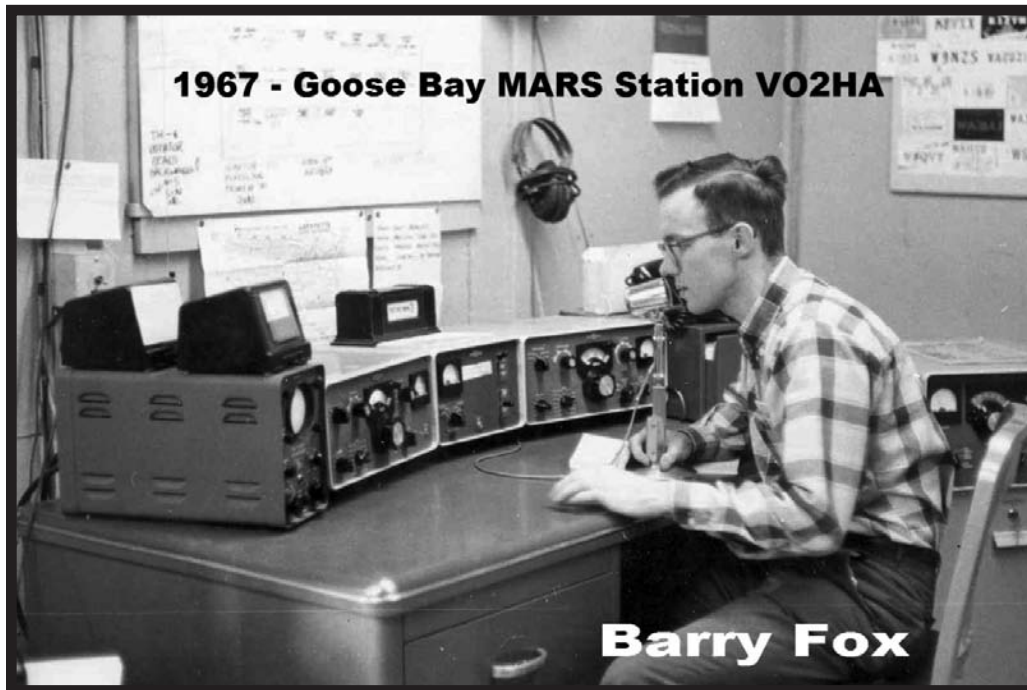
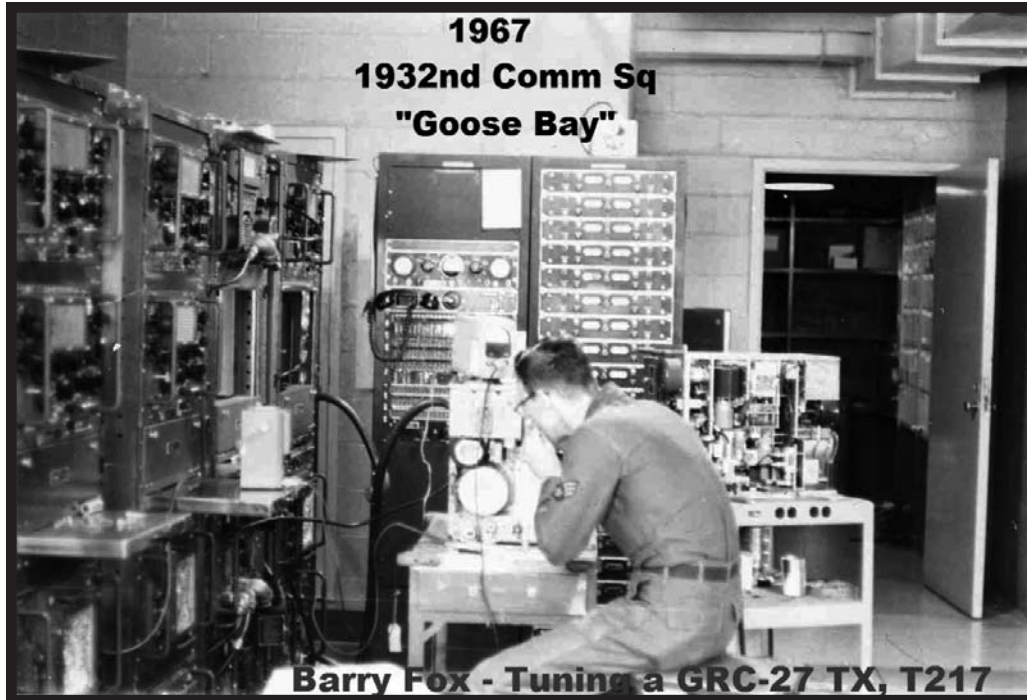
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Use the banners at the top of their home page to access different sections
and if you want the "Afterburner" click on "subscribe"

There is a link from our web site.



Out Of The Past



U.S. Air Force photo by Sgt. Richard Covington

People from the 1st Combat Communications Group off-load electronic vans and equipment during a recent deployment.

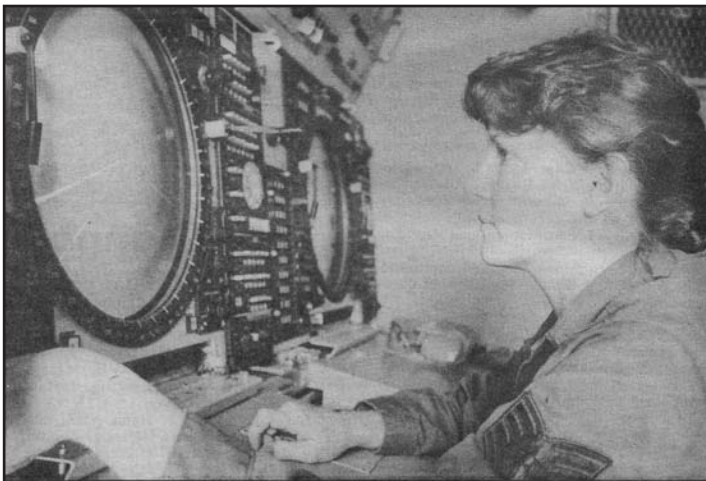
1st CCGP selected to receive 18th outstanding unit award

LINDSEY AS, West Germany – The 1st Combat Communications Group, Lindsey AS, has been selected to receive the Air Force Outstanding Unit Award for 1986. This will be the group's 18th AF Outstanding Unit Award.

Specific achievements during this period included 38 emergency mission support taskings, 30 Joint Chiefs of Staff or United States Air Forces in Europe exercises, a Military Airlift Command airlift exercise, 10 engineering test operations and 13 continuing deployments. In addition, the group underwent the most vigorous Operational Readiness Inspection ever in the Air Force Communications Command.

The group's mission is to deploy and maintain mobile communications, and air traffic control and landing systems throughout Europe, Africa and the Middle East as directed by the commander in chief of USAFE.

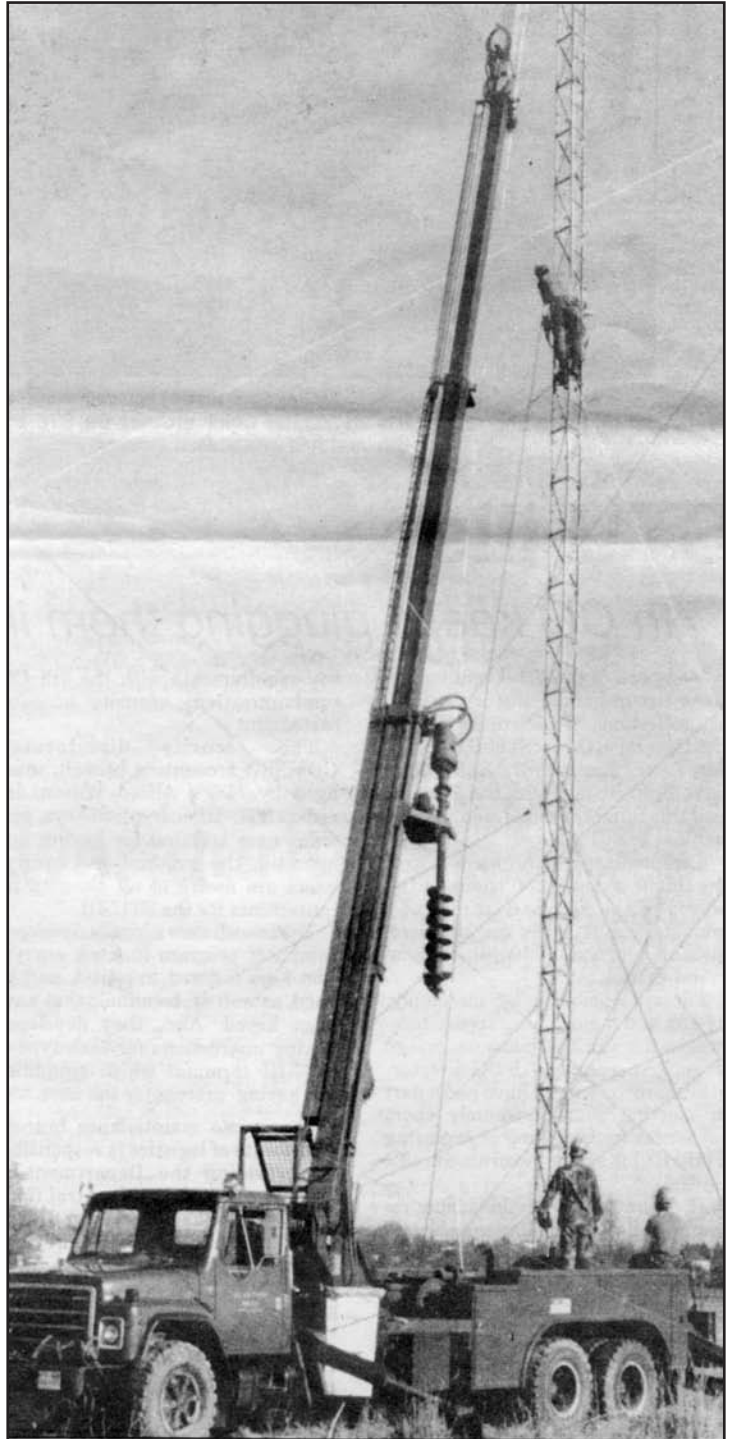
Other group awards include the Presidential Unit Citation, Air Force Maintenance Award, the Navy/Marine Meritorious Unit Commendation, Philippine Presidential Unit Citation, and the Air Force Outstanding Maintenance Activity Award. The unit was also presented the Maj. Gen. Harold M. McClelland Award in 1979 and 1983. This annual award goes to the most outstanding Air Force communications unit.



U.S. Air Force photo by SSgt. Joseph Southworth

NCO of the Quarter

SSgt. Deete R. Stanphill, an air traffic controller with the 5th Combat Communications Group, Robins AFB, Ga., monitors a TPN-19 indicator display in a radar approach control center. Sergeant Stanphill was chosen as the 5th CCGP's outstanding Noncommissioned Officer of the Quarter.



U.S. Air Force photo by SSgt. Phillip Goff

Members of Det. 25, 1945th CG centralized antenna team make repairs to the wind damaged towers. The tower was built from two damaged towers.

Cable job supports PC-III project

By TSgt. Albert Stachnik
Keesler AFB, Miss.

A cable and construction team from Operating Location-B, 1839th Engineering Installation Group, completed a cable upgrade supporting the Personnel Concept-III project at Tyndall AFB, Fla.

PC-III is an Air Force-wide program which will allow unit orderly rooms to do all functions of the Consolidated Base Personnel Office. According to SSgt. Willie Radden, noncommissioned officer in charge of management, 325th Mission Support Squadron at Tyndall, PC III should be on-line by Oct. 1.

"We're taking large manpower cuts at CBPO," said Sergeant Radden. "When P- III comes on-line we'll only have a couple of personnel specialists here to act as advisers to unit orderly rooms."

Under the guidance of team chief SSgt. William Sims, the team installed more than 8,000 feet of tele-

phone and underground cable.

Most of the cable trenches were dug by machine, but about 2,500 feet was dug by hand. Sergeant Sims said that because of time constraints and the amount of hand-digging, extra manpower was needed. Maintenance troops from the 2021st Communications Squadron came to the rescue. "Our volunteers got down in the mud and did their fair share of the digging," said A1C Wayne Rooke, program manager for the 2021st CS. "This project will enable our orderly room to provide faster and more efficient service to our people."

The high water table at Tyndall AFB also posed a problem to the team. Most of the trenches would cave in if they were left open overnight. The team solved this problem by laying the cable in open trenches and backfilling them the same day.

In spite of the problems and obstacles, installers from OL-B, 1839th EIG, got the job done. Thanks to their efforts, Tyndall AFB now has a cable system which will meet their needs and allow for future expansion.



U.S. Air Force photo

SSgt. William Sims, OL-B, 1839th EIG, digs around utility lines near a cable trench. About 2,500 feet of trench was dug by hand because of the massive amount of underground utilities on Tyndall AFB.

Dear Hank:

I checked and cannot find where any of the guys you mentioned and I ever crossed paths. I left Scott in mid October 1951 and was held up after a 20 day leave at home at Camp Kilmer, NJ awaiting a ship for Germany. Enjoyed that delay time as we were able to spend a lot of time in NYC. I did not arrive at Rhein Main until late December of 1951.

The incident I referred to in Berlin: A buddy and I were touring West Berlin (as we were not allowed in East Berlin at that time). We stopped at the Russian memorial that was near the Brandenburg Gate in the British sector. As you may know the Russians were allowed to keep armed guards around the clock due to the Germany used to dump garbage on the memorial before the guards were allowed. Anyway, as we were looking the memorial over a taxi pulled to the curb and 5 soldiers piled out and came up to the memorial. Gen Clay had a standing rule that he wanted only troops sent to Berlin that were well over 6 feet tall and these guys were every bit that tall. The Russian guard on duty carried their machine guns that I think was their basic field piece. The Russians did not permit any pictures be taken of any of them personally. Well to say the least one of the US solders started taking pictures and walked up to the small Russia (about 5'2") and took one of him right in his face. Me and my buddy witnessed the Russian reaching for the American soldiers camera at which time the 6'3" soldier drew back his fist and told the Russian if he touched him or his camera he was going to stomp him. Thank goodness the Russian tucked his tail and walked away behind the monument and did not show back up while we were there. There were a few East Berlin civilians around and they enjoyed the show as the monument is one depicting a Russian soldier pointing to the destruction of Berlin and standing on a broken Swastika. The Germans did not like that monument. I guess the Russian was afraid to use his gun or had orders not to use it as the Americans were unarmed. You probably saw many of the incidents that the Russians used to pull during those days, especially in Berlin. Of course the biggest thing the Russians pulled at the time was the Berlin Blockade, and you were there at that time. I did get to ride the night train that went through the Russian sector to get to Berlin while I was in the service there. I still have my orders printed in Russian that let me through to Berlin. My wife and I went back to Berlin in the early 1990's and they cannot do enough for the Americans. Of all the places in Germany the Berliners like the Americans most due to the breaking of the blockade. The wall was down and we stayed at a hotel on the Alexander Platz in what was East Berlin.

Well, that's the story of the closest I came to combat in the cold war. Looking forward to joining your group...

JimBorn
jbornfree@bellsouth.net

Editors Note: We have a number of Berlin Airlift Veterans. I have heard of similar stories from them. We had a 4 Power Pass (American, French, English & Russian zones), and many of us did go into East Berlin, but if you had a problem, they took your pass away from you (MSgt Ridge, 1946th AACs Sq 1st Sgt took mine in early 1949). I rode the 2nd train from Frankfurt to Berlin when the Russians lifted the blockade to go on leave from Munich Riems.

"THE MIGHTY EIGHTH"

(Submitted by William L. Parker, Sr.)

Of all the stories that have been written, and movies that have been shown, about the 8th Air Force, very little attention has been given to what was involved in assembling 1200 B-17's and B-24's each day, to get them in formation to carry out a strike against Germany. Certainly showing bombers under attack by fighters, or encountering heavy flak, was a reality, and are interesting to watch. Also, stories about some of the rougher missions make interesting reading. But what was going on over England, each morning, could get just as scary to the crews as the time spent over some of the targets. The planning, and coordination, that had to be accomplished during the night, by the operations planners of each Group, so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, there would have been a free for all among Bomb Groups, in the skies over England. The rendezvous points, altitude, and times had to be precise, and known by all of the crews, before the Eighth Air Force could get in formation. The success of the planners, in accomplishing their mission, enabled the Eighth Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

I was a pilot in the 95th Bomb Group, in late 1944 and early 1945, and what follows is a typical mission, as I remember it, from a crew member's perspective. Early in the evening, our Squadron Operations would post the names of the crews that were scheduled to fly the following day. There were two ways we could be notified if the Group had been alerted to fly. One was by means of lights on the front of the orderly room, and the other with raising of colored flags. If a green light was on, the Group was alerted, if a red light was on we would fly, and if a white light was on, the Group would stand down. The light was monitored frequently throughout the evening to learn our status and, normally, we would know before going to bed if we would be flying the next day.

On the morning of a mission, the CQ (charge of quarters) would awaken the crews about four or five o'clock, depending on take-off time. The questions we always asked were, "What is the fuel load?" and, "What is the bomb load?" If his answer was, "full Tokyo tanks," we knew we would be going deep into Germany. Shortly after being awakened, "6-by" trucks would start shuttling us to the mess hall. We always had all the fresh eggs we could eat, when flying a mission. After breakfast, the trucks carried us to the briefing room. All of the crew members attended the main briefing, and then the Navigators, Bombardiers and Radio operators went to a specialized briefing. At the main briefing, in addition to the target information--anti-aircraft guns, fighter escort and route in--we received a sheet showing our location in the formation, the call signs for the day and all the information we would need to assemble our Group and get into the bomber stream.

After briefing, we got into our flight gear, drew our parachutes and loaded onto the trucks for a ride to our plane. We were now guided by the time on our daily briefing sheet. We started engines at a given time and watched for the airplane we would be flying in formation with to taxi past, then we would taxi behind him. We were following strict radio silence. We were now parked, nose to tail around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time, a green flare would be fired and takeoff would begin. Every thirty seconds an airplane started takeoff roll. We were lined up on the perimeter so that the 12 airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for the airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle and our Group flew a circle, using a "Buncher" (a low frequency radio station) which was located on our station. The patterns for each Group fit together like a jigsaw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns, and there would be considerable over running of each other's patterns. Many of our takeoffs were made before daylight, during the winter of '44 and '45, when I was there, so it was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss, when suddenly the airplane would shake violently as it hit the prop wash of another plane. It was a wonderful feeling to break out on top, so you could watch for other planes, to keep from running into each other. To add to the congestion we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from their night missions, and flying through our formations. Needless to say, pilots had to keep their heads on a swivel and their eyes out of the cockpit.

After take off, the squadron lead would fire a flare every 30 seconds, so that we could keep him located and enable us to get into formation quicker. The color of our Group flare was red-green. The first thing you would see, when breaking out of the clouds, was a sky filled with pyrotechnics, so you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation, they would also fire a flare, with the lead plane, making it much easier for the following aircraft to keep him in sight. I think most crew members would probably agree that the pyrotechnic show, in the skies over England, in the morning when the Eighth was assembling, was a rare sight to behold. The order of progression for assembling the Eighth Air Force was to first assemble the Flight elements, the Squadrons, the Groups, the Combat wings, the Divisions and, finally, the Air Force. As soon as the four Squadron elements were formed, the high, low and second elements would take up their positions on the lead element, to form a Squadron. When the three Squadrons had completed assembly, it was necessary to get into Group formation.

This was accomplished by having the three Squadrons arrive over a pre-selected fix at a precise time and heading. The high and low Squadrons were separated from the lead Squadron by 1000 feet and, after getting into Group formation, they would maintain their positions by following the lead Squadron.

Then it was necessary to get into the Combat Wing formation. We were in the 13th Combat Wing, which consisted of three Bomb Groups: the 95th, the 100th and the 390th. Whichever Group was leading the Wing that day, would arrive over a pre-selected point, at a precise time and heading. Thirty seconds later, the second Group would pass that fix, followed by the third Group, thirty seconds later. We were then in Combat Wing formation. The navigators in the lead airplanes had a tremendous responsibility, to ensure that the rendezvous times were strictly adhered to. There were three Divisions in the Eighth, the 1st, 2nd and 3rd. The 1st and 3rd Divisions consisted of B-17s only, and the 2nd Division was B-24s. The B-24s were faster than the B-17s, but the B-17s could fly higher, therefore, the two were not compatible in formation. As a result the 1st and 3rd Divisions would fly together and the 2nd Division would fly separately.

Now that the Groups were flying in Combat Wing formation, it was necessary to assemble the Divisions. This was usually accomplished at the "coast out"--a city on the coast, selected as the departure point "fix." The Group leader in each Combat Wing knew his assigned position in the Division, and the precise time that he should arrive at the coast out departure point, to assume that position in the Division formation. The lead Group in the Division, which had been selected to lead the Eighth on the mission, would be first over the departure fix. Thirty seconds after the last Group in the first Wing passed that point, the second Wing would fall in trail, and so on, until all Combat Wings were flying in trail and the Division would be formed. One minute later, the lead Group in the other Division would fly over that point, and the Combat Wings in that Division would follow the same procedure to get into formation. When all of its Combat Wings were in trail, the Eighth Air Force B-17 strike force was formed and on its way to the target. At the same time the 2nd Division B-24s were assembling in a similar manner and also departing to their target.

Meanwhile, as the bombers were assembling for their mission, pilots from the Fighter Groups were being briefed on their day's mission. Normally, 600 to 800 P-38's, P-47's, and P-51's would accompany the bombers to provide protection against enemy fighter attacks. Fighter cover was not needed by the bombers until they were penetrating enemy territory, therefore to help conserve fuel, fighter takeoffs were planned to give them enough time to quickly assemble after takeoff, and climb on course up the bomber stream to the groups they would be covering. The combined strength of the fighters and bombers brought the total number of aircraft participating in a mission to approximately two thousand.

A major problem that presented itself, on each mission, was that the bomber stream was getting too stretched out. It was not uncommon for the headlines in stateside newspapers--in trying to show the strength of our Air Force--to state that the first Group of bombers was bombing Berlin, while the last Group was still over the English Channel. It made great headlines but was a very undesirable situation. It meant that the Groups were out of position, and not keeping the proper separation. Furthermore, it was almost impossible for them to catch up and get back into the desired formation. This made the entire bomber stream more vulnerable to fighter attacks.

Finally, our planners figured out what we were doing wrong. When the first Group departed the coast out fix, it started its climb to what would be the bombing altitude. Then, as each succeeding Group departed that fix, it, too, would start climbing. The problem with this procedure was that, as soon as the first Group started its climb, its true airspeed would start to increase, and it would encounter different wind velocities. Now it would start to pull away from the Group in back of it, and the "stretch-out" of the bomber stream would begin. By the time the last Group had reached the coast out, to start its climb, the first Group would be leveled off, with a true airspeed approaching 250 miles per hour, and the bomber stream would be really stretching out.

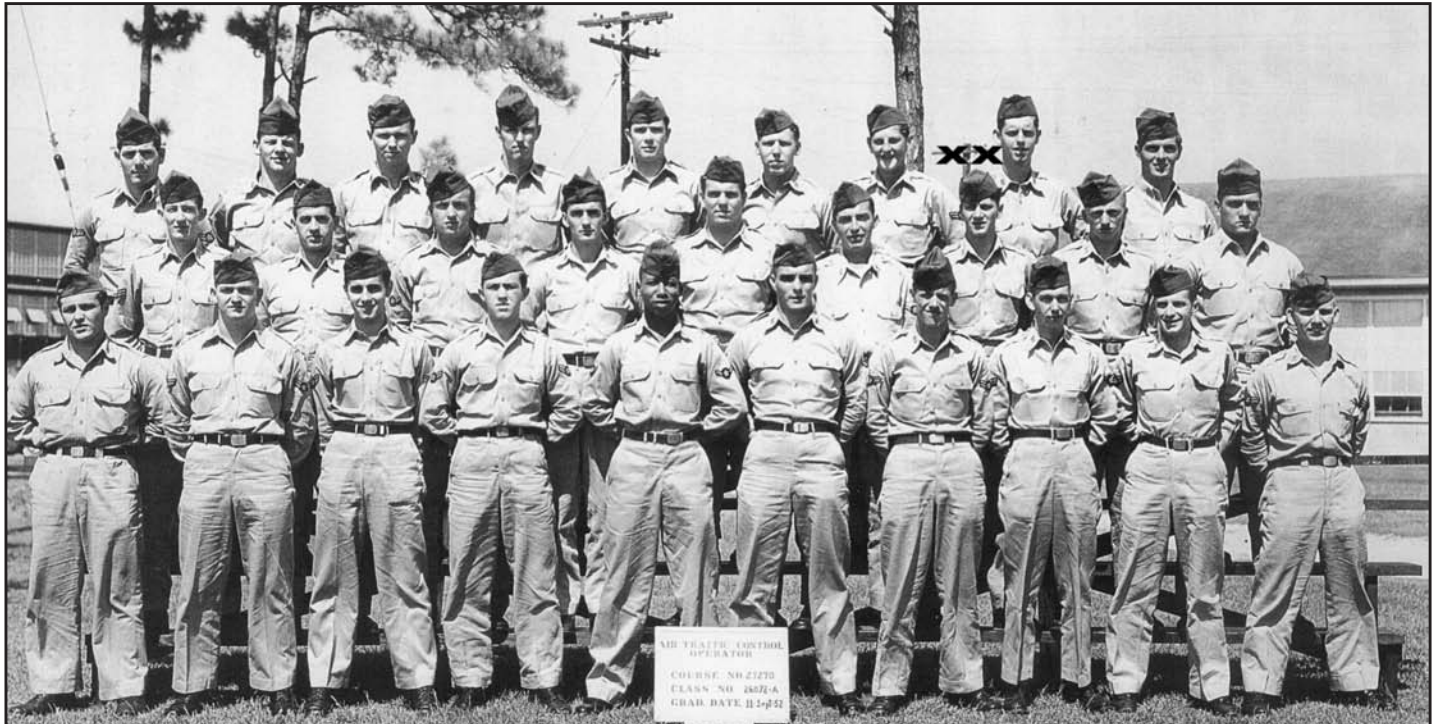
The solution to this problem that had been frustrating the Bomber crews for so long was pretty simple. We would no longer start climbing at the coast out, but instead, at a designated time, all Groups would start climbing, irrespective of position. This meant that we all would have similar true airspeeds and would be influenced by the same winds aloft. That took care of the problem. It was still possible for a Group to be out of position, because of poor timing, but the entire bomber stream wouldn't get all stretched out.

When you consider the way our Air Traffic Control system operates today, and all the facilities at their disposal to guide each individual airplane through the sky to ensure its safety, it's almost unbelievable that we were able to do what we did. To think of launching hundreds of airplanes, in a small airspace, many times in total darkness, loaded with bombs, with complete radio silence, and no control from the ground, and do it successfully day after day, with young air crews, with minimum experience, is absolutely mind boggling.

The accomplishments of the Eighth Air Force have been and will be reviewed by historians from World War II on. There never will be another air armada to compare to it. I feel confident that they will never cease to be amazed by our ability to assemble hundreds of heavy Bombers, under the conditions we were confronting, into the devastating strike force we now fondly refer to as, "The Mighty Eighth."

LIEUTENANT GENERAL BRETT M. DULA USAF (RET)

A look Back at Stephen Nicolino's AF Days



Graduation - ATC Advanced Radar Class, Aug 1952
XX - Stephen Nicolino

037-1-GC-3370786-KH-1-67



TOP: Stephen - Outside Barracks, Sembach AB

Bottom: Sembach ATCC



Top: Sign Post near RAF Lakenheath, RAF Feltwell & RAF Mildenhall

Bottom: Stephen in the RAF Wethersfield GCA

Enclosed is order for AACS patch and cap. Also there are some pictures taken on mountain home 1951. All personal are members of the 1973rd AACS, K-2 Korea.

The Direction Finding unit was first setup on Base but was unsuccessful due to the high mountains. Mountain Home was selected as the new home and was ideal.

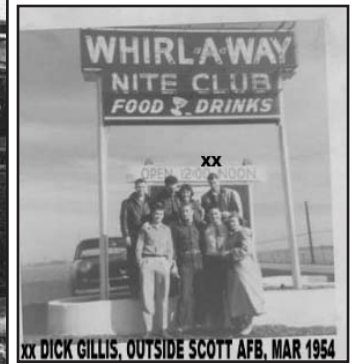
These picture were taken at Mountain Home during and after setup of the DF van on the mountain top. Mountain Home was about 20 miles from the Air Base.

Pictures:

1. The setting up of the DF van.
2. Clouds below the mountain.
3. Tom Hartliep front and myself.
4. George T. in front of DF van.
5. Tom Hartliep.
- 6; Tom Hartliep and myself.
7. our home on the mountain top.



Richard Baumgartner.



New Snowbird Snow-Bird Policy

A number of years ago, the Editor/Publisher and Director for Membership tried to accommodate members who were snowbirds. At that time there were not more than 10. The number has now grown to 57 and is creating an extra workload problem requiring the Editor/Publisher and the Director for Membership to track the mailing and unsuccessful delivery of 114 Communicators each year. This is becoming a major problem because we now receive over 100 notices for "non-deliverables" per issue of the Communicator for members who are not snowbirds. We receive about 200 notices yearly, at 50 cents each, for "Temporarily Away"; "Not Known At This Address"; "Forwarding Actions Expired"; "Not Forwarded But With New Mailing Address"; etc. We have no way of knowing the actual dates that snow-birds leave one address for another and we can only estimate the actual mailing dates of the June and November issues of the Communicator. In order to reduce the extra workload, snow birds and others who actually leave their primary residence and will not be home to receive the Communicators, should note the normal MAILING dates for the June (1 MAY) and November (NOVEMBER 15th) COMMUNICATORS. If you will not be at your primary residence after those dates, please contact Hank Sauer (mailing address, phone number & email address are on page 2) and provide the address you want us to mail the Communicator to. We are now posting the Communicator on the Web Site. Members with high speed internet connections can view and/or download it and save us the cost of repeat mailings. Those who wish to receive the online version only can notify us (Walt McLain or Hank Sauer) and request removal from the Communicator mailing list.

The Editor/Publisher



Bill in P-51B Mustang, 487th Fighter Squadron in 1944. Herb Drisko in his military career early 1950s.

U.S. Air Force Brothers Engage Luftwaffe Under Different Circumstances

A story of Bill and Herb Drisko

Submitted by Clyde Fancher

Bill joined the AF in 1943 and flew P-40's & P-51s in combat in Europe. He was shot down and avoided capture until rescued by advancing American forces.

Herb joined the AF in 1951 and flew combat in Korea & SEA. He must hat been associated with one of the AACS Units in Korea, as he is shown at the AACS Orphanage in Korea in 1952.



Bill Drisko with two Korean orphans at AACS orphanage in Soul Korea 1952.



Captain Herb Drisko (far left) at Lakenheath Air Base in England during F-100 period in early 1960s.

Snyder family
in Aquadilla,
PR



My dad retired after nearly 30 years in the Air Force. He is a great leader who always exhibited honesty and fairness to his airmen. He did not ask anything of them that he would not do himself. He was commended many times for his leadership abilities and gained the respect of not only his superiors but all who came in contact with him.

From my father I learned to respect authority, to work hard for what I want, and to be a fair, honest and good person. Today, I own my own business. I practice with my employees the excellent leadership I learned from my dad. I owe all my success to him.

Dad is experiencing health issues today. I know that someday we will be handed a folded flag that will drape his coffin and hear the shots from a 21-gun salute that will honor him. I will cry and my heart will break, but I will know that my dad will be with God watching over America, as he did throughout his life.

*Sherry Stinson Smith,
Oklahoma City, daughter of*

CMSgt Robert L. Snyder

37¢

My father is CMsgt. Bob "Duke" Snyder, U.S.A.F Retired and a member of the American Legion Post # 30 in Sheridan, AR. Most people think being raised by a military dad would have been a difficult upbringing. To the contrary, it was the most amazing experience of my life! Not only was I able to live in other countries, but also learned to interact with different people and cultures...lessons that served me well later in life. What child wouldn't love to grow up with the world as their playground?

Because of my Dad, I learned to scuba dive on the island of Guam, explore the great castles of Europe and see most of the United States. I LIVED these adventures instead of just reading about them.

Every day my Dad would wake up and go to work, just like thousands of non-military fathers. The difference was that his job was to defend and protect our country and our freedom. It must have been a heavy burden to carry everyday. But, he did so with honor, pride, dignity and sacrifice. He would have it no other way. Those qualities helped to make him a success in private life as well.

Because of my Dad's military background, I feel he better prepared me for life's journeys and how to survive them. I have learned so much from my Dad. He is my hero, my teacher, and my best friend.

They say heroes are just mortal men thrust into difficult circumstances. So, if there are truly no "heroes" and just mortal men...then my Dad is the greatest man I have ever known!

Larry Snyder

37¢



DOD to phase out full Social Security numbers on IDs

by Gerry J. Gilmore
American Forces Press Service

4/4/2008 - **WASHINGTON (AFP)** – As a means of combating identity theft, the Defense Department will issue identification cards without full Social Security numbers printed onto them, a senior official said here April 3.

The Defense Department cares about protecting personal information as well as increasing database security, said Mary Dixon, director of the Defense Manpower Data Center based in Arlington, Va.

Identity theft is a very real problem today, Ms. Dixon explained. Criminals who pilfer SSN-bearing identity cards can virtually assume someone's identity through a few computer keystrokes and clicks of a mouse, she said.

TriCare, the military services' health maintenance organization, already has removed Social Security numbers from its members' identification cards, Ms. Dixon said.

Plans are to remove the Social Security numbers from identification cards issued to military family members by the end of this year, Ms. Dixon said, noting that those cards still would display the sponsors' SSN, for now. Between 2009 and 2010, all department-issued identification cards will feature only the last four digits of a holder's Social Security number, she said.

About 3.4 million people now have department-issued common access cards, Ms. Dixon said. Around two-thirds of those card holders are military members, and some civilians who deploy overseas, who have full Social Security numbers printed onto the back of their CACs.

"You might lose that card," Ms. Dixon pointed out, noting that family members, including children, could misplace their identification cards, too.

Modern information technology precludes the need to have full social security numbers printed onto employee and family member ID cards, Ms. Dixon said.

"Today, all of our (computer) systems can 'talk' to each other, so we don't necessarily need to know all of that information printed on your card," she said.

New identification cards will be issued as they reach their expiration dates, Ms. Dixon said.

AAACS



Who is the Officer on the RIGHT ???

**A Photo dug up by Maj General Van C. Doubleday.
However, he can't identify the Officer on the RIGHT.**

Left to Right (below):



**Gen Doubleday, Col Roger "Bud" Duke & ?????
If you know who it may be, please contact Hank Sauer, Editor...**

AACS Master Sergeant Ralph W. Keenan and The Long Fast.



A farm boy by birth and an Air Force Master Sergeant by choice was Ralph W. Keenan, NCOIC of the Tech Control section at the 2049th AACS Communications Squadron at McClellan AFB, CA. Born in Wray, Colorado, Sgt. Keenan enlisted in the US Army Cavalry in 1940. In June 1941 he was transferred from the cavalry to the Army Air Force. Stationed at March AFB, CA, he served as an airborne radio operator on B-18 bombers. In October of 1941 he was assigned overseas to the Philippines.

On the ninth day of April 1942, the garrison of Bataan was surrendered to the Imperial Japanese Army and all US military personnel in the Philippines surrendered. This, Sgt. Keenan related, was the beginning of the "Long Fast." He spent the next 43 months as a Prisoner of War in Japanese POW camps and was one of the US soldiers involved in the infamous Bataan Death March. The Japanese marched thousands of US prisoners 18 hours a day for five days without food or water. Those who fell and could not get up were bayoneted.

Sgt. Keenan ended up overhauling American trucks for the Japanese. At one time he was sentenced to be shot by firing squad, but escaped "by the skin of his teeth." Another time it was a broken hand that sent him to the hospital that saved his life. Shortly afterwards, the men with whom he had been working were thrown into a ditch, soaked with gasoline and burned alive.

Eventually, Sgt. Keenan was among the prisoners transferred from the Philippines to Japan. The constant threat of American submarines stretched a normal five day voyage into 60 days aboard the prison ship. As a prisoner in Japan, he worked on Japanese farms and in coal mines.

In September, 1945, he was liberated and soon was aboard a ship headed for San Francisco. On the 21st of November, 1945, the ship sailed under the Golden Gate Bridge. Emotion ran so high among the men on board that one dropped dead of heart failure.

I was privileged to serve with Master Sergeant Keenan in the 2049th in 1955. Married and the father of two children, he was the Commander of the Sacramento Chapter of American ex-Prisoners of War.

CMS John Cripe, Ret



*If Phil sees his
Shadow, its six
more weeks of
winter . . .
If not, Spring
is right around
the corner.*

PUNXSUTAWNEY, PA

K3HWJ
GROUNDHOG DAY SPECIAL EVENT
from the
PUNXSUTAWNEY AREA AMATEUR
RADIO CLUB, INC.
2008

QSO WITH: _____
FROM: _____
DATE/TIME: _____
Mhz/MODE: _____
UR RST: _____
STATION OP: _____
CONTACT: _____

Submitted by "Sherman Hollopeter"

Comm in the Berlin Airlift



Air traffic controllers of the U.S. Air Force's 1946th Air and Airways Communications Service Squadron at Tempelhof Air Base in West Berlin, directed landings at three-minute intervals as blocks of planes swept in from the west to supply the city. During April 1948, before the Soviet blockade of Berlin, controllers logged 7,738 radio contacts with planes arriving and departing Berlin airfields. A year later, at the height of Operation VITTLES (1948-1949), the number of radio contacts at Berlin airfields was over 127,000.

**On the left: John Fleming, on the right: Tom Capper
Names provided by Tom who resides north of Sacramento, CA.**





ASSOCIATED PRESS

Governor of the German state of Hesse Roland Koch, U.S. veteran Gail Halvorsen and German Defense Minister Franz Josef Jung participate in the 60th anniversary celebrations of the Berlin Airlift on Thursday in Frankfurt, Germany.

Berlin Airlift commemorated

The humanitarian effort 60 years ago called the first battle of the Cold War

Associated Press

Berlin — Germany marked the 60th anniversary of the start of the Berlin Airlift on Thursday, celebrating an unprecedented undertaking that likely saved the city from falling to the Soviets and helped mend German-American wounds from World War II.

Often called the first battle of the Cold War, the airlift pitted the United States and the Soviets against one another for the first time and set the tone for the decades to come.

"I find the courage with which this operation was carried out truly admirable," German Defense Minister Franz Josef Jung said at a ceremony at the U.S. Army Airfield in Wiesbaden, from which many of the flights originated.

The future looked bleak to Berliners in the summer of 1948, said Helmut Trotnow, director of Berlin's Allied Museum.

"There was no light at the end of the tunnel, but the airlift brought this light. If it hadn't been for the success of the airlift, history would have looked very different. It really is a turning point," he said.

After the war, zones of western Germany were handed to Britain, France and the U.S. to administer, while the Soviet Union was handed the east. Berlin was inside the Soviet sector but also divided among the four powers.

In an effort to squeeze the Western powers out of Berlin, Soviet dictator Josef Stalin in June 1948 blocked all rail, road and ship traffic into the city.

On June 26, 1948, the U.S. and Britain launched "Operation Vittles," an unprecedented airlift that would supply about 2 million West Berliners with food and fuel until the Soviets lifted the blockade, which hap-



ASSOCIATED PRESS

The Douglas C-54 aircraft flown by Gail Halvorsen during the airlift flies over a crowd of onlookers. Lt. Halvorsen was known for dropping candy and gum to the city's children.

On the Web

Berlin Airlift Historical Foundation: www.spiritoffreedom.org

pened on May 12, 1949.

"It changed my life entirely," retired airlift pilot Gail Halvorsen, who lives in Utah, said at the Wiesbaden event. "We were operating with our former enemies for one common goal: freedom."

Halvorsen, 87, is probably the best known of the airlift pilots, remembered for dropping candy to Berlin children on parachutes made out of handkerchiefs.

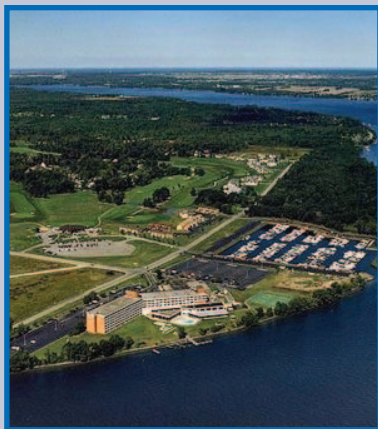
PLAN NOW ON JOINING US IN 2009 !!

The Holiday Inn, Grand Island, New York

(close to Niagara Falls)

September 23-27, 2009

HOSTS: Dan & Barbara Morabito



2008 AF Communicators & Air Traffic Controllers Assoc. HONORS

(Formerly the AACS Alumni Association)

Hall of Honor

The AF COMM & ATC Association honored the following individuals for their outstanding support to the Association and for their superior performance and contributions to the Air Force.

Maj. General Van C. Doubleday (Ret)
CMSgt William Mosley (Ret)

Life Achievement Award

Dr. Larry Morrison

AIR FORCE HALL OF FAME 2009 AACS NOMINEE

CMSgt William Mosley (Ret)

Annual Recruiting Award

Maj. David Moore (Ret)

THOMAS F BUCKLEY AWARD

MSgt Joseph J. Duffy (Ret)

2008 Communications/Information Professional of the Year

SrA James Pettet - Mountain Home AFB, ID

2008 Air Traffic Controller of the Year

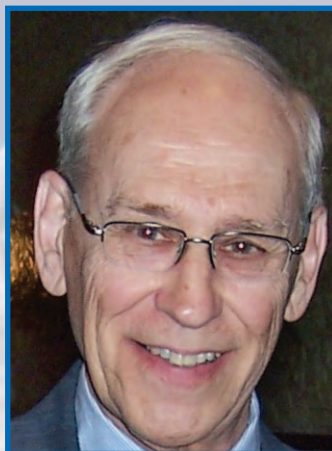
SSgt Kevin Killoren - Tyndall AFB, FL

2008 General Farman Golf

Champion: Bill Mosley
Closest to Pin & a Hole in One: Joe Davenport (1st in our History)
Longest Drive: Bill Wallace

AACS ALUMNI ASSOCIATION BOARD OF DIRECTORS

2009



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WHAT YOU MISSED AT BRANSON, MISSOURI

32ND ANNUAL CONVENTION

**The Settle Inn
September 24-28, 2008**

All had a great time...

**General Farman Golf Champion:
Bill Mosley**

**Hole-In-One:
Joe Davenport**

**Drawing Winners:
Germaine McCracken
Gene Sheridan
Walt McLain**

**Travel Winners:
Bob Parish
Ron Allison**

See what you missed in the photos to follow...

**Plan on coming to the 2009 Annual Convention
Grand Island, New York
(near Niagara Falls, just down the road..)**

**We are staying at the Holiday Inn Resort...
Come & meet old friends and make new ones...
See the Web Site in April and June 09 Communicator.**

"Fellowship in the Company of Equals"

2008 Convention Attendees - Branson, MO

(Guests are listed after their Host)

Aagesen, Edgar	Elizabeth	Headrick, Lois	Morabito, Sr., Daniel	Seel, Mary Ann
Aagesen, Mary	Doyle, Claude	Houck, Wendall	Morabito, Barbara	Hyché, Chris
Adams, Lynn	Doyle, Flossie	Houck, Lana	Morey, Alton	Sharpless, Ray
Akard, Robert	Duffy, James	Bryant, Geraldine	Mosley, William	Sharpless, Sally
Akard, Trautchen	Duffy, Joseph	Howard, Ronald	Mosley, Scott	Sheridan, Gene
Allen, Bobby	Dumont, Alvin	Howard, Delia	Vaughn, Amy	Sheridan, Irene
Allen, Diana	Dumont, MaryAnn	Hoyt, George	Myers, Robert	Pouppirt, Walt
Allen, R.D.	Rodger Landosky,	Hoyt, Gloria	Myers, Wanda	Pouppirt, Erin
Allen, Jane W.	Virginia Landosky,	Hunter, Michael	Nicoles, Ken	Shorman, John
Allison, Ron	Norma Landosky	Jensen, Otto H.	Nicoles, Fay	Shorman, Denise
Allison, Cindy	Duncan, Richard	Jensen, Inge	Niezgoda, Joe	Silverstone, Lorrie
Anderson, Gene	Duncan, Geraldine	Keeton, Robert	Niezgoda,	Somrak, Sherrie
Anderson, Ingrid	Dunkin, Ben	Keeton, Karen	BarbaraFavata, Pat	Smith, James
Arceneaux, John	Dunkin, Mary Ann	Kelley, William	Nobrega, America	Snyder, Robert
Arceneaux, Linda	Earl, Gerald	Kelley, Wanda	Parrish, Robert	Snyder, P.A.
Archer, James	Earl, Elizabeth	Kelley, Jerry	Parrish, Anne	Soper, Fred
Benner, Noel	Edwards, John G.	Turnbow, Sandy	Peacock, Douglas	Soper, Jessie
Bethea, Bill	Edwards, Jean	Turnbow, Steve	Peacock, Vaughni	Spence, Bob
Bethea, Pauline	Edwards, Danny	Kline, Donald	Pelland, Patrick	Spence, Martha
Bloodworth, Richard	Elwell, Rex	Korynta, James	Pendergraft, William	Spivey, Emerson
Bloodworth, Joan	Elwell, Margaret	Korynta, Mai-Lin	Pendergraft, Ilene	Spivey, Olive
Boldman, Ron	Flaherty, John	Lee, Albion (Al)	Perenovich, Rodney	Steele, Robert
Boldman, Brenda	Braun, Julie	Forde, Terry	Phillips, David	Steele, Lynn
Bogovich, Charles	Forestor, Richard	Leske, Zazel	Phillips, Deryl	Stewart, William
Bolton, Gerald	Eledge, Arlene	Nelson, Dennis	Phillips, Stan	Stewart, Doreen
Bolton, Marcella	Frye, Dick	Nelson, Zeeann	Phillips, Jo-Ann	Sutton, James
Buckley, Monica	Frye, Pat	Lesley, Virgil	Pickering, Robert	Sutton, Yoko
Burns, Ronald	Gallandat, Gary	Lesley, Katherine	Pickering, Irene	Taylor, Charles
Burns, Michiko	Gallandat, Susan	Luke, Miles	Bordeaux, Debba	Taylor, Barbara
Carney, Daniel	Giles, James	Luke, Vivian	Prather, Gerald	Foster, Sierra
Carney, Carol	Giles, Larry	Mace, Karl	Prather, Carolyn	Schimdt, Mike
Carson, Robert	Giles, Julie	Mace, Clara	Pristash, John	Travis, Richard
Cassatt, William C.	Giles, Jacob	Malec, Bill. Col	Reynierse, Robert	VanDyne, Erika
Chandler, Gary	Giles, Lauren	McConnell, Stanley	Reynierse, Chizuko	Tobenkamp, Crystal
Chandler, Debra	Gipson, Ernie	McConnell, Pat	Rueb, Duane	Vigil, Max
Chapman, Walter	Ewish, Ellie	Flanagan, John	Rupe, Max	Primo, Clara
Chapman, Nancy	Goldburg, Edward	Arnold, Jackie	Rupe, Shirley	Wallace, John
Clark, Leonard	Graden, Milton	McCormick, Leslie	Rutter, Christopher	Wallace, Julie
Clark, Doris	Groninger, Bill	Lupis, Jim	Rutter, Cherie	Wallis, William
Cooper, Harold	Groninger, Lynn	McCracken, Wilbur	Sagraves, Uhl	Watson, John
Cooper, Ruth	Gunn, David	McCracken,	Hart, Irma	Watson, Carol
Dabrow, Ken	Gunn, Elizabeth	Germaine	Sauer, Hank	Wilson, David
Dabrow, Millie	Hamm, Lester	McCullough, Edgar	Schaab, John H.	Wilson, Petra
Davenport, Joseph	Harper, Robert	McCullough, Yen Li	Schaab, Janice E.	Wisener, Howard
Delgado, Frank	Harper, Brenda	McDow, Robert	Schomaker, Larry	Wisener, Esperanza
Delgado, Sam	Hawkins, Ronnie	McLain, Walter	Schomaker, Evelyn	"Hope"
Dillon, Jesse	BGen	Montgomery, Jerold	Schuman, Maurice	Zimmerman,
Billy, Phyliss	Hearn, John	Montgomery, Arlene	Schuman, Joan	JohnZimmerman,
Doubleday, Van	Hearn, Margaret	Moore, David	Seeks, Donald	Karen
C.Doubleday,	Hendricks, Richard	Moore, Ann	Seel, Bud	



Otto & Inge Jensen



2008 Annual Board of Directors Meeting







2008 Convention "First Time Attendees"



Chief Kelley & family

Bill Mosley 2008 Golf Champion & the "2009 Nominee for the AF Comm/info Hall of Fame"



2008 Convention Hosts



MGen Doubleday, USAF-Ret, being Inducted into the "Hall of Honor"





David Moore accepting the 2008 Recruiting Award



BGen Ronnie Hawkins
"State of AF Comm/Info"



Richard Travis, James Smith, Doug Peacock, L. Schomaker



Larry Adams, Bill Mosley, Walt McLain, Dick Frye



Joe Davenport, John Watson, Dave Wilson, Bill Wallace



Our Sister 'French' Association has made us an Associate



This is Certify that :

a.a.c.s.

has been elected to

Associated member

Membership Number :

2008 004

Chairman

F. Morizat (F6ASJ)

Date :

09/01/2008

Head office : Cité de l'air - 5 bis, avenue de la Porte de Sévres
75753 PARIS Cedex 15
<http://www.anatc-tnb.fr/> - E-Mail : Anatc.tnb@wanadoo.fr



**PA Mini-Reunion
DuBois, PA, Hampton Inn
July 15-17, 2008**

Maj Gen Alvin L. Pachynski

entered service in 1923. He was an Army Signal Corps pioneer who brought much doctrinal and operational experience into nascent Air Force. In the 1940's, he led discussions over whether the new Air Force should have its own "command communications" and negotiated how communications functions, frequencies, and facilities would be split so the Air Force could become an independent service. Renowned as a visionary commander, planner, trainer, organizer, and researcher, he dedicated his 35-year career to developing and fielding effective communications networks for the Air Force. Maj Gen Pachynski retired in July 1957 and passed away in September 1991.



Maj Gen Van C. Doubleday

began his military career as an enlisted member of the U.S. Marine Corps. In 1952, he received his Air Force commission and went on to serve as a navigator, Air Traffic Controller and communicator. General Doubleday was the first Air Traffic Controller to become general officer. He established the Retired General Officers Organization and was a driving force in the realignment of JCS C4 Systems operations into a separate three-star J6 function. After his retirement in 1980, General Doubleday served 15 years with Honeywell International as an operations director for world-wide support and as a division chief of staff. General Doubleday is a Master Navigator with 5,000 flying hours that include 68 combat missions in Southeast Asia.



CMSgt Walter D. McClain

enlisted in 1962 as an air traffic controller and went on to hold several Air Force "firsts" including being the first air traffic controller to serve as Senior Enlisted Advisor at the division and major-command levels and being the first air traffic controller to be the Commandant of Air Force Communications Command's NCO PME Center. Notably, following the 1981 air traffic controller strike, Chief McClain was credited with safely increasing the Grissom RAPCON facility's airspace responsibility 500% without incident. Among his many career accomplishments, Chief McClain received six aircraft save awards, two of which occurred in combat situations. He retired in 1991 with 29 years of service.

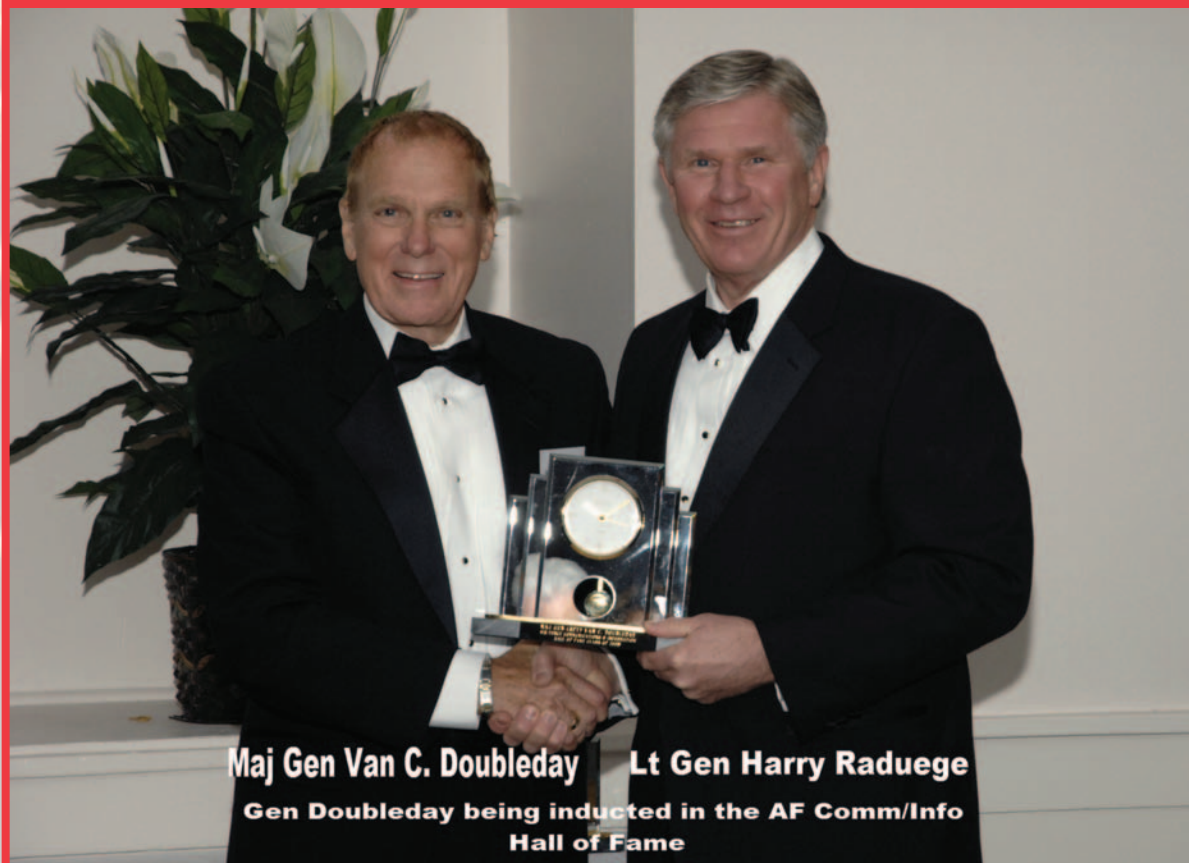


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General Doubleday & Chief McClain are the 16th & 17th AACS Alumni members to be inducted into the Air Force Communications & Information Hall of Fame

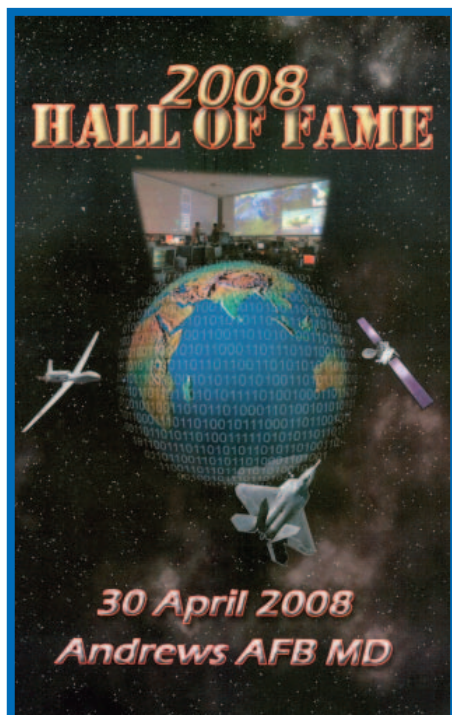


**Chief Hank Sauer inducting Chief Walt McLain
into the AF Comm/Info Hall of Fame**



**Maj Gen Van C. Doubleday Lt Gen Harry Raduege
Gen Doubleday being inducted in the AF Comm/Info
Hall of Fame**

Past Conventions



- | | |
|-------------------------|----------------------------|
| 1977 Ramada Inn | Columbus, Ohio |
| 1978 Holiday Inn | Orlando, Florida |
| 1979 Antlers | Colorado Springs, Colorado |
| 1980 Hilton | Ashville, North Carolina |
| 1981 Double Tree | Tucson, Arizona |
| 1982 Broadway Plaza | San Antonio, Texas |
| 1983 Holiday Inn | San Rafael, California |
| 1984 Camelot Inn | Tulsa, Oklahoma |
| 1985 Marriott | Washington, DC |
| 1986 Breckenridge | St. Louis, Missouri |
| 1987 Stouffer | Austin, Texas |
| 1988 Hilton | Santa Maria, California |
| 1989 Governors Inn | Montgomery, Alabama |
| 1990 Peppermill Casino | Reno, Nevada |
| 1991 Dayton Marriott | Dayton, Ohio |
| 1992 Sheraton | Corpus Christi, Texas |
| 1993 Calloway Inn | Calloway Garden, Georgia |
| 1994 Marriott W. Shore | Tampa, Florida |
| 1995 Hanalei | San Diego, California |
| 1996 Omni | Richardson, Texas |
| 1997 Radisson Plaza | Lexington, Kentucky |
| 1998 Novi Hilton | Novi, Michigan |
| 1999 Omni Marina | Corpus Christi, Texas |
| 2000 Double Tree Inn | Colorado Springs, Colorado |
| 2001 Hilton | Knoxville, Tennessee |
| 2002 Dayton Marriott | Dayton, Ohio |
| 2003 Marriott | Falls Church, Virginia |
| 2004 Marriott Camelback | Scottsdale, Arizona |
| 2005 Marriott | Kansas City, Kansas |
| 2006 Radisson | Covington, Kentucky |
| 2007 Circus Circus | Las Vegas, Nevada |
| 2008 SETTLE INN | BRANSON, MISSOURI |
| 2009 HOLIDAY INN | GRAND ISLAND, NEW YORK |



"THE ACTIVE DUTY AIR FORCE PAGE"

"Background"



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

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

That goal continues with the AF Comm & ATC Association.

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

In simple terms we "is" communicators (in the broadest terms) & air traffic controllers.

The term "Communications" or "Communicators" includes all operational, maintenance and administrative skills.

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

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

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

Visit the AACS Web Site: www.afcommatc.org

"Fellowship in the Company of Equals"

The 2008 Communications/Information Professional Of the Year

**The Air Force selected SrA James R. Pettet, of the 366th
Communications Squadron, Mountain Home AFB, ID.**

SrA Pettet was a Combat Data Systems Journeyman when selected as the Comm/Info Pro of the Year. SrA Pettet entered the Air Force in 2004 and attended Tech School at Kessler before his assignment to Mountain Home AFB. SrA Pettet and his wife Lori have a son named Logan and a dog named "Koda" and a cat named "Stitch". SrA Pettet, at this time does not have any plans to make the Air Force a career and is planning to work for Telos, who is currently supporting Air National Guard programs. The Association is proud to welcome him as a Life Member in our Association. His accomplishments as a member of the 366th CS were not only noteworthy, but made a significant difference in mission accomplishment. He was named as the Squadron "Hard Charger" of the Month/A6 Directorate of Communications, Airman of the Month while deployed to Al Udeid AB, Iraq, His Commander has stated that he is true professional and most deserving of this award.



The 2008 Air Traffic Controller Of the Year

**The Air Force selected SSgt Kevin Killoren of Tyndall AFB, FL
as the Air Traffic Controller of the Year. Bio and Photo are not available.**



Capt James Anderson (mbr since 2006)
Re-enlisting a SSgt in the "Desert"



"Desert Operations"



**L to R: Chief Qualls, 1st Lt Langenfeld, Capt Tripi
Maj Dusek, David Moore, Capt Anderson
Little Rock AFB , AR**

Lt Gen Mike Peterson to Retire

Lt General Mike Peterson, Chief, Warfighting Integration & Chief Information Officer, Office of the Secretary of the Air Force, has announced his retirement for December 2008. General Peterson will be replaced by Lt General William L. Shelton, currently the Commander, 14th Air Force. We will miss General Peterson, who is an Association Life Member and a long time friend and supporter of the AACCS Alumni Association. We welcome General Shelton to our communications/information community, just as we did General Tom Hobbins, who is now "one of us". Welcome General Shelton.



Transformation of a traditional Comm Squadron

(By: Major Deborah Dusek, ACSC Student, AY-09)

When I was approached by David Moore (AACS Information Officer) on writing an article for the Communicator, I thought what would be most appropriate to discuss a bit about the where the traditional AF Comm Sq is headed. If you are one of the members from the days when AACS was still in business, you will understand completely why all the hub-bub surrounding the transformation of comm once again. It is transforming from the yester years as a huge icon on a base that could answer and provide maintenance on almost every piece of comm equipment found on a particular base. The Comm Sq used to be the place for one stop comm shopping. A customer could get a new email account, get an official photo taken, as well as submit a new AF form from their unit. Times are rapidly changing. The AF has faced rather large manpower and funding cuts and the Comm career field has seen almost a 40% cut in manning over the past 3 years. The manning has been taken, but that does not mean the workload has decreased by the same amount. Actually, with the standup of the new Cyber Command and that mission that dovetails from it, the comm and computer workload is getting larger and much more important to the warfighter. Along those very same lines the need for secure, reliable comm is mandatory to the safety of our most valuable resource - "our people".

In the data realm, the AF is regionalizing many of the computer services with the intention of providing Airmen at say "Little Rock AFB", with the same experience level as seen at say Minot AFB. The AF is pooling together the experience in order to be able to standardize training and equipment, as well as save money by having regional centers vice the one stop shopping comm sq's out at each base; however, I will be more of a knowledge center to help user elevate their problems and issues to the appropriate level at the different regional centers. Additionally, the AF is looking to utilize more collaborative tools available in the civilian sector so that sharing ideas, data, briefing, and research topics is easier and less time consuming.

Moreover, not only is the data side being affected, the telephonic side as well. With the ever evolving telecommunications industry and smart telephone switches, the telephone operators are in the infancy stages of regionalizing. At one point-in-time, the telephone operator on an AF base was ubiquitous. You could always get one at any hour of the day or night--that is not the wave of the future. In years to come, the Airman will call a designated number to a call center and the operator there will put the call through. The operator may be a Randolph AFB, while the caller is deployed to the Middle East placing his call to his or her spouse at Tyndall AFB.

Additionally, Personal Digital Aids, cell phones and texting devices are also here to stay in the AF Comm inventory. Landlines are still being used, although they have had to move over and make room for "other" comm devices.

Another area that is changing, although not quite as fast as the data and voice arena, is the airfield systems enclave. As the AF get more technologically advanced airframes, the navigation aids and meteorological aids are changing as well. With the advent of global positioning satellite (GPS) the need for using tactical navigation will not be so heavily relied upon.

Also, the manning construct of the Sq is different than it was 15-20 years ago. It used to be that the Sq had 4 flights underneath the commander. Just this year, the Air Staff mandated that all Comm Sq's in the AF, merge to 2 flights. This is due to the manning cuts I referred to earlier as well

as the scope of duty for the career fields left in the Sq. Now the Sq is comprised of an operations flight as well as the plans and programs flight. The economy of force is in the operations flight, however, the plans and programs flight has even more and more challenges to help the bases get through.

The projects do not stop even though the bases are changing.

Just by reading the few lines in this article, one can read that the comm sq is taking on a new face as well as new opportunities and challenges as it evolves into a more steam-lined and efficient entity. Now we just need everyone to embrace the change and it will go even smoother. It would behoove those of us still on active duty to pull aside our mentors from the days when AACS was still a part of the AF and ask them how they made it through - I think it would be a perfect subject to discuss at a future Convention.

"The views expressed in this manuscript are those of the author and do not reflect the official policy or position of the USAF, DOE or US Government".

Editors Note: While not speaking for other Alumni members, I can state that I with many others, I lived through the cutbacks after WWII, the Berlin Airlift, the Korean War and the Vietnam War, but never when we were engaged in fighting a "war" or to the size of the reductions/cuts.

Dear Hank,

This, I guess, will be my last hooray. There aren't many of us left.

Cleaning up my files in preparation to joining my comrades, I came across the enclosed pictures and thought I'd share them with you and with anyone else you care to show them to.

I was among the first group of tower operators to be sent to the South Pacific in the summer of 1943. My first assignment was to the Eagle Farms tower just outside of Brisbane, Australia. In November a group of us were sent to New Guinea to open new towers at a variety of places; I was with a crew sent to open the tower at Lae, N. G.. This was my first experience on the front lines. I was assigned to fly the equipment in a day before the rest of the crew was to come. As I got on the plane, all alone, the grinning crew chief said, "First timer, eh? You'll be OK. No bombs have been dropped on Lae for a couple nights." That wasn't what I wanted to hear. A lone bomber came over that night. It was a great introduction to war.

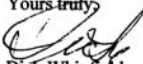
From there, as tower chief, I was sent to the landing at Aitape, New Guinea, landing D +1, then chief at Cape Gloucester, New Britain, and finally to Mindoro in the Philippines.

Most of the attached photos are of our crew and our tower at Murtha Strip on Mindoro. We had a great crew! There were two other strips on Mindoro and all non-working crew members would frequently have a party at one of the strips. We raise our own chickens and had chicken fries and 3.2 beer; really whooping it up!

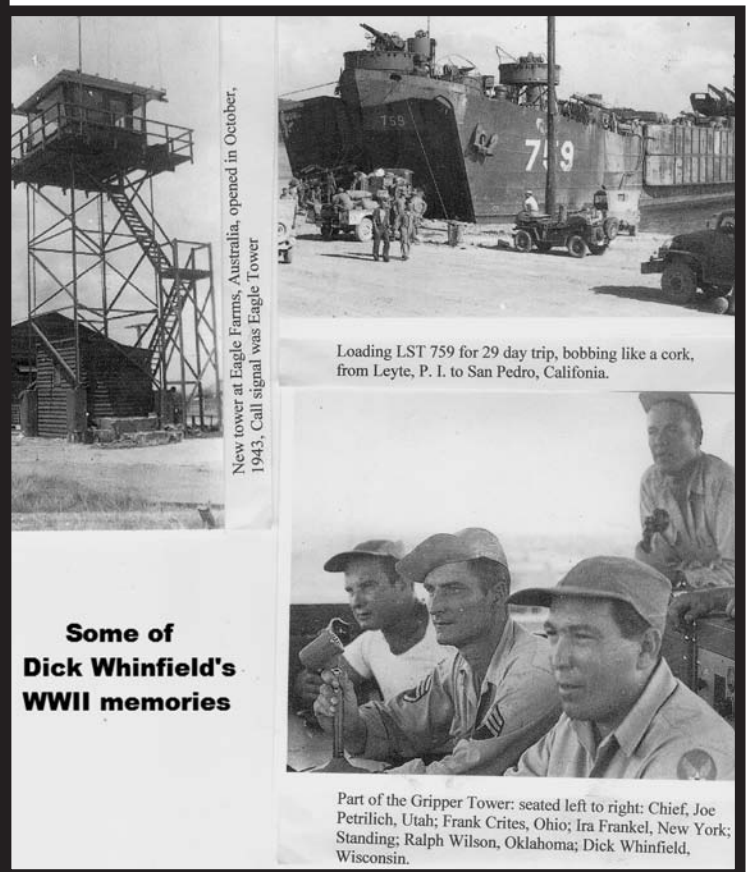
We closed that tower in August and were sent to Leyte for transportation home. We sat at Leyte from August 18th to November 25th, over three months, then several of us, in desperation, got a ride home --- 29 days on an unloaded LST, bobbing to our landing at San Pedro, California on Christmas Eve. After three years and five months over seas, I finally got home on January 1, 1946, and on the train ride home came down with Malaria and spent my first five days at home recovering.

That was a long time ago, but all of it has been burned deep in my memory.

Keep up the good work. I'm sorry I can't make the conventions.

Yours truly,

Dick Whinfield

THE WHINFIELDS
37 Ardsley Lane
Ellington, CT 06029
860 875 0911



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

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

Some of Dick Whinfield's WWII memories

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



U.S. Air Force photo

SSgt. Gene A. Costello, SSgt. Lars Swanson and A1C Robert Shultz work traffic in the control tower at Hill AFB, Utah. They are assigned to the 1881st Communications Squadron, a subordinate unit of Logistics Communications Division.



U.S. Air Force photo by MSgt. Fred B. Lewis Jr.

A1C Jesse B. Love, a cable splicer with the 1853rd Communications Maintenance Squadron's cable maintenance and installation shop, Offutt AFB, Neb., strips the insulation from a conductor before wrapping it to the terminal block to complete a telephone circuit.



U.S. Air Force photo by 1st Lt. Paul McLaughlin

TSgt. John Belk, 1982nd CS, Kunsan AB, Korea, is the unit's Air Traffic Controller of the Year.



U.S. Air Force photo

1827th installs Scoring System

A1C Jared Alcaraz adjusts a microwave dish used by the Television Ordnance Scoring System at Avon Park, Fla. A team from the 1827th Electronics Installation Squadron at Kelly AFB, Texas, just completed the TOSS installation. MSgt. Hermilo Silva, team chief, said, "The TOSS system includes a microwave relay system, a VHF remote control system, a control console for data processing, video cameras and a visual display monitor. The system allows for remote scoring of bombing runs on pre-selected targets." Sergeant Silva's team consisted of six members who worked less than a month to complete the installation. This system was one of many the 1827th EIS has installed since the TOSS became a familiar piece of equipment in the early 1980s.



**The 1st Association Member from
the AF Enlisted Widows Village
Bertie "Bert" Beavers**

"Bert" was an AACS Teletype Operator, who was discharged in 1951 as an A1C after serving 1 year and 8 months to get married. CMSAF Jim Binnicker, USAF-Ret and Director is pictured presenting "Bert" her Certificate of Membership and a Life Member Card. "Bert" is now an Association charter member of the Enlisted Widows Village. Bert served in the 47th Comm Sq (AACS), Langley AFB, VA. She was also stationed at Lackland AFB, F.E. Warren AFB and Carlisle Barracks.

WELCOME ABOARD "BERT"



"Bert" with CMSAF Jim Binnicker. USAF-Ret



AACS



John E. (Jack) Thompson
2817 Staffordshire Drive
Carrollton, Texas 75007
Tele: 972-245-0732
E-Mail: Jetead9@Aol.Com

June 19, 2008

Dear Hank:

I was moved to drop a line to you in appreciation of the unending job you do for our Association. My first knowledge of our group was when I stumbled on the Alumni in Corpus Christy, Texas. I was in the area and thought y'all might be good for at least a cold beer. I sat down beside a nice lady who noticed my name tag had "Korea and Shaw Field" on it. She said, "You must know my husband". Her name tag had the name "Courter" on it. We got together and have been friends ever since. My wife Eadie, and Charlotte Courter also meshed and became close. It was a sad time at our home when we learned of Charlotte's passing. She was a wonderful person. The meeting at Corpus lead me to quite a number of old friends there and more to to follow. Rocky Gannon, Gene Patterson, Jim Wallace, Dick Wooke from Shaw Field duty. Then a Roy Pratt who I had not heard from in fifty years. Thank you, again, for your hard work.

Now I have a," I wonder why question" Knowing that Korea was named "The Forgotten War". I gotta tell ya, "Not by the ones who did duty in that so called "Police Action". I wondered why so little is noted on Korea in the Alumni Association Communication.

Here is some history. I did basic at Lackland AFB in San Antonio. with through Radio Op school at Scottfield in Jan. 1949. Station at Shaw Fld, SC in Sept. 1949. Went to Korea in Oct. 1950, just in time for the Chinese to come calling. They ran us out of North Korea in a heart beat. If I would have been shot, it would have been in the back. I was lucky, with a few buddies, to run into a Crew Chief that I went through Basic with. The pilot was bugging out south so we got on board and after a flight tour of a bunch of Japan's Air Bases, we ended up a Johnson Fld outside of Tokyo. That was Dec. 7, 1950. In March of 1951 they asked for Volunteers to Korea. They wanted 27 men. They got 27 but 2 that bitched all the way. March 26, 1951, back to Korea. May 7, 1952, McCord AFB in Spokane, Washington. I was dischard in August of 1952. I am sending you copies of a few things that might interest you. One, a copy of all the "K" locations in Korea at that time and a couple of messages I copied from Gen. Ridgeway to the Commander In Chief, Communist Forces in Korea. Keep up the good work, it is appreciated.


Jack Thompson

Jack: Agree with you that the Korean War is the forgotten war. Hope that other Korean vets see your letter and send in some stories and photos from Korea.

Hank/Editor

Cold War Certificates

The Government has decided to recognize and honor the efforts of those who served during the Cold War (September 2, 1945 through December 26, 1991). All former Federal Employees as well as those who served on active-duty, National Guard, current service members if their dates of service include any part of the Cold War era.

To obtain a certificate you can prepare a letter to:

**Commander
US Army Human Resource Command
Cold War Program
Hoffman II, Room 3N45
Attn: AHRC-CWRS
200 Stovall Street
Alexandria, VA 22332-0473**

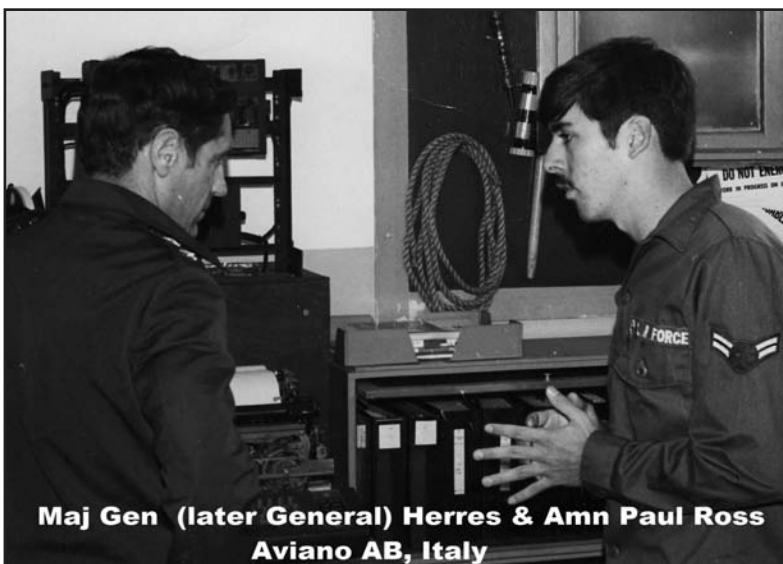
In this letter you must provide your full name, address, identification number (Social Security, Military service or Foreign Service number), applicant's name, if different from the recipient's name, and email address, if available, along with supporting documentation. For service members a DD214 or other documents proving that you served during the Cold War era.

(Send copies only as they will not be returned).

There is a web site that should provide additional information (www.coldwar.army.mil) or you can "Google cold war certificate" and find numerous sites with information.

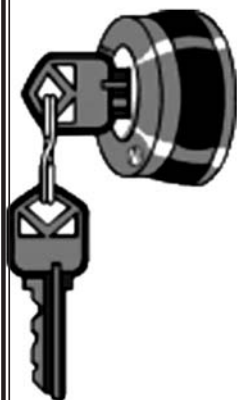


SMSgt Thomas Ulam, on his retirement in 1983. He reports that the only thing that has changed is that he is now 170 lbs and is a "cotton top"



**Maj Gen (later General) Herres & Amn Paul Ross
Aviano AB, Italy**

**“ USER NAME AND PASSWORD TO ACCESS THE
WEB SITE MEMBERSHIP ROSTER”**



**The AF Communicators & Air Traffic
Controllers Associations
Membership Roster is on the
Web Site (www.afcommatc.com) in
a PDF format. To **DOWNLOAD** the roster you
need to know the following:**

User Name: aacsalumni (all lower case letters)

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

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

**The AACS Web Site is in a PDF FORMAT and you will need Adobe Reader to
download it to your computer. If you do not have Adobe Reader, there is a link
to Adobe.com so you can download a free copy. We felt that we can allow
more members to download the
membership roster using the PDF format as it is the “de-facto” internet standard
and that the Adobe Reader program can be downloaded free.**

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

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

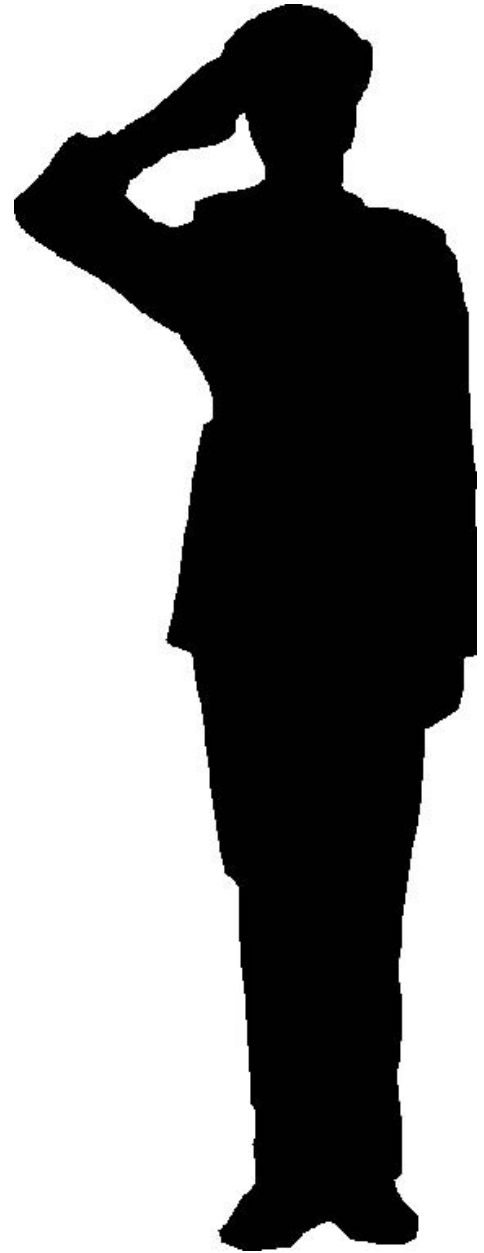
If you have any problems contact Hank Sauer at DirAACS@comcast.net

New Members Since Last Communicator

LAST	FIRST	Email Address	UNIT & DATES SERVICE	STREET	CITY	STA	ZIP CODE
ADAMS	LM-LYNN	adamsl@ptd.net	1933 AACCS, 60-87 TOWER, GCA,	486 PENNSYLVANIA	READING	PA	19606-9066
ADDISON	0612-BOB	baddisontx@att.net	AFCS, 1954CS, 64-68 RADIO OPERATOR,	BOX 541741	GRAND	TX	75054-1741
ALLEN	LM-	richallen68@aol.com	AFCS 1964CG 58-78 MORSE INTERCEPT,	P.O. BOX 919	VALLEY VIEW	TX	76272-0919
BEAVERS	LM-BERTIE	gusb1979@embarqmail.com	47TH COMM SQ 49-51 TELETYPE	30 HOLLY AVE 201-P	SHALIMAR	FL	32579-1152
BELL	0410-PATRICK	pat7thecat@aol.com	1240 AACCS SQ, 60-64 RADIO OPERATOR	3004 EAST	BROKEN	OK	74014-2817
BIGHAM	0610-DONALD	bigham@aol.com	1931 AACCS 55-65 GCA, TOWER, RATCC2400	RANKIN DR	JONESBORO	AR	72404
BIXBY	0410-MYRON		SIGNAL CORPS 42-46, CRYPTO TELETYPE	101 N. BROADVIEW	DEL RIO	TX	78840-2403
BJORLIN	0910-PAUL		1938 AACCS SQ, 46-49 POWER	8632 JENNER LANE	COTTAGE	MN	55016-3461
BOGOVICH	LM-		1973AACCS 1277- 54-81 RADIO MAINT,	200 LINCOLNSHIRE	BELLEVILLE	IL	6221-3716
BURNS	0810-RONALD	burnsca75@sbcglobal.net	351 ST MSLWG 66-84 545XO AIR COND	314 8TH ST	PARK HILLS	MO	63601
CAMPEAU	LM-		1919AACCS, 50-54, TOER, GCA, RADAR,	67 VILLAGE LAKE	TUPELO	MS	38801-7096
CARNEY	0710-	coachCY@bellsouth.net	AACS 2 MOB, 54-63 RADIO OP/	580 E GATEWAY CT	MERRITT	FL	32952-2650
CARON	0810-DAVID	ask-dc@cox.net	18TH CS (SAC) 64-68, GROUND RADIO	2121 RAINBOW FALL	LAS VEGAS	NV	89134-0332
CHIMI	FRANK	quinzy1@aol.com	WHITE HORSE 43-45 DF OPERATOR	422 TAYLOR RD	SHELBURNE	MA	01370
COOPER	0910-NARVEL	randgcooper@sbcglobal.net	339 AACCS 46-48 RADIO MAINT	1417 JEFFERSON AVE	CRYSTAL CITY	MO	63019-1231
CUNNINGHAM	0810-PAUL	pe.cunning@sbcglobal.net	1970TH AACCS, 54-62 GCA MAINT	2008 NANTUCKET DR	RICHARDSON	TX	75080
DAVIS	0610-	donovan_davis@yahoo.com	IDET 507TH FT 83- COMMANDER,	11113 HOPFNER EDGE	RIVERVIEW	FL	33579
DERRICK	0810-CARL	caderrick@bellsouth.net	AFCS, GEEIA 66-70 CRYPTO MAINT	2028 N KIRKWOOD	SHREVEPORT	LA	71118
ENDRES	0311-		1973SQ AACCS 49-52 TOWER	17 LIBBY AVE	HICKSVILLE	NY	11801-1739
FOWLER	0410-PAUL	divilwar1us@yahoo.com	AACS, AFCS 55-76 RADAR	504 FORESTBROOK DR	MYRTLE BEACH	SC	29579
GAMMON	LM-GEORGE		1252 AACCS SQ, 3 54-75 TOWER, GCA,	15230 BETHLEHEM RD	GRAVETTE	AR	72736
GENTLES	LM-THOMAS	tgentles1@bellsouth.net	106 AACCS 44-46 RANGE RADIO	90 SURFSCOTER LN	KIAWAH	SC	29455
GEUTING	0410-DAVID	david.geuting@afncr.af.mil	AFCC, USAFE, 83- COMMUNICATIONS	1182 COLUMBUS	ANDREWS AFB	MD	20762
GIBNEY	0810-	rbg71@comcast.net	AACS, SAC (97th 49-53 RADIO OPERATOR	1647A BLUEBIRD DR	YARDLEY	PA	19067
GIORDANO	0810-	bobg41t@msn.com	1946 CS, 2063CS, 65-69 TELETYPE MAINT	310 RUMSON DR	HARRISBURG	PA	17104-1538
GOLDBERG	0510-	egoldberg6@cox.net	1975 GLOBE 55-75 NAV-AIDS MAINT	15140 W DAYBREAK	SURPRISE	AZ	85374-2046
GOODBRAKE	0910-TIM	t3good@aol.com	128 AACCS CBI 42-46 ASSOCIATE MEMBER	406 ALDERWOOD CT	EDWARDSVILLE	IL	62025-3162
GREENBAUM	0510-	lammell@localnet.com	1901 AACCS SQ, 60-64 TOWER	2827 COUNTY ROAD	PARIS	TX	75460-0143
HEBERLIE	0910-BRIAN	brheberlie@hotmail.com	2155CS, 509CS, 86- COMM OPS,	309 FOREST OAK DR	JACKSONVILLE	AR	72076
HUFF	0910-EARL		1969AACCS, 47-74, CRYPTO,	304 W SILVER	MIDWEST CITY	OK	73110-1655
HUGHES	0510-	trudy.hughes@patrick.af.mil	AFTAC, AFSPC 1980- PLANS AND	415 CARRIAGE RD	SATELLITE	FL	32937-4019

HURT	0710-CARL	n0kuq@windstream.net	AACS, E AND I	54-58,	ATC RADAD	RR 2 BOX 2885	PIEDMONT	MO	63957
ISAACSON	0510-LARRY	wifarm@comcast.net	1856 AACS FLT	56-59	NAVIGATOR	6642 BURKITTSTVILLE	MIDDLETOWN	MD	21769-7002
JOHNSTON	1009-JAMES	bjohnston100@hotmail.com	2153 CS, 2160CS,	73-97	AIR TRAFFIC	43550 MINK	CHANTILLY	VA	20152
KANNEMAN	0710-ATTHUR	arthur.kanneman@littleroc	314CS/AETC	1987-	COMPUTER/CRYPT	2421 PALISADE DR	CABOT	AR	72023
KASPER	0810-	dunvegan7@webtv.net		43-46	RADIO AND	7 DUNVEGAN DR	BELLA VISTA	AR	72715
KELLEY	1010-	William.Kelley@randolph.	AFCC, HQ AETC,	85-	AIR TRAFFIC	26810 SPIRAL	SAN ANTONIO	TX	78261-2337
KRAMER	0710-JAMES	jimkramer@aol.com	1915CS	62-65	GCA RADAR	4765 WREN CT	CHARLOTTESVI	VA	22911
LAMONTE	0912-	4william6@embarqmail.c	1881CS,	66-87	CONTROL TOWER,	162 WILDWOOD	LITTLETON	NC	27850-9187
LEESON	0710-	pedoc44@gmail.com	AFCS 1849TH	72-75	RADIO MAINT	8607 NANCY PLACE	LITTLE ROCK	AR	72204
LESLEY	0810-VIRGIL	w.lesleyjr@gmail.com	1964CG,1881CS,2	61-84	NAV-AIDS MAINT	398 SLAB BRIDGE RD	LIBERTY	SC	29657-9780
MALONE	0710-	rmalone@ix.netcom.com	1ST MOB, 2ND	60-80	TELEPHONE	3754 WOODBROOK	BEAVERCREEK	OH	45430-1628
MARTIN	LM-Delvin	delmaro1@mywdo.com	1230TH AACS,	54-58	RADIO	6135 SALVIA LANE	ARVADA	CO	80403-2666
MCGRW	0810-	climdxie@knology.net	USAFE, AFSC,	42-46,	COMM	126 PEARLE COVE	HUNTSVILLE	AL	35806-4243
MCLEOD	0410-RUSSELL	kiltman382000@yahoo.co	AFCS	62-78	CRYPTO 291	5487 E HEREFORD RD	HEREFORD	AZ	85615-9428
MCMILLIN	0410-RALPH	rmcmillin@neo.rr.com	AFCS	63-79	TECH CONTROL	3319 MILEAR RD	CORTLAND	OH	44410-9477
MOREY	LM-ALTON	aamorey@sbcglobal.net	2147 CS, 1964	54-74	CRYPTO	3130 WEST 77TH ST	PRAIRIE	KS	66208-3937
NARUM	0510-JERALD	jnarum@cfl.rr.com	84 RADAR	91-	RADAR EVAL,	4348 CHASTAIN DR	MELBOURNE	FL	32940-1265
NELSON	0709-ALLAN	allanmelson1@comcast.net	1969 AACS	53-57	TELETYPE MAINT	55 WEST SELDEN ST	BOSTON	MA	02126
NIESER	1010-TRACY	mobile57@msn.com	2ND AACS	59-61	RADIO MAINT	904 TIMBERWOLF TR	JACKSONVILLE	AR	72076
PACHECO	LM-JOSEPH	PACHECO60@COMCAS	AACS AFCS 3RD	46-66	TOWER, GCA	2241 FIRETHORN RD	MIDDLE RIVER	MD	21220-4808
PARE	LM-THOMAS	tompare@gmail.com	1807 AACS WG	49-52	RADIO MECHANIC,	9301 N 76TH ST APT 336	MILWAUKEE	WI	53223-1068
PEACOCK	0710-	dpeacock@grandecom.net	139 AACS SQ, 68	46-49	RADIO AND	3411 brentwood	ODESSA	TX	79762
PETERS	0410-	jeffery.peters@luke.af.mil	2151CS AFCC,	79-	CABLE MAINT	11073 N 161 AVE	SURPRISE	AZ	85379-4627
PETTET	LM-JAMES	james_pettet@hotmail.co	ACC	2004-	3C2X1	540 SAWTOOTH ST	MOUNTAIN	ID	83647
PHILLIPS	LM-MICHAEL	michael.phillips@ramstein.	1ST CMSX/CC	95-	COMM OFFICER	PSC 3 BOX 779	APO AE		09021
RATLIFF	LM-PAUL	paul.ratliff@ky.gov	1942 ISS	81-85	COMM OPS OFFICER	723 TIMOTHY DR	FRANKFORT	KY	40601
REPP	0810-DAVID	david.repp@littlerock.af.mi	US AIR FORCE	05-	AIR TRAFFIC	12823 PLEASANT	LITTLE ROCK	AR	72212
RUANE	0810-BILL	rauaned@comcast.net	AFCS, 1 MOB	63-67	GCA/TACAN MAINT	1740 ASHBROOKE	GARNER	PA	19061
SCOTT	0610-JAY	jay.scott@eglin.af.mil	96CS, EGLIN	07-	COMM OPS	213 BAYSHORE ST	FT WALTON	FL	32548
SHERIDAN JR	LM-JAMES	jimsheridan37@charter.ne	2146 GC, HQ	55-87	TELEPHONE	629 CHRISTOPHER	NEW BADEN	IL	62265
SHILLING	0909-	richshill@aol.com	1992 AACS,	54-57	TELETYPE	PO BOX 60182	SEATTLE	WA	98160
SHULL	0710-GLENN	glennshull@yahoo.com	AACS, ADC,	57-92	TELETYPE, BASE	7098 RED CEDAR	EXCELSIOR	MN	55331
SIMMONS	0610-RICK	wynne51@classicnet.net	AFCS, AFCC,	69-89	AIR TRAFFIC	542 DOGWOOD	AUSTIN	AR	72007

SMITH	0910-JOHN	johnsbk@blomand.net	AACS, LOWERY	47-52	CONTROL TOWER,	130 MOUNTAIN LAKE	SPARTA	TN	38583
STANE	0610-KYLE		2049 CG, AFCC	84-90	CRYPTO OPS	8308 WINDSOR	NORTH LITTLE	AR	72116
STROBEL	0910-RONALD	mail@creeksidecampgrou	2045CG, 2187CG	71-75	GROUND RADIO	10834 RTE 89	NORTH EAST	PA	16428-6146
TATE	0410-		56 CS, AETC	96-	COMM OPS,	17540 W EUGENE	SURPRISE	AZ	85388-5045
TAYLOR	LM-MICHAEL	taylormahn@yahoo.com	3760 INST	70-74	TELETYPE MAINT	1214 PLEASANT ST	INDIANAPOLIS	IN	46203-1274
TRIGG	0710-	1965falcon@zianet.com	4THCOMM,	56-60	COMMUNICATIONS	PO BOX 3	FAIRACRES	NM	88033
TWEDT	LM-GARY	gary@twedt.org	AIRSTAFF, SAC,	66-94	ACTION OFFICER,	119 CASTLE HILL CT	LOCUST GROVE	VA	22508
VALENTINE	0510-BILL	bfval@sbcglobal.net	153 AACS SQ,	46-48	MOS 139 TELETYPE	P O BOX 1384	CARSON CITY	NV	89702-1384
VERNON	0610-DAVID	jandaver@aol.com	1961 AACS	58-62	RADIO AND	928 BRIGHTON AVE	OREGON CITY	OR	97045-3014
VOLLMUTH	LM-JAMES	jvoll@cableone.net	1987CS, AFCS,	56-87	TOWER, RAPCON	1342 KENSINGTON DR	BILOXI	MS	39530
WALKER	0809-JOAN	joanwalker@bellsouth.net	1957 AACS SQ	52-55	TELETYPE	2807 LONGLEAF DR	MOBILE	AL	36693
WALTERS	0810-PATTI	patricia.walters@us.af.mil	189 COMMFLT	89-	COMM OFFICER,	9248 WOODDED ACRES	SHERWOOD	AR	72120-4090
WATKINS	0510-	kd7coz@yahoo.com	HA WAIL,	46-49	TOWER OPERATOR	291 W GASCON ROAD	QUEEN CREEK	AZ	85243-5466
WILLIS	LM-JAMES	jdworange@att.net	AACS	54-57	CONTROL TOWER	PO BOX 1775	VIDOR	TX	77670
WILLS	0910-DANNY	vindiman@centurytel.net	1264 AACS,	57-86	ADMIN,	517 MONTE ELMA RD	MONTESANO	WA	98563-9724
WILSON	1010-	hlw2318@comcast.net	AACS, AFCS,	60-81	AIR TRAFFIC	3117 DELIVERANCE DR	COLORADO	CO	80918
WITT	0810-	BRWitt@iFoneinc.com	2012CS, 2 MOB,	68-97	ATC OFFICER,	3648 SAINT GAUDENS	MIAMI	FL	33133-6533
WOOLF	0810-GARY	woolf32@msn.com	AACS, AFCS,	60-81	CRYPTO MAINT,	7000 E ARBOR TRACE	KNOXVILLE	TN	37909-3039
WRIGHT	0810-LLOYD	jkwri@uplink.net	1246 AACS 1910	56-76	RADIO MAINT	705 ORCHARD ST	PORTAGE	PA	15946



**Years of Election
For Board of Directors**

Position	2009	2010	2011	2012	2013
EXECUTIVE DIRECTOR	X*		X*		X*
VICE DIRECTOR		X		X	
EXECUTIVE SEC	X		X		X
DIRECTOR FOR INFORMATION		X		X	
SERGEANT AT ARMS		X		X	
TREASURER	INDEFINATE TERM OF OFFICE				
DIRECTOR FOR MEMBERSHIP	"				
EDITOR/PUBLISHER	"				

Note: the Executive Director cannot run for reelection in 2011 as this term is limited to four consecutive years.

The indefinite terms for the Treasurer, Dir For Membership and the Editor/Publisher are indefinite once formally elected. The other directors must be reelected on a two year basis.

Members wishing to serve on the board or members wishing to nominate another member for a board position must view the Policy of the Board of Directors Nominating Committee (Copy is posted on the www.afcommatc.org web site) or obtain a copy from the Executive Secretary. Also on the web site are the Position Descriptions for each position and the qualifications required. All nominations must go through the Chair of the Nominating committee and be submitted Not Later Than June 30th of each year. There are no nominations allowed from the floor at the Annual General Meeting in order to ensure that all nominees are aware of the commitment and the requirements of the position.

Members must be present at the Annual General Meeting to vote. Proxy votes are not authorized by the Constitution and By Laws.

AAACS



Hubert J. Topliff
34 Squirrel Dr., RFD 2,
Auburn, NH 03032

June 12, 2008

Richard P. "Hank" Sauer
111 Carson Lane,
Oak Ridge, TN 37830-7626

Dear Hank:

The latest ASCS Association Bulletin just arrived, and I enjoyed going through it. Once in a while I ran across something that strikes a familiar note with me, but not too often. I want to make a comment about this to you, and everyone else who it might affect.

Nowhere in the Bulletin do I find reference to a classification or category of radio operators in the Air Force which is the type of service I performed. That is, a flight radio operator MOS 2756. We are not even mentioned as possible members of the Association. Yet, we were terribly important in maintaining communications with the various bases and destinations. In the early days, 1942+, CW was the only communications air to ground until in sight of the tower, and we handled it all. I put in a total of seven years as a FRO, in both eastern and western parts of the world.

Briefly, I went to radio school in 1938-39, got my FCC Phone and CW commercial licenses, was hired by Pan American Airways in Miami in 1940, and flew on the Sikorsky flying boats and DC-3s, and Boeing Stratoliners throughout the Caribbean and east coast of South America to Rio. All communications was on CW. In November, 1942, the Air Force organized the Air Transport Command to get personnel and supplies all over the world fast. These were civilian contract positions. I was one of those who signed up, and spent four years operating the radios on C-87s and C-54s on routes from Miami to Karachi, India, and later to Casablanca, Morocco. In March 1946, I was drafted, entered the Air Force, and after basic training, was sent to Yokota Air Base in Japan as a 2756. Not assigned to any aircraft, I did ground radio maintenance until I filled in for B-29 radio op on one flight. Later I had a temporary assignment as the 2756 for Col Wallace G. Smith, c/o of Pacific AACCS. February 1947 I had PCS to Hickam Air Base and assigned to a C-54. Our mission there was to rip out the base station equipment at all abandoned air bases in the Pacific and stockpile it in Japan to use as source of spare parts. Summer 1947 I came home for discharge.

My point is this: Nowhere in any bulletin have I seen any mention of the guys who were in the planes, providing communications with the ground while enroute. I put in seven years and ran up some 5000 flight hours, most of it with the Air Force, both as contract carrier and as an enlisted man. I feel sort of ignored because of it, especially since all of the ground-based personnel are listed as possible eligible members. Would it be possible when listing current and potential members to mention the flight radio operators – the MOS 2756 men? They were an important half of the communications system!

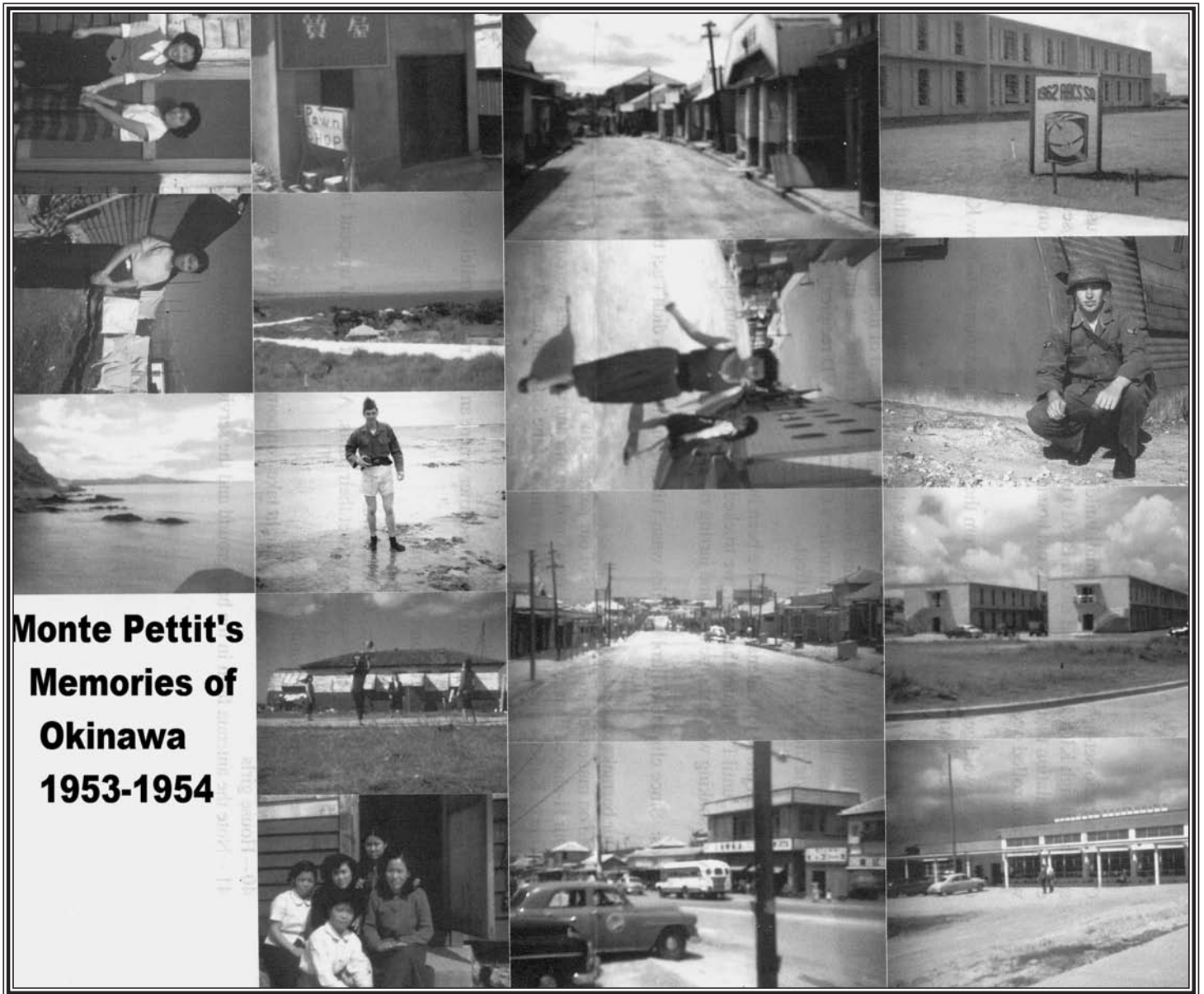
Sincerely



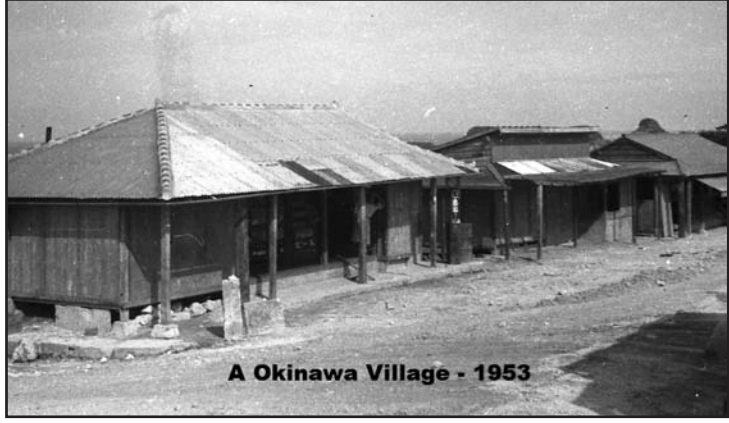
e-mail: hutopliff@yahoo.com

Edit if you need to!

Hubert: As I explained in my email to you, we do not recruit new members by MOS or AFSC. If held or hold any comm or support skill and if you ever served in any AF Comm or ATC Unit, you are eligible.



**Monte Pettit's
Memories of
Okinawa
1953-1954**



PADDY CONTROL - ATRC
1880th COMMUNICATIONS SQUADRON, USAF
BINH THUY, RVN
by
Hal Hartshorn

The mission of the ATRC was to provide enroute air traffic control (ATC) services within the Tactical Air Control System to U.S. and allied aircraft conducting and supporting combat operations in the IV Corps area of South Viet Nam.

The RVN Tactical Air Control System (TACS) consisted of six primary Control and Reporting Centers (CRCs) providing radar coverage over South Vietnam and parts of North Vietnam. These facilities were located at Paddy, Saigon (Paris), Hon Tre Island (Portcall), Pleiku (xxxxx), Ban Me Thuot (Pyramid), and Monkey Mountain (Panama). There were also smaller gap filler or special purpose radar facilities known as Control and Reporting Posts (CRPs) located throughout South Vietnam. ATRCs were located at each CRC. Control Towers, Ground Controlled Approach (GCA) facilities, and Radar Approach Controls (RAPCONs) were not part the Tactical Air Control System; although control agreements existed between these facilities and the ATRCs.

Air Force planners developed the ATRC concept to provide some level of air traffic control in a hostile combat environment. By 1967, the airspace over South Viet Nam was congested, complex, and dangerous. The ATRC, manned by professional air traffic controllers was expected to bring a degree of order through airspace management, inter facility agreements with the terminal ATC facilities, and standard application of control procedures.

Initially, Paddy ATRC operations were conducted under field conditions at Can Tho utilizing TACS mobile communications-electronics assets owned by the Aircraft Control & Warning (AC&W) organization who operated the CRC. There were many challenges in developing the ATRC concept including airspace structure, procedure establishment, inter and intra facility control agreements, and equipment/personnel utilization. Perhaps the most challenging obstacle was overcoming the "cultural differences" between the Air Force Communications Service (AFCS) air traffic controllers and the AC&W personnel in the CRC i.e. AC&W people were trained to put aircraft together, while air traffic controllers were trained to keep them apart. AC&W personnel did not understand separation standards, instrument approaches, nor airspace boundaries, while air traffic controllers had no understanding of rules of engagement, frag orders, or direct air support centers.

The AC&W mind set included the belief that the ATRC mission was simply to assume the existing CRC job of VFR flight following of support aircraft, when it did not interfere with AC&W weapons controller handling (turning a fighter over to a Forward Air Controller) of air strikes. In the AC&W world, an enlisted

person could not control an "armed" aircraft. The officer weapons controllers were the primary control personnel and the enlisted people were helpers. It was assumed that the ATRC personnel would simply augment the assigned AC&W personnel and continue business as usual.

AFCS air traffic controllers, on the other hand, were trained and indoctrinated to be independent, confident, and resourceful in controlling all types of aircraft in many different environments; whether they had weapons on board or not. The ATC types were not used to being relegated to a support role, nor being a helper while somebody else had all the responsibility. Consequently, numerous conflicts developed between the new ATRC and the AC&W staffs on people utilization. Ultimately, most of the conflicts were resolved through hard work, perseverance, and understanding on both sides.

It required diplomatic skill and tough negotiations for the AC&W people to accept an air traffic control operation in their facility. In fact, it was necessary to secure the assistance of the 1964th Communications Group Air Traffic Services staff (7th Air Force/DCF) in Saigon to implement the ATRC concept, as it was planned. The acceptance problem existed at all six of the ATRC sites in-country and getting a facility operational was critical; since the equipment earmarked for the new operation would soon arrive. If an ATRC did not become fully operational, the equipment would be diverted for other uses and the ATRC concept doomed to failure.

The Paddy ATRC component was successful in winning the AC&W people over to accept most of the ATRC mission. The headquarters air traffic staff in Saigon forced additional acceptance. Additionally, the Paddy ATRC was further along than the other sites in procedural development, controller training, and construction of a new permanent/fixed CRC at Binh Thuy AB. Equipment was delivered and installed at Binh Thuy and Paddy became the first operational ATRC in Viet Nam. Operations began at the new site during June, 1968.

The Paddy ATRC was authorized 22 air traffic controllers. The first arrived on February 12, 1968. The initial roster of the Paddy Control ATRC was as follows:

- ✓ Hal Hartshorn Chief Controller
- John Hannan Assistant Chief Controller
- ✓ Gerald Nichols Training and Standardization
- D. Ray Hardin Watch Supervisor
- ✓ Walt McClain Watch Supervisor
- ✓ Ray Elliott Watch Supervisor
- ✓ Bob Rudisalle Watch Supervisor
- ✓ Doug Johnson Air Traffic Controller
- ✓ John Sorrels Air Traffic Controller
- ✓ Jerry Brown Air Traffic Controller
- ✓ Scott C. Brown Air Traffic Controller

✓Carey Trice Air Traffic Controller
✓Hal Wardman Air Traffic Controller
✓Gene Carlson Air Traffic Controller
✓Ken Southard Air Traffic Controller
✓Ron Sepsey Air Traffic Controller
✓Jim Daniels Air Traffic Controller
✓Jim Rupert Air Traffic Controller
✓J. Brizak Air Traffic Controller
✓Bob Lopez Air Traffic Controller ?
✓Tom Franklin Air Traffic Controller ?
✓Wayne Bittner Air Traffic Controller

The Paddy ATRC progressed from providing VFR/VMC flight following of support aircraft to providing positive control/separation during instrument meteorological conditions (IMC). As word of Paddy's excellent and professional air traffic services spread within IV Corps and to the III Corps area to the north, the requests for service/volume of traffic steadily increased. Services included enroute separation, radar vectoring, traffic advisories, artillery/naval gunfire avoidance, instrument approach monitoring, radar hand-off to terminal ATC facilities and the adjacent Paris ATRC. Eventually, procedures were established to provide radar separation/flight following to fighters with a hand-off to the weapons controller for the air strike; then transfer of control back to the ATRC controller for services back to the home base. This procedure finally ended the AC&W resistance to enlisted people controlling "armed" aircraft.

The Paddy ATRC also became "famous" for its outstanding support of search and rescue operations. Paddy air traffic controllers assisted numerous aircrews who were shot down or forced to abandon their aircraft due to battle damage. Paddy controllers displayed professionalism and resourcefulness in locating downed aircrews; soliciting close air support for crew extraction, and vectoring rescue aircraft to the aircrew or crash site. During 1968-1969, no aircrew who ever called Paddy for assistance was left on the ground or captured. Paddy ATRC controllers, on a few occasions, even assisted in recovery of the downed aircraft to prevent the enemy from acquiring/salvaging air-ground radios, armament, or other useful items. Paddy ATRC controllers were submitted for AFCS "Save" Certificates for their work in saving downed aircrews, but were refused because the "saves" did not meet the classic non combat save award criteria. Nevertheless, if an aircrew was in trouble in the Mekong Delta, they knew who to call.

The Paddy ATRC was a unique and challenging experience for the men who developed and operated the facility. Viet Nam during 1968 - 1969 was also a hostile and dangerous place. Paddy controllers experienced numerous Viet Cong mortar and artillery attacks during their tours of duty at Can Tho and Binh Thuy. During 1968 -1969 there were no ATRC battle deaths and only one of the initial cadre was wounded.

Page 3 of 3

Dear Hank:

In some of the recent communicators I have read letters from John Hays and William Gilpin and their comments about Wheelus Air Force Base. Seems there has not been a lot of mail about the 1950th AACCS Squadron. Thought I would relate some my service with that outfit in Tripoli, Libya.

I was transferred from the 4th AACCS I&M Squadron in Freising, Germany to Wheelus Air Force Base in Tripoli April of 1953. Left Freising, near Munich, in a full set of dress blue, very cold, and arrived in Tripoli about noon and 98 degrees.

Remember Tripoli as hot, dry, sandy, windy, flies and various other not so good stuff. On the bright side had nice beach to go to Lido Club with beer and sandwiches lots of nice swimming and sunshine to lay in.

Had been retrained in Germany from high speed code to a multiplex operator. We had land lines to Dhaharan Saudi Arabia, Sidi Slimane French Morocco, Athens, Greece, South Ruislip, England.

Supposedly Wheelus has the most and best all year round flying weather in the world. Mainly we had Fighter Squadrons come down from Europe for flying and target practice...Some pilots were so good that one day they shot down the plane towing the target. Had an F-86 crash on the runway. One other main duty was to feed and refuel planes that were hauling French troops to Viet Nam. Then known as Dien Bien Phu.

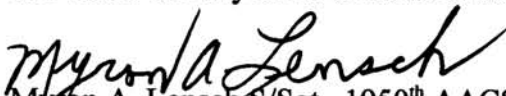
Notable events: Oct. 1953 were visited by Chief of Staff Gen. Nathan Twining, and Secretary of the AF Harold Talbot, Nov. 1953 we had a flood, believe it or not, finance, bank and officers club knee deep in water, Dec. 1953 visited by V.P. Richard M. Nixon and Pat. , Dec 26 were entertained by a USO troupe.

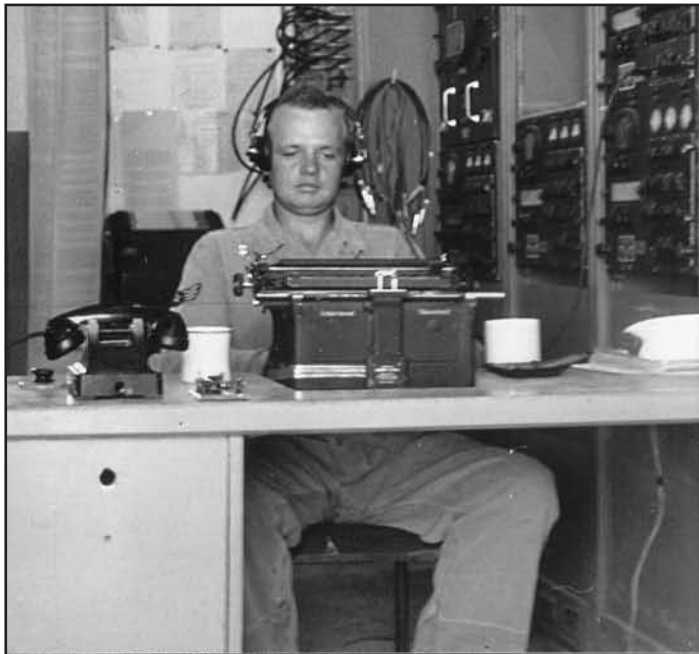
The old city of Tripoli was off limits at all times but parts of the city are very nice and beautiful. People not overly friendly but base help usually good. We did have one incident of them trying to land by row boat to destroy the fuel tank farm.

I have rambled on about my time at Wheelus it was not bad duty and could go to Rome for Rand R. I shipped out for the USA July 1954.

I am enclosing some pictures of Wheelus and some friends.

Mr. Sauer use any or all or none of this as you see fit.


Myron A. Lensch, S/Sgt. 1950th AACCS Sq.
Davenport, Iowa



AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION

(Formerly the AACCS Alumni Association)

MEMBERSHIP APPLICATION

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

Email: aacsmbship@comcast.net

Types of Membership

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

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

Life Memberships are based on age:

To - 50 years of age = \$165

51 - 60 years of age = \$145

61 - 70 years of age = \$115

71 --? Years if age = \$75

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

(check one category of membership and make check out to AACCS Alumni Association

(until our name Officially is changed)

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

Date: _____ FIRST NAME: _____ MI _____ LAST NAME _____

SPOUSES FIRST NAME _____ HAM SIGN _____

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

Country: _____ EMAIL ADDRESS _____

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

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

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

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

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

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

Magazine _____ (provide name) or other _____

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

What did you do or do in the AF: _____ e.g. Tower, GCA, Crypto, Information, Radio/Radar/Crypto/Teletype Maintenance, Personnel, Commander, etc.)

NOTE: AACCS covers 1938-1961, AFCS covers 1961-1979, AFCC covers 1979-1993, AFC4A. AFCA and/or AFFSA covers 1993 to present. List other commands as appropriate.

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

IF YOU ARE A SNOW-BIRD OR WILL BE AWAY FROM YOUR PRIMARY RESIDENCE AFTER

THE NORMAL MAILINGS OF THE COMMUNICATORS ON 1 MAY AND 15 NOVEMBER, YOU NEED TO CONTACT HANK SAUER AT DirAACCS@comcast.net or call 865-482-3013 and PROVIDE YOUR NAME AND A MAILING ADDRESS FOR THAT ISSUE. WE WILL CONTINUE TO MAIL COMMUNICATORS TO PRIMARY RESIDENCES.

**AF communicators & Air traffic Controllers Association
(Formerly the AACS Alumni Association)**

**OFFICE OF THE TREASURER
SEPTEMBER 28, 2008**

TAX EXEMPT STATEMENT

This is to certify that _____ of the AF Communicators and Air Traffic Controllers Association is a member in good standing and was an official delegate to a series of business meetings and communications and air traffic control seminars at the 2008 Annual Convention, from September 24 through September 28, 2008 at Branson, MO. The meetings and seminars were conducted by and for the AACS Alumni Association members for educational, social and humanitarian purposes and included the review and approval of charitable donations as authorized for charitable organizations under Section 501 (c) (19) of the Internal Revenue Code of 1994. In addition, the delegates voted for individual members to fill vacant Board of Director positions that were scheduled for mandatory elections and the Delegates also voted on Associations Constitution and By Law changes, and other administrative changes. No goods or services were provided to the delegates.

RAYMOND SHARPLESS
Original/Signed/typed

Raymond Sharpless, Treasurer
AF Communicators & Air Traffic Controllers Assoc.
ID 501 (C) (19), Employee Nbr: 38-3053651
State of Michigan, ID 814649

Certified: Executive Director

**IF REQUIRED, SIGNED COPIES OF THIS FORM SHOULD BE REQUESTED FROM
Ray Sharpless, 113 Airway Lane, Belton, MO 64012 or Email: rayshrpless@kc.rr.com**

**Notes: CORE DATES FOR THE CONVENTION WERE THURSDAY - SUNDAY.
NOTE: Widows or Widowers of Life Members are Official AACS Alumni Members.
Spouses of deceased members, who continue to pay annual dues are also Official AACS Alumni Members.**

**Association Members are responsible for complying with all IRS rules when submitting
US TAX FORM 1040.**

For use with itemized U.S Tax Form 1040 submissions IAW IRS
You must use the most current IRS authorized deductions for such things as:
Example ONLY: Automobile Mileage (\$.12 cents per-mile plus road and bridge tolls);
Meals, per-day per individual (\$ 14 per day for members in good standing)
Motel/Hotel, Airfare, Rental car, parking (for period of convention only)
Convention registration fee and hotel gratuities. **YOU MUST KEEP RECEIPTS.**

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

Name _____ Phone Nbr: () _____

Address _____

Email: _____

Quantity	Description	Total Cost
_____	AACS Logo Patch @ \$5.00 (note: this patch has AACS,AFCS & AFCC EMBROIDED)	\$ _____
_____	New: Old Blue Original AACS Patch @ \$8.00	_____
_____	Deluxe AACS Embroidered Pin-on Patch @ \$12.50	_____
_____	Metal AACS Lapel Pin @ \$4.50	_____
_____	Deluxe AACS Embroidered Logo Hat @ \$13.00 (Blue Only)	_____
_____	Deluxe AFCOMMATC Embroidered Logo Hat @ \$13.00 (Blue Only)	_____
_____	AACS Embroidered Logo Golf Shirts @ \$26.00	
_____	Blue _____ (Sizes: S _ M _ L _ XL _ XXL _) White _____ (Sizes: S _ M _ L _ XL _ XXL _)	_____
_____	AFCOMMATC Embroided Logo Golf Shirt BLUE @ \$26.00	_____
_____	AFCOMMATC Embroided Logo Golf Shirt WHITE @ \$26.00	_____
_____	AFCOMMATC Shirt Sizes: S _ M _ L _ XL _ XXL _	
_____	AACS Embroidered Logo Blue Windbreaker @ \$ 28.00 Discontinued: 7 Small sizes still available	_____
_____	AACS embroidered Wind Shirt (blue with gold trim) S _ M _ L _ XL _ XXL _ @ 23.00 ea	_____
_____	AFCOMMATC embroidered Wind Shirt (blue with gold trim) S _ M _ L _ XL _ XXL _ @ 23.00 ea	_____
	DONATIONS (Tax deductible within the limits of the law): Receipt Yes ___ No ___	\$ _____
	GRAND TOTAL.....	\$ _____

"POSTAGE AND HANDLING ARE INCLUDED IN ALL PRICES"

**MAKE CHECKS OUT TO "AACS Alumni Association (until our name officially changes).."
AND MAILTO:**

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

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

PX/BX ITEMS

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

HAT



WHITE SHIRT



BLUE SHIRT



Deluxe Patch



Original Patch



Command Patch



AACS Pin



AACS Hat



AACS Windshirt



Blue Shirt



White Shirt



RECRUITING INFORMATION

You can help in recruiting new members !!!!!

You can direct potential members to the Web Site where they can find out about us and also see what a Communicator looks like and find out lots of information about us.

If they do not have internet access, you can:

obtain extra copies of "Communicators" and the OLD AACS Brochure (new brochures are being designed and will be ordered) to send to potential new members or you can ask the Director for Membership to mail copies to prospective new members.

You can call TOLL FREE TO Walt McLain 1-866-299-1045 or email him at aacsmbrship@comcast.net

DO IT TODAY !!!!!

David Moore needs help in recruiting active duty "Communicators" and "Air Traffic Controllers". He is specifically looking for RETIRED members who live close to Air Force Bases and who have a current ID card that allows access to the Base.

If you want to HELP, you can contact David at dmoore_aacsaa@yahoo.com or call 501-351-4301.

DO IT TODAY !!!!!



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

Mission Statement

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

The Beginning

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

EXECUTIVE DIRECTORS AACS Alumni Association

(AF Communicators & Air Traffic Controllers Association, after 9/27/2008)



1977 - 1978
1979 - 1980
1981 - 1982
1983 - 1984
1985 - 1986
1987 - 1991
1992 - 1993
1994 - 1997
1998 - 2001
2002 - 2005
2006 - 2007
2008 -

Hack Neal
Bob Dickerson
Joe Beler
Don Donnell
Wally Bailey
Bob Brewer
Cal Venable
Jasper Vaughn
Hank Sauer
Dick Frye
Hank Sauer
Stan Phillips
(AF Comm & ATC)



"FELLOWSHIP IN THE COMPANY OF EQUALS"

**TO: THOSE POTENTIAL MEMBERS OF THE AACCS ALUMNI ASSOCIATION !
QUESTION: WHO OR WHAT IS THE AACCS ALUMNI ASSOCIATION ?**

ANSWER: An Association that is comprised of over 2,200 members who began their service in the Army Air Force before WWII and who served in the first dedicated communications element to provide communications and air traffic control as its primary mission and members who have served since then in any communications or air traffic control unit, including those serving today. This new Army Air Force organization was formed in 1938 and was named the "Army Airways Communications System" (AACCS). During WWII, it was renamed the "Air Communications Service" (ACS) and placed under the then "Air Transport Command" and within months was renamed once again as the "Airways and Air Communications Service" (AACCS). In 1961, AACCS was elevated to a Major Air Command and renamed "Air Force Communications Service" (AFCS). In 1979, the name was changed to "Air Force Communications Command" (AFCC). In the early 1990's the Air Force was undergoing major reorganizations and realignment of functions and AFCC was downsized and renamed the "Air Force Command, Control, Communications & Computers Agency" (AFC4A) and shortly thereafter, was renamed the "Air Force Communications Agency" (AFCA) which is still an active Air Force organization. Also in the early 1990's, the Air Force created the "Air Force Flight Standards Agency" (AFFSA), and reassigned air traffic control responsibilities to this new Agency. On October 1, 2008, the Air Force created the Air Force Cyber Command, that in addition to major new roles in "cyber space", absorbed the Combat Comm (Old Mobile Comm), I&E and other past traditional communications functions.

Over the years since the AACCS Alumni Association was formed (1977) the membership criteria changed from individuals who only served in AACCS units, to include all communicators/information/air traffic control and support skills regardless of what Major or Joint Command an individual served in, including today's active duty personnel.

Because of the heritage of past Commands & Agencies, and their unique contributions to long-haul communications and air traffic control, the Association has voted in September 2008 to change its name to the "Air Force Communicators and Air Traffic Controllers Association" as it better describes who we are. The term "communications" or "communicators" is ALL inclusive and includes All operational, maintenance and administrative skills of personnel who have served or are serving in any Air Force Communications and/or Air Traffic Control Unit.

While the answer above is long, the short answer is "any individual who served or is serving in any Air Force Communications or Air Traffic Control unit, in any skill set, from 1938- to today, "can be" a member of our Association.

The Associations motto of "Fellowship in the Company of Equals" is more than just words, but the glue that holds us all together through the different decades. The Association is comprised of about 85% enlisted personnel and 15% officers, which includes over 50 General Officers, active and retired.

AF COMM & ATC ASSOCIATION, INC.

R.P. Sauer - Editor/Publisher

111 Carson Lane

Oak Ridge, TN 37830



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CHANGE SERVICE REQUESTED

November 2008

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