

Official publication of the AF Comm & ATC Association

COMMUNICATOR



November 2016



Since 1938



VETERANS DAY

HONORING ALL WHO SERVED IN TIMES OF WAR AND PEACE



IMPORTANT!



Please update your membership information

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



Recruit! Our future depends on you!

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

Don't forget to visit our web site regularly



www.afcommatc.org

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

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Exec Dir

Editor

Membership



Air Force Communicators and Air Traffic Controllers Association

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

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USAFE HQ**



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Happy Veterans Day!

On the cover



On the 11th hour of the 11th day of the 11th month of 1918, an armistice, or temporary cessation of hostilities, was declared between the Allied nations and Germany in the First World War, then known as “the Great War.” Commemorated as Armistice Day beginning the following year, November 11th became a legal federal holiday in the United States in

1938. In the aftermath of World War II and the Korean War, Armistice Day became Veterans Day, a holiday dedicated to American veterans of all wars.

**Remembering the
1981 ATC Strike
15-17**



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We goofed: On page 45 of the June Communicator, we incorrectly identified a member of the Hall of Fame as Col James McAlum. His name is Col Gary McAlum. We apologize for the error and welcome him as a new member of our Association.

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

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

Communicator is published twice a year, June and November. They are also available online at www.afcommatc.org.

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Board of Directors

Executive Director
Ken Reiff



Day-to-day management, direction and oversight.

Vice Director
Ray French



Assists in management, development, and growth.

Membership
Walt McLain



Maintains member roster; receives/records dues

Editor, Print/Online Media
Lori Manske



Creates Communicator; maintains web site

Executive Secretary
Ed Broestl



Recorder of business; curator of documents

Treasurer
Jim Weber



Manages Association funds.

Directors at Large

Board Advisory Officer



Hank Sauer

Information Officer



Gerald Prather

Protocol



Rafael Quezada

Sgt-at-Arms



Robert Read

PX/BX Manager



Bill Cassatt

Executive Director Appointments

Historian
Ken Reiff

Chaplain
Ed Broestl

Judge Advocate
John Milano

Executive Director Committees

Fiscal Management & Budget Policy

Ray French (chair)
Jim Weber
Ed Broestl

Convention Committee

Jim Weber (chair)
Rafael Quezada
Bob Read
Hank Sauer

Honors and Awards

Walt McLain (chair)
Hank Sauer
Chuck Teston

Recruiting

Ken Reiff (chair)

Report

From the Executive Director

Ken Reiff



Our 40th anniversary convention in Knoxville was exquisitely planned and executed by our super hosts, CMSgts Hank Sauer and Walt McLain.

They were ably assisted by many of our member volunteers including Bob Akard, who handled finances.

For the second straight year we were plagued by a storm that hit the East Coast. Our guest speaker, Lt Gen William Bender, AF Chief, Information Dominance and Chief Information Officer, had to cancel his flight due to weather. He said he was terribly disappointed and had been looking forward to meeting with us. We adjusted and Lt Gen (Ret) Harry Raduege did an outstanding job of presenting in place of General Bender and assisted in our awards presentations.

The tour of the Oak Ridge Museum was a hit and also the Riverboat Cruise. The Prayer Dinner was extremely well done by our Chaplain, Ed Broestl.

This year our membership meeting was a huge success. In addition to our regular activities, we had two outstanding presentations: Col (Ret) Rafael Quezada on the Air Traffic Control Environment of the Future and Lt Col Mike Furman on General Bender's vision for Operationalizing Cyber.

At our Saturday evening banquet, we recognized our enlisted Communications/Information/Cyber Professional as well as our enlisted Air Traffic Controller Professional. We were fortunate to have the University of Tennessee ROTC Honor Guard to post our colors. The only minor hiccup was waiting during our

break for the outcome of the University of Tennessee and Texas A&M football game.

In addition to honoring our active duty folks we inducted several members into the Association's Hall of Honor.

During our Board of Directors meeting we had a presentation from Jim Roberts, our host for the next convention in Oklahoma City, which covered several planned events.

I am hoping we engage many of our fellow Communicators and Air Traffic Controllers who live in that area and engage with members of the GEEIA/EI/MDM Association, 3rd Herd, AF Flight Standards Agency, active duty units at Tinker AFB and our retired members who are working with the FAA. Looking forward to an exciting event.

There is little to report from the Board of Directors meeting. We continue to be concerned with the declining membership, especially loss of revenue with so few renewals vs life memberships.

The Board voted to publish a June newsletter in place of the usual *Communicator* magazine to reduce workload on our Editor, Print/Online Media. It will save monies as well.

Our recruiting effort has not gone as well as expected. Unfortunately, our committee chairman had to resign due to illness and the Board sent the White Paper recommendations back to the drawing board for further consideration. We are working a new strategy which I will report on in the June Newsletter.

As always, I am open to your ideas. Drop me an e-mail at afcommatcdir@gmail.com or send me snail mail at 1102 Lorien Court, O'Fallon, IL 62269-3131.

2016 Board of Directors Meeting Minutes

- The Chair reviewed this year's award recipients: Hall of Honor; Recruiting Award; ATC Enlisted Manager of the Year; and Communications/Information Professional of the Year.
 - 2017 Convention preparation: 2017 convention host, Jim Roberts, presented preparation highlights: Contacts with various organizations are well under way with bids coming in for various activities. Contract will be awarded when exact dates are set. Board discussed possibility of a Prayer Brunch vs a Prayer Dinner on Thursday. A dinner and private tour of the Oklahoma State History Center is scheduled, as well as a briefing by the AF Flight Standards Agency.
 - The BOD previewed a video that portrays the association as a legacy organization with current membership primarily from the WWII, Korea and Vietnam eras. The video encourages those of the post-1990 era to become involved, share their insights and memories of more recent times.
 - The Chair requested input from the BOD on the need to raise nightly cost of a room at the conventions from the current amount of \$100, since hotel rates are rising.
- The meeting adjourned at 4:35 PM. – **Ed Broestl**, Executive Secretary

From the Chaplain

Ed Broestl

While attending our Annual Conference/Reunion, I took time to just observe. It's interesting to "people watch." What I discovered wasn't anything I'd seen before: the uniqueness of each person there. What a diverse group of people!

We've all heard of the "Peter Principle" – "every position in a given hierarchy will eventually be filled by employees who are incompetent to fulfill the job duties of their respective positions." The principle was arrived at by observation and I'm here to tell you I not only believed it, I touted it often, especially when frustrated.



However, sitting at the Board of Directors meeting on Thursday and the General Membership meeting on Saturday, I observed

people who were not only willing but made it a point to share their God-given gifts and talents. Something I suspect they had done throughout their lives.

Sitting at the Board of Directors meeting were Jim Weber, our Treasurer, very different from the person sitting across the table from him: Walt McLain. Jim is certainly different from the one sitting next to him, Bill Cassatt. They are not interchangeable people. At the other end of the table: Ken Reiff, our Executive Director with Hank Sauer to his right and Lori Manske to his left. Different person-

alities with very different gifts, talents and experiences.

At breakfast prior to the General Membership meeting, my wife, Diane, and I came into the room and "claimed" two chairs at an empty table. Little did we know we would be joined by Generals Woodward and Raduege along with two recent Hall of Honor inductees, Ken Heitkamp and Gary McAlum. Bill Cassatt and Shelby Sullivan rounded out the table. The conversation was varied and insightful. The most interesting insight was the variety of gifts and talent each person brought to the table. Different backgrounds and experiences – different perspectives.

I was reminded of two very different scriptures: "You use steel to sharpen steel. And one friend sharpens another." (Proverbs 27:17, The Message) and "God's gifts and God's call are under full warranty – never canceled, never rescinded." (Romans 11: 29, The Message).

I cannot begin to tell you how many times I've been sharpened by the thoughts, insights and understandings of others. I'm certain as we each reflect there were times when "steel" was applied, we were convinced we would never recover. However, in retrospect, we realize how those thoughts, comments and understandings did indeed sharpen, preparing us for what was ahead.

As a youth, I wanted desperately to be a golfer of Arnold Palmer's caliber. Little did I know that there was only one Arnold Palmer – especially gifted and called for the role he played during his time on earth. We are each gifted and called to be part of this mosaic called life. Joy is found when we embrace those gifts and calls – sharing them in the places we find ourselves – making this journey better for all we impact.

May God guide and direct you as you share your gifts, talents and experiences.

Grateful to be called a "brother-in-arms" - **Ed**



Missed Roll Call

Since June 2016 *Communicator*:

CMSgt Robert L. Hart (Nov 10, 2015)

John M. "Jack" Edleman (Apr 25, 2016)

Patrick E. Manion (Aug 20, 2016)

William F. "Bill" Clinton (Sept 6, 2016)



Fiscal management policy ensures accountability

By Ray French
Vice Director

Let me introduce the Association members to its Fiscal Management Policy Committee (FMPC) that was implemented as a result of the Board of Directors' bottom-up review of the Association's directives.

Ken Reiff, incoming Executive Director, directed a Fiscal Management Policy Directive be developed and implemented to ensure fiduciary responsibility to the members for the Association's annual cash flow and expenditures that include the Association's investment monies, annual and lifetime membership dues, BX sales, annual reunion convention excesses/overages, and members' contributions and donations.

The Association's FMPC is always chaired by a member of the Board other than the Treasurer, who serves as the third member of the committee but does not participate in any internal audits.

The committee's chair is always from the Board of Directors with the second member coming from the Board or from the general membership. Presently, the FMPC consists of Ray French, Vice Director; Ed Broestl, Executive Secretary; and Jim Weber, Treasurer, who are charged with adherence to policies and responsibilities outlined in the FMPD as well as internal audits as called for in the Association's By-Laws.

The committee oversees all of the Association's Revenue and Assets with all fund sources flowing through the Director of

Membership and Treasurer while BX sales receipts are transferred directly to the Treasurer.

All funds are deposited in the Association's primary checking account on a timely basis, which are controlled by the Treasurer.

The Association has only two checking accounts, the Primary and the Publisher/Webmaster, which is used to fund the publication of the semi-annual *Communicator*.

The committee standardized all revenue-generated spreadsheets for budgeting, reporting, and tracking of projections vs actuals for the Association's Fiscal Year.

Following the annual Board's review and approval of the Association's FY budget, all approved budgets must be followed as established and published in the policy directive.

The use of the approved spreadsheets and forms aid in expense control for audit purposes. All expenses prior to approval must be supported by a vendor's voucher or receipt.

The directive requires a bi-annual audit of assets and compliance as directed by Article VII, Section 10 of the Association's By-Laws. This ensures the Association's maintenance of its 501c tax-free status and is filed annually through the Treasurer filing IRS 990EZ form, which the Executive Director and FMPC Chair reviews and approves.

Establishment and implementation of a FMPD and FMPC helps the Association meet and fulfill all IRS responsibilities and has set the Association on a positive course for its future.





At a glance...

To those who make periodic or regular donations, we appreciate your continued support. You can be assured that your donations are critical to the continued operation of this great organization.

Thank you for your support.

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

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



Membership director

Walt McLain

We have gained 31 new members since 1 Oct 2015. Our current active membership stands at 1,242. Since 1 Oct 2015 63 members have renewed. 43 members' dues expired in 2015. To see when your dues expire check the address label on your latest *Communicator* or the expiration date on your membership card. **Currently, 53 members' dues expire 31 Dec 2016 if not renewed.**

Please refer all membership questions to Walt McLain, 865-690-0479 or email aacsmbrship@comcast.net

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

Applications are available in each *Communicator* (page 48), on our web site, and from Walt McLain.

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



Editor, Print/Online Media

Lori Manske

Cost of the June 2016 *Communicator*:

Printing: \$2663.00
Mail Prep: \$ 104.33
Postage: \$ 570.36
Total \$3337.69

The *web site* averages **30 visits** per day. It is our biggest recruiter of new members, along with efforts of our current members and board of directors.

Please visit the web site guest book and send a reply to people who sign, thanking them for taking the time to visit. It might encourage people to join.

Monthly reports for the Editor's Bank Account are submitted to the Treasurer and audited by the chair of the Fiscal Management and Budget Committee.

The June *Communicator* will be downsized to newsletter format to save time and money. The November edition will remain as magazine format.

Send stories/photos to Lori Manske, 665 N 11th St, Breese IL 62230, or manske5@charter.net, or call 618-210-9573.



PX/BX Manager

Bill Cassatt

**PX/BX Sales Report
(April – Sept 2016)**

Items Sold

Hats	4
AACS Lapel Pins	5
Original Patches	7
Plaques	1
Challenge Coins	2
Golf Shirts	3
AACS Logo Patches	4

Total Sales: \$270

Expenses

Replenish stock (Hats)	\$467.70
Plaque	\$30.00
Postage	\$43.34
Supplies (boxes)	\$ 3.71

Total Expenses: \$544.75

Convention Sales Report

Hats	9
Lapel Pins	11
White Shirts	3
Ladies Blue Shirts	2
Challenge Coins	11
Blue Shirts	4
Jackets	4
Ladies White Shirts	1

**Total convention sales:
\$655**



Treasurer

Jim Weber

Cash in Banks:

AFCOMMATC	
Checking Acct	\$ 9,540.09
Publisher's Account	\$ 605.93

Cash Totals: \$ 10,146.02

Equipment Book

Value:	\$ 461.79
Equipment Total:	\$ 461.79

Certificates of Deposit:

50-12 \$5,045.30 (Maturity Date 07/02/17)
50-24 \$10,123.54 (Maturity Date 07/02/17)
50-36 \$20,315.84 (Maturity Date 07/02/18)
53-12 \$5,019.00 (Maturity Date 03/31/17)

CD Totals (4): \$40,503.68

Grand Totals: \$51,111.49

The ENT Federal Credit Union continues to be an excellent choice for this organization, because there are no account maintenance fees and transactions are unlimited.

My goal for the immediate future is to continue to grow the membership funds. I want to thank those who have continued to donate through the mail and during the reunions. As your Treasurer, my standing goals are: (1) Stable growth and (2) Security of Funds.

- Convention Donations:**
 Akard, Bob
 Alf, James "Tim"
 Anderson, Gene
 Bacchieri, Roger
 Bethea, William (Bill)
 Bovich, Stephen
 Brace, Richard
 Broestl, Diana
 Broestl, Ed
 Cassatt, Bill
 Chadburn, James
 Dillon, Jesse
 Donnell, Douglass
 Doubleday, Van
 Flatherty, John
 French, Raymond
 Hamm, Lester
 Hammett, Bill
 Heitkamp, Kenneth
 Konat, Henry
 Korynta, Jim
 Manske, Lori
 Martinson, David
 McAlum, Gary
 McCormick, Leslie
 McCracken, Wilbur
 Morabito Sr, Daniel F.
 Moreiko-Gagen, Janet
 Niezgoda, Joe
 Phillips, Stan
 Platt, Ed
 Prather, Gerald
 Pristash, John
 Raduege, Harry
 Reiff, Ken
 Roberts, James
 Sauer, Hank
 Sheridan, Homer (Gene)
 Snyder, Robert (Duke)
 Spivey, Emerson
 Stewart, Bob
 Sullivan, Karl
 Sutton, James
 Townsend, Terry
 Wallace, John (Bill)
 Weber, James

- PX/BX Sales Donations:**
 Gilbert, Clifford
 Lukowski, Charles J.

AFCC and Iran hostage crisis



AFCC communicators in Germany will remember with pride their efforts in providing communication services for the arrival of the 52 American hostages at Rhein-Main and Wiesbaden Air Bases in Germany.

Beginning months before the dramatic arrival of the hostages on Jan 21, 1981, five AFCC units contributed talent and equipment to the preparation of a variety of communications facilities.

Technicians not only installed the 52 telephones, one for each individual returnee, but they also installed military and civilian telephones in the Air Force Hospital at Wiesbaden for the State Department and government officials working with the returnees.

The communicators prepared a wide range of communications services. They installed a press center at Lindsey AS, strung miles of cable for television and audio news reports, and revamped the base theater for international press conferences. They helped activate microwave links between Lindsey AS in Wiesbaden and Frankfurt to carry television pictures to the U.S.

At Rhein-Main AB, technicians installed 150 telephone lines and instruments for the news media and helped White House communications technicians install the special presidential links. Even most of the public address system that President Carter used belonged to AFCC.

(AFCC—An Illustrated History, 1938-1991)

An outside plant technician with the 2063rd Comm Sq checks connections on some of the thousands of feet of telephone cable installed for news media and the State Department when the returnees were brought to the USAF hospital at Wiesbaden AB.

Background: Sixty-six Americans were taken captive when Iranian militants seized the U.S. Embassy in Tehran on Nov. 4, 1979, including three who were at the Iranian Foreign Ministry. Six more Americans

escaped. Of the 66 who were taken hostage, 13 were released on Nov. 19 and 20, 1979; one was released on July 11, 1980, and the remaining 52 were released on Jan. 20, 1981.



Word to the wise about avoiding 'near miss'

Don't get complacent about your health as you get older. More than ever, pay attention to what your body tells you. We are too reluctant to call 911 if we have symptoms that potentially demand medical attention. The tendency is to see if pains will pass before taking action.

We have been taught to respond to arm and/or chest pain as being heart-related. The truth is 70 percent of fatal heart attacks have neither symptom.

My first experience was a genuine heart attack at age 64 after working out on a weight machine. I was very pale, mildly nauseous, had a cold sweat, and felt awful, similar to the flu. I called 911; it was a heart attack. I survived **only** because I called 911.

That taught me that I won't necessarily feel arm or chest pain with a heart incident. At 86, I never smoked, I swim five days a week, and my weight is

where it ought to be. I was alone this time, late at night, wife away. No pain, I just suddenly felt really bad. I took my blood pressure, 137/70, just fine, however, pulse was 180. Not good. I checked again, BP still OK, but pulse was 208. I called 911 and firemen arrived in 4 minutes. They shocked (stabilized) me, but my pulse hit 240. An ambulance came and then on to the heart hospital where it was resolved. I never had a heart attack, just a potentially fatal pulse rate resulting in implanting an IDC (like a pacemaker) in my chest to prevent future incidents. I was home in a few days. No heart damage.

Know the symptoms, keep a BP device handy, never hesitate to call 911. You can really save yourself. Take care!

— Van Doubleday, Maj Gen, USAF Retired, and member of our Association.

To Communicator,

Seoul (K-16) early 1950s

In your recent issue (June 2016) a photo of the 1993 AACS Squadron Hq in Kimpo (K-14) South Korea was shown on page 30.



As a young airman stationed at Seoul (K-16) in the early '50s I was a member of the ATC unit at Detachment 1 (1993-1).

I'm enclosing an old photo of our temporary control tower alongside our old WWII GCA unit (FPN-16).

I'd like to see the photo reproduced in a forthcoming issue of the *Communicator*.

I really enjoy reading and reminiscing as I go through the magazine. Thanks!

A/IC Paul Dorfman (retired)



Thank you for your letter, Mr Dorfman, and for sending the photos. We love to hear from our readers.

The Communicator magazine is for you and by you.

Social media feedback



Bob Stewart commented on **Facebook** (social media site) about Gene Anderson's article about

Ajax, the Flying Ace. (Gene's article appeared in the June *Communicator* and received lots of great feedback.)

"Enjoyed the story by Gene Anderson. Gene was about two months ahead of me at Keebler in 1952-53.

I came in contact with Ajax Baumler very briefly at Bergstrom AFB (Texas). It was probably my first day in the control



tower when I PCSed there in 1961. I recall Ajax was working ground control. A T-39 with General LeMay landed. After turning off the runway the pilot came up on ground control frequency, and Ajax transmitted taxi instructions to the ramp VIP parking spot. Immediately, a different voice came on frequency, "Is that

you Ajax?" It was General LeMay, at the time Chief of Staff of USAF. Ajax replied, "Affirmative." General Lemay told him that he was headed to California and asked if he would like to go along. Ajax transmitted "Affirmative" again. General LeMay told

him to be at the plane within an hour. Ajax signed off the position and log.

That was the first and last time I ran into Ajax Baumler.

May I add: Evidently, Headquarters Air Force reassigned Ajax to Perrin AFB after that flight.

Charles Blankenship also commented on Facebook.

"I too enjoyed the Ajax story. At Kimpo Tower in 1956-57, we had a RIF'd Officer-Sgt-Airman by the name of Appling. You could see where his stripes came off one at a time down to A2C. He had war stories too."

Letters, contd.

Lifetime member earned 'Save' in 1955

To Communicator,

What an OUTSTANDING job. Very professional. I'm a lifelong member and was a control tower A1C. Served during the Korean War and stationed at Chitose AB, Hokkaido, Japan. Was a 7-level (27271 AF-SC). I'm 83. Served 1952-56 duty at Keesler (school control tower), Tinker AFB, OK, Altus AB, OK, and of course, Japan.

I'm on the list for the next flight to Washington, DC, probably April 2017 and can't hardly wait.

I had a "save" on a pilot and his F86 and made headlines while stationed in Japan and still have a copy published in the Gazette. *See clip at right.*

Keep up the good work. This was a refreshing publication. Thanks,

Stanley A. Schnell, SSgt, USAF, 1952-1956
Control Tower Operator
1226 AACS Sq

5-22-52, Enlisted USAF, Basic Training, Lackland AFB, TX
1952, Control Tower School, Keesler AFB
1952-53, Control Tower, Tinker AFB
1953, Altus AFB, Control Tower operator
1953-56, Chitose AB, Japan, control tower
Chitose AB is on the island of Hokkaido, 600 miles north of Tokyo (only decent city on Hokkaido was Sapporo).

Schnell, inset, and working heavy traffic at Chitose control tower, November 1954.



Jet Gazette newspaper, 4th Fighter Bomber Wing, 9/4/55

Page 11

Stanley Schnell Directs Airman To Safety



This picture, which appeared on Page 1 of the Jet Gazette, the official newspaper of the 4th Fighter Bomb Wing, 5th AF, bore the following caption: "This Is It—Looking at the Directional Finder that brought him home after a close call on a recent routine flight is Lt. Richard Wendell, 335th FBS. Credited with the save was A1C Stanley Schnell, 1226th AACS, holding the mike."

The Jet Gazette, published at Hokkaido, Japan, recently carried a front page story crediting Airman First Class Stanley Schnell, son of Mr. and Mrs. Victor J. Schnell of Schnellville, with saving a pilot whose jet plane ran into trouble. The story follows:

"While on one of his many routine flights from the Chitose Air Base in his F-86F, 2nd Lt. Richard E. Wendell, 335th FBS, encountered an emergency in flight. His radio compass was inoperative and his cockpit heat was uncontrollable. In order to control the heat in the cockpit it was necessary to slow down and open the canopy.

"While busy taking these emergency actions, he lost sight of the lead aircraft and notified the control tower that he was lost and low on fuel. He was advised to contact GCI but they were unable to help him.

"He returned to tower frequency and started to climb to 21,000 feet. He was given directional findings (DF) headings to the station. While at 21,000 feet he started his slow descent to the field. DF continued to give headings to the field and the tower alerted crash and Air Rescue Service. DF advised the pilot to give headings trying to build up his confidence. At approximately 4700 feet the DF operator had the aircraft in sight, seven miles east of the field, heading informations continued. The aircraft landed with 'O' indication of fuel and flamed out shortly after landing.

"Cool, clear thinking on the part of the Direction Finder operator, A1C Stanley Schnell and his assistant, A2C Peter W. Bernhard, enabled the 1226th AACS to chalk up another save to their long list."



Barracks quonset huts, Chitose AB, Japan, Oct '54.



Outside view control tower, Chitose AB, Japan.

Thank you for your letter, Mr Schnell, and for sending the photos. Congratulations on the well-deserved honor flight to Washington, D.C. Please tell us all about it when you return.

Baby, it's cold outside

I was assigned to the 1983rd AACS Squadron, Thule, Greenland, as an air traffic control officer in the RAPCON from June 1959 to June 1960.

The picture was taken April 1960 in front of our BOQ after a phase 3 storm. A phase level 3 storm was the most severe, with high winds and "white out" conditions. We had three of these storms while I was there and the snow would not be coming down in fluffy flakes. It would be flowing horizontal and it was dangerous to be out in it.

An inspection team from Northeast Comm Region arrived to inspect our squadron and while they were there a phase 3 storm hit the base. There was no space available in a hangar to put their C-54 and as a result the engines were packed with snow from the storm. It was two weeks before the plane was ready to fly and the inspection team could get out of there. Their departing comments are "you are doing a good job and we do not plan to ever come back."

My next assignment after a year in the Arctic was to Craig AFB, AL, and that was a big change in climate and weather.



Lee Willis, 1960, in front of BOQ after a Phase 3 storm at Thule, Greenland, 1983rd AACS Sq.

Lee E. Willis, Major, retired, USAF

Families urged to learn about veteran burial honors

WASHINGTON – Planning funerals for military veterans and retirees can be overwhelming for their families, and the Defense Department's casualty and mortuary affairs office wants family members to familiarize themselves in advance, when possible, to know what to expect with military funeral honors.

Families should learn about military funeral honors eligibility ahead of time to know what choices are available. Family members should ensure they have access to the veteran's discharge papers, also called DD Form 214, to prove eligibility.

It's also critical for family members who want military funeral honors to tell the funeral director, who can make the request for them. The honors are not automatic, and must be requested through the veteran's branch of service.

DOD policy is mandated by law to provide a minimum of a two

person uniformed detail to present the core elements of the funeral honors ceremony, and one service member must represent the veteran's branch of service. The core elements include playing taps, folding the American flag and presenting the flag to the family.

Burials with military funeral honors can be conducted at national, veterans' or private cemeteries.

While DOD is required to provide a (two-service-member) detail, policy encourages each service secretary to provide additional elements, such as the firing team and pallbearers, if resources permit. However, full honors are always provided for active-duty deaths.

Military honors may consist of three-rifle volleys by a firing team and veteran service organizations often participate in burials with military honors to serve as pallbearers and to provide a firing team.

The Veterans Affairs Department offers other benefits, such as headstones.

The DOD wants to honor every eligible service member and make sure (the services) are there to render honors.

Here are the team sizes and what they provide, if resources allow:

7: Provides for six- or seven-member firing party, six pallbearers, two to six flag folding detail, one to present the flag, one to initiate taps.

6: Provides for six in firing party, six pallbearers, two to six flag folding detail, one to present the flag, one to initiate taps.

5: Provides for three in stationary firing party, two for flag folding and presentation detail, one from either flag or firing detail can initiate taps.

4: Provides for three in firing party, two to leave and tend to flag while one dedicated to taps.

3: Provides for three in firing party, two leave to tend to flag and initiate taps – minimum for a firing party.

2: Legal minimum – cannot execute firing party, as weapons must be attended at all times. The two-person team can accomplish taps, flag folding and flag presentation.

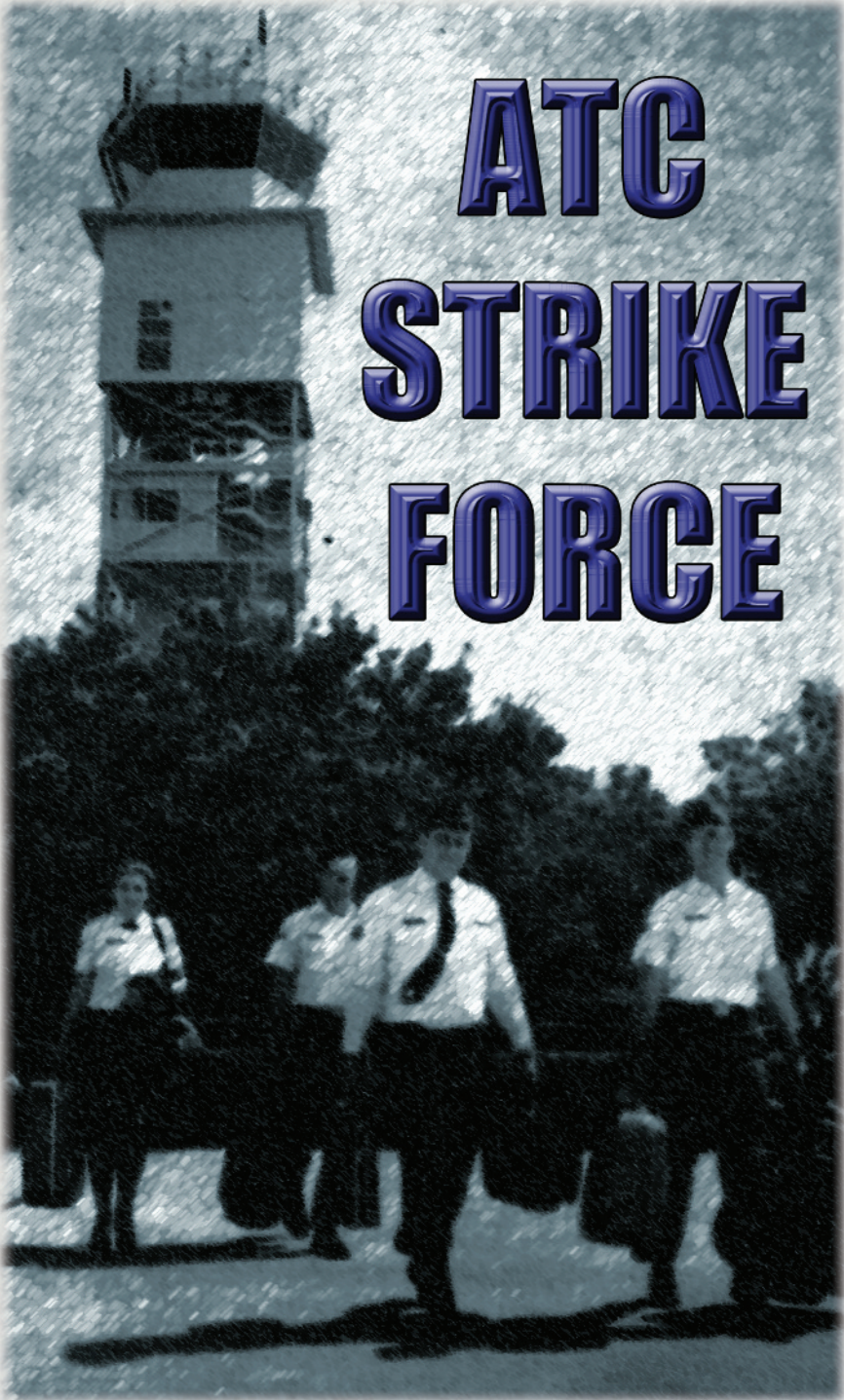
The rendering of Military Funeral Honors is a way to show the nation's deep gratitude to those who, in times of war and peace, have faithfully defended our country. This ceremonial paying of respect is the final demonstration a grateful nation can provide to the veteran's family.

Find more information online:

<https://www.dmdc.osd.mil/mfh/> and

http://www.cem.va.gov/cem/burial_benefits/index.asp





ATC STRIKE FORCE

Included in the first increment of AFCC air traffic controllers to be deployed were five from the 1903rd CS, Davis-Monthan AFB, AZ. Walking to aircraft waiting to take them to Stapleton IAP, Denver, are (from left): Sgt Katherine Holck, Sgt Leo Geis, Sgt Frederick Davis, and Sgt John Anderson. Not shown is SrA James Cumbie. (USAF photo by Sgt Michael J. Haggerty)

Aug 3 marked 35th anniversary
of controllers' strike

Aug 3, 1981 — *Unionized FAA air traffic controllers began a nationwide strike. AFCC air traffic controllers were immediately alerted. 612 controllers from all four of AFCC's Continental U.S.-based divisions, along with Army and Navy personnel, deployed to FAA facilities throughout the U.S. as well as overseas.*

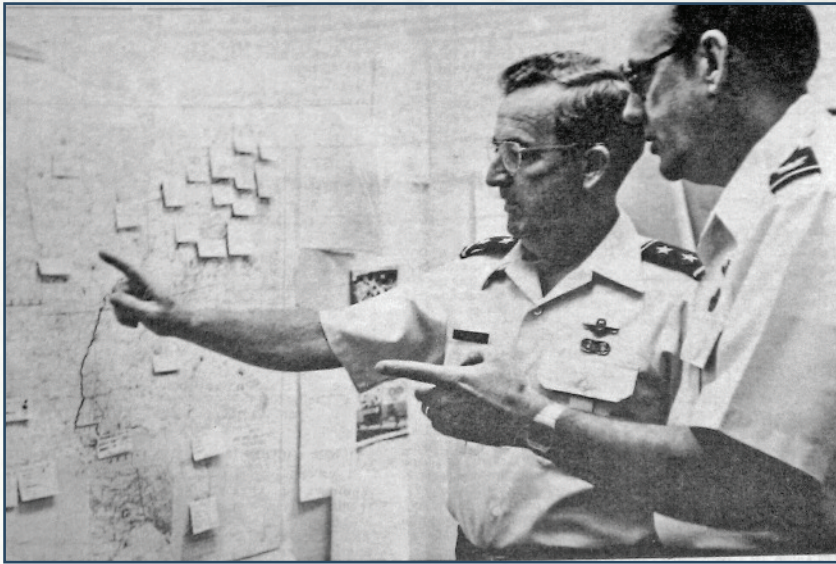
Story by Bill Malec

Aug 3 of this year marked the 35th anniversary of the Professional Air Traffic Controllers Organization's strike that crippled U.S. aviation activities during the busy summer vacation season.

At 7 AM eastern time the 13,000 controller union went on strike seeking better working conditions, increased pay, and a 32-hour work week. President Reagan quickly called their bluff. Ironically, PATCO had formally endorsed Reagan's presidential bid over incumbent, Jimmy Carter. The labor action was illegal since federal employees are not allowed to strike. Reagan characterized it as "a peril to national safety" and gave controllers 48 hours to return to work or face termination.

On Aug 5, 1981, Reagan fired the 11,345 controllers that failed to heed his order. He also banned them for life from further federal service. *The ban was later lifted by President Clinton in 1993 but only a few controllers ever returned to the Federal Aviation Administration. FAA controllers were somewhat tepid in welcoming back former PATCO controllers. As late as 2006 the FAA tried to recruit former controllers to staff some of their many small control towers.*

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Maj Gen Robert F. McCarthy, AFCC commander, left, and Col Derrel L. Dempsey, AFCC deputy chief of staff for Air Traffic Services, discuss the deployment of Air Force air traffic controllers. Tags on the map at AFCC headquarters had notations indicating location, facility and number of controllers deployed from each base. (AFCC intercom photo, 1981)



Picketing in front of FAA headquarters, DC (courtesy FAA)

The FAA quickly put their strike contingency plan into action. Overhead staff and supervisors joined the remaining 2,000 controllers to continue limited operations.

FAA-certified military controllers from the Air Force, Army, Navy, and Marines quickly responded to augment the FAA's controller force. Within short order almost 700 military controllers were headed to various FAA facilities across the U.S.

The initial cadre of 100 AFCC controllers was immediately dispatched on 10-day orders to larger, busier FAA facilities. They traveled low-key by privately owned vehicles, government vehicles, and military airlift, and arrived on Aug 2 and 3.

The military deployments continued until June 1983 with the bulk of controllers provided by Air Force. A total of 612 Air Force controllers were deployed to 65 FAA facilities.

AFCC controller experiences were diverse but their focus clear. Dressed in uniforms, controllers

routinely crossed PATCO picket lines to get to and from work. Many strikers were Air Force veterans and respected their former peers, at least in the early going. As the strike dragged on, and reality set in, feelings soured dramatically. Some strikers brought their wives and children to join them on the picket line. There was name calling, slashed tires, and one instance of a bullet hole was found in a hotel room window.

TSgt Paul Brady was deployed on Aug 5 from Myrtle Beach AFB, SC to Denver Air Route Traffic Control Center. Brady said, "The work was hard. We worked 8 hours a day, 6 days a week on rotating shifts." He returned 23 months later.

Tim Gravelle was also a player in the Air Force's strike response. Then a single first term E-4, he was dispatched on just hours' notice from Griffiss AFB, NY to the FAA control tower in Newark, NJ. He and other controllers drove in personal vehicles and arrived soon after the strike broke.

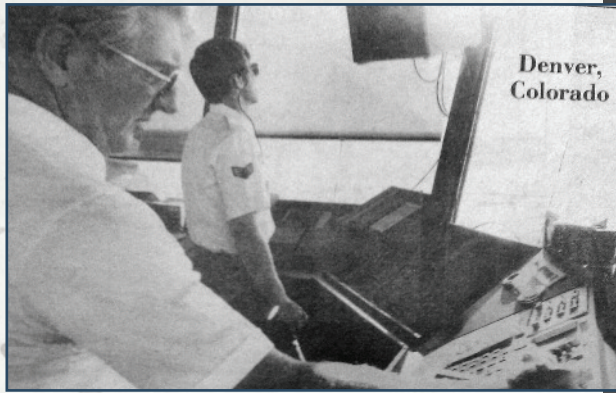
After a couple of weeks, Gravelle was transferred to busy Teterboro Tower where he stayed for 8-9 months. He lived in a hotel near the airport. "I learned a lot about air traffic control and really felt like I was helping our country out when they needed me."

Local FAA officials liked his can-do attitude and ATC skills and tried to entice him to stay on with the FAA. He declined since he was eager to return to the Air Force to take his pending assignment to Germany. Gravelle later earned his college degree through the Bootstrap program and was later commissioned. He stayed in ATC, retiring as a lieutenant colonel, and is currently a civil servant airspace manager at Headquarters Air Mobility Command, Scott AFB.

TSgt Dave Reese was deployed from the radar approach control at Luke AFB, AZ to the FAA's terminal radar control facility at Stapleton Airport in Denver. Just hours after the walk-out he and 30

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Tom Doyle, an air traffic control specialist at Stapleton International Airport, Denver, at the time of the strike, oversees the training of SrA Randy Hazzard of England AFB, LA. (AFCC intercom photo)



others were on an Air Force C-141 aircraft headed to Denver.

Reese remembered thinking he'd probably just be in Denver through the weekend. He stayed for 8 months, reenlisting and being promoted to MSgt while there. He summed it up, "I'll always be extraordinarily proud of our deployed military controllers because when our country dialed 9-1-1, the Air Force came a-running."

Reese retired as a CMSgt after over 32 years service. He went on to train many of the current crop of controllers while a civil service ATC instructor at Cody Hall at Keesler AFB, MS. He is now retired and lives in Arizona.

Andy Cantwell was just an E-3 and had just arrived at Seymour-Johnson AFB, NC, from overseas. As a new guy and dispersed mobility controller he was an obvious candidate for deployment.

He was checking out of his temporary quarters when he was notified to pack a bag, get into his blues, and head to base operations. He shortly found himself on an Air Force T-39 aircraft headed for Detroit with other controllers. Once there he was told to get back on the aircraft, now bound for New York City. En route the aircraft received additional instructions and ended up landing at Homestead AFB, FL.

Thirty-one controllers from the Air Force, Navy, and Marines arrived at the FAA's Miami control

tower/TRACON near Homestead AFB for duty. Cantwell was the most junior and quickly got fully rated in the TRACON where he worked for 13 months. He and others were initially billeted in a nearby hotel but he later rented an efficiency apartment on the beach.

Cantwell came from a controller family and aspired to someday be an FAA controller. His father was a PATCO controller who went out on strike. His brother was an Air Force controller who now works for the FAA.

After separation from the Air Force, Cantwell was hired by the FAA as a GS-11. He said his dad strongly encouraged him to take the job. Within a year he was a GS-14. He stayed with the FAA for more than 33 years, as a line controller and later supervisor at Miami and later Atlanta TRACON. Controlling is evidently in his blood as Cantwell signed a 4-year contract in February 2015 with Airservices Australia.

PATCO had spread the disparaging words that military controllers were dangerous and not trained to work in FAA facilities. One of the great thrills of Col Derrel Dempsey's career was resoundingly proving them wrong. According to Dempsey, Air Force controllers are charged to "go anywhere in the world and perform air traffic con-



trol on a moment's notice. And we do it better than most."

Dempsey is a life member of the Air Force Communicators and Air Traffic Controllers Association and first ballot inductee into the *Air Force Cyberspace Operations and Support Hall of Fame* in 2006. He lives in Illinois.

Military controllers involved were later awarded the Humanitarian Service Medal by Defense Secretary Caspar Weinberger presented to those who distinguish themselves by meritorious participation in specified military acts or operations of a humanitarian nature.

Road to a ready, reliable, relevant ATC force

By Scott Duke



Control tower at Cheyenne Airport, WY (243rd ATC SQ)

What organization is responsible for 70 percent of the Air Force's wartime air traffic control mission? What organization is the third busiest Major Command in terms of controlling air traffic? One would think that with these two unarguable facts, the name would roll off your tongue as you spout, "*The Air National Guard is the answer.*" Only AETC and ACC control more traffic around the globe than the ANG, and the 10 ANG air traffic control squadrons make up 70 percent of deployable assets, ready to deploy when called upon.

This is the story of how the ANG grew from less than 25 percent of the Air Force's deployable ATC force to 70 percent and how it rose from being ranked 10 out of 10 MAJCOMs to third, controlling nearly 900,000 aircraft per year. It started in 1995, when the ANG had 19 ATC missions,



Members of the 259th ATC Sq deployed to Baghdad Control Tower during Enduring Freedom.

but only controlled air traffic at three locations: Volk Field, WI, Alpena, MI, and McEntire, SC. Drill weekends consisted mostly of catching up with fellow controllers, reviewing FAA publications, and taking monthly proficiency tests on ATC basics.

Since 16 locations did not actively control and separate aircraft, the overall ATC mission was stagnated and gave a false sense that the active duty had a solid backup in the event it (ANG) was needed. To reduce costs the Air Force downsized the ATC mission in the ANG and proposed that the ANG draw down 9 ATC missions. It was a devastating blow.

When an active duty base closes, HQ AFPC provides new assignments for the base populace. When the ANG downsizes, pink slips are issued and as in this case, air traffic controllers were left to scramble to other states, if possible, so they could remain in ATC. For many, cross-training was the only answer as their civilian jobs would not allow for a transfer out of state. The career field was at an all-time low and it didn't just affect the controllers. Air Traffic Control and Landing Systems (ATCALs) personnel were also left to find other work. Many transferred to the local Communications Flight and continued to work on equipment, but not ATC.

Whispers began that grew into open conversations about the future of ANG Air Traffic Control. Could it survive? According to Randy Headrick (who was appointed as the first Chief of Air Traffic Control for the Guard in 1991), unless bold changes took place, with full support of senior

leadership at the National Guard Bureau, air traffic control in the ANG would die a slow death, and be used as a bill payer for emerging missions. During a meeting in Alpena, MI with a few folks around the table (me included), Mr. Headrick wrote on a napkin his vision. He drew 10 boxes and wrote A-T-C Squadron in each box. Under those words, he wrote "tower," "radar," "TACAN". He explained that the ANG would stand up 10 ANG ATC Squadrons (this was the number the ANG was downsized to by USAF) and give each squadron a mobile radar, mobile tower, and mobile navigational aid (TACAN).

For his plan to be successful, missions would need to draw down in one state and stand up in another, taking over ATC operations at potential airports within the state. It was a painful process for some state ANG leadership as well as their senators, congressmen, governors, and Adjutants General, who would potentially lose their ATC mission. But if Mr. Headrick's plan to launch a ready, reliable, and relevant ATC force in the ANG was to succeed, this had to be done. Eventually everyone agreed to do what was best for the Air Guard and the process to realign and rebuild ANG ATC began.

The first step was a meeting with the Director, ANG (Maj Gen Donald Shepperd) to get his support with standing up new ATC squadrons at locations where they could control daily traffic, which was often accomplished by moving ATC missions across state lines. Once the process began, Mr. Headrick spent many hours in Congressional hallways, ex-

plaining to senators and congressmen why moving the mission out of their state into another was right for America and the Air Force mission. Mr. Headrick garnered their support.

While this was taking place, as luck would have it, the Federal Aviation Administration released a revised list of airports where air traffic control was being transferred to civilian contract organizations.

Mr. Headrick and a few of us went to HQ FAA with an offer. We convinced the FAA to contract with the ANG to assume ATC services at some airports on their list. As we looked at possible candidates, we looked for civilian airports where the ANG had a flying presence, such as Cheyenne, WY, St. Joseph, MO, Meridian, MS, Alexandria, LA, Kapolei, HI, and Klamath Falls, OR. During negotiations, the ANG agreed to not only assume ATC services in the control tower, but locate an ATC radar on the airfield to enhance flying safety. The FAA agreed to pay the ANG what they would have paid a contract ATC company to run just the control tower. The ANG took over ATC re-

sponsibilities at the above civilian airports. What was remarkable was that the ANG would be able to train ANG controllers and maintenance personnel in stateside ATC facilities so they could be proficient, and have somebody else help pay for it. It served as the foundation for what is in the ANG today across the country. Along the way, the ANG assumed ATC responsibilities for Buckley Control Tower and Selfridge ANGB, MI (tower and RAPCON). When Naval Air Station Moffett became a casualty of Base Realignment and Closure, we coordinated with NASA to take over ATC responsibilities there.

Today, the ANG is responsible for the operation in 19 control towers and 12 radar facilities across the country. The first ATC Squadron (Meridian, MS) stood up in 1996 and the last Squadron was activated in 2002. Each has 87 enlisted and 3 officers. The commander of each is an Airfield Operations Officer (13M AF-SC). During Noble Eagle, Enduring Freedom, and Iraqi Freedom, the ANG deployed 50 percent of its mobile radars, 40 percent of its mobile

control towers, 40 percent of its mobile TACANs, all 10 ATC Squadrons were mobilized, 10 combat airspace managers were deployed, 350 air traffic controllers were mobilized, and 250 ATCALS maintainers deployed. It was the largest use of ANG ATC assets in ANG history.

For the pain and anguish this ANG mission endured through the years, it became clear that the ANG air traffic control mission was now reliable, ready, and thanks to a few, relevant. So relevant that active duty benchmarked the template of the ANG ATC Squadron and in 2015, stood up the first active-duty ATC Squadron (52nd ATCS) in Georgia.

Editor's Note: Scott Duke served under Mr. Headrick from 1994-99, when Mr. Headrick was promoted and Mr. Duke assumed responsibility for ANG ATC. Mr. Duke retired in April 2016 as Chief, ATC, Airspace & Ranges Division, NGB, Joint Base Andrews, MD, having served 42 years in military and civil service. Mr. Duke was awarded the AF Outstanding Civilian Career Service Award.

Comm Sq helps connect simulator to global network



The Predator mission aircrew training systems lite is a condensed version of a full-sized simulator which allows MQ-9 Reaper airmen to replicate an active environment. With help from the 28th Communications and Civil Engineer Squadrons, the 432nd Attack Squadron is able to save \$150,000 and 7,800 man-hours a year. (U.S. Air Force photo by Lt Col Kenneth Degan)

ELLSWORTH AFB, S.D. – The 432nd Attack Squadron achieved a remotely piloted aircraft first in May by participating in Virtual Flag, the Air Force's largest virtual warfighting exercise, using an MQ-9 Reaper flight simulator. The 432nd ATKs at Ellsworth has been flying combat air patrols since the squadron was formed in 2012.

In previous exercises, MQ-9 crews had to travel to Kirtland AFB, NM, where the exercise is hosted and use a generic computer to participate. Through a ground-up effort, the 432nd was able to build and test a new capability to join the exercises from home station using a realistic MQ-9 cockpit.

Called Distributed Mission Operations, the 432nd can connect its flight simulator to potentially hundreds of other simulators via a global network. The participants can then conduct combat training that simulates highly complex missions.

"One of our missions in the 28th Communications Squadron is to support the 432nd so they can conduct 24/7 combat operations," said SSgt. Kelby Rossmiller, the 28th CS's lead communications technician on the project. "When we found out we could help, we were eager to put in the extra hours and make it happen."

Combat comm provides critical link for Northern Strike

GRAYLING, MI - Squadrons of airmen from Illinois and Utah provided the communications backbone for Northern Strike 2016. The 264th Combat Comm Squadron from Peoria, IL, provided the communications hardware and infrastructure support, operating from three locations at the Alpena Combat Readiness Training Center and the Camp Grayling Joint Maneuver Training Center in northern Michigan.

The 109th Air Control Squadron, Salt Lake City, is using that infrastructure to provide direct air-to-ground communications to allow air and ground assets to coordinate and put bullets, bombs and other weapons on target.

"It is really an integration of a number of units, across service branches, working together to manage the battle space," said Maj. Leon McGuire, commanding the 35 members of the 109th participating.

The 264th had about 50 airmen participating in the exercise and used its deployed equipment to provide secure and non-secure voice and data link communications to the 109th and other participants. They created the pipe through which exercise units can communicate, said Maj. John Parise, officer in charge of one of the 264th's operating locations.



A communications radar unit operated by the 264th Combat Comm Squadron stands ready during Exercise Northern Strike. The National Guard Bureau--sponsored exercise united 5,000 Army, Air Force, Marine and Special Forces members from 20 states and three coalition countries during August 2016. (Photo by SrA Ryan Zeski)

No infrastructure? No problem! CBCS brings comm

California National Guard—When your mission is to move 56,000 pounds of equipment to a foreign country and establish multiple communication platforms with no prior infrastructure, simulation at home is hard.

CMSgt Donna Goodno has served in the California ANG's 147th Combat Comm Squadron since 1992, and the unit has practiced setting up an entire com-



Twenty-two airmen and 56,000 pounds of equipment make their way from San Diego, home of the California ANG's 147th Combat Comm Squadron, to Latvia, aboard a C-17 Globemaster to support an exercise designed to improve interoperability.

munications system at least twice each year, usually in about 3 1/2 hours. Before this summer's participation in exercise Saber Strike in Latvia, she had never seen the 147th move 28 tons of equipment overseas to serve an external customer.

"Normally when we deploy overseas, the equipment is already there, and we run what's there," she said. The team deployed with their equipment June 6-July 1 in support of Saber Strike, a 13-nation, 10,000 member NATO exercise in Estonia, Latvia and Lithuania designed to improve interoperability in support of multinational contingency operations. The 147th supported the Michigan ANG's 127th Wing and its A-10 Thunderbolt II aircraft.

"We flew into Lielvarde AB and had a big field where we set up our tents, generators, computers and other equipment," Goodno said.

Goodno saw the team's years of practice pay off. The CBCS sent 22 airmen to Latvia, including many who were fresh from Tech School, and the team completed every facet of their mission.

In addition to setting up a satellite comm terminal and full network suite, the 147th provided radio communications so Thunderbolt pilots could communicate with their unit on the ground, with a range of 55 miles.

Cody Hall lab renamed to honor fallen Airman

By A1C Travis Beihl
Keesler AFB, MS

Family and military personnel filled Cody Hall at Keesler AFB to dedicate its tower lab to Maj. W. David Gray, Aug 8.

To commemorate Gray's service in the Air Force, the 334th Training Squadron held a ribbon-cutting to officially reopen the doors to the lab bearing the new name and an exhibit with pictures and awards Gray earned. Gray was killed in Afghanistan Aug. 8, 2012, during a suicide bomber attack.

"Maj. Gray's legacy of outstanding air traffic and tactical air control service to our nation and our allies, and his love and commitment for his family and friends are indeed the true beacon to guide us all," said Lt. Col. Steven Mullins, 334th TRS commander. "We ensure that his 'Finish Strong' legacy will live on, for all to witness, as we diligently train, develop and inspire our newest command and control warriors."

Heather Gray Blalock, wife of the late Maj. Gray, described him as both a leader and a kind spirit. "David loved so well and led so effectively, that those around him aren't crippled by his absence, but instead equipped with the resiliency and strength he fostered. He was a hero," she said.

The 334th TRS has embraced its heritage by memorializing fallen



Col. C. Mike Smith, 81st Training Wing vice commander, Heather Gray Blalock, wife of the late Maj. W. David Gray, Lt. Col. Steven Mullins, 334th Training Squadron commander, and Capt. Gregory Birdsong, 334th TRS instructor supervisor, participate in a ribbon-cutting at Cody Hall to honor Major Gray. Gray (inset) served for several years as an airfield operations officer and was killed in action in Afghanistan in 2012. (Air Force photo by Kemberly Groue)

command and control Airmen and dedicating rooms in their name.

"Gen. Rand, our Air Force Global Strike commander, once said that 'Our history makes us smarter; our

heritage makes us prouder,'" said Mullins. "Maj. Gray will be forever remembered within the same squadron in which he began his officer career in 2001."

**Your help
is needed
to preserve
history**

Bob Stewart attended the dedication ceremony to honor Major Gray. This is his third visit in less than two years to Cody Hall for a dedication. He thanked Lt Col Mullins for preserving the history of Air Force air traffic control. Col Mullins offered to continue the efforts. The challenge is to collect documents and training materials from World War II forward. Bob Stewart suggests things like FLIP navigation charts, OJT guides that were once published for each AFSC, antique headsets, microphones, photos, etc. Let him know what you could contribute. He is hoping to collect items or hear from people by January. You may contact him on Facebook or email: rays5283@yahoo.com.

First-ever fully federated mission network

1st CBCS connects with NATO, builds partnership

RAMSTEIN AB, Germany – Twenty airmen from the 1st Combat Communications Squadron participated in Exercise Steadfast Cobalt 2016 with NATO and one partner nation from April 28 to June 5 at the Romanian Communications and Information Systems Compound in Bucharest, Romania.

The purpose of the exercise was to create a Federated Mission Network and share knowledge and best practices with NATO countries.

“Our team was able to successfully stand up the FMN architecture integrating data from three geographically separated units,” said MSgt. Phyllis Brooks, 1st CBCS combat operations flight chief. “It proved we can stand up a tactical Combined Joint Task Force within 72 hours, and we are currently the only Air Force unit that can do so.”

“We were able to prove we can set up a network which allows not only all U.S. Forces to communicate with each other, but also 30 other NATO countries,” said CMSgt. Daniel Tester, 1st CBCS chief of operations.

The team was presented the Certificate of Appreciation for Outstanding Performance by NATO Maj. Gen. Walter Huhn, NATO Communications and Information Systems Group director. They were the only U.S. members to receive this award. Eight individuals in the team were also coined for their contributions. “I am proud of our accomplishments and honored to have been a part of the first-ever fully federated mission network,” said Brooks.



Air Force Communicators & Air Traffic Controllers Association

New members since 1 Oct 2015

JAMES P BARNHART
RICHARD A BAKER
GUY A COOLEY
JOHN D PRICE
GARY McALUM
MERLE L BLACK III
LEO BOUDREAUX
TOMMY L HARMAN
MARKUS E ROGERS
JOHN R BLACK
DEREK T CROWDER
JEFFREY C SANDUSKY
SEAN P CARLISLE
JOHN KAPPERT
DANIEL V MULLEN
RONALD G GOESSMAN
MICHAEL P HIGGINS
MARVIN M BROWN
LOUIS M WEST
SCOTT S DUKE
TERRY BOWMAN
MICHAEL VERRILL
KARL S SULLIVAN JR
WILLIAM MEYERS

JOHN GILLIGAN
LEO VON PINGEL
JERRY REGAN
THOMAS E SULLIVAN
PAUL DORFMAN
CALVIN BETZ
RUSSELL GLOD

Renewals since 1 Oct 2015

EDGARD AAGESEN
MELVIN L ALDRIDGE
RAYMOND B ALLEN
BOBBY J ALLEN
ROBERT E AUVIL
RICHARD W BAKER
PAUL L BALACH
JAMES L BECKWITH
JEFFREY K BEIL
BILLY J BLEDSOE
MAJ GEN PHILLIP E
BRACHER
ROBERT D BRADSHAW
GEORGE A BURK
CHARLES A CARLSON
ROBERT M CHAPLIN

DONALD L COBB
C. (MARTY) CODDING
TON
LARRY B COLEMAN SR
ERCOLI J DIVITTORE
CLYDE R DODD
CLAUDE DOYLE JR
PAUL R DUHAIME
KENNETH M DUNN
RAYMOND A EHRLE
LEWIS C ENAMA
RICHARD M FISHER
SHERMAN C FLANDERS
SAMUEL FRIEDMAN
PAUL H GACKENBACH
ALBERT W HAGGART
LESTER D HAMM
EDMAN A HICKS
DONALD D JOHNSTON
RICHARD J KEENEY
MARTIN J KELLNER
RAYMOND A KINNEY
LARRY J KOERBER
DONALD LIMOGES
JOVIAN (BART) B
MCKINLEY
BRIAN V MCDANIEL
JOHN A MILANO

JANET MOREIKO-
GAGEN
CAROL MUSICK
VICTOR O MUSICK JR
ROBERT A NEWBERN
WILLIAM S OGWYNN
ROBERT V PAUL
A C "GENE" QUERI
CHARLES J RANKE
ERNEST L RAPER
WILLIAM S RUSCHAK
OTTO W RUST
STANLEY A SCHNELL
MICHAEL J SHEILS
DON W SHERLOCK
CLARANCE E SHILLINGS
TONY P SPAGNOLIA
RICHARD STEFFEN
JACK E STRATFORD
THOMAS J TAYLOR
PAUL L TREXLER
FRED M VALDEZ
BILLY J YATES



Keesler AFB celebrates its 75th anniversary

KEESLER AFB, MS – Base leaders, community partners and Biloxi elected officials gathered in the Biloxi Visitors Center to continue Keesler's 75th anniversary celebration by declaring June 3, 2016, as Biloxi/Keesler Partnership Day.

In addition to the proclamation, which was signed and read by Biloxi's mayor, Andrew 'FoFo' Gilich, a 14-panel historical display was unveiled for visitors and locals to view throughout the summer.

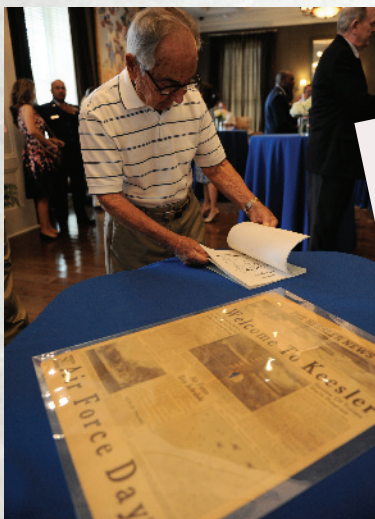
"I have to say that in my 23 years in the Air Force, I've never seen the kind of genuine support and outstanding hospitality this community shows to our Airmen; I'm truly honored to be a part of your community," said Col. Michele Edmondson, 81st Training Wing commander during her speech.

Other exhibits, including mannequins wearing vintage Air Force uniforms, a display of the 'Keesler News' evolution throughout the years and a current-day 81st TRW mission video, were on hand for guests to view during the event.

The base and local community continued celebrating the base's anniversary all year long.



Retired CMSgt. J.J. Vollmuth and CMSgt. Harry Hutchinson, 81st Training Wing command chief, view the 14 panel historical display during Keesler's 75th Anniversary celebration at the Biloxi Visitors Center in June. (U.S. Air Force photo by Kemberly Groue)



Retired Lt. Col. Henry Burkle, who was stationed at Keesler during World War II, views memorabilia during Keesler's 75th Anniversary Historical Display.

Early Development: 1941 - 1949

In early January 1941, Biloxi city officials assembled a formal offer to invite the U.S. Army Corps to build a base to support the WWII training buildup. The package included an early airport, the old Naval Reserve Park, and parts of Oak Park sufficient to support a technical training school with a population of 5,200 people. On 6 Mar 1941, the War Department officially notified Mayor Braun that Biloxi had been selected. The War Department activated Army Air Corps Station No. 8, Aviation Mechanics School, Biloxi, MS, on 12 June 1941. City officials wanted the base named after a notable figure in the area's history, but it was War Department policy to name installations after service members killed in action. In late June, Mayor Braun received word that the new school would be named in honor of 2d Lt Samuel Reeves Keesler, Jr., of Greenwood, MS. Lieutenant Keesler had died of wounds during World War I while serving in France as an aerial observer assigned to the 24th Aero Squadron, U.S. Army Air Service. On 25 Aug 1941, Army Air Corps Station No. 8 was officially designated as Keesler Army Airfield.

Aug 31 marked 35th anniversary of the

BOMBING OF USAFE HQ

Photos from the USAFE historian's office shows damage from a massive car bomb that exploded Aug. 31, 1981, in the parking lot outside the USAFE headquarters building on Ramstein AB, Germany.



By Ken Reiff
AFCOMMATC Historian

It was about 7:05 when I left my quarters at Ramstein AB to go to the Communications Center to pick up my morning teletype messages. I got the messages at 7:15 and headed to the 1964th Communications Group's morning stand-up briefing. As I drove I heard a huge explosion. It was 7:21. My car shook violently and my reaction was that we were being attacked.

When I reached our building I called the 86th Tactical Fighter Wing Command Post and learned an explosion had been triggered just outside USAFE headquarters and severe damage occurred. Immediately, we put contingency plans into effect and I left for USAFE Hqs.

My concern was the location of the base telephone switchboard, telephone exchange, comm center, technical control, microwave tower, cryptographic account, and van that housed circuits to the Munitions Storage Sites throughout Europe. Those facilities were next to USAFE headquarters in the area of the explosion.

The location had been cordoned off by security. I was worried about the welfare of unit members as well as the German telephone operators who we employed. The

chief of our comm center let me know our facilities had been evacuated and we had no casualties. Our chief operator, Sheila Davis, stayed behind and handled the switchboard by herself. She was later awarded the first AFCC Civilian of the Year Award for her service during this crisis. As it turned out, a few of our tech controllers had refused to leave until they had rerouted circuits from the damaged microwave tower to cable connected to Kindsbach Cave (a NATO facility) and some to Sembach AB, home to 17th Air Force. Fortunately, we had practiced this procedure often during Wing exercises.

One of my predecessors had large revetments placed around our comm facility. The revetments did their job and took the pressure from the explosion. The only damage I could see from a distance were blown-out windows of the switchboard area and the microwave tower was bent, making it useless.

There was still the possibility of another bomb in a canister that had been thrown clear of the explosion site and authorities would not allow entrance to the area. A jurisdictional dispute between US Security and German authorities delayed entrance of our communications personnel back into the facilities to reestablish more circuits at technical control, bring in telephone opera-

tors to assist Ms. Davis, and continue comm center operations. I was able to reach Ms. Davis with my non-tactical radio and directed that she immediately institute "minimize" procedures. This alleviated some of the phone calls that were jamming the switchboard.

I met with Brig Gen Robert Oaks, 86th TFW commander (later General Oaks, commander of USAFE) just outside the cordoned area and informed him we needed to get communications folks inside. He said he had no authority to do that.

My comm center chief had advised me that the cryptographic account had also been shut down. Several account holders, many with key command and control responsibilities, had not picked up their crypto cards that had to be in place by midnight or their circuits would go down. General Oaks did not seem to catch the full implication. Fortunately, Col Frank Wenzel, the wing vice commander, overheard. He had been commander of the Tactical Air Control Center in Vietnam and knew what I was talking about. He explained in detail to the general what would happen to crypto devices at midnight without proper card insertion. General Oaks promptly went to the entrance of the cordoned area and one by one, over objection of German authorities, cleared our folks into the area. I instructed the comm center chief to also implement "minimize" procedures. Our crypto custodian brought out the needed cards and we contacted the remaining account holders to immediately pick them up.

At that point, operations stabilized and I deferred to my staff to handle remaining concerns. It was time to rebuild damaged facilities and find a suitable work space for those who had been displaced.

I should digress here. During joint NATO and 86th TFW exercises I learned that we on the US side were prohibited from creating a War Reserve Material account for stockpiling communications assets needed to restore functions in case of damage by an attack. Maj Paul O'Keefe, chief of maintenance, discussed this extensively in fall 1980. He suggested a plan that would probably get us both into trouble and we adopted it.

In September we found fallout monies and purchased 10 A1A Key Telephone Units and put them in storage at a vacant Tab V shelter (protected aircraft from attack) which became our WRM location. Additionally, he said he had the best SSgt "scrounger" in his supply section, advocating sending him on the road with an 18-wheel flatbed to visit USAFE bases and pick up comm-electronics scheme material, such as leftover cable, splice cases, etc. I agreed and when he finished in March 1981, we had the Tab V full of material. That per-

son was fantastic and I feel remiss in that I do not remember his name.

Later that night, General Oaks convened the staff and requested we put a plan in place to house displaced USAFE and 4th Allied Tactical Air Force members. He said we would use Visiting Officers Quarters. We worked the problem into the early morning and developed a plan. From a communications perspective there were only 12 pair cable to that facility. We had the material as described above, but we needed cable trenching support, additional outside plant cable splicers, inside wiring technicians, etc. We also needed support to fix our damaged microwave tower and waveguide.

We received tremendous support from the European Communications Division, Engineering Installation Center, 1st Combat Communications Group, 1836th Engineering Installation Group, 2045th Communications Group, and several ECD communications squadrons. The task was difficult, but the folks who came to Ramstein worked long hours alongside our folks and succeeded in restoring HQ USAFE and 4th ATAF. I regret if I missed any of the units that supported us during the recovery operations.

With General Oak's and Brig Gen John Paul Hyde's (ECD commander) recommendation, the 1964th CG received the AF Outstanding Unit Award, January 1981 to December 1982.

Author's note: Aug 31, 2016, was the 35th anniversary of the attack by the Baader/Meinhof/Red Army Faction at USAFE. There were no fatalities of the 17 injured. One of my associates, Maj Gen Joseph Moore, was one of the more seriously injured. Investigation determined that the explosion timer was set in error and was expected to go off at 8:21 which would have caused many more casualties.



Cyber Pro earns Gen Mitchell Award

JBSA-Lackland – The Air Force Association presented the 2016 Gen Billy Mitchell Award for Excellence during the Opening and Awards Ceremony before the 2016 Air, Space & Cyber Conference in National Harbor, MD, in September.

MSgt Stuart Wilson, Operations Superintendent, 92nd Cyberspace Operations Squadron, Joint Base San Antonio



MSgt Stuart Wilson

Lackland, Texas, received the award for the C4 professional who most enhanced the US Air Force's warfighting capability. The 92nd COS is aligned under the 688th Cyberspace Wing, 24th Air Force, Air Force Space Command.

At the time of the award submission, Wilson's citation states he was a flight chief assigned to the 851st Cyber Protection Team and led 147 combat mission ready operators across 15 squadrons with the employment of the \$12M Cyber Vulnerability Assessment/ Hunter weapon system.

He provided operational oversight for defensive cyberspace operations through the employment of three service re-allocated cyber protection teams and a Cyberspace Vulnerability team.

New ILS guides aircraft at D-M

DAVIS-MONTHAN AFB, AZ – The Runway 12 Instrument Landing System guided its first approaching aircraft at Davis-Monthan AFB, Sept. 15.

The internationally standardized system assists pilots during the final approach for landing.

"It's a navigational aid used by the pilots," said Capt. Chance Landreth, 355th Operations Support Squadron Airfield Operations Flight commander.

"It's really necessary when there's bad weather which we have during monsoon season. This is a big deal because we had the system for Runway 30, but not for Runway 12, which is our primary runway."

The ILS provides approaching aircraft with horizontal and vertical guidance relative to the centerline and the threshold of the runway for an accurate landing approach.

The upgrade enables D-M to redirect approaching aircraft depending on weather without the worry of having to use a runway that employs a primitive approach system.

"We're now going to be decommissioning a piece of equipment that has become almost obsolete in the Air Force," said MSgt. Laurel Maples, 355th OSS NCO in charge of airfield systems.

The final steps of the ILS installation process were capped off with a commissioning flight which occurred late last month.

"This was a 10-year team effort from inception to actual employment," Landreth said. "The 355th Civil Engineer Squadron laid all of the foundations to put the equipment in place. The 355th Logistics Readiness Squadron helped with storing the equipment while we planned the installation. This system is made up of a lot of other systems talking to each other, so we thank the

355th Communications Squadron for their hard work as well."

Beale team named Tower of the Year

BEALE AFB, CA – The 9th Operations Support Squadron air traffic control team was presented with the 2015 D. Ray Hardin Air Traffic Control Facility of the Year Award for the Air Force.

The air traffic control team won the award which is given to the best tower in the Air Force for executing approximately 44,000 operations from Jan. 1, 2015, to Dec. 31, 2015, in support of a variety of aircraft including the U-2 Dragon Lady, the T-38 Talon, and the RQ-4 Global Hawk.

Beale has a unique mission with high-altitude intelligence, surveillance, and reconnaissance and our contribution to that mission helped us distinguish ourselves," said TSgt Steven Cypher, 9th OSS NCO in charge of standards and evaluations.

Beale's air traffic control tower is manned 24/7 to ensure the safety of the pilots and the completion of the mission.

The air traffic control tower team has been recognized twice for their performance in 2015. Earlier this year, they won Air Combat Command tower of the year.



Airmen from the 355th OSS pose in front of Runway 12's new Instrument Landing System as two A-10C Thunderbolt II aircraft fly above Davis-Monthan AFB. The ILS provides approaching aircraft with horizontal and vertical guidance for an accurate landing approach. (U.S. Air Force photo by SrA Chris Drzazgowski)

AF launches year-long 'Cyber Secure' campaign

WASHINGTON -- The Air Force message is clear, October may be National Cybersecurity Awareness Month, but with the continuous advancement of technology and evolving cyber threats, one month of awareness is no longer enough.

In a memorandum sent to Air Force personnel, Lt. Gen. William J. Bender, the Air Force's chief information officer, said he was establishing the Chief Information Security Office and beginning a year-long Cyber Secure campaign in October to address cybersecurity throughout the service.

"We must position cyber at the forefront of our thinking, planning, and operations," Lt Gen Bender said.

"Cybersecurity depends on every Airman, regardless of rank or job description. Every time you log onto a system, click on a link, download a file, or plug one device into another, we risk exposing our systems to exploitation."

In other words, when it comes to cyberspace, everything is connected.

Air Force leadership also emphasized that the cyber domain is much more than the internet.

"While the internet is part of cyberspace, it is not all of cyberspace," Lt Gen Bender said. "Any computer system capable of communicating with other computer systems in some way is part of cyberspace. A desktop computer, an avionics computer on an aircraft, a smart phone, an industrial controller, and the processors on a modern car are all part of cyberspace, although only some of them are routinely connected to the internet."

AMC consolidates with MAC

SCOTT AFB, IL -- The Secretary of the Air Force announced that Headquarters Air Mobility Command consolidated with Headquarters Military Airlift Command, effective Oct. 1, 2016. With this, AMC added 51 years



Damage assessment—Joint Base Charleston

SrA Anthony Tressel, radio frequency transmission technician with the 628th Communications Squadron, Joint Base Charleston, SC, inspects a ultra high frequency (UHF) antenna for wind damage caused by Hurricane Matthew on Joint Base Charleston, S.C., Oct. 10, 2016. Joint Base personnel worked diligently to return the Joint Base to full operational status after disaster response coordinators assessed damage and verified a safe operating environment. (U.S. Air Force photo by A1C Sean Carnes)

to its history, tracing its lineage back to May 29, 1941, and the Air Corps Ferry Command.

"This consolidation makes AMC the oldest major command in the Air Force," said Gen. Carlton D. Everhart, the AMC commander.

The Air Force established the AMC in 1992 as part of a post-Cold War reorganization that inactivated three major commands; MAC, Strategic Air Command and Tactical Air Command. These three commands were replaced with two new major commands, AMC and Air Combat Command.

During that same year, U.S. Strategic Command was established as a unified command of the Defense Department. The Air Force authorized the use of the SAC emblem while AMC used the MAC emblem and ACC used the TAC emblem. Although this

helped preserve the emblems of the inactivated commands, there was no lineage connecting the new organizations and the old ones with predecessors. "This created confusion as an emblem should belong to one organization only," said Ellery Wallwork, the AMC command historian.

In 2009, the Air Force redesignated and reactivated the inactivated SAC as Air Force Global Strike Command.

To eliminate the confusion and validate the use of past command emblems, the Air Force Historical Research Agency advocated for the AMC consolidation with MAC along with the ACC consolidation with TAC, said Wallwork.

Now that MAC and AMC share one genealogical line, the history of the two organizations will remain a part of the Air Force's active history.

Development of air traffic control in post-war Germany

By Frank Fischer

Germany, with its military governments of the four Allies during the years of the occupation and the reign of the Allied High Commission (up to 1955), did not pay much attention to the Allies' provision of air navigation services and air traffic control at that time.

The very first steps were taken by the US Army Air Force Command in establishing enroute ATC units in late 1945 at Munich-Riem airport and at Hanau airfield; i.e., radio call signs, Munich and Hanau Army Airways, working on HF and VHF bands using CW and voice.

It was not publicly known that the British commissioner, the UK commonwealth office and the RAF already employed Germans in air navigation and ATC as of 1947 and similarly that the American commissioner, the US CAA and USAFE with its AACS squadrons, did the same as of 1949. The key figure for aviation, air navigation and ATC matters of the US involvement was Thomas D. Johnson (in charge from 1948 to 1956), assisted by L. C. Moore of the US CAA.



Rhein Control Tech Site on Erbeskopf Mountain with the GPS 4 radar.



Between 1949 and 1953, respectively 1956 all aviation matters were administered by a tripartite Civil Aviation Board of the three western Allies, first from Wiesbaden and as of 1952 from Frankfurt/Main.

The first 40 Germans trained by the US CAA in 1949 at Bremen were assigned to the control towers at civil international airports in the US occupation zone to provide aerodrome control.

The following group was trained on area (enroute) control by USAFE AACS at Freising near Munich in mixed civil/military classes. They were assigned to man the ARTCCs in Munich and Frankfurt/Main (IG Farben building). These centers were taken over in 1953 by the newly established Federal Administration for Air Navigation Services (BFS). In the former British zone Hannover ARTCC was only transferred to BFS in 1955. So far for the prehistoric development.

I myself began my ATC career in April 1957 at the ATC school in Munich and as an aerodrome controller at Hamburg TWR and APP. For still unknown reason, I was suddenly and permanently assigned in January 1959 as a civil government employee to the 619th TCS of USAFE at Birkenfeld to work as an area controller at Rhein ARTCC, a center responsible for all civil and military traffic above 20,000 feet all over South Germany. This unit first came under the authority of the 12th AF and as of 1959 under 17th AF.

This ARTCC, jointly manned by US AACS, German civilian (BFS) and military (GAF) controllers, subsequently came under HQ USAFE ADVON command (Wiesbaden) and was operated by the 7424th SUPPRON under commander Maj. Manussier.

Rhein UAC had been established in June 1957 by USAFE under a US - FRG state agreement after complaints of US flying units on lacking flight safety in the upper airspace. Despite Germany's limited sovereignty as of 1955 chancellor K. Adenauer declared the FRG

Contd on next page

unable to provide such facility and service due to lack of money, personnel and knowledge. The center's first chief was Capt. N. Magnan, followed by Lt. Teel and Lt. Cox.

Operations began under authority of the 1820th AACS Squadron, technically supported by the 2133rd and 1233rd AACS squadrons and the 2184th AFCS detachment. The whole facility was transferred to BFS in 1964, which by law of 1953 was the only administration responsible for the control of all enroute traffic. The state agreement only expired in 1968, when the center moved to Frankfurt airport.

The control building was half underground, in the later years on Erbeskopf mountain neighbor of the 615th AC&W squadrons SOC (call signs WATERHOLE, SCANDALIZE, HARDTIRE). It was first used by the 602nd AC&W Sq. (call sign CORNBEEF) from 1948 to 1955, when it moved to Giebelstadt. Until 1962 radar was not used in the control of flights, procedural control applied, requiring lots of brain work with everyone permitted to fly zick-zack through the whole area and staying within it for two and often up to 8 hours. Thousands of



Birkenfeld AB, 1948 to 1969, serving the 602nd AC&W, the 619th TCS, the 7424th SUPPRON, three AACS units and the 615th AC&W Sq.

flight progress strips had to be hand-written. Sixty land-lines were available connecting the center to all BASOPS, RAPCON and air defense units, civil and military ATC centers in the adjacent countries, flight ser-



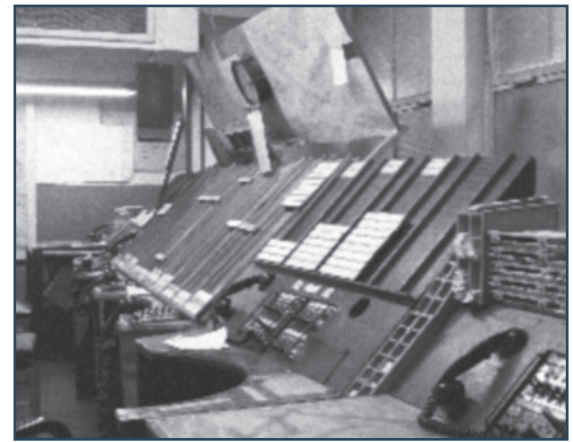
CWO Ed Lustenberg, watch supervisor team B, watching over A2C J. Weaver, 1959



21 April 1953, transfer of jurisdiction over ATC operations in South Germany from USAFE AACS and HICOG CAB to the new Federal Administration for Air Navigation Services of Germany. Standing l to r: Col. Worcester 7th AACS Wing, L. C. Moore (US CAD of CAB for HICOG) and M. Schmidt, appointed chief controller Frankfurt ARTCC (BFS).



USAFE AACS Frankfurt/Main ARTCC ops room (right side) in IG Farben Building, one floor above Gen D. D. Eisenhower's office, ARTCC ops site from autumn 1946 to April 1953; this photo taken in 1952; Chief controller AACS Cpt. Chabeaux.



Rhein Control ops room with wooden boards, 1957 - 1960, non-radar operation, marine clock, hand-written flight progress strips, VHF and UHF radios.

vice centers, MET stations and NOTAM centers. Controllers worked VHF and UHF radios simultaneously.

Traffic controlled by Rhein UAC generated from the air bases of Spangdahlem, Zweibrücken, Söllingen, Lahr, Bremgarten, Hahn, Bitburg, Buechel, Ramstein, Sembach, Pferdsfeld, Rhein Main, Wiesbaden, Giebelstadt, Ingolstadt, Erding, Fürstenfeldbruck, Lechfeld, Memmingen, Landsberg, Neuburg and Leipheim plus overflights from all over the NATO area flying CM-170s, T-33s, F-84s, F-86s, F-100s, F-101s, F-102s, B-47s, B-66s, U-2s, T-39s, C-130s, C-140s, C-141s, B-57s, F-104s, F-105s, F-110s (F-4), B-337s, Canberras, Hunters,

Harriers, English Elekras, Nimrods, Breguet Atlantics and the like, besides some 130 civil airlines with DH Comet 4, B-707, CV-880, CV-990, TU-104, IL-14, TU-134, SE-210, Viscount, Britannia, Friendship, DC-7, DC-8, DC-9, DC-10, L-1011 and what have you, including once an HH-43 Huskie Copter.

We saved a good number of crew and airplanes, but lost an IL-18, two T-33, one T-39 and one B-66 due to external influence. More information on Rhein UAC is to be found in its documentation *The Story of Rhein Control*.

Best wishes for successful continuation of the journal.

About the author

Frank Fischer is German, an air traffic procedures and services expert of the former German Federal Administration for Air Navigation Services (BFS). During his 25 year assignment with BFS from 1957 to 1981 he



served as air traffic controller at aerodrome, approach and area control units at Hamburg control tower and approach control and the Rhein Control area control center (ARTCC) of USAFE and

BFS at Birkenfeld and Frankfurt, Germany, until 1972; and thereafter as ATC planner and evaluator with the BFS experimental center Frankfurt/Main. He was responsible for the operational flight tests on the implementation of digitized radar data operations in Germany, the initiator of area navigation RNAV procedures, air traffic flow control and responsible for the operational planning of the German ATC System for the 1980s (GATC-80). After his activity with the German federal administration in working for BFS and

with the USAFE (1959 to 1964) another 25 years followed in self-employed status and as director of company FSB (Air Navigation Services Advisors). He retired in 2009.

As a holder of a USA AFCS area control license he joined the Air Force Communicators & Air Traffic Controllers Association. In recent years he got involved in the documentation of the development of air navigation in Germany and published three reports on *The Story of Rhein Control 1957 - 1977*, *The Development of Air Navigation in Germany 1919 - 1945* and documentation on the development between 1945 and 1955.

More at <http://www.afcommatc.org> under the History / Air Traffic Control tab

The Way We Were ...

**Images from Heritage Hall, Scott AFB, home of AFCC's successor,
Air Force Network Integration Center.**

**On display:
C-140 Aircraft Navigational
Aids and Facility Inspection
System (NAFIS) cabin console**

**Project manager:
SMSgt (ret) Frank E. Sharon
Refurbished by:
Capt (ret) Timothy F. Carman
Technical Advisor:
SMSgt (ret) Rocky Cole**



Since the 1940s AACS maintained its own group of aircraft to flight check AACS-operated electronic aids in air navigation and air/ground communications facilities. Most of the aircraft, which were specially equipped with necessary electronics, were used for these calibration functions. Some were assigned to the installation and maintenance squadrons for locating and evaluating new facility sites, while others transported mobile units. A few were used for administrative support. In the late 1950s, AACS operated as many as 14 aircraft types with a total inventory of 86 aircraft.

The first **Lockheed Jet Star C-140** scheduled to provide evaluation of navigational aids for AFCS arrived at Robins AFB, GA, on 17 Aug 1962, and was in operation by October. Its speed, range and capabilities enabled it to reach any contingency area within 10 hours. This new aircraft enhanced AFCS' ability to evaluate the performance of its air traffic control equipment.

On 1 June 1963, AFCS transferred the Air Force flight inspection mission to the Federal Aviation Agency in all areas except contingency operations. This allowed AFCS to reduce its aircraft inventory from 59 to 16.

In 1969 management of flight checking responsibilities between the FAA and AFCS changed, as the FAA agreed to reestablish the Air Force role in both contingency and fixed inspection in combat areas. The FAA maintained responsibility in the continental U.S., its possessions and territories, and Central America.

In 1975, AFCS reorganized its flight checking squadrons. They deployed one T-39 with the 1867th FCS and moved that squadron from Clark AB, Philippines, to

Yokota AB, Japan; another T-39 to the 1868th FCS, relocated from Wiesbaden AB, to Rhein Main AB, Germany; and four C-140As to the 1866th FCS at Richards-Gebaur AFB, MO.

In 1978 with the elimination of the Air Force Instrument Flight Center, Randolph AFB, TX, AFCS became the Air Force single manager for flight standards and terminal instrument procedures.

In 1979, shortly after four C-140s were moved to Scott AFB, IL, with the command transfer, AFCS repainted all its aircraft in camouflage for their combat mission.

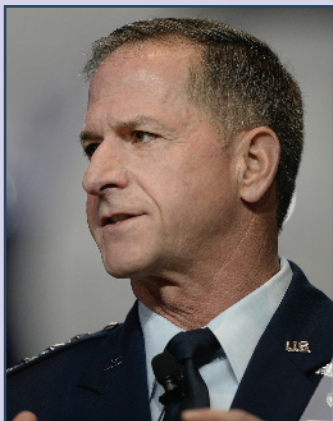
In October 1983 HQ USAF recreated the AF Instrument Flight Center. AFCC transferred responsibilities for flight standards and terminal instrument procedures to the Center and lost 15 manpower authorizations.

In October 1987, as a result of the Air Staff review of AFCC in spring 1987, AFCC transferred its 1954th Radar Evaluation Squadron, Hill AFB, Utah, to the Tactical Air Command. Also, AFCC transferred the performance analysis by continuous evaluation program to TAC along with 14 manpower authorizations. At the direction of the HQ USAF Chief of Staff, AFCC transferred its six aircraft and associated flight inspection mission to the Military Airlift Command. AFCC had performed this mission since 1942. AFCC's 1866th and 1868th Facility Checking Squadrons were inactivated, and the 1867th FCS was redesignated the 1467th FCS. Because of the illustrious wartime accomplishments of the 1867th, its lineage transferred to the new 1467th FCS. (*AFCC, An Illustrated History, 1938-1991*)

From the top



Air Force's top leader, Secretary Deborah Lee James



AF Chief of Staff Gen Dave Goldfein



Lt Gen Kevin McLaughlin, U.S. Cyber Command deputy commander

“ Space is now contested and congested. It's extremely important to everything that we do in the military, including precision guidance; navigation; missile warning; weather; intelligence, surveillance and reconnaissance; and communications.

During a strategic space review earlier this year, James said areas of focus included protecting satellite communication and missile warning missions, as well as battle management, and command and control capabilities.

Most importantly, we are changing the culture in our space enterprise. We need to get our heads around the future -- what happens if a conflict on Earth extends to space? How will we defend our assets?”

This will affect how Airmen train, and will include building a space mission force ready for conflict that extends into the space domain. ”

“ I believe that it is at squadron level where we succeed or fail as an Air Force. It's where Airmen are developed, it's where families thrive, it's where training and innovation occurs and I believe it's where we make the most difference as leaders. Squadrons operated very differently during Vietnam, however, the structure hasn't changed over the last 50 years even with a demand signal that has increased exponentially. Leveraging the total force may be one way squadrons could see change...

Brig. Gen. B. Chance “Salty” Saltzman will lead the charge advancing multi-domain, multi-component command and control capabilities so the service is more networked and can make decisions rapidly. I truly believe that we, as an Air Force, not only get this, but we can be the connective tissue for the joint force as we go forward and move into the information age of warfare. ”

“ The Air Force has moved from air to space and now to cyber. We have created an environment where we can take individuals or small teams, entire teams, or groups of teams, including those who are allies, and train them. USCYBERCOM is tasked with three core missions. The first is to defend the Defense Department Information networks. The second is to support combatant commanders. With forces assigned to support all combatant commands, they have the ability to protect critical data and provide full spectrum (both offense and defense) cyber capabilities to joint forces. The third is, when directed by the President or Secretary of Defense, to protect U.S. critical infrastructure from attacks of significant consequence. USCYBERCOM will defend the nation's critical infrastructure – roads, power, water – from cyber attack, if called. Our number one mission is defending networks. Anything today that touches a computer system or embedded (information technology) is our responsibility. ”

**Remarks at Air Force Association
Air, Space and Cyber Conference
September 2016**

No more additional duties!

Leadership aims to reduce burden on airmen

WASHINGTON (AFNS) – Airmen need more time to focus on their core missions. Air Force senior leaders said that's the message they received from Airmen and it's the reason they decided to reduce additional duties.

In a memorandum to Airmen Aug. 19, Secretary of the Air Force Deborah Lee James and Air Force Chief of Staff Gen. Dave Goldfein announced the service has established a task force titled "Airmen's Time," charged with streamlining, and in some cases eliminating, additional duties.

"We have heard your concern and frustration," the leaders said in the memo. "...we have heard consistently that additional duties assigned at the unit level affect our ability to focus on core missions, which in turn impacts our readiness."

The task force was able to eliminate, reassign or reduce 29 of 61 specific duties identified under Air Force Instruction 38-206, "Additional Duty Management."

Reassigned duties will be carried out by commander support staff, which are being re-established over time as a central part of Air Force squadrons, or through other means that do not require Airmen to be pulled away from core missions.

Over the last several years, the Air Force began adding support manpower to squadrons to help relieve some administrative burdens, but it will take time before most units are

able to begin absorbing some of the reassigned additional duties.

For additional duties being transferred to the CSS work center, further action is required to document the workload requirement in manning standards, fund sufficient manpower resources, and accomplish required training.

"Until the new CSS decisions are implemented and CSS manning is healthy, commanders are empowered at all levels to consolidate CSS-assigned duties as appropriate, and discontinue non-critical duties beyond their ability to resource," they said.

Those duties being reduced will no longer universally apply to all units, giving commanders much more flexibility in determining what duties are necessary for their type of unit, reducing the need to train Airmen on functions that aren't needed.

Simultaneous to the revision of the instructions, the inspector general will begin to update inspection checklists to reflect modifications to the AFI. Additionally, the Air Force is establishing a new screening process to review new policies and identify areas creating additional duties for Airmen with the goal of preventing unchecked growth of these functions in the future.

"This, I want to emphasize, will be a first step," Secretary James said. "And it's going to be followed up by a review of computer-based training and other ancillary requirements that take up a lot of our Airmen's time."

According to the memo, the service will focus on duties originating in law and Defense Department policy, and emphasize areas where the Air Force can eliminate, consolidate or streamline training requirements that have increased in recent years.

Gen Goldfein said, "It is time to revitalize the squadron as the warfighting core of our Air Force."

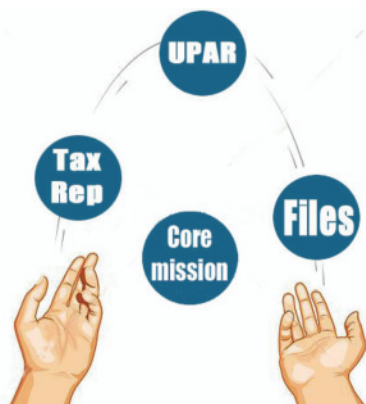


Duties being eliminated include:

- Destruction Officer
- Functional Area Records Manager
- Individualized Newcomer Treatment and Orientation (INTRO) Manager
- Records Custodian
- Self-Aid & Buddy Care Monitor/Instructor
- Unit Public Affairs Representative (Instead, the Wing Public Affairs office will work with unit leadership, as required, to communicate with the media)
- Unit Tax Representative (Advisor) (While this duty is seasonal, it often becomes akin to a full-time job during tax season.)
- Web Page Maintainer

The full list of additional duties impacted is on the "Reducing the Burden on our Airmen" fact sheet. http://www.af.mil/Portals/1/documents/SECAF/160819_Fact_Sheet.pdf?ver=2016-08-19-123457-803

Editor's note: I can almost hear the collective cheers at the squadron level. I have to admit though that the AFCC intercom newspaper would not have been what it was without the best unit public affairs representatives in the entire Air Force.



Awards and Honors



MAJ GEN VAN C. DOUBLEDAY
ATC ENLISTED
MANAGER
OF THE YEAR, 2016

SMSgt (sel) Jessica M. Martin

MSgt Jessica M. Martin is the Squadron Superintendent, 57th Operations Support Squadron, Nellis AFB, NV. She provides leadership, management and guidance to 188 enlisted Airmen.



Sergeant Martin enlisted in the Air Force in September 2004. She graduated from the Air Traffic Control Apprentice course at Keesler AFB, MS, in March 2005. She has filled myriad roles including Air Traffic Control Watch Supervisor, NCO in Charge of Air Traffic Control Training and Standardization and Tower Chief Controller. Assignments include bases in Texas, Mississippi and Oklahoma. She also deployed in support of Combined Joint Task Force-Horn of Africa and Operations Enduring Freedom and Iraqi Freedom.

Before assuming her current position, Sergeant Martin was the Tower Chief Controller in the 57th Operations Support Squadron at Nellis AFB.

Recognition is nothing new to MSgt Martin. She was an honor graduate from Basic Training, was promoted to Senior Airman below-the-zone, earned the John Levitow Leadership Award from Leadership School, was named ATC Watch Supervisor of the Year for AF Space Command in 2009 and for AF Materiel Command in 2012, was a distinguished graduate of the NCO Academy and later Senior NCO Academy, was the AF Headquarters ATC Manager of the Year for 2015, and earned the CMSAF James McCoy Academic Achievement Award, Senior NCO Academy in 2016.

MAJ GEN GERALD L. PRATHER
COMMUNICATIONS/
INFORMATION PROFESSIONAL
OF THE YEAR, 2016

SSgt Bradley M. Klutz

SSgt Bradley M. Klutz is an Air Operations Center Systems Supervisor, 612th Air Communications Squadron, 612th Air Operations Center, 12th Air Force, Davis-Monthan AFB, AZ.



The 612th ACOMS provides the Air Operations Center weapon system with communications support and deployable comm capability to US Southern Command. The unit delivers cyberspace superiority and facilitates counter drug missions within control of the US Southern Command.

Sergeant Klutz maintains and provides critical command and control systems support for the Falconer Weapon System. He analyzes and diagnoses vulnerabilities for UNIX and Windows servers and determines and implements corrective action to mitigate system vulnerabilities. He is responsible for the Air Operations Center's computer clients and verifying that they have met the required Defense Information Systems Agency standards.

Sergeant Klutz executes and develops maintenance and training programs for specialized communications and surveillance equipment. He grew up in Clinton Township, MI. He entered the Air Force in December 2012 and after basic military training he was sent to Keesler AFB and was assigned to the Cyber Systems Operations career field for technical training.

His first assignment was at Davis-Monthan AFB, AZ, where he is currently stationed. Sergeant Klutz deployed in support of Operations Inherent Resolve and Freedom Sentinel.

He was the 2015 Air Force 3D0XX Information Dominance Junior Enlisted of the Year, the 2015 612th ACOMS Airman of the Year, the 2014 612th ACOMS Airman of the Year, and was promoted to SrA Below-the-Zone in 2014.

AF 12 Outstanding Airmen of the Year 2016

Every year, the Air Force selects 12 Airmen to be recognized for their distinguished accomplishments. Two selectees represent Comm and ATC.

TSgt Sharry Barnshaw Air Mobility Command

TSgt Sharry Barnshaw, 436th Communications Squadron client systems section chief, Dover AFB, DE, received the honor as one of the Air Force 12 Outstanding Airmen of the Year.

“Team Dover is proud to have TSgt Sharry Barnshaw recognized as one of the 12 Outstanding Airmen in the Air Force,” said Col. Michael Grismer, 436th Airlift Wing commander.

Barnshaw said the stars seemed to align this year as her goals came to fruition.

She completed her bachelor’s degree, performed well in the NCO Academy interactive leadership



Sharry Barnshaw, 436th CS client systems section chief, inspects two-way radios.

course, and served as the president of the wing’s 5/6 Counsel.

SrA Derek F. Miles

U.S. Air Forces in Europe and Air Forces Africa

SrA Derek F. Miles, a ground radar systems technician, 39th Operations Support Squadron, Incirlik AB, Turkey, was also selected as one of the Air Force’s top 12.

Miles acted as the shop NCO in charge for three weeks leading five airmen in the absence of an NCO. His leadership and actions led to a 99.9% radar uptime, beating the USAFE standard. Miles established the command and control capability for five deployed squadrons enabling them to fly more than 1,000 sorties in support of Operation Inherent Resolve.

“Senior Airman Miles’ dedication to his team and well-being of his peers is unparalleled,” said SSgt Steven Dlugosz, 39th OSS Ground Radar NCO in charge. As a ground radar technician at Incirlik, Miles troubleshoots, repairs, and sustains 24-hour operations terminal air control, landing and meteorological systems valued at \$9.5 million. “One thing I hope to accomplish during my time here would be to leave a legacy of excellence and teamwork that people can follow,” he said.

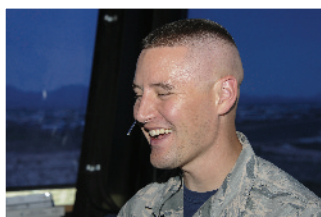


SrA Derek F. Miles, ground radar systems technician, 39th Operations Support Sq.

Controller lands AF-level award

DAVIS-MONTHAN AFB, AZ -- Senior Airman Kimo Lagapa-Talbott, 355th Operations Support Squadron air traffic controller, was named the 2015 AF Air Traffic Controller of the Year.

“I feel like a lot of it is team effort,”



SrA Lagapa-Talbott

Lagapa-Talbott said. “As far as air traffic control, you always have an assist somewhere. Somebody is always looking out for you, whether it’s the watch supervisor or the person working to your left or right. The trainers provide a lot of time and effort for me to develop my skills and to

become the air traffic controller I am now.”

“KT is a controller you can rely on to get in position and work to the best of his ability,” said SSgt Alex Donovan, 355th OSS ATC.

“This job isn’t for everybody,” Lagapa-Talbott said. “You have to think quickly on your toes, especially in the tower facility.”

Meet a
new member

Scott Duke

Meet retired MSgt Scott "Ox" Duke. Scott is one of our newest members to the Association, joining in early 2016.

Scott was born in Zweibrucken, Germany, in 1956 and entered the Air Force in Radcliff, KY, in 1974. He completed basic training at Lackland AFB, TX, and the Air Traffic Control Apprentice Course at Keesler AFB, MS. His ATC career began at Campbell Army Airfield Control Tower, Hopkinsville, KY, in 1975. He last promotion in the military was in 1991.

During his career, he completed two Associate Degrees (Air Traffic Control, Instructional Technology) from the Community College of the Air Force, and a Bachelor of Science degree in Occupational Education from Southern Illinois University. He graduated from the Airman Leadership School in 1977 at Keesler AFB, MS, NCO Academy in 1986, RAF Uxbridge, United Kingdom, and the Senior NCO Academy in 1991.

He was the Air Force's Air Traffic Control Technical Advisor of the Year in 1987, and the Air Force's Training Achievement Award winner in 1988. His awards and decorations while in the Air Force include Air Force Achievement Medal (4), Air Force Commendation Medal (4), Air Force Meritorious Service Medal (4), and the Air Force Special Recognition ribbon for winning the Air Force's Tops in Blue Talent Contest in 1985 in the Potpourri, Nonmusical category for his standup routine.

He retired from the Air Force in 1994, beginning a new career with civil service in the same year that lasted 22 years, rising through the grades, becoming a GS-15 and the Chief, ATC, Airspace and Ranges at the National Guard Bureau, Joint Base Andrews,

MD. He became the highest ranking civil service Air Traffic Control (GS-2152) in the Air Force. He retired from Department of the Air Force in April 2016 and was awarded the Air Force Outstanding Civilian Career Service Award (equivalent to Legion of Merit) serving a total of 42 years of service to our country.

He is married to the former Nancy Salzwedel, who retired from Delta Airlines in 2016 after serving 29 years, and they reside in Arizona.

Assignments/Honors

- Fort Campbell AAF, KY, 1975-76, Control Tower
- Reese AFB, TX, 1976-77, Control Tower
- Keesler AFB, MS 1977-78, ATC Instructor
- March AFB, CA, 1978-80, Control Tower/GCA
- Sondrestrom AB, Greenland, 1980-81, Control Tower/GCA
- March AFB, CA, 1981-83, Control Tower/GCA
- RAF Greenham Common, UK, 1983-85, Control Tower
- RAF Bentwaters, UK, 1984, Control Tower
- RAF Upper Heyford, 1985-87, Control Tower/RAPCON
- Anoka County Airport, 1987-90, Control Tower
- Al Dhafra AB, UAE, 1991, Control Tower/RAPCON
- Volk Field, WI, 1988-92, Control Tower/RAPCON
- Alpena, MI, 1989-90, Control Tower/RAPCON

2 Aircraft Save Assists while assigned to RAF Upper Heyford and March AFB

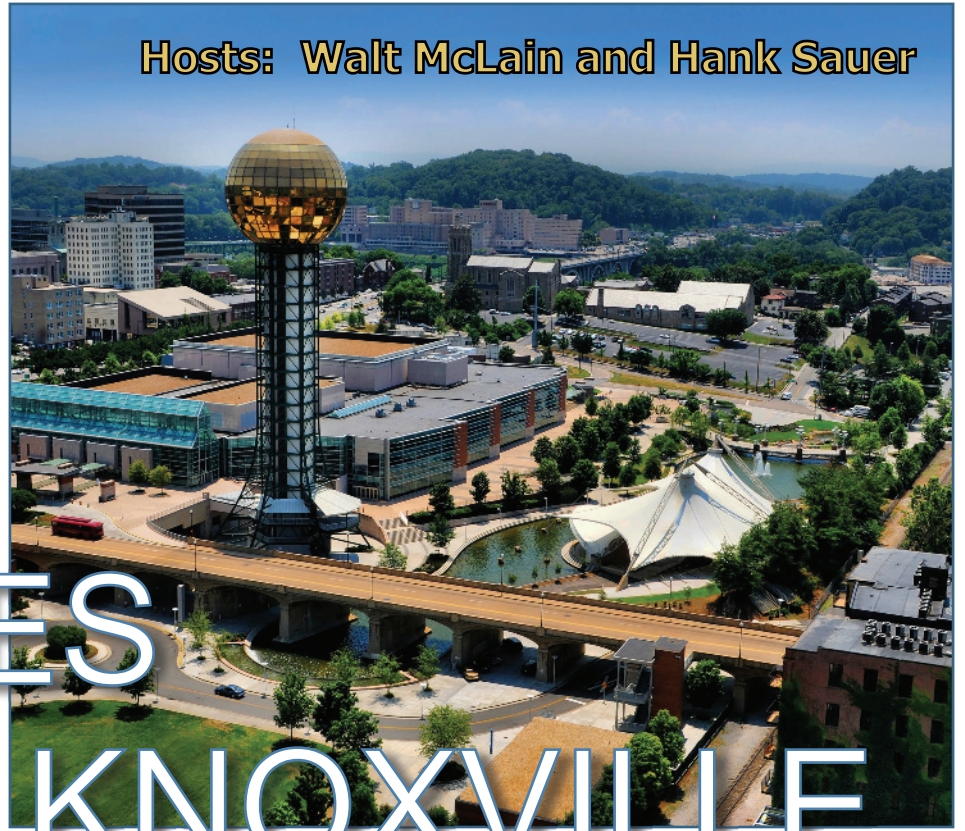
Created/Editor of newsletter for AF Airfield Operations, ON-COURSE (1992-2016)

*Commandant's Award while attending NCO Academy
Tops-in-Blue Winner 1985*





Hosts: Walt McLain and Hank Sauer



SCENES FROM KNOXVILLE



From left, Bob Read, Monika Buckley, and Bill Bethea, 3 of our friendly bartenders. All 3 devote time and energy to the reunions each year, as does retired Maj Gen Gerald Prather, but he was unable to make it this year. We wish him the best!

Air Force Comm & ATC Convention

October 5-9, 2016

Holiday Inn

World's Fair Park



SSgt Bradley Klutz, right, and SrA Casey Harper on a tour bus. SSgt Klutz is one of this year's annual award winners.



View on the river walk, a short distance from the hotel.

The hospitality room...where great conversations take place and friendships are made.



2016 tours & events:

- American Museum of Science and Energy, Oak Ridge, TN. A panorama of historical photographs, documents and artifacts explains the Manhattan Project and the construction of Oak Ridge, TN
- Annual Prayer Dinner, led by Chaplain Ed Broestl.
- 40th Annual General Farman Golf Tournament. (Low gross score and champion: Jack Woodward. Low net winner: Bill Bethea. Longest drive: Ken Heitkamp. Closest to hole: Bill Bethea, Jack Woodward, Tim Alf, Steve Bovich.
- Star of Knoxville Riverboat Dinner Cruise
- Shopping and dining on Market Square and Gay Street.
- Annual Banquet

Tour of American Museum of Science & Energy, Oak Ridge, TN



Members participate in hair-raising experiment with static electricity



*BBQ lunch at Calhoun's
on the River*



Riverboat dinner cruise



Market Square and Gay Street



Saturday Membership Meeting



Oct 8, 2016, Holiday Inn World's Fair Park, Knoxville.
Called to order by the Executive Director, Ken Reiff



- Minutes from last year's meeting, Oct 3, 2015, published in the November edition of the *Communicator* were approved as presented.
- The membership rolls decreased by about 200 (determined by Walt McLain's efforts to contact all members). Members present were reminded that the Association is a legacy organization. Current membership is from the WWII, Korea, and Vietnam era. We need to be more purposeful in recruiting (involving) people from the current era, since 1991, to properly appreciate and recognize their contributions.
- Treasurer's Report was presented showing the organization is solvent but additional members are needed.
- Fiscal Management Committee reported strict fiscal control over the past year continuing with next year's budget.
- Recruiting Committee reported their direction will be adding members from the Gulf-era (post 1990) since the vast majority of current members are considered legacy.
- Those nominated for various Board of Director positions were elected by acclamation.
- Oklahoma City is the location of next year's convention. A dinner is planned at the Oklahoma State History Museum along with a private, guided tour.
- The *Communicators* for the coming year will be mailed to members and also available online in November and June. The June edition will be in newsletter form highlighting convention/reunion details.

The meeting adjourned followed by an ATC presentation by Rafael Quezada and an AF Communications Vision presentation by Lt Col Mike Furman, 612th ACOMS, Davis-Monthan AFB, AZ.

Ed Broestl, Executive Secretary



This year's Recruiting Award was earned by Laurence "Pat" Patrick, who recruited 10 new members.



Annual Banquet



Honor Guard from the University of Tennessee ROTC.

In the spotlight



**MAJ GEN VAN C. DOUBLEDAY
ATC ENLISTED MANAGER
OF THE YEAR, 2016**

SMSgt (sel) Jessica Martin (center) poses with her mother, Melva Glaser (right), and award namesake retired Maj Gen Van C. Doubleday.



**MAJ GEN GERALD L. PRATHER
COMMUNICATIONS/
INFORMATION PROFESSIONAL
OF THE YEAR, 2016**

SSgt Bradley M. Klutz, second from right, poses with (from left) retired Lt Gen Harry Raduege; his commander, Lt Col Mike Furman; and SrA Casey Harper.

Hall of Honor award winners

Right, John Gilligan (right) accepts his award from retired Lt Gen Jack Woodward.

Below left, retired Col Ray French (center) accepts his award from retired Col Ken Reiff. At his right is his wife, Barbara.

Below center, retired Col Gary McAlum (right) accepts his award from retired Lt Gen Harry Raduege.

Below right, Ken Heitkamp (right) accepts his award from retired Col Ken Reiff.



Convention Attendees

Akard, Bob
 Alf, James "Tim"
 Anderson, Gene
 Bacchieri, Edie
 Bacchieri, Roger
 Ballard, Nancy
 Bartlebaugh, Jess
 Bethea, Pauline
 Bethea, William (Bill)
 Billy, P. J.
 Bovich, Linda
 Bovich, Meaghan
 Bovich, Stephen
 Brace, Janette
 Brace, Richard
 Braun, Julie
 Broestl, Diana
 Broestl, Ed
 Buckley, Monika
 Caldwell, Charles
 Caldwell, Sandy
 Cassatt, Bill
 Chadburn, Elena
 Chadburn, James
 Dalton, Kathy
 Davenport, Joseph
 Dillon, Jesse

Donnell, Douglass
 Donnell, Francie
 Doubleday, Elizabeth
 Doubleday, Van
 Flaherty, John
 Fowler, Allie
 Fowler, Mark
 French, Barbara
 French, Raymond
 Furman, Lt Col Michael
 Gagen, Tom
 Gilligan, John
 Glaser, Melva
 Groce, Chester
 Groce, Rhoda
 Hamm, Lester
 Harper, SrA Casey
 Heitkamp, Kenneth
 Heitkamp, Marilyn
 Higgins, Doris A.
 Higgins, Michael P.
 Kirkpatrick, Craig
 Kirkpatrick, Elaine
 Klutz, SSgt Bradley M.
 Konat, Henry
 Korynta, Jim
 Korynta, Mai-Lin
 Lewis, Margaret
 Lewis, William C. (Bill)
 Lupis, Jim

Manske, Lori
 Manske, Steve
 Martin, MSgt Jessica
 Martinson, David
 McAlum, Gary
 McCormick, Leslie
 McCracken, Germaine
 McCracken, Wilbur
 McLain, Carolyn
 McLain, Walter
 Meyers, Norma
 Meyers, William
 Morabito Sr, Daniel F.
 Morabito, Barbara Ann
 Morabito, Kathleen
 Moreiko-Gagen, Janet
 Niezgoda, Barbara
 Niezgoda, Joe
 Patrick, Christina
 Patrick, Laurence (Pat)
 Petty, Jan
 Petty, Larry
 Petty, Ron
 Phillips, Debbie
 Phillips, Janice
 Phillips, Jo-Ann
 Phillips, Mark
 Phillips, Randy
 Phillips, Stan
 Phillips, Steve

Phillips, Therese
 Platt, Ed
 Pristash, John
 Quezada, Rafael
 Raduege, Harry
 Read, Robert (Bob)
 Reiff, Ken
 Reiff, Linda
 Roberts, James
 Sauer, Hank
 Sheridan, Homer (Gene)
 Sheridan, Irene
 Snyder, P. A.
 Snyder, Robert (Duke)
 Spivey, Emerson
 Spivey, Olive
 Sullivan, Karl
 Sutton, James
 Sutton, Yoko
 Townsend, Marcella
 Townsend, Terry
 Wallace, John (Bill)
 Wallace, Julie
 Weber, Fran
 Weber, James
 Whited, Jennie
 Woodward, Jack
 Woodward, Susan

Join us at the 41st annual convention in Oklahoma City OK

Details in June 2017 edition of *Communicator*

Highlights

- Tinker AFB tour of 38th Cyber Engineering & Installation Group and AWACS
- Open time for dinner and entertainment in Bricktown
- Golf Tourney
- Open time for shopping and sightseeing
- Dinner and private tour at Oklahoma History Museum
- Cowboy Museum Tour

PHOTO ALBUM



Yokota RAPCON, 1970. Brad Tenney posted on USAF Air Traffic Control Past & Present Facebook page.



2nd MOB TDY 1969. Posted by Michael Swift on AF Communications Facebook page.



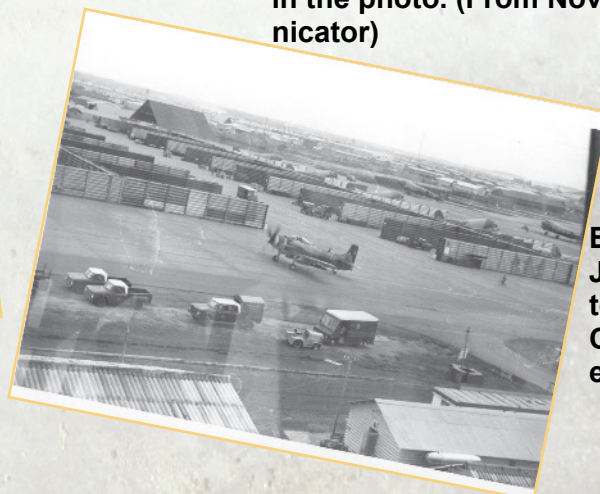
Keesler main base march B shift 3392nd Sq, Fall 1967.



Christmas 1948, Tempelhof AB, Germany. Bob Hope, center, Irving Berlin, and Jinx Falkenberg arriving. Association members Felix Sciaratta and C. B. "Mac" Maginnis are in the photo. (From Nov 2006 AACS Communicator)



Z100 computer. Posted by Steve Ouellette to the AF Communications Facebook page.



Bien Hoa '68-'69. Jim Johnson posted to USAF Air Traffic Control Past and Present Facebook page.

HALL OF FAME

AF Cyberspace Operations and Support

In 1999 the Air Force established the Communications and Information Hall of Fame to honor individuals who made significant contributions, both to the Air Force and our career field, while serving in the public and private sectors. These leaders began the tradition of excellence which led to critical communications and information capabilities for today's and

tomorrow's Air Force. Each year new members are inducted into the Hall of Fame--visionaries who guided the Air Force toward a technological and information-enabled future. Their dedication, vision, patriotism, and honor established a proud legacy on which we continue to build today's information superiority.

Class of 1999

*Lt Gen Lee M. Paschall

Class of 2000

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

Class of 2001

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

Class of 2002

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

Class of 2003

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

Class of 2004

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

Class of 2005

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

Class of 2006

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

Class of 2007

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

Class of 2008

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

Class of 2009

*Lt Gen William J. Donahue
*Maj Gen George P. Lampe
*Maj Gen John T. Stihl
Brig Gen Charles B. Jiggetts
*Lt Gen John L. Woodward
*Maj Gen Gerald L. Prather
*Brig Gen Duncan W. Campbell
*Col Gilbert L. Sentimore

Class of 2010

Col Jess Guthrie
*Col Paul Patton
Lt Col Michael Anderson
*Mr. Lloyd Mosemann II
*MSgt Joseph Duffy

Class of 2011

*Lt Gen Harry D. Raduege
Col Lloyd Watnee
*CMSgt William M. Mosley
CMSgt Richard Etchberger
Mr. Cecil Harvey

Class of 2012

*Maj Gen Dale Meyerrose
*Brig Gen Bruce Bohn
Brig Gen Avon James
Lt Col Grace Barth
CMSAF Eric Benken
Mr. Timothy Long

Class of 2013

*Gen William "Tom" Hobbins
*Brig Gen Buford "Randy" Witt
*Col Jack Stratford
*CMSgt Laurence M. Patrick
*Robert L. Feik

Class of 2014

*Lt Gen Charles E. Croom
Brig Gen Wallace Smith
*Col David J. Kovach
CMSgt Larry Holifield

Class of 2015

*Maj Gen John Maluda
*Col Ken Reiff
*Col Gerald Gleckel

Class of 2016

*Mr. John Gilligan
*Col David Martinson
*Col Gary McAlum
*CMSgt Robert "Duke" Snyder

**Was or is a member of our Association.*

Foundation Setters: Brig Gen Billy Mitchell, Gen Edwin W. Rawlings, Lt Gen Harold W. Grant, Lt Gen Lee Paschall, Maj Gen Harold M. McClelland, Maj Gen Robert Sadler

Visit the Hall of Fame site at <http://www.afnic.af.mil/About-Us/Hall-of-Fame>

Hall of Honor

Class of 2001

CMSgt Richard P. "Hank" Sauer

Class of 2002

Col Robert M. Brewer

MSgt. Joseph J. Duffy

Mr. Thomas S. Snyder

Class of 2003

Mr. Larry Camp

Maj Gen Gerald L. Prather

Class of 2004

Mr. Garland B. Hilton

Class of 2005

Lt Gen Harry Raduege

Lt Gen Carl O'Berry

Col David Kovach

Col P.C. Brown (Past Chaplain)

CMSgt Bill Bethea

Mr. Rocco Sansone

Class of 2006

Col Derrel Dempsey

CMSgt Walt McLain

Class of 2007

Col James R. Lauducci

CMSgt Charles E. Teston

Class of 2008

Maj Gen Van C. Doubleday

CMSgt William Mosley

Class of 2009

Lt Gen William J. Donahue

Lt Gen John L. Woodward

Maj Gen George P. Lampe

Maj Gen John T. Stihl

Brig Gen Duncan W. Campbell

Col William Malec

Col Gilbert L. Sentimore

CMSgt James Sutton

Class of 2010

Col Paul Patton

CMSgt Robert "Duke" Snyder

Mr. Lloyd Mosemann

Class of 2011

Gen William "Tom" Hobbins

Col David J. Martinson

Class of 2012

Maj Gen Dale Meyerrose

Brig Gen Bruce Bohn

Brig Gen Stancil Dilda

Class of 2013

Brig Gen Randy Witt

Col Jack Stratford

CMSgt Laurence Patrick

Class of 2014

Lt Gen Charles E. Croom

Col Ken Reiff

Class of 2015

Maj Gen Robert McCarthy

Maj Gen John Maluda

Col Gerard Gleckel

Class of 2016

Mr. Ken Heitkamp

Col Gary McAlum

Mr. John Gilligan

Col Ray French

Thomas F. Buckley Service Award

Class of 2003

Monika 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

Class of 2009

TSgt Gene Sheridan

Class of 2010

SMSgt Ray Sharpless

Class of 2011

Erika VanDyne

Class of 2012

John Flaherty & Julie Braun

Class of 2013

Michael Hunter

Class of 2015

Bill Cassatt



Life Achievement Award

Class of 2001

Col Ted V. Carlson

Class of 2002

Col Bernard U. Glettler

CMSgt Richard P. "Hank" Sauer

Class of 2003

Claire Lofchie

Mr. John A. Milano

Lt Gen Lee Paschall

Maj Gen Gerald L. Prather

CMSgt Jim Van Dyne

Class of 2004

Major C.B. Maginnis

Mrs. Nancy Donnell

Class of 2005

Lt. Col. Richard W. "Dick" Frye

Mr. George Villa

Class of 2006

Mr. "Smitty" McClellan

Ms. Shirley Beachum

Ms. Mary Lou Brewer

Class of 2007

CMSgt Robert "Duke" Snyder

Class of 2008

Dr. Larry Morrison

Class of 2009

Maj David Moore

Class of 2011

Stanley J. Phillips

Class of 2013

Bob Akard

Bill Bethea

Lori Manske

Class of 2014

CMSgt Robert Read

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

Membership Application

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

Types of Membership

Life & Regular Membership is based on service (men and women) as a commissioned officer, warrant officer, noncommissioned officer, enlisted or civilian, who served or is serving in any 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, AFNIC, AFFSA, SAC, TAC, ADC, USAFSS, MAC, etc., or the Air Force 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 \$15 per year, payable in two-year increments.

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

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

Amount enclosed: \$ _____ (make check out to AF Communicators and Air Traffic Controllers Association)
PRINT CLEARLY

Date: ___/___/___ First Name _____ MI ___ Last Name _____

Spouse Name _____ Year of Birth _____ Dates Served _____ (e.g. 50-54, etc.)

Street Address: _____ City _____ State _____

Zip code _____ - _____ e-Mail Address _____

Units and Commands _____

Eras Served _____ WWII, Korea, RVN, Gulf, etc.)

Phone Number (____) _____ - _____ Service Status: General Officer _____ Officer _____

Warrant _____ Enlisted _____ NCO _____ Civilian _____ Tech Rep _____ Other _____

Combat Area or Base: _____

Additional Comm/ATC units _____

What did you do in the AF: _____ (Career field, MOS, Specialty)

How were you recruited: _____ (Member's name, magazine, website, etc)

If you have any questions contact Walt McLain at 865-690-0479 or Cell 865-740-4127
PLEASE COMPLETE ALL INFORMATION



Command patch



Original patch



Challenge coin



AACS pin



Old E9 Pin
3/4" x 3/8"



Special order item
Wood carved
plaque



AF Comm/ATC
hat



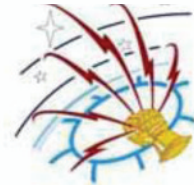
AF Comm & ATC
embroidered logo golf shirts



Zippered
jacket

See next page

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



Name _____ Phone Nbr: () _____

Address: _____

Email: _____

Quantity	Description	Cost
_____	AACS Logo Patch with AFCS & AFCC embroidered @ \$4	_____
_____	Old blue original AACS patch @ \$6	_____
_____	Deluxe Embroidered AFCOMMATC Logo Hat (blue) @ \$12	_____
_____	AFCOMMATC Challenge Coin @ \$7	_____
_____	Old E9 Pin @ \$5	_____
_____	Original AACS Lapel Pin @ \$5	_____
_____	AFCOMMATC Embroidered Ladies Golf Shirt (white) S___ M___ L___ @ \$26	_____
_____	AFCOMMATC Embroidered Ladies Golf Shirt (blue) S___ M___ L___ @ \$26	_____
_____	AFCOMMATC Embroidered Logo Golf Shirt BLUE.....	_____
_____	AFCOMMATC Embroidered Logo Golf Shirt WHITE..... S___ M___ L___ XL___ \$30 2X___ \$32	_____
_____	AFCOMMATC Jacket (zipper) S___ M___ L___ XL___ \$42	_____
_____	Jacket 2XL \$45	_____

AACS items are gone except for the patches and pins.

DONATIONS: (Tax deductible within limits of the law): Receipt: Yes___ No___

TOTAL _____ \$ _____

POSTAGE AND HANDLING ARE INCLUDED IN ALL PRICES.

SOME PRICES HAVE INCREASED DUE TO POSTAL RATE INCREASES.

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

Bill Cassatt, 612 W Hardy St, St James MO 65559, 573-265-5788, wcassatt71@gmail.com

AACS, AFCS & AFCC Wood-Carved Wall Plaques



Cost (including shipping) is \$35 each

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

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

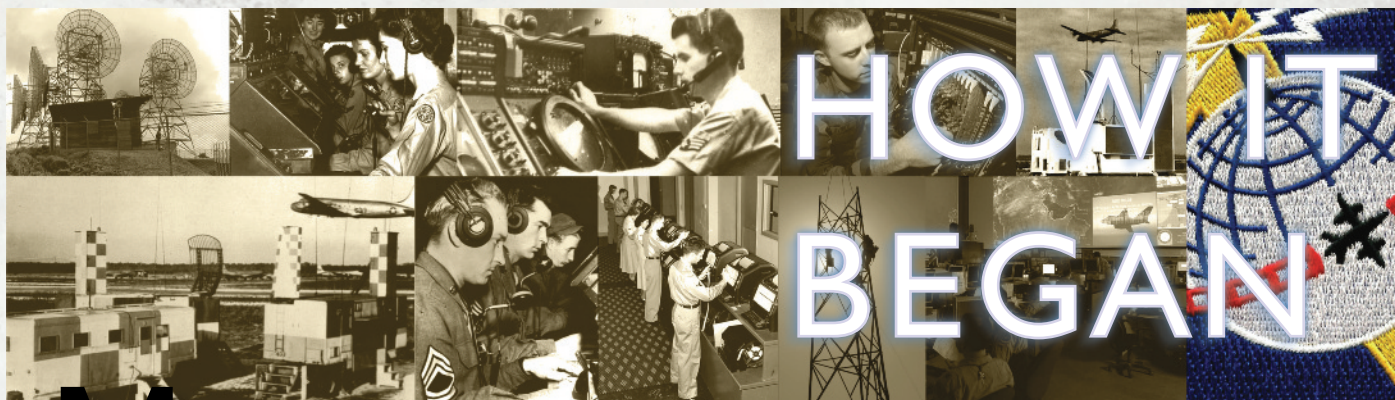
Size 10 1/2 inches



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

Total cost: \$ _____ (check attached)

Mail to: _____



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

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

TAX STATUS

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

ALUMNI ASSOCIATION HISTORY

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

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

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

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

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

ABOUT AACS

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

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

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



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Air Force Communicators and Air Traffic Controllers Association

Who we are

Our association is comprised of about 2,000 members (Communicators, Data Automation, Information/Cyber, Space Operations, Air Traffic Controllers, Air Field Managers, Maintenance, Engineering and Installation and related support personnel) who have served or are serving in any communications or air traffic control unit.

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

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

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

Mission

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

***Provide a forum for educational and humanitarian services, renew and make new friendships, and exchange ideas of common interest concerning communications and air traffic control.**

***Fully support goals and missions of the Air Force and honor the ATC Enlisted Manager and Communications/Information Professionals of the Year**

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

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