

November 2015



Since 1938

COMMUNICATOR



Official publication of the AF Comm & ATC Association



**Commander
recounts difficult
mission of 1985th CS
at U-Tapao
Pages 20-22**

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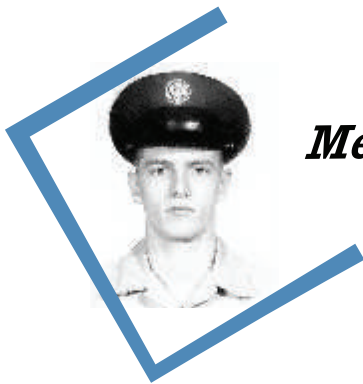
**Air Force Communicators and Air Traffic
Controllers Association**

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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Airmen from the 1st Communications Maintenance Sq cable and antenna team climb antenna towers to conduct a safety climbing class on Ramstein AB, Germany, in 2012. The 1st CMXS provides Tier II maintenance that installs, upgrades, removes and performs emergency repairs on antenna systems for 16 bases across the European theater. (U.S. Air Force photo/SrA Chris Willis)

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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. The June edition is mailed as a print product. The November edition is available online at www.afcommatc.org.

Find us on **Facebook**

<https://www.facebook.com/Air-Force-Communicators-and-Air-Traffic-Controllers-Association-AFCOMMATC-157860650935840/>



Board of Directors



Executive Director, Ken Reiff
Vice Director, Ray French
Executive Secretary, Bill Hammett
Treasurer, Jim Weber
Membership Director, Walt McLain
Editor, Print/Online Media, Lori Manske

Executive Director Appointments

Protocol, Rafael Quezada
Sgt-at-Arms, Robert Read
Board Advisory Officer, Hank Sauer
Information Officer, Gerald Prather
PX/BX Manager, Bill Cassatt

Historian, Ken Reiff
Chaplain, Ed Broestl
Judge Advocate, John Milano

Committees

Financial Management and Budget Policy:

Ray French (chair), Bill Hammett,
Jim Weber

Convention Committee:

Jim Weber (chair), Rafael Quezada,
Bob Read, Hank Sauer

Honors and Awards Committee:

Walt McLain (chair), Hank Sauer,
Chuck Teston

Recruiting Committee:

Rich Griffiss (chair), Ken Reiff

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

Welcome letter

From the new
Executive Director
Ken Reiff

It is a distinct honor to be elected as your Executive Director of our wonderful Association. I pledge my heartfelt support to continue affirmation of our long-term goal to assure the perpetuity of our Association. It will be my duty to ensure the lineage we hold so dear shall be passed on to the next generation of dispersed airmen and officers serving in the communications/information, air traffic control, and, may I add cyberspace, career fields regardless of what major command they serve in or have served in.



We concluded our annual convention at a wet and soggy Myrtle Beach, S.C. on Oct 4. I thank our hosts, Doug and Francie Donnell, Bill and Pauline Bethea, and especially Susie Twedt, who did a wonderful job of orchestrating our various shows in trying downpours among other tasks. I also thank the many unsung folks who work hard to make the event a success, from registration to hospitality suite, fund-raising for our 50-50 drawing, silent auctions, and more. Volunteers make it easy for the rest of us to fully enjoy the reunion experience —thank you!

I hope you will take time to visit the section of this *Communicator* on the convention and see what a wonderful time we enjoyed. Speaking of the *Communicator*, what a wonderful job Lori Manske has done with our magazine as well as enhancements to our world class web site, and there is more to come along those lines.

Our Board of Directors has changed somewhat as we added new faces and bid fond farewell to several. Jim Weber is our new Treasurer and succeeds Cindy Hintz, Bill Hammett is our new Executive Secretary who takes over from our long serving Bob Akard. We have added Bill Cassatt, our PX/BX Supply Officer to the Board, confirmed Bob Read as our Sergeant at Arms, and added Hank Sauer as our Board Advisory Officer. Additionally, we have chosen Ed Broestl as our Chaplain.

A full report on the Board's activities is included in the Executive Secretary's summary on pages 8-9. I would like to highlight a few that need your attention. First, we felt it necessary to make some changes to our Constitution. Those changes are summarized in this edition of the *Communicator*

Contd on next page

Executive director ... from previous page

and require the vote of the membership (see page 45). You can vote in three ways: 1. Mail your vote to our Executive Secretary; 2. E-mail your vote to our Executive Secretary, and 3. Vote through our web site. The voting period will close on Jan 6, 2016. The changes are necessary to continue the effective operation of the association. Second, as you review our Membership Director's report you will see that our membership is declining. This is the most critical issue confronting our Association. We need your help in recruiting new members. As Walt McLain points out, "It's up to us to recruit new members or be the last person standing."

Third, I am committed to engaging the membership more frequently than the twice-a-year publication of the *Communicator*. In that regard we will soon send a survey to obtain your opinion on how we manage the Association's activities. For example, only 7 percent of our members attend our Conventions. Why? We want to know so we can adjust, if necessary. There will be other questions as well and I solicit your support in responding.

Additionally, we are carefully examining today's information technology to see what we can do to reach more of our membership and platforms to encourage new membership from active duty persons as well as those who previously served in our varied career fields. Some have been done already. If you haven't seen our Facebook page, take a look at the many interesting posts. I already mentioned our first-class web site and the changes we have made including the *Communicator*.

We are in the process of selecting a cloud-based application which permits storage as well as online review of various Association documents. It looks promising that we will choose Dropbox for that. As another initiative, we are looking at Instagram to see if there are benefits for us to jump into that realm of social media in an attempt to reach out to the Generation X, Generation Y, and millennials.

In closing, we have a lot of work in front of us and I am confident that the team we have in place is a superior one. The day to day business goes on as we prepare to take on the challenges to continue the perpetuity of AFCATCA.

From the Chaplain

Ed Broestl



It is my honor and joy to be a member and the Chaplain of the AF Communicators and Air Traffic Controllers Association.

As I listened in Colorado Springs and Myrtle Beach, I was taken in by the stories. Stories were shared (occasionally more than once) of things done well, done not so well, done with people who were a joy, done with people who were not so enjoyable. Key to each was that they were told. The most poignant were not those of things done well or not so well done. Rather, it was the camaraderie -- the people -- that were integral to the story.

Isn't that what our life's journey is all about? The joys of a mission successful or completed project are fleeting. Pains experienced in the not so successful lessen in time. However, the friendships, kinships of those with whom they were experienced are remembered, and often treasured.

A role we don't often assume is that of an active listening--for the tone: joy, sorrow, excitement, pain. I participated in a "silent" retreat some years ago. This was not particularly difficult because I'm not energized by loud, boisterous gatherings. However, after two days of quietude, a group joined us that were allowed to converse. Those on the "silent" retreat were offered a separate, quiet room for dinner. I opted to eat with the socially active. As I listened, the din had a broad spectrum. There were peaks above the hubbub: laughter, joy, hope. Something I was not prepared for were the fades: sorrow, worry, concern, regret.

I discovered the full spectrum of emotional bandwidth is always present; occasionally we are blessed to experience and be aware of its totality.

Something impactful, often important was described in nearly every story I heard in Colorado Springs and Myrtle Beach. With so much bad news being broadcast, it was refreshing to hear people cared then and continue to care.

Communicator gets new look

As you can see, the *Communicator* has gotten a makeover.

The original design was published and mailed twice a year. Starting with this issue, the November edition of the *Communicator* will appear online only, in its new format. The June edition, in its new design, will be mailed as a printed product, as well as appear online.

The new design is more contemporary. Our online version is a simple, slick, and easy to read format that is similar to a printed magazine. The software we are using provides a quick and easy way to convert ordinary PDF files into Flash & HTML5 publications that run on all devices (iPad, iPhone, Android phone), with page flip animations and sound. We can also embed active hyperlinks.

The layout has been reorganized for easy reading and the cover has been redesigned to keep up with the times. We may have more content because we reduced the length of some of the individual subjects but we have more of them. We hope to have more content that is easy to read and easy to navigate.

Of course, we are keeping the most important aspect of the magazine in mind. That is to serve our members



and continue to offer relevant and interesting stories and information.

We invite you to tell us what you think. Send an email, letter, or click on “contacts” on our web site and let Lori Manske know. Based on input we will continue to refine and improve.

One of the new features is “Meet a Member”. If you are interested in being featured, please send information and good quality photos about your Air Force career, special memories, anecdotes, etc., to the editor.

We will continue to mail the June edition unless you notify Walt McLain (aacsmbship@comcast.net) or Lori Manske (manske5@charter.net) to remove your name from the mailing list.

– *Lori Manske, Managing Editor*



Don't forget to visit our web site on a regular basis for the latest information.

www.afcommatc.org

You will no longer need a password to access our members-only area of our web site. You can access the current *Communicator* magazine from our home page. Back issues will appear under the News tab. Our membership roster and “how-to” documents will be in our member Library tab.

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Exec Dir

Editor

Membership

Reports



Spread the word!

Declining membership continues to be an area of concern. Currently, 81% of the total membership consists of life members. It was noted that the organization needs to increase active duty membership and gain an increase in the 30-55 year age group.

Please try to recruit at least one new member each year and encourage former members to return.

Members must pay attention to membership expiration dates and renew on time. Renew by April 1 to ensure you receive your June Communicator.

Thanks for your support.



MEMBERSHIP DIRECTOR

Walt McLain

We gained 17 new members since April 1, 2015. Our current active membership stands at 1,461. Since April 1, 32 members have renewed. 83 members' dues expire in 2015.

To see when your dues expire check the address label on the June *Communicator* or the expiration date on your membership card. 71 members allowed their memberships to expire in 2014.

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

New members / 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 on our web site, on page 47 of this edition, 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.

<http://www.afcommatc.org/join.html>



EDITOR

Lori Manske

Cost of the June 2015 *Communicator*:

Printing, labeling, shipping (1,750 copies):
\$2,757.23

Layout/Draft/Conversion: \$ 250.00
Bulk Mail charges (1,677 mailed):
\$747.61

Overseas Mail: \$24.24
TOTAL: \$3,779.08

The *web site* averages approximately **25 visits** per day. It is our biggest recruiter of new members.

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

FYI: 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.

Send stories/photos to L Manske, 665 N 11th St, Breese IL 62230.



BX/PX MANAGER

Bill Cassatt

PX/BX Sales Report (July 1–Sept 30, 2015)

Items Sold:

Hats	2
AACS Logo Patch	1
(AACS, AFCS, AFCC)	
Original Patches	5
Lapel Pins	2
Challenge Coins	6
Blue Golf shirts	1
Ladies Golf Shirts	1
Jacket	1
E9 Pins	1

Sales: \$213

Myrtle Beach Convention Sales Report

Hats	13
Lapel Pins	5
Blue Shirts, S	1
Blue Shirts, XL	5
White Shirts, S	1
White Shirts, XL	1
Ladies White Shirts, L	1
Jackets, S	1
Jackets, M	5
Jackets, L	7
Jackets, XL	4
E9 Pins	11
Command Patches	1
Challenge Coins	16
Blue Shirts, L	3
Blue Shirts, 2XL	2
White Shirts, L	3
Ladies White Shirts, M	2

Sales: \$1,160.00



TREASURER

Jim Weber

Cash in Banks:

AFCOMMATC Checking Acct	\$16955.91
Publisher's Account (TN Bank)	\$ 508.81

Cash Totals: \$ 17,464.72

Equipment Book

Value: \$787.49

Equipment Totals: \$787.49

Certificates of Deposit:

50-12 \$5,009.36	
Maturity Date 07/02/16	
50-24 \$10,017.85	
Maturity Date 07/02/17	
50-36 \$20,066.90	
Maturity Date 07/02/18	
CD Totals (3): \$35,094.11	

Grand Totals:

\$53,346.32

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 2015 Reunion.

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

At a glance...



New Officers

Ken Reiff, Executive Director (replacing Doug Donnell)

Ed Broestl, Chaplain (replacing Jim Weber)

Bill Hammett, Executive Secretary (replacing Bob Akard)

Bob Read, Sergeant-at-Arms

Hank Sauer, BOD Advisory Officer

Rich Griffiss was appointed chair of the Recruiting Committee.

The meeting began with a farewell address from Bob Akard, who decided to not run for re-election as executive secretary in 2015. Bob thanked the Board of Directors for their support during his 12-year tenure and offered support to whomever is elected as his replacement.

Old Business: The minutes of the 2014 BOD meeting were adopted as recorded in the November 2014 *Communicator*. It was noted that plans to hold the 2016 convention in Biloxi could not be finalized and that the 2016 convention will be held in Knoxville, TN, with Hank Sauer and Walt McLain as hosts. The board thanked Hank and Walt for quickly taking on this project and making arrangements at the Holiday Inn.

New Business: Bob Akard reported that in preparation for a new Executive Secretary and Finance Officer, he conducted a financial audit and all accounts are in order. Bob expressed concern regarding the erosion of cash assets over time.

- Following Bob's report, individual members provided reports on their areas of responsibilities. The following items are of significance to the general membership:
 - It was decided to increase membership of the BOD to 11 voting members and eliminate the Executive Committee.
 - It was decided that the November edition of the *Communicator* will be published online only using software that provides a page-flipping effect.
 - Declining membership continues to be a concern. 81% of the total membership consists of life members. It was noted that the organization needs to increase active duty membership and gain an increase in the 30-55 year age group.
 - Ken Reiff, incoming Executive Director, presented the following recommendations based on his bottoms-up review of the Association's directives. A motion was made and seconded to accept and approve the following recommendations, which were unanimously approved.
 - Convention Committee will consist of the following BOD members: Jim Weber, Treasurer, Chair; Rafael Quezada, Protocol Officer; Bob Read, Sergeant-at-Arms; and Hank Sauer, BOD Advisory Officer. Approval of the make-up of the Convention Committee places key members of the BOD, who are responsible for the success of the Association's Conventions, on the Committee.
 - Financial Management and Budget Policy Committee: Jim Weber, Treasurer, Chair; Ray French, Vice Director; and Bill Hammett, Executive Secretary. The Committee's initial task is to review and make recommendations to the BOD for approval. The Vice Director will initiate the review and collect and input recommendations for presentation to the Executive Director and BOD.
 - Honors and Awards Committee: Change the name of the "Hall of Fame and AFCOM-MATC Association Hall of Honor Committee to "Honors and Awards Committee". Committee will consist of Walt McLain, Director of Membership, Chair; Hank Sauer, BOD Advisory Officer; and Chuck Teston. NOTE: The Executive Director took the task to develop a charter for the committee and submit it to the BOD for approval.
 - Recruiting Committee: Create a Recruiting Committee to be chaired by the Executive Director, Ken Reiff, with others to be nominated to the BOD for approval.
- Chaplain Position: Confirmed Ed Broestl as the Association's new Chaplain.
- Ken Reiff, Executive Director, presented a redlined version of the Air Force Communicators & Air Traffic Controllers Association, Inc Constitution and Bylaws, which removed the Executive Committee and places all decisions with the BOD. The revised Constitution and Bylaws will be published in the *Communicator* requesting membership to vote on the changes. (Pg 45)
- Each BOD member provided an update on their area of responsibility:
 - 7% of the Association's membership attend the Association's reunion/convention.
 - 25% of the membership represents the ATC functional area.
 - Enlisted ranks make up the majority of membership, followed by No Rank Listed, Commissioned, and General Officers.
 - Association's membership largely consists of age groups 76-95, followed by No Age List-

ed, and 56–75, and 30–55 years. Growth is essential in the 30–55 age group.

- Recruiting, renewals, and donations are critical to the Association's survival.
- Lori Manske, editor, briefed that cutting to one printed copy per year with a new publisher will save approximately \$3,700 per year in printing/ mailing costs. There are 750+ average monthly hits/visits on the Association's web site.
- Cash assets of the Association continue to erode. BOD will continue to explore means of stopping erosion of cash assets and track disposal of "Other Than Cash Assets" items for IRS depreciation purposes.
- The Financial Management & Budget Policy Committee is responsible to develop strategy to investigate/ discuss feasibility of seeking corporate sponsors and present recommendations to increase revenue.
- Bill Cassatt made a motion, which was seconded, to approve the donation of some PX/BX items to a Veterans Home. The motion was approved unanimously.
- Doug Donnell, outgoing Executive Director, thanked the BOD for support of his 4 years as the Executive Director. He encouraged the BOD to continue to seek means of increasing the Association's revenue and implement innovative ideas to expand the recruiting of new members.

Note: Using discretion authority, Ken Reiff announced the appointment of Rich Griffiss as chairman of the Recruiting Committee. Ken Reiff will remain as a member. They will work on a committee charter and send it to the BOD for review and a vote.

Donations



Since June

Communicator:

Leon Fleming
David Clipner
Jack Stratford
Harry Sandifer
George VanDyke
Larry Dilda
Bill Valentine

At 2015 convention:

\$4,180 total

Akard, Bob
Alf, James
Anderson, Gene
Anderson, Richard
Bethea, Bill
Bloodworth, Richard
Bovich, Steve
Broestl, Ed
Buckley, Monika
Cassatt, William C.

Dillon, Jesse
Dixon, Richard
Doering, Charles
Donnell, Douglass
Doubleday, Van
Elwell, Rex
Flaherty, John D.
French, Raymond
Goldberg, Edward
Griffiss, Rich
Hammett, Bill
Korynta, James
La Monte, William (Bill)
Lilly, Whitey
Manske, Lori
Martinson, David
Mattingly, Jim
McCarthy, Robert
McLain, Walt
Mitchell, Voy
Moreiko-Gagen, Janet
Niezgoda, Joseph
Phillips, Stan
Prather, Gerry
Pristash, John
Quezada, Rafael
Raduege, Harry
Read, Robert
Reiff, Ken
Rosenberg, Allan
Sauer, Richard
Sheridan, Gene
Snyder, Bob
Spivey, Emerson

Sutton, James
Topolski, Norbert
Townsend, Terry
Wallace, John "Bill"
Watson, John
Weber, James
Woodward, Jack
Yingling, Walter

Golfers who applied their fee as a donation to defer the cost of the reunion are included in this list. (Tourney was cancelled due to heavy rain.)

A generous donation at the reunion was made in memory of Joe Duffy and Rich Lampitok by Whitey Lilly, Castenzo "Scatman" Scaturo, Al Rosenberg, V.J. "Mitch" Mitchell, and Richard Paytonjian, from the 2005th CS, Siegelbach, Germany.

Donation of items was made for the silent auction, hospitality room raffle, and for the welcome bags by Bill Bethea, Doug Donnell, and Susie Twedt.

Missed Roll Call

Members who passed since
June 2015 *Communicator*:

Giles, James W. Jr
Nuzum, Paul



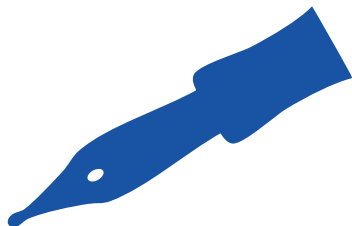
Member renewals since April 1, 2015

Richard Baker, Baldwinsville, NY
Ottis Berry, West Deptford, NJ
Willie Best, Chattanooga, TN
Jimmie Blackwell, Cedar Park, TX
Charles Christian, Redding, CA
Donald Cobb, Oak Ridge, TN
Robert Daniels, Tallahassee, FL
John Edleman, Asbury, IA
Harry Feikert Jr., Derby KS
Dave Felber, Florissant, MO
Thomas Fortune, Colorado Springs, Co
Joseph Gannon, Homosassa, FL
Sherman Hollopeter, Big Run, PA
Morton Kahn, Myrtle Beach, SC
Glenn Kurzenknabe, New Cumberland, PA
William LaMonte, Little River, SC
Richard Lampitok, Eatons Neck, NY
Virgil Lesley, Liberty, SC
Morton Levine, Boynton Beach, FL
John Loubengeiger, Belleville, IL
Voy "Mitch" Mitchell, Celina, TX
Richard Paytonjian, Naples, FL
Dorsey Rogers, Inverness, FL
Allan Rosenberg, Silver Spring, MD
John Schaab, Lancaster, CA
George Simenson, Thief River Falls, MN
Robert Snow, Lakeland, FL
Harold Swartz, Richmond, VA
Paul Swietek, Apache Junction, AZ
Bill Valentine, Carson City, NV
George Van Dyke, Nashua, NH
Richard Ward, Broad Run, VA



New members since April 1, 2015

Jerry Regan, New Athens IL
Gregory Dhaene, Belleville IL
Richard Schmitz, Roseburg OR
William Wagner, San Jose, CA
Stephen Bovich, Belleville IL
Donald O'Toole, Camp Verde AZ
Robert Langway, Southborough, MA
Carl Derrick, Shreveport, LA
Gordon Dixon, Surprise AZ
Walt Hack, Gulfport, MS
John Visneski, Washington, DC
Bill Bender, Washington, DC
Edward Jones, Cincinnati, OH
Kenneth Heitkamp, Montgomery, AL
Steven Serur, Arlington, VA
Jay Adsit, O'Fallon, IL
Glenn MacFarlane, Milford, NH



Dear Lori,

First, congratulations and best wishes on your new assignment.

You are the first person with knowledge of and experience at Scott Field that I have encountered.

I enlisted July 10, 1946 and after Basic at Lackland I was assigned to Radio Mechanics School at Scott.

It must have been the summer of 1947. I can vaguely remember being assigned to group TN4. The summer was hot but the winter was brutally cold. I can recall marching around the perimeter road from the barracks to the school in weather so frigid that that old GI overcoat was like cellophane.

One thing sticks in my memory. In one of our courses on radio teletype we were introduced to a piece of equipment called a diversity receiver, manufactured by Press Wireless Co. Again if my 87-year-old memory holds up, the nomenclature was AN FRR 3a. We were taught that that stuff was brand new and "we would be unlikely to encounter it in the field." I graduated with an MOS of 778.

Anyhow, I was assigned to the 1943rd AACCS Sqdn at Atkinson Field in what was then British Guiana.

We were a small lend-lease base that was used in war-time for anti-sub work. We

worked shift and it was good duty. However, about six months into my tour we were told that we were getting this new diversity receiver and nobody there had ever heard of it. I was then a corporal and I was thrust into the change. I ended up as site chief at the receiver site. I learned that soon after my leaving, the airbase was deactivated.

Anyhow, I have a question: after a flood up north, my yearbook with all of the names of my friends was destroyed and I never saw it again. Is there any record of those publications and can one be recovered?

I have encountered only two former friends, Bill Garner and Lt. Frank Hardcastle, my former comm officer. I still keep watching.

My e-mail address is jrev2@bellsouth.net.

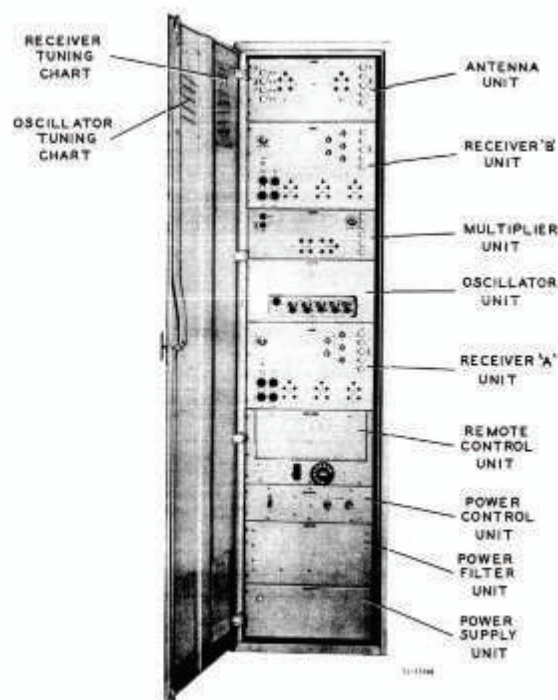
Note: At the first class our instructor taught us to use a soldering iron...with a warning. "Don't use your nose to test the iron." By the end of the week, half the class had burned noses. When we built power supplies, the teacher said "always check the polarity of the electrolytic capacitors, otherwise they might blow up." When we all turned on the power on our projects it was like 4th of July, sparks were shooting out of the capacitors.

Radio school was like that.

Rev Joseph A Rand
(Sgt. Joe Rand)



Editor's note: I checked with the AFNIC and Scott AFB historians but they have no yearbooks on file. If anyone can help him out with a Radio Mechanics School class photo from 1947, please email him.



Diversity receiving equipment , AN-FRR 3A, front view, door open.

Honors



**Maj Gen Van C.
Doubleday
ATC Enlisted Manager of the Year
2015**

SMSgt JESSIE L. GREEN JR.
RAPCON Chief Controller
RAF Lakenheath, United Kingdom

SMSgt Jessie L. Green Jr. is the Radar Approach Control Chief Controller, 48th Operations Support Squadron, RAF Lakenheath, England. He directs air traffic control service supporting 26,000 48th Fighter Wing, British, North Atlantic Treaty Organization and transient aircraft operations annually.

Sergeant Green leads, supervises and mentors 29 personnel applying Federal Aviation Administration, U.S. Air Force and United Kingdom ATC rules. He formulates and coordinates Air Traffic Control letters of agreement and operations letters with United Kingdom and U.S. Air Forces in Europe agencies. Sergeant Green is entrusted with weather, communications, air traffic control simulators and automated systems valued at more than \$9.2M.

Sergeant Green joined the Air Force in September 1999 and was assigned to Keesler AFB, MS, as an ATC apprentice. His background includes experience as a Control Tower Watch Supervisor, Radar Approach Control Watch Supervisor, Control Tower Chief Controller and Radar Approach Control Chief Controller.

Sergeant Green has deployed in support of Operations Enduring Freedom, Iraqi Freedom, and Atlantic Resolve.

Photo not available.

**Maj Gen Gerald L. Prather
Communications/
Information Professional
of the Year 2015**

SrA AUTUMN FOSTER
Vulnerability Assessment Technician
*690th Cyberspace Operations
Squadron, JBPHH*

SrA Autumn Foster is a Vulnerability Management Technician with the 690th Cyberspace Operations Squadron, Joint Base Pearl Harbor-Hickam, Hawaii.

She is critical to the vulnerability management and scanning of over 3,000 computer systems spanning the PACAF theater.

Airman Foster was born in Houston, Texas. She graduated from Beckville High School in June 2009.

She then attended Panola Junior College earning her Associates of Science degree. In 2012, she entered the Air Force as a Cyber Systems Operator.

Airman Foster deployed to Bagram, Afghanistan, in support of Operation Enduring Freedom.



AF Outstanding Airmen include wire dawg, cyber troop

Air Force officials selected the service's top enlisted members, naming the 12 Outstanding Airmen of the Year for 2015. An Air Force selection board at the Air Force Personnel Center considered 35 nominees who represented major commands, direct reporting units, field operating agencies and Headquarters Air Force.

The board selected 12 Airmen based on superior leadership, job performance and personal achievements.

Among the 12 are SMSgt Harold J. Terrance Jr, 18th Communications Squadron (PACAF), Kadena AB, Japan, and SSgt Kurtis V. Harrison, 96th CS, Eglin AFB, FL.



Name: SMSgt Harold J. Terrance Jr.
Section Chief, Cyber Systems
18th Communications Squadron (PACAF)
Kadena AB, Japan

Home of Record: New Roads, LA. SMSgt Terrance directed a team of 112 personnel as they provided communications support for seven major commands, 22,000 personnel, and the \$6 billion aircraft fleet for the largest combat wing in the Air Force. As the maintenance leader, he oversaw 16,000 upgrades, executed 190 maintenance inspections, and resolved 4,000 jobs with a remarkable 98 percent quality efficiency pass rating. Additionally, he implemented the Air Force's first 24/7 software patching scheme. The proactive approach eliminated 113,000 vulnerabilities and delivered his network the Air Force's best US Cyber Command readiness inspection score. SMSgt Terrance led his unit to its second consecutive Air Force Best Large Communications Squadron of the Year Award and earned the 2014 Air Force's Outstanding Cyber Operations SNCO of the Year.

Name: SSgt Kurtis V. Harrison
Command, Control, Communications, and Computers Systems Project Manager
96th Communications Squadron (AFMC)
Eglin AFB, FL

Home of Record: Irondale, AL. SSgt Harrison was selected as AFMC's Outstanding Cable and Antenna Systems NCO of the Year while serving as C4 systems project manager. He accelerated weapons data fielding by engineering a cable purchasing solution that reduced acquisitions processing time from 105 days to 14 and was instrumental in the awarding of a \$5 million telecommunications contract that expedited C4 requirements and eliminated a two-year backlog. He also managed a \$1.1 million tool program that certified 931 assets and was named a "Best Practice" by the inspector general during the wing's unit effectiveness inspection. SSgt Harrison completed six college classes, earning 18 credits toward a Bachelor of Science degree in information systems management and was named to the dean's list.



ANG Outstanding Airman of the Year

Senior Airman Jonathan R. Smail is the Air National Guard 2015 Outstanding Airman of the Year. Smail is an RF Transmissions Systems Journeyman with the Colorado ANG's 233rd Space Communications Squadron, Greeley, CO. He was chosen for his commitment to improving the programs and people in his unit.

Smail was chosen out of thousands of Airmen across the ANG for this honor, but he takes very little of the credit for the honor. That, he says, belongs to his family and his teammates at the 233rd.



Hurricane Katrina – 10 years later

Communications

Comm people have a history of responding to hurricanes and other disasters. Especially in large natural disasters, the most important factor in the relief effort is communications. How can responders begin recovery if they can't talk to each other? It's critical to have tech-savvy, efficient responders establishing a communications system within 24 hours - and that's where the Air Force comes in.

AF comm units provided support

9/7/2005 - Airmen from combat comm and tactical comm units and the ACC communications directorate at Langley AFB, VA, deployed to provide around-the-clock support to areas ravaged by Hurricane Katrina.

Brig. Gen. John Maluda, then director of communications for ACC, praised the team of active duty, Guard, Reserve, civil servants, and contractors for their contributions to national relief efforts.

The 83rd Communications Squadron at Langley deployed mobile satellite communication teams to Keesler on Aug 28, 2005, to provide instant comm links with agencies coordinating relief efforts.

The next day, the engineering installation squadron at Keesler began repairs on the instrument landing system. Once operable, the system allowed night and poor weather operations for C-17 Globemaster III and C-130 Hercules aircraft relief flights. Restoring flying operations at Keesler was a key factor in moving people and supplies in and out of the area.

The combat comm groups deployed to six sites in Mississippi and Louisiana where they provided voice and data communications, e-mail, and air traffic control communications to assist civilian and military relief efforts.

The 5th Combat Comm Group at Robins AFB, GA, deployed more than 60 airmen and three satellite communications packages to Mississippi to set up two medium and one large satellite communication package. The 3rd CCG from Tinker AFB, OK, deployed more than 100 airmen and three satellite communications packages to Louisiana.

Several ANG units answered the call, including the 236th Combat Comm Sq from Hammond, LA., which provided satellite communication links, and the 259th and 248th Air Traffic Control Squadrons from Alexandria, LA., and Meridian, MS, respectively. The air traffic control squadrons provided mobile control towers at the New Orleans and Gulfport airports for rescue, television and air ambulance crews.

A priority of the relief mission was to provide voice and data connectivity for medical missions. (ACC News Service)

"Absence of adequate communications in the wake of Hurricane Katrina required the importation of equipment and expert personnel to operate it. The 139th Airlift Wing flew military communications personnel from Colorado to Gulfport, MS, while the 5th Combat Communications Group deployed resources from Robins AFB, GA, to near-by Keesler AFB....

... "The immense contribution of the Air Force in Hurricane Katrina disaster relief was only a fraction of the total Defense Department effort, which involved elements of the National Guard, the Army, Navy, and the Marine Corps. Although not technically part of the Defense Department, the Coast Guard also played a major role.

The Pentagon flew 12,786 helicopter sorties (mostly U.S. Army), rescued 15,000 citizens, and transported 80,000 people in one of the largest mass evacuations in history....

The Pentagon's response to Hurricane Katrina was the largest deployment of military forces for a civil-support mission in U.S. history."

*Dr. Daniel L. Haulman, Chief,
Organizational Histories Branch,
Air Force Historical Research Agency*

You can read the entire report, "The US Air Force Response to Hurricane Katrina" (June 2007) at:

<http://www.afhra.af.mil/shared/media/document/AFD-100125-101.pdf>

'Ham' was Hurricane Audrey's unsung hero

By MSgt Jack Williams

My wife and I were living in Alexandria, LA., in 1957 when Hurricane Audrey hit the small fishing town of Cameron, LA. The storm killed 300-500 people; there never was an exact count.

In 1957 I was a Staff Sergeant and worked in the 653rd Aircraft Control and Warning Sq at England AFB. As the Airman In Charge of radio operations for the RADAR site, I obtained my first Amateur Radio License. My call was K5EJJ, King 5 Easy Jumping Jack.

I watched the hurricane on our RADAR as it came ashore about 100 miles south and eventually passed to our east. The anemometer wind instruments display peaked at 95-100 nautical mph.

Struggling against winds of 60 - 80 nautical mph, I left the RADAR building and went to the MARS (Military Affiliate Radio System) station a block away. I turned on the radio equipment and listened on the 40 and 80 meter bands. After a few minutes I heard a weak call for help. It took another minute or two to tune my transmitter to the proper frequency and make contact.

The person told me he was in Cameron and needed help. He said

all phone lines were down and all roads in and out of Cameron were under several feet of water. He was the only communications into or out of the area. After a short description of the destruction and chaos, he gave me a list of critically needed items, including cots, blankets, drinking water, insecticide bombs, snakebite kits, and food.

I asked him to remain on the air while I contacted the Alexandria Red Cross. By phone I relayed the situation to the Red Cross person and was assured a truck would leave Alexandria that evening with everything on the list.

In the meantime, other amateur radio operators were trying to break in. After telling him help was on the way, I signed off to allow other hams a chance to help. I recorded the contact in the MARS station log book but never kept a copy for myself. Consequently, I couldn't remember his call sign nor his handle (name). The amateur radio operator in Cameron, with his small, gasoline generator and portable ham equipment, was an unsung hero.



In 1997, my wife and I took a driving vacation and had an opportunity to detour through Cameron on our return home. Forty years had passed since Audrey ravished Southern Louisiana and I often wondered what became of the unknown ham.

We found Cameron to be a small fishing town in the marshy flatlands near the Gulf. A few small, impoverished homes and several aging and rusting fishing boats were moored at the docks. The largest building in town center was a two-story stone building containing the city/county offices.

We located the town sheriff and learned he was 10 years old when Audrey hit Cameron. His father was sheriff at the time of the disaster. The sheriff showed me the high-water mark near the ceiling of his office on the first floor of the building. I asked if he knew of the heroic role of the unknown local ham. He did not, but said he would ask some "old timers" and pass that information to me later.

What a shame, later never came.

Hurricanes in History

The following list does not include every notable storm in history.

GALVESTON 1900
ATLANTIC-GULF 1919
MIAMI 1926
SAN FELIPE-OKEECHOBEE 1928
FLORIDA KEYS LABOR DAY 1935
NEW ENGLAND 1938
GREAT ATLANTIC 1944
CAROL AND EDNA 1954
HAZEL 1954

CONNIE AND DIANE 1955
AUDREY 1957
DONNA 1960
CAMILLE 1969
AGNES 1972
TROPICAL STORM
CLAUDETTE 1979
ALICIA 1983
GILBERT 1988
HUGO 1989
ANDREW 1992
TROPICAL STORM
ALBERTO 1994
OPAL 1995
MITCH 1998
FLOYD 1999
KEITH 2000

TROPICAL STORM
ALLISON 2001
IRIS 2001
ISABEL 2003
CHARLEY 2004
FRANCES 2004
IVAN 2004
JEANNE 2004
DENNIS 2005
KATRINA 2005
RITA 2005
WILMA 2005
IKE 2008

<http://www.nhc.noaa.gov/outreach/history/>

June 27, 1957.
Hurricane Audrey ranks as the 7th deadliest hurricane to strike the United States (3rd deadliest within Louisiana) in modern record keeping.

Features

ALBROOK RADIO OPERATORS EARNED ATC SAVE AWARDS

Two radio operators prevented a C-141 collision at Albrook AFS in early 70s

By Bill Malec

I was perusing one of the many Air Force periodicals and came upon an article about the Air Force's aircraft save program. That's not some new-fangled Air Force energy saving conservation program. Those not in or previously involved in the air traffic control business are probably not familiar.

The aircraft save program is a formal Air Force effort to recognize air traffic controllers who did something above the line of their normal duties to save an aircraft from a mishap. The criteria for the award is defined in an Air Force instruction (a regulation for you older heads) and a process is in place to review and award aircraft saves as deemed appropriate.

The program is now under the purview of AF Flight Standards Agency which conducts quarterly save review boards to consider nomination packages and make selections.

It's quite a feather in any air traffic controller's cap to be

selected for one of these...but I digress.

That article reminded me of an aircraft save awarded to two of my peers at the aeronautical station (AKA Albrook Airways) we were assigned to in the then-Panama Canal Zone back in the early 70s. I recall seeing the save certificate hanging in the radio room but at the time didn't really appreciate the significance. Years later, as an air traffic control officer, it became perfectly clear as to the hugeness of the accomplishment.

Aeronautical stations are largely manned by ground radio operators. They spend their days monitoring high frequency radio frequencies, talking to aircraft in flight, and copying position reports and other command and control messages. These messages are relayed to civil air traffic control facilities, command posts, and other agencies via voice lines and/or teletype.

I mentioned earlier that this was an air traffic controller's award. It is all the more remarkable that two radio opera-

tors would be recognized with an aircraft save.

I did a little research to see if I could dig up any details on the event. I contacted the Air Force's office of primary responsibility for the program and made my interest known.

Unsurprising, there are no electronic records that go back that far. AFFSA staffers took the time and effort to dig through copious paper files. It was like looking for a needle in a haystack since I could only identify a ballpark time period and the unit of our assignment.

It was a time consuming search and took a few days before I got an e-mail with good news and bad. They sent me a page from a hand-written log which was located deep in the files by MSgt Jen Woolever. A single log line item identified the basic facts about the event. There was little else they could offer in the way of documentation like a narrative of the event or a certificate.

Who 'ya gonna call? The light came on! I ended up making

contact at Scott AFB, the last home of HQ AFCC. I visited the civilian historian at Air Force Network Integration Center. AFNIC is the latest version of Comm Command, located in the same building where AFCC's communicators and maintainers wandered the hallways.

On a shelf in his office, kept neatly in large hard-cover binders labeled by year were full-sized editions of the AFCS and later AFCC *intercom* newspapers. I almost wept!

Well it's amazing how much faster a search goes when you're looking in the right place. It wasn't too long that I found myself in the 1973 binder and then right on the front page of the June 14 edition the headline read, "Not Controllers But - Awarded ATC Saves." The article didn't identify the author but it provided details on the participants and their unique accomplishment.

It turns out this was the first "Certificate of Exemplary Service" awarded to non-ATCers for an aircraft save. It required a waiver by the HQ AFCS chief of ATC procedures division, Lt Col Ward J. Baker. He wrote in his letter to the save review board, "Waiver is justified due to the extraordinary and timely application of ATC knowledge. Under these exceptional circumstances, both operators will be considered for a save even though they were not performing duties in an ATC facility."

It named the two radio operators, SSgt Daniel "Dan" McNeil and Sgt James "Rick" Adams.

The scenario in a nutshell is as follows: They were flight following two C-141 aircraft flying over the Gulf

of Mexico. The two Military Airlift Command aircraft were making routine progress reports over the radio. These included their present position and time, estimated position and time, and flight level.

Sometime during the copying, coordinating, and relaying of reports it came to light that both aircraft were estimating the same reporting position within 10 minutes of each other. The big problem...they were flying at the same attitude but in opposite directions, one north-bound and one south-bound.

I wasn't on duty with this dynamic duo at the time but you can bet that early in the scenario the words "Holy crap!" or a reasonable facsimile were uttered.

Fortunately, cooler heads prevailed and Albrook's radio operators quickly coordinated with Miami En route ATC facility and got clearance for one of the C-141s to climb 4,000 feet. Once that was accomplished both aircraft proceeded uneventfully to their destinations.

Put in grim perspective it could have been a very bad day for the almost 100 passengers and crew

... could have been a very bad day for the almost 100 passengers and crew members onboard the two C-141s. In addition two Air Force aircraft valued at over \$12.5 million would have been lost.

members onboard the two C-141s. In addition two Air Force aircraft valued at over \$12.5 million would have been lost.

Knowing Dan and Rick I'm sure they just sloughed off any glory for their remarkable achievement as simply all in a day's work.

I don't believe the Air Force had their current core values formally written down back then but, "Integrity first, service before self, and excellence in all we do" sure fits this scenario. That's the great thing I love about the U.S. Air Force.



IT'S NOT OVER 'TIL THE FAT LADY SINGS

Comm Squadron commander recounts difficult mission of 1985th at U-Tapao during fall of Cambodia

**By Ken Reiff
Commander, 1985th CS
1974-1975**

After the fall of Vietnam in April 1975 not much has been written about the role of U-Tapao and the 1985th Communications Squadron in events such as the supply of Cambodia, fall of Cambodia, and the rescue of the Mayaguez container ship. This article documents the role of the 1985th from early February 1975 to the eventual recovery of the Mayaguez.

In early February 1975 I received a call from Col Harold B. Austin, 635th Combat Support Group (PACAF) commander at U-Tapao Airfield, Thailand, to come to

his office. I was introduced to Col James I. Baginski (later Maj Gen) who was known simply as “the Bagger”. Colonel Baginski had been appointed as the Southeast Asia Airlift Commander and would be operating out of U-Tapao with a difficult mission of resupplying Cambodian forces who were in combat with the Khmer Rouge. No U.S. Air Force aircraft would be used in this effort as Congress had prohibited their use. Three Boeing 707s were chartered from World Airways and Airlift International Airlines. These aircraft would start a rotating supply system for Phnom Penh. Each aircraft would carry 17 pallets of cargo loaded by

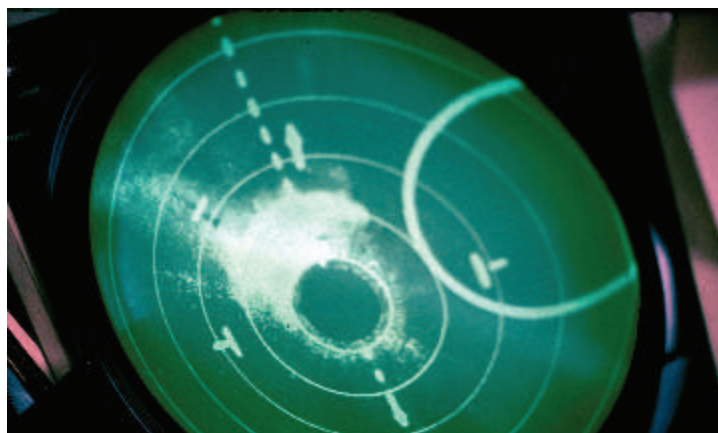
personnel of the 6th Aerial Port Squadron at U-Tapao and unloaded by hand in Phnom Penh.

Colonel Baginski told me he was expecting 20-minute turnaround times for the three aircraft and would brook no air traffic control delays. I informed Colonel Baginski that we had Strategic Air Command assets on base that consisted of KC-135 tankers as well as classified missions, but we would do everything possible to ensure rapid turnaround of the aircraft and sequence them safely. We left it at that. Little did I know what would happen.

The airlift started on Feb 15, 1975 and it didn't take long for Colonel Baginski to



Cambodian refugee processing line.
Photo courtesy Doug Donnell.



Brite II showing USS Midway
(Photo courtesy of Doug Donnell)

make his way to the control tower to berate our fine air traffic controllers. One of his aircraft was put into a holding pattern until one of the SAC classified assets could be recovered. I instructed our Chief, Air Traffic Control, Maj Bob Scott, to remain in the tower and intercept Colonel Baginski each time he attempted to get into the tower. I found out later that Major Scott had been a pilot in a C-130 Wing commanded by Colonel Baginski. The first day Colonel Baginski fired Major Scott five times (which he had no authority to do). I asked Colonel Austin to meet with me and Colonel Baginski later that day. It was a raucous conversation, but solved when Colonel Baginski allowed he didn't own the airspace and didn't control the airfield.

Later that evening, as Major Scott and I made our way into the club for dinner, "the Bagger" invited us over for a beer and gave us high fives for our superior air traffic control service. It continued in that vein for the rest of the mission. Our air traffic controllers did an

outstanding job of supporting this very difficult mission which ended late March 1975.

Lon Nol, president of the Khmer Republic, fled Cambodia on April 1, 1975 as the Khmer Rouge continued to take control of that country. Following his departure hundreds of Cambodian refugees were airlifted to U-Tapao Airfield. Many 1985th airmen helped document their arrival, process them and get them settled in quarters that became known as Tent City. On April 9, 1975 many war orphans were rescued and flown to U-Tapao and were processed into Tent City. On April 12 Operation Eagle Pull, the evacuation of the American diplomatic community, was completed. The U.S. Ambassador to Cambodia and his staff were evacuated to U-Tapao. During this time, all of our 1985th airmen made significant contributions. After working their long shifts supporting various missions, they volunteered at Tent City feeding and bathing orphans and other refugees who needed assistance. Our base switchboard was flooded with inquiries as to how they could help with donations of clothing and other necessities. I saw that the more difficult the mission became, the higher the morale in the squadron. Our air traffic controllers were many of the leaders at Tent City and put in extremely long hours.

Once again, the 1985th was called upon to provide air traffic services and other support as the evacuation of U.S. citizens and Vietnamese occurred on April 29, 1975. It was the most demanding ATC situation I ever witnessed. Without warning at U-Tapao, South Vietnamese airmen fled communist advances on their airfields. Over 100 South Vietnamese air force aircraft literally dropped out of the sky. I was in the control tower when I saw two aircraft, both almost out of fuel, land in opposite directions on the same runway.

An AC-130 Gunship arrived loaded with 280 passengers. Similar aircraft overloaded with refugees landed in the same condition. An F-5 fighter landed with five people in the cockpit as the pilot had removed the ejection seat and loaded his family.

By the end of the day the base had received over 130 aircraft carrying the markings of other countries and over 4,000 refugees. Credit again goes to our controllers and airfield managers that no accidents occurred in this environment.

I won't go into the international issues. Suffice to say, the U.S. decided that Vietnamese F-5 and A-37 aircraft would be airlifted to the Aircraft Carrier USS Midway by helicopter.

Not every F-5 was able to be transported via helicopter as several slings broke. It was decided to tow the aircraft to the port of Sattahip using airfield tow tugs and

Contd on next page



Photo courtesy "Southern Star"
April 18, 1975

To say a commander was never more proud of his people would be a significant understatement.

float the aircraft to the carrier by barge.

Our Military Affiliate Radio System (MARS) operators and radio maintainers rigged a jeep to communicate with the convoy of tugs and aircraft as they were being towed to the port.

Meanwhile, the 1985th airmen helped the refugees from Vietnam.

This was a hectic environment for communicators and air traffic controllers. Messages backed up the communications center, telephone switchboard was saturated with high level calls, non-tactical radios were overworked and failed, parking for aircraft was at a premium, and many were pushed into the grass and abandoned. In the middle of it all, our super base commander was fired.

Our folks were ready to drop but continued to provide superior support. To say a commander was never more proud of his people would be a significant understatement.

Was it over? Not really. On May 13, 1975 it became apparent that an effort would be made by U.S. Forces to recover the container ship USS Mayaguez, that had been captured by the Cambodian Khmer Rouge. Again, due to Congressional restrictions, no ground troops were authorized to be stationed in Thailand.

The Marine Corps units based in Okinawa and the Philippines were transported to U-Tapao under the command of Col. John M. Johnson and launched on May 13, 1975 to Koh Tang Island. I had never seen a Flash

message before. Once again our air traffic controllers and the rest of our communications airmen provided superior support to this rescue operation. I believe all received recognition through the Armed Forces Expeditionary Medal authorization.

The unit continued with the daily effort required and some degree of normalcy returned to the 1985th. And, by the way, “the fat lady sang.”

Note: Thank you to the 601st Photographic Squadron for assistance in preparing this article.

Thanks to Douglas Donnell who was a Lieutenant in the 1985th and took so many pictures of our unit activities.

Finally, for those interested in a full story of the recovery of the Mayaguez, I recommend an article written by George M. Watson Jr. in the July 2009 issue of Air Force Magazine — “The Mayaguez Rescue.”



F-5 airlift to carrier; Photo courtesy of Doug Donnell



1985th Military Affiliate Radio System (MARS) operators and radio maintainers rigged a jeep to communicate with the convoy of tugs and aircraft as they were being towed to the port.

Remembering Johnston Atoll

... just a pebble in the vast blue Pacific

By Maurice G. Sullivan

Upon learning of my pending assignment to Johnston Island (The Rock), 1972-1973, naturally I wanted to find out as much as possible about the island. One of my buddies made a religious sign on my forehead and wished me "good luck". I was resigned to my fate.

My research showed the island was just a pebble in the vast blue Pacific, a sun-kissed spot where women were forbidden without the base commander's approval. Sometimes called a secret military base by the press, Johnston Island is about 800 miles southwest of Honolulu. It actually consists of four islands, namely Johnston Atoll, Sand Island, East Island, and North Island. The last two are man-made. The islands are only seven feet above sea level.

I started my journey by attending a one-hour meeting at our Group Headquarters at Hickam AFB for a briefing. Prior to boarding the weekly aircraft to Johnston Island, my name was called on the intercom to report to the counter. A briefcase with lock, key and chain was attached to my left wrist. I still wonder in the event of a crash in the ocean how I could swim and ward off sharks with one arm.

After settling in, my concerns were alleviated. I worked directly for Major Geniuk, the 2194th Communications Squadron commander, and whom I consider a prince among many. My duties were unusual as I was the only training technician on the base (75172).

It didn't take long before the other organizations were seeking my guidance and expertise in the areas of on-the-job training, upgrade training, proficiency training and training records upkeep. So I was kept busy not just with the squadron folks, but with the entire base.

There were many amenities on J.I.—an Olympic swimming pool, outdoor movie theater, nine-hole golf course, shark fishing (I caught 80 or so sharks ranging from 4 to 12 feet), snorkeling and scuba (not for me with all the sharks), and more. The atmosphere was casual

and it was not unusual to see military folks (we had Army, Navy and Coast Guard contingents there too) in the BX in tee shirts and shorts.

Our mission was to store, and if necessary, be prepared to disseminate, all of the nerve and mustard gas for the entire Pacific. We even had one missile below ground.

All-in-all, aside from being separated from my family, I considered this assignment one of the most interesting in my career. In 2004, Johnston Island was closed as a military installation and has reverted back to the birds. The runway was closed and the buildings removed or turned into rubble.

Editor's note: Prior to cross training into Training Specialist, MSgt Sullivan was an instrument maintenance technician. One of his assignments was to the 461st Fighter Day Squadron at Hahn AB, Germany, where Lt. Col. Frank K. Everest (Brig. Gen.) was his squadron commander. Colonel Everest set the world's speed and altitude record at the time in a Bell X-1. Also in the squadron was Capt Hoyt S. Vandenberg who became one of the Air Force's distinguished leaders. Sergeant Sullivan also served at Scott AFB in the 1400th Air Base Wing as the supervisor of the CB-PO OJT Section.





AF adopts new dragon

WASHINGTON (AFNS) -- Lt. Gen. Bill Bender, Air Force chief information officer, and Maj. Gen. Martin Whelan, Air Force director of future operations, have partnered to increase awareness of the importance of operations security and cybersecurity to protect the Air Force mission, personnel and their families.

General Whelan said, "We want our Air Force personnel to understand that cybersecurity is everyone's responsibility and that their daily actions can make or break a mission."

General Bender agreed. "We are hoping that by pairing our OPSEC and new cybersecurity logos it will remind personnel of the relationship that OPSEC and cybersecurity share in keeping our personnel and our mission safe."

OPSEC has always been an important factor in the military. The official OPSEC program launched during Vietnam in 1966 with Operation Purple Dragon. "Purple Dragon" was the unclassified nickname, given by the Joint Chiefs of Staff, for a study done on the loss of B-52 Stratofortresses in Southeast Asia. National leadership became concerned that there was a security breach since U.S. B-52 bombers were being shot down at a very high rate. It was apparent that the North Vietnamese had been gaining prior knowledge of bombing mission times and locations. Thus, Operation Purple Dragon was born and it was soon

discovered that existing procedures allowed flight plans to be received directly by Hanoi.

OPSEC has since become an established process used by military, federal, state and local agencies, as well as private companies. Each year, additional businesses realize the importance of OPSEC in their day-to-day operations to help protect proprietary and sensitive information from disclosure, espionage and exploitation. Even at home, OPSEC can help protect a person's identity, family and home from those who strive to exploit their information for personal gain.

Today, the OPSEC (Purple) Dragon symbolizes the importance of protecting critical information and observable actions about mission capabilities, limitations and intentions to prevent or control exploitation by an adversary. The new Cybersecurity Dragon falls in the same family by symbolizing the importance of cybersecurity to protect and secure our personnel and their mission allowing the Air Force to fly, fight and win in a cyber-contested environment.

"Virtually every mission across the range of military operations depends on cybersecurity and every Airman has an important role to play with respect to OPSEC and cybersecurity," General Bender said. (Air Force News, August 2015)

Soldierstone

A mysterious war memorial
hides near Sargents Mesa, CO.



From Tomichi Creek off of Highway 50 near Gunnison, CO up to the Continental Divide, people have found this war memorial tucked away in seclusion. You won't find it on any maps. An old local at the Tomichi Trading Post said the Park Rangers keep it off maps.

This memorial is indeed up in the air. The only trees in the video are spruce/fir, only found between 9,000 feet and tree line.

Videos can be found on YouTube, taken by dirt bike riders who stumbled upon the Vietnam memorial in the woods. Whoever did it put a lot of time and money into it. Evidently hunters and possibly some Vets must be aware of it as there are numerous

As another Veterans Day comes and goes, this is a good time to thank all the brave men and women willing to step up and serve their country.

7.62, 30.06 rounds, memorials, and good luck coins on the ledges between the stones. The memorial is dedicated to those who fought in Indochina, Vietnam, Laos, Cambodia. Its location is passed on by word of mouth to those interested in keeping it a sacred place.

The monument was deliberately set within a three-sided wall. The setting is meant to be reminiscent of an outpost fire base.

All around the center section, covering a radius of a hundred yards or so, are headstones, if you will, with meaningful engravings in many languages, expressing the sorrows and losses of all those who have been involved in these conflicts.

Look for videos on YouTube:

<https://youtu.be/axhZ0Tx2L4U>

<https://youtu.be/SXKH7K39QUw>

Or search YouTube for "Soldierstone memorial". Several videos can be found there.

(Submitted by Robert Read)

2015 Convention

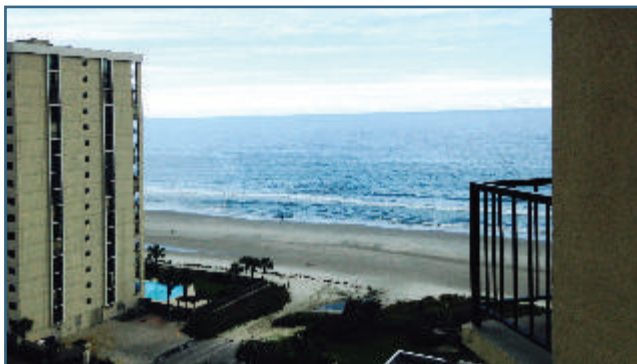
**39th annual convention
of the AF Communicators &
Air Traffic Controllers Association,
Hilton Myrtle Beach Resort,
Sept 30-Oct 4.**



Retired Maj Gen Gerry Prather, right, and Monica Buckley tend bar in the hospitality room (as they do every year), and chat with Ray French, left.



John Flaherty and Julie Braun, right, at their usual registration check-in post. The two earned the Thomas Buckley Service Award in 2012 for their annual support of conventions.



The view changed a bit from the start of the reunion on Sept 30 (top) to the end on Oct 4 (bottom). The convention took place during record rainfall and flooding in South Carolina.



Card sharks ... Bill Hammett, front right, said he first met Jim Weber, left, at the 2012 convention. "We were chatting in the hospitality suite and got on the subject of pinochle. I boasted that my partner, fellow controller Rich (Andy) Anderson, second from left, and I were the greatest twosome in the game since 1965. Jim responded that if true, why hadn't he ever heard of us. He added that he and his radio maintenance partner, Joe Niezgod, second from right, could beat any controllers alive." The next day Jim showed up at the hospitality suite with a double deck of pinochle cards. Thus began a 2-out-of-3-game match to see who was better. Jim and Joe won in 2012, Bill and Andy in 2013, Jim and Joe in 2014, and Bill and Andy "beat them like a rented mule" in 2015. "The score is tied at 2-2, so we are anxiously awaiting next year's controller vs. maintenance match," said Hammett.



Typical scenes from the hospitality room. Camaraderie and “fellowship in the company of equals.”



Hank Sauer, left, and retired Maj Gen Gerald Prather, standing right, pose with 3 members of the Phillips family: JoAnn, Stan, and Debbie.

Sue Brinkley, prayer dinner speaker, and Bill Bethea, one of this year’s hosts.



General Business Meeting Oct. 3, 2015

Following the posting of colors, Pledge of Allegiance, and invocation by Jim Weber, the Association’s Annual Business Meeting was called to order by Executive Director Doug Donnell.

A Memorial Service honored each known member who passed this year. Each name was read by retired Gerald Prather or Rafael Quezada.

Each board member was given opportunity to report on his/her position. Many are reported elsewhere in this *Communicator*. Former Executive Secretary Bob Akard called for the adoption of the 2014 Business Meeting summary as it appeared in the November 2015 *Communicator*. He reported his audit of cash assets completed in August 2015 and confirmed at \$48,369.

An update on the state of air traffic control was presented by CMSgt Matthew Van der Wal, AF Air Traffic Control Career Field Manager.

The members present were asked to accept the following new board memberships: Executive Director, Ken Reiff; Advisor to the Board, Hank Sauer; Executive Secretary, Bill Hammett; Sergeant-at-Arms, Bob Read; Jim Weber will serve indefinitely as Treasurer. New appointment as Chaplain is Ed Broestl.

Newly elected ED, Ken Reiff, presented a program on our goals and objectives. Emphasis was placed on growth through recruitment. He is establishing a recruiting committee.

Regarding next year’s convention site, the association was unable to overcome the laws of Mississippi involving the hospitality room and dispensing of alcohol. The result would require the hotel selling drinks at hotel prices. As a result, Biloxi was out. Hank Sauer and Walt McLain stepped forward to host our 40th convention in Knoxville. We are on track for a 2017 convention in Oklahoma City, OK.

Over the past 6 or 7 two-year terms I have served you as Secretary. I thank you for reelecting me. I assure you my job far extended reports on board and business meetings. I have been deeply involved in new policies, convention locations and hosts, close preservation of our cash assets as auditor, and a close associate of Hank Sauer, my mentor.

I have been in my element in this work. I owe myself space for a farewell. It is time for a new generation of excited members to continue the legacy. I will see you at every convention until my lights are turned off.

Bob Akard



Bob Akard and Jennie Whited.

2015 awards

39th annual banquet Hilton Myrtle Beach Resort Oct 3, 2015



Col Chad Raduege, right, gave the keynote address. He is vice commander, White House Communications Agency, and is the son of retired Lt Gen Harry Raduege, left. Col Raduege said he was proud to be in the “company of heroes” and thanked his father for planting his AF roots.

Maj Gen Gerald Prather
Communications/Information
Professional of the Year –
SrA Autumn Foster
Maj Gen Van Doubleday
ATC Enlisted Manager of the
Year – *SMSGT Jessie Green Jr.*
AF Comm & ATC Hall of
Honor, Class of 2015:
*Maj Gen John Maluda, Maj
Gen Robert McCarthy, Col
Gerald Gleckel*
BOD Awards: *Doug Donnell,
Cindy Hintz, Bob Akard*
Thomas F. Buckley Award –
Bill Cassatt
AF Comm & ATC Recruiting
Award – *Ken Reiff*



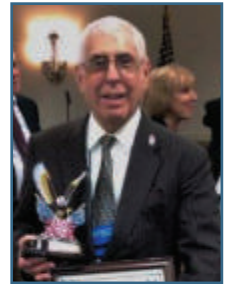
Retired Maj Gen Robert McCarthy, AFCC commander from 1981 to 1984, center, receives his award from Ken Reiff, right. At left is outgoing Executive Director Doug Donnell. Ken Reiff received the Recruiting Award.



Foster/Prather



Green/Doubleday



Cassatt



“A hero in our midst” Charles Doering, 98, receives a coin from Doug Donnell for continuing to attend our reunions.



[More convention photos at:
http://www.afcommatc.org/2015-convention-photos.html](http://www.afcommatc.org/2015-convention-photos.html)

AF COMMUNICATORS & AIR TRAFFIC CONTROLLERS ASSOCIATION, INC.

OFFICE OF THE TREASURER
October 4, 2015



TAX EXEMPT STATEMENT

This is to certify that _____ of the AF Communicators & Air Traffic Controllers Association, Inc., is a member in good standing and was an official delegate to a series of business meetings and communications and/or air traffic control seminars at the 2015 Annual Convention, from September 30 through October 4, 2015 at Myrtle Beach, SC.

The meetings and seminars were conducted by and for the AF Communicators & Air Traffic Controllers Association members for educational, social and humanitarian purposes and included the review and approval of charitable donations as authorized for charitable organizations under Section 501 (c) (19) of the Internal Revenue Code of 1994. In addition, the delegates voted for individual members to fill Board of Director positions that were scheduled for mandatory elections and the Delegates also voted on Association's Constitution and Bylaw changes, and other administrative changes as required by the Constitution and Bylaws. No goods or services were provided to the delegates.

JIM WEBER

Original/signed/typed

Jim Weber, Treasurer
AF COMM & ATC Association, Inc.
ID 501 (C) (19), Employee Nbr: 38-3053651
State of Michigan, ID 814649

Certified by: Executive Director

IF REQUIRED, SIGNED COPIES OF THIS FORM SHOULD BE REQUESTED FROM
Jim Weber, 4018 Slice Drive, Colorado Springs CO 80922 or email:
afcommatctreasurer@comcast.net

NOTE: CORE DATES FOR THE CONVENTION WERE THURSDAY - SUNDAY.

NOTE: Widows or widowers of life members are official Association members.

Spouses of deceased members who continue to pay annual dues are also official Association members.

All members are responsible for complying with all IRS rules when submitting US Tax Form 1040.

For use with itemized U.S Tax Form 1040 submissions IAW IRS PUB 526.

Use the most current IRS authorized deductions for such things as:

Automobile mileage plus road and bridge tolls.

Meals per day per individual (for members in good standing).

Motel/hotel, airfare, rental car, parking.

Convention registration and hotel gratuities. **YOU MUST KEEP RECEIPTS FOR ALL EXPENDITURES CLAIMED.**

2015 convention attendees

Guests:

Brinkley, Sue
Brinkley, Mike
Foster, Autumn
Fuchs, Gerald
Green, Jessie
Jackson, Tatnes
Kirby, John
Van Der Wal, Matthew

Members:

Adams, Lynn
Adams, Kathy
Akard, Bob
Whited, Jennie
Alf, James
Anderson, Gene
Anderson, Ingrid
Anderson, Richard
Bartlebaugh, Jess
Betha, Bill
Betha, Pauline
Bloodworth, Richard
Bloodworth, Joan
Bovich, Steve
Broestl, Ed
Buckley, Monika
Cassatt, William C.
Davenport, Joseph
Derrick, Carl
Derrick, Frances
Dilda, Stancil "Larry"
Dillon, Jesse
Billy, P.J.
Dixon, Richard
Dixon, Joyce

Doering, Charles
Dennehy, Timothy
Donnell, Douglass
Donnell, Francie
Doubleday, Van
Doubleday, Elizabeth
Turner, Joyce
Turner, Ned
Doyle, Claude
Doyle, Flossie
Elwell, Rex
Elwell, Margaret
Flaherty, John D.
Braun, Julie
French, Raymond
French, Barbara
Goldberg, Edward
McGrath, Ann
Griffis, Rich
Griffis, Carolyn
Groce, Chester
Groce, Rhoda
Gunn, David
Gunn, Elizabeth
Hammett, Bill
Harper, Robert
Harper, Brenda
Konat, Henry
Korynta, James
Korynta, Mai Lin
La Monte, William (Bill)
La Monte, Frances (Bun-
ny)
Lesley, Virgil
Lilly, Whitey
Cody, Marian

Manske, Lori
Manske, Steve
Martinson, David
McCarthy, Robert
McCormick, Leslie
Lupis, Jim
McCracken, Wilbur
McCracken, Germaine
McLain, Walter
McLain, Carolyn
Metzger, Raymond
Metzger, Kim
Mitchell, Voy
Mitchell, Mairi
Moreiko-Gagen, Janet
Gagen, Tom
Morey, Alton "Al"
Krueger, Cyndi
Niezgoda, Joseph
Niezgoda, Barbara
Parscale, Steven
Patrick, Lawrence
Patrick, Christina
Paytonjian, Richard
Paytonjian, Susan
Phillips, Stan
Phillips, Jo-Ann
Phillips, Debbie
Phillips, Mark
Platt, Ed
Prather, Gerry
Pristash, John
Quezada, Rafael
Raduege, Chad
Raduege, Harry
Read, Robert

Reiff, Ken
Reiff, Linda
Richard, Gerald
Richard, My
Rosenberg, Allan
Rosenberg, Linda
Sauer, Richard
Scaturro, Castenzo
Scaturro, Louise
Sexton, Phil
Sheridan, Gene
Sheridan, Irene
Snyder, Bob
Snyder, P.A.
Sonnenberg, Gerald
Sonnenberg, Denise
Spivey, Emerson
Spivey, Olive
Sutton, James
Sutton, Yoko
Swartz, Harold "Ray"
Swartz, Christine
Topolski, Norbert
Topolski, Jackie
Townsend, Terry
Townsend, Marcella
Twedt, Susan
Rebecca, Twedt
Wallace, John "Bill"
Watson, John
Watson, Carol
Weber, James
Weber, Fran
Woodward, Jack
Yingling, Walter

Join us next year in Knoxville TN

Oct 5 - 9, 2016, Holiday Inn World's Fair Park



Meet a member

Col Bill Malec

Colonel William "Bill" Malec enlisted in the Air Force in 1968 and separated as a technical sergeant in 1980 to pursue a commission. He achieved that in 1982 as a distinguished grad through the AF Reserve Officer Training Corps at University of Miami.

His career has taken him to various base and staff positions in Tactical Air Command, Air Training Command, Pacific Air Forces, AF Communications Command, U.S. Air Forces in Europe, Air Combat Command, Air Force Materiel Command, Air Education and Training Command, Air Force Unmanned Aerial Vehicle Battlelab, Air Force Flight Standards Agency, and finally Air Mobility Command, as Chief, Airspace and Airfield Operations Division.

At his final assignment before retirement, he was responsible for air traffic control, airfield management and suitability, airspace management, and terminal instrument procedures at 13 AMC bases in the continental United States.

"I went from Airman Basic to Colonel," Malec said. "I learned many valuable lessons and developed insights that came in handy when I made the transition to the officer ranks. I was out at Scott AFB for six years before I retired. I spent my officer career mostly in the air traffic control and airfield management business. That is the kind of work that my staff

and I performed for Air Mobility Command while at the headquarters.

"I'm very proud to have been a member of the Air Force team and played some small role towards accomplishment of the Air Force's important mission," he said.

Malec recalled a memorable occasion from his military career while deployed at Taszar AB in Hungary, where the airfield was hosting the Air Force's first operational unmanned aerial vehicle squadron.

"These unmanned aircraft, which were a little longer and had a wider wingspan than a Cessna 152, would take off and head south to fly extended duration reconnaissance missions over Bosnia," he said. "On one occasion a UAV was heading back to base and encountered a problem with its single engine necessitating declaring an emergency. The air traffic controllers alerted the on-field first responders and advised them in a formatted transmission that there were 'no souls (people) on-board.'

"Hearing this, the crash rescue vehicles on the field, which were not familiar with this new unmanned aircraft, initially thought the crew had bailed out and that the unpowered aircraft would soon crash at some yet to be determined location on the airfield."

Words to live by

"The Air Force's core values of "Integrity first, Service before self, and Excellence in all we do" have stuck with me over the years. I believe there's practical application well beyond the base's perimeter fence."

- Bill Malec



Contd from previous page

"I've been blessed to have been recognized with a few awards during my Air Force career," Malec said. "I think the one that most stands out is my selection to the 'Wall of Achievement' at my high school. I'm sure when I graduated the jury was still out among my teachers, family and friends as to how I'd turn out. I was able to attend the induction while still in uniform with my family, including my mother and extended family as well as old school friends in attendance."

Malec also holds several degrees, including an associate's degree from St. Leo College (Florida), a bachelor in Psychology from Florida International University

and a master's in Community Counseling from Barry University (Florida). He also completed Air Command and Staff College and Air War College.

Malec and his wife, Elizabeth, have a son, David, who is deceased; a daughter, Heather, 15; and permanent custody of their grandson, Landon, 8.

Being in the military for over 40 years, Malec naturally has traveled extensively, noting he's had 24 different assignments, some to the same place more than once. Since the Malecs have been married, they've been stationed at several stateside locations. He has gone unaccompanied to three others in Korea, Alaska and Hungary. The Malecs reside in O'Fallon, IL.

Assignments

Aug 1982 - Oct 1982, student, air traffic control basic course, Keesler AFB, MS

Oct 1982 - Nov 1983, student (distinguished graduate), air traffic control officer training program, 2014th Communications Squadron, Tyndall AFB, FL

Nov 1983 - Nov 1984, air traffic control operations officer, 1942d Communications Squadron, Homestead AFB, FL

Nov 1984 - May 1985, deputy chief, air traffic control operations, 1942d Information Systems Squadron, Homestead AFB

May 1985 - Aug 1986, chief, communications-electronics maintenance, 1942d Information Systems Sq

Aug 1986 - Nov 1986, student, Squadron Officer School, Maxwell AFB, AL

Oct 1986 - Nov 1989, chief, air traffic control operations, 1978th CS, Lowry AFB, CO

Nov 1989 - Nov 1991, MAJCOM systems acquisition support officer, technology integration center OL-Q, Air Force Communications Command, Hanscom AFB, MA

Nov 1991 - July 1992, deputy chief, AFCC systems acquisition support office, Hanscom AFB

Aug 1992 - July 1993, air traffic control and landing systems acquisition support officer, AF Flight Standards Agency (OL), Hanscom AFB

Aug 1993 - July 1994, commander, 673d Operations Squadron, Eareckson Air Station, AK

July 1994 - July 1995, chief, air traffic services operations, HQ Air Combat Command, Langley AFB, VA

July 1995 - July 1996, chief, air traffic services resources branch, HQ Air Combat Command, Langley AFB

Aug 1996 - Dec 1996, deputy commander and operations officer, 4400th Operations Squadron (Provisional) Taszar AB, Hungary (Operation JOINT ENDEAVOR)

Dec 1996 - Aug 1997, chief, readiness and training branch, HQ Air Combat Command, Langley AFB

Aug 1997 - Aug 1998, operations officer, 8th Operations Support Squadron, Kunsan AB, Korea

Sept 1998 - July 2000, commander, 88th Operations Support Squadron, Wright-Patterson AFB, OH

July 2000 - July 2002, deputy commander, USAF Unmanned Aerial Vehicle Battlelab, Eglin AFB, FL

July 2002 - June 2004, deputy commander, 17th Mission Support Group, Goodfellow AFB, TX

June 2004 - Sept 2010, chief, airspace and airfield operations division, Headquarters Air Mobility

Command, Directorate of Operations, Scott AFB



Awards

2009 Air Force Communicators and Air Traffic Controllers Association - Hall of Honor

2009 Air Traffic Control Association George W. Kriske Memorial Award

2008 Air Traffic Control Association - Earl F. Ward Memorial Award - Team Category

2000 Air Force Association - Wright Memorial Chapter 212 Senior Military Officer of the Year

1996 HQ ACC Directorate of Operations "Architect of Airpower"

1988 Air Training Command ATC Manager of the Year

1985 Homestead AFB Male Athlete of the Year

1985 TAC Communications--Electronics Company Grade Officer of the Year

RUN FOR IT!

The hustling NavAids maintenance man of Moron AB, Spain



*By MSgt Jack Williams,
USAF Retired*



**Circa 1965
Moron AB,
Spain**



Shortly after I arrived and assumed the position of NavAids NCOIC at Moron AB, I was told the following story:

Several months before my arrival a Navigational Aids maintenance man was at the localizer site (at the end of the runway) when the crash bell sounded. He looked outside to see if he had to evacuate. He watched a B-58 bomber landing from the other end of the runway and noticed it getting closer and closer, and it didn't appear to be slowing down. When it was obvious it would continue beyond the end of the runway hard surface, he turned to his right and began running away from the plane. At this time the pilot decided to steer the plane to his left to avoid hitting the localizer antenna system and the small equipment shelter slightly left of the antennas.

Upon seeing the airman running to get out of the way, the pilot decided to continue the bomber straight off the end of the runway to avoid hitting the

maintenance man. Meanwhile the airman had run down a gully, back up the other side and jumped over the 6-foot perimeter fence. The pilot steered the B-58 between the shelter and the antenna. This path did minimal damage to the antenna while knocking the obstruction light off the top of the equipment shelter. The plane continued on a flat surface for several hundred yards before stopping.

From the cockpit, the land to the left of the localizer shelter appeared flat. However, the crew was not able to see the gully. If the pilot took the path to his left he would have caused major damage to the plane and possible injuries to the crew. It's strange the way things sometimes work out for the best.

Crash and rescue vehicles and the Base Rescue helicopter can be seen in the photo. The Hustler sustained minimum damage and was returned to service shortly afterward.

Another Froggy story

By Maj Don McDaniel, USAF Retired

I guess the stories about Froggy LeSeuer will never end so long as there is a graduate of the Communications Officer course alive.

From previous articles in the *Communicator* it seems that people had a variety of opinions and experiences related to encounters with Froggy. Mine were quite positive.

I entered Comm Officer School in summer 1961 at Annex #3 of Keesler AFB. Soon after arriving, I met with Major LeSeuer. I had heard that such an encounter could be unnerving. Thus, I was apprehensive.

The experience was not at all unpleasant. He was formal but not the intimidating figure that I had been led to believe. I had (and have) the impression that he did his best to scare young officers into being the responsible officers he hoped them to become. I had graduated from Officer Candidate School a year before with almost six years of enlisted service, and he immediately treated me differently than he would treat most newly minted second lieutenants.

I hadn't realized that he held monthly Commander's Call for the students in his squadron.

Those meetings were an experience in themselves. He would talk for half an hour or so in his thick Cajun accent. Possibly some of the other students understood him but I certainly did not. He and the First Sergeant had a pretty good idea that some of us really didn't have a clue as to what the Major had said. The First Ser-

geant always followed the Major by summarizing and translating it into standard English.

From all of this one might imagine that upon graduating from the course I would have had a poor impression of Froggy. That is far from the case. He was my hero who I greatly respected. He saved me from the life of being isolated at some AC&W site as a Radar Officer. Here is what happened.

Radar Officers only had to be able to obtain a Secret security clearance, while a communications officer had to be able to obtain a Top Secret clearance as well as crypto access.

Since my wife was a foreign national at the time, I could only qualify for the necessary clearance with special waiver which I had obtained before being accepted for Comm School. Everything was fine until I got to the part of the course where students were assigned to separate tracks, one for Comm and one for Radar. At that time, I was notified that I had been removed from the comm track and placed in the radar track.

I was devastated as all of my enlisted service had been in AACS communications units. The main reason I asked for Comm School was because of my favorable experiences in AACS units on Guam, as well as in France and Germany.

What happened was that someone in Personnel had removed my security waiver from my records.



That immediately triggered my change in status.

I was not sure what to do. I decided to call Froggy and ask for an appointment to discuss it. As it was on a weekend, I brazenly called him at his home. I briefly told him about my problem and he told me to drop by his house to talk about it. When I arrived, his wife came to the door and directed me to go out the back door into their garden.

There was Froggy, covered from head to foot with dirt from working in his garden. What a sight to behold!

He asked me to come into the house where I explained my problem in more detail. He apparently started working on the issue the first thing Monday morning.

Within a day or so the problem was resolved and I was reinstated to being a comm officer rather than a radar officer. I found out later that my security clearance was reinstated on the basis of an unsigned carbon copy of the original clearance.

That must have taken some real arm twisting. I will be forever indebted to the concern Froggy had for me and the results that he achieved.

History

...INTO THE WILD BLUE YONDER

Members of the Air Force family will immediately recognize the first line of the beloved "Air Force Song."

As an Air Force retiree I've heard this song sung or played on many occasions. It wasn't until recently that I really took time to listen and grasp the words.

At first inclination, the lyrics sound like they were written by a fighter pilot. These are vernacular used by my grandfather-in-law to describe his pilot experiences. As a young lieutenant he'd engage in aerial combat over Clark Field in the early days of WW II, even shooting down a couple of Japanese zeroes in the process.

A little internet surfing yielded facts about the Air Force Song. It was written by Robert MacArthur Crawford, a Canadian born singer-songwriter, in 1938. His score was one of over 750 entries in a contest sponsored by Liberty magazine. The magazine's quest, with encouragement from the Army Air Corps' Brig Gen "Hap" Arnold, was to come up with an official song to reflect the Corps' unique identity.

The magazine turned the selection over to a committee composed of senior officers' wives. His song, originally called, "What Do You Think of the Air Corps Now?" was selected and won the \$1,000 prize.

Crawford premiered his song over national radio in 1939, singing it from the site of annual National Air Races in Cleveland.

They didn't call Crawford the "The Flying Baritone" for nothing. In addition to his Juilliard-developed musical talents he was also a skilled aviator.

He initially tried to become a U.S. Army Air Service pilot during WW I but was dismissed when he was found to be underage. Not to be deterred, he learned to fly in 1923 and then flew himself around the country in a small plane to his concerts. During WW II he flew transport aircraft for the U.S. Army Air Forces.

As the Air Force evolved so did Crawford's song. As it went from "Army Air Corps" to "Army Air Forces" to "U.S. Air Force" minor changes were made in the lyrics to keep the rhyme.

In the Armed Forces Medley traditionally played at Independence Day celebrations, only the first verse is sung or played. Like an iceberg, that is only the tip as there are additional verses and a bridge.

I really took a shine to one particular line from the last verse, "If you'd live to be a grey-haired wonder." Well I can dream, can't I? -- **Bill Malec**

**Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come zooming to meet our thunder,
At 'em boys, Give 'er the gun! (Give 'er the gun now!)
Down we dive, spouting our flame from under,
Off with one helluva roar!
We live in fame or go down in flame. Hey!
Nothing'll stop the U.S. Air Force!**

Additional verses:

**Minds of men fashioned a crate of thunder,
Sent it high into the blue;
Hands of men blasted the world asunder;
How they lived God only knew! (God only knew then!)
Souls of men dreaming of skies to conquer
Gave us wings, ever to soar!
With scouts before and bombers galore. Hey!
Nothing'll stop the U.S. Air Force!**

**Bridge: "A Toast to the Host" (part of original AF Song.
Many times this is sung as a separate piece. This verse
commemorates those who have fallen.)**

**Here's a toast to the host
Of those who love the vastness of the sky,
To a friend we send a message of his brother men who fly.
We drink to those who gave their all of old,
Then down we roar to score the rainbow's pot of gold.
A toast to the host of men we boast, the U.S. Air Force!**

Zoom!

**Off we go into the wild sky yonder,
Keep the wings level and true;
If you'd live to be a grey-haired wonder
Keep the nose out of the blue! (Out of the blue, boy!)
Flying men, guarding the nation's border,
We'll be there, followed by more!
In echelon we carry on. Hey!
Nothing'll stop the U.S. Air Force!**

(By the way, the words in parentheses are spoken, not sung.)

The way we were...

Images from the Heritage Hall at Scott AFB, home of AFCC's successor, the AF Network Integration Center



SWITCHBOARD OPERATOR

Military switchboards like this date back to the 1920s. This one was first installed in the Hawaiian Islands before civilian telephone service. It was also the first to relay the news of the Pearl Harbor attack on Dec. 7, 1941. It was operational until the late 1980s.

Portrait of AFCC's senior enlisted advisors:

Air Force Communications Service established the position of Senior Enlisted Advisor as a separate office (AFCS/CMS) at its headquarters Jan. 1, 1974. Responsibilities normally associated with the Senior Enlisted Advisor were first used within AFCS in 1970 and were assigned to the chief of the command section administration, CMSgt. Wallace R. Palon. Chief Palon performed the SEA functions through the end of December 1973. The position of Senior Enlisted Advisor continued with the re-designation of the command to Air Force Communications Command Nov. 15, 1979; however, when status changed to a field operating agency, the Senior Enlisted Advisor position was abolished in 1993.

CMSgt. Richard A. Rivard Jan. 1974 - 14 Oct. 1976
CMSgt. Earl E. Dorris 14 Oct. 1976 - 25 Aug. 1982
CMSgt. Charles E. Teston 25 Oct. 1982 - 13 June 1984
CMSgt. Jeremiah T. Hayes 14 June 1984 - 12 June 1987
CMSgt. Walter D. McLain 12 June 1987 - 9 Nov. 1990
CMSgt. Ronald D. Allison 9 Nov. 1990 - 1 April 1993





Dog tags

...because no one wants to become an 'unknown'

Capt Richard W. Wooley
Quartermaster Professional Bulletin, Dec 1988

Note: At the time this article was written the term Graves Registration was used for what is now called Mortuary Affairs. Capt Wooley was Chief of Individual Training, Graves Registration Department (now the Mortuary Affairs Center), US Army Quartermaster School, Fort Lee, VA

Arlington National Cemetery is not the only resting place for "Unknown Soldiers." Countless American soldiers have died defending their way of life throughout the history of this nation; many of their graves are marked with a single word, "unknown."

The Civil War provided the first recorded incident of American soldiers making an effort to ensure that their identities would be known should they die on the battlefield. Their methods were varied, and all were taken on a soldier's own initiative. In 1863, prior to the battle of Mine's Run in northern Virginia, General Meade's troops wrote their names and unit designations on paper tags and pinned them to their clothing. Some troops fashioned their own "ID" (identification) tags out of pieces of wood, boring a hole in one end so that they could be worn on a string around the neck.

The commercial sector saw the demand and provided products. *Harper's Weekly* magazine advertised "Soldier's Pins" which could be mail-ordered. Made of silver or gold, these pins were inscribed with an individual's name and unit designation. Private vendors who followed troops also offered ornate identification disks for sale just prior to battles. Despite the fear among the rank and file of being among the unknowns, no reference to an official issue of identification tags by the Federal Government exists.

The first official advocacy of issuing identification tags took place in 1899. Chaplain Charles C. Pierce, who was tasked to establish the Quartermaster Office of Identification in the Philippines, recommended in-

clusion of an identity disc in the combat field kit. The Army Regulations of 1913 made identification tags mandatory, and by 1917, all combat soldiers wore aluminum discs on chains around their necks. By World War II, the circular disc was replaced by the oblong shape familiar today, referred to as "dog tags."

Since then, some myths have arisen in connection with the purpose of the identification tags. One involves the notch on the tag issued between 1941 and the early 1970s. Battlefield rumor held that the notched end of the tag was placed between the front teeth of battlefield casualties to hold the jaws in place. No official record of American soldiers being issued these instructions exists; the only purpose of the notch was to hold the tag in place on the embossing machine. The machine used now doesn't require a notch to hold the tag in place, so today's tags are smooth on all sides.

The sole purpose of the identification tag is stated by its designation. Tags found around the neck of a casualty, and only those tags found around the neck, stay with the remains at all times. Tags found any place besides around the neck are made note of in the Record of Personal Effects of Deceased Personnel, and placed in an effects bag. They are not removed unless there is a need to temporarily inter the remains. If there is only one tag present, another is made to match the first. If the remains are unidentified, two tags marked "unidentified" are made.

One tag is interred with the individual, the other placed on a wire ring in the sequence of the temporary cemetery plot. This enables Graves Registration personnel to make positive identification of remains during disinterment procedures. When the remains are disinterred, the tag on the wire ring is removed and placed with the matching tag around the neck.

The Armed Forces make every effort to eradicate discrepancies and remove doubts about casualties, not least those doubts that families may hold concerning the demise of their loved ones.

In recent years, a near perfect record of identifying service members who died in the line of duty has been

achieved, a far cry from the 58% rate of identification during the Civil War.

The ID tag has, been and remains a major part of the reason for this record.

Note: Soldiers still wear metal dog tags today. A new generation is being developed that can hold a microchip containing a soldier's medical and dental records, as well as GPS tracking.

Did you know...



Dog tags were provided to Chinese soldiers as early as the mid-19th century. During the Taiping revolt (1851-66), both the Imperialists (i.e., the Chinese Imperial Army regular servicemen) and those Taiping rebels wearing a uniform wore a wooden dog tag at the belt, bearing the soldier's name, age, birthplace, unit, and date of enlistment.

During the American Civil War, 1861-1865, some soldiers pinned paper notes with their name and home address to the backs of their coats. Others stenciled identification on knapsacks or scratched it in the soft lead backing of their Army belt buckle.

The Prussian Army issued identification tags for troops at the beginning of the Franco-Prussian War in 1870. They were nicknamed *Hundemarken* (German equivalent of dog tags) and compared to a similar identification system instituted for dogs in the Prussian capital city of Berlin at about the same time.

The British Army and their Imperial forces in Australia, Canada, and New Zealand issued identification discs from the beginning of the First World War. The discs, one in red and one in green, were made of fiber and suspended around the neck by butcher's twine. The same pattern was worn into the Second World War and the Korean War.

The U.S. Army first authorized identification tags in War Department General Order No. 204, Dec 20, 1906: An aluminum identification tag, the size of a silver half dollar and of suitable thickness, stamped with the name, rank, company, regiment, or corps of the wear-

Dog tags are highly personal items to warriors of every service and to their families as well. Each dog tag carries its own human-interest story. The acts of receiving the dog tag, hanging it around the neck, and feeling it against the body constitute a silent statement of commitment. The tag itself individualizes the human being who wears it, despite his or her role as a small part of a huge and faceless organization. While the armed forces demand obedience and duty to a higher cause, dog tags, hanging under service members' shirts and close to their chests, remind them of their individuality. They bring comfort and help calm the fears of soldiers facing death: "I do not want to be forgotten; I do not want to become an "unknown." "

– Library of Congress

er, will be worn by each officer and enlisted man of the Army whenever the field kit is worn, the tag to be suspended from the neck, underneath the clothing, by cord or thong passed through a small hole in the tab. It is prescribed as part of the uniform and when not worn as directed herein will be habitually kept in the possession of the owner. The tag will be issued by the Quartermaster Department gratuitously to enlisted men and at cost price to officers. The Army changed the regulations on July 6, 1916, so that all soldiers were issued two tags: one to stay with the body, and the other to go to the person in charge of the burial for record keeping purposes.

In 1918, the Army adopted and allotted the serial number system and the name and serial numbers were ordered stamped on the identification tags. (Serial Number 1 was assigned to an enlisted man, Arthur B. Crane of Chicago in the course of his fifth enlistment period)

(Wikipedia)



One of the two identity discs issued by the South African Navy during WW2 with rank, surname, initials, force number and religious affiliation.



Three years after the end of World War I, the Tomb of the Unknowns was dedicated at Arlington Cemetery in Virginia during an Armistice Day ceremony presided over by President Warren G. Harding. Two days before, an unknown American soldier, who had fallen somewhere on a World War I battlefield, arrived at the nation's capital from a military cemetery in France. On Armistice Day, the unknown soldier was buried with highest honors beside the Memorial Amphitheater.

END OF THE LINE ATSUGI

“I thought readers might be interested in how 103 AACS men became part of history.” – Edwin Iles, Saginaw, MI. Mr Iles served as an AACS cryptographer on each of two different small islands in the south Pacific, then on to the Philippines. With the first indication that Japan was about to surrender, people from many Pacific islands were quickly sent to Okinawa to form a new AACS group—the 139th, to go to Japan. Mr Iles was one of them.



Edwin Iles, right, with his brother. Edwin had just completed cryptography school.



Edwin Iles today.

The story appeared in the Sept 18, 1945, Air Force Brief.

“103 men (I was not one of them) were the first to enter Japan in the strangest invasion in history. I went in a few days later and was stationed at Atsugi until relieved of duty to come home.” – Edwin Iles.



ATC © 1944. Which carried occupation troops to Japan first for (right) at Atsugi. Wrecked, jettisoned Jap planes are remains of the enemy's air force.

On Aug 28, 1945, seven war-weary, old C-47s, bearing highly skilled, hand-picked communicators of the 7th AACS Wing, whose job it was to establish air traffic control and communications support for the arrival of General MacArthur and his occupation forces, glided into Atsugi Airfield near Tokyo, Japan. A jeep-mounted tower was quickly rolled from the cargo compartment of the first to land. Within minutes, AACS men, first invaders of Japan's homeland in more than a thousand years, were in business.



ATSUGI

end of the line

The occupation of Japan was a slow and drawn-out affair, without precedent in military history. Occupation forces came first by air and then by sea. But even before the 11th Airborne troops and the brass landed at Atsugi Airdrome to make the defeat of Japan official, a handful of AAF specialists went in to prepare the airfield for the occupation forces. With these 103 men from Okinawa went S.Sgt Bob Price on D-minus-two. Following are his notes on the first 48 hours of "one of the strangest invasions in history."

ATSUGI AIRDROME, 18 miles outside Tokyo, is the other end of the line. One hundred and three AAF specialists occupied it on D-minus-two and the whole world sort of held its breath to see what the outcome would be. This advance party landed in Japan with their carbines and a promise from the Japs that there would be no trouble. It wasn't until 0825 on D Day, when the Infantry and correspondents arrived, that a flag was raised above one of Atsugi's wooden hangars. The Air Forces, presented with a rare opportunity to raise a flag, had been too busy to think of it.

D-minus-two on the home island of the Japanese Empire was one of the strangest invasion days in history. The AAF specialists, the ATC, the Troop Carrier and Flying Circus transport crews who flew them and the equipment needed to make the base ready, were the only Americans allowed to come. A heavy guard was put on the planes to keep the curious away.

The advance party had been alerted on Okinawa as soon as the first rumors of peace were heard, and the longer the men

had to sit the more they wondered what it was to be like.

It was an early morning takeoff from Okinawa. The C-47s that "spearheaded" the invasion were mostly piloted by majors and colonels who had been waiting a long time for such an opportunity. One pilot, a lieutenant from the Flying Circus, remarked that he never saw a sloppier formation. The Army, he said, was living up to the Navy's jest that an Army formation is a group of planes going in the same direction.

Sixteen ATC C-54s followed the Jungle Skippers and the Flying Circus. They were loaded with equipment and a few specialists. Actually, there was more crew than invaders.

It was a quiet, untroubled trip except for a few passing misgivings just about over Atsugi. Atsugi from the air, most familiar up to this time to the low-leveling P-51 pilots who visited it time and again from Iwo, is a neat couple of rows of hangars on either side of a black-marked concrete runway. Scattered about the field were at least 500 planes, all with the big red blobs of the Rising Sun. The transports came in for a landing about 0730. From the runway they wheeled onto a taxiway where the Japs could be seen waiting with their trucks. There were salutes, interpreters there to speed the arrangements. Hundreds of youngsters helped unload the radio jeeps, the water trucks, gas drums, rations, cots and barracks bags. The labor hadn't been in the bargain.

The Japs kept saluting at every turn. Someone asked: "What are they bucking for anyway?" The Japs were fascinated by

the ATC C-54s. They had never seen the like of them, it was apparent. They also studied all of our other standard equipment. The Americans, in turn, looked over the Japs. The dress uniforms they wore were black or OD with plenty of variations. All of them wore either a Samurai sword or hara-kiri knife and at least a fourth of them wore large-lensed horn-rimmed spectacles. One radio operator started bargaining with a Jap teen ager for his sword. The kid wanted the G.I.'s wristwatch in return. Trading came to a standstill under such shrewdness.

The job was to get the stuff into hangars, to get communications and operations set up in the wooden building the Japs had apparently used for the same thing. Army Airways Communication System installed itself in a tower atop operations while all around helpful Japs bowed and saluted.

At no time was there any alarm. The airdrome was just a big, sunlit, rather empty place. In accordance with the agreement all the props had been removed from enemy aircraft that were still operational. About every type of Jap aircraft—from the biggest bomber to the small cub-type two-wing liaison planes—sat for the curious to examine. At one side of the strip was an American P-40 painted with a big Rising Sun. People stood before this plane a little longer than before the rest. They remembered way back when the old Warhawk was about the only fighter flying in the Pacific. The guess was that the old plane had been captured from Chennault's Flying Tigers in China and had been flown back to Japan. It was like meeting an old friend.

(Continued on page 8)



RIDING ON little Japanese trucks, members of the 11th Airborne Division display their flag after they arrived for occupation duties.



THAT'S right—it's a P-40. American troops at Atsugi swarmed all over this old U.S. plane, probably captured by the Japs in China.

ATSUGI, End of the Line

(Continued)

Around the field is an extensive barracks area and under bean fields and forest a complete underground city had been built. About every hundred feet there is an opening and a small ventilator sticks out of the ground. At each opening there is a diagram of the lower depths. The underground installations include air conditioning, operations rooms, repair shops, engine shops, barracks and a hospital. Supply caves extend for five miles from Atsugi proper.

The night of the arrival the Japs served dinner for the Americans. The men sat down at linen-covered tables to a seven-course dinner served with beer, wine and sake. They had turtle soup and fish and a lot of other things that they couldn't quite make out. The banquet was over by nine o'clock and everyone went back to the hangar to spend the night. In one corner were stacked dismantled rifles and machine guns. Jap Navy and Army police walked guard. Before the men turned in they saw a work detail of about 500 youngsters marching by. They carried a sorry sort of hoe and their getas made a sharp tap-tap on the runway. Later the blue beam of a searchlight came on and swung around a couple of times in the quiet sky.

Meanwhile, Gen MacArthur had arrived on Okinawa. Admiral Nimitz arrived from Guam and hoisted his flag on the battleship South Dakota. Aboard the Missouri, Admiral Halsey entered Tokyo Bay. On Okinawa, the 11th Airborne Division awaited the completion of the advance party's arrangements.

The work that everyone was sweating out went on apace at Atsugi. The Third Airdrome Operations went to work in operations and the 63d Service Group opened an engineering office. Alert crews opened for business in the hangars. The medics took over some Jap ambulances and parked them by the strip.

The transportation promised by the Japanese government consisted of 282 trucks, 192 passenger cars, 52 buses, 10 ambulances, four tractors, 35 tankers and some firetrucks. The whole collection wouldn't have stocked a Grade B junk yard. Along with the battered vehicles were 250 drivers, none of whom could speak English. When they wanted to fix anything they hammered it and they were experts in taking long "breaks."

The buses burn charcoal for fuel and have a little furnace-like gadget on the back that is more work than tending a coal

stove. You have to shovel charcoal, haul ashes and keep the smoke stack cleaned out. The charcoal is wrapped in straw packages and if you get up a good fire before takeoff, you're sure of a safe ten miles of slow, jerky travel. The trucks have wide bodies and narrow cramped cabs, the jeeps are converted Austins with little power and there are many standard make American cars, all with the shakes. A motor pool filled with Jap cars shouldn't happen to a Jap.

On D-minus-two the men got an idea of what it must have been like to have been in the Japanese armed forces. A labor battalion clomped into the hangars to take away the props. All the work was manual and it took at least nine men to lift one of the props onto the small cart they had. A superior private was in charge of the detail. The men got the first prop onto the cart and with a great deal of pushing the cart moved away. Only three men were left to handle the second blade. The boss man was giving orders on how the job should be tackled. Two of the workers were able to get the blade a couple of inches from the floor. The little fellow on the third blade couldn't budge the metal an inch. Quite a few Americans were watching this performance when the boss man, irritated, slapped the grunting worker across the mouth and then started showing him how it should be done. He couldn't budge the blade either. The superior private strode

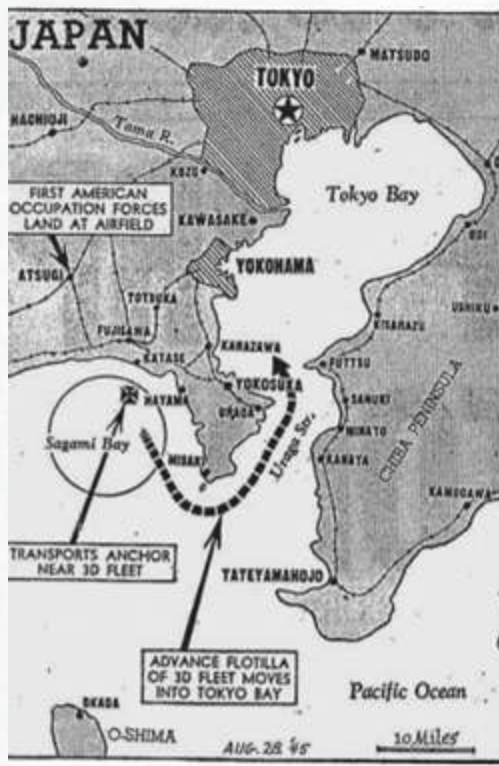
(Continued on page 12)



IGNORING unloading American troops, a youthful Jap labor battalion (left) marches past a C-54 in the early hours of the occupation.



JAP planes at Atsugi included this converted transport and seaplane. Props were later removed from planes in compliance with peace terms.



ATSUGI, End of the Line

(Continued)

away muttering, having suffered a loss of face.

That day the AAF specialists moved out of the hangar into a two-story barracks that had housed Imperial air cadets—two men to a room. The only rub was that things didn't quite fit. All the beds were far too short. Sanitary accommodations were a commode that is a sort of china-lined slit trench and knee-high urinals. To bathe, you sit on a little stool and wash from a wooden bucket.

In what was undoubtedly the fastest switch to garrison life in the whole war, it was announced on the second day that if you wanted anything to eat it was CKCs. The menu wasn't anything you cared to remember. One man claimed he had fishheads for breakfast. Everything tasted strictly from ersatz. The bread was brown and could have been mixed with dirt. Coffee was a soy bean product. The meals became scantier each time, but there was still beer.

The stage was set for D-Day. Everything was as polished and ready as a defunct Jap air force could make it. Colonel E. K. Warburton, who had become air base commander, described the field as comparing favorably with an American field before the war. He said that the concrete wasn't too thick but that it would stand up.

At 0730 the first ATC C-54 carrying members of the 11th Airborne Division landed. At five minute intervals throughout the day planes continued to land. They parked up the taxiway in front of the hangar line and noses could be seen pressed against the cabin ports. Planes were unloaded in a matter of minutes. One hundred and sixty ATC planes carried nearly 2,000,000 pounds of freight and passengers. At 0825 the American flag was raised. A steady line of rickety trucks pulled up and the infantry was taken off to the zones they had been assigned to occupy.

At about 1000 five American prisoners of war arrived from Osaka and Kobe camps—soldiers, sailors and marines captured at Corregidor and Bataan. One man had only one leg. The group had hitch-hiked the 500

miles. Later in the day a liberated prisoner whose arm was broken showed up at Atsugi. He had been hit by a ration box dropped by a B-29.

A B-29 landed at Atsugi, one of its engines out. There'd been some doubt that the strip would hold a Superfort. Men who arrived in the morning ran up to friends who landed in the afternoon, shouting: "You should have been here when things were really rough."

About 1500 Gen MacArthur arrived in his C-54 named Bataan. There were enough



FLYING over a grounded Jap plane, a C-54 heads back to Okinawa on D-Day after landing troops. Planes were quickly unloaded.

people out to warm the heart of any general. Motion picture crews had been told that the plane would come in on a certain taxiway. The C-54 picked a different route and the cameras had to be hustled about. The plane came to a stop, the crew chief let down the metal staircase and the General stepped into the doorway. He was smoking his oversized corncob. He stood for a full minute looking into the sky and at least 400 cameras got the shot. Then he walked down the steps, followed by his staff. The General's first public words in Japan began with: "The road from Melbourne to Tokyo is a long one." When the short speech was over he shook hands with some generals and the party walked over to where the 11th Airborne band was playing. After listening to the music for a minute the General shook hands with Air Forces Generals Spaatz, Kenney and Giles. Correspondents were all over the place. On the fringe of the mob were photographers and reporters from the Japanese press. There was a feeling that people wanted to shout, or applaud, but no one did.

Gen MacArthur got into own car, the other generals got into other vehicles and the show was over. Jap dignitaries in a lead car were to guide the party into Yokohama. The Jap correspondents were seen to laugh and joke as they got into their ramshackle bus, as if they had thoroughly enjoyed the afternoon.

Atsugi went about its new business. More than 300 planes landed at the field in the first three days. There were no accidents and operations became routine. The next day a sign went up in the banquet hall where the advance party had been entertained the first night at Atsugi. It read "For Officers Only," and the specialists who had come along about a hundred hours before on the biggest gamble of their lives, had to look for some K-rations to satisfy their hunger. Atsugi was ours.

Atsugi was strangest at night. As with all Jap fields we have taken—the blasted squares of runway at Roi and Namur, Aslito on Saipan and Yontan and Kadena on Okinawa—the installation seemed most foreign after dark. There was the sound of a

railroad engine faraway and the banging of the wreckage caused by P-51 and navy fighter raids, there was always a whirl of black dust, and it was eerie to be surrounded by Japs, to hear the sound of their picks working so that more American planes could land the next day.

There was also an element of pleasant surprise. A medic sitting in a Dodge ambulance sweating out some planes that were due in, went for a stroll. A Jap sidled up to him and put out his hand. The pill-roller supposed he wanted cigarettes, so he handed him a couple of butts. The Jap paid off with a nice quart bottle of beer and so after that if you were thirsty during the night shift you would go out looking for the enemy. Oldtimers agreed they had never met such a convenient bootlegging procedure.

Award of Meritorious Service

A Meritorious Service Unit Plaque was awarded to the 769th AAF Base Unit (139th AACSSq) in recognition of outstanding achievement of the highest devotion to duty in the initial landing and occupation of Japan by armed forces of the Army of the United States. The advanced party landed on Atsugi, Japan at 0850, 28 Aug 1945. The jeep mounted control tower, first American vehicle to land on Japanese soil, was on the runway and ready to handle traffic before the last plane in the advance flight had landed. By 1700, 30 Aug 1945, over 341 take-offs and landings had been made by C-54 type aircraft carrying 11th Airborne Infantry.

By Command of
Brig Gen Farman

SecAF explores future of aerospace nation

Secretary of the Air Force Deborah Lee James delivered her keynote speech at the Air Force Association's Air and Space Conference and Technology Exposition in Washington, D.C., Sept. 14, 2015. She said the Air Force and industry must partner to expand, advance, and reinvent the aerospace nation.

The secretary used a futuristic example scenario to better illustrate the concepts. "Imagine some years in the future a sprawling megacity of 12 million residents in a remote corner of the globe ... is struck by a massive earthquake," she said.

In just a few hours, she explained, air-launched small satellites are sent into orbit from the back of an Air Force mobility transport. Sliding into orbit over the disaster area, these low-cost space vehicles immediately tap into the broader space-based architecture, giving first responders access to global communications and near real-time images of the devastated city, James said.

"A usable airfield is then identified with the newly-established overhead (intelligence, surveillance and reconnaissance) and an Air Force air traffic control team already en route to the region is vectored onto it," the secretary said.

By the next day, flights begin flowing in and a launch and recovery team launches dozens of small, unmanned aerial vehicles, controlled remotely via a responsive satellite network.

"The (remotely piloted aircraft) then fan out to place broad area wireless Internet and cutting-edge sensors in the hands of rescue crews," she explained. "The rescuers can now see places that they could not access and can deliver supplies to areas that they cannot reach."

At the same time, a cyber team in San Antonio, uncovers a cell of violent extremists who are planning to attack rescue crews and take aid workers hostage, the secretary said. The cyber team then relays surveillance of the wireless router in the nearby town to the theater operations center to locate the terrorist cell leader and thwart his actions.

"Some may say this is science fiction; I say scenarios like this are precisely how our Air Force needs to work in the future -- blending cyber, space and air in new and creative ways."

Full story here:

<http://www.af.mil/News/ArticleDisplay/tabid/223/Article/617141/secaf-explores-history-future-of-aerospace-nation-at-afa.aspx>

AFSPC: Space, cyberspace provide advantages, challenges

WASHINGTON (AFNS) -- Gen. John Hyten, the Air Force Space Command commander, explained how space and cyberspace domains are integral components in modern and future operations during a speech at the Air and Space Conference and Technology Exposition.

"Everything we do is a multi-domain problem," he said. "It doesn't matter what problem we're looking at, we have to figure out how to look at it from a multi-domain approach. When we do that, we will bring the power of the Air Force to bear on any problem, and that power will be enormous."

Hyten talked about maintaining information superiority and safeguarding against possible threats.

"You have to be able to have agile information superiority so you can adjust when an enemy does something to you that says 'I want to take that advantage away from you,'" he said. "When that happens, you have to be able to fight. All you have to do to effectively have agile information superiority is get ahead of your adversary. It's something we've learned in this (Air Force) since the beginning of communications."

Those communications aren't limited to land based communications, he said. The Air Force also needs to be equally as focused on safeguarding satellite communications.

"The warfighters depend on (satellite) communication and if that communication is not there, then we do not fight effectively and we go back to what it looked like in World War II," General Hyten said. "I don't know about you, but I never want to go back to that kind of fight."

The Air Force is working on a developmental planning effort, looking at air superiority in 2030 as a full multi-domain solution. *(Contd next page)...*

Contd from previous page

"The good thing about having space and cyberspace in one command is we can integrate the capabilities of space and cyber and figure out how we're putting those pieces together. That's what we're trying to do. All the networks are invisible, but everything is connected – for the United States Air Force to work, everything has to work together."

CSAF sees cyber, ISR as future MAJCOM

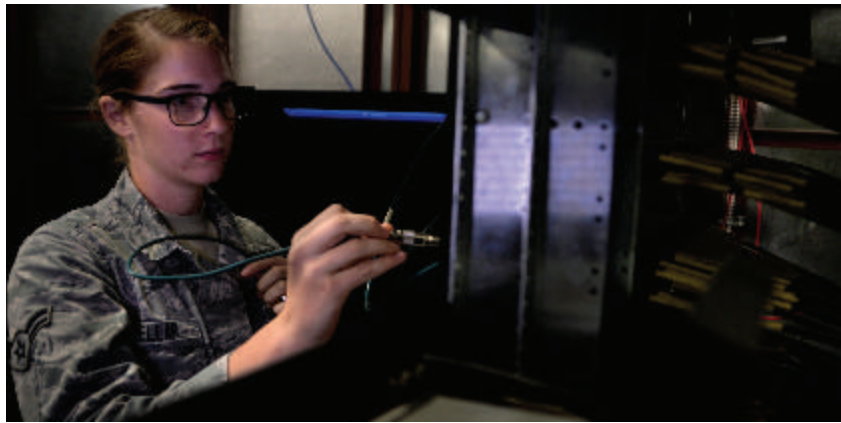
LACKLAND, TX -- Air Force Chief of Staff Gen. Mark A. Welsh III and his wife, Betty, visited the 24th and 25th Air Forces to see the mission synergy of cyber, and intelligence, surveillance and reconnaissance.

During an all-call that included members from both numbered Air Forces and the Air Force Installation and Mission Support Center, General Welsh emphasized the future of cyber and ISR.

"In about 10 to 12 years, I think we should have a major command focused on information," he said. "It should be about collecting it, processing it and disseminating it. With 24th and 25th Air Force, we've just stood up the first two building blocks."

He said the number of people and organizations in the cyber and ISR mission areas will continue to expand. "It's an institution we have to build, we have to fund, we have to develop and we have to be thinking about long term," he said. "Cyber and ISR are the two biggest growth areas in our Air Force."

General Welsh highlighted the approximately 35,000 people who now support the ISR enterprise. "It's the people, the skills, the sensors, the architecture; it's everything that collects, moves, processes, analyzes, and shares data and information," he said.



A1C Ashley Kellar, a 432nd Aircraft Communications Maintenance Squadron radio frequencies technician, patches in a ground control station for satellite link at Creech AFB, NV. The 432nd

ACMS is the only unit in the Air Force dedicated to maintaining the communications network of the remotely piloted aircraft enterprise. (Air Force photo by A1C Christian Clausen)

Aircraft communications maintainers make RPA missions possible

CREECH AFB, NV. -- The airmen of the 432nd Aircraft Communications Maintenance Squadron are among 130 Air Force members at Creech AFB who make the remotely piloted aircraft enterprise mission possible.

These traditional communications airmen are put in a maintenance environment to link the ground control station, also known as the RPA cockpit, to the aircraft. This capability allows the pilot and sensor operator to control the plane, both locally and thousands of miles away, to provide the necessary intelligence, surveillance and reconnaissance needed by combatant commanders of the joint U.S. forces and allies.

"Essentially we maintain all the communications equipment such as the antennas, ground data terminals, relays and links needed to fly an RPA," said A1C Tyler Hosler, an RPA satellite communications technician. "We also troubleshoot communication issues if needed."

The 432nd ACMS is the only unit

where comm airmen have stepped beyond their traditional Air Force specialty code responsibilities to fully maintain the entire communications network of the RPA enterprise.

"There is no other unit in the Air Force that does what we do," said Maj. Raymond Chester, the 432nd ACMS commander. "Not only do we maintain the GCSs here at Creech used for combat across the globe, we also maintain local (ground control stations) used in the formal training unit here to teach launch and recovery and train our operators."

432nd ACMS airmen are paving the way to the future of RPA communications support. "We're made up of radar frequencies and cyber transport airmen, but because of what we do here, the training we received in school doesn't really apply at Creech," said SSgt. Anthony Wellens, an RPA communications technician with the 432nd ACMS. "Everything we do is learned through on-the-job training."

Full story here:

<http://www.af.mil/News/ArticleDisplay/tabid/223/Article/616441/aircraft-communications-maintainers-make-rpa-missions-possible.aspx>

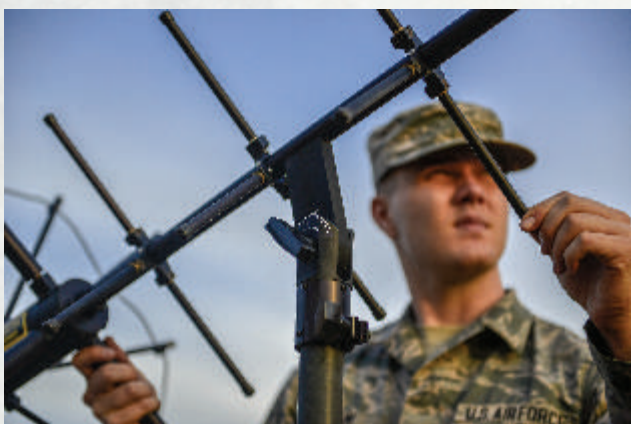
1st CBCS team builds network for deployed forces

A small team of airmen from the 1st Combat Communications Squadron deployed in October to Diyarbakir to build a network from scratch for all combat search and rescue operations servicing Iraq and Syria. The team established communications abilities, set up secure and non-secure networks and provided mission essential equipment for personnel recovery forces downrange in just five days. (Air Force photos by A1C Cory W. Bush)

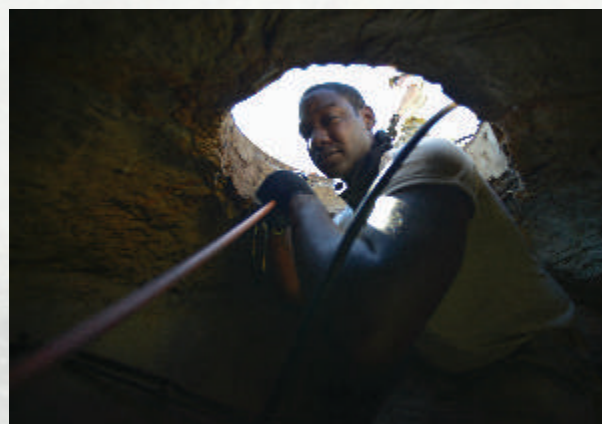


A1C Brandon Martin, 1st CBCS tactical network operations technician, adjusts an AV-211 antenna Oct. 5, 2015, at Diyarbakir AB, Turkey. The 1st CBCS, Ramstein, Germany, is a deployment-ready force that supplies communications abilities to forces downrange.

SrA Kevin Russelheidt, 1st CBCS tactical network operations technician, monitors an Internet Protocol Router at Diyarbakir AB. A team of three airmen are in charge of sustaining the base infrastructure network online for the squadrons deployed at Diyarbakir AB.



A1C Brandon Martin, tactical network operations technician, adjusts an AV-211 antenna. The antenna is an air-to-ground antenna used for communications back to the 1st CBCS in Ramstein, Germany.



SSgt. Kirk Alston, 1st CBCS satellite communications technician, runs a fiber optic network line through an underground pipe at Diyarbakir AB.

Constitution/Bylaws revised – send your vote

The revised Association Constitution/Bylaws were introduced during the Board of Directors meeting at Myrtle Beach, SC, Oct. 1, 2015. The Board agreed, by unanimous vote, that the changes are appropriate.

The revised Constitution/Bylaws appears online at <http://www.afcommatc.org/revised-constitutionbylaws---vote.html> for membership to vote approval/disapproval. A marked-up copy showing revisions is available upon request from the ED.

Responses should be submitted by mail or electronically not later than Jan 6, 2016, to our Secretary, [Bill Hammett](#), for tabulation and publishing of results (in accordance with current procedures).

The most significant changes are the elimination of the Executive Committee (which never had any responsibilities delineated) and placing all decisions with the Board of Directors. It authorizes the increase/decrease in the size of our Board based on the needs of the Association (but not to exceed 12 members). It strengthens the budgeting process and sets forth procedures regarding the timing of the budget with our fiscal year. It deletes the only committee, the Nominating Committee, from the Constitution and sets procedures for nominating and electing members to the Board. It also permits a membership vote at the annual membership meeting to make changes to our governing documents.

**Proposed Changes to the Constitution & By-Laws
(Proposed for adoption on January 6, 2016)
Changes to Constitution & By-Laws**

CONSTITUTION and BYLAWS

The revised constitution has been reviewed by the Board of Directors and is submitted to the membership for a vote to accept the changes. The changes are to provide more flexibility and to reflect the way the Association is working. There are no changes to the requirements of being good stewards of the Association funds. To vote, either e-mail Bill Hammett or send the ballot below by regular mail.

Clip and mail to:

**Bill Hammett
6 Pope Circle
Nashua, NH 03063**

or email to: whammett@comcast.net

Be sure to provide sufficient information to determine voter's identity, whether voting by ballot or email.

**Click on image
for link to copy of
revised Constitu-
tion / Bylaws**



ABSENTEE BALLOT – MAIL IN! January 5, 2016

I am an active member of the AF Communicators and Air Traffic Controllers Association and hereby vote:

Yes _____ No _____ to the proposed Constitution changes.

(Name & Signature)

(Date)

Comments: (if any)



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
Bill Hammett



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

Financial Management & Budget Policy

Ray French (chair)
Jim Weber
Bill Hammett

Convention Committee

Jim Weber (chair)
Rafael Quezada
Bob Read
Hank Sauer

Honors and Awards

Walt McLain (chair)
Hank Sauer
Chuck Teston

Recruiting

Rich Griffiss (chair)
Ken Reiff

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

Pulled from the intercom archives...

March 12, 1971 intercom

Top this!

It's no secret that the men and women of the Air Force have always been proud of their service — and why shouldn't they be? The Air Force is amazing. Back in 1971, Hank Sauer, one of our long-time, very involved members, and his wife, Carol, showed their love and loyalty for one of the Air Force's best major commands in a unique way.

They named their first-born after Air Force Communications Service ... A.F.C.S. Miss Alison Frances Cecelia Sauer was born in 1971. At that time SMSgt Hank and Sgt Carol Sauer were assigned to the 2147th CS, RAF Mildenhall, England. As told by Hank, "We were stationed at RAF Mildenhall but the hospital was at RAF Lakenheath. When she got pregnant, the hospital notified our Personnel office. My commander wanted her to stay as long as possible as she ran the switchboard at RAF Feltwell (where we lived). Because of an operation in a country where we could not get access, it was critical that the switchboard be up and running.

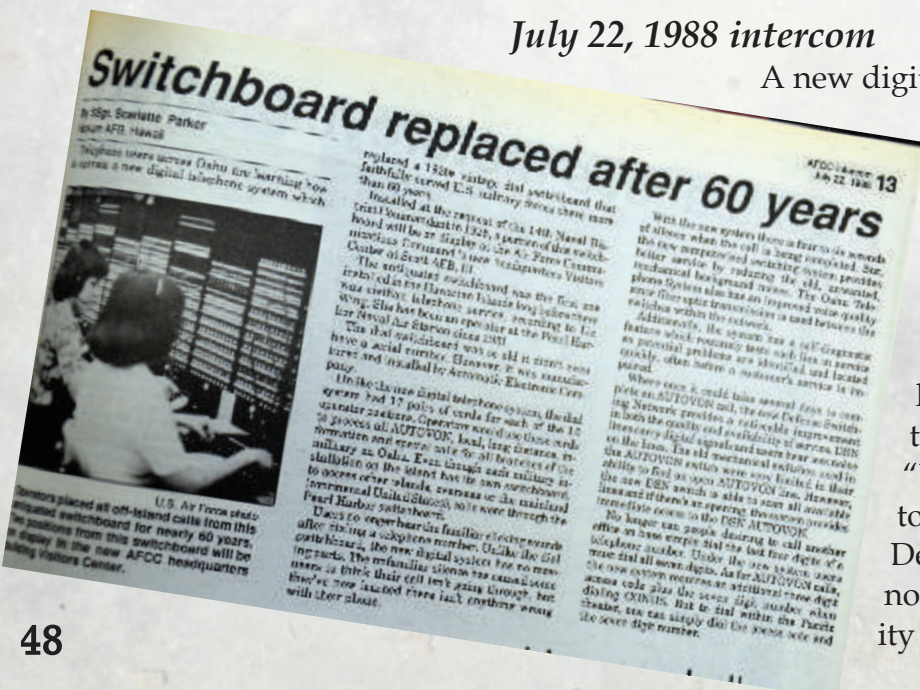
"When it was time, our base personnel office gave the hospital hell for not notifying them. When she was getting her physical, they thought she had a hole in her heart. Now things got messed up. After paperwork delays, Alison was born on active duty. Now the phone calls started coming in from the Pentagon. The pressure was on as the policy was if you are pregnant, you are gone. Carol was no longer pregnant so they



wanted her to say she did not want to get out. It took the AF another couple of years for married WAF to stay.

"Later, the ECA DO, at an event in Germany, got me out of my seat to meet General Stoney and the AFCS staff who were visiting Germany. He told the general that I was the father of Miss AFCS. Then the Col told him I was going to the Hq and Carol was pregnant again. I told him they could bet their bippy that if it was a boy, he would not be named 'Dickie Guber'. My son, Thomas, was born at Richards-Gebaur."

July 22, 1988 intercom



A new digital telephone system replaced a 1920s vintage dial switchboard that served the U.S. military on Oahu more than 60 years. A portion of the switchboard is on display at the Visitors' Center at Scott AFB (see page 35).

"The antiquated switchboard was the first one installed in the Hawaiian Islands long before there was civilian telephone service...."

"Where once it could take several days to complete an AUTOVON call, the new Defense Switching Network provides a noticeable improvement in both the quality and availability of service."



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



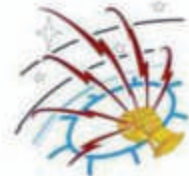
AF Comm & ATC
embroidered logo golf shirts



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 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 patch. The T-shirts and wind shirts will not be restocked.

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.



Editor

**665 N 11th St
Breese IL 62230-1018
Change Service Requested**

Check address label for date and/or year dues expire (number before your first name). If it's "15", dues expire Dec 2015. Next edition will not be mailed if dues have expired.

Air Force Communicators and Air Traffic Controllers Association

Who we are

Our association is comprised of about 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 "AACCS Alumni Association" from 1977 until Sept 27, 2008.

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

Mission

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

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