



Official publication of the AF Cyberspace & ATC Association



COMMUNICATOR

November 2020

With a nod to our proud past and an eye to our future, we are now...
Air Force Cyberspace and Air Traffic Control Association





Please update your membership information

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

Recruit! Our future depends on you!

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

Tell us your story!

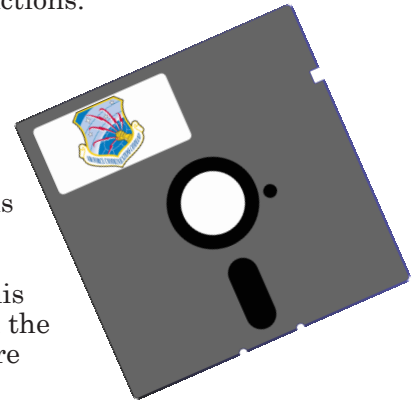
Your stories are the heart of this magazine, so dust off your photo album, think about your time in service and places/events that stand out. Put pen to paper and write or email the editor. We'd love to hear from you.

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

DID YOU KNOW?

Throughout the early 1980s, AFCC was often in the forefront of developing and demonstrating the use of various data automation applications for the Air Force. To demonstrate one of the possibilities of data automation, AFCC created an office automation system for the command's headquarters. In September 1981 AFCC embarked on this long-range project which eventually would revolutionize the way the Air Force conducted day-to-day business by automating many routine office functions.

In April 1982, Maj Gen Robert McCarthy, AFCC commander, directed the start of a pilot Office Information System project in one portion of the command's headquarters, the Operations, Plans and Readiness directorate. In October 1983, after successful implementation and operation of this project, General McCarthy directed the expansion of the system to the entire headquarters.



The purpose was to increase overall staff productivity by processing information more rapidly and improving information resource sharing throughout the headquarters. Gen McCarthy believed this pilot OIS would serve as an example for other commands.

In early Dec 1984, this OIS was implemented throughout AFCC headquarters. More than 600 personal computers were linked via an electronic network, allowing headquarters staff to exchange information and data rapidly, send and receive electronic mail over the Defense Data Network, and use automated office aids such as a calendar and suspense control system. This system showcased the possibilities of OIS and pointed the way for future efforts.

The '80s marked the period when the "user" became the communicator. No longer did the user need to go to the data or communications center; such capabilities were now sitting on everyone's desk.



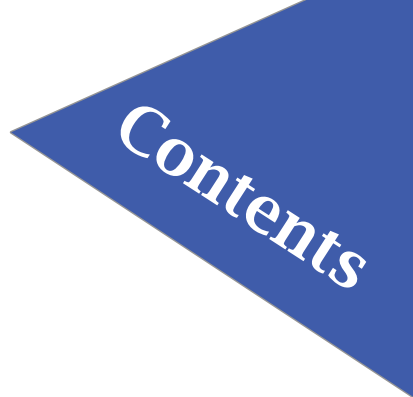
Lori Manske (editor), 665 N 11th St, Breese IL 62230, manske5@charter.net

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



AF Cyberspace and Air Traffic Control Association

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



Our Board of Directors

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

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

Executive Director Appointments
Historian—Ken Reiff
Chaplain—Ed Broestl

Convention Committee
 Jim Weber (chair)
 Rafael Quezada

Honors and Awards Committee
 Robert Garcia
 Bill Bethea
 Bill Hammett



Board reports

6-7

Legends & Lore
Maj Gen William Yost

10-11



Hall of Fame
Class of 2020

11



Association-sponsored
Annual awards

12-13

Rocky Gannon
kept two 'on the air'

18-19



'On the lighter side'
Funny military memories

24-25

... and much more

Find us on Facebook

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

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

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

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

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

Report from the Executive Director



Our AFCATCA Board and staff have been busy; here are some highlights of our efforts.

Even with the numerous slow-downs and stoppages due to the ongoing COVID-19 global pandemic, the AFCATCA has remained exceptionally busy. Since our last *Communicator* in June

2020, our Association's leadership implemented our new name – “**Air Force Cyberspace and Air Traffic Control Association**” -- on July 1, 2020. This was a needed change due to the evolving Air Force and based on our desire to attract new members. I included additional details in our June 2020 *Communicator*.

Even though we were not able to recognize annual award winners at our normally scheduled September convention in 2020, we were able to write personal letters to each award winner along with our Association's engraved Eagle statue, a certificate, and a \$250 gift card.

As a reminder, our annual award winners were:

- **MSgt Jasper Blake (USAFE) – Cyber Systems Senior NCO of the Year**
- **TSgt Tamra C. Mishler (USAFE) – Cyber Systems NCO of the Year**
- **MSgt Joseph D. Crutcher (ACC) – ATC Enlisted Manager of the Year**
- **SSgt Brad Borowy (AFMC) – Air Traffic Controller of the Year**

We also wrote letters of appreciation to all awardee nominators, including commanders and supervisors. We sincerely thank Chief Tom Blackburn for chairing our Awards Committee. It was an extremely hard task in choosing this year's winners from so many outstanding nominees.

As many of you know, this November issue would normally contain photos from our annual convention,

which is regularly held in an exciting location during the month of September. Due to the concerns associated with COVID-19, however, our Board of Directors voted to delay our annual convention for a year. Our hope and prayers are that our lives will return to some semblance of “normal” by that time and that we will be able to meet in Colorado Springs in September 2021 for our 44th annual convention. It promises to be magnificent! Plus, I'm excited to see you all again.

Along with our Association name change, we designed a new AFCATCA logo (see next page). It will appear on a challenge coin, hats, clothing items, and on Association letterhead. Our PX/BX Manager, Bill Cassatt, is working hard with suppliers to stock the new items. Our June *Communicator* will include photos and ordering instructions for these items. We will also post them on our web site as soon as they are available. You will be able to proudly wear and display new Association-branded items at our September 2021 convention.

The Board of Directors also have been busy updating our Association's Constitution and By-Laws along with rewriting each of the position descriptions of our Association's leadership. This was very thought provoking and time-consuming but we are now up-to-date.

Our rewritten Board of Director positions are: Executive Director; Vice Director; Executive Secretary; Treasurer; Membership Director; Managing Editor / Publisher, *Communicator*; Protocol; Director for Information / On-Line Media Manager; PX/BX Supply Officer; and Board of Directors Advisory Officer.

Executive Director Appointment positions are: Historian and Chaplain.

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

Take care and God bless.

Harry Raduege

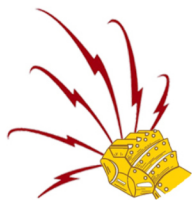
**Lt Col Russell Badowski
Commander, 325th Operations
Support Squadron, presents an
Association award to MSgt Joseph
Crutcher at Tyndall AFB, FL.**



Air Force Cyberspace and Air Traffic Control Association

Emblem significance

Ultramarine blue and Air Force yellow are Air Force colors. The blues represent the sky and worldwide cyberspace operations. Yellow refers to the sun and the excellence required of Air Force personnel. The black ring refers to space operations and exploration.



The mailed fist and electronic flashes represent our proud past of providing the “reins of command”. They reflect our history of excellence in providing command and control, planning, communications, data automation, airfield operations, space operations, air traffic control, maintenance, engineering and installation, combat comm, and related support fields.



“**Servicio dedicati**” dates to our roots and the Army Airways Communications System emblem.



The North Star symbolizes our heritage of navigation and air traffic control as an integrated part of command and control.

The grid around the globe denotes the worldwide commitment of our career fields.



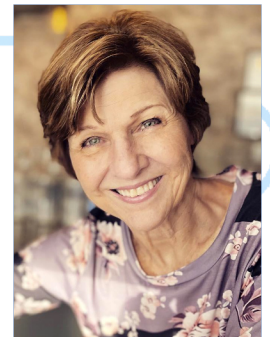
The world indicates the global aspect of communications, cyberspace and ATC operations. **1s and 0s** represent computers and data automation. They are equivalent to a low voltage and a high voltage signal.

The association was formerly called the “AACS Alumni Association” from 1977 until Sept 27, 2008. The name was changed to AF Communicators and Air Traffic Controllers Association because the Airways and Air Communications Service (AACS) was redesignated Air Force Communications Service in 1961. On July 1, 2020, our name changed to Air Force Cyberspace and Air Traffic Control Association to keep pace with our Air Force. Air Force members who traditionally identified as “communicators” are now referred to as Cyberspace Operators.

REPORTS FROM THE BOARD



Leslie McCormick
Membership



Lori Manske
Editor

Membership Status as of 30 Sept 2020

Current membership – 1067 (down from 1078 on 31 March 2020)
Life Members – 985 (down from 999 on 31 March 2020)

I sent out renewal reminders at the beginning of October to all whose membership expires in 2020. Renewals are due by 31 Dec 2020.

Cancellation of our 2020 Convention due to COVID-19 has significantly reduced this year's income to the Association. If you are in a position to include an additional donation, it would be greatly appreciated. Just include it in your check. The membership fee remains \$30 for two years, with Life Member fees based on age.

Make checks payable to AF Cyberspace & ATC Assoc and mail applications and checks to me at the address below. Applications are available in each Communicator, on our web site, and by contacting me directly.

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

PLEASE UPDATE YOUR MAILING ADDRESS IF YOU HAVE RECENTLY MOVED AND YOUR E-MAIL ADDRESS IF IT HAS CHANGED.

This can be done through the web page (www.afcommatc.org) or by contacting me directly.

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

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

Leslie McCormick, Membership Director
(417) 365-1837
NOTE MY NEW E-MAIL ADDRESS:
Leslie.McCormick@ranchmail.net
4606 W Portland St
Springfield MO 65802-4885

Cost of the June 2020 Communicator

32 pages – 1,056 copies

\$ 1,609.00	Printing & Binding
\$ 100.34	Mail Preparation
\$ 451.72	Postage (1,127 copies)
\$ 26.40	USPS Flat Rate
\$ 2,187.46	Total

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

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

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



NEW AND RENEWED MEMBERS April 15, 2020 – September 30, 2020

Renewals

Bloodworth, Richard
Sherlock, Don
Wasielewski, Walter
(upgrade to Life)

Hickerson, Thomas L.
Jones, David E. (Life)
Melton, Jereme K. (Life)
Menschel, Michael
Mishler, Tamra
Saylor, Kenneth G.
Super, Bob (Life)

New Members

Crutcher, Joseph
Drake, Hubert D.
(Life)





Jim Weber
Treasurer



1 October 2020

Cash in ENT Federal Credit Union:

AFCOMMATC Checking Acct	\$11,797.52
Host Checking Acct	\$2,570.66
Cash Totals:	\$ 14,368.18

Certificates of Deposit:

50-12	\$5,344.35	Maturity Date 07/02/21 (Roll Over)
50-24	\$10,762.96	Maturity Date 07/02/21 (Roll Over)
50-36	\$21,769.36	Maturity Date 07/02/21 (Roll Over)
53-12	\$5,313.21	Maturity Date 03/31/21 (Roll Over)
54-12	\$5,226.24	Maturity Date 3/15/21 (Roll Over)
55-12	\$5,090.77	Maturity Date 11/04/20

CD Totals: \$53,506.89

Grand Totals: \$67,875.07

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

The Coronavirus has taken a toll on our country in lives, lost jobs, and income. Everyone and everything have been affected, including our association. Donations have always been a key source of income for the association and reunion support. Last June I encouraged each of you, if able, to consider donating a part of what you would have spent, had we had a convention in Colorado Springs, CO this year.

Looking forward to our convention in 2021 in Colorado Springs. Remember, donations to our Association are tax-deductible. Donation letters are sent upon request.

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



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



Bill Cassatt
PX/BX Sales



PX / BX Sales Report (May 2020 – Oct 2020)

Items Sold

Original AACS Patch	11
AACS Logo Patch	4
Hat	5
Lapel Pins	8
Jackets	4
Challenge Coins	11
AACS Plaque	3
White Golf Shirts	3

Total Sales: \$286

Expenses

Postage	\$89.69
Supplies (Mailers)	\$29.56
AACS plaque	\$60.00

Total Expenses: \$179.25

Total Donations: \$60.00

Missed Roll Call

Luigi 'Lou' D'Orazio, Dec 19, 1928 - April 1, 2020



Perspective: Now is the time for moving forward



By Ed Broestl

Faith...Hope...Love

Now is not the time for stories, for we all have them in the process of living and creating them. Now is a time for encouragement to facilitate “moving forward” and becoming the people we are called to be.

“Now faith is confidence in what we hope for and assurance about what we do not see.” Hebrews 11:1 The writer of Hebrews encourages us to have “confidence in what we hope for”. Our Declaration of Independence succinctly states: “Life, Liberty and the pursuit of Happiness” are the essence of what is most important, what is truly hoped for. Hebrews 11 is filled with examples of how faith formed so many.

Take time to reflect on how faith has shaped your life and the lives of those close to you.

“...But hope that is seen is no hope at all. Who hopes for what they already have? But if we hope

for what we do not yet have, we wait for it patiently.” Romans 5:24b and 25. A heart filled with hope is able to patiently wait...

“[Love] always protects, always trusts, always hopes, always perseveres. 1 Corinthians 13:7. This is the center verse of that chapter. As time allows, be encouraged to read and reflect on each of the verses in 1 Corinthians 13.

My prayer is each of us will take time each day to somehow get away to refresh, energize, reflect. May our prayer be for God’s encouragement in all of our endeavors: to do what we do, not for our vain glory, but to glorify God in whose image we are all created.

Grace and peace...Ed

Oak Ridge restaurant honors Hank’s memory

Some people leave behind incredible legacies. CMSgt Hank Sauer is one of them. He lives on in the hearts of the people he touched. Hank has been gone for more than a year, but he is far from forgotten.

An Oak Ridge, TN, restaurant (Aubrey’s) recently honored Hank’s memory with an engraved plate on the back of his bar stool. Hank made friends everywhere he went. He earned the title “legend” and “friend” in the hearts and minds of all who knew him.

His daughter, Alison Sauer King, said he used to visit his favorite Oak Ridge bar/restaurant almost daily for lunch and a beer, and they had family lunch there every Sunday. Hank sat in the same chair at the bar during each daily visit. I recall getting phone calls about Association business from Hank while he was at his favorite watering hole. His friendly banter with the staff made it clear he made friends there too.

After he passed, his “going-away” party was held at that establishment. His bar stool was adorned with his Association jacket, and his hat, photos and favorite beer sat on the bar, as if he had just ordered a cold one. Friends came from far and wide for a final farewell.

We still grieve his passing with the memories he gave us, the good he did, and the dream he kept alive of our Association.

I still see an image of the man with a mischievous smirk that quickly turned into a broad grin. We miss you, Hank!

– Lori Manske



Top left, photos and other items displayed at Hank’s “going-away” party. Above, a plate etched in memory of the Chief on the back of a chair at his favorite restaurant, and bottom left, a poster of images of Hank and family.

“Carve your name on hearts, not tombstones. A legacy is etched into the minds of others and the stories they share about you.” — Shannon L. Alder



Boats on the aircraft parking ramp?

The photo was taken on May 26, 1953, at Lake Charles AFB, LA. In recent years Louisiana has been known for hurricane disasters but the flooding pictured was actually caused by a series of ill-timed rain events. Lake Charles AFB was renamed Chennault AFB in 1958 in honor of Lt Gen Claire L. "Old Leatherface" Chennault who had passed away that same year.



Chennault AFB closed in 1963 and the site is now Chennault International Airport.

The photo was provided by Col (ret) W. Kevin Melton, a career Air Force air traffic controller and airfield operations officer, who is the Executive Director of the Chennault International Airport Authority.

(Col Bill Malec, USAF Ret.)

Chief recounts early days in teletype maintenance

Retired CMSgt George Hoyt spent the first 10 years of his USAF career in Teletype Maintenance.

When there were too many teletype maintainers in 1963 the AF sent him to school for a year on computer maintenance.

He worked in Air Defense Command on the SAGE/416L System for a few years, was back in TTY Maintenance for a year in Vietnam in 1966, and then finally in Strategic Air Command on the SACCS/465L System for the remainder of his 26 years. George said he used to have a saying, "I'm an old AACCS guy from the ground up." That was true until SAC found him.

However, in 1976, all of the SAC Comm guys ended up back in AFCS anyway. The long arm of AACCS/AFCS/AFCC had reached out and found him again.

Before joining the USAF, George had a 1941 Olds Convertible followed by a 1950 Chevy convertible. His love for a convertible continued during the hot months in Korea when he learned that the top came down on this Jeep.

CMSgt George Hoyt was an inductee into the Class of 2019, Air Force Cyberspace Operations & Support Hall of Fame. He is a life member of our Association.

He had an important role in ensuring critical support to combat operations and mission success from his early days as a "2-striper" in Korea (1954-55) to his final tour as a Chief at HQ Strategic Air Command (1973-79).



George Hoyt as a young man outside of his AACCS TTY Maintenance Shop at K-AB Korea. He had a love for convertibles that continued during the hot months in Korea, when he learned that the top came down on this Jeep.

Maj Gen William R. Yost

By Ken Reiff, AF Cyberspace and
ATC Association Historian

At the time most of us wondered how AF Communications Service could choose a person to command one of the most prestigious communications units (1974th CG, Thailand) without ever having served in AACS or AFCS previously.

General Yost had several more assignments in AFCS before returning to the research and development community where he served before



coming to the command. After the 1974th he served as DCS Engineering and Installation, and Chief of Staff at AFCS Headquarters, Pacific Comm Area Commander at Wheeler AFB/Hickam AFB, Hawaii, Commander, Northern Comm Area, and finally Vice Commander, AFCS. This article focuses on one event. There were others equally challenging. He had a reputation for being difficult and unpredictable.

I first met the general, then a colonel, in June 1971. He was visiting AFCS headquarters for orientation before heading to Thailand. He was in Mr. Robert Feik's (AFCS Chief

Scientist) office lecturing him on AFCS's failure to leverage new telephony technology by installing antiquated Stromberg Carlson X-Y switches in Southeast Asia instead of newer #1 Electronic Switching Systems developed by AT&T. I was in Mr. Feik's outer office and overheard some of the conversation since his door was not closed.

Mr. Feik told Colonel Yost that there was a young captain in the outer office that had served as the telephone systems officer for the Air Force in the Pacific theater and suggested that I should be invited in to discuss the issue. I went in and was immediately on the defensive regarding the #1ESS versus the Stromberg switch. I couldn't get a word in. Finally, when I could

speaking, I simply said, "with all due respect, Colonel Yost, I don't think you know what you are talking about." He was taken aback by that; asked me where I worked, and I told him. He said he would be by later in the day to see me.

I waited in my office for him to come by. At 6:30 he came through the door and said he was surprised I was still there and said, "OK, now tell me why you think I'm stupid."

I explained that I had recently graduated from a 13-month AFIT course working in Communications Engineering with AT&T and Bell Operating Companies. One of our engineering tasks was to engineer an #1ESS for Trenton, NJ. We found the ESS was susceptible to failure in a high humidity, microscopic dust and unstable power environment. Certainly, these are conditions found in Southeast Asia.

Additionally, the super folks at Tinker AFB had negotiated a terrific Indefinite Delivery/Indefinite Quantity, 5-year contract with Stromberg-Carlson. The basic switch package was 1,000 lines expandable to 4,000 lines by 500-line increments. We got a common set of test equipment, common spare parts package, common bench stock, and specifically common technical training for our airmen to maintain the switches. All of that could be moved as mission requirements changed. Also, the SC switch was rugged enough to withstand environmental conditions common to SEA.

The PACAF Civil Engineer supported the effort as well and came up with a common design building and back-up power system. The Navy was pleased to come on board with a SC switch at Marble Mountain and we also got a mobile version, five for us and one for

the Marine Corps, which we installed at Red Beach.

I also told him that a contract was in process for a Stromberg Carlson Tandem Switch. My last

task in SEA was to do the site survey with an AF, Army and Navy joint team. One major selection factor was compatibility with the base SC switch. Colonel Yost got up, didn't say anything, walked to the door,

Contd on next page



Maj Gen William R. Yost

'OK, now tell me why you think I'm stupid.'



AF Cyberspace Operations and Support

Hall of Fame

Class of 2020



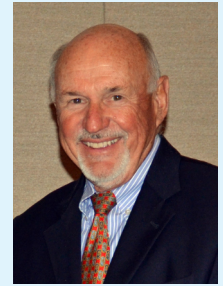
Maj Gen (ret)
Earl Matthews



Brig Gen (ret)
Walter Jones



Col (ret)
Richard Lipsey



Col (ret) Phillip
Heacock

Details for the induction ceremony honoring the Class of 2020 will be forthcoming.

Maj Gen (retired) Paul F. Capasso, Vice President of the Air Force C4 Association, announced this year's Air Force Cyberspace Operations and Support Hall of Fame selection results.

The review panel considered a number of worthy nominees and selected the above as

inductees into the 2020 class.

"The contributions that these professionals have made to the Air Force cyberspace community are invaluable. They will be remembered as part of a proud history and rich heritage as the Air Force continues to fly, fight and win in cyberspace."

Yost (contd from previous page)

then turned and asked, "what did you say your name is?" I told him and he left.

In June 1974 I was at home and my son told me there was some general on the phone who wanted to speak to me. I answered and it was General Yost. A one-way conversation followed. "Get on the next airplane to U-Tapao AB, Thailand, and take over that deficient squadron and fix it." He hung up. Next morning, I called the Officer Assignments folks at AFCS and asked what I was supposed to do.

They told me the general had since changed his mind and decided to let the current commander finish his tour. However, we think in two weeks he will change his mind again and you better have your bags packed and ready to go. Sure enough, nine days later the call came through and I was on my way to Thailand.

During my call with AFCS I asked how the general got my name. They weren't sure; something about one time you had called him "stupid" and he remembered.



Maj Gen Bill Yost (left), Lt Col Ken Reiff, 1985th CS commander (center), and Col Ben Lee, 1974th CG commander (1975)

It didn't end there, but that's another story and different time.



Association-sponsored Annual awards

Maj Gen Gerald L. Prather
Cyber Systems Senior NCO
of the Year

Lt Gen Harry D. Raduege
Cyber Systems NCO
of the Year

MSgt Jasper P. Blake

TSgt Tamra C. Mishler

MSgt Jasper P. Blake Jr. is the Section Chief of Cyber Transport Systems for the 86th Communications Squadron, Ramstein AB, Germany.



He is responsible for a \$15M regional transport infrastructure controlling 66 network nodes delivering Defense Information Systems Network access to 54,000 warfighters across 10 Combatant Commands, three wings, NATO and 31

Geographically Separated Units.

As a key leader in the Air Force's largest Comm Squadron, Sergeant Blake bolstered coalition partnerships by extending Defense Red Switch Network capabilities to the Supreme Allied Commander Europe, ensuring multi-national collaboration and ultimately supporting DoD's \$6.5B European Defense Initiative.

He played a critical role during a \$2M facility power upgrade by establishing continuation of operations capabilities for over 3,000 long-haul circuits and global ballistic missile defense during a DoD monitored 16-hour C4I blackout.

He deployed to Al Udeid AB, Qatar, where he led AFCENT's largest technical control facility, STEP site and \$232M cyber campus.

He mapped key cyber terrain and engineered redundant data paths for the Combined Air Operations Center, facilitating 15,000 combat and ISR sorties and the elimination of 3,200 enemy combatants.

TSgt Tamra C. Mishler serves as the Mission Defense Team's (MDT) Noncommissioned Officer in Charge for the Air Force's largest Combat Communications Squadron, 1st Combat Comm,



Ramstein AB, Germany. As NCOIC, TSgt Mishler oversees 18 personnel in the development and implementation of innovative tactics, techniques, and procedures that are employed by 24 combat comm squadrons globally. She is responsible for coordinating a \$250,000 annual budget and ensuring

that highly qualified defensive cyber operators deploy in support of EUCOM and AFRICOM missions.

TSgt Mishler leads the squadron's Security Operations Center, where her team rapidly responded to four real-world cyber incidents, securing three critical networks valued at a total of \$75 million.

TSgt Mishler also led the MDT Pathfinder for combat communications squadrons across the U.S. Air Force. She established the community's first Security Operations Center, standing up a cyber-training pipeline and developed the Expeditionary MDT concept of operations in support of the European Deterrence Initiative and Ballistic Missile Defense missions.

TSgt Mishler also played a vital role in the implementation of Exercise Heavy Rain 2020, the first multi-national electro-magnetic spectrum defense training exercise. She coordinated with two North Atlantic Treaty Organization partners and evaluated the readiness of 43 personnel, while providing training for identification and mitigation strategies for electro-magnetic interference.

Finally, while deployed, TSgt Mishler directed defensive cyber operations capabilities for Exercises ASTRAL KNIGHT and FROZEN DEFENDER 2019.



2020

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

MSgt Joseph D. Crutcher

MSgt Joseph D. Crutcher is the RAPCON Assistant Chief Controller with the 325th Operations Support Sq, Tyndall AFB, FL. He is driving the RAPCON of the next 100 years, working with MAJCOM staff, AF



Flight Standards Agency, Raytheon and other vendors to ensure Tyndall builds the RAPCON of the future.

Leadership and expertise have proven to be highly desirable traits following the devastation left by Category 5 Hurricane Michael. MSgt Crutcher proved he has those traits. He was the first Tower Air Traffic Controller

to return and immediately began qualification training on the 53rd Combat Comm Sq's MSN-7.

Authoring the initial operational capabilities assessment allowed the 377th Air Control Sq and the 53rd Weapons Evaluations Group to resume flying operations on an aggressive timeline.

One of the largest hurdles the tower team overcame was an 80 percent reduction in comm capabilities. After determining limitations of the dated MSN-7, MSgt Crutcher and his team coordinated with the US Army ATSCOM to use their newer equipment (MOTS) allowing for better radio coverage, increased visibility and room to double the controllers on shift to split shared responsibility.

While maintaining operations from the mobile tower, MSgt Crutcher coordinated the restoral and sustainment of the heavily damaged permanent ATC tower. He coordinated efforts from Civil Engineering, Comm and Contracting Squadrons to ensure completion of the \$3M project in time to support Tyndall's first post-hurricane exercise.

His team was recognized as the Team Tyndall Innovator of the Year for their work validating the \$93M Deployable RAPCON. They conducted the first live ops test of the Air Force's newest contingency controlling unit. 23 controllers were certified and conducted 5.4K operations around or into 11 airfields. MSgt Crutcher was recognized as SNCO of the Year as well as Lance P. Sijan award nominee.

CMSgt Walter D. McLain
Air Traffic Controller
of the Year

SSgt Brad Borowy

SSgt Brad Borowy is a Tower Air Traffic Controller with the 23d Operations Support Squadron at Moody AFB, GA.

During his time there, SSgt Borowy



orchestrated the recovery of 8 aircraft during a lightning strike that caused an 80 percent equipment communications loss. He was recognized for his quick actions by receiving a coin from the Wing Commander.

While deployed, he served as a Landing and Safety Zone Officer conducting 138 hours advising and assisting 2,300 Iraqi air force missions to integrate joint fires with coalition aircraft at an undisclosed location in Iraq. His experience led him to develop Medical Evacuation staging procedures to better control helicopter movements, directing an 18-hour standby process to enable Operation Inherent Resolve medical objectives.

Furthermore, he led the first Iraqi air force Landing and Safety Officer certification. He directed a three-month course for 10 Iraqi members which led to the Senior Airfield Authority to be transferred back to the Iraqi Air Enterprise ultimately increasing the nation's air sovereignty. His actions resulted in Group Team of the Month three times. He was awarded Airman of the Month twice, as well as the 23d Fighter Wing's Airman of the Year.

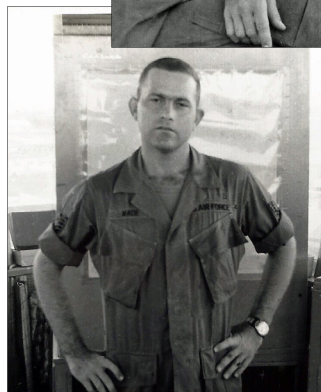
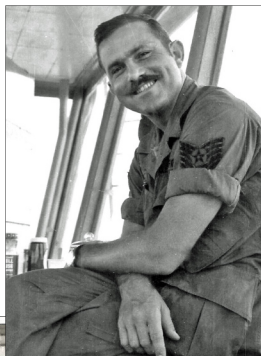
He personally secured Restricted Operating Zone sectors to coordinate movements with Joint Terminal Attack Controllers, re-routing aircraft, to prevent fratricide and to protect \$160 million in assets. These actions and many more make us proud to recognize this fine NCO.

Join the Nation ... thank a Vietnam veteran!

Association member Clifford "CW" Wade, TSgt, air traffic controller (pictured), arrived in Vietnam on April 1, 1967 (April Fools Day—he thought that had some meaning) and stayed until Nov 30, 1968.

He was assigned to the 1876th Comm Squadron and worked in the Tan San Nhut Control Tower the entire 20 months. He left 'Nam and had an assignment to Ramstein AB, Germany, but had the orders changed to 2009th CS, Richards-Gebaur AFB, MO, so he could marry the love of his life.

Thank you for your service, TSgt Clifford W. Wade!



Across the Nation, Americans unite to thank and honor Vietnam veterans and their families for their service and sacrifice. This is the main focus of the **US Vietnam War Commemoration**—a national 50th anniversary commemoration.

Thousands of organizations have joined in the mission of honoring our 6.2 million Vietnam veterans, living at home and abroad, and the 9 million families of all who served. This year's activities were suspended because of COVID-19, but will be held later.

By Presidential Proclamation, the US Vietnam War Commemoration continues through Veterans Day, Nov 11, 2025. **Our Nation will commemorate this 50th anniversary over a 13-year period.**

Nov 1, 1955 to May 15, 1975 is the period being used to recognize the service and sacrifice of those who served on active duty in the U.S. Armed Forces. Nov 1, 1955 was selected to coincide with the official designation of Military Assistance Advisory Group-Vietnam; May 15, 1975 marks the end of the battle precipitated by the seizure of the SS Mayaguez.

See more at www.vietnamwar50th.com

WHY WE TRACK WAR ERA VETERANS

AFCATCA is a tax-exempt veterans' organization under the Internal Revenue Code 501(c)(19), which states:

A veterans' post or organization must meet the following requirements to be exempt under section 501(c)(19):

1. It must be organized in the United States or any of its possessions
2. At least 75 percent of its members must be past or present members of the US Armed Forces
3. At least 97.5 percent of its members must be:
 - present or former members of the US Armed Forces,
 - cadets (including only students in college or university ROTC programs or at Armed Services academies) or
 - spouses, widows, widowers, ancestors, or lineal descendants of individuals referred to in the first or second bullet
4. It must be operated exclusively for one or more of the following purposes:
 - to promote the social welfare of the community (e.g., to promote the common good and general welfare of the people of the community)
 - to assist disabled and needy war veterans and members of the United States Armed Forces and their dependents -- and the widows and orphans of deceased veterans
 - to provide entertainment, care, and assistance to hospitalized veterans or members of the United States Armed Forces
 - to carry on programs to perpetuate the memory of

deceased veterans and members of the United States Armed Forces and comfort their survivors

- to conduct programs for religious, charitable, scientific, literary or educational purposes
- to sponsor or participate in activities of a patriotic nature
- to provide insurance benefits for members or their dependents or
- to provide social and recreational activities for members

5. No part of its net earnings may inure to the benefit of any private shareholder or individual.

The collection of war era information is for the purpose of documenting to the IRS that donations to AFCATCA are eligible to be deductible as charitable contributions on the donor's federal income tax return. In this case, at least 90% of the organization's membership must consist of war veterans. The term war veterans means persons who have served in the United States Armed Forces during a period of war (including the Korean and Vietnam conflicts, the Persian Gulf war, and later declared wars).

The dates of the Vietnam conflict are a little confusing, however. Congress considers the Vietnam Era to be "The period beginning on Feb. 28, 1961 and ending on May 7, 1975 ... in the case of a veteran who served in the Republic of Vietnam during that period," and "beginning on Aug. 5, 1964 and ending on May 7, 1975 ... in all other cases."

To clarify: you are a Vietnam era veteran if:
(A) you served IN the Republic of Vietnam between Feb. 28, 1961 and Aug. 5, 1964; OR
(B) you served either in or outside of the Republic of Vietnam between Aug. 5, 1964 and May 7, 1975.

Hopefully this clears up any questions.

(Leslie McCormick)



Retired AF controller releases second novel

**By retired Col William "Bill" Malec
Life member, AFCATCA, O'Fallon IL**

Many of us grisly old veterans have heard these words over the years, "You ought to write a book." One fellow association member took that challenge to heart and has written not one but two novels.

Ken Sayler, a retired Air Force air traffic controller among many other life and career accomplishments, just released his second book, "The Badger's Burrow." The historical fiction is based at least partially on his personal experiences while serving in the Philippines and Southeast Asia in the 1960s. The book is a sequel of sorts to his first book, Taong Labas, which is set in the Philippines during WWII.

Sayler acknowledged that even as a young man he thought about writing a book. "It must have been a creative streak in me. My neighbor was a published writer and she encouraged me, but it never took hold until later in life."

I read both of Sayler's offerings and was struck by the research required and level of detail he provides. While I largely only learned about WWII from history books, I could relate to his second book on a personal level. I had wandered the same streets of Keesler AFB and Angeles City, and lived in the 1961st Comm Group's "open bay" barracks at Clark. Terms and phrases like "dream sheet," "jeepney," and Clark's 'Coconut Grove' airmen's club brought back a flood of memories.

Sayler shared that many of his characters are based on real people or composites of others from his own career. Consequently, when you read the book you may recognize Bill Wheeler, Gary McBride, Rick Jennings, Chief Wilkins or even (my favorite) Bill

Mellon. Events like tech school at Keesler, an airlift plane crash at Clark or the TET offensive in Vietnam are sure to bring back memories for many.

Sayler said he wrote his first book to express his appreciation for the Philippines and its people. His second book focused attention on the MIA/POW issue even though it is so many years and "tears" later. He also wanted to express the present need to improve race relations. There has been a great improvement over the years, compared to what Sayler experienced in the early 1960s. Sayler believes we've come a long way...and we should not forget that "America is still the best when it comes to making matters better."

Harken back to the WWII movie "Patton" and General George Patton's classic words in regards to his respected adversary, German Field Marshall Erwin Rommel. You'll want to be one of the first to proclaim, "Sayler, you magnificent b-----, I read your book!"



Ken Sayler, retired Air Force air traffic controller and author.

HONORING ALL WHO SERVED IN TIMES OF WAR AND PEACE



*Thank you for
your service!*

*Veterans Day,
2020!*



SMSgt Carl Joseph "CJ" Spatz III

'Resilient and tough' senior NCO shines through adversity

Former air traffic controller and our Association's 2014 Maj Gen Van C. Doubleday ATC Enlisted Manager of the Year recovers from brain tumor

By SrA Jennifer Zima
501st Combat Support Wing

RAF ALCONBURY, England – SMSgt Carl Joseph "CJ" Spatz III, a retired air traffic controller and facility manager was diagnosed with a brain tumor March 25, 2019.

CJ and his wife, Angela Spatz, 423rd Force Support Squadron work and family life consultant, were expecting their first baby when they received the news.

"His attitude had changed, he was short-tempered and extremely forgetful," said Angela. "He was calling things the wrong names. We were watching TV, and he was telling me how great the "burberries" looked. I was like, 'what the heck is a "burberry?'" They were cupcakes. We would have a discussion, and not even 10 minutes later it was like we didn't even have that discussion."

CJ began experiencing debilitating headaches and started seeing black dots. He and Angela visited the medical facilities at RAF Alconbury and RAF Lakenheath. He received memory tests and brain scans to discover the cause. The results came back in a week – a brain tumor.

"With my career in the Air Force and being deployed to places like Afghanistan, Iraq, Bosnia, you feel scared, but I never felt that I was encountering something as dangerous as something that was going to take my life, as when I found out about the tumor," said CJ.

Doctors were not sure if a surgery would be possible. The medical team at Alconbury referred him to a neurosurgeon in Cambridge. The tumor was approximately 5.6 cm, the size of a racket ball, with tentacles wrapped around CJ's left optic nerve and carotid artery, affecting his vision and applying pressure on his artery that could have caused a stroke.

"I was 25 weeks pregnant and it was unbelievable to hear this news that he could be dying," said Angela. "We were told it was probably inoperable. At that moment we were expecting the worst."

Angela recalled a conversation they had with the neurosurgeon. "My husband asked him, 'what is the worst-case scenario?'" said Angela. "The neurosurgeon said, 'I go in there, we can't get it out, it's cancerous. But even if we can get it out, the worst case is you



can have a stroke, you could be paralyzed, you could be blind, you will have seizures and you will never be able to drive again.' Then my husband said, 'what is the best-case scenario?' And the doctor said, 'we get it all out, it's not cancerous, you have the biggest black eye you've ever had and you walk out of the hospital.' And my husband said, 'I'm walking out of that hospital.'" CJ stayed optimistic.

"There's tough times for people in the military, and it's not always the easiest, but being resilient really helped me get through this situation," said CJ. "I wanted to be here as the father. I think that's what helped me be as resilient and tough. What helped was thinking about our future, and about our little Molly coming along."

On April 5, 2019, CJ went into a 10-hour surgery. After the operation, the surgeon shared the results with Angela.

"The doctor found us, and he told us that he was able to get the entire tumor out," said Angela. "He said, 'I'm exhausted, that was a long surgery! The tumor was really big.' The doctor put a hand on my belly, and he said, 'Molly will have a daddy now.'"

"He walked out of that hospital with the biggest black eye I've ever seen," said Angela. "He had 40-some staples in his head. Half his head was shaved. And he was walking out of that hospital

'I'm walking out of that hospital'

with his University of Alabama T-shirt, owning it, and he did it!"

Despite the risks, CJ fully recovered from the operation. "Here I am today, a year and a half after the surgery," said CJ. "We have a beautiful little girl, and Angela's doing really well. Having a spouse and family who really care, that's what helps you succeed in these types of things.

They're the ones who are going to support you and they make you say, 'I got to do this for my family.' I feel so lucky and I'm so grateful for how everything turned out."

Angela's eyes glistened as she spoke about her husband. "He has this inner light about him that just shines out," she said. "They say men can't be sunshiny, but that man has a light that you cannot dim. Even at the scariest moment of his life, he's still shining through."



SMSgt Carl J. Spatz, Chief Controller, Tower Operator, 62nd Operations Support Sq, Joint Base Lewis-McChord, WA (above) with his wife, Angela, and top right, with his family.

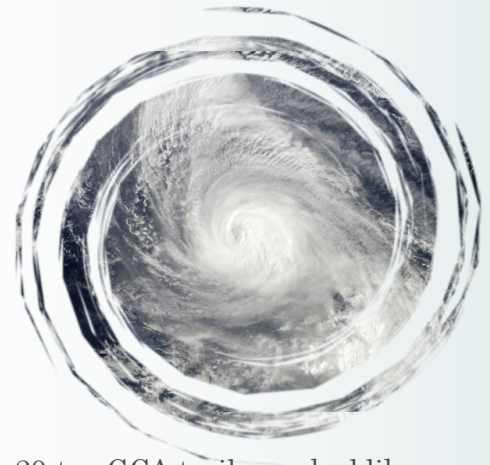
SMSgt Spatz (right), with his wife, was nominated for our Association's ATC award for his outstanding air traffic control management skills and strong leadership. He is shown far right with his wife and retired Maj Gen Van C. Doubleday, the award's namesake, at our 2014 convention.



Life member and our hero--Rocky Gannon--shares another story from his remarkable military days

During and after super Typhoon Rosalind in 1947, Rocky Gannon kept Iwo Jima on the air

By Lori Manske



There are lives that are so incredible one could think "this should be a movie!" Hollywood, take note. Roland "Rocky" Gannon's life story is nothing short of an action-packed adventure.

I thought I had heard all of Rocky Gannon's stories of courage and service as a combat pilot in World War II, Korea, the Belgian Congo and Vietnam, but it seems there is always one more.

As a result of the post-World War II pilot drawdown, Rocky found himself not in the cockpit of his aircraft, but rather as an air traffic controller and in October 1947 in the path of super Typhoon Rosalind in the Pacific.

"I was an air traffic controller on Iwo Jima volcano islands," Gannon said. "Because I was a pilot, they put me in this new big secret thing called radar. I started to control airplanes by radar."

As Rosalind approached the island all units were alerted and prepared for the storm. Rosalind was big, powerful, and fast, striking Iwo Jima at more than 160 miles per hour. Buildings disintegrated, quonsets ripped open, AACS antennas disappeared, and the only control tower for 700 miles collapsed and became firewood. One by one, communications went off the air.

On the edge of the Central Air Strip was a truck and trailer. The top of the trailer had two radar antennas and seven comm antennas. This was Central GCA. Inside was ... you guessed it--Rocky Gannon.

Suddenly, from the blankness that had been Iwo came a voice, "This is Central GCA," Iwo was on the air.

GCA remained in operation. Aircraft were still arriving. By the time the last plane was on the ground, the wind had risen to the point where it was unsafe to try to dismantle the equipment.

MSgt Rocky Gannon, along with Cpl Virgil Smith, remained in the trailer while the rest of the team headed to caves for shelter. They were the only communications with the outside world for about 24 hours.

Throughout the storm, Central GCA relayed messages and maintained contact with search and weather aircraft scouting the area.

At times the 20-ton GCA trailer rocked like a rowboat. The roof blew off the generator shack, rain and sand entered around the doors, but these two men stayed with the equipment, standing by on HF and VHF, the only voices on the island.

In the morning the damage was assessed. The search antenna had been bent by the wind. Before it could be straightened, it was necessary to repair the arc welder and supply it with power. By night, GCA was again 100 percent operational.

The Control Tower was a tangled mess of kindling. Their team set up a control tower on top of the GCA—table, radio and light gun. All landlines to Base Operations and Iwo Control were out. GCA personnel installed VHF in Base Operations for instant communications, coordination, and operation. The next day a bulldozer cut Iwo's control power and landlines completely. GCA became Iwo Control.

AACS put its facilities there back on the air as quickly as possible, but the GCA crew answered the call.

Not far away, skirting the storm, a USAF Far East Air Force (FEAF) B-29 bomber was searching for the Coastal Gem, an ex-Navy LCI (Landing Craft, Infantry),

battered and bruised by the typhoon. The search had been guided by radio from Iwo until communications were lost and the captain was unable to get a bearing.

MSgt Gannon and Cpl Smith were able to assist by lowering a search antenna to scan the surface and found the vessel 15 miles from Iwo Jima. They were able to give headings and the ship ran aground at the foot of Mount Suribachi. "Rather than an 'aircraft save', we could have been credited with a 'watercraft save' award," said Rocky.

Rosalind was the first super typhoon ever recorded in the Pacific Ocean. The 650 troops on the island were unhurt.



MSgt R.J. Gannon, NCOIC, GCA, Iwo Jima, and Haneda AB, Tokyo, Japan, 1947-49

'This is central GCA'





Roland 'Rocky' Gannon

- In his 37-year Air Force career, Gannon flew 6,000 hours in 34 different types of aircraft, from bombers to transports and gliders to fighters.
- He flew as a combat pilot in World War II, Korea, the Belgian Congo and 387 combat missions in Vietnam.
- 50 military awards and decorations include Distinguished Flying Cross, Bronze Star, 10 Air Medals, four Meritorious Service Medals, and Vietnamese Cross of Gallantry with Palm.
- After World War II, he served three years in the occupation of Iwo Jima and Japan.
- Eagle Scout and recipient of Boy Scouts of America's Silver Beaver Award and Distinguished Eagle Award – scouting's highest honor.
- In 1975, became the Air Force's first Master Air Traffic Controller.
- After retirement from the Air Force in 1980, Gannon became an international aviation consultant. He later became executive director of the Florence Regional Airport, retiring in 1993.
- In 2001, Gannon was named South Carolina Aviator of the Year and inducted into South Carolina Aviation Hall of Fame.
- Inducted into AF Cyberspace Operations & Support Hall of Fame Class of 2019.
- Life member of AF Cyberspace and ATC Association and inducted into our Hall of Honor in 2019.
- Gannon has been married to the former Roberta Gause for 69 years this November. They have three children, 10 grandchildren and two great-grandchildren.



Control tower destroyed.



Coastal Gem washed ashore.



Quonset huts destroyed.



Mess hall.



GCA team.



Smitty and Rocky on bridge of Navy tug.



Rocky



Firemen quarters (left) and control tower.



Japanese caves

Aide de Camp C4 colonel recognized by Tennessee governor

Governor Bill Lee of Tennessee recently appointed Col Thomas L. Hickerson a Colonel Aide de Camp for outstanding achievement in the C4 arena while on active duty in the Air Force and for his actions as a contractor at the Pentagon during the terrorism attack on Sept 11, 2001.



Col Hickerson

The Tennessee Aide de Camp is the highest honor Tennessee can grant to an individual for Outstanding Achievement. It is by nomination of a member of the General Assembly and the rank and commission are awarded by the Governor. This is probably the first time the Aide de Camp has been awarded in the C4 area.

Col Hickerson exemplifies the Command, Control, Communications and Computer community at all levels. His international Command and Control contributions include Chief Systems Engineer for construction and communications of the Hardened Tactical Air Control Center at Osan AB, Korea (largest comm project in the Pacific history including the Vietnam War), the J6 on Joint Task Force Southwest Asia, and the Deputy J6 for CINC PAC.

In Space and Cyberspace his 1999th Comm Sq provided satellite control capability during the Challenger disaster and aftermath. Nationally, on the Air Staff, he was the Chief IT Architect (now CTO) who developed the standards for computers, networks, security, software, and helped streamline acquisition and computer purchasing with the Desktop series of contracts.

Then the Air Force sent him to the new Air Combat Command to network the bases and help win acceptance from the top down for new methods of communication.

After retirement Hickerson continued to lead C4 as the Lockheed Martin Program Manager in charge of backbone communications at the Pentagon during the terrorist attack on Sept 11, 2001. He formed a planning cell and led a team back into the Pentagon through the smoke that afternoon to reestablish operation of the backbone, repair damage, save data, and plan for future improvements.

He is fighting cancer caused by his actions in the carcinogenic environment



created by vaporized lead paint and asbestos used in construction.

As Executive Director of networks in Tennessee, he served the state government before finally retiring.

A lifelong Tennessean, he has been known to ring a base house with orange and white lights when the Vols were on winning streaks. He continues to be active in the military family and community in the TN Fisher House Foundation, Military Officers Association of America, American Legion, Sons of the American Revolution, Smyrna Food Bank and Church Military Ministry.

All the members of the Cyberspace and Air Traffic Controller community served with distinction and honor. Hickerson was fortunate to be recognized when on behalf of the people of Tennessee, Governor Bill Lee commissioned the Honorable Col Thomas L. Hickerson an Aide de Camp.

Col Hickerson said, "This is not bad for the last lieutenant to report to HQ GEEIA. I'll bet I am one of the few who knew Gen Sadler and Kathleen. He was my first example of what a communicator and leader should be. I would think he would be proud of the Lt whose OER he held until he signed it the first day he wore a star.



A piece of the Pentagon was sent to Col Hickerson with the thanks of a grateful nation on the first anniversary of the attack for all he did to keep communications working during and after the attack.



5th Mob celebrates milestone with new 'swamp'

ROBINS AFB, Ga. – The 5th Combat Communications Group at Robins AFB found a unique way to commemorate the anniversary of its activation 56 years ago on July 1, 1964.

Members of the group created the “Mob Swamp” this past summer. “We noticed it would puddle every time it rained really hard,” said Lt Col Derek Huber, 52nd CBCS commander. “There would be a huge puddle in that grassy area and some of the Airmen would mention it looked like a swamp out here.” It’s a fitting description since the group’s mascot is an alligator. And just how did the largest reptile in North America come to represent the formerly named 5th “Mobile” Communications Group?

“The very first piece of equipment we got was an air traffic control tower in the south training area. That is where we practiced and it is also a swamp out there. They used to set up the equipment out there,” said George Broussard, 5th CCG Quality and Assurance director. Broussard was an active member of the group in 1989. “There were some baby alligators out there and this air traffic controller took one as a pet. He lived in base housing, and he walked that joker on a leash.” The pet alligator was named Ally.

Broussard said he enjoys sharing folklore surrounding the “5th Mob” with its members and history buffs. “Every time they were setting up equipment, (the air traffic controller) would come out there with Ally. Ally got to be about four or five feet long, a little too big,” said Broussard. “They told him you have to let the gator go; they let it go in the swamp there. That is how our mascot became the gator.”

Creating the mock swamp was a bonding activity, said MSgt Chris Bratton, 52nd CBCS Maintenance and Training Section chief. “This was a neat way to build unit and squadron pride,” he said. “We put rocks down and landscaped the area. We have a boulder for each unit in the “Mob” – 51st and 52nd Combat Comm Squadrons and 5th Combat Comm Support Squadron.”

Also included in the display are three brown alligators made from concrete and three painted boulders. Bratton said each boulder is “guarded” by an alligator.

The 5th CCG has nearly 500 Airmen. They provide a variety of critical communication needs such as radio, phone and internet support.

The “Mob Swamp” sits next to Robins Parkway at Robins AFB, GA.



Lt Col Derek Huber, 52nd Combat Comm Sq commander, levels his squadron’s shield before he secures it to a boulder in the new “Mob Swamp.” (Air Force photos by Kisha Johnson)



MSgt Chris Bratton, 52nd Combat Comm Sq Maintenance and Training section chief, smooths cement around a boulder in the new Mob Swamp.



*What's happening...
around the Air Force*



SATURN radio connects U.S. forces

HANSCOM AFB, MA -- The Air-to-Ground Tactical Data Links team has been working to provide the DOD with an anti-jam, hack-proof and high-frequency radio system to improve communication with allies.

In July 2018, the DOD chief information officer mandated that the Second Generation Anti-Jam Tactical Ultra-High Frequency Radio, or SATURN, designed for NATO will replace the current HAVE QUICK II system across all services by Oct. 1, 2024. The upgrade will provide U.S. forces with an improved radio resistant to jamming through fast-frequency hopping and digital modulation techniques.

Estimates suggest that more than 18,000 radios using HAVE QUICK II must be replaced with the ultra-high frequency technology.

The Air Force, along with several NATO allies and the MITRE Corp., worked to develop an early version of SATURN at Hanscom AFB in the 1980s. France and the United Kingdom adopted SATURN in 1989, but the U.S. declined because of the high cost of fielding. The U.S. version is developing 16 optional modes so it is not only interoperable with NATO allies, but will have international specification across the industry.

Dominate the Spectrum

HAMPTON, VA – The Electromagnetic Spectrum (EMS) connects forces on land, in the air, at sea, space, and cyberspace. The EMS connects people in their personal and professional life.

In Air Combat Command, the EMS is at the forefront of technological development supporting the Air Force, especially through the progression of electromagnetic warfare. It affects how ACC, and the Air Force, will engage in and through the EMS in the future.

“Focused integration of electromagnetic spectrum operations in our training and exercises will expand

our readiness by creating complex environments for our Airmen to train in and against,” said Gen. Mark Kelly, ACC commander.

“Our focus on the Electromagnetic Spectrum builds on, and enhances our mission areas to prepare airmen for future operations and conflicts as the first battlespace that must be won.”

The EMS is a highly regulated continuum of electromagnetic waves arranged according to frequency and wavelengths. The EMS includes the full range of all possible frequencies of electromagnetic radiation.

“The spectrum affects almost every aspect of everyday life for Airmen and how they connect through cell phones, Wi-Fi, and wireless technologies. Nearly all modern communications have a wireless connection, so our presence in the EMS is greater now than ever before,” said Lt Gen Christopher Weggeman, deputy commander of ACC. “Riding through all of these wireless connections in the EMS is data and information, and this is where there are opportunities and challenges. To understand Information Warfare we must first focus on the EMS as the purveyor of data and information. To be a leader in AI, you have to first be a leader in Data and in Information Warfare, you first have to be a leader in Spectrum Operations.”

Spectrum Management transfers to HQ AF

ARLINGTON, VA (AFNS) -- The Air Force’s Spectrum Management Office, or AFSMO, transferred from a function under Air Combat Command to full integration under the HQ Air Force Staff. AFSMO joins the Cyberspace Operations and Warfighter Communications Directorate, Deputy Chief of Staff for Intelligence, Surveillance, Reconnaissance and Cyber Effects Operations.

This move is part of a larger plan to support the synchronization of Information Warfare functions.

Air and Space Force weapon systems depend on the electromagnetic spectrum to connect warfighters around the world and across domains.

“This is a critical step to information warfare integration and synchronization because command,

control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) is inextricably linked to EMS management,” said Lt Gen Mary O’Brien, deputy chief of staff for ISR and Cyber Effects Operations. “To compete and win in competition as well as a high-end fight, our Air and Space Force activities and capabilities like EMS must not only be deconflicted, but integrated with our service counterparts.”

AFSMO, continuing to work out of Fort George G. Meade, MD, remains integral to helping the Air Force integrate new technologies into spectrum management.

‘SpeedDealer’ demos wrap, new radar agreement expected

HANSCOM AFB, MA -- Using a try-before-you-buy strategy, a team within the Digital Directorate at Hanscom AFB completed a series of live-fly demonstrations to evaluate three commercially available, production-ready and deployable long-range radar systems.

Personnel from the Three-Dimensional Long-Range Radar program office expect to announce a follow-on integration and production contract in early 2021. In the running are systems designed by Lockheed Martin, Northrop Grumman, and Australian company CEA.

Program officials are working to upgrade from the TPS-75 radar, an aging, decades-old system. In January 2020, the team at Hanscom unveiled “SpeedDealer,” their new acquisition strategy for rapidly testing this new production-ready radar system.

“Our combatant commanders need the capability to rapidly detect, identify, and neutralize modern air threats, and they need modern radars to do that,” said Col Michael Harm, Theater Battle Control Division senior materiel leader. “We saw the need to reinvent how we acquire radar systems because the old acquisition method of taking years to build new systems was much too slow.” “SpeedDealer” takes advantage of advances in radar technology by using production-ready systems already on the marketplace.

The selected system is expected to be fully deployable by 2024.

We all have a story

Small town, rough start, but joining Air Force leads to something better

By Marvin D. Crawford
Omaha, NE

I have never thought myself to be unusual or much different, but in reading the latest *Communicator* I began to think that maybe, like everyone, I am unique. Here's my story.

I grew up in a small town in east central Kentucky. My mother died when I was 8, my father when I was 14. I was raised by my sister who got married at 16 and proceeded to have seven kids. I was the chief babysitter. Upon graduation from high school I went to Cincinnati, OH, to seek my fortune. It was 1960 and jobs were scarce, especially for a kid who wasn't yet 18. I was able to get some odd jobs which barely provided enough to live. When I turned 18, I knew there had to be something better and I joined the Air Force.

My recruiting process was weird. I scored well on the tests, especially electronics. I was all set to go when the recruiter said I didn't qualify because my psychological testing showed I was a potential suicide. I couldn't believe it, but I thought, doctors know better than me.

With my tail tucked between my legs and feeling defeated, I was prepared to return to Kentucky and live out my life as a loser. That night I was riding with my brother who was a city bus driver when his wife intercepted us and told me that they had mixed up paperwork with another Crawford and I was good to go and to report the next morning. Boy, was I relieved!

The next day I reported to the recruiting station and was sworn in as an Airman Basic. Was I proud! Later that day they put me on a plane to Chicago and around midnight they boarded a planeload of us onto a very old C-47 with a Spanish-speaking crew and off we went to Lackland, arriving about 5 a.m. We had all surmised that since we had been up all night they would let us sleep that day. We were wrong.

We had arrived at Lackland on Dec 1, 1960 and started the rudiments of Basic Military Training. On Christmas Day, we got the pleasure of pulling KP at the WAF Dining Hall, where the Base Commander and all the big mucky-mucks ate Christmas dinner. That was OK, but come New Year's Day, we were at the WAF Dining Hall on KP again!

After five weeks at Lackland, we were put on a bus at a very early hour for an all-day trip to Keesler where we spent three or four weeks "Awaiting Further

Instructions (AFI)" and pulling details twice a day.

Finally, we started school to become Radio-Relay (Microwave) repairmen. One of the pieces of equipment we studied was the AN/FGC-5. The instructors told us this equipment wasn't being used any longer and we would never see it again. I forgot to mention that we arrived at Keesler on a Saturday and we could go to the Airmen's Club and get a beer...or two...and we did.

I had filled out my "dream sheet" for Germany or Japan. My assignment was to Bermuda. Don W. Foster (RIP Don) and I shipped out of Charleston AFB, S.C. The first thing we saw upon arriving in Bermuda was a row of AN/FGC-5s. We had a good assignment, passed our 5-level tests and made A1C on the first cycle.

This was supposed to be a two-year assignment, but the jet age happened and they didn't need Bermuda as a refueling stop to North Africa or the SAC KC-97 squadron any longer, so they closed about half the base and cut my tour to 18 months.

Again I put in for Germany and Japan. Up pops the Philippines, 1st Mobile Comm Group, affectionately known as 1st MOB. This was a great assignment for a single guy. Out of a 2-year stint, I spent more than 18 months TDY to Thailand with a couple of short trips to Vietnam. I was at almost every site that existed at the time in Thailand: Bangkok, Takhli, Korat, NKP, Udorn, Ubon and Khao Yai.

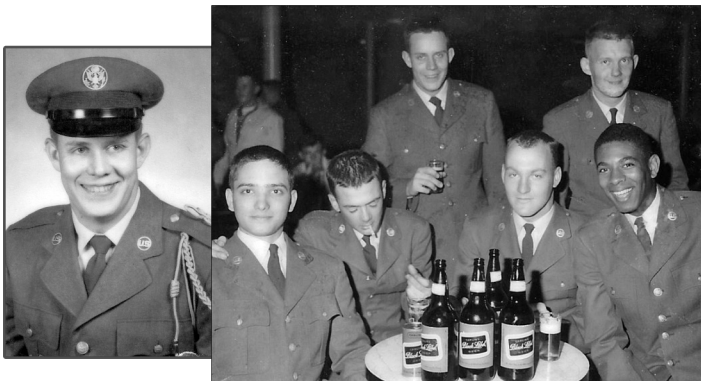
I had had enough of overseas. Since I was in an "imbalance field" (a large need overseas and almost none in the states), the Air Force saw fit to retrain me into heavy ground radar and send me to Finland AFS, MN. Imagine me, raised in Kentucky, a year in Texas and Mississippi, 18 months in Bermuda and two years in South East Asia, I wind up in northern Minnesota.

Finland turned out to be a great assignment, in spite of the snow and cold weather. In September I met the girl who in six years would become my wife and who after almost 49 years is still my beloved. After 18 months it was back overseas--this time to Korat, Thailand, where they had no need for me and the five other 304X0's who arrived about the same time. We sat around in Maintenance Control and did very little.

After getting tour cuts because of my previous SEA service, I returned to the states. My initial assignment was to Massachusetts in Radio-Relay. I wanted to return to Minnesota as that was now my adopted home and where my sweetheart lived. I wrote a letter to Airman Assignments in Texas advising them that they had screwed up, I should go back to my Radar field. They changed my assignment to Hill AFB, Utah. Wasn't good! I went back to the Finland area on vacation and one night after having a bit too much to drink I called my old Finland commander to see if he could help. He was at ADC Headquarters at Ent AFB, CO, and knew everybody. He got my assignment changed to Finland.

After a little over a year back I decided that eight years was enough. I got out of the USAF in August 1968 and went to college in Minneapolis. After earning my electrical engineering degree in 1972, I had a successful career with Northwestern Bell Telephone and its successors US West and Qwest.

I am now happily retired, playing quite a bit of golf, traveling and enjoying life!



Marvin D. Crawford, 3rd from left,
and inset. SSgt. 30470 & 30372.



Funny memories

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

Eight-Year-Old Mischief

I was sitting in General Iosue's (Gen Andrew P. Iosue, Commander, Air Training Command) staff meeting. He turned to me, smiled and said, "You have a lovely daughter and she made my day."

Surprised, I didn't know what to say or what it was all about. Later that afternoon I checked my mailbox at home and found an envelope with four stars and almost opened it, but saw it was addressed to my daughter, Elizabeth. Couldn't wait for her to get home from school to find out what happened. She opened the letter and read it to her mother and me. The general thanked her for the pretty card she and her friend, Alice, had made, visiting with him, and hope she enjoyed the tour of his home. He also said that the visit had made his day.

So, the grilling commenced. Seems the two 8-year-old audacious girls decided they wanted to see the inside of the general's quarters and thought that if they made a card to give to him, he might let them in the house. The large card had butterflies, rainbows, flowers, animals and, of course, glitter. In large words they had printed, WISHING YOU A WONDERFUL DAY.

General Iosue was home when they came by. He gave them their tour, some refreshments, asked about their school and how they liked Randolph AFB. We laughed about it and cautioned our daughter that it might not have been a good idea and thought that was the end of the escapades.

Not so. As soon as General Iosue retired, the quarters underwent a significant remodel. The new ATC Commander was Gen John A. Shaud. At his staff meeting he opened it by telling a story about two little girls who had come by on Saturday morning with a cake they had baked and a card welcoming him and his family to Randolph AFB.

He said his mother, a retired elementary school teacher got a kick out of it, really enjoyed the visit and served ice cream with the cake. She also gave the girls a tour of the home and they could see the changes that were made since their first visit. One of my friends on the staff told General Shaud that a visit like this had happened before with General Iosue. He turned to me and asked me if my daughter was Elizabeth. I said "Guilty" and my embarrassment surely showed.

One never knows what will happen with those two gals and these are just two of many incidents.

By Ken Reiff

Memories of student life at Keesler in 1967

In 1967 I was a student at Keesler AFB, MS, for training in "Tech Control" (AFSC 30730). Being that I was an avid ham radio operator, I was thrilled to learn that Keesler had an amateur radio club, K5TYP. It was a very active group of great guys and a fair amount of equipment in its own building.

It did not take me long to get involved and become a member of the Maintenance Committee.

One Saturday, the club advisor, a captain, called a closed-door meeting with the club officers and the maintenance committee. What had we done wrong? He explained that he had been informed by the Base Recreation Office that there was "some money" available for the

club and how did we want to spend it?

We asked, how much? He said, I don't know, just give me a detailed shopping list and don't hold back.

We put together a list of equipment, antennas, test equipment and tools. It was easily several thousands of dollars worth of equipment. We submitted the list to him and waited about 3 or 4 weeks.

At a regular Saturday club meeting, he announced that it had ALL been approved. Within a few more weeks the new equipment started arriving. Boxes were piled everywhere. When I left at the end of October, the club had all sorts of equipment on the air and a well-equipped workshop, including a

drill press. I am still in occasional contact with a couple of the guys, but for the most part the names and call letters are gone.

My student squadron was not too far from the club building. I went to school on "B Shift", which was noon to 1800. If you were in the squadron in the morning it was likely that you would get sucked into some floor buffing or other fun details.

As a result, I used to go to the club building and hide from the "TI's" so I could study. Great memories.

**By TSgt Glenn R. Kurzenknabe,
K3SWZ, PA Air National Guard
New Cumberland, PA**



Basic Training leg-lift fail!

TSgt Glenn R. Kurzenknabe
PA Air National Guard
New Cumberland, PA

I was at Lackland AFB, TX, from the middle of March to the end of April 1967 for Basic Training. Flight G-63, 3724 BMTS.

The first day we were on the PT field, it was a sea of humanity. Hundreds of guys spread out with the chief instructor on a platform above us. There were also instructors walking through the formation keeping an eye on everyone's performance. One of the first things we were told, was "do not throw up on my PT field." That is what the ditches around the perimeter are for.

Fast forward to the 20th training day (one month) which was a big deal. All sorts of tests, especially PT tests. In the infinite wisdom of the Air Force we had our PT tests right after breakfast. It was very hot. I got through all the exercises with no problem, except the last--leg-lifts.

Partway through my 20 leg-lifts, breakfast decided it was going to reappear. I remembered what I had been told and ran off the field to the nearest ditch. I returned to my spot and began to do leg-lifts. The nearest instructor was all over me. He asked me for my name and flight. He said, "You failed"! Uh oh!

After the PT tests, our Dorm Chief marched (oh well, he tried) us back to our squadron. He gave the

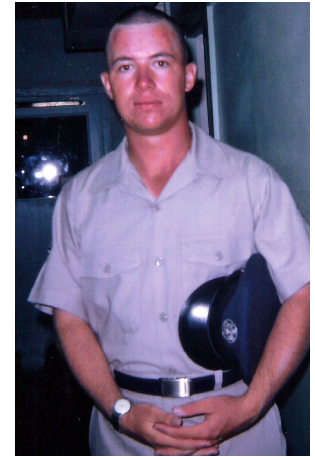
clipboard to TSgt Bishak, who was our T.I., who scanned over it. When he saw everyone passed everything except me, he screamed "Alphabet, front and center". He never tried to pronounce my name. I was "Alphabet" from the moment I arrived at Lackland.

How can you fail leg-lifts, he screamed. After receiving permission to speak, I explained what had happened and he said, I was to get back in formation. A week later, on the 25th training day, I was ordered to report to building 1234 and see Sgt. Jones to do my leg-lifts.

I hustled off and found Sgt. Jones in his PT gear sitting at a desk. He had no idea who I was or why I was there. I told him my story and with a dazed look, he handed me a box of First Aid training supplies and told me to double time this box to building 5678 and give it to Sgt. Smith, which I did.

I reported back to Sgt. Jones and he said, "You passed" and gave me a paper to give to my T.I.

I never did do the leg-lifts and never heard another word about the situation.



Glenn Kurzenknabe

'Missed it by 2 inches'

It was a highly competitive golf match at the Hickam AFB golf course in 1967. The score was tied on the 18th green.

Maj Robert "Bob" McCarthy (later Maj Gen, Commander, AFCC) had a 20-inch putt to halve the match. He lobbied the two competitors, Tom Kolterman and Harry Yamamoto, to concede the putt, but they refused.

He stalked the putt, got down on his hands and knees to line it up, took many practice swings, stroked the putt and missed it by two inches.

That was the bitterest beer I ever tasted. Over the years, as the story is retold, the putt shrank from 20 inches to 6. Each time I talk to General McCarthy I remind him he still owes me for the beer.

By Ken Reiff



About Gen McCarthy ... In August 1964 Major McCarthy was assigned as chief of the Relay and Terminal Communications Branch, Headquarters Pacific Comm Area at Wheeler AFB, Hawaii. During this three-year tour of duty, he was also chief of the Base Facilities Division and director of plans and requirements.



He transferred in November 1968 to the Mission Analysis Office, Headquarters 7th Air Force, Tan Son Nhut AB, Vietnam. When he returned to the States, he served as deputy chief of the Combat Evaluation Branch in the Directorate of Operations, Air Force Headquarters until April 1971 when he became chief of the branch. In July 1972, he was assigned to the Defense Communications Agency in Washington, D.C.

In July 1974 General McCarthy assumed command of Headquarters Tactical Comm Area at Langley AFB, Va., where he also served as deputy chief of staff, communications and electronics, for TAC. In February 1977 he became director of communications/data processing, J-6, Pacific Command, Camp H.M. Smith, Hawaii. He held this position until June 1979 when he became vice commander of AFCC at Scott AFB. He assumed command in July 1981.

Golf Study – A recent study found the average golfer walks about 900 miles a year. Another study found golfers drink, on average, 22 gallons of alcohol a year. That means, on average, golfers get about 41 miles to the gallon.

Controlling traffic in the skies over Yokota

Yokota Tower

The sun rises over the Air Traffic Control tower at Yokota AB, Japan. Air traffic controllers with the 374th Operations Support Squadron report for duty before an airfield opening. Responsible for managing the flow of aircraft through all aspects of their flight, ATC specialists ensure the safety and efficiency of air traffic on the ground and in the air. (Air Force photo by Yasuo Osakabe)



**By SSgt. Matthew Gilmore
Yokota AB, Japan**

Stoplights and lanes usher vehicles in an orderly fashion on our roads, but few realize a similar framework exists in the sky. The communications provided by Yokota AB's 374th Operations Support Squadron Air Traffic Control team act as that same kind of safety net, 24 hours a day, allowing aircraft to get to their destinations safely.

"A lot of people know about the tower portion of our career field," said SSgt Brandon Johnson-Farmer, 374th OSS ATC journeyman. "The tower portion is responsible for essentially a bubble of airspace directly over our flightline extending outwards. In that bubble, it is our job to visually ensure every aircraft arriving or departing our base has an approved flight plan and is coordinated with from parking to takeoff and vice versa."

With the ATC tower handling Yokota's flightline out to a radius of 5 miles and 2,500 feet of elevation, the lesser known aspect of ATC, the Radar Approach Control team picks up an additional radius of 60 miles and 24,000 feet of elevation, providing communications to meet aircraft needs of every aircraft that makes its way through that airspace.

"We communicate with each

aircraft that makes contact with our facility's area of responsibility," said TSgt Jason Medina, 374th OSS OSAR watch supervisor. "This is upwards of 200 aircraft a day with traffic originating from Yokota, U.S. Navy Air Facility Atsugi, Japan Air Self-Defense Force Iruma AB, JASDF Tachikawa AB, and Chofu Airport.

"While the tower provides that visual assistance, all of our monitoring is done with radar. Once a plane enters our space we make contact and make sure they know where they need to go and that communication between us, the aircraft, and host-nation agencies prevents conflicts and potential issues."

The process to obtain and maintain certification in the ATC career field is a feat in itself, leaving only those worthy of the title air traffic controller.

"It's hard to make it in our career field," said TSgt James King, 374th OSS OSAR watch supervisor.

"Our technical training alone has a high washout rate, but we are not even qualified to wear our occupational badge until we have completed our 5-level training and that takes over a year of on-the-job training. To top it off, we have to re-qualify at every facility we work at as each has its own specifications and requirements.

"While it is a challenge, I know we play a vital role in making the mission happen. The role we play and the challenges we face bring us closer as a career field."



**A C-130J Super Hercules
approaches Yokota AB.**



202nd E&I squadron NCO earns Purple Heart for service and wounds during Taliban attack

ROBINS AFB, GA – TSgt Franklin Wetmore, a radio frequency transmission systems craftsman with the 202nd Engineering Installation Squadron, 116th Air Control Wing, Georgia Air National Guard, was awarded the Purple Heart medal on Sept 13, 2020, during a ceremony at the Museum of Aviation outside Robins AFB.

On Dec. 11, 2019, while Wetmore and his team were awaiting airlift to conduct a quality assurance inspection for the Defense Information Systems Agency, a nearby explosion shook a terminal at Bagram Air Base, Afghanistan, where they were deployed during Operation Freedom's Sentinel.

Although Wetmore sustained an injury during the explosion, he jumped into action provided security as the base came under



TSgt Franklin Wetmore

attack. He guided unarmed comrades between bunkers and another terminal, some of whom were civilian contractors and some who were just leaving the shower area.

Prior to Army personnel arriving to take charge of security, Wetmore guarded more than 500 personnel who were hunkered down in the terminal. During the course of the attack, he held his position for about two hours with shots firing in the distance before medical personnel could be notified and attend to his injuries.

With Christmas around the corner, Wetmore shared how he was thinking about the holidays coming up during the days leading up to the explosion. "I was thinking about family, food, and looking forward to the helicopter ride to a forward operating base in Afghanistan," Wetmore said. "I am proud to serve and always wanted to be deployed to the tip of the spear. But this time, the enemy's spear got me."

For his actions and ensuing injury, Wetmore earned the Purple Heart, our nation's oldest military medal. It is a combat decoration awarded to members of the armed forces of the U.S. who are wounded or killed by an instrument of war in the hands of the enemy.

"I'm very honored to receive the medal, and I'm proud, but I wish I was never hurt," Wetmore said. "I love America, and I go to deployed locations knowing I may never see my family again. America and freedom are that important. I am always ready and will always say 'yes.'"

Wetmore's actions downrange reflect his

consistent service and dedication. Since November 2012, he has served in numerous capacities in the Georgia Air National Guard -- primarily in the 202d EIS -- inspecting, installing, and trouble-shooting radio and antenna installations for fixed and mobile radio communications. His work is key to establishing and maintaining communication systems and network connectivity in austere environments for U.S. and friendly forces.

"It's an incredible honor to serve with Sgt Wetmore," said Col Amy Holbeck, commander of the 116th Air Control Wing. "I'm proud of his selfless service and sacrifice on this specific occasion, but also of his continued commitment to serve this great nation."



TSgt Franklin Wetmore, 202nd Engineering Installation Squadron, 116th Air Control Wing, Georgia ANG, was awarded the Purple Heart by Maj Gen Thomas Carden, Adjutant General of the Georgia Department of Defense, during a ceremony at the Museum of Aviation, Warner Robins, Ga., in September. Wetmore earned the medal for service and wounds received during a Taliban attack on Bagram Airfield in December 2019. (ANG photo)

Hurricane

TSgt Joel Ruiz, 502nd OSS airfield systems supervisor, troubleshoots radio communications equipment during hurricane Delta at Joint Base San Antonio-Lackland.



Amn Jayton Murphy, 502nd OSS air traffic controller apprentice, monitors his workstation in support of hurricane evacuation operations.

Controllers support unprecedented season

LACKLAND AFB, TX – The third time was not the charm as Keesler went for a record fourth hurricane evacuation this year. The Air Force Reserve's 403rd Wing at Keesler AFB moved its aircraft again in late October, this time out of the path of Zeta as it made its way toward the Gulf Coast.

The wing's 815th Airlift Squadron, a tactical airlift unit, and the 53rd Weather Reconnaissance Squadron, or Hurricane Hunters, moved their aircraft to Joint Base San Antonio-Lackland. The evacuation of aircraft to JBSA is a normal occurrence, but Joseph Meaux III, 502nd Operations Support Squadron director of operations, said this time it was different.

"This operation had a twist," he said. "We not only had the C-130s evacuated here for protection from the storm, but we also had four WC-130s conducting hurricane hunting operations."

Keeping the Hurricane Hunters flying out of San Antonio during the hurricane was no small task.

An important part of keeping the weather mission flying was the support provided by the 502nd OSS.

Lt Col E. Yancey Walker, the 502nd OSS commander, said he considers his squadron JBSA's gateway to the sky, especially during evacuations.

"We control the airspace, provide airfield management and instrument approach maintenance, as well as Host Aviation Resources Management and

weather support," he said.

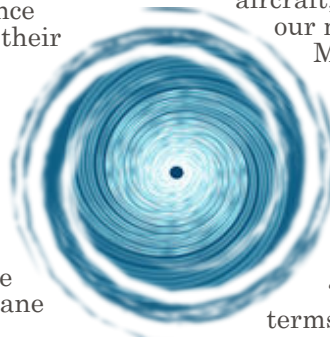
The JBSA-Kelly Field Annex also offers longer runways. "We have one of the longest runways in the region. It's 11,550 feet, and we have a lot of concrete to support parking aircraft as well," Walker said. "Between the west side, our east side, and the Port San Antonio ramp, we have the ability to host a lot of aircraft, so we're an attractive customer for both our military assets and for Federal Emergency Management Agency operations.

There has been one unique challenge during this year's evacuations - the precautions needed to prevent the spread of COVID-19. Part of avoiding transmission of the disease is staying out of confined spaces, Walker said, which has been a challenge in the airfield control tower.

"We've had to take extreme precautions in terms of monitoring our personnel for symptoms and sanitizing the workstations in between crews," he said.

"We can't shut down the runway because of COVID," Walker said. "It's a vital support asset both for the civilian community and for our military, so we just had to find ways to mitigate the risk and continue operations."

The weather reconnaissance squadron, and the Hurricane Hunters, remain ready as they prepare to close out the unprecedented 2020 hurricane season.



COMING SOON

Our PX/BX manager and BOD has been working with a vendor on new shirts, hats, jackets and challenge coins that display our new emblem. Stay tuned. Watch the web site and the June Communicator for photos and ordering information.



Air Force Cyberspace and Air Traffic Control Association
Membership Application

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

Types of Membership

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

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

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

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

Amount enclosed: \$ _____

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

PRINT CLEARLY – PLEASE COMPLETE ALL INFORMATION

Date: ___/___/___

First Name _____ MI ___ Last Name _____

Street Address _____

City _____ State _____ Zip code _____ - _____

Phone Number (____) _____ - _____

e-Mail Address: _____

Year of Birth _____ Spouse's Name _____

Service Status:

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

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

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

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

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

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

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

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

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

AACS, AFCS & AFCC Wood-Carved Wall Plaques



Cost (including shipping) is \$35 each

Make checks out to AF Cyberspace & ATC Assoc and mail to Bill Cassatt, 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: _____



HOW IT BEGAN

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

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

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

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

TAX STATUS

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

OUR HISTORY

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

The couples contacted old friends, who in turn contacted others, and so on. A large number of former AACS troops and spouses made their way to Columbus and the result would become known as the AACS Alumni Association. The title at that time was derived from Army Airways Communications System and Airways and Air Communications Service.

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

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

WHAT'S IN A NAME

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

In 1961 AACS was elevated to major air command status and was renamed the Air Force Communications Service (AFCS). This designation remained until 1979 when it was renamed Air Force Communications Command (AFCC).

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

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

AF Cyberspace & ATC Assoc
Editor
665 N 11th St
Breese IL 62230-1018
Change Service Requested

PRSRT STD
U.S. POSTAGE
PAID
Post Falls, ID
PERMIT NO. 32



Members: Check address label for date and/or year dues expire (number before your first name.) If it's "20" dues expire Dec 2020. Next edition will not be mailed if dues have expired.

WHO WE ARE

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

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

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

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

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

MISSION

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

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

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

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

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