



Official publication of the AF Cyberspace & ATC Association

# COMMUNICATOR



November 2021



Scenes from 2021 convention  
Colorado Springs



# DID YOU KNOW?

## Recruit! Our future depends on you!

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

## Tell us your story!

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

## Blasts from the past?

Looking for someone? See someone you recognize while browsing the *Communicator*? The membership roster is on our web site. Additional contact information (email address and/or phone numbers) can be obtained from our Membership Director (Leslie McCormick) or Editor (Lori Manske).

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.



1977 - 2008

(AACS Alumni Association)

2009 - 2020

(AF Communicators & Air Traffic Controllers Association)

2020 -

(AF Cyberspace & Air Traffic Control Association)

The operation and management of air traffic control services for the Air Force and other government agencies continued to be a primary function for AFCC throughout the 1970s. With the exception of the Federal Aviation Administration, AFCC operated the largest air traffic control system in the world.

Even with the decline in military forces through the '70s, AFCC managed over 150 control towers and radar facilities. Proud of its past record and sensitive about maintaining its reputation, AFCC worked constantly to ensure accurate and safe air traffic control services. Both explicit emphasis from the FAA on developing better equipment, facilities and procedures to handle the larger, more complex, and increasingly more expensive aircraft, and the experience learned in Vietnam prompted efforts by AFCC to update air traffic control services. The modernization program affected all of the standard facilities such as control towers, mobile equipment, radios, radar and landing aids, and navigational aids.

AFCC also worked on flight information service systems and procedures to enhance safe air traffic control.

By 1980, air traffic controllers could boast of an outstanding record of service, especially as illustrated by the AFCC "save" program. Aircraft saves, defined as the safe recovery of an imperiled aircraft by air traffic controllers when there was reasonable doubt that the aircraft could have landed without assistance, totaled over 1,700 military and civilian aircraft carrying nearly 7,000 personnel between July 1961 and December 1980. The total value of the saved aircraft reached nearly \$2 billion. (AFCC, *An Illustrated History, 1938-1991*)



## Please update your membership information

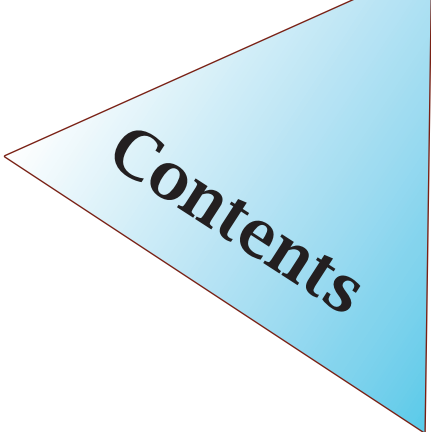


Is your address up to date? Have you sent us your email address? Have you paid your dues? Let us know so we can keep in touch. Pay attention to membership expiration dates and renew on time. **Leslie McCormick (membership)**, 4606 W Portland St, Springfield MO 65802-4885, [leslie.mccormick@ranchmail.net](mailto:leslie.mccormick@ranchmail.net)



# 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

**Chairman, Board of Directors/  
Chief Executive Officer--Harry Raduege**

**President/Chief Operations Officer--Ken Reiff**

**Executive Secretary--Ed Broestl**

**Treasurer--Jim Weber**

**Membership Director--Leslie McCormick**

**Editor, Print Media--Lori Manske**

**Protocol Director--Rafael Quezada**

**Information Director--Marc Packler**

**PX/BX Manager--Bill Cassatt**

**Honors and Awards Director--Tom Blackburn**

**Executive Director Appointments**

**Historian--Ken Reiff**

**Chaplain--Ed Broestl**

**Convention Committee**

Jim Weber (chair)

Ken Reiff


Rafael Quezada

**Honors and Awards Committee**

Robert Garcia

Bill Bethea

Bill Hammett



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

**State of our Membership – Letter from the Chairman** **5**

**Board reports** **6-7**

**Legends & Lore ‘Wire Dawgs’** **10-11**



**Building the Runways at Cam Ranh Bay** **14-15**

**Annual Association Award winners** **16-17**



**2021 Convention in Colorado Springs ... fun, friends, and festivities** **18-27**

Find us on Facebook  
<https://www.facebook.com/groups/1949469148519504>

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 11<sup>th</sup> 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](http://www.afcommatc.org).



# Report from the Chairman and CEO

Wow! Our 44<sup>th</sup> annual Convention in Colorado Springs was a resounding success! Even with some concerns over the COVID-19 pandemic and its variants, our attendees played it safe and enjoyed a magnificent reunion and opportunity to publicly recognize those who have excelled in their careers and continuing service to the United States Air Force (USAF), United States Space Force (USSF), and our Nation.

Our first major event was a tour of the National World War II Aviation Museum. Phil Heacock has been with the Museum from its humble beginnings and is the lead docent for visitors. Today, the Museum has 28 WWII vintage aircraft which have been restored on-site to flying operation. The WWII history is amazing, and Phil is a master at delivering the stories that most appeal to his audiences. Among many accounts, Phil shared stories of when Col. Dick Cole – Gen. Jimmy Doolittle’s co-pilot and last surviving Doolittle Raider – surprisingly visited the Museum at age 99 and again when he was 102 years old just prior to his death at 103 in April 2019.

The weather was perfect on Friday with Autumn temperatures in the mid-70s and cloudless skies when Dale Meyerrose hosted our golf outing at his magnificent golf course in Garden of the Gods. In true Meyerrose fashion, arrangements were perfect – reminiscent of days past when service both on and off the course were outstanding. Some of our members described the day as “The best day of my life!”. I’m not kidding!

Our membership meeting and breakfast were first-class and Ms. Lauren Knausenberger, the Chief Information Officer for both the USAF and the USSF, joined us and took questions from the

audience. Our membership also approved several staff structure changes, including our Executive Director position will now be Chairman & CEO and our Vice Director position will now be President & Chief Operations Officer. We also established an Information Officer position with Mark “Pack” Packler serving in that position. Additionally, CMSgt Drake gave an outstanding Air Traffic Control update and I provided a briefing on the National Cybersecurity Center.

For our crowning event on Saturday night, everyone looked wonderful dressed in “business attire”. We were treated to posting of our Nation’s Colors and assistance during our POW and MIA Ceremony by the Air Academy Junior ROTC unit. Our annual award winners – both active duty and retired -- were recognized and it was wonderful having TSgt Tracy Andre, her commander and supervisor attending, along with Lt. Gen. (retired) Bill Bender being inducted into our Hall of Honor. Ms. Knausenberger delivered an insightful keynote address and then took numerous questions from the audience about current operations and her vision for the future of the USAF and USSF.

In closing, we’ve picked the dates, place, and theme for our 2022 Convention. Don’t miss our “**Back to the Schoolhouse**” in Biloxi, MS, 28 September-2 October 2022!

Take care and God bless,

**HARRY D. RADUEGE, JR.**



**Harry Raduege**



*Thank you all  
for your  
service!*



# AIR FORCE CYBERSPACE AND AIR TRAFFIC CONTROL ASSOCIATION

[www.afcatca.org](http://www.afcatca.org)



November 2021

Dear Members,

Thank you for being an important part of our community. As a member of our Association, you help preserve our heritage and history so it can be shared now, and hopefully into the future. **You** are part of our community's legacy.

We rely on membership and donations to operate our Association, in order to annually honor exceptional active-duty member performance, to honor retired individuals who have excelled throughout their careers, to hold reunions, and to publish our bi-annual magazine, *Communicator*. Your support continues to keep us going. Unfortunately, membership numbers have been declining so I'm providing you with current statistics to give you an idea of why I'm asking for your help.

Total Association membership is 1,039. Of that, 965 (93%) are Life Members and 74 (7%) are regular members who renew every two years. Of the 74 regular members who provide our main income stream, 56 are 70 years old or older. Thus, it's important to find ways to attract and bring in new, **YOUNGER MEMBERS**.

We are considering no longer offering Life Memberships and raising Regular Membership dues to increase and maintain an income stream. Dues have not increased in a very long time and currently stand at \$30 for two years. We are considering raising it to \$42 for two years.

Please send us your thoughts. Do you think membership dues should be tiered based on rank? Would special rates result in more interest? Most importantly, we would love to hear your ideas on how to recruit new members.

These are tough times for most veterans' organizations. We plan to do everything we can to keep our Association going for present and future communications, cyber, and air traffic control professionals. We look forward to hearing your ideas. Please send your thoughts to Leslie McCormick, Director of Membership and Recruiting, 4606 W Portland St, Springfield MO 65802-4885 or by email to [Leslie.McCormick@ranchmail.net](mailto:Leslie.McCormick@ranchmail.net).

Sincerely Yours in Fellowship,

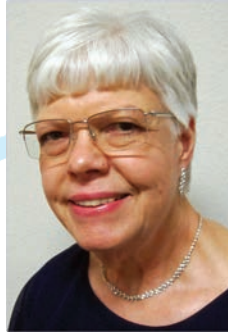
HARRY D. RADUEGE, JR.  
Chairman & Chief Executive Officer

P.S. I also respectfully request that our Life Members consider making a donation to our Association.

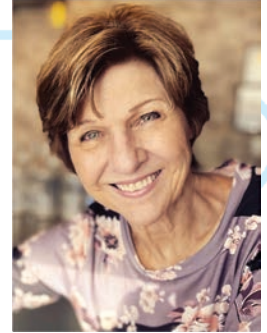
"Fellowship in the Company of Equals"



# REPORTS FROM THE BOARD



**Leslie McCormick**  
**Membership**



**Lori Manske**  
**Editor**



Total membership as of Aug 31, 2021: 1,039 (down from 1,048 on March 31); Total Life Members as of Aug 31, 2021: 965 (down from 977 on March 31)

Renewal notices were sent out in October to those with memberships expiring in 2021. PLEASE send in your renewal payment of \$30 for two years prior to Dec 31! For those who received their renewal notices in the mail – please provide your e-mail address if you have one. We are trying to conserve funds as much as possible – and e-mail helps us to do that.

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

If you have access to the internet, please consider opting out from receiving the Communicator by mail. The savings on printing and postage helps our Association and is very much appreciated. To opt out of receiving the Communicator by mail, please notify me and I will remove you from the mailing list.

Welcome to our new members and thank you to renewing members for continuing to support our Association. Following is the update from April 1 – Sept 30, 2021:

**New Members**

Krejci, Keith  
Lipsey, Richard - Life  
Locklear, John  
Mills, Ann – Life  
Newman, Rickey  
Stone, Richard – Life  
Weeks, Amber

**Renewals**

Hamm, Lester – upgrade to Life  
La Monte, William  
Mastello, Albert  
Reiff, David

(417) 365-1837  
e-mail: [Leslie.McCormick@ranchmail.net](mailto:Leslie.McCormick@ranchmail.net)  
4606 W Portland St, Springfield MO  
65802-4885

**Cost of the June 2021 Communicator**

32 pages – 1,015 copies

\$ 1,577.00 Printing & Binding  
\$ 99.49 Mail Preparation (972)  
\$ 684.56 Postage  
\$ 18.77 Freight

**\$ 2,379.82 Total**

Send your ideas for things you would like to see in future editions. And thank you to those who have sent stories. We need you!

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.

You can email high resolution photos, or 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. Word of mouth and active recruiting efforts of current members often result in new members too.

Please visit the web site guestbook and send a reply to people who sign, thanking them for taking the time to visit.

All *Communicators* since June 2006 are available on the web site.  
[www.afcatca.org](http://www.afcatca.org)

Our new Facebook site is at <https://www.facebook.com/groups/1949469148519504/>  
View and sign up!



**Air Force Cyberspace & Air Traffic Control Association (AFCATCA) Facebook page.**





**Jim Weber**  
Treasurer



**Bill Cassatt**  
PX/BX Sales



As of 15 Oct 2021

## PX/BX Sales Report

May 2021 - Oct 2021

### Cash in ENT Credit Union:

AFCATCA Checking Acct	\$9,258.60
Convention Host Checking Acct	\$255.06
<b>Cash Totals:</b>	<b>\$9,513.66</b>

### Certificates of Deposit:

50-12	\$5,378.73.....	Maturity Date 07/02/22 (Roll Over)
50-24	\$10,955.35.....	Maturity Date 07/02/22 (Roll Over)
50-36	\$22,115.04.....	Maturity Date 07/02/22 (Roll Over)
53-12	\$5,346.15.....	Maturity Date 03/31/22 (Roll Over)
54-12	\$5,265.20.....	Maturity Date 3/15/22 (Roll Over)
55-12	\$5,123.76.....	Maturity Date 11/04/21 (Roll Over)

<b>CD Totals (6):</b>	<b>\$54,184.23</b>
<b>(\$50,000 in CDs are reserved for cancellation of conventions)</b>	
<b>Grand Totals:</b>	<b>\$63,697.89</b>

My goals are always: (1) Stable growth and (2) Security of Funds. The Coronavirus has taken a toll on our country in lives, lost jobs, and income. The cost of doing business has increased substantially for everyone, including us. I see higher costs reflected in everything from hotel rooms to the cost of food and transportation. Donations have always been a key source of income for the association and reunion support. After the 2021 convention in Colorado Springs, donations are needed now more than ever.

Looking forward to seeing all of you at our "Back to the Schoolhouse" convention in 2022 at Biloxi, MS, and I continue to request your donation support. Remember, donations to our Association are tax-deductible. Donation letters are sent upon request.

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

### Items Sold

AFCATCA Golf Shirts	6
AFCATCA Hats	6
Jackets	2
Plaques	2
<b>Total Sales:</b>	<b>\$613</b>

### Expenses

Postage	\$ 68.90
Supplies (Mailers)	\$ 27.13
Plaques	\$ 60.00
<b>Total Expenses:</b>	<b>\$ 156.03</b>

### Donations

Alan Brenner	\$ 25.00
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## Colorado Springs Convention Sales Report

Hats	3
Challenge Coins	10
Golf Shirts	7
Jackets	1
<b>Sales:</b>	<b>\$473.00</b>

Note: Included are the challenge coins gifted to honorees.



# Perspective:

## How richly blessed we are!

By Ed Broestl  
Chaplain

Volunteers were preparing a Consolidated PBY Catalina, a flying boat and amphibious aircraft produced in the 1930s and 1940s, for flight as we arrived and toured the National Museum of World War II Aviation on the first day of our Annual Convention. As most things with that many parts and of that age, it wasn't fully functional "right out of the box" (hangar). However, after some careful adjustment, loving kindness, possibly some parts swapped out during a few trips back to the hangar, it took flight, directly ahead of a Falcon transcontinental jet.

I was struck by the similarities and the differences. I first wondered if the Falcon would be impacted by the PBY's "prop wash" but thought the jet would probably not even notice! We were informed during the tour that the PBY could remain in the air for 33 hours and had a crew of 10 that included a cook. One can only imagine the galley on that Falcon and where it could be 33 hours after it took off. How far we have come in this short time in history.

Over an hour later, the PBY returned and I left the group touring the museum to watch as it



taxied back to the hangar. The thought struck me: "We really don't fully understand and may never comprehend what our parents, grandparents, and great-grandparents experienced in the late '30s and early '40s." How many PBYs came off the assembly line every day? How many other airplanes and essentials to achieve victory were manufactured every day? What did it take for them to be transported from their place of manufacture to the place where they were employed to achieve that victory? How much loving kindness and aggravation were expressed every day during that time, here in the states and overseas. Honestly, we can only imagine. We can only praise God for the gift that was given each of us from those on whose shoulders we stand.

How have we, individually and collectively, praised God for the many blessings and comforts we've experienced over the last little while (a day, a week, a month, a year). Maybe we haven't paused to even consider how richly blessed we are.

I ask all those who have read this far to pause and consider that everything, absolutely everything, we have is a gift. Every one of us entered this world, took our first breath, and were embraced and gifted by a God who loves us more than we will ever comprehend.

May each of you be blessed and kept safe and healthy in the coming months as we come to better know, experience and express God's love and grace.

Sincerely,

Ed

Give  
THANKS  
WITH A GRATEFUL  
HEART *1 Thessalonians. 5:18*





# Board of Directors Meeting Minutes

**Sept 23, 2021, in the Pine Cliff Room  
Marriott, Colorado Springs, CO**



The meeting was called to order by our Chairman/CEO, Harry Raduege, at 0746 with the following Directors present: Ken Reiff (President/CEO); Leslie McCormick (Membership Director); Lori Manske (Editor, Print Media); Rafael Quezada

(Protocol Officer); Jim Weber (Treasurer); Ed Broestl (Secretary); Bill Cassatt (BX/PX Manager); Tom Blackburn (Honors and Awards Committee Chairman); and Marc Packler (Director of Information).

Harry Raduege opened the meeting thanking everyone for their efforts and summarized the Association's activities over the past two years. He introduced Marc "Pack" Packler, our new Director of Information. Each Director provided a report on their area of responsibility.

The following motions were made and unanimously accepted:

- Reorganization of the Board of Directors and Committees:

Ken Reiff moved to: Delete the following Board of Director positions: executive director, vice director, and board advisory officer, replacing them with a Chief Executive Officer (CEO)/Chairman of the Board and President/Chief Operating Officer (COO). Jim Weber seconded the motion.

- Standing Committees:

Ken Reiff moved to create the following Standing Committees with the following as Chair and

members. Ed Broestl seconded the motion:

- Convention Committee: Chair - Jim Weber  
Members: Rafael Quezada and Ken Reiff
- Membership and Recruiting Committee: Chair - Leslie McCormick  
Members: Marc Packler and Lori Manske
- Awards Committee: Chair - Tom Blackburn  
Members: Bobby Garcia, Bill Hammett, Harry Raduege
- Fund-raising Committee: Chair and members are TBD

• Ken Reiff moved to authorize the Secretary to obtain a Zoom membership for use by the Association's Board of Directors. Ed Broestl seconded the motion.

• Ken Reiff moved to accept the Membership Directors presentation and the recommended actions be considered by the Membership and Recruiting Committee. Ed Broestl seconded the motion.

• General Raduege requested a motion for the Association's next Annual Convention be held in Biloxi, MS, from Sept 28 through Oct 2, 2022. The motion was made by Jim Weber and seconded by Rafael Quezada. During the discussion, General Raduege requested the Association's 2023 Annual Convention be held near Scott AFB, IL.

Ken Reiff informed the Board of the background and recent activities of the Air Force Cyberspace and Communications Heritage Center located at Scott AFB.

General Raduege concluded the meeting by thanking everyone for their contributions to our Association.

The meeting adjourned at 0945.

Respectfully submitted,

**Ed Broestl, Secretary**



## Air Force Cyberspace and Air Traffic Control Association and AF Flight Checkers



**Plan now to attend Convention 2022  
Biloxi MS, 28 Sept - 2 Oct 2022**



**"Back to the Schoolhouse!"**





# Proud to be a 'wire dawg'

By Ken Reiff  
AFCATCA Historian

*Historian Note:* Past articles have focused on individuals. I wanted to highlight "Wire Dawgs" and some experience with that group. They work hard in different kinds of environments—from freezing to tropics to deserts, and they play just as hard at their parties and reunions. I'm proud to be one of them.

In 1963 our commander at the 389<sup>th</sup> Strategic Missile Wing Communications Squadron (F.E. Warren AFB, WY) notified me that I was to take over our outside plant maintenance work center. The key task was that Strategic Air Command had informed him that we would be getting many AFSC 361X0, 361X1 and 362X4

(Construction and Antenna Maintenance, Cable Maintenance and Telephone Installation) folks assigned to our unit without any formal training. The latest count was 40, and more to be expected. Their ranks were from airman 1<sup>st</sup> class to technical sergeant. They were coming as cross-trainees from Security Police, Mess Hall, Finance, Personnel, etc.

With this challenge I gathered my superintendents, and we put in place a training curriculum, ordered the necessary parts to include creosote poles to climb, 1A1 and 1A2 Key Systems, 26-pair lead cable to place around our building, bottles to pressurize the cable, lead sleeves, tools and, most importantly, Minuteman Hardened Intersite Cable System (HICS) parts, including splice cases and a fault locator panel that we were able to get from the contractor.

I don't know how it happened, but they suggested that I go through the training and without thinking I said "yes".

My first problem started with Lead Sleeve Wiping. (Suggest watching a YouTube video on Lead Sleeve Wiping). I was too slow and managed to drip molten lead on my fatigues and burn a hole, which left a scar on my leg.

MSgt Gustavson failed me twice before I finally got it right. Next came the poles. They had placed the toughest, meanest Staff Sergeant I ever met in charge of this block. Sergeant Rickard took no prisoners. Being a "hot rod jock" was no problem for me and I gaffed my way to the top quickly. To impress him, I tried to get down as fast as possible, disregarding his safety precautions. Yes, I "gaffed out" halfway down the pole, reached the bottom



with torn fatigues, creosote splinters, and several places bleeding.

I reached down to take off the gaffs and Rickard immediately stopped me. "Where do you think you are going?" he said. "To the emergency room," I replied. "I don't think so. Get your XXX back up the pole and down safely like I taught you. Then you can go to the ER." Remember, instructors are the senior folks present. Enough said.

Eventually, I passed all phases of the course and was proud to hang my coffee cup on the board with the others that had achieved their 5-level.

On later assignments I engaged many times with "Wire Dawgs". Along with my friend, Capt Paul Fleming, from PACGEEIA, we were Chief "Wire Dawgs" in the  
*(Contd on next page)*

## Early "Wire Dawgs" in the Civil War.

**"...the use made of the telegraph and signal corps. Nothing could be more complete than the organization and discipline of this body of brave and intelligent men. Insulated wires – insulated so that they would transmit messages in a storm, on the ground or under water – were wound upon reels, making about 200 pounds weight of wire to each reel. The pack-saddle on which this was carried was provided with a rack like a sawbuck placed crosswise on the saddle, and raised above it so that the reel, with its wire, would revolve freely. Thus, in a few minutes longer time than it took a mule to walk the length of it, telegraphic communication would be effected between all headquarters of the army. No orders ever had to be given to establish the telegraph."**

*– From General Ulysses S. Grant, Personal Memoirs, originally published in two volumes in 1885; 2003 edition published by Barnes and Noble, Inc; pages 479, 480.*





### ***From previous page – “Wire Dawgs”***

Pacific, managing over 1,800 C-E Schemes for Inside Plant and Cable Systems. Most of those were in Vietnam and Thailand.

The Air Force sent me to Education with Industry, and I learned to engineer Open Wire, O Carrier, N Carrier, L Carrier, and T1-T5 Systems, as well as undersea cable with the cable-laying ship USS Long Lines while in port at Baltimore. However, those early training sessions always seemed to return.

If you want to get a cable pull wire in a vacant duct—use a tennis ball (or rat if handy) and ask the fire department to wash it through. Or use copper rods to find buried cable when “Meggers” don’t work.

Yeah, I’m a “Wire Dawg”.

*Note: An Air Force Wire Dawg is a Voice Network Systems technician. Voice Network Systems technicians fell under the 2E6X3 Air Force Specialty Code (AFSC). Another group of technicians in a closely related career field are Cable and Antenna Systems Technicians (AFSC 2E6X2) and are known as Cable Dawgs.*

*(If you look at the Wire Dawg emblem (previous page and photo-top right), you will notice that the “dawg” is chained to a Communications Tower with a piece of cable held tightly in his jaws. This represents the spirit of the Outside Plant Communications Installation Professional.)*



James (Bob) R. Farris Jr,  
93, Oct 12, 2021



CMSgt (ret) Herman G.  
Schoener, 80, March 23, 2021



Elwin D. "Red" Roberts, 86,  
Oct 7, 2021



CMSgt (ret) James John "JJ"  
Vollmuth, 83, July 27, 2021



Col (ret) Raymond L.  
French, 83, Sept 21, 2021



Col (ret) Edwin N.  
Sullivan, 83, Aug 12, 2021



Norman D. Courter,  
Sept 20, 2021



SMSgt (ret) Andre "Nato"  
Agan Jr., 83, Aug 30, 2021



James "Jim" Anthony  
Korynta, 83, Sept 15, 2021



MSgt Paul Chastain,  
Jan 11, 2021



*A donation to our Association was made in memory of MSgt Paul Chastain by Thomas McDonough, who*

*served with MSgt Chastain in the 1992nd AACS in Châteauroux, France, in the late 1950s.*



# Vietnam

## Tower controller recounts 'chaos of overcrowded skies'

By William "Bill" Malec

In his memoir, "I Never Left Anybody Up There," Keith Krejci recalls his remote tour at DaNang AB in South Vietnam, from August 1969 – July 1970.

A proud Air Force air traffic controller, he worked in the control tower. It's dedicated to fellow controllers who served with him there, and recounts the "chaos of the overcrowded skies, inadequate equipment, substandard living conditions, and danger faced each day." He reflected, "The heat, the humidity, the overpowering smell of burning garbage mixed with jet fuel, the rumble of distant artillery, and the whine of jet engines all combined to create an indelible memory."

Krejci could have avoided the situation. He originally had orders for Clark AB in the Philippines but swapped them for a Vietnam assignment. His decision came as a shock to his fellow controllers back at Holloman AFB in New Mexico. Krejci, known by his operating initials, "KK," was a 22-year-old SSgt who felt "seven foot tall and bulletproof."

While at Da Nang, KK lived in an air-conditioned barracks with latrines and showers. His room was cleaned and laundry done by a "mama-san." The AC ran constantly and on the Goldilocks' continuum was always "much too cold." He wrote home and requested an electric blanket to make jungle living more bearable.

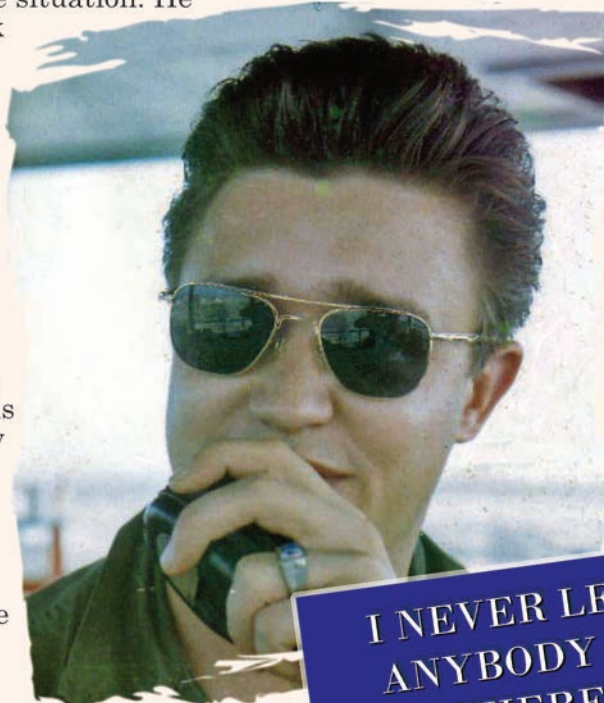
It was really all about the work. ATC business at Da Nang was intense. More than 65 different aircraft types were either assigned or transited through there. The sheer volume and complexity of traffic necessitated various "unique" processes and procedures not found in the States.

KK's duties were basically confined to the surprisingly well-equipped control tower cab. Conversely, controllers had no running water or plumbing. An "open air" urinal was situated on the catwalk which consisted of a funnel attached to a pipe that ran to the ground. Going "number two" was problematic, requiring a mad scramble down multiple flights of stairs and across the flight line to the fire station. Body armor was

available in the cab to throw on the floor during rocket attacks and M-16 rifles were always at the ready.

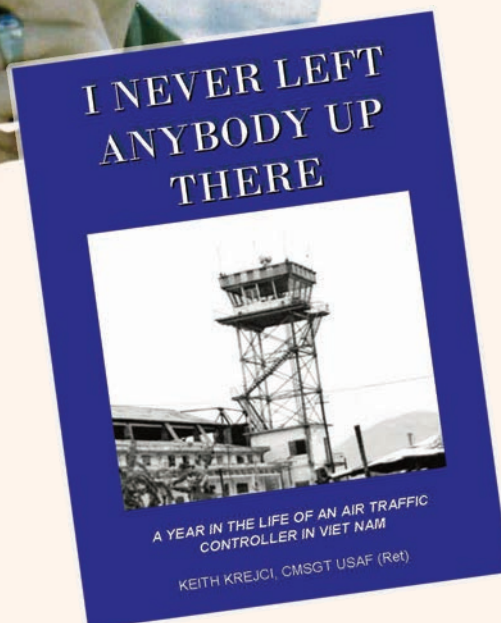
It was imperative that new controllers get checked out as soon as possible. Controllers who couldn't make the grade were quickly dispatched. A 3-crew rotating schedule covered 24-7 operations and featured two 7-hour and two 5-hour shifts with skilled controllers required to make it work. Work, drink, sleep...repeat was the norm.

The Kindle edition of his book is available on Amazon.com for \$3.99. It's a short read and promises to bring back memories for airmen who served in "the 'Nam" and enlighten those who didn't with some "cho-oi" moments.



*About the author:*  
Keith Krejci is a retired CMSgt who travels America in an RV, accompanied by Brenda, his wife of more than 50 years.

Keith Krejci working jets at DaNang Tower, 1970.



# Building the Runways at Cam Ranh Bay AB, Vietnam

By George W. Hoyt, CMSgt retired

While I wasn't the first American to set foot on Cam Ranh Bay peninsula, I was there in the early days as the Air Base came to life. This unique story is about my observations and personal involvement.

Our earliest activity at Cam Ranh Bay (CRB) came about when a small team of Air Force and Navy personnel arrived on the sandy CRB peninsula in the summer of 1965 to survey the area for building a port and runway. The port facility was developed at the south end of the peninsula while the Air Base was developed 10 miles further north. A contract was awarded to the consortium team of RMK-BRJ to build the Aluminum Plank Runway.

The construction activity began in early September 1965 when earth movers started to level and compact the sandy area which was to become the runway. The area was then sprayed with oil, covered with burlap, and the AM-2 aluminum planks were laid on top. The planks were two feet wide by 12 feet long and were manually interlocked by sledge hammers. Each plank weighed 144 pounds, so there was a lot of heavy work involved. The runway was laid out plank-by-plank until the 10,000-foot length was completed.

While the runway construction was going on, Perforated Steel Planking was being laid down for the aircraft taxiways, servicing, and parking areas. It was all completed just in time for a Squadron of F-4Cs to land during the first week of November 1965. It may be difficult to believe, but the entire effort was completed from start to finish in 49 days.

Mobile Air Traffic Control and Comm Vans were brought in from the 1<sup>st</sup> AFCS Mobile Comm Squadron at Clark AB, Philippines. The Mobile Teams activated and initially operated the equipment until the 1881<sup>st</sup> AFCS Comm Squadron was in place at CRB in the fall of 1965. Initially, there was only a handful of people in the 1881<sup>st</sup> but the Squadron continued to grow into late 1965 and early 1966.

At midnight one Saturday night in July or August 1966, we began a rather unusual task. The Air Traffic Controllers had been complaining about not having

enough visibility from their ATC Van to see the entire length of the runway.

A wooden tower about 15 or 20 feet high was constructed of heavy grade lumber near the ATC van by the Civil Engineers. The Van was powered down and the various comm technicians disconnected and removed their equipment from inside the van. A large skyhook lifted the van from the ground and placed it at its new home on top of the wooden tower. The van was powered up and each of the comm functions was reinstalled and tested. For two hours of downtime in the middle of the night a substantial improvement in runway visibility was realized for the Controllers.

The construction of the 10,000-foot concrete runway began in the spring of 1966 and was completed the end of October. The Wing Commander was the first person to use it. He taxied an F-4C onto the new runway, "put the pedal to the metal," and took that aircraft almost straight up. It was a sight to be remembered. The concrete runway was now officially operational.

President Johnson had been in the Philippines and made an unannounced trip into CRB on Oct 26, 1966. The Press Corps landed first in a Pan-Am Boeing 707 and President Johnson landed a few minutes later in Air Force One. After landing, he was taken from the runway area to a flatbed truck on the main part of the Base where many of us were waiting.

He first conferred a Distinguished Service Medal upon General Westmoreland and then made his famous speech to all of us that started



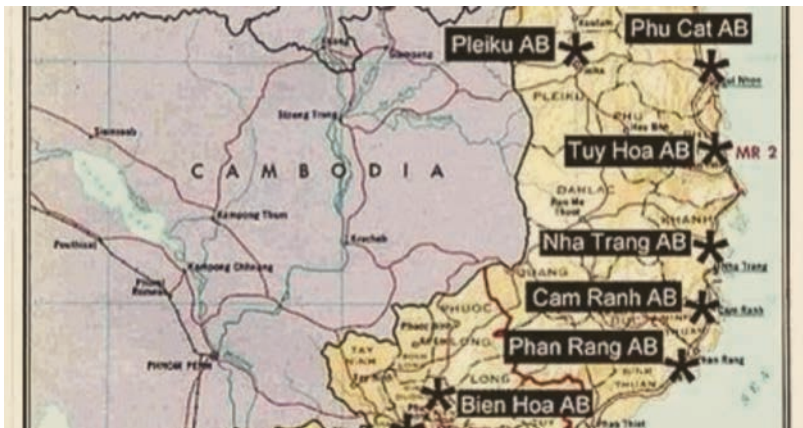
with "I could not come to this part of the world without coming here to see you." Following that, he was taken to the hospital area where he awarded Purple Heart Medals to some of the wounded servicemen.

While standing up in a jeep, the President and General Westmoreland rode among the troops. At one point they stopped and many of the airmen gave the President a pen and piece of paper asking for his autograph. He complied by writing his initials of "LBJ." He was having difficulty using a pen that was handed to him and said "You boys are going to have to give me better pens." The response came back "It's a government pen, sir." We all laughed, including the President.

The permanent Air Traffic Control Tower (NAT-322) had been under construction for several months and became operational in December 1966. The increased floor space and tower height provided a better working environment for the Controllers, as well as an improved view of the entire base.

During 1966, CRB hosted many dignitaries such as SECDEF Robert McNamara, SECSTATE Dean Rusk, Rev Billy Graham, Vietnamese Premier Ky, as well as some USO shows. Bob Hope and his team came in and performed for the troops on Dec 28. The C-130 that brought them in was parked near our Comm Center vans, and I was able to get a few up-close pictures of Bob Hope and his crew.

When CRB was at its peak in the late 1960s and early 1970s, new arrivals had their first glimpse of



Vietnam as their aircraft landed on the CRB's concrete runway. Likewise, everyone had their last view of Vietnam when their "freedom bird" took them home from this runway.

While supporting the Wing of F-4Cs and many other types of military aircraft that were moving people and supplies in and out of the Air Base, it was believed that CRB had the fourth busiest runway in the world. When the Vietnam War was coming to an end, Cam Ranh Bay AB was shut down on April 1, 1972. It had been in service for 6 1/2 years.

An aerial view of the CRB peninsula today, reveals that the aluminum plank runway is gone, but the concrete runway is in place with limited use. It is now called Cam Ranh Airport serving the nearby town of Nha Trang. Cam Ranh Bay AB as we knew it 50+ years ago, is a shell of its former self.



**President Lyndon Johnson meets the airmen at Cam Ranh Bay, Vietnam.**



**Bob Hope arrives for a USO show in 1966.**

**George Hoyt at the "Bob Hope Christmas Special 1966" in front of a C-130 aircraft.**





# Association-sponsored Annual awards, 2021

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

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

## SMSgt Touhid Akash

## TSgt Tracy Andre

This award is presented to the USAF  
Cyberspace Senior NCO of the Year.

This award is given annually to the USAF  
Cyberspace Operations NCO of the Year.



This year the honor goes to SMSgt Touhid H. Akash.

SMSgt Akash is from the 87<sup>th</sup> Communications Squadron at Joint Base McGuire-Dix-Lakehurst.

Citing just a few of his numerous accomplishments, SMSgt Akash led 130

communications and cyberspace professionals to deliver highly-reliable Command, Control, Communications, and Computer services for five wings, the U.S. Air Force's Expeditionary Center, and 88 Mission Partners on the Department of Defense's only tri-service joint base. He managed the unit's \$5 million operations and maintenance budget to sustain the base's \$650 million network infrastructure.

His efforts cemented 10 programs, 6 networks, and 2 data centers providing Information technology services for 19,500 customers.

Sergeant Akash identified a unit training deficiency, vectored development of a training plan, established a simulation lab, and coordinated standard operating procedures to boost the team's training accomplishments while ensuring mission success for the joint base.

He also led a 20-member team to modernize the \$181 million network by overseeing the \$600,000 switch router upgrade and life-cycle management project.



This year we are happy to recognize TSgt Tracy Andre.

TSgt Andre supervises a section of 11 Airmen and one civilian who are responsible for developing and integrating information management processes into Joint Base Charleston's \$54 million cyber network.

TSgt Andre's professionalism was on display when she led her team in the modernization of the Wing's records management program. Their actions reduced 96 additional duties down to 18, saving the Air Force 9,000 work hours annually, as well as reversing a negative trend for 13 squadrons, raising program compliance from 26% to 84% in only three months.

As the go-to person for a Congressionally mandated records audit of the Medical Group's records, she led a team of five technicians and reviewed over 100,000 records to ensure compliance. The \$18 million project was completed 8 months ahead of schedule.

Besides her outstanding military professionalism, she serves as an online crisis counselor for rehabilitating and teaching distressed victims of COVID-19 isolation, as well as volunteering as a Victim Advocate for the base's Sexual Assault Prevention and Response team.

Her continued performance and volunteerism warrant her award as the 2021 Lt Gen Harry Raduege Cyberspace NCO of the Year.





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

CMSgt Walter D. McLain  
Air Traffic Controller  
of the Year

## MSgt Derek S. McEwen

This award is presented to the USAF  
Air Traffic Control Enlisted Manager of



the Year. For 2021  
the winner is  
Master Sergeant  
Derek McEwen.  
MSgt McEwen is  
the Control Tower  
Chief Controller at  
Tyndall AFB,  
Florida. While  
deployed MSgt  
McEwen designed  
the local airspace  
plan, building

three host-nation/US patterns which  
enabled nine H-60 routes, as well as  
separation from Patriot missile launch  
support routes. Realizing COVID had  
created havoc on upgrade air traffic  
control training, he devised a post  
COVID upgrade strategy, creating six  
virtual training plans which accelerated  
15 certifications, including 1,400 special  
training standards. An additional honor  
very recently bestowed on MSgt  
McEwen is the Civilian Air Traffic  
Control Association's Outstanding  
Military Air Traffic Control Manager of  
the Year Award. We are saddened that  
MSgt McEwen couldn't personally  
accept his award, but we'll ensure that  
he is duly recognized at his unit in the  
near future.

## SSgt Brandon Johnson-Farmer

The award is presented to the USAF Air  
Traffic Controller of the Year. We are



proud to present  
this inaugural  
award to SSgt  
Brandon Johnson-  
Farmer. SSgt  
Johnson-Farmer is  
a Tower Air Traffic  
Controller with the  
374<sup>th</sup> Operations  
Support Squadron  
at Yokota Air Base,  
Japan. SSgt  
Johnson-Farmer

volunteered for a Syria Forward  
Deployment and filled a key 7-level ATC  
position, although only an E-4. As the lead  
ATC support and liaison with the host  
nation he was able to sync 21,000  
operations all during a \$9B airfield  
maintenance project and moved 75k  
passengers. His actions supported the  
destruction of an ISIS stronghold resulting  
in 93 enemy killed in action. His  
exemplary performance while deployed  
garnered him the 1<sup>st</sup> Fighter Wing  
Expeditionary Outstanding Airman of the  
Year. It is with great pleasure that we  
present SSgt Brandon Johnson-Farmer  
with the first CMSgt Walter D. McLain Air  
Traffic Controller of the Year award.  
Additionally, Civilian Air Traffic Control  
Association recently bestowed their ATCA  
Military Air Traffic Controller of the Year  
Award. Unfortunately, SSgt Johnson-  
Farmer was unable to be presented his  
AFCATCA award in person. We will  
ensure he receives the appropriate  
recognition at his home station at Yokota  
AB, Japan.



# Colorado Springs 2021 convention, Sept 22-26



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



Registration



**Hospitality and fellowship...**





# Trips and tours...



## National Museum of World War II Aviation

The National Museum of World War II Aviation was officially recognized by Congress as “America’s National World War II Aviation Museum”. Opened to the public in 2012, the Museum documents the role that military aviation played in the

emergence of our nation as a world power. The museum tells the story of the tremendous technological advancements in aviation during the War and the contributions and sacrifices of the people who won the air war.

**National Museum of World War II Aviation**  
<https://www.worldwariiaviation.org/>



**Photos by Harry Raduege, John Weber, Janet Moreiko-Gagen**





**Phil Heacock, left, is a retired AF colonel and lead docent at the museum.**



**Also on Facebook:**  
<https://www.facebook.com/wwiaviation/>



## Surprise guest!

A group dinner was held after the WWII aviation museum tour at The Airplane Restaurant. Retired Maj Gen Pat Halloran (center) was invited by Phil Heacock to join our group at dinner as a surprise to retired Maj Gen Van Doubleday (left). General Halloran was a U-2 and SR-71 "Blackbird" pilot who succeeded General Doubleday on The Joint Staff in 1980. (The Airplane Restaurant centerpiece is a fully intact Boeing KC-97 tanker.)



**Golf Outing at Kissing Camels Golf Club, hosted by Dale Meyerrose**



**Golf outing...**



### Teams:

1. Bill LaMonte
2. Bunny LaMonte
3. Bob Frye
4. Dale Meyerrose



1. Steve Manske
2. Dave Martinson
3. Bill Hammett
4. Ed Broestl



# Prayer Breakfast...

“Looking back, we can see how things were stitched together by our Creator...His fingerprints on everything. In seeing that, in this moment, we need to squelch the noise and tune in to His voice,



by pausing, praying, praising, trusting and releasing. We can then step forward in faith with confidence from acknowledging His presence and accepting His peace!”

– Stan Fleming, guest speaker,  
President of Seneca Federal Operations



Stan Fleming, left, and (inset) with Ken Reiff, Ed Broestl, and Harry Raduege.

## Saturday morning breakfast and business meeting



Harry Raduege talks about the state of our Association, and provides a briefing on the National Cybersecurity Center.



Ms Lauren Knausenberger, the Chief Information Officer for the Air Force and Space Force, takes questions about cyber security.



CMSgt Dale Drake, Chief, AF ATC Ops, Procedures & Training, AF Force Flight Standards Agency, briefs on status of ATC in the Air Force.



Phil Heacock addresses the group about the WWII aviation museum. Heacock is a retired AF colonel and lead docent at the museum.



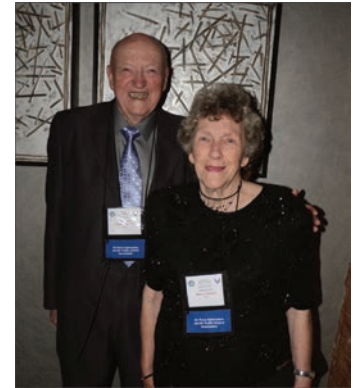
At right, Bob Stewart presents Vietnam Veteran pins to several members of the Association.



See minutes of Saturday’s General Business Meeting on page 26.




# Saturday night banquet and awards ceremony





## Sequence of Events

- Cocktail Hour
- Call to Order
- Posting of the Colors  
Air Academy High School Junior Reserve Officer Training  
Corps Color Guard
- Welcoming Remarks/Introductions
- POW/MIA Ceremony
- Invocation
- Dinner
- Break
- Keynote Speaker
-  AFCATCA Awards
- Break
- Benediction
- Adjourn to Hospitality Room



**Ms. Lauren Barrett  
Knausenberger**

**USAF Chief  
Information Officer**

Since February 2021, Ms. Knausenberger leads two directorates and supports 20,000 cyber operations and support personnel around the globe with a portfolio valued at \$17 billion. Ms Knausenberger delivers cyber security and enforces Freedom of Information Act and Privacy Act laws. She integrates Air Force warfighting and mission support capabilities by networking and securing air, space, and terrestrial assets.



## General Membership Meeting Minutes Saturday morning

Sept 25, 2021, in Salon D, Marriott, Colorado Springs, CO

The meeting was called to order by our Executive Director, General Raduege, at 0835 and he led those gathered in the Pledge of Allegiance. He welcomed all those who were able to attend and thanked Scott and Jackie Green who assured an excellent sound system was provided for both this meeting and the banquet later in the day.

General Raduege requested a motion to approve the minutes of the 2019 General Membership Meeting held in Omaha, NE on Sept 26, 2019. The motion was moved by Bob Frey and seconded by Ken Heitkamp. The motion was passed unanimously.

The Association's Membership Director, Leslie McCormick, provided a Membership Report and the Association's Treasurer, Jim Weber, provided the Treasurer's report. Both reports were accepted.

The Association Secretary, Ed Broestl, informed the membership that the Board of Directors had unanimously passed the following motions during their meeting on Thursday, Sept 23:

**Motion One:** Delete the following Board of Director positions: Executive Director, Vice Director and Board Advisory Officer replacing them with a Chief Executive Officer (CEO)/Chairman of the Board and a President/Chief Operating Officer (COO).

**Motion Two:** Members of the Board of Directors are:

- Chief Executive Officer and Chairman of the Board: Harry Raduege
- President and Chief Operating Officer: Ken Reiff
- Secretary: Ed Broestl
- Treasurer: Jim Weber
- Director of Membership & Recruiting: Leslie McCormick
- Managing Editor: Print / Online Media: Lori Manske
- Director of Information: Marc Packler
- Protocol: Rafael Quezada
- Honors & Awards Committee Chairman: Tom Blackburn
- PX/BX Supply Officer: Bill Cassatt

The Secretary respectfully requested a motion to accept these motions and elect the aforementioned individuals by acclamation to the respective positions. The motion was made by Dave Martinson, seconded by Bob Frye, and passed by acclamation.

General Raduege announced the following standing committees, their chairs, and members:

- Convention Committee: Chair: Jim Weber  
Members: Rafael Quezada and Ken Reiff
- Membership and Recruiting Committee: Chair: Leslie McCormick  
Members: Marc Packler and Lori Manske
- Awards Committee: Chair: Tom Blackburn  
Members: Bobby Garcia, Bill Hammett, Harry Raduege

General Raduege took questions from the floor and each was answered to the satisfaction of the requester.

Members who had died in the past two years were honored in "Missed Roll Call."

General Raduege made announcements regarding the tour of the "National Museum of World War II Aviation; the golf outing; and the location of the Association's 2022 Annual Conference, Biloxi, MS "Back to the Schoolhouse" Sept 28 - Oct 2, 2022; the Membership Drive for the coming year; and the establishment of the Air Force Cyberspace and Communications Heritage Center at Scott AFB.

The meeting adjourned at 0930.

A presentation was made by General Raduege on the National Cybersecurity Center, followed by an Air Force Air Traffic Control update by Chief Drake.

Respectfully submitted,  
**Ed Broestl, Secretary**



# Annual Association Awards

## 2021 Hall of Honor Awards

### *Lt Gen William Bender*

Lt Gen William Bender concluded his distinguished military career as the Chief, Information Dominance and Chief Information Officer, Office of the Secretary of the Air Force. He was responsible for the Air Force's Information Technology as the senior authority for Information Technology Investment Strategy, networks, and network-centric policies, communications, information resources management, information assurance and related matters for the Air Force.



## 2020 Hall of Honor Awards

### *CMSgt Bobbie Stewart*

Chief Stewart served beyond the 30-year high year of tenure for Chief Master Sergeants. During his 31 years as an air traffic controller, his actions to develop and manage air traffic services resources, plans and procedures significantly contributed to the successful mission of the Air Force. As the training equipment coordinator for air traffic control technical training at Keesler AFB, he developed a new control tower console for the control tower simulator, adding a Direction Finder simulator, plotting board and one-station fixed computer to the equipment. The plotting board and computer became standard equipment for worldwide facilities.



### *CMSgt Richard Griffis*

Representing the late Chief Griffis was his wife, Carolyn. Throughout Chief Griffis' ATC career, he worked about every job in the career field, radar and tower, Watch Supervisor in both radar and tower, Training and Standardization NCO, Terminal Instrument Procedures, Chief Controller in both RAPCON and Tower. He also was on the TAC Comm Division IG Team. Chief Griffis won the prestigious AFCC ATC Manager of the Year Award (competing against Officer and Enlisted nominees). He was twice chosen to interview with the Air Force Chief of Staff for Chief Master of the Air Force.



Chief Griffis was awarded the Legion of Merit upon his retirement.

### *Col Vincent Valdespino*

Colonel Valdespino led a distinguished career serving the nation in C4I and cyberspace disciplines for more than 37 years. He has been a visionary and leader as both enlisted and commissioned officer, always considering the development of younger service members. During his career he commanded four communications units and held key positions at Headquarters Air Force, Headquarters Air Force Communications Command, U.S. Air Forces in the Pacific, U.S. Joint Forces Command and Joint Task Force Southwest Asia--Operation Southern Watch, Operation Enduring Freedom and Operation Iraqi Freedom. Since retirement in 2009, he leads a team of 200 cyber operators and technologists providing support to 24th Air Force.

### *2020 - Thomas F Buckley Service Award - Bill Cassatt*

Bill has been our PX/BX Manager for many years. He was especially busy this year when we changed our Association logo to reflect our new name and he was charged with getting new merchandise in place and disposing of previous items. Also pictured (right) is Monika Buckley, wife of the award's namesake, the late Thomas F. Buckley.



### *2021 - Thomas F Buckley Service Award - Ed Broestl*

Ed is our Association Secretary and Chaplain. Anyone who has attended our convention for any length of time or reads his column in our *Communicator* magazine knows that Ed has done an outstanding job to support our spiritual needs throughout the years. As Secretary, he has diligently recorded our meeting minutes, conducted electronic votes when necessary and ensures our records are backed up.



# A life filled with adventures

## Rocky Gannon shares memories of life after the war

(cont from June 2021 edition)

**Lt Col Roland “Rocky” Gannon spoke (via zoom) to the South Carolina Aviation Association. Following is Part 2 of the transcript. Part 1 was in the June 2021 edition.**

**The war ended in Europe, with Rocky moving from the B-17 bomber at age 20 into the new super secret B-29 Super Fortress. To be clear, the B-29 that Rocky flew wasn’t a modified B-29 that carried the bombs that stopped the war. That was Paul W. Tibbets Jr. Rocky’s story is incredible, nonetheless.**

The war ended, I hadn’t finished 11<sup>th</sup> grade, I was 20 years old, I had no trade, every guy that was drafted was coming back to his old job or any new jobs that were created, I couldn’t get a job, I couldn’t go back to 11<sup>th</sup> grade, I couldn’t go to college.

I was having lunch one day and along came a recruiter and started talking to me. He said, well, you could go back in the service as a Master Sergeant. I said they’re not going to make me a Master Sergeant at age 20. He said the rules say you can go back, maybe as a pilot. They’ve taken some enlisted pilots, they’ve taken a GED (I said what’s a GED, and he explained). He said get your high school diploma, there’s all kinds of college courses being offered on the bases. He said get yourself a couple years of college. You can try for a commission, and they’ll grab you right up because you can fly B-29s. He said then you’d be back being a pilot. So, I enlisted, took my GED in Tokyo while over there, and I learned to be an air traffic controller because they wouldn’t let me fly anymore as a pilot. I spent the next 6 ½ years as an enlisted air traffic controller.

Then the Korean War started. B-29s flew on all but 21 days of the 37-month war. I knew John J. Reilly, Congressman from Sumter, SC, and I met him at the Elk’s Club. He said we need B-29 pilots and you’re sitting here as an air traffic controller. He said come with me to Washington on Monday. Long story short, he immediately got me recalled as a lieutenant to be an instructor in single-engine jet fighters. I had flown nothing but four-engine bombers. So I started my new career back as a pilot of bombers. I went through the Korean War, commander of an AACS unit, and flew fighters as a forward air controller. Then I did a year in the Belgian Congo, flying C-130s. I flew 387 combat missions in Vietnam; I was the manager of all the air traffic controllers in Southeast Asia.

I finally retired seven years after the Vietnam War. I tried to figure out what to do because I was extremely qualified in air traffic control all over the world. I thought back to moments where I was assigned to NATO

headquarters in Brussels and I represented the United States in a 14-nation committee called CEAC (Committee for European Airspace Coordination). It gave me a very broad knowledge of the world. I spent five years in the Pacific and 10½ years in Europe. I was selected because of my knowledge of air traffic control to go to Le Bourget Airport at the Paris Air Shows in 1959 and 1961. One of the interesting things there was I was walking through the lobby of Le Bourget and a PanAm flight attendant said Capt Gannon, I want you to meet somebody.

She took me inside the VIP lounge. A gentleman stuck his hand out and said “What do you do, Captain? I said I work with French air traffic controllers during the air show. If Americans get in trouble I can help them. The French had nothing but VHF communications. I brought my own UHF communications, TACAN, etc.

I kept looking at this gentleman. I said, “You look familiar.” He said, “I am **Benjamin Foulois**, I was the first military aviator in the world.” I smiled and said, “Beg to differ”. I was getting close to 20 years as a pilot at this point, and I

said that was **Lt Selfridge**. He said yes, the Signal Corps bought two Wright Flyers to replace the hot air balloons. One of the Wright brothers was going to teach us how to fly these two air machines that the government bought. Lt Selfridge went up first and the Wright brother was teaching him how to fly. They crashed and Lt Selfridge got killed. He never made a

landing. The Wright brother survived.

Wrapping up my story, in 1980 I decided to retire. I went out the door and I found that I was in big demand. I had worked throughout the Pacific Rim and Europe, I had flown every type of airplane, so consulting

jobs were there for my asking. I was asked to be a Commissioner for the Florence City/County Airport Commission. I took the job and it helped me get into the community.

As a result of taking that job I was offered the job running the airport. I became the Executive Director of the Florence Airport. The Commission would later change the name to the Florence Regional Airport and we grew from one airline with six employees to four airlines and 38 employees. That completed my dreams of everything I ever wanted to do when I was a kid.

I sat there one day thinking that just the other day for the first time I was able to see the full movie *Saving Private Ryan*. I remember right near the end; something was said about how he tried to live his life. And I thought, did I live my life sufficiently? I hope I made a difference. That’s what I hope, I’ve made a difference.



**“I enlisted, took my GED in Tokyo while over there, and I learned to be an air traffic controller because they wouldn’t let me fly anymore as a pilot. I spent the next 6 ½ years as an enlisted air traffic controller.”**



# CYBER SQUADRON

## 55<sup>th</sup> CS on AF's tactical edge

OFFUTT AFB, NE (AFNS) – The 55th Communications Squadron recently met all objectives required by the Air Force to be redesignated as the 55th Cyber Squadron.

The redesignation indicates the squadron will add a new Mission Defense Team to its overall capabilities while continuing to maintain their legacy mission.

"I'm so proud of the unit and our amazing Airmen," said Lt Col Christopher Wong, 55th CS commander.

For the unit's Airmen, the redesignation means they are not only responsible for ensuring the installation's communication infrastructure is protected, but they are also now proactive cyber defense operators on the Air Force's tactical edge.

"One of the major hurdles that we had to overcome was shifting our mindset from a maintenance to an operational perspective," said 2nd Lt. Jeffrey Cruse, 55 CS Cyber Defense Flight commander. "No longer is our primary focus customer issues or general system maintenance, but instead we are thinking about ways to engage near-peer adversaries and defend our mission critical networks and infrastructure."

The unit's redesignation to a cyber squadron comes only after it met four phases outlined by the Air Force. They include maintaining the unit's current mission, declaring Initial Operating Capability on its new MDT mission, implementing **Enterprise IT-as-a-Service**, and having the wing commander recommend the redesignation to the unit's major command.

By continuing its legacy mission and with the implementation of EITaaS at Offutt AFB in 2020, the unit had to mostly focus its efforts on

ensuring its new MDT mission met all of its IOC requirements to make the transition a reality.

"Due to unique circumstances here at Offutt (AFB), our squadron was in an advanced position, which enabled us to be a front running cyber squadron and MDT organization," Wong said.

This included adding specific cyber equipment, tweaking the unit's manning document, qualification training, and the development of unit specific defensive tactics, techniques and procedures.

"We had to put in place so many new processes and procedures and completely change the way we do business, not just within the team but within our entire squadron," Lt Cruse said. "As for the operators, once things got moving along they were fully bought in and on board. They had been working and waiting for so long to finally get connected to a system and apply their skills. Once we were able to make our first connection, it was game on for them."

The unit focused heavily on building a robust operations training program early on in the process and that paid off in the end.

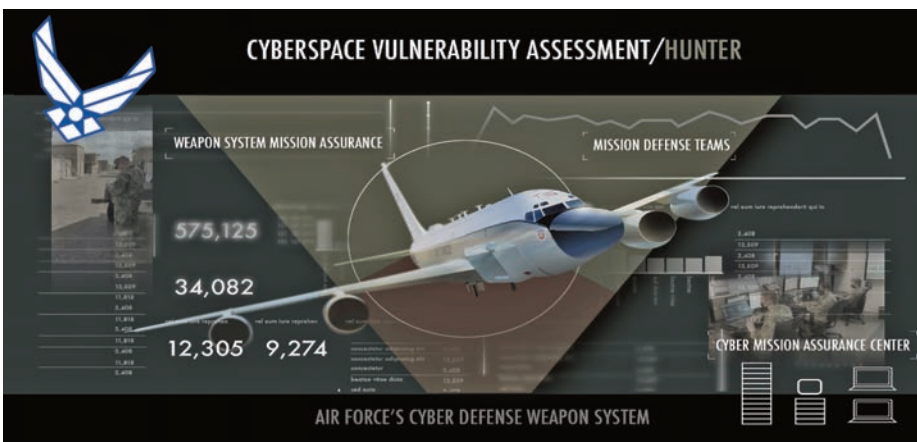
"We've put more people through the initial qualification training and mission qualification training pipeline than any other squadron in the Air Force," Lt Col Wong said. "We've done that just over the past four months and in fact, we're looking to double that number here soon."

As part of this redesignation, the unit is further integrating itself into the wing's operations environment. This includes allowing its Airmen access to the RC-135's ground and onboard systems for the first time ever.

"One of our main tasks now is RC-135 mission assurance," Lt Col Wong said. "To that end we have established an officer exchange program with the 55th Operations Group, we're now on the jet, flying with them, and all of these are major efforts to help us get to RC-135 mission assurance."

"Our cyber warriors are proving to the ops world that cyber deserves a seat at the table and plays a critical role in their missions," Lt Cruse added. "We now have a robust capability and way to provide defensive cyber forces to the fight and ensure the unique mission set of the RC-135 and its variants can provide their ISR [intelligence, surveillance and reconnaissance] capabilities to the nation."

Along with meeting all of the criteria for the redesignation, the unit consolidated all battlespace activities under the new Information Technology Support Flight, defined a distinct Operation Support Flight, and changed the name of the Cyber Protection Flight to Cyber Defense Flight.



**The 55th Communications Squadron was redesignated as the 55th Cyber Squadron. The redesignation means the squadron ensures the installation's communication infrastructure is protected, and are also now proactive cyber defense operators on the Air Force's tactical edge. (U.S. Air Force graphic)**





# CYBER THREATS



The 6th CS set up a mission defense team as part of the Cyber Squadron Initiative at MacDill AFB, FL. (Courtesy graphic)

## 6th CS Mission Defense Team protects MacDill

By SSgt Scott Warner  
MacDill AFB, FL

In 1909, a new warfighting domain was created with the U.S. Army's purchase of the Wright Model A aircraft.

Back then, taking the fight to the air was unfamiliar and on the cutting edge of technology, but fast forward to today, and the Department of Defense finds itself once again facing new and unfamiliar warfighting domains and now, there is a sense of urgency to be ready.

"Up until two years ago, traditional communications squadrons were focused on information and technology (IT) support for their respective bases, but now, we're taking a much stronger defensive posture in hardening our information and critical mission support systems such as MacDill's KC-135 [Stratotanker aircraft]," said TSgt Patrick Gildea, 6th Communications Squadron Mission Defense Team supervisor.

"There are critical and mission essential base assets that need our protection now maybe more than ever and one of those mission essential assets is people."

It is no secret that our peer-to-peer world powers are accelerating growth in their cyber communication systems and space programs. The Air Force must be ready to compete in the new war domains: information, cyberspace and space.

"Air Force core missions are cyber dependent, and the complexities and threats in this environment have grown exponentially," said Lt Gen William J. Bender, the former Air Force Chief Information Dominance Officer and Chief Information Officer. "We are leaning forward to tailor the cyber force by leveraging industry partners and the joint information environment to perform basic IT services, thereby enabling Airmen to move away from a unitary focus on IT service delivery toward a holistic cyberspace approach that includes active mission defense and mission assurance."

The 6th CS protects the 6th Air Refueling Wing and 31 tenant mission partners including U.S. Special Operations Command and U.S. Central Command information systems.

The Cyber Squadron Initiative enhances the

capabilities of cyber Airmen and Guardians to defend, assure and optimize unit missions in, through and from cyberspace. It also deploys state-of-the-art applications to provide mission assurance to their base's critical missions while mitigating risk.

"We've started shadowing other units and learning their jobs, capabilities, systems and vulnerabilities," said TSgt Ashley Thompson, the 6th CS noncommissioned officer in charge of the Mission Defense Team.

"We created a 'Red Cell' to act as the adversary during exercises and to test the wing's ability to fight through contested environments," said Lt Col Justin Ellsworth, the 6th CS commander. "For the 6th Communications Squadron, starting with 'red' is our new approach to everything we do, from exercises to daily operations."

Ellsworth said the wing cybersecurity office and wing inspection team have also created education programs to teach the base's cyber liaisons and other members about threats in the cyberspace domain.

"Our adversaries are not waiting so neither can we," Ellsworth said. "We must change the way we approach everything we do and embrace the chief of staff's action orders."

According to Purplesec Cyber Security, cyber crime is up 600 percent since the beginning of the COVID-19 pandemic and just in the last decade, malware (or malicious software) computer infections have risen from 12.4 million occurrences in 2009 to 812.7 million in 2018.

"Phishing and malware attempts are still most commonly done by email," Thompson said. "Always use caution before opening hyperlinks and attachments in your emails from unknown or discreditable sources."

While the cyberspace domain continues to evolve, the 6th CS Mission Defense Team stays committed to working around-the-clock to accelerate change in keeping the base information systems safe from adversarial cyber threats.



# Cyber career field discusses new training baseline

By SrA Kimberly L. Mueller  
81st Training Wing  
Keesler AFB MS

The 81st Training Support Squadron hosted the Cyber Operations Specialty Training and Requirements Team conference at Keesler AFB in July.

“The conference was held to ensure the upcoming evolution from cyberspace support to cyberspace operations is a smooth transition, eliminate training deficiencies and maintain the health and welfare of the entire career field at the highest standard,” said SSgt Matthew Storer, 81st TRSS cyberspace support force development noncommissioned officer in charge. “It impacts the entirety of the cyberspace

*“Future conflicts will be fought and won in cyber, and we need to develop and deliver a mission-ready cyber force armed for tomorrow’s fight.”*

support career field by creating baseline requirements for training.”

The conference included cyberspace support career field managers, functional managers from each of the 10 major commands, including Guard and Reserve, representation from Space Force Cyber, technical training

school houses and qualifications flight to determine the training requirements for the most elite cyber operations troops going forward.

“The STRT and Training Planning Team meetings are an essential part of the Air Force, and encompass each career field, major



**Joseph Spears, 338th Training Sq instructor, provides a radio frequency transmissions course briefing inside Jones Hall at Keesler AFB.**  
*(Air Force photo by Kemberly Groue)*

command and learning program’s representatives,” said CMSgt Victor Cordero Jr., Air Force cyberspace support career field manager. “This is a historic conference, advancing the Career Field Education and Training Plan, future training requirements and establishing formal training requirements for Air Education and Training Command aligned to the new transition.”

As a result of the conference, a partnership was formed between Air Combat Command and AETC to reimagine training that works the way Airmen work in order to develop the 30,000 total force cyber Airmen capable of conducting the build, secure, protect and defend mission on the Air Force network enterprise.

“Future conflicts will be fought and won in cyber, and we need to develop and deliver a mission-ready cyber force armed for tomorrow’s fight,” said CMSgt Patricia Ford, ACC support functional manager. “The capability of our cyber Airmen will be the deciding factor between mission success and mission failure.”

## Beacon code assignment

During World War II the British developed a top secret transceiver that responded to a radar interrogating signal by sending back a coded transmission.

A code would allow the land-based radar station to distinguish British from German aircraft on their radar screen. The British code-named the system Parrot.

The US Army Air Forces version of the system was called IFF for identification friend or foe.

The PARROT system was designed to prevent a clever German ruse. The Germans were joining in the stream of British night bombers returning

to England. They were waiting until the bombers were most vulnerable just prior to landing and then shooting them down.

Parrot allowed detection of these German aircraft since their primary return would not have a distinctive code.

Only 10 codes were available and they were changed daily. The aircraft would be directed to “squawk your parrot” meaning to turn on the set for identification or to “strangle your parrot” as a directive for turning the set to stand-by.

The term “squawk” remains in use today, a reminder of those early days of aircraft identification

*(Submitted by retired Col Rafael Quezada)*





# Air Force Cyberspace and Air Traffic Control Association

## Membership Application

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

### Types of Membership

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

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

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

Renewal \_\_\_\_\_ New Membership \_\_\_\_\_ Life Membership \_\_\_\_\_ Regular \_\_\_\_\_  
Associate \_\_\_\_\_

Amount enclosed: \$ \_\_\_\_\_

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

### PRINT CLEARLY – PLEASE COMPLETE ALL INFORMATION

Date: \_\_\_/\_\_\_/\_\_\_

First Name \_\_\_\_\_ MI \_\_\_ Last Name \_\_\_\_\_

Street Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip code \_\_\_\_\_ - \_\_\_\_\_

Phone Number (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

e-Mail Address: \_\_\_\_\_

Year of Birth \_\_\_\_\_ Spouse's Name \_\_\_\_\_

### Service Status:

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

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

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

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

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

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

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

How were you recruited: \_\_\_\_\_ (Members name, magazine, website, etc.)

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







## AF CYBERSPACE AND AIR TRAFFIC CONTROL ASSOCIATION

 <b>AFCATCA hat \$15</b>	 <b>AFCATCA jacket \$59</b>	 <b>AFCATCA blue golf shirts \$42</b>	 <b>AFCATCA challenge coin \$14</b>
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**Special order  
wood-carved  
plaque**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

**See next  
page**

QUANTITY	DESCRIPTION	SIZE	TOTAL
_____	AFCATCA baseball cap (adjustable) @ \$15 ea	_____	\$ _____
_____	AFCATCA Jacket with logo (zipper) (Note: Jackets will be special order only with possible delay of several weeks.)		
	S M L XL @ \$59 ea	_____	\$ _____
_____	AFCATCA Blue Golf Shirts (unisex)	_____	\$ _____
	S M L XL @ \$42 ea		
_____	AFCATCA Challenge Coin @ \$14 ea	_____	\$ _____

(Note: Price increases are due to postage increase and increase in cost to the association.)

TOTAL OF ABOVE ITEMS: \$ \_\_\_\_\_

TOTAL WOOD PLAQUE ORDER: \$ \_\_\_\_\_

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

**GRAND TOTAL** \$ \_\_\_\_\_

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

## AACS, AFCS & AFCC Wood-Carved Wall Plaques



Cost (including shipping) is \$35 each

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

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

Size 10 1/2 inches



Command: AACS \_\_\_\_\_ AFCS \_\_\_\_\_ AFCC \_\_\_\_\_ (Number of plaques)

Total cost: \$ \_\_\_\_\_ (check attached)

Mail to: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



## HOW IT BEGAN

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

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

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

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

### TAX STATUS

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

### OUR HISTORY

The AACS Alumni Association was formed on Sept 30, 1977. Larry and Doris Camp were visiting Dux and Pearl LeDoux in Eunice, LA in 1976 when the subject of old military friends came up. Larry and Dux were assigned to the 5<sup>th</sup> 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.

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# 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 "AACS Alumni Association" from 1977 until Sept 27, 2008.

We changed our name to AF Communicators and Air Traffic Controllers Association because the Airways and Air Communications Service (AACS) 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 AACS, 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.