

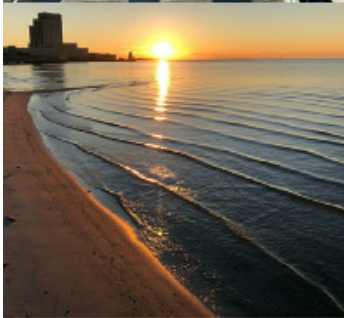


Official publication of the AF Cyberspace & ATC Association

COMMUNICATOR



June 2022



AF CYBERSPACE & ATC ASSOCIATION ANNUAL CONVENTION Gulfport/Biloxi/Keesler, MS

28 Sept - 2 Oct 2022

“Back to the Schoolhouse”



Register early!

9
Legends and Lore: Read about the only member of AACS, AFCS and AFCC since WW II to be held as a POW

21
Grandson of 'ATC legend' wins prestigious AF award

16-22
2022 Convention information and forms

Coming Soon! New, improved web site. It will be simply better!



www.afcatca.org

We are getting a fresh new look. Our web site is being redesigned so you can get online and quickly find what you need.

- Streamlined design and navigation
- New, simplified electronic forms
- Electronic payment options
- Improved layout
- Easier searching

Stay tuned! We expect it to launch by the end of June.

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.



1977 - 2008

**AACS Alumni Association
2009 - 2020**

**AF Communicators & Air Traffic
Controllers Association
2020 -**

**AF Cyberspace & Air Traffic
Control Association**



DID YOU KNOW?

The Air Force celebrates its 75th anniversary on Sept 18, 2022. For 75 years, American Airmen have excelled as they execute the Air Force mission to fly, fight, and win — delivering airpower anytime, anywhere in defense of our nation.

Airmen are called to **“Innovate, Accelerate and Thrive”** as they celebrate 75.

The passage of the National Security Act on Sept 18, 1947, made a reality the long-sought goal of a separate Air Force coequal with the Army and Navy.

The Army Airways Communications System remained an essential service of the newly formed Air Force, but a few administrative changes followed. AACS moved its headquarters a few miles from Gravelly Point, VA, to Washington National Airport, to Andrews MD, where its parent headquarters, the Military Air Transport Service, was located.

All the AACS wings, groups, squadrons, and detachments were changed from one- and three-digit designations to the 1800 and 1900 series. For example, the 7th AACS Wing and 68th AACS Group, both located in Tokyo, became the 1808th AACS Wing and the 1809th AACS Group, respectively.



85TH ENGINEERING INSTALLATION SQ

Keesler AFB is the home of the 85th Engineering Installation Squadron (EIS), of the 688th Cyberspace Wing, which is the Air Force's only active duty EIS. The almost 200 airmen and civilians of the 85th EIS can design, engineer, and install the full range of C&I equipment and components typically found at a fixed site and other specialty systems unique to expeditionary forces.

They are also the only organization in the DoD to provide specialized engineering services such as electromagnetic hazard and interference investigations and High Altitude Electromagnetic Pulse (HEMP) protection. During contingencies, the 85th EIS can deliver their unique skills to the warfighter within 72 hours -- anywhere in the world, which is why their motto is, "With Pride, Worldwide!"



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

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

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Rafael Quezada

Honors and Awards Committee

Robert Garcia

Bill Bethea

Bill Hammett



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.

Contents

4

Report from our Chairman and CEO

9

Legends and Lore

— Hubert C. Walker Jr., POW

10-11

**The beginning of the end
for AFCC**

Personal recollections
of Lt Gen John Fairfield



16-22

2022 Convention Information/Forms

24-25

Remembering Hurricane Elena (1985)

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 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.

3



Report from the Chairman and CEO

We're going 'back to the schoolhouse!'

It's time to mark your calendars and get ready for our next in-person convention – this year in Biloxi/Gulfport, MS, Sept 28 - Oct 2, 2022!

If that location sounds somewhat familiar, it's because most of us at one time received training at Keesler AFB in Biloxi. This will be so nostalgic as an annual convention that we're calling it "Back to the Schoolhouse" and it should be exciting, informative, and fun.

This will be our 45th annual convention. Frankly, that's an amazing legacy for any organization. If you were able to attend our convention last year in Colorado Springs, you already know how amazing it was to be back together with lifelong friends and surrounded by so much history, cherished memories, and updates on what's happening today in the U.S. Air Force and U.S. Space Force.

Details of our upcoming convention and registration information are included in this *Communicator* but I want to highlight a few things: We will be offered tours and updates on the happenings at Keesler AFB by base officials; you can enjoy friendly competition during our annual General Farman golf outing; and hear expert updates at our Saturday morning membership breakfast meeting on current Cyberspace Operations and Air Traffic Control activities.

On Saturday evening we will hold our annual banquet, along with a senior leader keynote and recognition of our annual award winners:

- ◆ MSgt Brandi Baumgartner (USEUCOM) – Cyberspace Senior NCO of the Year.
- ◆ TSgt William Wells (USFJ) – Cyberspace NCO of the Year.
- ◆ MSgt Zachary Miller (Lakenheath AB, UK) – Air Traffic Control Enlisted Manager of the Year.
- ◆ SrA Andrew Kimrey (Seymour Johnson AFB, NC) – Air Traffic Controller of the Year.

- ◆ Col Hubert "Cliff" Walker (Retired) – Induction into the AFCATCA Hall of Honor
- ◆ Col Vincent Valdespino (Retired) – Induction into the AFCATCA Hall of Honor
- ◆ To be announced – Thomas F. Buckley Service Award



Harry Raduege

Already a big hit are the various AFCATCA-designed clothing items and challenge coin. Be sure to check out the great selection of items displayed later in this *Communicator* and get your orders in so that you can proudly fly our AFCATCA colors during the convention.

In addition to the various "official" events noted above, we are leaving free time so that you can explore the Golden Gulf Coast casinos, run or stroll on the sandy beaches, and visit with longtime friends.

You might also want to tag on an additional day or two to go fishing, reacquaint yourselves with Ocean Springs, and/or enjoy the sights, sounds, and tastes of New Orleans.

REMINDER: BE SURE TO REGISTER EARLY!

Finally, as always, your Board of Directors and I welcome any comments and suggestions. Please feel free to email me at hraduege@gmail.com or send an email or letter to Ken Reiff, our President and Chief Operations Officer, afcommatedir@gmail.com, or Lori Manske, our Editor.

I'm really looking forward to seeing everyone in Gulfport/Biloxi. Until then, take care and God bless.

See you in
September!



Our conventions:

Where old friends meet and new friends are made

To retired CMSgt Bill Hammett and one of his best friends since 1965, Rich "Andy" Anderson, April 1 is Chief Promotion Day. On April 1, 1982, after waiting 13 months, their line numbers finally came up.

Andy and Bill were A/1Cs (over 4) stationed together in 1965-66 when they were passed over again for SSgt. "We vowed if we didn't make it the next time we were getting out," said Bill.

In Feb 67, they both made SSgt. Then they both were promoted to TSgt, MSgt, SMSgt and Chief on the same days thereafter.

Although never stationed together again, they remained and still stay in touch to this day.

Here's a pic from the 2021 AF Cyber & ATC Association Convention in Colorado Springs, and one from a convention a few years ago.

"We did look a bit younger back in our active duty days," said Bill.

Bill and others would like to see more old friends in Gulfport in September. We hope you can join us.



Left photo, CMSgt Bill Hammett, left, and one of his best friends since 1965, Rich "Andy" Anderson meet at the annual conventions.

Top photo, the two are joined for a friendly card game by Jim Weber and Joe Niezgoda (Joe passed away in 2016).

Friends for 57 years

Welcome to our new members and thank you to our renewing members for continuing to support our Association.

(Oct 1, 2021 to April 15, 2022)

New Members

Abbott, Robert – Life
 Boynton, Gerald – Life
 Henderson, Ray – Life
 Hill, Michael – Life
 Hodges, Harry – Life
 Jones, Peter - Life
 Morrone, Michael - Life
 Rios, Mark – Life
 Schulz, Ronald
 Sloan, Elizabeth - Life
 Trunfio, Anthony - Life
 Walker, Hubert - Life

Renewals

Bacchieri, Roger
 Chaplin, Robert – upgrade to Life
 Davis, Paul
 Dhaene, Gregory
 Donahue, John
 Dunn, Kenneth
 Felber, David
 Fletcher, Thomas
 Franz, Charles – upgrade to Life
 Gackenbach, Paul
 Grimmer, Chris
 Hickerson, Thomas
 Johnson, Linda
 Keesee, Dennis
 Keller, James – upgrade to Life
 Kellner, Martin
 Kirkpatrick, Craig
 Kurzenknabe, Glenn

Lauducci, James – upgrade to Life
 Magers, Brian
 Mansberger, Daniel
 Moses, Harold – upgrade to Life
 Plummer, James
 Stevens, Marjory
 Stiles, Ralph
 Strobel, Ronald
 Wilkison, Gerald



REPORTS FROM THE BOARD



Leslie McCormick
Membership & Recruiting



Lori Manske
Editor

Total membership as of April 15, 2022: 1,016 (down from 1,039 on Sept 1, 2021). Total life members as of April 15, 2022: 958 (down from 965 on Sept 1, 2021)

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 appreciated. To opt out, please notify me.

All *Communicators* since June 2006 are available on the web site:
www.afcatca.org

Effective June 2022, there is a change in membership dues. Two-year memberships increase to \$42, and Life Membership is \$150, regardless of age. This was announced in the November 2021 edition of the *Communicator* and comments were solicited. No comments were received, and the Board of Directors agrees that this change is necessary to continue funding our Association. The revised membership application is in this edition.

SPREAD THE WORD!

It's likely that each member knows other people who are eligible to be members of AFCATCA. Please encourage them to join and participate in our yearly conventions. Getting together with old friends and co-workers – and meeting new friends – is a wonderful experience. If you don't have an application available, please call or email me and I will be happy to send one to you, or directly to a prospective member. Just think how many members we would have if each person brought in ONE new member this year! **(See list of new members and renewals on page 5)**

LIFE MEMBERS ARE ENCOURAGED TO DONATE TO THE ASSOCIATION IF YOU ARE ABLE!

Donations are very much appreciated.

Mailing address: Leslie McCormick
4606 W Portland St
Springfield MO 65802-4885
Phone: (417) 365-1837
Email: Leslie.McCormick@ranchmail.net

Cost of the Nov 2021 Communicator

36 Pages – 1,050 Qty
\$ 2,248.00 Printing & Binding
\$ 99.66 Mail Preparation (979)
\$ 788.25 Postage
\$ 3,135.91 Total Due

The USPS increased postage rates over the past year. The cost of paper has also increased. Your donations will keep us going and are appreciated.

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.

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!

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.





Jim Weber
Treasurer



Bill Cassatt
PX/BX Sales



As of 1 May 2022

Cash in ENT Credit Union:

AFCATCA Checking Acct	\$8,589.21
Host Checking Acct	\$6,305.06
Cash Totals:	\$14,894.27

Certificates of Deposit:

50-12	\$5,389.09....	Maturity Date 07/02/23 (Roll Over)
50-24	\$10,982.25....	Maturity Date 07/02/23 (Roll Over)
50-36	\$22,194.35....	Maturity Date 07/02/23 (Roll Over)
53-12	\$5,356.71....	Maturity Date 03/31/23 (Roll Over)
54-12	\$5,279.97....	Maturity Date 3/15/23 (Roll Over)
55-12	\$5,136.04....	Maturity Date 11/04/22 (Roll Over)

CD Totals (6): \$54,338.41
(\$50,000 in CDs are reserved
for costs incurred due to the
cancellation of a convention)

Grand Totals: \$69,232.68

My goals are always: (1) Stable growth and (2) Security of Funds.

As a result of the Coronavirus, the cost of doing business has increased substantially for everyone, including us. Higher costs are reflected in everything from the hotel rooms to the cost of food and transportation.

I urge all of you to continue to support our Association through donations that have always been a key source of income. 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, 4018 Slice Drive, Colorado Springs, CO 80922.

Looking forward to seeing all of you at our "Back to the Schoolhouse" convention in 2022 at Biloxi, MS.

PX/BX Sales Report

Oct 2021 - Apr 2022

Items Sold

AFCATCA Golf Shirts	2
AFCATCA Hats	3
Jackets	2
Plaques	3
Total Sales:	\$322

Expenses

Postage	\$ 19.90
Supplies (Boxes)	\$ 9.76
Plaques	\$ 85.00
Inventory replenishment	\$610.75
Total Expenses:	\$725.41

Donations

Walter Wasielewski	\$50.00
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Our Facebook site is at <https://www.facebook.com/groups/1949469148519504/>

View and sign up!
Air Force Cyberspace
& Air Traffic Control
Association (AFCATCA)



CHAPLAIN'S CORNER

Make the most of your talents and purpose

By Ed Broestl

Chaplain

The following sentence from our Declaration of Independence has echoed, actually rattled around, in my head for quite some time: "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable [sic] rights, that among these are life, liberty and the pursuit of happiness." The words "created", "endowed", and "inalienable" resonate.

I've never doubted the creation story. I've always believed God's initial words were "The Big Bang!" Earlier in the year I witnessed a video "Unlocking the Mystery of Life". It focuses on "intelligent design" and how wonderfully made (created) we humans are. What struck me in the video was the intricacy of what we now know goes on inside what my teachers called cell protoplasm. Simply amazing!

I always related endowed to some "highly esteemed" professor at a college or university. It is multifaceted also meaning: "to furnish, as with some talent, faculty, or quality; equip." Unpacking that in light of a creator in juxtaposition of how we consider ourselves in today's world is haunting. "Yes, I'm really good with mathematics but not so much with languages. Is that something that I was given?" If so, for what purpose? Now let's consider: "Look what I've done with my life--pretty incredible, huh? I have this, that, and this other thing!" Is everything I call my own actually a gift? For what purpose?

Then comes "unalienable", now inalienable, another thing difficult to unpack in today's understanding. Inalienable means: "not transferable to another or capable of being repudiated (disowned)". Oh, so we're not supposed to not have it. What is the "it" we're not

supposed to have? We're supposed to have the ability to have life, have liberty and pursue happiness. How did that go over for you as a teenager? I never had much success using that as an excuse for something silly I attempted then and, occasionally, now.

These last few years have allowed time to ponder what truly are the riches our Creator has provided. As a teen, I excessively salivated, drooled, over the Pontiac GTO (Gran Turismo Omologato). It was the ultimate "muscle car" in every way possible, especially if it was a convertible.

As we've all come to know, acronyms, those wonderful English language inventions, can have multiple meanings. For example, IAW can mean in accordance with, however, it can also mean in about a week. I've come to acknowledge GTO can also mean gift, talent, opportunity.

I suppose that's exactly what each of our lives are--discovering our gifts, our talents, and how they align with the opportunities we are presented. Oh, to relive some of those opportunities knowing what I now know! But I didn't know then what I know now. So, now that I do know what I know, how do I maximize the impact of what I do now and in the future? That is the challenge I have faced and will continue to confront. May I (we) each attempt to maximize the gifts, talents, and opportunities not to glorify ourselves but to honor the one who created and gifted us and who desires a deep, meaningful relationship with all creation, especially with every human.

God's grace and peace be with you!



HISTORY CORNER



American troops hit the Normandy beaches on June 6, 1944, and close behind the shock troops came AACS men. Two airborne units arrived first. Detachment G reached Normandy, near the Saint Laurent strip, on June 12 and Detachment H arrived the next day. Other detachments followed.

The men set up pup tents on the beaches, dug fox holes, and unloaded supplies. At night they were greeted by intense enemy action. Their first task was to erect a control tower. Lacking materials, they spread out over Omaha beachhead bringing back whatever they could find. Using a

glider fuselage, a pilot's seat, and a glider nose, they built the first Allied control tower in the northern half of the continent.

During June, July and August, AACS's mobile detachments raced into air strips snatched from the enemy only hours before.

AACS men were consistently the first Air Force personnel to appear in newly conquered territory. By Sept 1944, AACS was in Paris using the Eiffel Tower as an antenna. By spring 1945, AACS had 25 stations operating in Belgium and France. (*AFCC--An Illustrated History, 1938-1991*)



Legends and Lore

By Ken Reiff
Historian, AFCATCA

Historian comments: The information presented in this article is courtesy of the Veteran Tributes organization and my association with Colonel Walker as a member of the 2049th CG.

Hubert C. Walker Jr., Col, USAF
US Air Force 1963-1993
Cold War 1963-1991
Vietnam War 1967-1973 (POW)

Colonel Hubert C. Walker Jr. was the only member of AACCS, AFCS and AFCC since World War II to be held in captivity as a Prisoner of War.



As a captain, Walker was shot down over North Vietnam on Jan 14, 1968, and was taken as a prisoner of war. After spending 1,886 days in captivity, he was repatriated during Operation Homecoming on

March 14, 1973. He has been selected for induction into the Air Force Cyberspace and Air Traffic Control Hall of Honor.

Walker was born in 1941 in Tulsa, OK. He was commissioned a 2nd Lieutenant in the U.S. Air Force through Officer Training School at Lackland AFB, TX, in November 1963. He was then trained as a Deputy Combat Crew Commander for the launch of the Atlas F ICBM, and then went to Keesler AFB, MS, for Communications-Electronics Officer School.

After completing Undergraduate Navigator training, he went through Electronic Warfare Officers training school and transitioned to the EB-66C aircraft. Walker began flying combat missions in the EB-66C with the 41st Tactical Electronic Warfare Squadron at Takhli Royal Thai AFB, Thailand, in November 1967.

He was shot down six weeks later on Jan 14, 1968. All seven onboard were successfully ejected.

Three were rescued by Jolly Green HH-53s. Walker, along with three others, landed in a valley where they were

captured by the North Vietnamese. According to the prisoners, they were transported separately to Hanoi by foot, bamboo raft, and jeep. As they neared the city, each man's treatment grew worse.

After captivity, he was hospitalized. He began flying as a Navigator on C-141 Starlifters at Travis AFB, CA, and then the WC-130 Hercules out of McClellan AFB, CA. After his flying duties ended, he was assigned to the 2049th Communications Group, also at McClellan, as a plans and programs officer.

Walker next went through Air Command and Staff College at Maxwell AFB, AL, and then went to Keesler AFB for Telecommunications Officers Staff School. In March 1978, he became Director of CE Logistics at the European Communications Division at Kapaun AS, West Germany. His next assignment was as Chief of Maintenance at the 2140th Communications Group at Hellenikon AB, Greece, from July 1981 to July 1983. For the next year he was Director of Communications for the 7th Air Division (SAC) at Ramstein AB, Germany, and then in July 1984 he became Deputy Commander of the 1964th Communications Group, also at Ramstein AB.

From July 1986 to July 1990, Col Walker served at the Standard Systems Division at Gunter AFB, AL. He next served as head of plans and programs for Headquarters European Communications Area at Ramstein AB, from July 1990 to July 1991.

From July 1991 to July 1992, he served as Commander of the 2141st Communications Group in Ankara, Turkey, and from July 1992 until September 1993 he was Director of Communications for NATO in Izmir, Turkey. Colonel Walker retired from the Air Force on Sept. 1, 1993.

He was awarded the Silver Star, Bronze Star with V Device, and Air Medal during the 18 combat missions he flew before he was shot down. The Legion of Merit was awarded for his distinguished performance while a Prisoner of War.

WALKER SPENT 1,886 DAYS IN
CAPTIVITY AND WAS RELEASED ON
MARCH 5, 1973.



The beginning of the end for AFCC *Personal recollections of the last intended AFCC commander – Lt Gen John Fairfield*

WHY ME?

As I think back over my Air Force career to try to explain to others who wondered what made me “qualified” to become the Air Force Communications Command Commander, I have to start with my longevity in the Pentagon and the relationships I formed during those years.

Between 1973 and 1990, I spent a total of nine years on the Air Staff, all in the Programs Directorate, and then three years on the staff of the Secretary of Defense, serving in the office right next to Frank Kendall who would become the 26th Secretary of the Air Force. I thought he was a superb civil servant. We did a LOT of things that shook institutional boundaries – but



Lt Gen John Fairfield
 AFCC commander from
 Nov 1990 - May 1993

more of that in another story. Suffice it to say – I’m thrilled to know he is leading our Air Force.

I was first assigned to the Programs Directorate in March 1973 after an interesting F-4 combat tour with the 8th Tactical Fighter Wing at Ubon Royal Thai Air Force Base, Thailand. I wanted to stay in fighters, but a friend already stationed in the Pentagon, convinced someone that I could be trusted and was a diligent worker.

I was a 10-year Captain without any

professional military education. I did not have an advanced degree. I had been a navigator and a bombardier in SAC, an instructor pilot in ATC, and an F-4 standardization pilot, flight commander and mission planner for TAC.

To say I was overwhelmed by what I saw going on in the Pentagon is an understatement. In general, people were focused on what we call “looking good in the showers,” rather than understanding how to support people doing the mission. Because of my combat experience, I became a “bag carrier” to AF Generals called to testify in front of Congress. This gave me exposure to many senior leaders where most captains were treated like cannon fodder in the halls of the Pentagon. I was upset over the wartime testimony I heard as I knew these senior officials had little to no idea of what was actually happening in Vietnam.

Far from being discouraged, I took it as a challenge to try to improve what I soon learned to be called “institutional intransigence.” Being assigned to the Programs directorate on the Air Staff as a captain and being in charge of the Air Force flying hour program meant that I had unique access to all money associated with the aviation fuel for the Air Force. These funds were kept on account at the Pentagon and “controlled” by me. Federal law had an “anti-deficiency act” which stated that the accountable official who overspent federal funds was liable to be prosecuted. I took my job very seriously!

I had pressure from many above me to do what they thought was right by asking me to just move a little money around to fund their programs and “make the books look right.” Yet my unique relationships with AF general officers whose bags I carried to Congress, gave me great top cover to tell others “No” to their pleas for money to fund their pet programs.

In 1975, I had a unique opportunity to begin a special relationship with the Chief of Staff of the Air Force, Gen David Jones, who later went on to be Chairman of the Joint Chiefs of Staff.

I was privileged to collaborate with him several times in one-on-one situations regarding the Air Force flying hour programs and how the war had been executed in Vietnam from my perspective. Shortly after these discussions, General Jones called my two-star and directed that I be put on the “fast track.” I had no idea what that term meant and was lectured at length that to be deserving of accelerated promotions, I had to fill a lot of squares quickly.

During the latter ‘70s, I was fortunate to make the acquaintance of then Lt Col Michael Dugan, an action officer in Plans and Operations. This relationship was later to prove critical in my career. By the time I left

As AFCC commander, General Fairfield handled the many tasks associated with the divestiture of missions and manpower as AFCC became a field operating agency in 1991. His achievements endeared him to the troops under his command as the enlisted corps chose General Fairfield as the final recipient of AFCC’s Order of the Sword in 1993. He led the comm community in the mid 1990s as Air Force deputy chief of staff, Command, Control, Communications and Computers, as well as deputy chief of staff, Communications and Information. He was responsible for three field operating agencies: Air Force Communications Agency, Air Force Pentagon Communications Agency, and Air Force Frequency Management Agency.





**Capt John Fairfield
next to an F-4 in 1972.**

for Air War College in '78. I was on the BTZ list for Colonel.

Upon being reassigned to the Pentagon in 1984, I was again to work closely with General Dugan, who again came back to the Pentagon in 1985 in Operations and then moved to be my boss in Programs and Resources in 1986, only to move to Plans in 1987 to make way for Gen Merrill (Tony) McPeak, who took

over the Programs and Resources Directorate.

General McPeak did not know my history of BTZ promotions or my longevity in the Programs Directorate as did General Dugan.

A few days after arriving in the Pentagon, McPeak called me and two other Colonels into his office. He looked as though a nail was driven into his shoe. He said "One of you is going to come out on the Brigadier General list tomorrow and against my judgment it's going to be Fairfield and people are going to think I made that decision, and I didn't. Now get out of here." No handshake, no salute, nothing. He didn't even get up out of the chair. I was congratulated by my friends and later called my wife and told her I thought I was going to be promoted.

As a Brigadier General, I was assigned to the OSD staff where I had to communicate daily with Generals Dugan and McPeak. In 1990, while on leave in Paris, General Dugan, then the AF Chief of Staff, called me to ask if I wanted to leave OSD and be an AF Commander. I said, "Commander of what?" and he replied "AFCC."

I didn't hear him clearly and replied, "You want me to command the Commissary Service?" He laughed and told me to get home as there might be a war and he needed me.

I knew how the Air Force funded programs and how to move money and this is what General Dugan wanted. He promoted Bob Ludwig to Lieutenant General and had my War College classmate, Lt Gen Jim Cassity, as the J-6 on the Joint Staff, and a host of proven combat communicators whom he trusted to do the work that needed to be done. General

Dugan wanted me at Scott to provide leadership and to follow orders.

As fate would have it, General Dugan's comments, taken out of context but reported in the press, led the newly appointed Secretary of Defense to relieve him as AF Chief of Staff in October 1990.

General McPeak was then appointed as our next Chief. Little did the Air Force know that then Colonel McPeak, serving as the Commander of the 20th Tactical Fighter Wing in Upper Heyford, England, in 1981, had air traffic control tower operators defy his orders during an exercise stating that they followed directions from AFCC, not the local commander.

General McPeak thought this to be totally wrong and promised himself that if he could some day change this chain of command relationship, he would do it. He sent Gen Michael Loh to officiate during the November 1990 AFCC change of command ceremony between Maj Gen Bob Ludwig and me.

As Gen Loh handed me the command flag, he whispered, "Your orders are to kill the command, and no one is to complain."

The operations which since have been correctly called The First Information War were just weeks away. There was no time for questions. How I did what followed and what was to become of what I believe the most critical decision in Air Force history remains to be told in the next accounting of my story as the last AFCC commander.

The above events might help others to understand "Why Me" and caused me to take the flag from General Ludwig and to hear the words "kill the command."

Editor's note: Col (Brig Gen sel) George Lampe assumed command of AFCC on 21 May 1993. AFCC was redesignated Air Force C4 Agency on 28 May 1993. Technically, for its last seven days, Colonel Lampe was the AFCC/CC.

Then Col Harry Raduege assumed command of AFC4A in July 1993 - July 1995. In effect, Maj Gen Fairfield was the last intended commander of AFCC and Colonel Raduege was the first intended commander of AFC4A.

It's also worth noting that on July 1, 1991, AFCC (despite having Command in its name) was no longer a MAJCOM effective July 1, 1991, when it became a Field Operating Agency of the USAF.



You don't want to miss "the rest of the story" by Lt Gen Fairfield in the November edition.



2ND AIR FORCE

Keesler AFB MS

By Ken Reiff

Headquarters Second Air Force was originally established as Northwest Air District on Oct 19, 1940, at McChord Field, WA. Later, as Second Air Force on Aug 5, 1941.

During WWII, the command served as both an air defense and training organization performing aircrew and replacement training for heavy and later, very heavy bomber units. With the war's end it was deactivated.

It was reactivated on June 5, 1946 under the Air Defense Command controlling primarily P-51 and P-47 air defense groups. It was again deactivated on July 1, 1948.

From 1949 to 1975, as part of Strategic Air Command (SAC), it engaged in training for strategic warfare. It was assigned to Air Combat Command when SAC stood down.

It was activated on July 1, 1993 at Keesler AFB, MS, with assignment to Air Education and Training Command.

37th Training Wing, Lackland AFB, TX. The first stop for all Air Force, Air National Guard and Air Force enlisted personnel is basic military training (BMT).

The training wing conducts the Air Force's only enlisted recruit training program ensuring orderly transition from civilian to military life. Typically, 30,000 to 40,000 new Airmen will complete this intense program each year. Recruits are trained in the fundamental skills necessary to be successful in an Expeditionary Air Force. This includes basic war skills, military discipline, physical fitness, drill and ceremonies, Air Force core values and a comprehensive range of subjects related to Air Force life.

Technical Training. After completing BMT, Airmen begin technical training primarily at five installations: Goodfellow, Lackland and Sheppard AFBs in Texas; Keesler AFB in Mississippi and Vandenberg AFB, CA.

TECHNICAL TRAINING THROUGH THE YEARS

1939

On 1 June 1939, the Air Corps Technical School at Chanute Field was elevated to Command level and redesignated as Air Corps Technical Training Command. By early November 1941, students were entering technical training at the rate of 110,000 per year, and after the Japanese attack on Pearl Harbor the student flow rose sharply; 13,000 men entered technical training schools in January 1942 and 55,000 in December 1942. Additional installations were established at Keesler Field, MS, and Sheppard Field, TX, both activated in 1941 with a mission of technical training.

1944

As communications equipment became increasingly specialized, the AAF established more courses in the operation and maintenance of radio and radar devices. In 1944 some men were being trained solely as radio mechanics, some as radio operators, and still others as radio operator-mechanics. The term "radar," coined from "radio detection and ranging," was almost as new to the AAF as it was to the general public.

1947

Air Training Command ended radio operator mechanic training in October 1947. The course began at Chanute in the 1930s and then moved to Scott in 1940, where it expanded during the war to fill about 46 wings of the large school buildings on base. It was from this course that many specialized radio and communications courses evolved.

1957

Between July and October 1957, ATC transferred its headquarters from Scott AFB, IL, to Randolph AFB, TX. While Scott AFB lost ATC, it gained Hqs Military Air Transport Service, Air Weather Service, and Airways and Air Communications Service. By the end of 1957, all technical training courses at Scott either had moved or were in the process of moving to other ATC bases. Most went to Keesler and Lackland.

1960

In the 1950s and early '60s, as computer technology rapidly advanced, the Air Force looked at ways to use state-of-the-art equipment to enhance its training programs. Air Training Command started using computer-driven simulators to provide realistic practice for technical training students in air traffic control and other operations specialties.

1978

In May 1978 ATC assumed responsibility for the Air University, Maxwell AFB, AL. This put continuing and advanced education under ATC control, and consolidated responsibility for most Air Force recruiting, education, and training programs under a single major command. ATC gained Gunter AFS and Maxwell AFB. Less than two months later, ATC acquired Goodfellow AFB, TX, when the USAF Security Service released it.

1980

The idea of an Advanced Training System came about in the early 1980s, when ATC was looking for a way to improve the technical training system through increased use of computer technology. Keesler became the prime center for implementation of ATS.



Electronics Training Center of Excellence

Highly trained instructors conduct technical training in specialties such as aircraft maintenance, civil engineering, medical services, computer systems, security forces, air traffic control, personnel, comptroller, intelligence, fire fighting and space and missile operations.

Our annual Air Force Cyberspace and Air Traffic Control Association Convention is being held near Keesler AFB, MS and the wing associated with our convention this year is the **81st Training Wing**.

The wing develops and provides initial and advanced skills, resident and non resident operation and maintenance training to over 25,000 students annually consisting of USAF, tri-service, DOD, Air Force Reserve, Air National Guard and international enlisted, officer and civilian personnel. Training courses encompass six functional communities awarding 31 enlisted and six officer Air Force Specialty

Codes. Additionally, the 81st Training Group is comprised of five academic squadrons, a training support squadron, four geographically separated units, and over 1,200 personnel.

Courses taught throughout the Group consist of Radio Frequency Transmission, Ground Radar, and Airfield Systems, Air Traffic Control, Airfield Management, Aviation Resource Management, Command Post, Aerospace Control and Warning, Airfield Operations Officer, Cyberspace Defense, Information Technology, and Fundamentals, Knowledge Operations, Programming, Cyber Transport, Cyber Surety, Client Systems, Personnel, Financial Management, Education and Training, Manpower, Weather, Force Support and Precision Measurement.

1984

In 1984 the Air Force combined communications and data automation to form a new information systems career field. Both the officer training (49XX) and the enlisted program (491XX) were to begin in 1985. Keesler had conducted most of the old communications-electronics and data automation training and would continue with the new courses. A small part of the enlisted training program would operate at Sheppard.

1989

In 1989 the President and Congress approved the recommendations of the base closure commission to close 86 stateside bases, including two in ATC--Chanute and Mather. By the end of the year, ATC had plans under way to transfer Chanute's technical training to centers in Texas, Colorado, and Mississippi.

1992

On Feb 1, 1992, Air Training Command redesignated all technical training centers (except Chanute, scheduled for closure) as training centers. The command also changed the name of the Air Force Military Training Center to Lackland Training Center. At the same time, ATC reorganized the training centers to conform to the objective wing structure. As a result, the technical training wings were downgraded to groups, and the groups became squadrons. Then, on Sept 15, the designations of most of the groups and squadrons were again changed, from 4-digit to 3-digit units.

1993

On July 1, 1993, Air Training Command absorbed Air University and changed the command designation to Air Education and Training Command. This made AETC the focal point for all education and training activities in the Air Force. The only notable exceptions were that operational commands continued crew training where the requirements were relatively small, and the Air Force Academy retained its independent status. AETC also activated the 19th Air Force at Randolph to supervise flying training and the Second Air Force at Keesler to manage all technical training units.

1993

On Sept 30, 1993, AETC inactivated the Chanute Technical Training Center, and the base closed the following day.

2022

Air Education and Training Command celebrated its 80th anniversary Jan. 23, 2022, with the overarching theme being, "First Step, First Flight, First Command," signifying the command's foundational impact across the Air Force in developing Airmen of character.

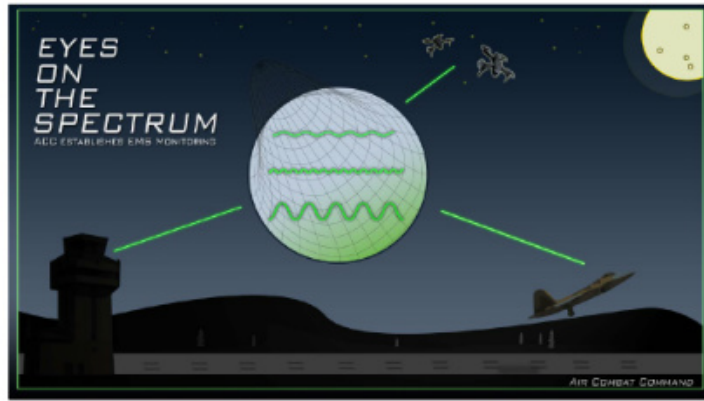


Source: *HISTORY OF AIR EDUCATION AND TRAINING COMMAND 1942-2002, AFD-061109-022*



ACC fields tools to analyze, protect base EMS

By SSgt River Bruce
ACC Public Affairs
Joint Base Langley-Eustis, Va.



Air Combat Command's Cyberspace and Information Dominance directorate conducted a successful pilot test of spectrum monitoring kits in 2021 at Joint Base Langley-Eustis, Va.

Electromagnetic radiation is constantly traveling at the speed of light with most of it being invisible to the naked eye. Now, with the use of new spectrum monitoring tools, ACC can track EM radiation from sources like radio and aircraft communication.

This system provides ACC's spectrum professionals the capability to monitor the electromagnetic environment within their bases, opening a new way to visualize EM energy.

ACC's radio frequency spectrum monitoring system can assist in detecting, identifying, classifying, and locating radio frequency signals of interest in complex spectrum environments, then process that information into actionable intelligence.

Shaw AFB, SC, and Seymour Johnson AFB, NC, will be the first ACC bases to field spectrum monitoring tools. ACC plans to provide all its bases this capability as funding allows.

NASA defines the EMS as the range of all types of EM radiation, like aircraft and radio communication. Once installed, these strategically placed inward-facing nodes can collect data from EM radiation and communicate the electromagnetic environment of a base's perimeter to computers so the signals can be

displayed on monitors for analysis. From here, ACC headquarters can analyze the EM environment within any ACC base that has spectrum monitoring tools installed.

"Our bases had no way to proactively analyze and protect the electromagnetic environment," said Laurence Triggs, ACC's EMS Operations branch chief. "We've addressed this problem; now we can visualize our spectrum output and also alert base defense if abnormalities are detected."

For example, previously, if an unauthorized drone entered an installation's airspace, its detection relied on line-of-sight reporting by base Airmen, Triggs explained. Now, ACC can track the base's consistent electromagnetic output and be alerted by spikes in the spectrum, such as the energy transmitted by this hypothetical drone.

In the future, this monitoring system could be interoperable with counter-UAS technology like the Air Force Research Laboratory's NINJA (Negation of Improvised Non-State Joint Aerial System) to help defend an installation's area of operation.

Advancing awareness and superiority within the EMS better postures combat air forces to compete in wars of the future, offering key data to ACC operators on the electromagnetic environment in which they operate.

Tower simulator

The 81st Training Group at Keesler AFB hosts approximately 400 courses covering 37 different career fields for officer and enlisted members.

334th Training Squadron students, at right, use a condensed air traffic control tower simulator for training inside Erwin Manor at Keesler AFB. Four trainers were installed to allow students to increase tower control contact hours. (Air Force photo by Kemberly Groue)



Airman's Pocket Guide from 1958

Bill Hammett (a member of our Association) stumbled across this old piece of memorabilia. He said it lets newbies know that "we didn't do it for the money."



Bill Hammett, Vietnam, 1967

THE AIRMAN'S POCKET GUIDE

A QUICK REFERENCE TO
PAY AND ALLOWANCES
PROMOTION
RETIREMENT
OTHER BENEFITS

PAY AND ALLOWANCES

BASE PAY
(As of 1 July 1958)

CUMULATIVE YEARS OF SERVICE

Grade Title	CUMULATIVE YEARS OF SERVICE														
	Under 2	Over 2	Over 3	Over 4	Over 5	Over 6	Over 7	Over 8	Over 9	Over 10	Over 11	Over 12			
W-4 Chief W.O.	\$332.90	\$376	\$376	\$383	\$399	\$416	\$435	\$465	\$486	\$504	\$516	\$528	\$543	\$575	\$595
W-3 Chief W.O.	302.64	343	343	348	353	360	368	412	427	441	458	470	487	506	506
W-2 Chief W.O.	264.82	298	298	307	328	342	355	369	381	393	406	417	440	440	440
W-1 W.O.	219.42	266	266	285	299	313	324	345	354	364	375	390	390	390	390
E-9							\$350	\$390	\$400	\$410	\$420	\$430	\$440	\$440	\$440
E-8						\$310	320	330	340	350	360	370	380	380	380
E-7	\$205.39	\$236	\$236	\$250	\$260	270	285	300	310	325	340	350	350	350	350
E-6	175.81	200	200	225	235	245	255	265	275	280	290	290	290	290	290
E-5	145.24	180	180	205	210	220	240	240	240	240	240	240	240	240	240
E-4	122.30	150	160	170	180	190	190	190	190	190	190	190	190	190	190
E-3	95.37	124	124	141	141	141	141	141	141	141	141	141	141	141	141
E-2	85.60	108	108	108	108	108	108	108	108	108	108	108	108	108	108
E-1	83.20	105	105	105	105	105	105	105	105	105	105	105	105	105	105
E-1 (under 4 months)	78.00														

PROFICIENCY PAY
 Authorized in selected AFSCs. To be phased in over a four-year (1958-1962) period. The initial rate is to be \$30.00 for P-1.

FLYING PAY
 E-9 \$105.00 for all years of service
 E-8 \$105.00 for all years of service

Over	Over	Over	Over	Over	Over
2	4	6	8	10	12
E-7	\$85	\$85	\$90	\$95	\$100
E-6	75	80	85	90	95
E-5	70	80	80	85	90
E-4	65	70	75	80	85
E-3	60	60	60	60	60

FOREIGN SERVICE PAY
 E-9 thru E-7 \$22.50; E-6 \$20.00; E-5 \$16.00; E-4 \$13.00; E-3 \$9.00; E-2 \$8.00; E-1 \$8.00

INDIVIDUAL COMPU

Item	Rate
Base Pay	
Over Pay (Proficiency, Flying, Foreign Service Pay)	
Clothing Allowance	
Subsistence Allowance	
Quarters Allowance	
TC	
Deductions:	
Income Tax	
Social Security	
Allowment (Spec)	
Allowment (Spec)	
Years of service	
Portion to be credited	
Information should be obtained from...	

CLOTHING ALLOWANCE
 Less than 36 months' continuous service—\$4.20
 More than 36 months' continuous service—\$6.00

QUARTERS ALLOWANCE

Grade	With Dep.	Without Dep.
E-9 thru E-4	\$77.10	\$84.90
E-3 thru E-1	95.90	81.30
E-1 (Spec)	\$51.30	\$77.10

SUBSISTENCE ALLOWANCE
 When rations in kind are not available, the rate is \$2.57 per day. This includes instances where it is impracticable for subsistence in kind to be furnished even though messes are operating at that Air Base. Station commanders are responsible for determination.
 When permission to ration separately is given, rates are \$1.10* per day. This applies generally to airmen who are married.

and are authorized to submit independently. This allowance is also paid to airmen on leave or delayed en route.
 *Subject to power regulations.

TRAVEL ALLOWANCE
 Per diem at a maximum rate of \$12.00 per day.
 A-1C and above with over 4 years of service is authorized travel reimbursement: 6¢ per mile for airmen and each of his dependents who are 12 years of age or older. 3¢ per mile for dependents who are 6 years of age but less than 12.
 Maximum amount payable will not exceed a total of 24¢ per mile.

DISLOCATION ALLOWANCE
 Airmen (E-4 and over 4 years, E-5 thru E-9) whose dependents are authorized to PCS and who actually move in conjunction with PCS are entitled to dislocation pay equal to one month's basic allowance pay plus 25 percent for PCS during any fiscal year.

RE-ENLISTMENT BONUS
 First Re-enlistment—Monthly base pay x no. of years for which re-enlisting.
 Second Re-enlistment—1/2 x monthly base pay x no. of years for which re-enlisting.
 Third Re-enlistment—1/3 x monthly base pay x no. of years for which re-enlisting.
 Fourth (and subsequent) Re-enlistment—1/4 x monthly base pay x no. of years for which re-enlisting.
 The maximum amount payable is \$2,000. No bonus may be paid after completion of 20 years' service.
 There are many other types of incentive allowances authorized for Air Force.

GET ALL THE FACTS BEFORE YOU ACT!
 CO 71-490, Military Service, AFOP, Inc., 1-300-620

PROMOTION
 Proficiency in job plus efficiency in job plus military department plus time in grade, time in service plus promotion vacancy equals promotion!
 Two new grades with corresponding increases in pay now offer even greater promotion opportunity.
 AFM 39-25 is the basic regulation which prescribes the requirements for promotion. For example, minimum time in grade is:
 CMSgt 6 months as SMSgt
 SMSgt 24 months as MSgt
 MSgt 24 months as TSgt
 TSgt 21 months as 3SGT
 3SGT 18 months as A-1C
 A-1C 12 months as A-2D
 A-2D 8 months as A-3C
 *and over 4 years' TAMS.
 Eligibility criteria are subject to change. Therefore, personal promotion opportunity should be discussed with your Commanding Officer, First Sergeant, or NCOIC.

RETIREMENT

SERVICE RETIREMENT

Years of Service	% of Basic Pay	% of Basic Pay
20	30%	75%
30	50%	75%

Formula—Years of service X 2 1/2 percent X monthly basic pay of grade held at time of retirement = Retirement Pay. This does not apply to Reserves.

TEMPORARY DISABILITY
 If disability appears to be permanent, an airman is entitled to temporary disability pay for a period of 5 years. This money is computed on the following formula and the airman is awarded that which is most remunerative.
 (1) Monthly basic pay X 2 1/2 percent X years of service.

OTHER BENEFITS
 An Air Force career offers many other personal or family-type benefits not necessarily available in civilian pursuits—these include:
 Annual Leave, Medical and Dental Care, Medicare for Dependents, Commissary Privileges, Exchange Privileges, In-Service Home Loan Program, Education—DE, DE and In-Service, Special Services Activities, Service Clubs, Airman's Deposits, Legal Assistance, Air Force Aid, Dependents' Schools.
 Never before in our Country's history has a military career been so sought after—so challenging or so rewarding to pursue, as in today's U.S. Air Force.

(2) Monthly basic pay X 1/2 of disability.
 Temporary disability pay is less than 50 percent of 75 percent of monthly basic pay, but is not to exceed the date of return.

PERMANENT DISABILITY
 If disability is definitely permanent, an airman is entitled to permanent disability pay at once—or at the time of termination if disability is made during period for his lifetime.
 Permanent disability pay is computed using the above formula; however, it may be less than 50 percent but never more than 75 percent of monthly basic pay.

SURVIVOR'S BENEFIT GRATUITY PAY
 You die in Service, your dependent receives 6 months' basic pay, plus actual or incentive pay, not to exceed \$500 nor more than \$3,000.

INDEMNITY COMPENSATION
 The Veterans Administration is authorized to compensate an airman's widow or children if he predeceases them while in the Service or, in some cases, after Service-connected reasons after leaving the Service. For a widow—\$112 a month plus 12 percent of your monthly basic pay—until death or remarriage. For children—if an airman does not leave a widow who is entitled to compensation, or if a widow remarries the children will receive each month:
 1 child \$ 70
 2 children 100
 3 children 130*
 *The \$15 for each child in excess of three has exceptions and specific provisions that will be reviewed with a Personal Affairs Officer.

for his widow or children if he predeceases them after retirement. These provisions should be reviewed with a Personal Affairs Officer.

SOCIAL SECURITY
 In addition to retirement pay, airmen are entitled to social security benefits. Deductions are made from their pay up to \$4,800 annually. Examples are as follows:

Monthly Avg. Pay	Retired at Age 65 (Age 62 if disabled)	Retired at 60 (Age 55 if disabled)
\$200	\$ 84.00	\$128.00
240	93.00	139.50
280	101.00	151.50
320	110.00	165.00
350	116.00	174.00

 Dependents are also entitled to social security benefits in the event the airman predeceases them. These are in addition to Gratuity Pay and indemnity compensation. Examples are as follows:





**Sept 28 -
Oct 2**

**Hosts: Ken & Linda Reiff
Jim & Fran Weber**

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



**COURTYARD GULFPORT
BEACHFRONT (Marriott)
1600 E Beach Blvd.
Gulfport, MS 39501**

**Reservations must be made by
Aug 29. Thereafter, reservations
are based on availability.**

HOTEL RESERVATIONS:

Members must make their own hotel reservations. Book your group rate for Air Force Cyberspace and Air Traffic Control Association: 2022 Reunion

<https://www.marriott.com/event-reservations/reservation-link.mi?id=1633357867367&key=GRP&app=resvlink>

Link is also available on our web site: www.afcatca.org
Or guests can call the hotel directly and reference: **Group Code: AFCCG**

\$96 per night, 1-800-321-2211

Individual cancellation less than 14 days before arrival will result in a one-night penalty on peak nights.



Tours/events

**THURSDAY,
SEPT 29, 2022**



Prayer Brunch

In hotel
0930 - 1100
\$35 per person



History

Keesler AFB is home to the 81st Training Wing. Its lineage dates back to 1941 as the Army Air Corps' schoolhouse – training everyone from aircraft and engine mechanics to cooks and meat cutters. In 1948 Keesler Field was officially redesignated as an Air Force Base. Today, the 81st Training Wing is one of the largest technical training wings in the Air Force. The wing is charged with producing the technical operators the AF and the DoD need to ensure our national security. Its graduates are assigned to expeditionary air, space, and cyberspace forces all around the world, supporting both combat and non-combat missions.

The 81st TW is host to 2nd Air Force, the 403rd Wing (AF Reserve) and is the single largest employer on the Mississippi Gulf Coast. Keesler trains more than 28,000 students annually. The 81st TW replaced Keesler Training Center in July 1993, taking on specialized technical training in electronics, avionics, computers, operations, maintenance, weather, radar, precision measurement, network controllers and personnel and information management for USAF, AF Reserve, Air National Guard, other DoD agencies.

Keesler AFB is also the home of the 85th Engineering Installation Squadron (EIS), of the 688th Cyberspace Wing, which is the Air Force's only active duty EIS. The almost 200 Airmen and Civilians of the 85th EIS can design, engineer, and install the full range of C&I equipment and components typically found at a fixed site and other specialty systems unique to expeditionary forces. During contingencies, the 85th EIS can deliver their unique skills to the warfighter within 72 hours - anywhere in the world, which is why their motto is, "With Pride, Worldwide!"

Keesler AFB Tour

1230 - 1700
\$25 per person

**Note: Those going on
Keesler tour without
military ID will need to
provide: Full Name,
Driver's License or State
ID, DOB**



Events (contd)

**FRIDAY,
SEPT 30, 2022**

BGen Ivan Farman Golf Tournament

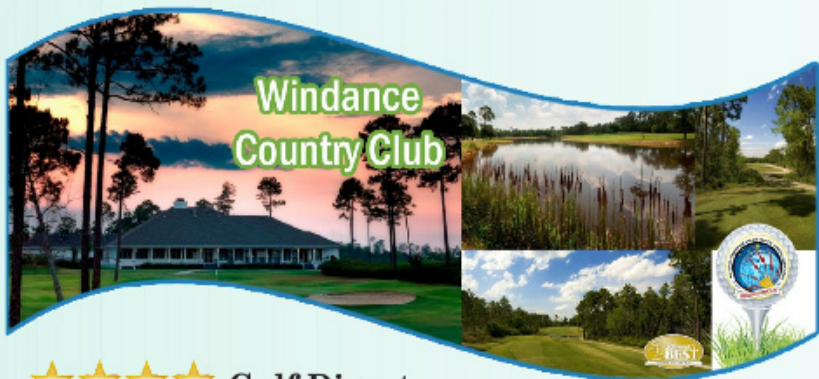
\$70 per person

0645 - 1230

(Includes cart and green fees)

**Distance from hotel is 26 min
(13.4 mi) via Canal Rd**

Proper golf attire is required. Collared shirts must be worn at all times.
www.windancecc.com



★★★★ Golf Digest

This 18-hole championship course features over 6,600 yards of challenging golf complete with breathtaking landscapes, rolling hills and lush greens. Windance has been transformed into one of Mississippi's top resort golf courses.

Named Golfweek magazine's Top 10 "Best Places You Can Play" virtually every year, Windance has a 4-star rating by Golf Digest magazine and has been host to both the Ben Hogan and Nike tours.

If playing golf, complete the Name Tag & Golf registration form on page 22, include the Golf costs on your reunion registration form.
If you are willing to provide a carpool vehicle, mark the Golf Registration form.

Bill Bethea and Steve Manske are Golf Directors.
Questions can be directed to manske5@charter.net



Maritime & Seafood

Museum Tour

1230 - 1600

\$28 per person

Explore over 300 years of history, heritage and culture.

"The Maritime and Seafood Industry Museum was established in 1986 to preserve the maritime history and heritage of Biloxi and the Mississippi Gulf Coast. An array of exhibits and collection of photographs tell the story from the time of the first Indian settlement through generations of immigrants whose journey contributed to the melting pot culture of the Gulf Coast." Gift shop available. www.maritimemuseum.org

**FRIDAY
AFTERNOON**



SATURDAY, OCT 1, 2022

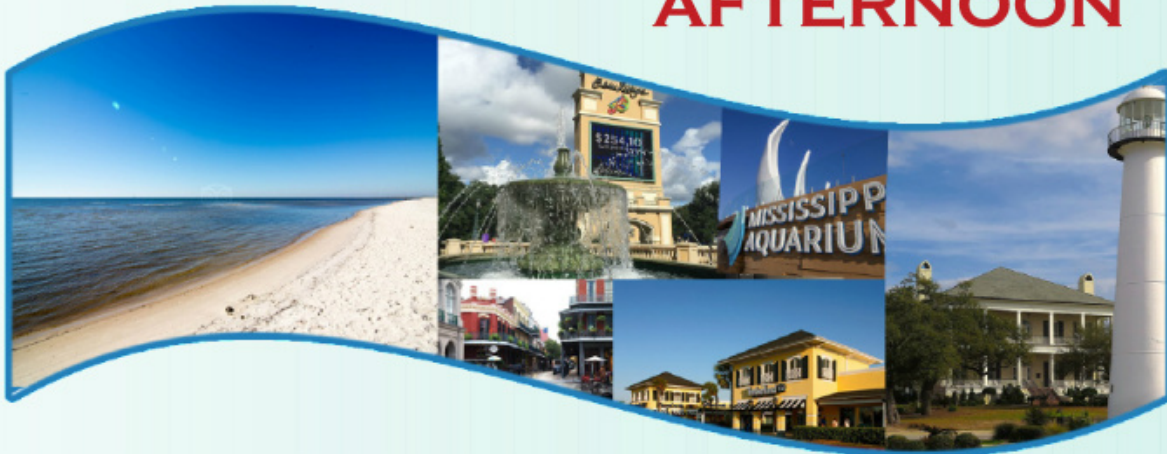


Missed Roll Call
Elections (if required)
Seminar Presentations
Adjourn

**Breakfast
Buffet/Annual
Business
Meeting**
0700 - 0830
General Meeting
0700 - 1100

On your own

SATURDAY AFTERNOON



There are many things to do in the Gulfport/Biloxi area.

From a nationally-awarded children's museum, barrier island excursions to a Civil War-era fort, to the South's favorite family water park, there are plenty of things to do in Gulfport for everyone in your party. Play a round of 18, hit the beach, book a fishing charter, and explore the Blueways on a rented paddleboard! And don't leave Gulfport without visiting the premium outlets and trying your hand at the casino.



SATURDAY NIGHT BANQUET

OCT 1, 2022



**AFCATCA Awards
Guest Speaker
50/50 Drawing
Adjourn to Hospitality Room**

5 PM - 6 PM Cash Bar

Dinner & General Meeting, 6 PM - 9 PM

Hospitality Room, 9 PM - Midnight

Formal/semi-formal attire

Meal selection required on registration form

Hospitality Room will be open from noon - 4 PM on Saturday and will reopen after the annual banquet until midnight.

SUNDAY, OCT 2, 2022

7:30 AM - 10 AM

FAREWELL BREAKFAST BUFFET

*Have a safe journey home.
Hope to see you at our
2023 Convention in Illinois, near
Scott AFB.*





MEMBER REGISTRATION FORM

YOUR REGISTRATION SHOULD BE MAILED NO LATER THAN **SEPT 10, 2022.**
(COMPLETE THIS FORM EVEN IF YOU ARE ONLY GOING TO THE BANQUET)

Make hotel reservations for the Marriott Courtyard Beach Front at: 1-800-321-2211. Group Code **AFCG**

PLEASE PRINT CLEARLY

Member Last Name: _____	Member First Name: _____	Banquet Only _____
Spouse Last Name: _____	Spouse First Name: _____	Banquet Only _____
1st Guest Last Name: _____	1st Guest First Name: _____	Banquet Only _____
2 nd Guest Last Name: _____	2 nd Guest First Name: _____	Banquet Only _____

If additional space needed for guests, add a separate page.

Who would you like to sit with: _____

_____ Only put names if you are sure they are attending the reunion. If you list names of members who do not attend, you may lose preferred seating. (8 chairs to a table).
Register early, as the seating plan is difficult to keep changing and cannot be changed at the last minute.

Member Address: _____ City: _____ State: _____ ZIP _____

First Convention: YES ___ Mode of Travel: Air ___ Auto ___ RV ___ Other ___

of rooms booked at hotel (including guests): Date of arrival: 9/28/2022 ___ 9/29/2022 ___ 9/30/2022 ___ 10/1/2022 ___ Other ___
Below find registration fee info and all dinner, golf, and tour costs. Enter the number of people who will be participating in each event and total that amount. Enter the grand total due for all events, including donations and the registration fee.

Registration Fee: Number of people _____ @ \$109 Per Person = \$ _____

Banquet Only Fee** Number of people _____ @ \$59 Per Person = \$ _____

**For Members or Guests attending only the Banquet and who did not pay a registration fee.

Thursday, Sept 29, 2022

- Prayer Brunch – In hotel 0930 – 1100 Number _____ @ \$35 Per Person = \$ _____
- Keesler AFB Tour 1230-1700 Number _____ @ \$25 Per Person = \$ _____

Note: Those going on Keesler tour without military ID will need to provide: Full Name, Driver's License or State ID, DOB

Friday, Sept 30, 2022

- General Farman Golf Tournament (Includes cart, green fees)
0645 – 1230 Number _____ @ \$70 Per Person = \$ _____
- Maritime & Seafood Tour 1230 – 1600 Number _____ @ \$28 Per Person = \$ _____

Saturday, Oct 1, 2022

- Breakfast Buffet/Annual Business Meeting 0700-1100
- On your own.
- Casual Bar 1700 - 1800 Pay as You Go
- Annual Association Banquet 1800 - 2100
- Hospitality Room 2100 - Midnight

● **DONATIONS TO HELP DEFRAY THE COST OF THE CONVENTION:** \$ _____

GRAND TOTAL: = \$ _____

- **ANNUAL BANQUET** MENU SELECTIONS (Indicate quantity for all attending banquet):

NEW YORK STRIP STEAK ___ SEARED CHICKEN BREAST ___ SEARED SALMON PLATE ___ VEGETARIAN PLATE ___

Make check payable to: AF Cyberspace & ATC Assoc – 2022. Mail with all forms to: Jim Weber, 4018 Slice Dr, Colorado Springs, CO 80922 Home: 719-344-5966 / CELL 719-332-1402, Email: afcatcatreasurer12@gmail.com

Name & phone number of emergency contact while you are at convention: _____



Name Tag Form

How do you want your name(s) to appear?

Member Name _____

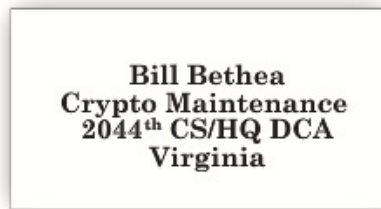
Spouse/Guest Name _____

State of Residence _____ First Convention? Yes ___ No ___

Air Force Specialty: _____
(Commander, Tower, GCA, Crypto, Comm/Maint/Staff, Radio Maintenance, Personnel, etc., or "Other")

Ham Call sign: _____ Comm Unit: _____ Command: _____

Sample Name Tag:



2022 GOLF REGISTRATION INFORMATION FORM

Your name: _____ Handicap: _____ Male or Female _____

Name of Player(s) you would like to play with:

Name of player: _____ Handicap: _____ Male or Female _____

Name of player: _____ Handicap: _____ Male or Female _____

Name of player: _____ Handicap: _____ Male or Female _____

Windance Country Club, Gulfport, MS

Availability of club rentals is unknown at this time.

Cost per player: \$70 (includes green fees, range balls, and cart). Lunch on your own.

Total amount of golfing dollars included on your convention registration form \$ _____

Carpools will leave hotel lobby at 6:45 AM. First tee time: Approx. 8 AM

Will you be willing to drive a carpool vehicle? Yes ___ No ___ Drive time is about 30 minutes from hotel.





In 2015, then SrA Kiefer Luth, left, joined his grandfather, Col (ret) Derrel Dempsey, at the Keesler AFB ceremony to dedicate the main conference room in Cody Hall in Dempsey's honor.

Grandson of 'ATC legend' wins prestigious AF award

By Bill Malec

First Lt Kiefer Luth, assigned to Nellis AFB, NV, was selected as the Air Force's 2021 Col Derrel L. Dempsey Airfield Operations Officer of the Year. Clearly, the apple doesn't fall far from the tree, as Luth is the grandson of the "ATC legend" for whom the award is named.

Col Dempsey, known in the Air Force ATC community by his operating initials "DY," was a long-time O'Fallon IL resident who had been stationed at nearby Scott AFB. He served as the Air Force's senior ATC officer up until his retirement in 1984 after 30 years' service.

An Air Force pilot with over 5,600 hours in 10 different aircraft, the C-140 flight check aircraft he flew is on static display in the Scott Air Park. DY orchestrated deployment of more than 600 Air Force controllers to 65 Federal Aviation Administration facilities to augment operations during the controller strike of 1981. He was inducted into the Air Force Communications and Information Hall of Fame in 2006.

Growing up, Luth admired his grandfather and dreamed of following in his footsteps. He enlisted in the Air Force shortly after high school and was fortunate to be selected into the air traffic control career field that his grandfather held in such high regard. Dempsey was there when his grandson graduated from ATC technical school at Keesler AFB, attending in uniform and serving as keynote speaker.

Luth's Air Force journey has been a bit winding but rewarding. After six years as an air traffic controller at Columbus AFB, MS, Luth separated from the Air Force to pursue a college degree and an Air Force commission.

He accomplished both at the University of Illinois Urbana-Champaign through the AFROTC program.

He graduated in December 2018, was commissioned in

the spring and reentered the Air Force soon thereafter.

In November 2019, Luth graduated from airfield operations officer technical school at Keesler. His grandfather, who passed away in March 2019, was certainly there in spirit. The graduation ceremony was conducted at Cody Hall in the main conference room that had been dedicated in Col Dempsey's name. Both grandfather and grandson had attended that memorable dedication ceremony.

At the Keesler ceremony Luth reflected, "It's surreal to graduate in a room dedicated to my grandfather and his achievements. My grandfather was the reason I joined and is a role model for me as a person and an Airman."

Luth's mother, Tammy, was in attendance and added, "My son looked up to his grandfather, and he continues to inspire him. I can't put into words what seeing him follow in his footsteps means to me."

After tech school Luth and his wife, Maddie, an Air Force labor and delivery nurse, were assigned to Nellis. It was a bittersweet move as it was around the same time that his grandfather passed away.

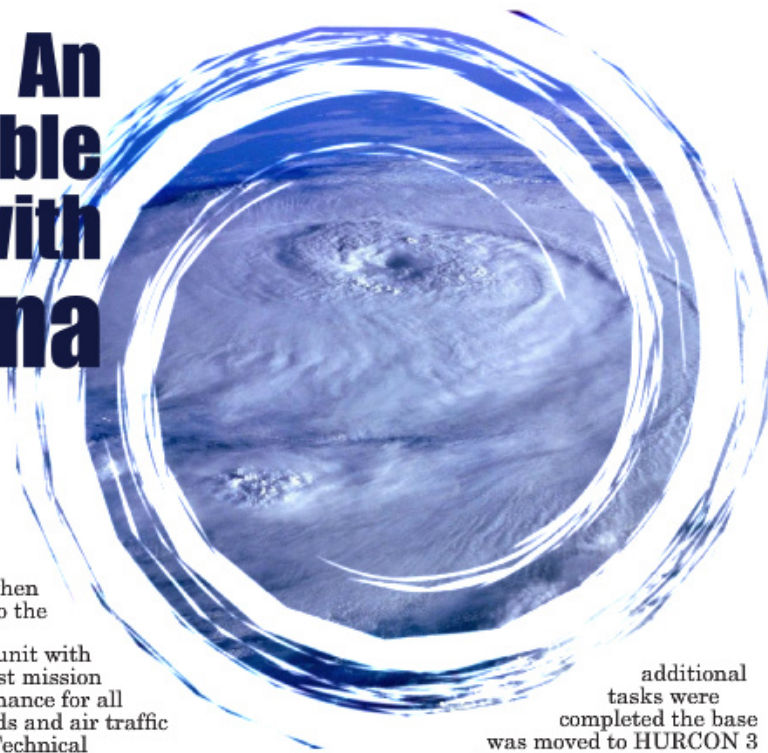
Luth was later deployed for 6 months to Chabelley Airfield, Djibouti, in the Horn of Africa, where many of the accomplishments that earned him the Dempsey award took place. Luth said, "I was very fortunate to be surrounded with a great group of people."

His strong team allowed for many major projects to get done including installation of the Air Force's first containerized expeditionary air traffic control tower. He worked extensively with the host nation and the French Air Force to optimize flight operations.

Note: In retirement, an Air Force representative would contact DY each spring to advise of the latest Dempsey award winner. DY would then contact the officer to personally congratulate the recipient. One can only surmise what a Dempsey-Luth conversation would have been like. Perhaps DY would have conjured up words from his active-duty days and label his grandson's performance "a real C+ effort." Dempsey often used that phrase as high praise when recognizing outstanding accomplishments.



An unforgettable date with Elena



By Col Bob Chaplin, USAF Ret

On Aug 1, 1985, I assumed command of the 2052nd Comm Sq at Keesler AFB, MS. A few months later the squadron would become a group when base-level computers were merged into the squadron.

The 2052nd CS was a multi-mission unit with a diverse command structure. Our first mission was to provide operations and maintenance for all base communications, navigational aids and air traffic control systems. Within the Keesler Technical Training Center, we maintained all training devices and equipment that would be supported by Air Force Communications Command field units. We had active duty advisory responsibilities for two Reserve forces units at the New Orleans Naval Air Station.

The chain of command consisted of the base commander Col Jerry Singleton and his deputy Col John Van Dyne. Keesler Technical Training Center was commanded by Maj Gen Thomas Hickey, whose deputy was Col Dick O'Grady. My AFCC boss was Col Ken Reiff, commander of the Air Training Communications Division, and his deputy Col Nelda Peterson. My deputy commander was Maj John Schroff.

Another AFCC unit based at Keesler was the 1839th Engineering Installation Group, commanded by Col Jim Handby. The 1839th played an essential role in reconstituting Keesler AFB after Hurricane Elena.

While I was coming to grips with the reins of command, my wife was house hunting. She was preparing another flawless move like she had done many times before. As we sat down to dinner Aug 30, 1985, the phone rang. It was the Keesler Command Post. All Battle Staff members and their families were to report immediately to their base hurricane shelter. Bring food, bedding and whatever was needed to stay for a couple of nights. Hurricane Elena had formed in the Gulf of Mexico and was headed for Keesler AFB. General Hickey was convening the Battle Staff to prepare the base.

In true military fashion, Keesler AFB had finalized a hurricane readiness operations plan. Instead of DEFCONs (Defense Readiness Conditions) it contained HURCONs (Hurricane Readiness Conditions). Plan execution started at HURCON 5 where a number of tasks had to be completed and then the base was moved to HURCON 4. When

additional tasks were completed the base was moved to HURCON 3 and so forth until HURCON 1 and full hurricane defense readiness was achieved. Key HURCON readiness tasks for the 2052nd were:

- Account for all unit personnel and where they were sheltered
- Ensure key work centers were manned and protected against hurricane conditions
- Fuel and test run backup generators
- Install protective plywood over control tower windows
- Fully charge batteries for non-tactical and mobile radio networks
- Check operational condition of emergency lighting
- Sandbag facilities subject to flooding, i.e. TACAN and Dial Central Office
- Publish NOTAMs advising disruption of Keesler navigational aids and air traffic control services
- Remove nodding antenna from the height finder training radar
- Decouple revolving antenna from the search training radar

Throughout the night of August 30 and early morning, we worked with the base to move the 2052nd through HURCON conditions. I manned our unit Battle Staff position while Major Schroff directed squadron readiness actions from the unit command post.

About dawn on Aug 31, Maj Gen Hickey announced that Hurricane Elena had made a 90 degree turn to the east and was headed toward Tampa, FL. It was no longer a threat to Keesler AFB and the Battle Staff was to stand down. We were free to enjoy the rest of Labor Day weekend, but told to keep an eye on the weather.

After spinning in place about 100 miles west of Tampa, it did a 180 degree turn and headed straight



back toward Keesler AFB. Sunday afternoon, Sept 1, 1985, Hurricane Elena once again had Keesler in its sights. General Hickey was reconvening the Battle Staff.

After a dry run 48 hours earlier, movement through the HURCON readiness conditions was quickly achieved. By nightfall, Keesler AFB was as ready as it could be. In its path of destruction, Dauphine Island, AL, was its initial point, and the Biloxi Lighthouse on Highway 90 was its aim point.

As confirmed by the Space Shuttle, the eye of Hurricane Elena passed directly over the Biloxi lighthouse and Keesler AFB with sustained Category 3 winds of 111-129 MPH.

By mid-morning on Labor Day Sept 2, the damage assessment party could be safely dispatched from the hurricane shelter. Maj Schroff and I were in that party. We opened the shelter door and walked out into the biggest mess I have ever seen.

Most of what was supposed to be vertical was now horizontal. Trees, utility poles, road signs, roofing materials and debris of unknown origin were tossed everywhere. The pristine and manicured base was now a huge junk yard. It would take work crews over four hours to clear a single roadway enabling shelter occupants to return to their homes...if they still had one.

It would take another four to six weeks for Keesler AFB and its training missions to get back to near normal. Training halls had to be converted from hurricane shelters back to training facilities. Training equipment had to be powered back up and made operational. Training schedules and graduation dates were adjusted. Those who lost homes and possessions had to be rehoused.

The continuous buzz of chainsaws reminded us of the disaster we had just been through. All gave thanks in their own way for surviving Elena.

Key lessons learned:

Preparedness: Have a plan and exercise it. Prioritize assets: Must Protect, Want to Protect, Hope to protect. Apply resources to protect them accordingly.

Electronic Equipment Resilience: 1985-era electronic equipment was resilient. Large amounts of equipment were rain drenched when the roofs came off several training halls. Initially, we thought all was lost,

however, after days of drying out the equipment with hot air fans, the equipment fired up. Equipment loss was minimal.

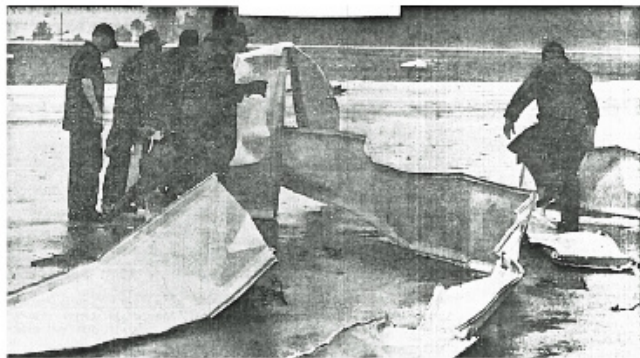
Contract Employees: Ensure labor contracts have a provision for extending shift hours during emergencies. Keesler was one of the first bases to convert switchboard operators from government to contractor positions. The contract did not have this provision. Consequently, the operators could not be paid for overtime to keep the switchboard operating. In many cases this was done while their homes and families were in harm's way. The squadron took up a collection to help compensate the operators and show appreciation for their dedication.

Decisions: Some will be good, and some will be bad. At the last minute, I decided not to take down the height finder antenna. The crane was badly needed for other jobs. The antenna technical order said it could withstand the winds of Elena. What it could not withstand was flying debris that knocked it off its tower and destroyed it. Eventually, the tower was donated to the National Park Service and airlifted by a flying crane to an offshore island. There it became a rockery for bald eagles.

Recovery: When the winds and rains stopped, the recovery started. Have a plan. Utilities will be out from days to weeks. Food, water, ice, fuel and medical supplies will be in high demand. In many cases, homes and personal effects will have to be replaced. Plan for heavy equipment to be brought in to clean up debris fields and move it to dumps. Power outages will make ATMs and credit card transactions unavailable. Cash will be king.

The 2052nd was awarded the Air Force Outstanding Unit Award for its mission accomplishments during Hurricane Elena, an overall Excellent Inspector General rating, and numerous other awards.

(Editor's note: During Col Chaplin's 47 years of combined active duty and defense contracting service he was directly involved with one flood, two hurricanes, and four wildfire disasters.)



KEESLER NEWS, Sept 1985—Keesler members remove debris from the base's active runway following the devastating blow Hurricane Elena struck there on Labor Day 1985.



A Keesler resident's car was damaged when a toppled tree landed on it. (1985)



GCA unit takes a hit as team watches parts fly

By Roland "Rocky" Gannon

In 1948, at the end of World War II and the advent of the use of radar, the US Army Air Corps wanted pilots proficient in not only landings in zero/zero weather conditions, but also takeoffs.

For training purposes in aircraft with side-by-side pilots, the left seat pilot's side window and windshield were covered by cardboard.

The right seat pilot, as the safety observer, had full view of the runway. The left seat pilot conducting the takeoff would be focused on the mechanical directional gyro to stay on the runway. This did not always work out as planned.



23-year-old MSgt Rocky Gannon in Tokyo, 1948.



C-46 "Ballerina" that hit the GCA unit.

On a warm August day in 1948, my GCA team and I were about to report for our shift. We were assigned to Detachment 795-4, 165th AACs Squadron, Haneda Field, Tokyo, Japan.

We were all final controllers. At this time, all GCA final controllers had to be former active officer pilots in WWII.

We were sitting in a Jeep opposite the GCA unit awaiting clearance from the tower to cross a runway to reach our unit. As we waited, a C-46 was barreling erratically down the runway toward us.

The plane became airborne right before it reached us. As it passed before us, we heard a loud crash and watched as parts of the GCA unit, the diesel power unit and the C-46's left landing gear scattered down the field.

To my amazement, the C-46 continued to fly and gain altitude. The pilot flew a normal traffic pattern to attempt a landing on the same runway he had just departed.

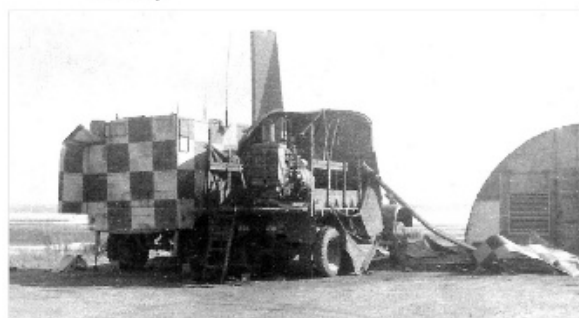
My first thoughts were without a left landing gear, was the pilot going to be able to land safely without swerving left into the GCA unit again?

Obviously a skilled pilot, he landed on the right landing gear, keeping the left wing elevated until the airplane slowed enough to lose the lift on the left wing. He then swerved into the grass before reaching the GCA unit a second time.

Haneda Field was the only port of entry and departure for Japanese air space. Immediately, due to the importance of Haneda Field, the damaged GCA unit was towed to a nearby hangar for repair. Another GCA unit was brought in from a nearby airfield. It was just another exciting day in AACs in Japan.



GCA unit hit by C-46 in Haneda (above and below).



GCA site on Runway 15, Haneda Field.



Rocky (center) and GCA team.



A look back ...

Air traffic control during buildup in Vietnam

By Bob Petersen

Note: Mr Petersen was in the Air Force from 1964 - 1971. He was overseas in Japan, Vietnam and Okinawa, where he worked the Approach Control at Okinawa Center and Radar Approach Control (CERAP).

When I arrived at Kadena AB, Okinawa, March 1969, Okinawa and the other islands in the Ryukyu chain were administered by the US Government and had been since 1945 after being captured from the Japanese during World War II, and placed under United States administration.

As the U.S. became involved in the Vietnam conflict, military bases on Okinawa began to play a major role in support of that action. Numerous types of aircraft were officially and unofficially stationed at Kadena, including KC-135s, RB-66s, U-2s, SR-71s, B-52s, and F-4s. Also, F-102s and C-130s based at Naha AB and C-130s at Fatima, MCAF, added to the base traffic mix. Many of these aircraft flew daily missions in support of Vietnam.

Between 1965 and 1972 over 2,500,000 men and women saw duty in Vietnam and many others were stationed in Thailand, the Philippines and Taiwan. Most flew through Kadena AB, Okinawa, or overflew the island onboard a number of contracted major US air carriers, including American, Delta, Continental and TWA, which were chartered to rotate US military personnel to and from various locations in Southeast Asia.

These airlines were supplemented by several smaller carriers, such as Seaboard World and Trans Caribbean, and several lines carrying cargo, including World Airways, Southern Air, Flying Tiger, and US Air Force C-141s. Also, there was civil traffic in and out of Naha: Southwest Airlines, the local Ryukyu Island carrier, call sign NanSei, Japan Air Lines, Cathy Pacific, All Nippon Airways and Air Micronesia, a Continental subsidiary.

Find a map of the Western Pacific Ocean and locate Okinawa in the Ryukyu Island chain. About 130 miles southwest of Okinawa is an island named Miyako or Miyako-Jima, at about 25 degrees north latitude. Draw a north/south line about halfway between Miyako and Taipei on the island of Taiwan. Let this line extend south to intersect an east/west line drawn about halfway between Miyako and the northern part of northern island of the Philippines, Luzon.

Now extend the north/south north line to intersect another east/west line drawn about halfway between the southern part of the southwestern island of Japan, Kyushu. Find 140 degrees longitude east of Okinawa and draw a line north and south to intersect the two east/west lines already drawn. This was approximately the Okinawa Flight Information Region under control of U.S. Air Force air traffic controllers who were working the en route traffic

manually (for the most part without benefit of RADAR) and the terminal traffic with CPN-18 radar equipment with 12-inch indicators, or scopes, and a range of just 60 miles.

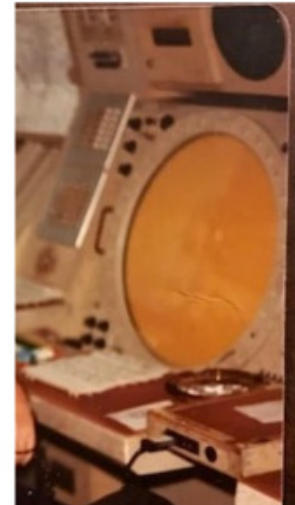
In 1966 and 1967 air traffic thru Okinawa started to increase due to the American buildup in Vietnam.

Areas of potential traffic conflict were identified because of coordination issues and lack of radar coverage, particularly southwest in the area of Miyako Island and traffic inbound from Taipei and the Philippines. The need for a major ATC facility upgrade became obvious. A short-term fix was to send Air Force air traffic controllers to Miyako on temporary assignment to the Air Defense Command long-range radar site, call sign Tree Frog (or was it Climber?) to coordinate with Manila and Taipei Centers and issue control instructions to aircraft to resolve conflicts.

Consultants from the Federal Aviation Administration's Honolulu Air Route Traffic Control Center came to Kadena to help plan an upgrade. Their suggestions included:

- Upgrade the terminal radar to the latest, ASR-4; these with 18-inch displays rather than 12-inch scopes of the CPN-18.
- Scan converters from the ADC site on Island for 200-mile radar coverage for the en route portion, thus allowing radar coverage in the area southwest of Miyako Island.
- Design of standard traffic flows for the several runway configurations between the three major airports: Kadena, Fatima and Naha.
- Creation of the Okinawa Military Air Reservation facility (OMARF)
- Relocation of the Kadena TACAN to the airport
- Creation of and relocation of several airways to improve air traffic flows around the island of Okinawa

Another area of concern was the need to better coordinate Altitude Reservations (ALTRVS) in the Southeast Asia region. With the arrival of B-52 and KC-135 aircraft to support the many activities in the region, mission aircraft were arriving in theater



ASR-4 radar indicator

Contd on next page



Air Traffic Control – Contd from previous page

without warning although communication with the Southeast Asia Military Air Reservation Facility (SEAMARF) had supposedly occurred.

The Okinawa Military Air Reservation facility (OMARF) was created to ease some of the burden of communicating ALTRVS. This facility was given the flight plan profile for a mission, e.g. number of aircraft and type, route and altitude(s) to be flown, times over navigation points, etc., to block or reserve the air space route and altitude so that no other air traffic would conflict and pass this information to other ATC facilities concerned.

From 1968 until 1972 the Okinawa CERAP became the U.S. Air Force's premier air traffic control facility, not because of the amount of traffic handled, but the variety of aircraft in the system at any time. (It was the Air Force Facility of the Year for 1969.)

The reversion of Okinawa and the Ryukyu Islands to Japanese control in 1972 saw the release of air

traffic control authority for en route traffic change to the Japanese Civil Aviation Bureau.

It has been suggested lately that some of the nation's smaller civil airports with high volumes of commercial traffic and not enough space to expand could combine operations with nearby military airports. The major argument against this has been that the military and civil traffic would not mix well.

I believe that the experience at Okinawa and specifically, Kadena, suggests there is a possibility the two could operate together. A better reasoning against combined operations might be for security considerations, where hundreds of thousands if not millions of passengers passing through a military base could be a potential security issue.

In 2010 the Air Force transferred responsibility for terminal control of air traffic to JCAB to the Radar Approach Control Facility at the Naha Airport. (Copyright 2022 by Robert Petersen; printed with permission. Reprints of the article are not permitted without express permission from the author.)

Creativity is mother of invention

Supply workaround solves teletype outage at Cam Ranh Bay

By George W. Hoyt
CMSgt, USAF retired

It was during the early days of 1966 at Cam Ranh Bay and I was in charge of Teletype and Tele-Autograph Maintenance. One of our responsibilities was to maintain the Teletype equipment in the AN/TGC-20 Mobile Communications Van.

A nylon gear (P/N 173508 made by Teletype Corporation) had failed. The gear drove the main shaft of the teletype machine. Sending or receiving teletype messages was not possible.

A replacement nylon gear was requisitioned on the very highest priority. Appropriate Air Force officials at Cam Ranh Bay AB were notified of the outage, as well as our Communications Headquarters at Tan Son Nhut AB in Saigon.

When checking with the Base Supply people every day, it was disappointing to learn that the nylon gear still had not arrived. After a while I decided to try another approach.

I wrote a letter to Teletype Corporation and provided the part number and description. I stated that the need was urgent and any help they could provide would be very much appreciated.

I advised that I could pay for the gear with a US Postal Money Order. (Since MPC/Script was our everyday money, and because credit/debit cards were not yet in existence, the postal money order was my only option.)

Ten days later, I had the nylon gear in my hand. My guys installed it quickly and the teletype function was returned to normal operation.

Soon thereafter, there was a call from the Comm Group in Saigon asking how we could be down on a high priority parts requisition, and yet be up and operating normally.



George Hoyt in front of maintenance tent at Cam Ranh Bay.

Our comm maintenance officer explained the situation and was chastised for deviating from standard supply system procedures. Of course, he passed that chastisement on to me with a wink in his eye advising "I should not do that again."

A follow-on to this story is that the Base Supply Organization then wanted to cancel the parts requisition since there was no longer a critical outage. I advised that I was pleased to loan my nylon gear to the Air Force until the nylon gear arrived through normal supply channels.

We settled for a lower priority for the parts requisition. Yes, the nylon gear arrived a month or two later, and yes I donated my nylon gear forever to the Air Force and the AN/TGC-20 Van.

It's interesting to note that today (56 years later), an internet search reveals that Teletype Corporation still has this nylon gear "in stock and ready to ship."



'Candy Bomber' passes away at 101

ARLINGTON, VA (AFNS) – Retired Col Gail Halvorsen, also known as the "Candy Bomber," passed away Feb 16. He was 101 years old.

Starting his career in the U.S. Army Air Corps in 1942, Halvorsen served as a pilot until his retirement in 1974, after accumulating more than 8,000 flying hours and 31 years of military service.

"Colonel Halvorsen was an American hero," said Air Force Chief of Staff Gen CQ Brown, Jr. "He made such a positive impact on this world and will be remembered for his kindness and bringing joy to those who desperately needed it."

Halvorsen went down in history for his selfless acts during the Berlin Airlift in 1948 and 1949. Then-Lt. Halvorsen took it upon himself to help boost the morale of the children in West Berlin by attaching handkerchief parachutes to chocolate bars and dropping them from his aircraft to the children below. He would also rock the wings of his aircraft as he came in to notify the children of which plane was carrying the chocolate. The German children began calling him "Uncle Wiggly Wings."

Soon, Halvorsen's idea was expanded into "Operation Little Vittles," which garnered public support and donations. By the end of the airlift, 25 plane crews had dropped 23 tons of chocolate, chewing gum and other candies over Berlin.

Halvorsen's efforts stand as a symbol of the impact one small gesture can have on an entire community.

"As I look back at Operation Little Vittles and the years that have followed, there is one human



Retired Col Gail Halvorsen holds a candy bar parachute similar to ones he dropped during the Berlin Airlift in front of a C-54 Skymaster like the one he flew during WWII at the Pima Air and Space Museum in Arizona. (U.S. Air Force photo by Bennie J. Davis III)

characteristic above all others that gave it birth – the silent gratitude of the children at a barbed wire fence in Berlin, July 1948," he wrote in his autobiography.

The Berlin Airlift is arguably the mission that put heavies on the map. It was the first major victory over the Soviet Union in the Cold War, and it was a tremendous success for the then-new U.S. Air Force.

In 1994 after retiring, Halvorsen requested to assist in the delivery of food to refugees fleeing from the conflict in Bosnia.

Editor's note: As part of the 75th anniversary of the creation of the US Air Force, Air Mobility Command honored Col Halvorsen with a celebration of his life and legacy in his hometown of Provo, Utah, May 20-21.

Recognize anyone in this 1946 photo?



The photo at left was submitted by Joyce Valentine Miller. Her father, Billy F. Valentine (tall gentleman, fourth from left) served in the Army Air Corps at the end of World War II. He passed away April 2021 at the age of 92, and was very proud of his military service and training as a teletype mechanic.

Ms Miller is hoping somebody recognizes Valentine or some of the other young men for their own family history. The photo was taken in 1946, Scott Field, IL, Teletype Mechanic 10-week training. Billy Valentine was in the 153rd AACSS Squadron.

He enlisted in the Army Air Forces in January 1946. He went to Sheppard Field, TX, for basic training. There he qualified for his choice of training, but wanted whatever was the shortest (weather observer or teletype mechanic). Choosing teletype mechanic training took him to Scott Field.

He spent 1947-1948 in the Canal Zone/Panama, sailing there from New Orleans on the USS St Mihiel. In July 1948, Valentine was honorably discharged with the rank of corporal. He was also awarded the WW2 Victory Medal because he had served for a minimum of 90 days between Dec 7, 1941 and Dec. 31, 1946 (when President Truman declared the end of hostilities).



Air traffic controllers assisted with critical Kabul operations

Air Traffic Controllers from the 621st Contingency Response Wing stand next to the Hamid Karzai International Airport flightline during a break from their mission Aug. 27, 2021, at Kabul, Afghanistan.



By SSgt Sarah Brice
621st Contingency Response Wing/PA

JOINT BASE MCGUIRE-DIX-LAKEHURST, N.J. -- Night was just falling when the contingency response team stepped off the C-17 Globemaster III into organized chaos.

"There were literally hundreds and hundreds – possibly thousands – of refugees," said TSgt Benjamin Gibson, 621st Contingency Response Squadron air traffic controller, describing his first impression of the flightline. "There wasn't much of a direction on where to go because everything was hectic."

Hectic was expected. Hectic was exactly what they were there to assist with. Airmen from the 621st Contingency Response Wing had arrived to ensure the safety and efficiency of the evacuation process of U.S. citizens and allies from Kabul, Afghanistan, a process that would be difficult to manage without the help of Airmen like the air traffic controllers.

Prior to the ATCs' arrival, U.S. Marines and Air Force combat controllers had set up a small base of operations, but were not trained to handle ATC functions. To add an extra level of difficulty, the control tower was on the dangerous South side of the Hamid Karzai International Airport.

"They relocated to the North side of the runway and they found a spot next to a concrete barrier," said MSgt Stacey Cross, 921st Contingency Response Squadron air traffic controller.

What the five ATCs had walked into was an airport with no control tower, hundreds of aircraft coming in to pick up thousands of passengers, and very little equipment to communicate with the aircraft.

"We didn't have any satellite phones, we didn't have any night vision," said Cross. "We had guns, radios, and I had an international cell phone plan."

The Airmen moved fast. Within three hours of landing, the ATCs had fully started their operations, splitting off into 12-hour shifts and working with

their Marine counterparts.

"We set up airport lighting, we did surface checks to make sure there weren't any super bad hazards, but the runway was in decent condition," said Cross.

While the runway was given a physical checkup, other controllers were working on communicating with a constant bombardment of air traffic from all over the world.

"Including every type of aircraft – not just airlift – I would say we controlled 300 operations per day, easy," said Cross.

Each aircraft needed all their information properly recorded before they could take off with their precious cargo.

"We had our other (ATC) personnel calling each aircraft, having them take down what cargo they had, how many passengers they were taking, the gender of each of the passengers, as well as their nationalities, where they were going, and where they were coming from," said Gibson. "We were then passing that information on to our operations center who was passing that information directly to the POTUS [president of the United States]."

The ATCs passed on hundreds of thousands of names through this method.

"You almost can't imagine the amount of people we moved," said Cross.

The high amount of traffic wasn't the biggest stressor for the controllers. The deadline was.

"How are we going to get all these people out and then leave ourselves by this Taliban deadline?" said Cross. "It was the unknown."

The length of time each 621st CRW Airman stayed in Kabul differed based off of when their aircraft arrived. On average, team members were there for 10-20 days before packing up and heading back to their home station at Travis AFB, CA, or Joint Base McGuire-Dix-Lakehurst, NJ. They took part in the largest movement of passengers in U.S. Air Force history.

For many of the ATCs, their biggest motivator was the reason the team was there.

"We did what we thought was right," said Gibson.



Operation Allies Refuge in Afghanistan

Red Tail airmen save lives during withdrawal

By TSgt Lauren M. Snyder
332d Air Expeditionary Wing/PA

Three Red Tail airmen were awarded medals for their actions in Operation Allies Refuge.

The United States launched the operation to support relocation flights for Afghan nationals and their families eligible for U.S. Special Immigrant Visas.

In August 2021, 332d Air Expeditionary Wing Airmen were tasked to forward-deploy to Afghanistan to aid operations during the final days of American military withdrawal.

“None of us could have known that in a matter of weeks, the largest non-combatant evacuation operation in United States history would take place as 124,334 humans were delivered to freedom,” said Col Brian T. Stahl, 332d Expeditionary Operations Group commander.

“We controlled the busiest and most dangerous piece of sky in the world and it was our own mighty Red Tails Strike Eagles who were the last manned aircraft out of Afghanistan.”

Recognized for meritorious service with a Bronze Star medal was Capt Adam J. Solomon, 332d Expeditionary Operations Support Squadron airfield manager. He supervised a four-man team in safeguarding the airfield arrival and departure corridors, coordinated joint force communications for thousands of multinational personnel, and increased outbound evacuation flights exponentially, all within 24 hours, by managing the use of a new sequencing tool. His redesign of procedures was hailed as a Defense Department benchmark and briefed to the U.S. President, along with multiple partner nation heads of state.

Solomon headed diplomatic and strategic activities during the first airfield operations

meeting with the Taliban’s Minister of Aviation and defused tensions between multiple countries’ representatives as they responded to the complex attack from Islamic State members.

Two senior airmen were awarded the AF Commendation Medal with a Combat Device.

Senior Airmen Dakota Bartz and Andrew Kimrey, 332d Expeditionary Operations Support Squadron air traffic controllers for radar approach, performed their duties in hostile conditions.

Immediately after reaching Kabul, both Kimrey and Bartz risked their lives repeatedly to strengthen airfield operations. They joined a U.S. Marine Corps security team in a physical blockade where they used their bodies to prevent the active taxiway from being swarmed and oversaw operations to ensure continuing airlift capabilities while exposed to indirect fire and ground attacks.

SrA Bartz drove nighttime air operations, leveraging radio operations to ensure airfield security and negating the inoperable radar to prevent mid-air collisions. SrA Kimrey managed daytime operations, creating a graphic to avert mid-air collisions and guiding an Afghan general officer and his staff through evacuation efforts.

The actions these Airmen took directly supported the largest airlift the US military has conducted in 72 years, enabling the operation to preserve 3,511 flights and evacuate 124,394 personnel without operable radar and resulting in zero aircraft incidents.

Under threat of sniper fire, these Airmen also established a security zone and were able to secure the safety of 1,504 refugees.

The selfless actions of Capt Solomon, SrA Bartz and SrA Kimrey demonstrate the continued legacy of the 332d’s Tuskegee heritage of great strength and bravery in times of uncertainty.

“As Red Tails, we are together for a brief moment in time, placed in each other’s lives to accomplish something bigger than any individual or unit, and all for the betterment of our nation,” said Stahl.



Col. Brian T. Stahl (left), 332d Expeditionary Ops Group commander, stands with three Wing Airmen during a ceremony in Southwest Asia. Senior Airmen Dakota Bartz and Andrew Kimrey, air traffic controllers for radar approach, received the AF Commendation Medal with Combat Device, and Capt Adam J. Solomon, airfield manager, received the Bronze Star Medal. (AF photo by TSgt Lauren Snyder)



AF Comm Today... In Pictures



An F-35A Lightning II soars over Hill AFB, Utah, during a demonstration practice. The 388th Fighter Wing's Operations Support Squadron cyber Airmen explore high-speed communications options to support F-35 Agile Combat Employment – operating from remote or austere locations. (USAF photo by SrA Alexander Cook)



MSgt Caleb Frisbie, 242nd Combat Communications Squadron, sets up and tests communications equipment for the Agile Battle Labs Communications Demonstration Unit at Hill AFB, Utah. (USAF photo by Todd Cromar)



A1C Zachary Brown, Cyber Transport Systems, is mentored by SSgt Arsenio Hernandez as they test a dead phone line while working with the 179th Airlift Wing Communications Flight, Mansfield, Ohio. (US ANG photo by TSgt Joe Harwood)



SrA Jeffrey Velvis, 341st Missile Maintenance Squadron missile communications technician, conducts a cable swap at Malmstrom AFB, Mont. The missile comm section has its own electronics laboratory, and maintains and repairs communications systems used in launch control centers and the information network. (USAF photo by SrA Jacob Thompson)

SSgt Dallas Moore, 65th Air Base Squadron Air Traffic Control watch supervisor, verifies flight progress strips in the Radar Approach Control facility at Lajes Field, Portugal. Air traffic controllers record the general information and intent of each aircraft on the strips. (USAF photo by SrA John R. Wright)





SSgt Jordan McClintock, 375th Communications Support Squadron platform architect, right, works through a programming issue with SrA William Hartzel, 375th CSPTS application designer, at Scott AFB.
(USAF photo by SSgt Solomon Cook)

375th CSPTS: Programming to perfection

**By SSgt Solomon Cook
 375th Air Mobility Wing Public Affairs
 Scott AFB IL**

Many have heard the adage, “Rome was not built in a day.” The same goes for squadrons in the Air Force, such as the 375th Communications Support Squadron.

The projection of lethality, efficiency, readiness, and cyber security requires a digital environment to enable communications professionals to complete their missions.

All things done within a computer are accomplished by a litany of commands written in code or a “language.” As with all language this takes time to learn and even more time to master.

“Like everybody, we have a technical school we go to that is about three months,” said SSgt Jordan McClintock, 375th Communications Support Squadron platform architect. “That [training] gives us a very basic understanding of programming. We have Career Development Courses like everybody else, as well. We usually have about six months to get those done. The way we get people up to speed on how to do their job specifically is through pairing.”

Becoming a programmer is learned over time through trial and error. To ensure the expediency of learning, the 375th CSPTS has rules for how they operate during their careers from beginner to expert.

“You’ll always be sitting next to somebody else. Whether that person is also experienced or new, every problem that we have is tackled by at least two people. That way no one person knows everything – no loss of knowledge. It’s hard to formally train someone to be a programmer. It’s more of a creative exercise. You get better as you do it.”

Although the Air Force trains some of the most knowledgeable and professional Airmen across the globe, their capabilities and understanding should rival and exceed that of commercial and industry equivalents. To advance the understanding of these core competencies of the career field, the squadron has developed and sustained a partnership with a San Antonio company.

“We partnered with a platform provider called Platform One,” McClintock said. “Our agreement is we

send two Airmen to them on six-month rotations to help them with their work. In return, that gives us access to their environment to be able to actually put an application on an environment to get to the hands of a customer to show that it is useful. This allows leadership to see the benefit to the Air Force. The biggest thing for us is having a place to put these applications.”

Partnering with Platform One augments and strengthens the number of applications that can be developed and worked on exponentially at no added cost.

“A lot of things go into getting an ‘Authority to Operate,’” McClintock said. “Those ATOs can take six to eight months to get. Platform One has a ‘continuous authority to operate’ where they focus more on security and making sure what’s going on there is secure. That allows us to put an application on their servers to be hosted. That’s a huge benefit because now we don’t have to worry about that piece of it. But, the big thing is we’ve got a limited resource with that. We can only host up to two applications at a time.”

In addition to this process and different ways of thinking, the 375th CSPTS is also aware of where their Airmen have interests and innate skills. After they have become certified during their initial training, they are given some ownership of where they believe they will best serve within their section. The positions are project managers, designers and developers.

One such instance drove McClintock into his current position. He was working as a developer at the time, but after helping another section on a recurring basis in addition to his daily duties, he moved. “After a bit of convincing, I was able to get on the platform team and that’s where I’ve been ever since.”

This freer mindset of position placement has raised the morale and job satisfaction of individuals in the squadron and better aligned their skill and knowledge-based currency.

The professionals of the 375th CSPTS will continue to find answers to questions that maintain air dominance through computing.





**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 \$42.00 due every two years.

Life Memberships are \$150.00

Renewal _____ New Membership _____ Life Membership _____ 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 ASSOC



AFCATCA hat \$15

AFCATCA jacket \$59

AFCATCA blue golf shirts \$42



AFCATCA challenge coin \$14



Coffee Mug \$20



Special order wood-carved plaque

Name: _____ Date: _____
 Email: _____ Phone: _____
 Address: _____

See next page

QUANTITY	DESCRIPTION	SIZE	TOTAL
___	AFCATCA baseball cap (adjustable) @ \$15 each	___	\$ ___
___	AFCATCA Jacket with logo (zipper) (Note: Jackets will be special order only with possible delay of several weeks.)		
	S M L XL @ \$59 each	___	\$ ___
___	AFCATCA Blue Golf Shirts (unisex)	___	\$ ___
	S M L XL @ \$42 each		
___	AFCATCA Challenge Coin @ \$14 each	___	\$ ___
___	AFCATCA Coffee Mug @ \$20 each	___	\$ ___

(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

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 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
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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 "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.