



THE SCANNER

NEWSLETTER OF THE 623RD AC&W ASSOCIATION



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Semper Vigilantis

August 2010

Biloxi's beautiful back bay beckons



Biloxi's Back Bay, as seen from the 9th floor of the IP parking garage, with I-110 and IP sign in the foreground. Photo by Dave Hammond.

By Dave Hammond
2010 Reunion Coordinator

We have planned a superb "Gary Friesen Memorial Reunion" that Gary would have been excited about and looking forward to attending. He was utmost in our minds when we pieced the reunion together, with the end result being a reunion that will reflect Gary's spirit. Now, come on down to Biloxi with that same spirit and enjoy getting together with old friends while making some new ones.

The IP Casino Resort/Spa was chosen for many reasons. The fees are reasonable, it's location on Biloxi's Back Bay makes it readily accessible and well suited to accommodate our reunion in every way. The IP Complex has many amenities including several restaurants to suit your tastes, a coffee bar, sports bar, and one of the best buffets on the coast. The ho-

tel has also provided us a two room hospitality area that will be the center of our activities, where we can socialize, view DVD's, play CD's, and view various memorabilia.

We have planned three tours; City of Biloxi, New Orleans, and Keesler Air Force Base. Also, after the Biloxi tour, we have planned a "free time" so that attendees can make plans to get together to socialize as they see fit. Our highlight, at the banquet dinner, is a guest speaker from the 403rd Wing that will represent the "Hurricane Hunters" and the 815th Airlift Squadron "The Flying Jennies". Lastly, there will be a complimentary farewell breakfast on our morning of departure.

I urge all to sign up early so that we can determine a headcount to help us plan your reunion.

See **BILOXI**, Page 6

News in brief...

We wish to welcome Dave Law to our 623rd AC&W Association Board as our new Vice-President. Actually, Dave held this position previously and so, what with his prior experience as V-P and his vast knowledge about the history of our group over the years, we are fortunate to have him serving with us again in that position.

Your Board is currently examining and working at revising our association bylaws. Inasmuch as the bylaws have been unaltered since first adopted at the formation of the Association, this is a process that is probably long overdue. And, since this is a matter of some importance to all our members, the Board is attempting to insure that we give them a comprehensive overhaul so as (hopefully) not to have to tackle this matter again for some time.

We plan to thoroughly examine the existing bylaws, determine what changes need to be made, and then present our recommendations to the membership for approval at our reunion in Biloxi this fall. We are hoping for a good turnout both for our reunion and at our general membership meeting.

Write us, Call us, E-mail us...

But... Please! Inform us by some means if your address changes, so that we may continue sending you *The Scanner*.

Each time an issue of *The Scanner* goes out, we invariably get a number of copies returned to us by the USPS marked "UNKNOWN - UNABLE TO FORWARD", "MOVED - NO FORWARDING ADDRESS", etc.

We are losing enough members through "attrition" as it is, and we don't want to "lose" more simply because we no longer have a current mailing address for them.

Thank You!

THE SCANNER

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The 623rd AC&W Association is a not-for-profit veteran's organization, and has no formal affiliation with the United States Air Force.

Although our name suggests we are all 623rd AC&W veterans, in reality we are composed of individuals from numerous units involved in the air defense of Okinawa and various outlying islands.

These include; the 623rd, 624th & 851st AC&W Squadrons, 529th AC&W Group, Detachment #1 HQ 313th Air Division, 2152nd Communications Squadron, and the 305th Fighter Control Squadron, as well as any associated detachments, flights, etc.

The appearance of an individual's name or picture in this publication should in no way be construed as approval of any of the content within these pages.

All reasonable effort will be made to return any original materials submitted for publication when requested, however no guarantees can be made, nor liabilities assumed, for failure to do so.

Please address any comments, gripes, suggestions, etc., to the editor in care of this newsletter, or by e-mailing us at: bigaho@royell.org.



From your editor's desk

By Bill Castagno

We prepare to head on down to Biloxi for our 2010 Reunion knowing not what awaits us there. While we look forward to seeing some of our "old" acquaintances again with anticipation we, at the same time, are saddened at the prospect of not seeing those of our comrades who have passed on since the last reunion we attended. However, we will try to focus on the memories of the good times we enjoyed with the former, while enjoying the company of the later who are present.

Some things are beyond our control, such as the situation concerning the oil spill in the gulf. While we do not expect this to have any real impact on our attendance at this reunion, we do feel a sense of compassion for those local residents whose lives have been impacted by this disaster. We can only hope that "they" may soon get the situation under control, in order that the gulf coast residents may begin the long and arduous process of trying to rebuild their lives and their livelihood, a process that will undoubtedly take months and even years.

Getting back to our reunion, we hope to have a productive business meeting as well as lots of good times at same. One of the burning issues of the day is the proposed bylaws revisions that have been in the works for some time. I do believe that if we will all just focus our full attention on this matter, it can be handled expediently and in a positive manner, and we can then all get down to the serious business of having some fun — tar-balls or no tar-balls. And besides, the beach notwithstanding, I'm pretty certain that there won't be any tar-balls floating around in the hotel swimming pool.

I personally did not attend any of the technical schools at Keesler, having instead gone to such neat places as Francis E. Warren AFB, Cheyenne, Wyoming, Scott AFB, Belleville, Illinois and Kelly AFB, San Antonio, Texas. I am well aware however that a great many (majority?) of our members did receive their training at Keesler, and so this reunion should be of more than the usual interest to them.

So my friends, why not throw caution to the winds, your cares out the window, and an extra set of clothes in your old duffel bag (if you still have one and can find it), and come party with us down in old Biloxi.

To paraphrase a quote by a rather well known former general; *"They are waiting for us there."*

LETTERS TO THE EDITOR...

Here's one for the Archives

Attached is a submission made to the archives by William G. "Bill" Lesso, which I received from Gene Culp today. I took the liberty of minor editing and inclusion of photos from the CD he submitted. It would make a great addition to a future issue of *The Scanner*.

William G. Lesso, a member of the 623rd AC&W Association, was a Communications Officer with the 624th AC&W Squadron on Kume Jima and at Naha AB from October 1954 to February 1956, and now lives in Austin, Texas.

His original document and photo CD will be placed in the Kume Jima Archives maintained by John London, who may also place the photos on the Kume Jima website: <http://kumejima.warcickhi.com>.

One of the photos includes a picture of what looks like E.J. "The Wonder Dog". I am sure that John will forward the photos of historical interest to the Kume Jima

Cultural Center for addition to their "Habu Hill" collection.

I'm copying Bill Lesso so he can see what we will be doing with his donation.

Dave Law
Naha ADCC 1956-61

We thought Bill Lesso's story would be of interest too, so, see page 5. ~ Ed

A very brief flying visit to Miyako

Reference is made to the article in *The Scanner* by Fred Samples regarding his trip back to Miyako.

It was interesting and all new to me. I was at Miyako with a small group of American Air Force men for the surrender ceremony of a Japanese general and about 2,000 of his men.

We flew there from Kadena — it was a one day visit.

Burton M. Kirby
Yontan/Aguni Jima 1945-47

A civilian on Kume in the 60's

The Scanner arrived today, and I noticed that the personal stories vary all over the place. So does mine, and I would like to submit it for your approval.

Briefly, I was a civilian at Kume Jima for three years in 1963-66, when the buildup in Vietnam was underway. I was involved in both places, so mine is a little more than the Kume story.

My rough draft is about 800 words, and am wondering if that's too much. If too little, I can add more interwoven stories to give a fuller picture. Please let me know if I may submit my tale for your consideration.

Thanks for the great job you guys do on *The Scanner*. I look forward to it.

Thomas Rushton
Kume 1963-66

Thanks Tom. Just send us whatever you have available, and we'll take it from there. ~ Ed

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Letters must include name and address for verification only. Addresses and phone numbers will not be published. Letters may be edited for length, clarity and content.



From the President

By Norvell J Simpson

"First of all, Servants of All, We shall Transcend All" is the Alpha Phi Alpha Fraternity Motto.

First of All: As a leader we know that we must first serve. Gary Friesen, Dave Hammond and I listened to your request in Colorado Springs in 2008, and David Hammond and I took on the challenge to make the 2010 Reunion one of the best that we have could have.

Servants of All: We listened to your desires and have invested the necessary time, resources, and efforts, at minimum cost to the Association, to ensure that this will be a member focused reunion and your desires will be fulfilled.

We Shall Transcend All: Loss of our President, Gary Friesen, and several loyal members, including Hal Perry, who never missed a Reunion, coupled with serious illnesses of other members, computer crashes, hurricanes, oil spills, and a depressed economy, we have vowed that none of those will hold us back.

Our bylaws, coordinated by Ed Beck, are under review and being revised with major efforts and input from Bill Castagno, Dave Law and others.

Thanks to Stan Duro, our Treasury is well maintained. Thanks to Bill Castagno, our Association is well reported on in the premier bulletin *The Scanner*. Thanks to Dave Cory, our Member Directory is well maintained and dues collected, and our other Board Members are actively involved in keeping this a viable Association. Our Archives have been consoli-

dated by Dave Law, and he is seeking any and all possible documents and memorabilia to store for posterity.

As this year is swiftly passing, our Association will hold it's Biennial Reunion and election of officers in Biloxi MS, September 20-24, 2010. We will conduct business, have fun, and renew old acquaintances. Special arrangements have been made by Dave Hammond and Sherry Mills, along with Liz from the Imperial Palace, members from the Keesler AFB Protocol Office, the Transportation Company and the WWII Museum, to ensure that all attendees leave with a treasure trove of great memories.

There is a lot going on behind the scenes so I invited you to visit the Air Force Academy Honor Wall and see the bronze plaque honoring those members who served on Okinawa with the various 623rd Association units. Visit Peterson AFB Museum and see the Tile honoring our members placed in front of the flag pole leading in to the Museum. As we look to the future, I am attempting to find a permanent depository for our Archives and Memorabilia that may be accessed by anyone at anytime.

Our RV travels this Spring and Summer have taken us far and wide across this great country of ours and, by the time you read this, Alice and I hope to have celebrated our 57th Wedding Anniversary in Branson, MO.

I hope to see you in Biloxi, so please register, take care and travel safely.



Treasurer's Report

By Stan Duro
Treasurer

Membership dues are \$20 per year, per member or family, and are payable as of January 1st of each calendar year. Each member is responsible for insuring that their dues are current, as we **DO NOT** send out statements.

Dues (\$20.00 per year) should be sent to: David Cory, Membership Recorder, 10408 Wedd St., Overland Park, KS 66212-5644. **Please make all checks payable to: 623rd AC&W Association.**

February 1, 2010 through June 30, 2010

Opening Balance	\$ 5080.12
Dues Income	1195.00
Interest Income	6.12
Newsletter Expenses	- 987.40
Webpage Expenses	- 119.40
Archive Material Mailing	- 39.17
Closing Balance	\$ 5135.27

529th AC&W Group, 623rd & 624th AC&W Squadrons 1949-51

By Stanley F. Palmer
Okinawa 1949-51

Ed's note: This is the third, and final, installment of a three part article relating the authors experiences while on Okinawa during 1949-51.

In late 1950, they activated Yontan Airfield on a temporary basis. They put a couple of flights of F-80's and F-61 "Black Widows" out there as back-up for Naha AB, in case of a "happening" there. This created the need for a change at Motobu (Yai-Dake) from a reporting site to a GCI site. There was already a radar set capable of GCI functions there (a TPS-10 or TPS-1B, I forget which) with a height finder and a primary long-long range search radar. I remember it's nomenclature; SCR-270, and it's "bedspring" antenna was humongous — something like 20'x40'. The 270 required two scopes; a PPI for azimuth, and an A-scope for range. The operator had to literally stop the antenna to read azimuth (a simple toggle switch), and range was read from the other "A-type" scope. The SCR-270 antenna was supposed to rotate at 1 rpm, but if there was any traffic, it might take several minutes to make one revolution. Slow, but man could that thing reach out! We could "see" aircraft much further away than the search radar (CPS-1) at Yontan Mountain could.

This back-up GCI site needed some back-up controllers, so they sent SSGT Compton (from Compton, CA) and me to fill this need. Our workload was not too heavy, one or both of us had to be in Radar Ops during times when Yontan was down for maintenance, or for any other reason. All other times, one of us had to be near a phone or within "yelling" distance from the Orderly Room. I had made "Buck" Sergeant shortly before this.

The road from the living area up to where the radar equipment was located was only about a quarter of a mile, but it was darn near straight up! They sometimes used a D-8 dozer to tow the small "hot meal" trailer up the hill. That's how steep and slippery it was. The dozer operator was Sgt Green, and he was the only heavy equipment operator the air force had there.

When we talked about the site area, people called it "Motobu", but actually "Motobu" translates to something like



This photo of the Kadena ADCC crew was taken in front of Building T-166 (Radar Supply I) in the 624th AC&W Squadron area. They were radar and radio operators pulled from the Yontan site to set-up the first ADCC shortly before the start of the Korean war. From left. Back row; Adams, unknown, Reyes, Ullrich, Sewell, Hinton. Middle row; Maxin, Trowbridge, Smith, unknown (2), Magyar. Front; unknown (2), Palmer (with "the girl").

"county" or "district", and the town was named "Togouchi". The site location was referred to as "Yai-Dake", and some of the locals said it meant "Big Bird" mountain, or "Eagle's Nest", or "Raven's Haven". I was never real sure which was correct.

Other than Sgt Green (AF), we had two army heavy equipment operator's stationed there. They were SCARWAF (Special Category Army Reassigned With Air Force) named Sgt Vance and Sgt LeGrand. Their job was to move coral from the beach near Togouchi up the mountain, and spread it around to fill mud holes in the squadron living area. To do this, they used a road grader to scrape up the coral, a crew of local men shoveled it onto a 6x6 truck, and it was hauled up the mountain and dumped. They then supervised another crew of Okinawan's as they spread it around where needed.

The only reason I mention this is that I had a lot of free time, so I volunteered to help out. "Free time" was anytime SSGT Compton was on call, or actually working in Radar Ops, so I had lots of it. Sgt

Vance and I split the cost of a house girl (Sgt's split the cost, while Staff, Tech and Master Sgt's each paid the full \$15) and became good buddies. So I worked on the truck with him while LeGrand scraped up the coral with the road grader. I got fairly good driving the 6x6 truck, I thought, so Vance devised a test for me. If I could drive a coral laden 6x6 from the beach up to the site without the wheels coming to stop, he would buy the beer (a dime a can in Togouchi) and, if I couldn't, I had to buy. To get up the hill, one had to shift all the way down to first gear "super" low. Those who have been there will recall that just before reaching the gate guard hut, there was an especially steep place and, try as I might, his test was too much. I bought a *bunch* of beer, and Vance never missed a chance to kid me about it.

One more story about the "fill the mud holes" project. Spreading the pea sized yellow coral became too much for the shovel gang, so they decided to bring the

Roughing it on the island of Kume Jima during the 1950's

**By William G "Bill" Lesso
Kume & Naha 1954-56**

I left for Okinawa in October of 1955. I flew to San Francisco, then a military bus to Travis AFB. From there I flew on military transport to Hawaii, then to Wake Island, and then on to Tokyo. I spent the night in Tokyo at the Tokyo Electric Building, which at that time was a transient hotel for the military.

Finally, I arrived at Okinawa where, after several days of processing, I was eventually assigned to the 624th AC&W Squadron's Detachment 2, on the island of Kume Jima. Before I left Naha AB, I was urged to get a military driver's license. I wasn't sure why, but it caused me to become very popular among the enlisted men at Kume.

I don't remember much about getting to Kume, except that we went by boat. At that time, the operational part of the site was fully developed, but we were housed in tents! Later, when I discussed this fact with a Naval Officer, I bemoaned that we lived in tents. His reply was a classic.

"You in the Air Force build your runways and hangers and run out of money. When asked for more, Congress says 'Tough!' We in the Navy build our housing or hospital, commissary and clubs, and then run out of money. Then we say to Congress, 'Look! No Dock!' Guess what happens!"

The tents were built on a frame with wooden floors and built-in bunks. We even had an Officer's Club complete with an Okinawan bar boy "Smiley". The rats were huge and we had to safeguard our shoes so they wouldn't be eaten.

I was the site Communications Officer but there wasn't a lot to do. Occasionally, I helped out in decoding classified messages. We were using one-time "Diana" pads. Some of my radio operators knew the conversions so well that they didn't have to use the key card.

Since I was the junior officer on the site and had a military driver's license, I got to make the run down the hill with the airmen when they were allowed to visit the

village. The road was rather steep and, when we had a heavy rain, it was a bit slippery. I had gotten a camera and took a lot of pictures. We had a dark room on site and some expired photo paper 10x10 size, which meant that I could print four photos to a page.

Often, we would get a loud speaker announcement from the Ops Control Room that some fighters were coming over to give us an "antenna check". When this happened, we all rushed out with our cameras to take pictures. The one picture I missed was a plane on it's side going be-



2nd Lieutenant William G. Lesso in his "civies" leaning against weapons carrier while at Kume.

tween the site and the next hill. We could look down and see the pilot waving at us.

I left the site in early 1955 because my wife and son were coming to Okinawa. Since I would not have a full tour because my time was up in 1956, I had to build a house in order for them to come. I could only lease the land, and the two bedroom house cost me \$3000. We built in an area called "Country Club Heights", next to the golf course. We overlooked White Beach and the Commanding General's house.

At first I was assigned to Hq 529th

AC&W Group on Naha AB. When it was absorbed into the 313th Air Division, I moved to the Hq 624th AC&W Squadron. We were housed in Quonset huts.

Evidently there were so many complaints about the lack of Air Force housing, that the Army turned over to the Air Force "condemned housing" on Buckner Bay. We had only been in our house less than two months, when I drew one of the "condemned" houses. It was great — large with a tiled roof.

My squadron maintenance sergeant, TSgt Walt Csvany, also lived in the area. He could fix anything! I once saw him climb a telegraph pole with a strap and leg cleats to fix an antenna. I remarked to him that the only thing I hadn't seen him repair was a watch. Several weeks later he had a jeweler's eyepiece on and was fixing a watch. While we were there, the new Nicci sewing machines with cams for stitching and button holes came out. Walt's wife told him that if he laid a hand on hers there would be divorce.

He was also a great "scrounger". He had a cave where he kept his stash. We were always short of a special tube for a UHF radio set and had many requisitions in for them. One day we got a crate of them — over a hundred. This was obviously a mistake. Before the supply people could reclaim them, Walt filled all our requisitions as well as any other outfits at Naha that had requisitioned them — for future "draft" choices!

Since the 624th AC&W were "tenants" on the base, we usually got to be Officer-of-the-Day on paydays, when there were more than the usual number of drunken airmen. So, often I would have to go to the jail or hospital and authorize a blood test. The other chore I had as the Junior Officer at the Headquarters was to pay the airmen at the sites. We flew to Kume in a de Havilland Beaver, to Miyako in a C-43, but to Okino it was an overnight boat trip.

I remember one time the seas were

Biloxi

Continued from page 1

OIL SPILL: I'm concerned that some potential attendees are holding back signing up due to concerns over the oil spill. Oil has reached several Biloxi beaches, however, I cannot envision how this could effect our reunion. If I see any potential problems, I will personally contact all who have signed up and explain the situation to them. Now, let me update you on how to get to the IP Casino whether flying or driving in:

Flying in to Biloxi/Gulfport: Gulf Coast Transportation has a shuttle bus meeting every flight up to 6:30 p.m. Once you have picked-up your luggage, walk out the front door and across the street and you will see the Gulf Coast Booth. * The cost is \$14 one way and \$22 round trip (this is a change from the last Scanner). If your flight is scheduled to arrive after 6:30 p.m., I highly recommend that you not hire a taxi, as the fare is between \$40-\$50.

Instead, if you are scheduled to arrive after 6:30 p.m., send me your airline/flight number and arrival time. I will attempt to arrange transportation.

Contact me by e-mail at: dahammond13@msn.com, or call me at: 228.388.3085 or 228.424.0048 (cell). To contact Gulf Coast Transportation call: 800.366.8115.

* **Note:** The IP sometimes sends a shuttle bus to pick-up airline crews. So, if you see an IP shuttle bus, ask the driver if they have any open seats. It won't hurt.

Driving In: When driving in on I-10, take Exit 46A South to I-110 then, when you reach the middle of the Back Bay Bridge, look left and right and you will see beautiful Biloxi Back Bay. At the end of the bridge, take Exit 1D. Staying left, turn left at the light, then left at the next light. You will see signs directing you to Valet Parking or to the Parking Garage. If you have mobility problems, take the free Valet Service. I would recommend parking on the 5th floor, as it is level.

TOURS: Our three tours have been finalized, along with scheduled free time.

The three tours; City of Biloxi, New Orleans and Keesler AFB, have been planned to trigger past memories and form new ones. So let me update you on these tours and offer suggestions on things to do with your free time.

CITY OF BILOXI - 21 September:

The Hotard Bus Line will provide a guide that will relate Biloxi's history (dating back to 1699) up to the city as it exists today. They will cover the shrimp/seafood industries up to the current oil spill. The bus will take us throughout the city, with the guide pointing out historical landmarks and giving explanations as to their past. They will show us the before and after concerning Hurricane Katrina. The tour will take us along the beach, where we will see the famous Biloxi Lighthouse, White House Hotel, Beauvoir (Jefferson Davis' home), and several beautifully carved sculptures of marine life.

We'll visit "The Biloxi Green" where the Katrina Memorial for victims of Hurricane Katrina is located. Also, you'll be able to see one of the beautiful marine sculptures close-up. A group photo will be



These two photos show the outside and inside of an Operations Module (OM) in the Modular Control Equipment (MCE) System used to plan, direct and control air operations. Photo by FAS Military Analysis Network.

taken at the Green. During the tour I will be assisting the guide in pointing out landmarks that we knew from the time we spent at Keesler, such as the USO Club and many others while driving down Howard Avenue. I'm certain all will be pleased as they look at the city as it is now; while remembering the way it was in the past.

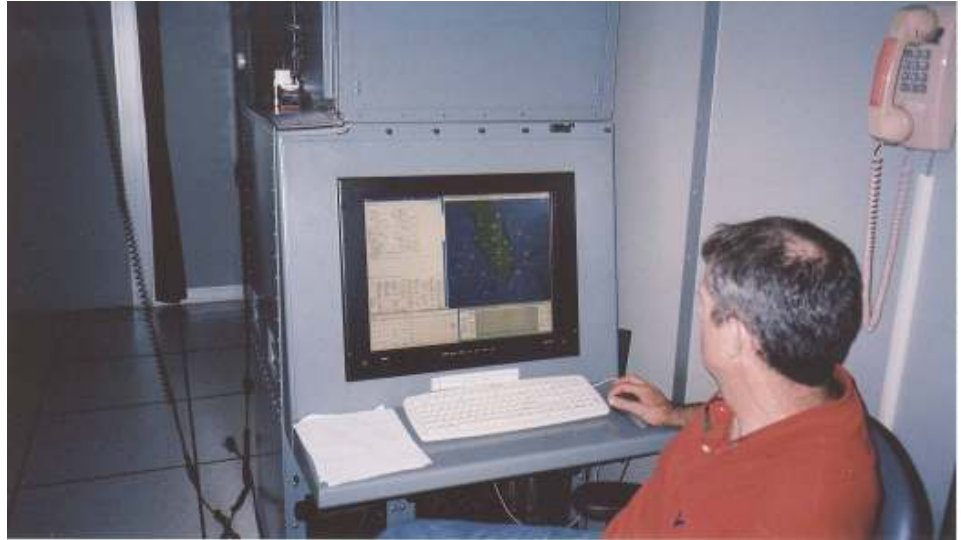
FREE TIME: We have set time aside following the Biloxi tour so that our attendees can make plans to socialize; may it be in the hospitality room, at one of the several restaurants at the IP, or taking a mini-tour of Biloxi. I have two recommendations. Beau Rivage's lobby where there are always thousands of colorful flowers on display, and Hard Rock Casino where there are several show cases displaying musical instruments and clothing worn by famous musicians from the past. The "Casino Hopper" can provide transportation to other casinos or locations around Biloxi. You can catch it at a bus stop located on the street in front of the IP. It leaves every 15 minutes and, if you have your Medicare Card, it will cost you only sixty cents instead of the regular \$1.25.

NEW ORLEANS - 22 September: This tour will take us on one and half hour drive on I-10, and I will be your guide. As stated in the last Scanner, I'm not a "chatter box", but I will point out several points of interest along the way. We'll drive over Lake Pontchartrain on a five mile bridge, through areas of New Orleans that were flooded during *Katrina*, and by the Super Dome.

Our first stop will be at "The National WWII Museum" that will be an experience of a life time. One part will be touring the main museum that covers memorabilia from the famous "Higgins Boats" through both the Europe and Pacific D-Day invasions. The second part will be viewing the 30 minute movie "*Beyond All Boundaries*" in the Victory Theater*. It is a magnificent



815th Airlift Squadron C-130J-30 airdrops supplies to troops. Photo by Keesler Public Affairs Office.



Radar Ops Training Lab that supports the Modular Control Equipment (MCE) System. Photo by Dave Hammond.

movie that will leave barely a bare eye in the theatre.

Then on to Jackson Square, where you can sight-see, have coffee & beignets at Café Du Monde, or have lunch at one of the several restaurants on the square.



An airdrop from the "Flying Jennies" on it's way to our troops. Photo by Keesler Public Affairs Office.

* **NOTE:** Since the Victory Theatre was not open when we closed the contract for the WWII Museum tour, there will be an additional charge of \$7 to view the movie. It will be each persons choice to view the movie or not, and the money will be collected prior to the tour.

If you have not registered, it would be very helpful to our planners if you would add the \$7 per person to your registration. If you have registered, you will be receiving a call from the planners so that we will know how many tickets to reserve. In this case, you can pay the additional (\$7) fee when you check in at the reunion.

KEESLER - 23 September: A Public Affairs Office (PAO) guide will take us through a "Window Tour" of Keesler, explaining the on-going training while pointing out various training facilities. We will

visit new housing areas and a World War II barracks for a group photo. I will be assisting the guide by pointing out training halls from our era, where "Mess Hall Row" used to be, and the location of facilities still in use from back in the 50's. Then it's on to the three mini-tours we have planned; Air Traffic Controller Training Lab, Radar Ops Training Lab/Classroom, that supports the "Modular Control Equipment (MCE) System, and the 403rd Wing that oversees the "Hurricane Hunters" and the 815th Airlift Squadron "Flying Jennies", including a planned walk-through of one of their C-130J-30 model aircraft.

I'm certain that observing our young men and women in training as we tour Keesler will give us all a renewed sense of pride in our Air Force.

HOSPITALITY ROOM: Will be located on the second floor of the IP, and will be the focal point of our socializing, having fun, and where we can seek answers to any questions we may have. We encourage everyone to bring their scrap-books, photos, CD's and DVD's, etc., so that we can all share our years spent on Okinawa. Let's plan on having a super reunion, renewing old friendships and making new ones. I'm looking forward to seeing you all in Biloxi!

If you have any questions about our upcoming reunion, please contact Co-Coordinator David Hammond at: 751 Holly Hills Drive, Biloxi, MS 39532-4305; Phone: 228.388.3085; or E-Mail: dhammond13@msn.com



623rd AC&W Association 7th Biennial Reunion September 19-23, 2010 IP Casino Resort & Spa Biloxi, MS

Hello!

Welcome to the 7th Biennial Reunion of the 623rd AC&W Association! We're certain that you will have a great time renewing previous friendships and meeting new "old" friends. Biloxi is the place for renewing old friendships and starting new ones. You will want to come early and stay late.

Be sure to call the hotel for your reservations and tell them you are with the **623rd AC&W Association** to get the **super discounted rate of just \$83.99** (including tax & fees)! Check the website at www.ipbiloxi.com for the complete list of amenities.

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Biloxi MS 39530
888.946.2847

You may also register on-line on the website.

We'll be looking forward to seeing you!



Particulars

Transportation:

Air: Gulfport-Biloxi International Airport is currently served by five airlines including — American, Continental, Delta, Northwest and US Airways.

Ground: Gulf Coast Transportation provides a shuttle from the airport to the hotel. Exit through the "Ground Transportation" doorway. The driver will take the payment of \$12 (one way). Shuttles are available all day until 7:30 p.m. Call the shuttle service ahead of time (800.366.8115) and they will make arrangements with you to be available.

Cancellation Refund Policy: Complete refunds will be sent 40 days before the reunion, minus \$15 of the registration fee per person. REFUNDS WILL BE GRANTED AFTER AUGUST 20, 2010, based on vendor policies and hotel guarantees. All tours must achieve the minimum number in order to complete the tour. Gratuities for the driver are at the discretion of those on the bus and are well appreciated.

Agenda

All tours include transportation, guide (when applicable) and entrance fees. Times are subject to minor changes. All tours are based on 35 person minimum.

Monday, 9/20/10	➔	1:00 PM - 7:00 PM	Registration
		3:00 PM - 10:00 PM	Hospitality Room Open *

** (Hospitality Room will be open from 8:00 AM - 10:00 PM each day other than during the banquet.)*

Tuesday, 9/21/10	Tour #1	9:00 AM - 2:00 PM	Biloxi Tour
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Enjoy a wonderful time discovering the beautiful Mississippi Gulf Coast. The guide will provide a rich history of Biloxi as we drive by Beauvoir, the home of Jefferson Davis, and continue on down Highway 90 viewing various points of interest including "Old Biloxi" and Ocean Springs.

COST: \$21.00 (Includes transportation and guide)

Wednesday, 9/22/10	Tour #2	9:00 AM - 5:00 PM	New Orleans Tour
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This "Field Trip" will include time to explore the World War II D-Day Museum, followed by time in the French Quarter for lunch (on your own), shopping and, of course, the free entertainment of the street musicians and vendors. Be sure to enjoy a walk on the levee to view the mighty Mississippi River.

COST: \$35.00 (Includes transportation and admission to D-Day Museum)

Thursday, 9/23/10	Tour #3	9:30 AM - 2:00 PM	Keesler AFB Tour
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Keesler AFB is the home of the 81st Training Wing. The visit to this base will include a "window tour" as a Public Affairs Officer meets the coach at the gate and, with the assistance of our own Dave Hammond, we will see not only the existing facility but the locations of former facilities. A walk through/ briefing of a Radar Operator Training Laboratory, a visit to a state-of-the-art classroom, and the Air Traffic Controller Training Area are planned. Final arrangements for this tour are dependent on approval by the Public Affairs Office prior to the reunion date.

COST: \$15.00 (Includes transportation)

2:00 PM	Board Meeting
3:00 PM	Membership Meeting
5:00 PM	Group & Individual Pictures
6:00 PM - 10:00 PM	Banquet at Hotel
8:00 AM - 10:00 AM	Farewell Breakfast

Friday, 9/24/10	➔
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529th AC&W

Continued from page 4

road grader up the hill and use it for spreading the stuff. Sgt Vance decided he and I would drive the grader up the hill. Sgt LeGrand drove us down to the coral pit, stopping off for three liters of heat exhaustion preventative medication. He dropped us off at the beach, then returned to the site. Now, this type of grader has dual controls for the front wheels, a steering wheel for left and right, and some levers to tilt the wheels from side to side.

As we drove through Togouchi, Vance with the steering wheel in one hand, and an Asahi in the other, and me at the levers juggling my "medicine" and controlling the "lean" levers with both hands, we came to a place in town where we had to make about a 45 degree turn to the left. Vance could have easily made the turn using only the steering wheel but, I being his helper, decided to help. As he turned his wheel to the left, I tilted the wheels — only I pushed when I should have pulled the levers, resulting in about a 15 degree turn — into the wall (made of fieldstone) around the city bank.

Somehow we managed to keep the Commander Major Bolger from hearing about the incident, and it actually turned out well. The banker wanted a large (300-400 pound) vault/safe moved to a new bank being built across the street. We used the 6x6 truck with its bomb loading "A-Frame" to move the safe. We ended up making a friend of the bank honcho, and he introduced us to the crew of a stand-by rescue boat that was stationed on the bay at Togouchi. Incidentally Mat Bolger, a fine commander, was called (to his back) "Strict", i.e., "Bolger" = Boa Constrictor = "Bo" then finally just plain "Strict". Thus his permanent nickname.

Sgt LeGrand talked the captain of that rescue crew into taking several G.I.'s and the house girls on a tour around Point Tare (northern tip of Okinawa) and out to Ie Shima. The shrine to Ernie Pyle was a simple plaque, bronze I think, on a large stone with a few words about when and where he was killed. The monument to the Japanese was even more austere. It was only a chicken wire enclosure about four or five feet in diameter filled with skulls. I took a picture of a skull that had been half buried in the sand, and was only visible at low tide. Neither the boar crew nor the house girls wanted the picture taken, but the good old "ugly American"

syndrome had it's way. I would love to see pictures in *The Scanner* of those shrines as they are today. There is no way I can ever go there again at my age.

Another part of that tour is that I darn near drowned, diving into clear water over a sunken ship. We could see cases of Sake (rice wine) lying on the bottom, and the water looked shallow. Turns out it was way over my ability. The Okinawan boat crewmen easily brought up several bottles, some still in their rice straw wrappers, but I was beginning to think there was no surface before I reached it on the one dive I attempted. No problem though, none of the other G.I.'s made it to the bottom either. We got lots of Sake though, enough to party on for several days.



Corporal Chaponi killed this Habu just outside the door of my hooch at Yae Take in 1951.

One more story about Yai-Dake. Someone before my time designed and installed a "scramble escalator" for use in going from the living area up that steep hill to Radar Operations. It was made of a 55 gallon drum connected to an electric motor. A 3/4" rope was wrapped around the drum several times, then down the hill to a pulley mounted just outside the Quonset hut where Compton and I lived, then back up the hill on a continuous loop arrangement. To use it, one turned on a switch at the lower end, which started the motor up top. One then grabbed on to the rope and did a "rappel in reverse" up the hill. That was the idea, but it never worked for me at least. When Corporal Chaponi killed that Habu (see photo) just outside my

door I lost all interest in scrambling up the hill, as the snake was found only a few feet from the ski-rope, and I figured it had a mate nearby so I walked.

Neither Compton nor I actually ran an intercept during the 8 to 10 months I was at Yai-Dake. I did try to run a homing mission using the direction finding radio van at Yontan. We ended up giving the pilot the wrong direction to fly, taking him towards Japan instead of Okinawa. Thank God it was only a practice mission. We did prove it was feasible to use a DF van at some distance (Yontan to Yai-Dake) — and it was a lot of fun! Especially since the DF Radio Operator was an on-loan Radar Operator (Private Vanderford from Tennessee) and we were working with a pilot who had a good sense of humor.

In May 1951 I got the news! They were starting to rotate men out of Korea and decided to send a bunch of us home from Okinawa. They told me I had been on Okinawa longer than anyone else, so they were letting me fly home as opposed to another tour in the Navy (29 days from Frisco to Naha). Of course, a sick person bumped me off the flight. When I got back down to 624th AC&W Hq (it had taken over the ADCC, plus all the remote sites), I found that all the Quonsets were full, so my last few days were spent in a 12 man tent in front of the Orderly Room.

I mentioned that the ship I went to Okinawa on had made a stop at Pusan, Korea, to pick-up the *last* of the WWII occupation troops. Well, ironically, the ship I came home on had stopped at Pusan to pick-up the *first* men rotating out of Korea since that war started. Actually, I was on a boat load of heroes. They were mostly Army men, and they had been there since the very beginning.

The ship I came home on was the *USNS Edwin D. Patrick*, a converted two stacker luxury liner, which they said was much faster than the *Collins* I spent 29 days on. The *Patrick* lived up to its reputation for speed! We zigzagged to avoid being a torpedo target (no threat, just procedures), dodged around a reported typhoon, and still made it to Frisco in 15 days, landing around the first of July 1951.

The city of San Francisco really turned out to meet the first Korea returnees. The beer they threw us in the trucks we were riding in from the dock to the processing point was almost as good as that we bought in Kadena Village and Togouchi, plus it was free, so I enjoyed it. I didn't say I earned it like the guys from Korea but — if people threw it and I happened to catch one or two — what the hey!

Okinawa Radar Sites — More than dots on a Plotting Board

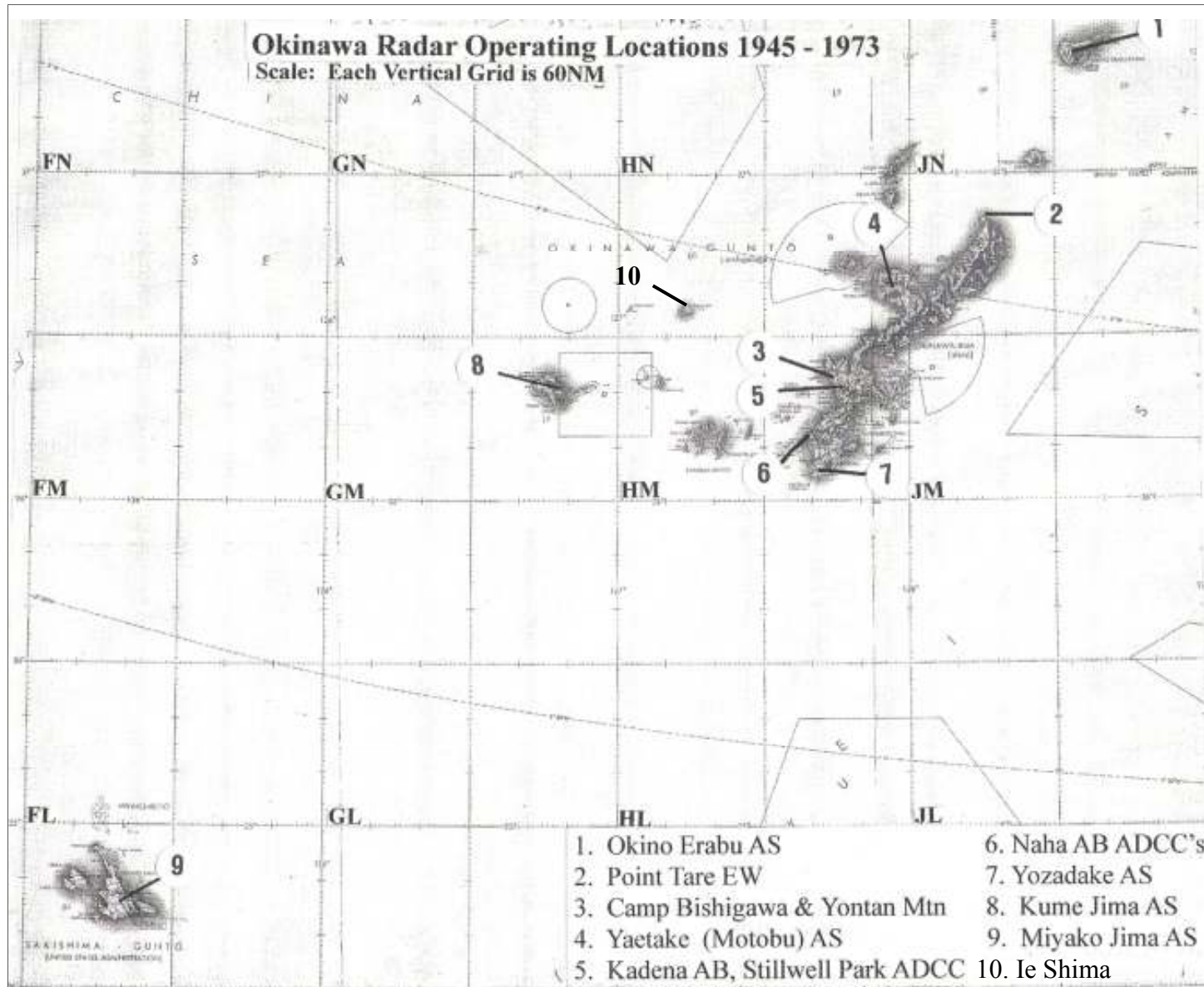
By Dave Law
Naha ADCC 1956-61

As a young radar operator in the Naha ADCC during the mid-fifties I knew where I was, and that those "dots" on the plotting board indicated where other radar units in the Okinawa Air Defense Identification Zone were operating. I pretty well understood their capabilities and knew what their functions were and watched as changes in policy and procedures modified them over the years. I didn't wonder about how or when they came to be, nor was I curious about any that had preceded them. It was as it was.

Many years later I began to wonder how and when those units came to be, and

while inquiring about that, found there had been others that I had not known about. On joining the 623rd AC&W Squadron Association I found much of the information I sought was available in the Membership Directory. However, I also found that there were some missing pieces and errors and that caused me to search further. Trying to follow a chronological outline of the developments within the entire Okinawa defense can be terribly confusing. I found that by looking at each location and the events as they happened there, it would make more sense to those who served at those locations. I randomly marked installation locations on area maps and then listed the major events for each of them, as follows:

1. Okino Erabu: Established as a Detachment* of the 624th AC&W Sq in April 1951, this Early Warning radar station was necessary to provide coverage of the northern approaches to the Okinawa Air Defense Identification Zone. Initially under the administration of the US Military, Okino Erabu was returned to the government of Japan in 1953. It became the southernmost radar station in Japan proper but it did not revert to the control of the US Forces in that country. It continued to operate as part of the air defense of the Ryukyu Islands under command of the USAF on Okinawa. The station became a Detachment* of the 623rd AC&W Sq in March 1958. It was transferred to a Japanese Air Self Defense Force AC&W



Group on 31 Dec 1972 and remains in operation today.

2. Point Tare: The mountains of northern Okinawa seriously limited the capabilities of the Yontan Mountain radar station, creating a need for an Early Warning station. A Detachment of the 623rd AC&W Sq was established at Hedo Misaki in June 1946, and was named "Point Tare". In 1947, a surveying team was dispatched by ship to identify a more suitable location for a permanent radar station north of Okinawa. The team conducted surveys on Amani Oshima, Tokuno and Kikai Jima, but none of these were selected. Okino Erabu would eventually fill the EW need. Severely damaged by a typhoon, Point Tare was closed and the Detachment deactivated in early October 1948.

Aguni Shima DF Station: Additional measures to improve the navigation and detection capabilities in the Okinawa Air Defense Zone included the use of Direction Finding, or DF, equipment. A DF station operated on Yontan Mountain and another was operated on Aguni Shima between October 1946 and June 1947. Little is known about that station, but it is thought to have been very primitive.

3. Yontan Mountain and Camp Bishigawa: The radar station on the top of Yontan Mountain, or Yontanza, as the local people called it, was put into operation by the 305th Fighter Control Squadron by early September 1945. On 2 July 1946, the 305th FCS was inactivated and the personnel, along with their equipment, became part of the newly organized 623rd AC&W Sq. The 623rd AC&W Sq continued to operate the radar site on Yontan Mountain until the Squadron relocated to Yozadake and the site was closed in May 1956. At various times, DF, GCI, Direction Center, Tactical Control Center and Air Defense Control Center operations were functions performed during the more than 10 years that the radar site was maintained on Yontan Mountain.

The units that operated the radar were stationed at a camp located at the base of the mountain in what had been the little village of Makibaru. The 3rd Marine Division had secured the village on the first day of the invasion of Okinawa (1 April 1945). The Seabees occupied the site later that same week and named it "Camp Makibaru". During September 1945 the Seabees departed and the 318th Fighter Group (later the 301st FG), which included our 305th FCS, arrived at the camp. Apparently in reference to its location on the

banks of the Bishi River (Bishi gawa), they named it "Camp Bishigawa". In July 1946 the 305th FCS was re-designated as the 623rd AC&W Sq. The 529th AC&W Gp and 624th AC&W Sq were both organized in Apr/May 1948 and joined the 623rd AC&W Sq at Camp Bishigawa. The 529th AC&W Gp and the 624th AC&W Sq both moved to Naha AB Jul/Aug 1952. The 623rd AC&W Sq was relocated to a newly constructed radar station at Yozadake in May 1956. The Yontan Mountain location was eventually turned over to the US Army, becoming a Hawk missile site, while Camp Bishigawa was occupied by the US Marine Corp. Today the camp area is a USAF installation within the joint USAF/USMC ammunition unit occupies the old radar site.

4. Yaetake/Motobu: The radar station was first opened at a Detachment of the 624th AC&W Sq on 15 March 1950. In Sept 1951 it reverted to the 623rd AC&W Sq, which manned it until 31 July 1956. It was in fact closed for new construction from 27 Apr 1953 - 13 Jun 1954. The 624th AC&W Sq again controlled the station from 31 Jul 1956 - 16 Jan 1958, when it reverted back to the 623rd AC&W Sq.

The actual location of the 624th AC&W Sq Headquarters between 1956-58 is uncertain at this writing. The Headquarters had left Bishigawa and was on Naha AB in 1952. Some say it stayed at Naha AB until de-activated in March 1958, while others contend that the Squadron Headquarters element moved to Yaetake when that site again became operational in July 1956.

During the years 1950 - 1958, the station operated at various times as an Early Warning site, GCI, Direction Center or as an Alternate Direction Center. It was finally closed and dismantled in June 1958. For many years the Air Force shared it as a communications site with the Army's 30th Air Defense Artillery Brigade. It has remained a USAF communications site ever since 1973. The 30th ADA Brigade ceased operations on Okinawa in 1973.

5. Kadena Air Base: The earliest arrival with possible radar operations on Okinawa by the 305th FCS are thought to have been on Kadena Airfield during August 1945. But by January 1946, the unit had moved to Yontan Mountain and Camp Bishigawa.

In June 1950, a new Air Defense Control Center (ADCC)** was established in the Stillwell Park area on Kadena AB. Initially manned by the 623rd AC&W Sq, a

new unit, the 851st AC&W Sq was organized for that purpose, and was activated on Kadena AB in August 1951. Although the 851st was administered from Camp Bishigawa, it was billeted on Kadena AB. 529th AC&W Gp and some 623rd AC&W Sq personnel who worked at the Stillwell Park ADCC were transported to and from Bishigawa for duty on Kadena. The 851st AC&W Sq remained at Kadena until moving to Naha AB in July 1952. It is believed the Kadena ADCC was bunkered in the hill located near the center of Stillwell Park. Now tree covered, that hill can be seen in the Stillwell Park Housing Area on Kadena AB.

The modern 623rd Tactical Control Flight is stationed on Kadena AB today. The unit conducts operations jointly with the Japanese Air Self Defense Force at their Direction Center (the modern term for an Air Defense Control Center) on Naha AB and trains periodically at the JASDF radar station at Yozadake.

6. Naha Air Base: In the summer of 1952, a bunkered ADCC was being constructed in the south side of a small hill near the flight line on Naha AB. On the north side of that hill was the "500 area" of Quonset billets and offices where the 529th AC&W Gp and 851st AC&W Sq were located. The Okinawa ADCC on Naha AB became operational on 1 August 1952 and the Stillwell Park ADCC on Kadena AB was closed.

Having by that time four detachments operating radar stations at Yaetake, Okino Erabu, Kume Jima and Miyako Jima, the 624th AC&W Sq relocated from Camp Bishigawa to that "500 Area" on Naha AB in 1952. The proximity of the air base to both sea and air transport in support of the Detachments made it a more practical location for the Squadron. Although there would be changes in the Squadrons operating the Detachments, processing and transient facilities for personnel assigned to the Detachments would remain at Naha AB until 1973.

Between 1952 and 1957, major construction was in progress on the infrastructure of Naha AB. Streets, sewer, water, electrical and communications, along with new barracks, dining facilities and many service facilities, were under construction. When they became available in 1954, the personnel of the 529th and 851st AC&W moved into Bldg 1200 and 1201. Additionally, new transient billets were established for the 624th AC&W Sq in Bldg 1202, with offices co-located with the 851st AC&W Orderly Room in Bldg 1200.

Significant command changes scheduled for early 1955 caused dramatic reorganization to be initiated at the end of 1954. 313th Air Division was being formed to replace 20th AF as the overall AF Command in the Ryukyu Islands. Air Defense operations by the ADCC and the personnel who manned it would then come under the direct control of the 313th Operations Division instead of through the 529th AC&W Gp or the 51st Fighter Interceptor Wing as 20th AF had done. ** A transitional unit, Det #1, Hq 20th AF, was formed to assume the duties and personnel of the soon to be deactivated 529th AC&W Gp and 851st AC&W Sq. A modern 313th Air Division ADCC (Bldg 602) was also being built on Naha AB.

On 1 March 1955, all was in readiness and 313th Air Division took command of all Air Forces in the Ryukyu Islands. The new 313th AD ADCC became operational, under the control of the Division's Director of Operations. 20th Air Force Detachment #1 became Detachment 1, Headquarters 313th Air Division, comprised of former 851st AC&W Sq and some 529th AC&W Gp personnel to man the new ADCC. Det #1, 20th AF and the 851st AC&W Sq were deactivated on 1 March 1955. the 529th AC&W Gp was officially deactivated on 15 March 1955.

Three years later, on 6 March 1958, Headquarters 623rd AC&W Sq moved from Yozadake Air Station to Naha AB. The Squadron was by then operating the transient billets from Bldg 1200 and 1202, and its administrative offices were located in Bldg 603, sharing the facility with the Naha AB Personnel/Finance Offices. Also in March 1958, the 51st FIW Combat Operations Division assumed control of the ADCC from the 313th Air Division Director of Operations.

At the end of June 1960, Detachment 1, Headquarters 313th Air Division was deactivated, and the personnel that manned the ADCC were assigned to Headquarters 623rd AC&W Sq. The Squadron Commander would have offices in the ADCC building and the administration offices were moved from Bldg 603 into the Orderly Room of the former Detachment. No other physical moves were involved and for most assigned airmen it meant little more than a new mailing address. The Squadron Executive Officer replaced the Detachment 1 Commander.

Things would stay much the same on Naha AB until the great influx of personnel and equipment during the Viet Nam war. To make room for more base personnel, the airmen manning the ADCC were

moved into Bldg 1203 (Sharing the billets with the Security Police Squadron). It proved to be an unsatisfactory situation and in 1971 the 623rd AC&W personnel were allowed to refurbish a wing of Bldg 1202 and move into it. As the air base, the ADCC, and the 623rd AC&W personnel prepared for the reversion of Okinawa to Japan, the numbers of ADCC personnel diminished to the point that only a few were required to monitor operations prior to finally transferring the facilities to the Japanese Air Self Defense Force on 31 June 1973. The 623rd AC&W was inactivated on 8 July 1973.

The JASDF continued to operate the ADCC from Bldg 602 until a new facility (Bldg 604) was constructed sometime around the year 2000. Bldg 602 was demolished in May 2004 to make room for a new JASDF command complex. As stated in the comments about Kadena AB, the modern 623rd ACF works with the JASDF 83rd Air Wing, Southwestern Composite Air Division in their Direction Center, as it is called today, on "Air Base Naha".

7. Yozadake: The youngest of all the radar stations, Yozadake became operational on 24 May 1956. The station was the headquarters for the 623rd AC&W Sq from its opening until March 1958, when the headquarters element moved to Naha AB. Then the Yozadake radar station became Detachment 3 of the 623rd AC&W Sq, which designation it retained until it was turned over to the JASDF in April 1973. Yozadake always functioned as a Direction Center and Alternate Air Defense Control Center, and continues in one of those functions today as part of the JASDF Southwestern Air Division.

8. Kume Jima: Construction on the Kume Jima radar station began in 1950 and by April 1951 it had become operational. Initially a Detachment of the 624th AC&W Sq, it became part of the 623rd AC&W Sq on 31 July 1956. Operating as an Early Warning station, Kume Jima was at times designated as an Alternate Direction Center and had GCI functions. The station continues to operate as an AC&W Group within the JASDF.

9. Miyako Jima: The earliest operational "off-island" radar station and most distant from its parent unit, Miyako Jima became operational on 15 March 1950. Like all "off-island" stations, it was initially a Detachment of the 624th AC&W Sq, but on 31 July 1956, it became a Detachment of the 623rd AC&W Sq. The station was turned over to the JASDF on 15 February 1973, and it still plays an active role in the defense of the Ryukyu Islands.

10. Ie Shima: There is very little information about the 305th FCS operations or location on Ie Shima. It is known that Det #1, 305th FCS was on Ie Shima by August 1945, and presumably they conducted radar operations there. It has been said that they may have used equipment obtained from a USMC Marine Air Warning (MAW) unit. But they may have brought their own transportable radar. After the main body of the 305th FCS began operations on Okinawa during late summer 1945, Detachment #1 was no longer needed and was discontinued by January 1946.

* It should be noted that, as the radar stations changed from one Squadron to another, their Detachment Number also changed. (For instance, Det #1 of the 624th did not remain as Det #1 of the 623rd, and became a different numbered Detachment.) As those many changes can be confusing, they are not addressed in this outline.

** The unit manning (duty within) the ADCC's rarely exercised command and control (operations) of the ADCC's. Almost always being under the major AF Commander, the day-to-day control of operations was delegated to various different organizations over the years. Like the different Detachment identifiers for the radar stations, the chain of command for control of operations can be further confusing, and they are only briefly mentioned here. A breakout of the changing chain of operating command, and the different manning units, are shown in the document "Okinawa ADCC Chronology" found in PDF format on the "History" pages of the 623rd Association Website.

Ed's Note: We are indebted to Dave Law for furnishing us this comprehensive article on the history of the air defense of the Ryukyu Islands from shortly after WWII up to the present time.

As noted in the Unit History section of the 623rd AC&W Association's Membership Directory (compiled and maintained by our Membership Recorder David Cory), the units history is a long and often confusing one. This is due in part to the constant changes in physical site locations, interpretations of spelling of geographical names, functions performed by various sites over the years, unit and site designations, etc.

We feel as though this is probably the most inclusive article to date describing the location and functions of the various sites throughout the years. Thanks Dave!

Kume

Continued from page 5



Painting the Kume Jima dome.

so rough that I had to hold onto the side of the bunk to keep from being pitched out. I carried all the cash and paperwork in a tool box, plus the mandatory .45 pistol. As I paid the troops, one of the site officers would sell Okinawan yen (Japanese yen on Okino.) As soon as I finished paying everyone, a line would form to give me cash and money orders to send to relatives back home. After pay trips, the Post Office would open a special window just to handle the business.

I knew that I was eligible for promotion in June 1955. Finally, my promotion orders came, but — I could not find a pair of 1st Lt bars at Naha or Kadena. (We had a lot of fighter pilots on the island.) I finally found a pair of hand-made bars in a native shop and proudly put them on. My wife did not notice, but

our maid said "Honcho bigger Honcho now!" For the next several weeks I kept getting 1st Lt bars for people who brought them from Japan and other places. I would have had a good sized ingot if I had melted them down.

We left Okinawa at the end of January in 1956.

PICS FROM THE PAST



This photo of the 623rd AC&W Squadrons baseball team from 1948-49, was submitted by Hubert R. Rich (standing second from left) of Norway, ME, who was stationed at Kadena/Yontan during that time.

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We regret to announce the passing of the following members who have reported in for their final roll call.

Frederick R. Shirley - Arlington, VA. Deceased 03.11.10. 623rd, Okino, 1963-64, radar ops.

Carl L. Stough - Sanford, ME. Deceased 05.28.09. 623rd, Miyako, 1958.

Kenneth Weaver - San Antonio, TX. Deceased 02.XX.10. Okinawa ADCC ADA Liaison, "B" Crew, Naha AB, 1958-61.

(If you know of any members who have recently passed away please let us know so that we might acknowledge them in this column.)

CORRECTIONS & CLARIFICATIONS

Due to a production error, a portion of the story on YozaDake was omitted in the April issue. That portion should have read as below:

YOZADAKE

Continued from page 5

care of the GTA-6 blue communications boxes, and the inside and outside circuits that connected to them. Our boss was SSgt Harley, and antenna/pole line guy, and the others included SSgt Roscoe, Teletype Maintenance, and George Littleton, Outside Plant Installer. I transferred to Okinawa from the 657th AC&W Squadron in Houma, LA, so my first hitch was all in AC&W. I escaped when I reenlisted in the states and sought out a large base where I could cross-train to the big telephone exchanged. Hunter AFB, GA saved the day!

I retired in 1987 as a CMSgt after 32 great years in our Air Force, and all in communications. We live close to Scott AFB (where I retired twice) to enjoy those earned benefits including Happy Hour at the club. We wish all those along The Scanner pipeline the very best in life. We hope to make the reunion in Biloxi in 2010.



Association Archives Chairmanship

By Dave Law
Naha ADCC 1956-61
Sukiran 1964-67

Unfortunately, Gene Culp has found it necessary to resign as Chairman of the Archives Committee and has returned the files that were in his possession to me.

I am willing and able to continue to maintain the Archives for as long as necessary, so that is not a problem. Any future inquiries, donations, searches, etc., should be directed to me. If anyone cares

to lend a hand, and be an active part of this, please contact me. We could use a volunteer to maintain both the Miyako and the YozaDake Archives, both of which are growing and are of interest to many of our members.

John London still maintains the Kume Jima Archives and is the appropriate person to contact for that station.

Just as a reminder; the Archives Committee members are volunteers that serve at the pleasure (appointment) of the Association President, and they are not members of the Board nor are they Officers of the Association. The Committee operates under the rules established by a Letter of Instruction (LOI) adopted by the Board in September 2004.

I will have a full report on, and exhibit of, the Archives at the Reunion to be held in Biloxi this coming September.

Archival Contacts

Kume Jima	John London	kumegoose@gmail.com
All Other Sites	Dave Law	adcc5661@yahoo.com

623RD AC&W ASSOCIATION

MEMBERSHIP: __ APPLICATION __ RENEWAL __ UPDATE

Please complete and mail, along with check (payable to **623rd AC&W Association**) if applicable, to: **David B. Cory, Membership Recorder, 10408 Wedd St, Overland Park KS 66212-5644.**

Name _____

Address _____

City _____ State _____ Zip _____

Telephone _____ E-Mail _____

Unit and/or Detachment _____

Location (Site) _____

Dates _____

AFSC or job description _____

Enclosed is my check in the amount of \$ _____ for:
 _____ **Dues** _____ **Directory**

(Annual dues are \$20.00, and Membership directories are \$7.00 each.)



Biloxi's Beautiful Back Bay with I-10 in the foreground as viewed from the 9th floor of the Imperial Palace parking garage. Photo by Dave Hammond.



623rd AC&W Association
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