



# THE SCANNER

NEWSLETTER OF THE 623RD AC&W ASSOCIATION



Volume 10 - Number 1

*Semper Vigilantis*

April 2011

## WINGS OVER SAKISHIMA

History of the Air War at Sakishima Gunto

By Fredio R. Samples

### About This Book

This book is a true story about the military action taken by the US and their Allies against the Japanese Army and Navy who were defending two small islands in a region of the Ryukyu Islands called Sakishima Gunto in late 1944 and 1945. The two islands; Miyako and Ishigaki Jima with their five operational airfields were the Japanese launching points for their Taiwan (Formosa) based Special Forces, known to the Allies as "Kamikazes". Kamikazes made their final no-return flight from these two islands to die while crashing their airplanes into the American and Allied ships during the battle at Okinawa.

This story originated from a mysterious horrifying dream experienced by a young American Air Force man while he was living on one of the small islands in 1964. He was so inspired by this dream that he was determined to find it's meaning.

After years of research, he uncovered the true story that has never been written before of the Air Battle at Sakishima Gunto that began in late 1944 and continued to the end of the war in the Pacific.

*What some who have read the book have to say about "Wings Over Sakishima":*

"Fred, as one writer to another, I am very proud and happy with your completed book. Telling a segment of unknown history is a remarkable feat. Your detailed description of missions to Miyako and Ishigaki have now become a part of history for that specific region. I applaud you. I know writing a book takes time, being away from family and keeping your concentration in focus. Well, you pulled it off and I am proud of your accomplishments. Cheers!"

— William Bever, McKinney TX



Fredio Samples

"Loved it, Fred! Thanks for the advance copy!"

—John London, Virginia Beach VA

"Fred, this is indeed an engrossing account of the action that took place in this previously largely ignored area of the Pacific. I especially found the details (number of bombs dropped, etc.) on individual missions to be fascinating."

—J. W. "Bill" Castagno, Thayer IL

Copies of *Wings Over Sakishima* are available for \$39.00 each, including shipping & handling, directly from: Fredio R. Samples, 23624 139th Drive SE, Snohomish, WA 98296-5435.

## 2010 Reunion planning is under way; more to come

By Jack Hinton

2010 Reunion Coordinator

As your host for the 2012 Reunion, I have been doing a lot of research, phoning, visiting, cajoling, cussing, etc. I want to make this an outstanding and interesting reunion. I have found many sites, dining establishments, etc., that would be pleasing to all. To do it justice, the reunion should last a minimum of three weeks! Sherry Mills, last years coordinator, will have a lot of decisions to make in order to choose the best for these three days.

Larry Hamilton of Jefferson City MO has merged his videos and a number of my photos to music. He has done a great job! I believe he is sending it to members who attended. I still have a disc with 459 pictures available for anyone who wants one for \$10.00. They are not copyrighted, so you can make prints if you wish.

When Sherry and I decide on the best sights, we'll give you a run-down on them in *The Scanner* in hopes of enticing more members into attending.

We will have much more information for you in the next edition of *The Scanner*.

## DO YOU HAVE THEM?

We are desirous of obtaining certain issues of *The Scanner* that was published by the 529th AC&W Group on Okinawa back in the mid 1950's.

The issues needed are March thru December of 1953; and January thru March, May thru August, and November of 1954.

If you have any of these issues we would greatly appreciate it if we could borrow them long enough to scan them, and we will then insure that they are returned to you.

## 623RD AC&W ASSOCIATION

Published by the 623rd AC&W Association, P.O. Box 72, Thayer, IL 62689-0072, three times a year.

The 623rd AC&W Association, a not-for-profit veteran's organization, 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

Do you hate commercials as much as I do? Not only do there seem to be a lot more of them these days but, for the most part, they seem to be a lot more annoying than the ones they had in the past. It's really hard to say what types annoy me the most as there are so many to choose from.

I despise the ones with side by side comparisons. You know, where they present their competitors product in black and white usually featuring a disheveled looking lady, her hair and clothes a mess, toiling away in a kitchen that looks like it was just hit by a cruise missile. Of course, their own product appears in glorious color, has a glamorous looking gal with every hair in place and wearing an evening gown and a string of pearls around her neck, barely moving a finger in a kitchen that you might see featured in Better Homes and Gardens. Subtle, huh?

There are also the ones that urge you to rush right out and purchase whatever they are pushing this very moment, before they are all gone, or before the "sale"

ends, or something similar to that. They also suggest that you will never ever get a deal like this again — until of course, the next great deal — that begins just as soon as the current one ends.

And there are the ones that try to make you think that you are getting a deal too good to pass up. They advertise whatever at say 59.99 but, wait... if you order in the next 30 minutes, not only can you get it for only 39.99 but they will double the order... or throw in some other worthless piece of junk. And, if you order it by credit card, they will also pay the shipping and handling. Such a deal! I think that most of us are smart enough to know that their "discounted price" was exactly what they intended to sell it for in the first place, and that this included the S&H from the very beginning.

Of course there are commercials that are sort of entertaining or humorous and even a few that are downright funny if not actually hilarious. The ones involving animals are the ones we like best and, as a dog lover — and the proud owner of a Border Terrier, we do generally favor the ones with dogs in them.

One of our current favorites (by a certain insurance company whose spokesperson appears to be a small lizard), involves a car chase scene where a dog is in hot pursuit of a cat. Do dogs chase cats?

Shades of Benny Hill!

## LETTERS TO THE EDITOR...

### Now they are together again

I wanted to let you know that my mom passed away on January 3rd about 11 pm. She had a seizure on the 2nd and went into the hospital and died thirty-five hours later. We got good reports about her condition in December, but the cancer in her brain was growing very rapidly.

Her last day with us was a great day. She saw a lot of family and friends and we had some good laughs even though she was in the condition she was. That afternoon she had another seizure that she didn't recover from. The family told her goodbye and we gave her permission to go and be with the Lord. It was very sad. We did not expect her to go this soon.

Our trip to Biloxi as a great last memory with her. One of the things she always wanted to do, was go to New Orleans. She really enjoyed herself. She also loved the tour of Keesler AFB. She really loved Jim and Alice (Simpson), and enjoyed all

her times at the reunions. I would also like to say thank you for letter Jennifer, Anna and I come to the reunions. They were all fantastic. Thank you for your friendship and everything you've done for us.

I hope everything is going well with you guys. Take Care.

David Perry  
Hal and Bonnie Perry's son

### A dog named "Sangy"

I don't know if you saw this post I made on the forum about the Dog named "Sangy", that is shown on page 120 of my book "Wings Over Sakishima". I did a follow-up research on her and thought that you as a dog and animal lover would like the story of the dog that went to the war and gave birth to 11 more doggie sailors.

You have my blessings to print this if you so desire. I listed the reference of where I got the information and the references should stay with the story.

The article I posted may be accessed

on our forum by scrolling down to my entry of March 3, 2011 @ 7:39 p.m.

Fred Samples  
Miyako 1964-65

*Ed's Note: Go to page 5 of this issue for Fred's article on "Sangy". Is this a dog-gone good story or what!*

### About that landing strip on Kume...

I was surprised to read Don St. Clare's article about the landing strip on Kume. I searched thru my files and came up with Don getting ready to pilot the L-20. I'm not sure if this was the flight he talked about in the article, but I bet it is. I've attached the pics to this e-mail. If you have Don's e-mail address pass them on to him with my best wishes.

He probably forgot, but we were neighbors on Okinawa. We, among others, built homes in what was known as "Country Club Heights" since it was next to

See **LETTERS**, Page 7



## From the President

By Norvell J Simpson

As Spring fast approaches after a long, hard, and memorable Winter, I want to report that our beloved Association is financially well and the members that I have heard from are looking forward to our next Reunion, renewing old acquaintances, and initiating new ones. Before I write one word more I want to extend a heartfelt expression of sympathy to all of the families of our members who have lost loved ones since our last Scanner.

I received an E-Mail from David Perry advising me that his mother Bonnie Perry succumbed to cancer on January 3, 2011. As one of our Honorary Members she was the proud, dear, wife of Hal Perry, a member who never missed one of our Biennial Reunions. She accompanied Hal to the many Reunions and was a real trooper and active attendee at our Biloxi Reunion last year. Alice and I wish to thank David and his family for sharing his parents... they will be missed.

As President of our Association I had the privilege of receiving an early copy of Larry Hamilton's Biloxi Reunion DVD which includes some pictures from J.O. Hinton's collection and even a couple of photos taken by me. In wrapping up that reunion, Dave Hammond, our Reunion Coordinator, Larry Hamilton, and I, are happy to report that all attendees of the reunion will receive a souvenir gift of this outstanding DVD, which Larry has also provided a copy for our Archives.

Working hard is one thing, living your life to the fullest is another. Over the past several years Alice and I have traveled extensively in our Motor Homes, but early in February we drove to Oceanside, CA by car and

later flew United Airlines to Colorado Springs. Since this trip was the first time that we have flown in a while, we learned from a new experience... "Strict Security and a "Change in Airline rules". Since experience is the best teacher I want to share some of the trip. First, we found that there was a Lounge for Active Duty and Retired Military Members, including family members, in the relatively small Yuma AZ airport.

While waiting at LAX for our connecting flight, we learned that the Colorado Springs Airport was closed due to weather. We first thought that the airline would provide accommodations but, because the cancellation was not their fault, there was only "discount room rate assistance". Since we knew that we'd only be in a hotel for a few hours we decided to save money and stay at the airport. We found out later that they close down the terminal and all travelers must leave when there are no flights.

I asked about a Military Lounge and found the Bob Hope USO Lounge in a building across the street. It was warm, had soft sofas and chairs, free food and drink, TV's, movies, computers and had clean bathroom facilities where you could shower if necessary. This USO is for Active Duty, Retirees and Dependents with ID Cards. The staff was outstanding and truly concerned about the health and welfare of all. Please retain that information as it might come in handy for another fellow military traveler.

As mentioned in our December Scanner, the idea of holding Annual Reunions is still on the table and should be discussed and/or voted on at our Oklahoma Reunion. Jack

## DIRECTORY

President - **Norvell J "Jim" Simpson**  
719.599.7919 • alnor1@juno.com

Vice-President - **David D Law**  
509.466.0346 • adcc5661@yahoo.com

Secretary - **Nathan E "Ed" Beck**  
913.782.4891 • beckne@aol.com

Treasurer - **Stanley T Duro**  
860.763.0698 • stdbcd@att.net

Membership Recorder - **David B Cory**  
913.888.4874 • dbcory@earthlink.net

Legal Research Advisor - **J R "Dick" Hachey**  
941.475.9583 • H111027@webtv.net

Newsletter Editor - **J W "Bill" Castagno**  
217.965.4149 • bigaho@royell.org

Webmaster - **John London**  
757.499.3678 • kumegoose@gmail.com

Historian - **David D Law**  
509.466.0346 • adcc5661yahoo.com

Reunion Coordinator - **J O "Jack" Hinton**  
405.350.1158 • johinton@hotmail.com

Past President - **James N "Jim" Melton**  
765.395.7881 • redwings1939@aol.com

Past President - **John Belo**  
847.836.9008 • helobelo@comcast.net

Chaplain - **John F Mangrum**  
561.883.3275

Chaplain - **Howard D Singer**  
413.655.2295 • hsinger74@juno.com

Hinton has been working on some ideas and tour attractions for our members.

Finally, I want to thank all of the Officers and Members who have called, written, and worked on behalf of our Association. Please try to recruit members. We must Recruit, Reclaim, and Retain new members in order to keep our Association alive.

Please remember our Service Men and Women and God Bless America.



## 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.**

### October 31, 2010 through February 28, 2011

Opening Balance	\$ 2851.17
Dues Income	3336.00
Interest Income	2.74
Newsletter Expenses	- 1009.91
Webhosting Fees (Year)	- 189.68
Publishers Expenses (Year)	- 184.17
Returned Check	- 50.00
Closing Balance	\$ 4792.15

# After We Left!

Recorded by David Law, 623rd AC&W Association Archives - February 2011

*(A brief telling of American Air Defense Operations on Okinawa after Reversion to Japan, as related by a USMC GCI Operator/Controller who was there.)*

The Japanese Air Self Defense Forces (JASDF) assumed Air Defense responsibility of the Ryukyu Islands when that island chain became part of the new Japanese Prefecture (State) of Okinawa in 1973. At that time, Naha Air Base was transferred to Japan and they used those facilities for interceptor aircraft operations in defense of the islands. The facilities, mission and operation of the several radar units from the 623rd Aircraft Control and Warning Squadron were all transferred to the JASDF. The 623rd AC&W Squadron was completely disbanded (inactivated) and it's airmen sent on to other assignments. The Japanese had the radars, the controllers and the interceptors to accomplish the defense mission. Although USAF interceptor aircraft remained on Kadena AB and, in time, an airborne radar unit (AWACS) joined them, there were no longer any USAF Ground Control Intercept (GCI) personnel or operations on Okinawa.

"Who then conducted GCI operations for US Forces on and around Okinawa after that?"

There was, of course, some sort of joint operating agreement between the JASDF and the USAF on Okinawa, but it seems doubtful that the one would have command and control of the other.

One obvious answer would be that the US Navy would certainly operate and control air defense of their fleets and interests from carrier groups in the area. Also, after their arrival on Kadena, AWACS would have GCI capabilities, but only when airborne and operational. Assuming they would maintain some means of controlling their ground support aircraft, the US Marine Corp would have Marine air control units assigned to their combat forces. The

US Army Air Defense Operations on Okinawa had also been transferred to Japan and, in any case, their radar units had no GCI function or capability. US military aircraft operating from Okinawa would have had radar control support from Air Traffic Control and GCA facilities on Kadena AB (and Futenma Airfield), but once out of range or control of those facilities, how did they operate during tactical mission training without some sort of GCI support?

Retired USMC Master Sergeant Gary Walt was in GCI at Futenma Airfield during the period 1979-1989. Gary has provided some insight in answering this question. Assigned to Marine Air Control Squadron 4 (MACS 4) on Futenma, Gary conducted air defense GCI operations in much the same manner as his USAF counterparts. His unit was equipped with a UPS-1 and the TPS-32 radar sets. Forerunner to the SPS-48, the TPS (CPS)-32 was a 3D imaging radar capable of ranges in excess of 300 nautical miles, while measuring range, azimuth and altitude of the detected targets. It had an impressive ECCM and anti-homing capability, the subject not being discussed any further than that. The UPS-1 was a transportable gap filler radar that could be airlifted or transported by vehicle to a remote area and operated by a few men. This unit was linked to the scope at the parent GCI site and provided extended coverage for the operator/controller from that GCI site.

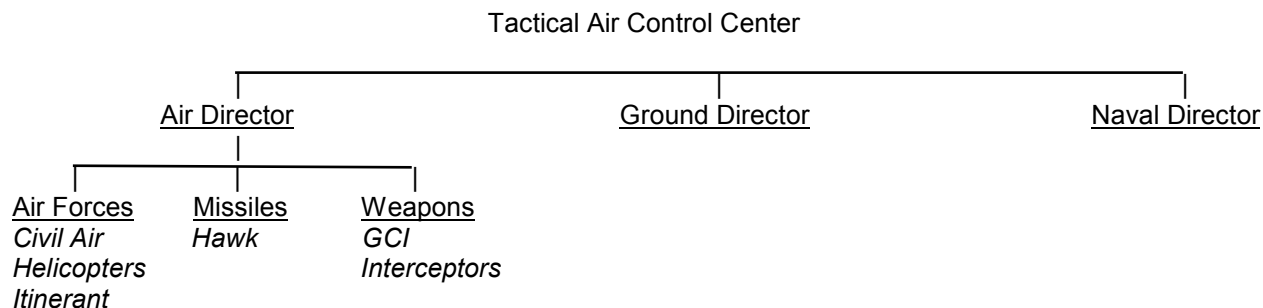
Most interesting to the interview was learning that, in addition to their own aircraft, the USMC provided GCI support to the USAF and USN on Okinawa. Air Traffic Control at Kadena and Futenma would hand-off tactical aircraft to MACS-4 for GCI operations. Bump heads, faker/exercise intercepts, ECM/ECCM, range firing and other operations requiring GCI support were normally conducted by MACS-4. They would also provide flight follow and

other GCI services when required. However, when a USAF AWACS unit was airborne and operational, they had priority and conducted those functions. Of course, US forces and the JASDF coordinated air operations, often conducting joint exercises.

Like so many of his counterparts (as like myself), Gary was not privy to the details of the overall Command and Control arrangements, but he was able to provide a general outline of how it was set up for major exercises (like "Team Spirit" held in Korea during his tours).

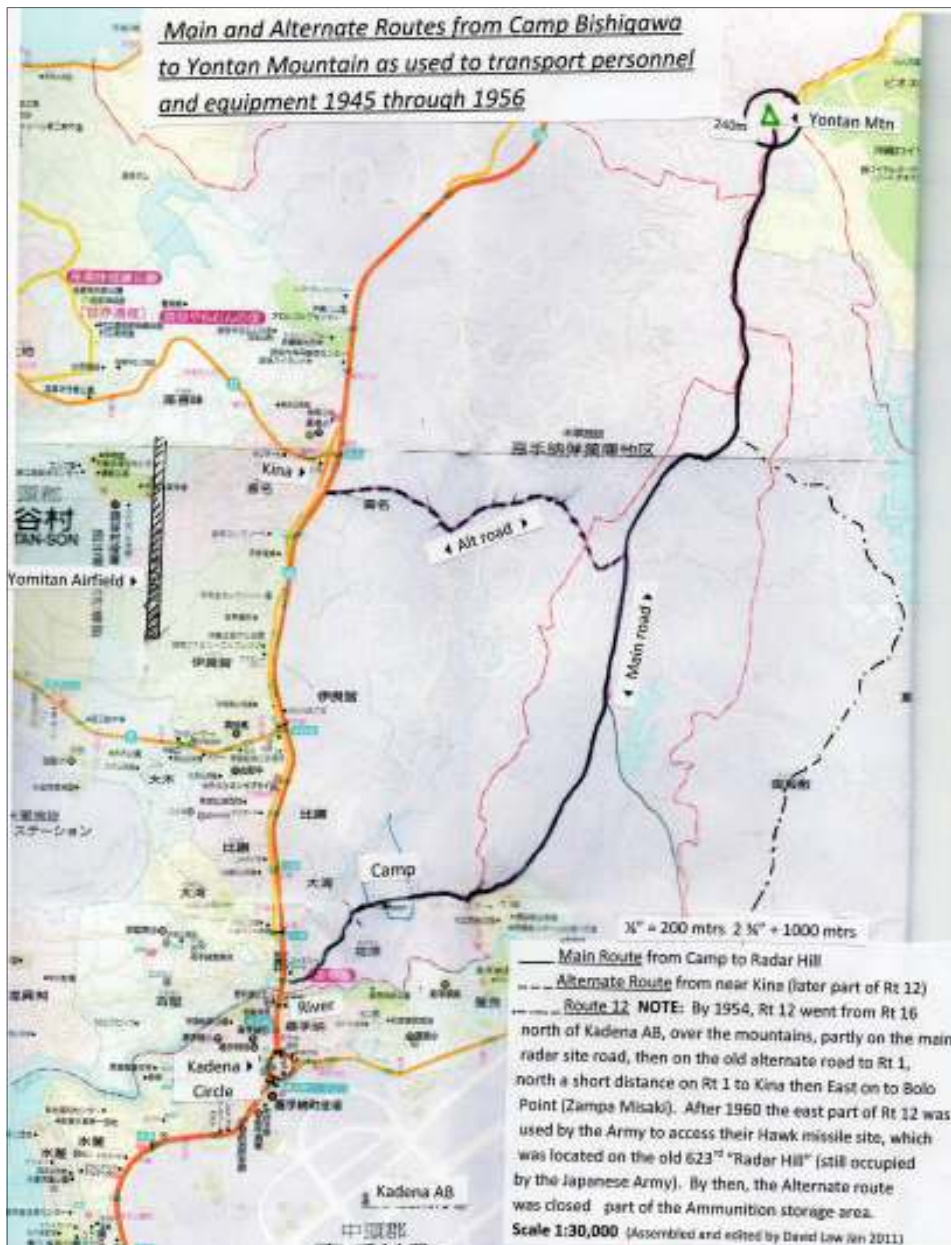
A Tactical Air Command Center (TACC) was established, being the overall commander of operations. This command was rotated between the USAF, USN and USMC. Whichever it was had a subordinate "Director" from his particular branch for each of the three major operational areas (Air, Ground and Naval) to conduct operations. The Air Director, in turn, had three subordinate controllers. Air Forces controlled civilian, helicopter and itinerant aircraft. Missiles controlled Hawk operations. Weapons controlled GCI and interceptor operations. (See sketch at bottom of page.)

Quite knowledgeable in GCI operations and on system equipment, he was an enlisted Senior Air Director in the USMC, which would equate to our USAF Senior Controller. It took several years of progressive training to become qualified in that position. Having retired in 1989, Gary has no further knowledge of US Air Defense operations on Okinawa and, in any case, the reactivated 623rd Air Control Flight took on a new GCI role there after being realigned under the 18th Wing on Kadena AB in 1991. After retirement from the USMC, Gary has lived in Okinawa, North Carolina and eastern Washington state.



## About the map to Yontan Mountain, a.k.a. "Radar Hill"

Assembled and edited by David Law - Jan 2011



Scale 1:30,000

1/4" = 200 meters

2-3/4" = 1000 meters

Keys: ————— Main Road from Camp to Radar Hill  
 - - - - - Alternate Road from near Kina  
 - · - · - · Route 12

NOTE: By 1954, Rt 12 went from Rt 16, north of Kadena AB, over the mountains, partly on the main radar site road then on the old alternate radar site road to Rt 1, then north a short distance on Rt 1 to Kina, then east on to Bolo Point (Zampa Misaki). After 1960, the east part of Rt 12 was used by the Army to access one of their Hawk Missile Sites. The remainder of Rt 12 and all other roads through the

Ammunitions Storage Depot were closed to the public.

That Hawk unit, Site 10, occupied the former 623rd "Radar Hill". Camp Bishiqawa became a Special Forces unit (Camp Dominic Sansone) around that time. After reversion to Japan in 1973, the site became a Japanese Ground Self Defense Force unit and Camp Sansone (Bishigawa) reverted to the Air Force.

## "Sangy"; a dogs life on board the USS Sangamon

By Fredio R. Samples

Miyako 1964-65

*This is a short story about "Sangy", the dog who served as the Mascot of the USS Sangamon (CVE 26) an escort carrier that served in the Pacific Theatre of Operations during World War II, and who is mentioned in "Wings Over Sakishima" by Fred Samples. We are indebted to Fred for sharing this story with us. —Ed*



"Sangy" CVE 26 Mascot

There she sits on the deck of the *USS Sangamon*, drooling for a handout. I have found some recorded information, but couldn't determine her true breed. In the USA, in the North, the saying is that any dog that is not a full breed with records, is considered to be a mixed breed. In the South they are called a "Sooner", i.e., "Just as soon one as the other."

Sangy, as a tiny pup, was snuck aboard the *USS Sangamon*, an escort carrier, in a sailor's pea coat pocket. Sangy made the mess or chow room her favorite hangout aboard the ship — what better choice. On "D-Day" 1943 at Tarawa, she went AWOL and was later found in a bunk in the crew compartment, where she had given birth to 11 puppies. As soon as they were weaned, the sailors found them new homes aboard nearby ships.

Warships at sea would often contact each other and agree to trade certain

See **SANGY**, Page 6

## More recollections of time spent on Okinawa during the mid 1950's

**By Frank E. Brown**

Naha 1954-56

I boarded my plane at Travis AFB, CA on 19 October 1954. After a few stops and many boring hours of flight we landed at night in Tokyo, Japan. On the flight to Tokyo I had found that a Colonel had a plane waiting to take him to Okinawa and I could go along. This probably saved me from getting into trouble in Tokyo, as things were quite wild and inexpensive there in the early 1950's.

Seems like it was a weekend, so I was in Naha waiting to check into the 623rd at Bishigawa. Captain L. H. "Terry" Lee was my guide. He took me to Hernando's Hideaway (club) last time I was in it. What a beautiful site when we got to top of the hill with that big ole "snowplow" going around. The Operations room was like any other I had been in. An aircraft called in to make some practice intercepts. None of the Controllers there were very familiar with the F-86D or "Bumping Heads". The 51st FIW had recently moved from Korea (leaving their old Saber Jets behind), to Naha AB, Okinawa, where they acquired new F-86D interceptors.

I had come from Perrin AFB, TX, where the F-86D school was located and I had made thousands of intercepts (they didn't know this). My escort, Terry Lee, asked if I wanted to run the mission. It was really bad radar, you were lucky to get a blip once in 3 or 4 sweeps. I am making an intercept every few miles and the local



**Lt Col Frank E. Brown in formal attire at Tucson AZ on 2 October 2010. As you can see, the uniform still fits!**

controllers would get 3 or 4 an hour. The pilot was ecstatic and wanted to know my controller number but I didn't have one as I just got there. That was my first encounter with the 51st FIW.

In June 1955 Captain Don St Clare and I went TDY to Japan with the 51st FIG for the FEAF Rocket Meet (later to become "William Tell" at Tyndall AFB, FL in 1958). We won the FEAF shoot-off and went TDY to Yuma AZ for most of September and October of 1955.

Colonel George V. Williams was Group Commander, I was his Controller. On routine flights the Colonel would call in for flight control "Moon Shine" (Yontan) or "Nut Meat" (Kume) this is "Gestapo One". He was not the most patient pilot with inexperienced controllers. During the FEAF Rocket Meet he questioned my directing and made some remark, but after doing what I had said he realized he was wrong. He made a personal apology and never questioned me again.

## SANGY

*Continued from page 5*

things like movies for ice cream. The Aircraft Carriers had ice cream makers aboard and the Destroyers didn't, so often a trade would be agreed upon, one or more buckets of ice cream for a movie or two. When opened, some of the buckets would have a puppy or two inside as a bonus.

A sailor made Sangy a jacket and orders were cut for her to wear the same commendations awarded to the other crew members. She also received the Purple Heart for her close call when her hair was singed during a Kamikaze attack at Okinawa. Sangy also received a Court

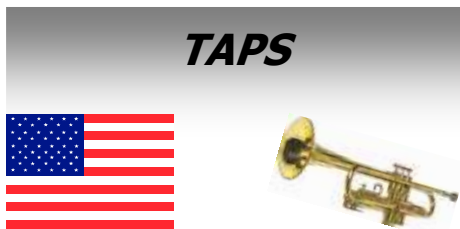


**Sangy's home while at sea; the Escort Carrier *USS Sangamon* CVE 26.**

Martial for going AWOL when she hid in the crew quarters at Mare Island. in Denver CO.

Sangy was discharged on 13 August 1946 in San Diego and escorted off the ship by an honor guard. She lived out her life with a sailor she was especially fond of

*NOTE: The information in this article was paraphrased, and photos reprinted, from the ECSAA, Piper Newsletter via The Nimitz News Dispatch.*



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

**Cline L. McDonald** - Cross SC. Deceased January 25, 2011. 623rd AC&W, Kadena/Yontan/Kume, 1950-53, radar ops.

**Joseph I. Segura** - Mesa AZ. Deceased June 27, 2010. 851st ADCC, 2/54-8/55, aircraft identification specialist.

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

## LETTERS

*Continued from page 2*

the golf course and overlooking White Beach and the CO of Okinawa's house. This was the only way we could get our families over since the wait for housing was longer than our tours. I've also included a picture of Don hanging out the laundry.

I almost forgot to mention that, after I left Kume and was the Headquarters of the 624th AC&W, I often made the flight to Kume, mainly carrying classified material and as paymaster. The usual pilot was Captain Townsend, I believe. The landing on the beach was always hairy. We would approach from over the sea and come in toward the rocks or the other way around. On once occasion, the pilot had to brake so hard the plane nosed over and the propeller cut into the sand and a rock. The propeller was bent and nicked, so the maintenance guy simply straightened out the blade and filed down the nick, and then made a matching nick in the other blade to balance it.

The first time I made the run, I asked Captain Townsend for a parachute. His reply was, as best I recall:

*"Son, we're not going to be flying over 500 feet and if we have to ditch, the fixed landing gear on this plane will flip us over. The only thing you need is a life jacket."*

## Help with Reunion "stuff" needed for the Archives

**By Dave Law**

Naha ADCC 1956-61 Sukiran 1964-67

The Archives did not receive a great deal of photos from the last reunion. I recall someone had a DVD or CD available for the cost of the disc plus shipping. Do you think the Association could order and pay for one from the treasury? Or, will there be an album posted on the website (I can — and sometimes do — copy things for the Archives from there. We have a fair sampling of photos from Denver.

Along that line, could everyone please cc e-mail or even USPS mail to the Archives; any photos, reports, correspon-

dence/communications, rosters, etc., that would be of future interest, or may be part of a record of association activities. I know the Secretary probably keeps minutes and some correspondence files, but a lot of other things (contacts and interactions with others, proposals/recommendations/discussions, etc.) that future Boards and/or Officers might have an interest in, and anything each Officer or Board Member thinks should be preserved, could go into the Archives.

FYI, I print and file most e-mails concerning dialogue on association business, but can only do that if I am addressed on it.

### 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 (1) \_\_\_\_\_ (2) \_\_\_\_\_

E-Mail \_\_\_\_\_

Unit and/or Detachment \_\_\_\_\_

Location (Site) \_\_\_\_\_

From: mo \_\_\_\_\_ / day \_\_\_\_\_ / yr \_\_\_\_\_ To: mo \_\_\_\_\_ / day \_\_\_\_\_ / yr \_\_\_\_\_

AFSC or job description \_\_\_\_\_

**Enclosed is my check in the amount of \$ \_\_\_\_\_ for:**

**\_\_\_\_\_ Years Dues beginning with 20\_\_\_\_\_ / \_\_\_\_\_ Directory**

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

### Send us a letter for publication

**US Mail:** Bill Castagno, PO Box 72, Thayer, IL 62689-0072;

**E-Mail:** bigaho@royell.org

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.

### NOTICE!

We are in *dire* need of material for future issues of *The Scanner*. Please send along any articles, photos, cartoons, etc., that you may have ASAP. Thanks!

—Ed

**Do you recognize anyone in this photo... including yourself?**



AC&W Operators class 30078 graduation on 26 Sep 1958 at Keesler AFB, Biloxi, MS. Photo by Richard Vandenbrouck of Clifton NJ, who has kindly donated the original to the 623rd Association Archives.

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