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Happy 60th Birthday
United States
Air Force

THE AIRMAN’S CREED

I AM AN AMERICAN AIRMAN.
I AM A WARRIOR.
I HAVE ANSWERED MY NATION’S CALL.

I AM AN AMERICAN AIRMAN.
MY MISSION IS TO FLY, FIGHT, AND WIN.
I AM FAITHFUL TO A PROUD HERITAGE,
A TRADITION OF HONOR,
AND A LEGACY OF VALOR.

I AM AN AMERICAN AIRMAN,
GUARDIAN OF FREEDOM AND JUSTICE,
MY NATION’S SWORD AND SHIELD,
ITS SENTRY AND AVENGER.
I DEFEND MY COUNTRY WITH MY LIFE.

I AM AN AMERICAN AIRMAN:
WINGMAN, LEADER, WARRIOR.
I WILL NEVER LEAVE AN AIRMAN BEHIND,
I WILL NEVER FALTER,
AND I WILL NOT FAIL.
Celebrating 30 years of the E-3 Sentry

It was over 30 years ago: March 23, 1977, when the first E-3 Sentry touched down on Oklahoma soil. The arrival of aircraft tail number 75-0557 began a new era for the 552nd Airborne Warning and Control Wing, and for air surveillance.

To celebrate this occasion, the wing conducted an arrival ceremony the next day and invited the base and local community leaders to help welcome the new aircraft.

Beginning of an Era

The story of the E-3 goes back to April 1975, when a systems integration demonstration was conducted on several E-3 prototypes and the decision was made to produce the aircraft flown today. The E-3 replaced the EC-121D Super Constellation.

In August 1975, four E-3 aircraft had completed a 16-month test period at the Air Force Test and Evaluation Center, Kirtland Air Force Base, N.M., and engineering and test evaluations began on the E-3 aircraft at Tinker.

These events led up to the E-3 achieving Initial Operational Capability on April 16, 1978. By the end of 1981, the wing had received 25 aircraft and had flown missions to assist in apprehending drug smugglers in Florida, had forward deployed four E-3As and more than 200 personnel to Riyadh, Saudi Arabia, in support of European Liaison Force-One (ELF-One), and while on "scramble" over Iceland, located and saved a lost civilian aircraft.

The E-3 also completed an around-the-world mission. During the flight, the E-3 touched down in Alaska, Hawaii, Japan, Korea, Philippines, Saudi Arabia and the Azores.

During the 1980s, E-3s continued to fly ELF-One missions. The final two E-3s returned from Saudi Arabia on April 16, 1989, marking the end of the ELF-One commitment. The 552nd Airborne Warning and Control Wing logged more than 6,000 sorties and 87,000 flying hours in eight and a half years during ELF-One.

A Fully-Capable Air Asset

The E-3 achieved "Full Operational Capability" in June 1984 as it accepted delivery of its final aircraft. The United States Air Force activated the 961st AWACS at Kadena Air Base, Japan, on May 23, 1980, and the 962nd AWACS at Elmendorf AFB, Alaska, on July 1, 1986.

The 1990s took the E-3s back to Asia. On Jan. 17, 1991, they began flying in support of the war with Iraq – Operation DESERT STORM. The 552nd AWACW flew a total of 7,314.7 combat hours during DESERT STORM. They controlled a total of 31,924 strike sorties, which dropped a total of 88,500 tons of munitions, without losing a single Allied aircraft in air-to-air action. In addition, E-3s controlled 20,401 aerial refueling sorties. The aerial tankers off-loaded a total of 178.4 million gallons of fuel to 60,543 receivers. Furthermore, the 552nd AWACW also assisted in 39 of 41 Allied air-to-air shoot downs during DESERT STORM.

Throughout the 1990s, the E-3 provided support to NATO Operations PROVIDE COMFORT and SOUTHERN WATCH. The first and only crash of a United States Air Force E-3 occurred on Sept. 22, 1995. AWACS Aircraft, call sign Yukla 27, tail number 77-0354, occurred at Elmendorf. Twenty-two USAF aircrew and two Canadian Air Force crewmembers lost their lives in the crash. The Air Force later determined that Yukla-27 ingested geese into the engines during takeoff, causing the aircraft to crash.

In April 2001, the 552nd Air Control Wing celebrated the 10th anniversary patrolling the no-fly zone over the skies of Iraq since signing a cease-fire agreement. During operations NORTHERN and SOUTHERN WATCH, the 552nd ACW has had more than 250 support personnel on location at any given time.

9-11 response

On Sept. 11, 2001, the 552nd ACW was directed by higher headquarters to patrol the skies over the eastern quadrant of the U.S. following the terrorist attacks of the world trade center. The 552nd was one of the first units tasked by the North American Aerospace Defense Command to protect the airspace over North America. These sorties are still flown under Operation NOBLE EAGLE. Ten days later the wing received deployment orders to support Operation ENDURING FREEDOM, "the war against terrorism."

In October, five aircraft and 180 North Atlantic Treaty Organization personnel deployed from Gellenkirchen, Germany to Tinker for Operation EAGLE ASSIST. This was the first time in the 52-year history of NATO that alliance has been used to defend the U.S. In January 2002, two more NATO aircraft deployed to Tinker.

By February 2002, E-3 crews had flown 14,000 Operation NOBLE EAGLE sorties. In May the NATO AWACS aircraft returned home. By October of that year, crews of the 552nd reached a significant milestone logging 10,000 flying hours in support of Operation ENDURING FREEDOM. The accomplishment was achieved by the 968th Expeditionary Airborne Air Control Squadron deployed to an undisclosed location in Central Asia. The unit has been supporting OEF since the end of September 2001.

Between May 28 and June 8, 2003, 552nd ACW personnel deployed in support of OEF and OIF returned to home station at Tinker. Sentry crews had provided 24-hour surveillance of OIF and OEF battle space in which crews flew more than 188 sorties and 1,966 flying hours in support of the operations. The return of personnel and aircraft to Tinker ended a 13-year continuous presence in the region. For the first time in the 25-year history of the E-3, all 28 aircraft were at home station.
Celebrating 30 years of the E-3 

Integrity 

Service & Excellence...

Current Operations

Aircraft and personnel currently deploy to Manta, Ecuador, to support civil law enforcement in stopping the flow of illegal drugs from Latin America into the United States and Canada. E-3 Airmen have assisted in the removal of tons of illegal narcotics from the street through cooperation of E-3 and local authorities.

The E-3 also flies missions around the world to aid in the security of the President of the United States—the most recent being the visit to South and Latin America. The 552nd ACW also flown numerous humanitarian missions, one example is when Airmen assisted federal and civilian agencies in relief efforts in Alabama, Mississippi, Louisiana and Texas caused by Hurricanes Katrina and Rita. During those missions, the wing flew 30 sorties, totaling 276 flying hours, coordinating relief efforts of both civilian and military aircraft.

Back Into the Fight

On March 29, Airmen in the 552nd ACW received orders to deploy for Operations ENDURING FREEDOM and IRAQI FREEDOM after a four-year hiatus. This was the long-awaited return of the E-3 to the area of responsibility.

The mission of the E-3 Sentry while deployed will remain the same: allow commanders to see the real-time air, ground and sea picture of any battle space and make successful decisions based on timely and accurate information.

The Future of AWACS

The mission of the E-3 remains constant, but the way the mission is conducted continues to grow and change with an equipment and software upgrade called Block 40/45.

In the 1970s, the equipment used by the E-3 and its crews were able to conduct missions with ease. But today the 1970s-era specialized processors, displays and tracking limitations require too much operator time and increase confusion at the expense of adequate crew support to combat operations. The mission computer and display processor is not, and cannot be made compliant with current DoD directed standards and architecture for Command and Control (C2) systems.

But with the help of the 40/45 upgrades, the new system allows post mission activities such as real-time playback, training reinforcement, mission analysis, incident reporting and debrief capabilities. In addition, the new system will provide 3-D viewing for high resolution displays, significantly increasing situational awareness and allows operator to visually absorb increased volumes of information.

Whether surveying the skies over the United States, or over land and sea around the world, the E-3 remains America’s Eye in the Sky. This is a mission it has done for 30 years.

With continued upgrades these 33 aircraft will continue to effectively perform for many years to come.
By Staff Sgt. Stacy Fowler
552nd ACW Public Affairs

In March 2007, Airmen in the 552nd Air Control Wing received orders to deploy for Operations ENDURING FREEDOM and IRAQI FREEDOM after a four-year hiatus.

“This is a long awaited return of the E-3 to the AOR (area of responsibility),” said Brig. Gen. James M. Kowalski, 552nd ACW commander. “No weapons system has spent more time in the area, and we have to make sure our reputation of stellar performance is maintained. This is a very big deal, and I wish I was going with them. We have always trained like we fight – now we fight like we trained.”

The mission of the E-3 Sentry and its crews while deployed will remain the same: allow theater commanders to see the real-time air, ground and sea picture of any battle space, which allows commanders to make decisions based on timely and accurate information.

“This is what we have always been working towards,” said Maj. Timothy Hart, 960th Airborne Air Control Squadron mission crew commander. “Every mission, every exercise is used to get us ready for supporting OEF and OIF. And I can’t wait to get over there!”

The last time the E-3 deployed for OEF was ten days after the Sept. 11 attacks in 2001. By October of 2002, crews of the 552nd reached a significant milestone – logging 10,000 flying hours in support of OEF.

Final tallies for both OEF and OIF were robust: For OEF, Airmen flew more than 1,280 sorties conducting air surveillance – totaling 15,700 flight hours. OIF crews flew missions from March 19 to June 8, 2003, during which they flew 313 sorties – totaling 3,115 hours.

In total, Sentry crews had provided 24-hour surveillance of OIF and OEF battle space, with Airmen flying more than 1,593 sorties and clocking 18,815 hours.

Between May 28 and June 8, 2003, 552nd ACW personnel deployed in support of OEF and Operation IRAQI FREEDOM returned to home station at Tinker AFB.

“I’ve been over there about 14 times – for NORTHERN WATCH, SOUTHERN WATCH, OEF, OIF – and every time it’s different,” said Lt. Col. Kenny Knistern, 960th Airborne Air Control Squadron MCC. “Even though the AOR mission might be different, our mission of performing outstanding air surveillance remains the same.”

The return of personnel and aircraft to Tinker in 2003 ended a 13-year continuous presence in the region. For the first time in the 25-year history of the E-3, all 28 aircraft were at home station. But now, the Sentry once again deploys overseas to support the Global War on Terror – and the Airmen of the 552nd have big shoes to fill.

“Our past missions have established our reputation as an exceptional unit,” said General Kowalski.

“What AWACS does over there now will only serve to once again show our Airmen as true professionals. This is very significant moment in our history – it’s up to us to make it a great one.”
**March 23, 1977**
The first E-3 Sentry arrives at Tinker followed close by the first E-3 operational flight on 31 March.

**January 1979**

**March - April 1979**
E-3 Sentry accomplishes around-the-world mission.

**August 7, 1990**
Deploys in support of Operation DESERT STORM.

**January 13, 1993**
Operation SOUTHERN WATCH: Guides an Allied air strike against Iraq’s violations of the U.N. resolutions.

**October 1, 1980**
European Liaison Force-One: Four E-3s and more than 200 552nd personnel deploy to Saudi Arabia.
* **November 2004**
Deployment rotations to Manta Ecuador begin to stop illegal drug traffic.

* **April 29, 1999**
Operation **ALLIED FORCE**: Deploys to Germany, flying a total of 47 sorties.

* **October 2002**
Deploys for Operation **Enduring Freedom**.
February 2003 - Deploys to **OPERATION IRAQI FREEDOM**.

* **August - September 2005**
Deploys in support of hurricanes Katrina and Rita.

* **March 2007**
The 552nd returns to Southwest Asia in support of Operations **ENDURING and IRAQI FREEDOM**.

* **February 2006**
Operations **JUNIPER STALLION** and **CORONET CONNIE**.
The 962nd Airborne Air Control Squadron provides the commander, U.S. Pacific Command, with a long-range airborne surveillance, detection, identification, and command and control platform for both local and deployed composite wing operations. It supports the commander’s, North American Aerospace Defense Command, commitment to defense of the Alaskan Region. It responds to worldwide taskings as directed by the Joint Chiefs of Staff.

History

The 962nd AACS is an operational E-3 unit assigned to the 3rd Wing, Elmendorf Air Force Base, Alaska. It provides responsive employment of the Airborne Warning and Control System for surveillance, warning, and control in a variety of tactical, strategic, and special mission applications.

The 962nd Airborne Early Warning and Control Squadron was first activated on July 8, 1955, as a unit of the 551st Airborne Early Warning and Control Wing, with headquarters at Otis AFB, Mass. The squadron, equipped with various models of the propeller-driven C-121 Constellation aircraft, was a unit of the Air Defense Command.

The 962nd AEW & CS participated in numerous operations to test the capability and readiness of the EC-121 in order to extend radar beyond that provided by land radars. The unit provided navigational and communications assistance to U.S. and allied aircraft crossing the Atlantic Ocean and to units operating near Cape Canaveral, Florida.

As an operational unit of the 551st Airborne Early Warning and Control Wing from 1955 to 1969, one of the 962’s missions was to conduct search and rescue operations. One result of this role was the popularization of search operation patterns used while searching for a missing Navy aircraft in late February 1958.

The unit was inactivated Dec. 31, 1969. Having been redesignated as the 962nd AWACS, the unit was reactivated on July 8, 1986, at Elmendorf AFB in support of the Alaskan NORAD Region. A tenant unit of the 21st Tactical Fighter Wing, the 962nd AWACS was assigned to the 552nd Air Control Wing, Tactical Air Command, with headquarters at Tinker AFB, Okla.

The mission of the 962 AWACS was to provide the 11th Air Force/Alaskan NORAD Region commander with a survivable radar platform that can extend the surveillance coverage of the land-based radar system operated by the Regional Operational Control Center. This enables battle commanders to see a threat ranges and position fighters to intercept them before they approach U.S. airspace. Since 1986, the squadron assisted in the interception of 68 Soviet aircraft.

In October 1992, the squadron was redesignated to the 3rd Wing, Elmendorf AFB, under Pacific Air Forces, and acquired the additional mission of being ready to deploy in support of commander, Pacific Command. In August 1994, the 962 AWACS was redesignated the 962nd AACS.

On Sept. 22, 1995, the squadron suffered the worst single accident in the Air force’s longest-serving wing. Yukla 27 rolled for takeoff at 7:46 am Alaska Standard Time remaining airborne only 42 seconds due to a massive biristrke resulting in catastrophic damage.

Today, squadron aircrews take part in exercises such as Red Flag-Alaska, TEAM SPIRIT, and GREEN FLAG.
The 961st Airborne Air Control Squadron, Kadena Air Base, Okinawa, Japan, provides airborne early warning and control capability to the Commander-in-Chief, and the United States Pacific Command.

To support this role, two E-3 Sentry Airborne Warning and Control System aircraft and 158 operations and support personnel are permanently assigned to the squadron.

The 961st Airborne Air Control Squadron provides surveillance, command and control, and communications necessary to effectively manage the tactical fighter force and support forces in such operations as counter air, interdiction, close air support, rescue, aerial refueling, reconnaissance, and airlift.

**History**

The 961st Airborne Early Warning and Control Squadron was activated on December 18, 1954 at Otis Air Force Base, Mass. Flying the EC-121 Constellation aircraft, the squadron provided airborne early warning and control operations within the Eastern Air Defense Identification Zone. It was deactivated December 31, 1969 and reactivated at Kadena Air Base, Okinawa, Japan on October 1, 1979 as the 961st Airborne Warning and Control Support Squadron. The unit was re-designated the 961st Airborne Warning and Control Squadron in January 1982 and on August 1, 1994 received its current designation as the 961st Airborne Air Control Squadron.

The unit’s first deployment in the Pacific from Okinawa occurred in September 1980, when the 961st represented the United States in PACIFIC CONSORT, a joint multinational exercise held in Australia. The squadron has since participated in numerous other exercises and joint demonstrations throughout the Pacific Theater. Some highlights include: TEAM SPIRIT, a JCS exercise involving allied forces in the defense of South Korea; COPE THUNDER, held in Alaska, is the largest exercise with the Japanese Air Self Defense Forces, emphasizing air defense integration into the Base Air Defense Ground Environment system; COPE TIGER and COBRA GOLD, both held in Thailand, are joint exercises with the Royal Thai Air Force which provide a tactical environment for combat integration training. Additionally, the squadron participates regularly in exercises as an integral part of the 18th Wing, the largest composite wing in the USAF. The 961st has continued to improve the wing’s capability as a force multiplier and enhance fighter effectiveness.

From 2000 to 2003, the 961st supported Operation SOUTHERN WATCH through several deployments of personnel and equipment, becoming the last AWACS squadron with dedicated support to the operation. The 961st commanded the battlespace in Operation SOUTHERN WATCH and Operation NORTHERN WATCH, enabling a successfully executed Operation IRAQI FREEDOM. In 2003, the squadron supported 22 higher headquarters directed missions in the Sea of Japan. These missions enforced U.S. rights to navigate freely in the region following the North Korean intercept of an RC-135.

The 961st Airborne Air Control Squadron continues its distinguished heritage as the men and women of the squadron maintain their vigilance in the Pacific Area of Operations. While supporting the 18th Wing combat readiness training operations and the Korean Theater, the 961st upholds the 1953 Korean Armistice Agreement, maintains worldwide deployment readiness status, and conducts flying operations in excess of 1,200 hours and 2,400 training events annually.
In Rememberance:
The Souls of Yukla 27

Lt. Col. Richard G. Leary
Maj. Marlona R. Thomas
Capt. Robert J. Long
Capt. Glenn L. Rogers Jr.
Master Sgt. Stephen C. O’Connell
Tech. Sgt. Mark A. Collins
Tech. Sgt. Ernest R. Parrish
Tech. Sgt. Timothy B. Thomas
Staff Sgt. Raymond O. Spencer
Master Corporal Jean-Pierre J. Legault
Senior Airman Lawrence E. DeFrancesco
Senior Airman Joshua N. Weter
Airman Darien F. Watson

...each chose to answer the highest calling of citizenship by risking his personal safety in defense of his country. There is no more selfless act. All who die in the line of duty do so that others might live in peace and prosperity. It is a profound sacrifice and a priceless gift. The tragic accident which claimed Yukla 27 transformed its 24 man crew into the stuff of legend. The day of their loss will be forever marked in the history and chronicles of the United States Air Force, the Canadian Armed Forces and the state of Alaska.”

Brig. Gen. Hugh C. Cameron
Commander, Elmendorf AFB, 1995

September 22, 1995
**AWACS 30th Anniversary: Tale Swap**

**Lt. Col. (ret) Larry Bunting, former 552nd ACW director of staff**

“For those who don’t know, this is a tale at the height of the Cold War, when relations between the U.S. and the Soviet Union were at an all-time low.

The AWACS aircraft was a new weapons system in early 1982, and a young Lieutenant Bunting deployed with the 964th AACS to Iceland to sit alert against the Soviet threat in the Greenland, Iceland, U.K. gap, or the GIUK gap. This area was of strategic importance and had to be constantly monitored. Soviet air and naval assets were in that area probing the allied responses to their intrusions.

The alert boss was a Navy 0-6 boss known by a call sign of “Hammer” and he would scramble AWACS, fighters and tankers based on the tactical situation in the GIUK gap. On this day, in the early morning hours the horn goes off for us to scramble. It was kind of neat to hear through the LOUD speakers “SCRAMBLE Haida 25,” which was our call sign. We jumped out of bed and headed towards the waiting vans and headed off to base ops and the aircraft.

We took off in about 45 minutes from the time the horn sounded, heading northeast in search of Soviet aircraft.

More than 25 years later I met one of the pilots that ran intercepts on the Soviet threat that day. I remember his call sign then which was “Chip” and he used the same call sign during a meeting I was attending. I asked him if he was ever up in Iceland flying F-4’s on alert. He said yes and I said “I controlled you that day” and we talked and laughed and later on gave a toast to all the Cold War warriors, both living and those who passed on defending the GIUK gap.”

**Col. Christof Cordes, 552nd OG command**

“We all remember when 9-11 happened. A lot was happening here, and a lot was happening in Alaska as well. I was in Elmendorf at the time, and getting ready to go on leave. In fact, my leave officially started that morning.

About seven in the morning I received a telephone call from D.J. Johnson. He said, ‘You have to come in to work.’ I said, ‘Now I know I’m not the earliest riser, but really, I’m on leave – I’m not just fluffing off today.’

D.J. told me ‘Turn on the TV and you’ll understand what’s going on and why you really need to come in.’ So I turned on the TV and flipped over to CNN and saw the reports – the towers were still standing at that time, but you could see the smoke where the aircraft hit and the buildings burning. I immediately knew that I had to go in and we had to get to work.

Luckily we had our guys on alert due to a Russian exercise, and they were already up in the air. After a while we really started to understand what was going on, and we took control of our airspace and started queuing airlines that came across.

Sometimes we feel that the international language of aviation is English, but there are a few countries where English is a secondary language.

We were queuing a Korean airliner, a 747 loaded with passengers, whether they were flying 7500 – and their reply was ‘Roger, copy 7500.’ Well, ‘7500’ is the international code for a hijacking. When that happened, we queried them several more times, but the reply was always ‘Roger, copy 7500.’

We launched the Eagles that were on alert, they came up and what followed was a long discussion between the Eagles, the AWACS and the Pentagon whether or not to shoot down this airliner. After a while they decided not to fire, and the Eagles escorted them to an airport in Canada.

It was an interesting time for all, and luckily it turned out well – well, maybe not that well for the Korean tourists that didn’t get where they wanted to go!“

**Col. John Pericas, 552nd CG commander**

“I’ll tell you a story about what happened just this past March. It was a big deal – the E-3 was returning to the desert to get back into the fight with OIF and OEF. Everyone was excited about our aircraft getting back there, especially General Kowalski. I get an e-mail in the morning that said “You want to send our aircraft getting back there, especially General Kowalski and Col. Beene and said, “Hey sins, what’s happening?” He goes, “We’re getting ready to watch the E-3s depart, why don’t you hop in back”? I thought, “Cool! Hanging with the big man!” I’m going to be with the wing commander and the vice, watching history get ready to be made.

So we’re listening to the air traffic, and we hear “Sir…we still don’t have the flight plan. We’re still waiting for approval.” So the flight’s getting a little push-back. I’m a little worried, I look at Dave Valliere and Dave says “This is not good.” And I watch General Kowalski kinda go “I don’t understand what’s taking them so long.”

So it’s about 15 minutes until take-off time, and as the minutes tick, I watch General Kowalski getting a tad frustrated, and it’s getting built up and built up. You have to picture it: I’m watching everything from the back of the car, not buckled up. Next thing I know, the boss goes “I’m going to go to base ops, and I’m going to get the flight plan and deliver it to the plane.”

So I’m concerned a little bit, but I know about the driving rules of the flightline: what the right speed limits are, FOD checkpoints and all those kinds of things. Next thing I know we’re going 50 miles an hour! We shoot out of the birdcage, I watch the FOD checkpoint stream on by and then we get to base ops. I felt sorry for this Airman who walked out, just trying to get some sun, and had to jump back as General Kowalski drives right up to the steps.

He jumps out, leaves his car door open and runs into the building. Now Colonel Beene, seeing an opportunity for mentoring, looks at me and says, “Hey, you want to go in and see what the boss is doing”? I said “Sir, I got a pretty good idea of what those guys are talking about.”

Next thing you know, boss comes out and he’s got the fax, hops in the car and we drive – the normal speed limit – back. We get to the MACC ramp and get into perfect position to see the departure. Miraculously, we hear “Sir, we got approval – we’re getting ready to head out.”

I don’t think anybody else would have gotten away with it! But it was great to see that General Kowalski saw something that needed to be done and did it so that the mission could continue!”
As the Air Force reaches its 60th Birthday and the E-3 Sentry its 30th, the *Eyes of the Eagle* also brings itself into the 20th century as we convert from a hard copy publication to an electronic format. This change will bring more constant updates and ensure the highest distribution of 552nd Air Control Wing stories. In this final publication we look back on the changes and events that helped shape the 552nd ACW and the *Eyes of the Eagle*.

The First *Eyes of the Eagle*  
September 1979

The Headline featured an Air Force Outstanding Unit Award from General W.L. Creech and boasted an Interview from General Neill L. Eddins and the retirement of Colonel Jerold R. Mack

10 Years Later  
September 1989

This copy of contained articles of major overhaul on a rotadome that had caused mission failure and also featured stories on motorcycle safety, a nursing shortage and AWACS participation in a research program
After All These Years:
The Final Publication of the Eyes of the Eagle

Oklahoma City Bombing Memorial
August 1995
Headlining this publication was the tree planted in postpone Park as a memorial to the lives lost in the bombing of the Alfred P. Murrah building in April 1995.

20 Years Later
November 1999
In this copy, Air Battle Manager becomes a rated career field, Air Combat Control Commander General Ed Eberhart becomes commander in chief of U.S. Space Command and a unit spotlight featuring Crew Chiefs’ role in AWACS.

First Color Eyes of the Eagle
June 2002
This edition of the Eyes of the Eagle celebrated the 25th Anniversary of AWACS with articles on the history of the E-3 Sentry, the latest modifications and radar improvements, pictorals, an online Gulf War research library and Virtual MPF enhancements.

An archive of all past Eyes of the Eagle can be found in the 552nd AEW Public Affairs office.
Mapping the E-3 Sentry

Flight Deck

- Flight Deck
- Comm Systems Operator And Comm Technician

Computer Display Maintenance Technician

- Mission Crew Commander
- Air Weapons Officer
- Airborne Radar Technician

Air Surveillance Technician

- Senior Director
- Electronic Combat Officer

Air Surveillance Officer
30th Anniversary Event

Agenda

Thursday, June 28
Registration (Tinker Club)
Ice Breaker Social (Tinker Club)

Friday, June 29
Opening Ceremony (9 AM Bldg 230)
Wing Activities (10 AM - 1 PM)
Re-Blue Briefings
Bldg 230 Displays
Squadron Open House
Base Tour: (10 AM - 1 PM)
E-3 Flight Simulators
Mission Simulators
Air Depot Air Park
Yukla Memorial / Retreat
(The Connie)
Happy Hour / Social (Tinker Club)
Golf tee times available upon request
(Tinker Course)

Saturday, June 30
Golf Tournament (Tinker Course)
Lunch Included
AWACS Motorcycle Ride

Optional Tours:
Boat Charter (Brick Town)
OKC Bombing Memorial
Omniplex
National Cowboy & Western History Museum
OKC History Museum
45th Military Museum

Wing Activities (10 AM - 12 PM)
Re-Blue Briefings
Bldg 230 Displays
Squadron Open House
Base Tour: (10 AM - 12 PM)
E-3 Flight Simulators
Mission Simulators
Air Depot Air Park

Banquet (Renaissance Hotel) (6 PM)

Sunday, July 1
Special Brunch sponsored by Tinker Club (Pay as you go)
Golf tee times available upon request (Tinker Course)