



1977-2007  
AND BEYOND



CELEBRATING 30 YEARS..

Official Magazine of the 552 Air Control Wing  
Tinker AFB, Okla. Volume XXX/No. 3 30th Anniversary Edition

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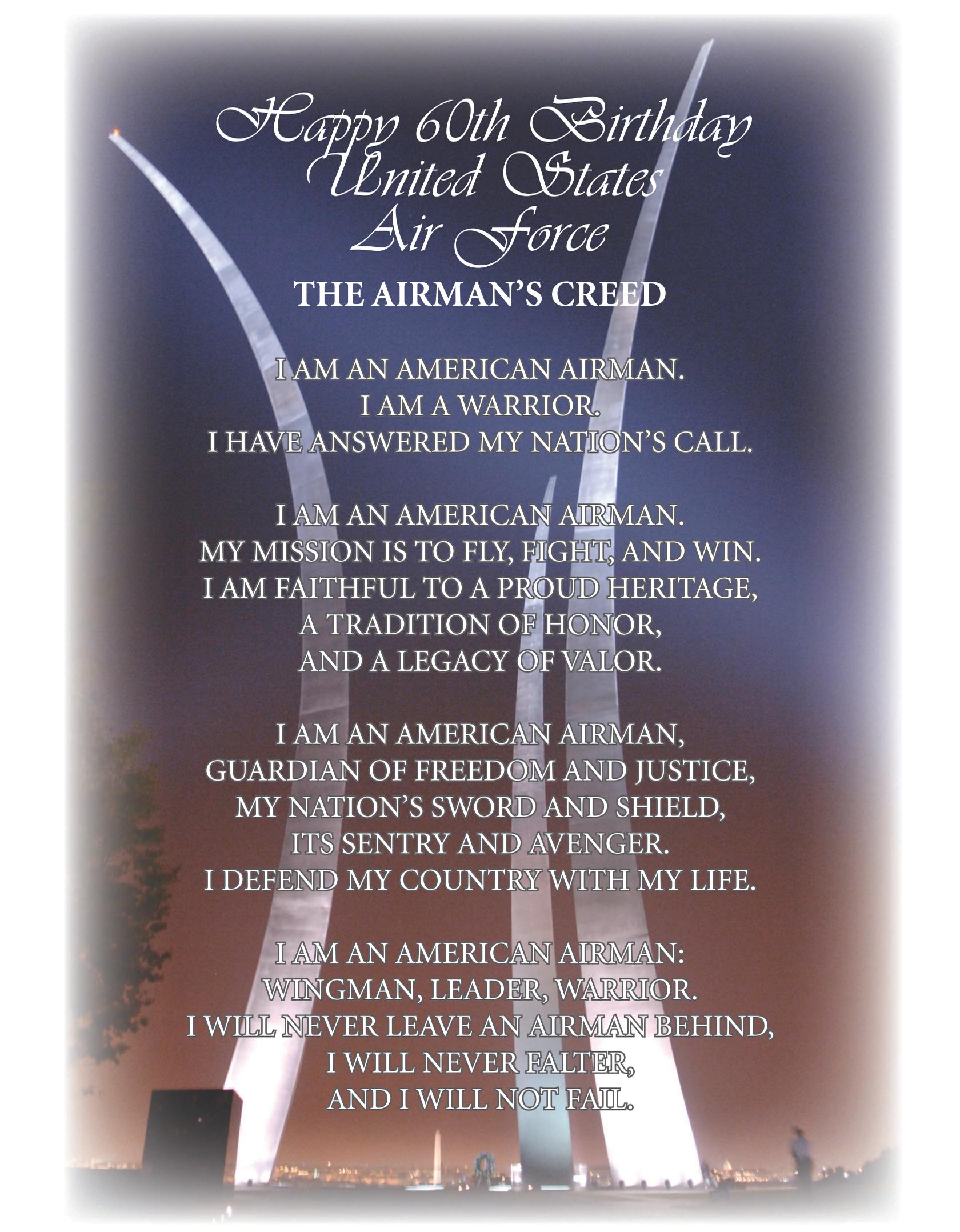
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*Happy 60th Birthday  
United States  
Air Force*

**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 Integrity Service & Excellence...

Courtesy of the 552nd Air Control Wing Public Affairs Office

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 Geilenkirchen, 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.



## 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 and 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.

# 552ND AIR



# R CONTROL WING: OEF/OIF

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, 960<sup>th</sup> 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, 960<sup>th</sup> 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.

**\* March - April 1979**

E-3 Sentry accomplishes around-the-world mission.



**\* August 7, 1990**

Deploys in support of Operation DESERT STORM.



**\* January 1979**

The E-3 begins North American Aerospace Defense Command (NORAD) missions.



**\* 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.



**\* August - September 2005**

Deploys in support of hurricanes Katrina and Rita.



**\* 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.



**\* March 2007**

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



**\* February 2006**

Operations JUNIPER STALLION and CORONET CONNIE.



# ELMENDORF AFB:

## The History of the 962nd Airborne Air Control Squadron

Story and Picture Courtesy of 962nd AACCS, Elmendorf AFB, Alaska



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 AACCS 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 AACCS.

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 birdstrike resulting in catastrophic damage.

Today, squadron aircrews take part in exercises such as Red Flag-Alaska, TEAM SPIRIT, and GREEN FLAG.

# KADENA AFB:

## *The History of the 961st Airborne Air Control Squadron*

Story and Picture Courtesy of 961st AACCS, Kadena AFB, Japan

The 961st Airborne Air Control Squadron, Kadena Air Base, Okinawa, Japan, provides airborne early warning and command 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.

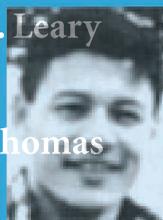
From 2000 to 2003, the 961st supported Operation SOUTHERN WATCH through several deployments of personnel and equipment, becoming the last AWACS squadron with dedicated support to the operation. The 961st commanded the battlespace in Operation SOUTHERN WATCH and Operation NORTHERN WATCH, enabling a successfully 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 Remembrance: The Souls of Yukla 27

Lt. Col. Richard G. Leary

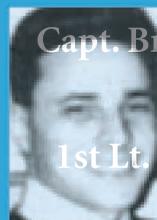


Maj. Richard P. Stewart II

Maj. Marlona R. Thomas

Maj. Steven A. Tuttle

Capt. Robert J. Long



Capt. Bradley W. Paakola

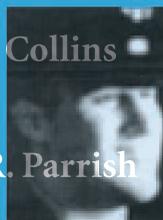
Capt. Glenn L. Rogers Jr.

1st Lt. Carlos A. Arriaga

Master Sgt. Stephen C. O'Connell

Tech. Sgt. Mark A. Bramer

Tech. Sgt. Mark A. Collins



Tech. Sgt. Bart L. Holmes

Tech. Sgt. Ernest R. Parrish

Tech. Sgt. Charles D. Sweet Jr.

Tech. Sgt. Timothy B. Thomas



Staff Sgt. Scott A. Bresson

Staff Sgt. Raymond O. Spencer

Sgt. David L. Pitcher

Master Corporal Jean-Pierre j. Legault

Senior Airman Lawrence E. DeFrancesco

Senior Airman Joshua N. Weter

Airman Jeshua C. Smith

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

At least 10%  
truth in each  
story!

**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 O-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.

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



"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.

At 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

Lo and behold when the radar came up there were 10 – count em' TEN! – soviet aircraft in the GIUK gap.

We only had two fighters but the Brits were airborne also which added to the mix. I ran the first intercept on the nearest group of bombers and for a young guy meeting up with the direct threat was just THRILLING!

As the day went on we (the fighters and tankers) ended up in an aerial dance of discovery, eyeballing and hunting every Soviet aircraft in the GIUK gap that day. After about nine hours of flying we landed that day having intercepted all 10.

You never know how things work out, the cold war days were scary and tense.

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."

our airspace and started querying 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 querying 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 them off and see them out, go out to the MACC ramp."

I took my deputy and we walked out there, and the only car out there was the wing commander's car. So I walked up to General Kowalski and Col. Beene and said, "Hey sirs, 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 getting 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!

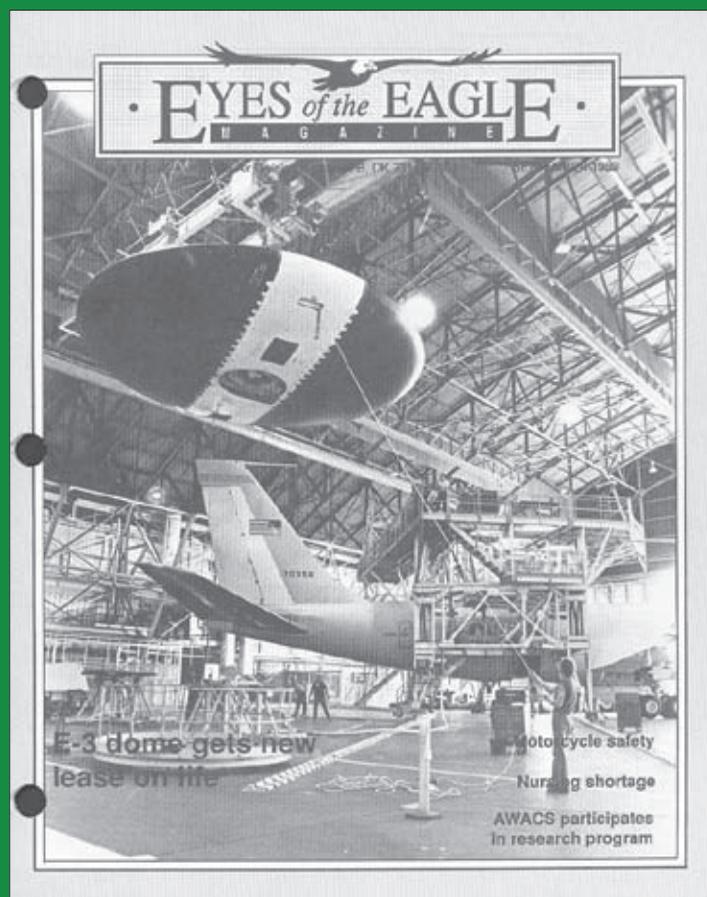
# After All These Years: The Fin

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

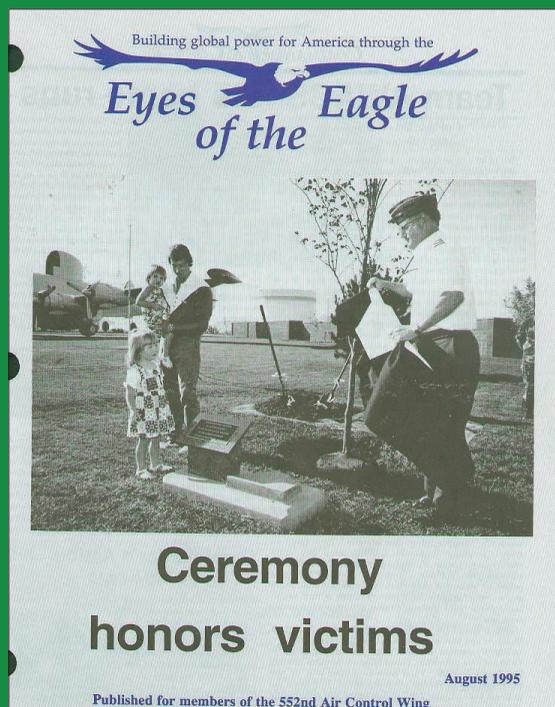
The Headline featured an Air Force Outstanding Unit Award from General W.L. Creech and boasted an interview from General Neil L. Eddins and the retirement of Colonel Jerold R. Mack



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

# Final Publication of the Eyes of the Eagle



## Oklahoma City Bombing Memorial

August 1995

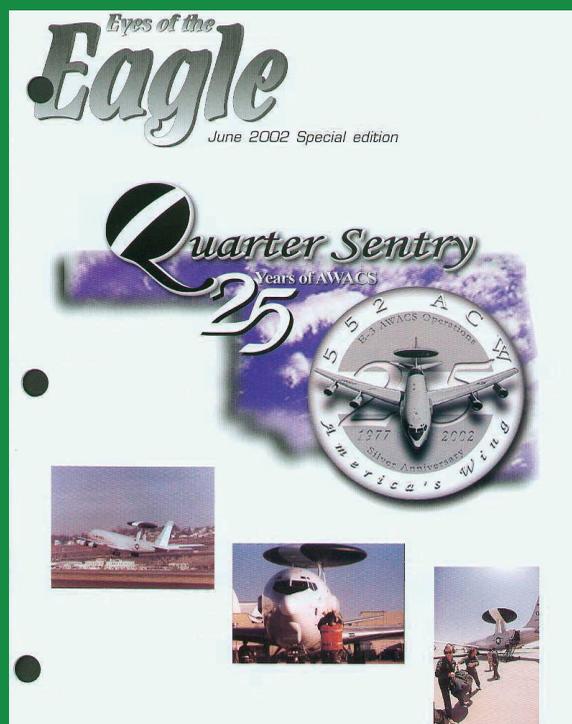
Headlining this publication was the tree planted in Connie Park as a memorial to the lives lost in the bombing of the Alfred P. Murrah building in April 1995



## 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



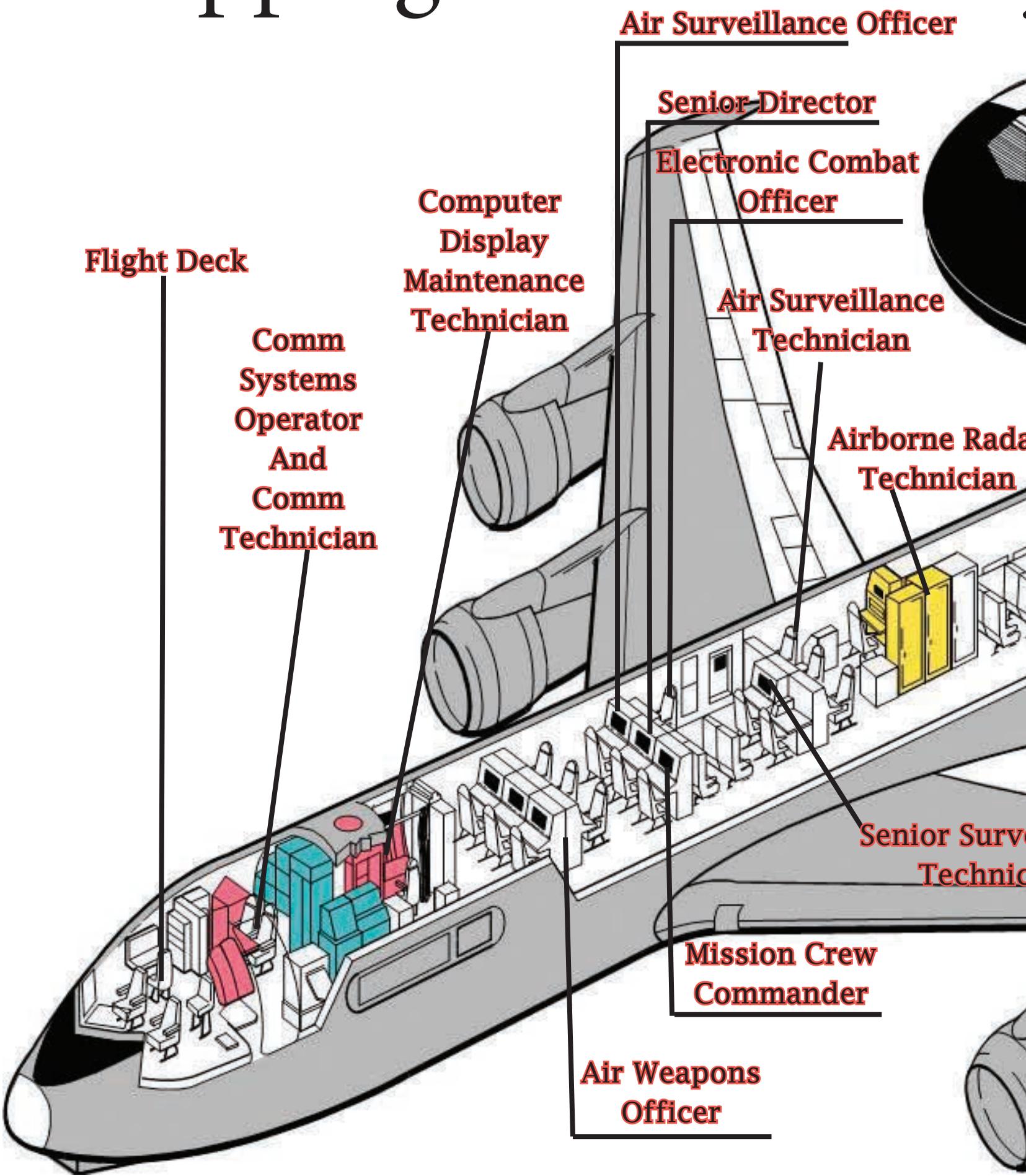
## First Color Eyes of the Eagle

June 2002

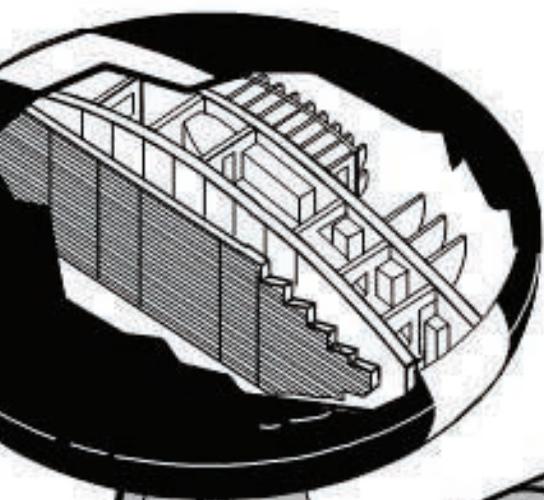
This edition of the *Eyes of the Eagle* celebrated the 25th Anniversary of AWACS with articles on the history of the E-3 *Sentry*, the latest modifications and radar improvements, pictorals, an online Gulf War research library and Virtual MPF enhancements

*An archive of all past Eyes of the Eagle can be found in the 552nd ACW Public Affairs office*

# Mapping the E-3 *Sentry*

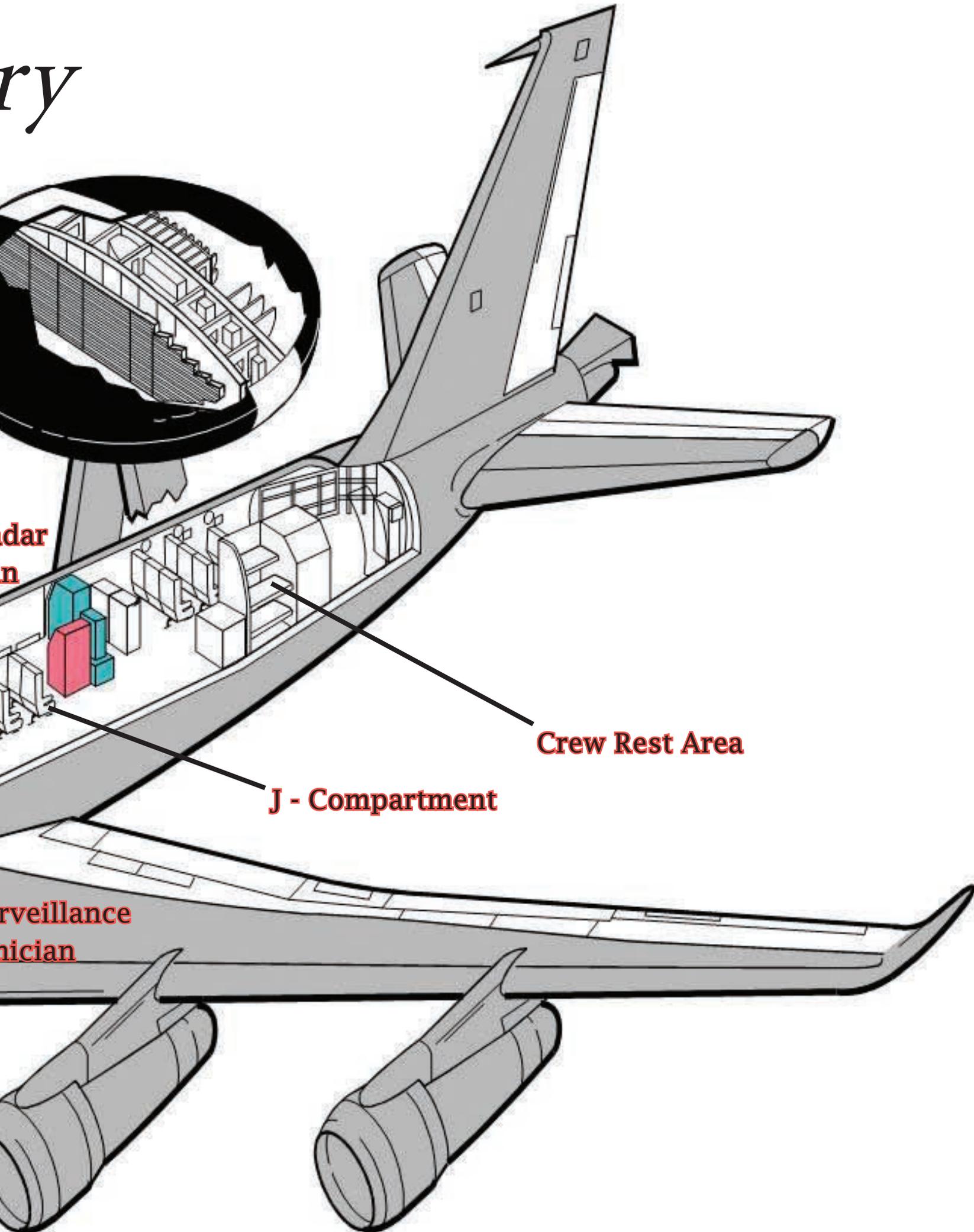


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Crew Rest Area

J - Compartment

# 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)

# 30th Anniversary Events Map

-  : EVENT AREAS
  -  : PARKING AREAS
  -  : BUS STOPS
1. The Air Park
  2. Connie Park
  3. OG Auditorium
  4. Building 230

