

**The Complete History of  
Roslyn Air National Guard Station**

**By**

**MSgt Jan Klebukowski**

**1943 to Present**



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## **The History of Roslyn Air National Guard Station 1941-2000 by Jan Klebukowski**

*[Note: Mr. Jan Klebukowski is a Master Sergeant in the New York Air National Guard. A resident of Glen Cove, he was stationed at the Roslyn ANG base from 1988 until its closing in 2000. Sergeant Klebukowski has done extensive research on the history of the former Roslyn Air National Guard Base and has donated research materials to the Bryant Library Local History Collection.]*

The history of Roslyn Air National Guard Station goes back to 1941 and the start of World War II. It was then that the James A. Lyons American Legion Post at Roslyn, NY started the first Air Defense Program at the local Roslyn High School. This program was run by civilian volunteers whose mission was to scan the skies, looking for any possible enemy aircraft flying in the area, and then report to Headquarters at Mitchel Field, Long Island, NY.

In 1943, German U-Boats were spotted off the coast of Long Island and need for a more permanent home for the Air Defense mission was identified. Eventually it led to the Army leasing 250 acres of the former Clarence H. Mackay Estate in East Hills for \$17,000 per year. The property was owned by John W. Mackay, son of Clarence and Katherine Mackay, and was situated on the highest spot in Nassau County. The sight was affectionately called "Camp Mackay."

The Army at Mitchel Field activated the 1<sup>st</sup> Fighter Command at Roslyn to modify the land for military use. With an entrance on Harbor Hill Road, members of the unit built 9 buildings and access roads. For purposes of secrecy, the base was intentionally designed not to look like a military base. At the end of World War II, the 1<sup>st</sup> Fighter Command was eventually deactivated and by 21 March 1946, caretaker squadrons were activated at Mitchel Field and sent to Roslyn to take over operations.

During the Korean War, the 26<sup>th</sup> Air Division was activated at Roslyn to continue monitoring air operations in the area. At the height of the unit's operation, there was over 260 military members and 32 civilian personnel stationed at Roslyn full time! Their mission was to monitor air operations in the area, as well as receive information from other bases within the entire northeast United States. This unit was also briefly involved in "Project Blue Book," which was the U.S. Air Force investigations into UFOs.

In 1953, the original 250 acre station property was cut down to only 50 acres, which was purchased by the U.S. government. The excess property, along with most of the remaining Mackay Estate, was later sold off to developers who then built luxury homes. The largest residential development on former Mackay Estate property is Country Estates at East Hills. Eventually in 1958, a new Air Defense system called SAGE (Semi - Automatic, Ground Environment) equipment was invented by the military, which led to the first closing of the Roslyn base.

The base remained closed until in 1959, when the Air National Guard took interest in the 50 acre property as a semi-permanent training sight for tactical and communication training units. Five Air National Guard Units moved there and started to transform the land for their training purposes. These units were the 152<sup>nd</sup> Tactical Control Squadron, 106<sup>th</sup> Tactical Control Group, 213<sup>th</sup> Communication Control Squadron, the 274<sup>th</sup> Communications Squadron, and the 552<sup>nd</sup> Air Force Band. By 1966 there were 34 buildings, including a dispensary, dining hall, motor pool and warehouse.

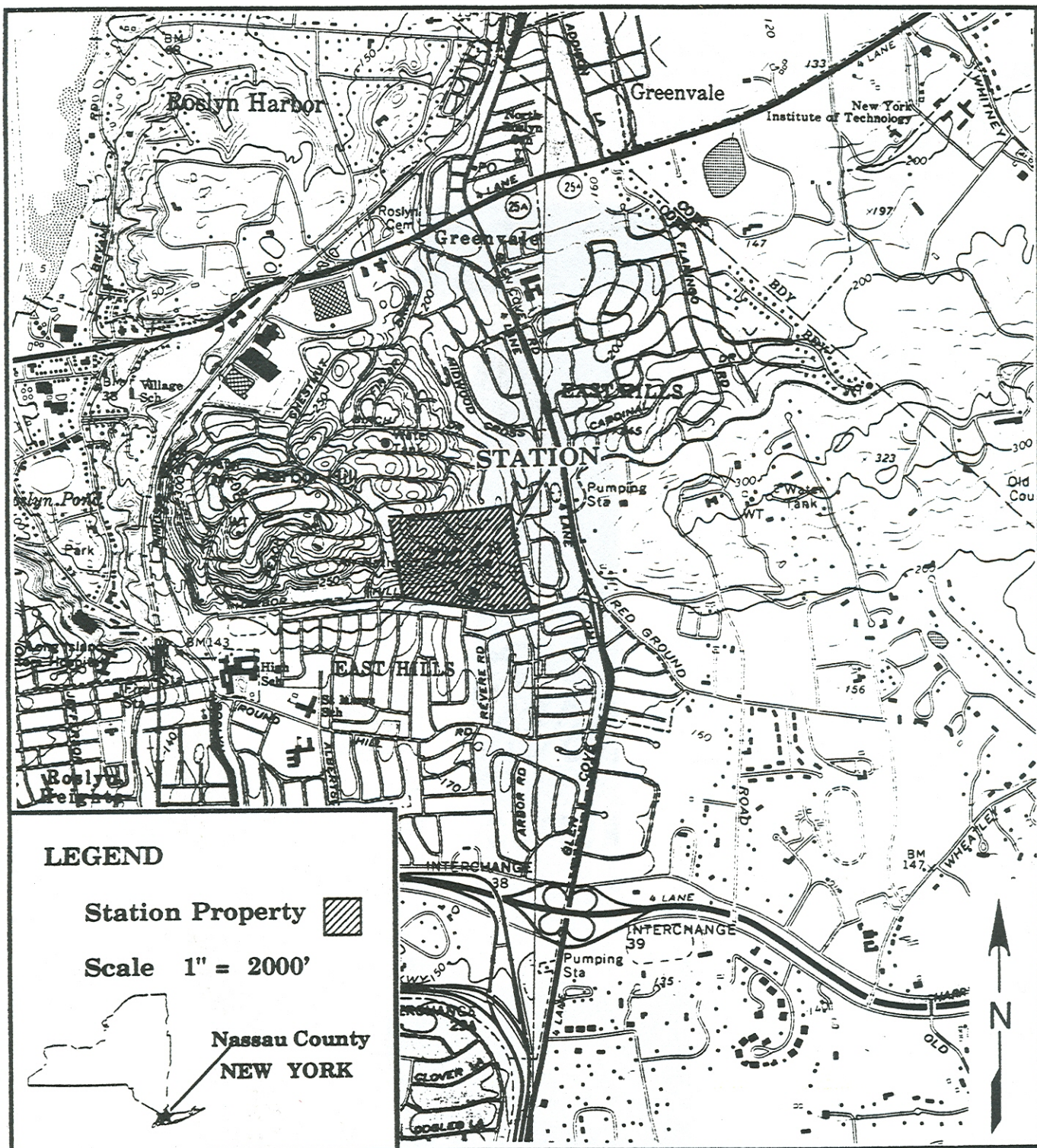
During the base's 41 year history serving the Air National Guard's needs, its units have performed jobs at overseas locations, as well as at many locations within the US. These included Cape Canaveral, FL setting up communications for the US Space Program, various communications projects in the US and in Puerto Rico, Japan, Germany, Italy, Greece, United Kingdom, Canada, Spain, Portugal, Egypt, Turkey, Honduras, and

Korea. During the height of the Vietnam War, the base became a site for many anti-Vietnam war demonstrators who used to picket at the front gate.

The Roslyn base also helped provide local community support for emergency services during local emergencies, such as providing shelter during many major storms, building a playground out of old tires and telephone poles, as well as giving medical assistance to a driver involved in a car accident. Although seemingly a fixture in the community, the base was not immune to a round of recent government base closures. In 1995 President Clinton signed a bill that included Roslyn on its list of permanent base closures. On hearing this news, the Village of East Hills organized an effort to purchase the property from the federal government. On 21 April 2000, the 50 acre property was approved for transfer to the Village of East Hills and on 9 December 2000 the people of the Village of East Hills and members of the military gathered to celebrate Transfer Day. On that day the New York State Air National Guard lowered their flag and formally handed over control of the former base to the people of the Village of East Hills.

Written By  
Master Sergeant Jan Klebukowski  
New York Air National Guard





SOURCE: USGS, Sea Cliff and Hicksville (New York), 7.5 Minute Series Topographic Maps, 1979.

Figure II.1  
Location Map of  
the Roslyn Air National Guard Station





## History of Roslyn ANG Station - 1920 to Present

### *History*



Roslyn ANG station was once a part of the 230 acre estate of Clarence Mackay, a millionaire contemporary of the Morgans, Vanderbilts, and Witneys. At it's peak, the estate employed 400 people and entertained such royal visitors as the Duke of Windsor (then Prince of Wales). Charles Lindburgh was also honored here upon his return from Europe in 1927. Attached below is the most accurate hand drawing of the entire Mackay Estate as was remembered by one of his grounds keepers. Due to its size, it is divided into four sections:

**Insert hand-drawn map here**

During the 1920's and 30's, the estate was the scene of many fabulous society parties and was one of the famed North Shore areas of activity.



LONG ISLAND: OUR STORY

# LI's Coming-of-Age Party

By Michele Ingrassia  
STAFF WRITER

**A**S A chauffeur's son, Stewart Donaldson wasn't likely to be invited to many Gold Coast soirees, unless it was a servants' ball. But on Sept. 6, 1924, when the fabulously rich Clarence Mackay feted England's wildly popular Prince of Wales, the 17-year-old Donaldson had a window on the most glorious party of all.

Perched atop the main house of Harbor Hill, Mackay's 600-acre Roslyn estate, he took in the sweep: the mile-long driveway shimmering with tiny blue candles, the two-story ballroom set with thousands of American Beauty roses, the tables of lobster piled 6 feet high. As he watched, Donaldson helped wield four giant spotlights, which were set up to bathe the Italian gardens in alternating hues of red, yellow, blue, green and white.

"And when the Prince of Wales arrived, all the spots were put on and pointed at the gardens, fountain and rose trellis," Donaldson recalled in the meticulously typed diaries he compiled decades later. "It was some show. I'll never forget it. That night they said there were over 1,000 people on the floor of the ballroom. That's hard to believe, but it is supposed to be true." And, indeed, it was true. But that's not all.

It was the most gilded party of Long Island's most gilded age, the capstone of the prince's 23-day Gold Coast holiday and the personification of the era when America's mightiest families transformed the North Shore into a playground for the rich and richer. Surely, flashy parties were nothing new — the mansion set was as competitive in the ballroom as it was in the boardroom — but no one ever matched Mackay's audacious bash: 1,200 guests, an army of servants and four frantic weeks of preparation, down to the last white light bulb fastened to the last Mackay (pronounced Mack-EE) rosebush.

Everyone clamored for a piece of it. Assistant Secretary of the Navy Theodore Roosevelt Jr. was there. So was World War I Gen. John J. Pershing and much of *haute* New York, from (Mr. and Mrs. Frederick) Allen to (Mr. and Mrs. Payne) Whitney; there also were enough counts, countesses, lords, ladies, marquises and marchionesses to populate a small duchy. But the real

And a party of a lifetime it was,  
as the Gold Coast celebrated  
the presence of the Prince of Wales



Photo courtesy of Bryant Library Local History Collection

The Prince of Wales, center, stands by his mustachioed party host, Clarence Mackay, in 1924.

prize was the prince, whose appearance cemented the Gold Coast's coming-of-age, branding it, at last, a rival worthy of the more established Newport. "I don't know whether the people of Newport would agree, but if this party didn't bring Long Island to the same level, it certainly put it on the same playing field," says Nassau County historian Edward Smits.

Even the prince, who ostensibly had come to watch the international polo matches at the Meadow Brook Club, was awed. As he recalled in "A King's Story," his 1947 autobiography, "My American hosts spared no expense in demonstrating the splendor of a modern industrial republic." Certainly none more eagerly than Mackay, whose father, John W. Mackay, made his fortune in the Comstock Lode and who, with a \$500 million inheritance, was every bit the profligate son. The dance music alone, the prince noted, "was provided by two bands directed by the great Paul Whiteman, who at a later stage was inspired to lead his musicians in a march around the hall, weaving in and out of the shadowy figures in armor."

To understand the seismic impact of the prince's visit, it's important to remember that, at the time, Edward Albert Christian George Andrew Patrick David was, quite simply, the most popular man in the universe, a blond, waif-like figure who combined the androgynous sexiness of Leonardo DiCaprio with the megawattage of Princess Diana. Of course, this was his age of innocence. It would be nearly a decade before he would fall in love with Wallis Warfield Simpson and a dozen years before he would become King Edward VIII, only to give up the throne 11 months later to marry the twice-divorced American — a decision that threatened the future of the monarchy and left Edward with the meaningless title of Duke of Windsor.

**I**T WASN'T only power and riches that made him so attractive. With his melancholy blue eyes, his hunger for bathtub gin and his love of parties and polo, the elegant 30-year-old prince was the quintessential guy's guy, the ultimate ladies' man. **HERE HE IS, GIRLS — THE MOST ELIGIBLE BACHELOR YET UNCAUGHT,** screamed a headline inside the New York Daily News on Aug. 29, 1924, the day Edward arrived in New York aboard the liner *Berengaria*.



Actually, the frenzy began even before he set sail. Traveling under the name Lord Renfrew, the prince slipped aboard ship and into his five-room, \$5,400 suite at 4 a.m. — 14½ hours early — hoping to avoid “that ubiquitous fraternity of photographers,” as the New York Times called the paparazzi following him. It was a fleeting victory. Daily came shipboard reports of all things royal, from the prince’s clothes (the world’s best-dressed man wore only two suits, one gray, one brown) to his exercise routine (the ship’s boxing instructor declared him so limber “he can touch his knuckles to the ground without bending his knees”).

Even more enticing to the tabloids were the ship’s sweet young “debbies,” the blushing society girls vying for a royal nod. Only Lenora Cahill, a dark-haired St. Louis girl, succeeded, spinning around the dance floor with the prince not once but twice in a row. The next day, she was front-page news.

And by the time Edward landed in New York with two tons of luggage, the press was panting.

“Have you become engaged to an American girl?” one of the 150 reporters who met up with him asked.

“Would you marry an American girl if you fell in love with one?” asked another, with eerie premonition.

**I**N FACT, the only thing the prince wanted was to be left alone. Not a chance. The more he demanded privacy — he even threatened to run off to his Canadian ranch — the more the press and public jockeyed for another glimpse. As Edward boarded the yacht Black Watch for the final leg of the journey to Long Island, more than 10,000 locals waved him on, filling bay and inlets with rafts and yachts and North Shore landings with bunting and bands.

Finally, he stepped onto a float at the Pratt estate in Glen Cove, then sped off to the 140-acre Syosset home of James A. Burden, who had, graciously enough, decamped to New York. Though Edward and Wallis would later develop reputations as world-class freeloaders, it was apparent even in 1924 that this wasn’t a guy who paid his own way. Besides, who would ask him to? “These people were in cutthroat wars over dahlias and who grew the best,” says Glen Cove historian Dan Russell. “This was even better — who could get to the Prince of Wales to stay at their house or come to their party.”

Yet, for all his press-dodging — there were so many reporters covering him that Western Union opened temporary press headquarters at the LIRR station in Syosset — the prince did as he pleased. And, for the most part, that meant he played polo, sometimes at the W.R. Grace estate, other times at the Howard Phipps estate or anywhere else he was invited. In between, the “indefatigable vacationist,” as the papers dubbed him, swam, raced speedboats and rushed off to Belmont Park to watch as Epinard lost to Wise Counsellor.

To be sure, Edward was an eager sportsman but hardly a graceful one. The press relentlessly poked fun at his inability to stay on his horse — and those weren’t his only disasters. One day, an opponent’s polo pony kicked a clod of dirt into his right eye, conjuring one heck of a royal shiner. Another day, Clarence Mackay’s 17-year-old son, John William, beamed him with a tennis ball. “The prince



New York Daily News Photo

The Prince of Wales meets guests at a lawn party at the Pratt estate in Glen Cove.



New York Daily News Photo

The prince liked horseback riding, but he fell off a lot, to the delight of the New York press.



UPI / Corbis-Bettmann Photo

Edward, center, liked to watch the ponies, too. He’s at Belmont with Mackay, right, and a friend.

was so nice and so wonderful about it, but my husband was so embarrassed he almost died,” John’s 90-year-old widow, Gwendolyn, said recently.

But not even an eye patch could keep Edward from the parties — swim parties, polo parties, lunch parties, dinner parties, supper parties, middle-of-the-night parties — that were thrown in his name, usually two or three a day. One of the most raucous was the dinner at the Piping Rock Club in Locust Valley to honor the British contenders for the international polo title. While Edward and the others supped on cantaloupe, lobster Newburg and vanilla ice cream, Ziegfeld Follies star Will Rogers roasted the prince’s polo foibles and late-night escapades.

In a New York Times column the following week, Rogers admitted to a bit of stage fright. “I didn’t get scared until just before it came time to go (on). Then I happened to think of the Tower of London and remembered its whole reputation was built on obituary notices of people who had displeased Princes and Kings.” But Edward laughed loudest of all, and Rogers admitted it was easier to tease the prince than keep up with him. “Say, no foreigner comes to America to sleep. He can sleep when he gets to England,” the humorist wrote. “A man leaving England for this country should have enough sleep stored up to do him a lifetime.”

Indeed, the royal party boy seemed hell-bent on cramming in every last dance, to the endless delight of the princess wannabes lined up to be his partner. At a party at the Oyster Bay estate of Rodman Wanamaker, they literally wore out the floor, and so, at 1:30 a.m., a car was dispatched into town, where, the Times reported, “druggists were rousted out of bed to turn over all the floor wax and talcum they had on hand,” all to smooth the way for “the shuffling of royal feet.”

**B**UT, IN THE end, those were merely dress rehearsals for Mackay’s ball. Planning began early that summer when Mackay — whose mother, Louise, had often entertained the prince’s grandfather, Edward VII, in London — announced he would fete the young king-to-be. And, truth be told, there could have been no more regal setting. Situated on the second-highest spot on Long Island, Harbor Hill was twice the size of the principality of Monaco and offered breathtaking views of Hempstead Harbor and Long Island Sound.

The interiors were just as fabulous. The main house, a French chateau designed by the renowned McKim, Mead & White, spared no expense — indeed, Stanford White was accused of pillaging any number of European palaces to furnish it. The two-story main hall bulged with tapestries, ancient battle flags and the finest collection of armor this side of the Atlantic. Outside, an extravagant Italian garden unfolded, its fountain set off with Paul Manship statues, its terrace with the horses of Marly, copied from the Champs de Elysees.

And Mackay — Clarie, as everyone called him — was determined to show off Harbor Hill’s grandeur at its glittering best. There were blue-lit Chinese lanterns set into the maple trees along the main drive, orange lights in the trees lining the walk to the man-

NEWSDAY THURSDAY, MAY 7, 1998

Please see PARTY on Next Page







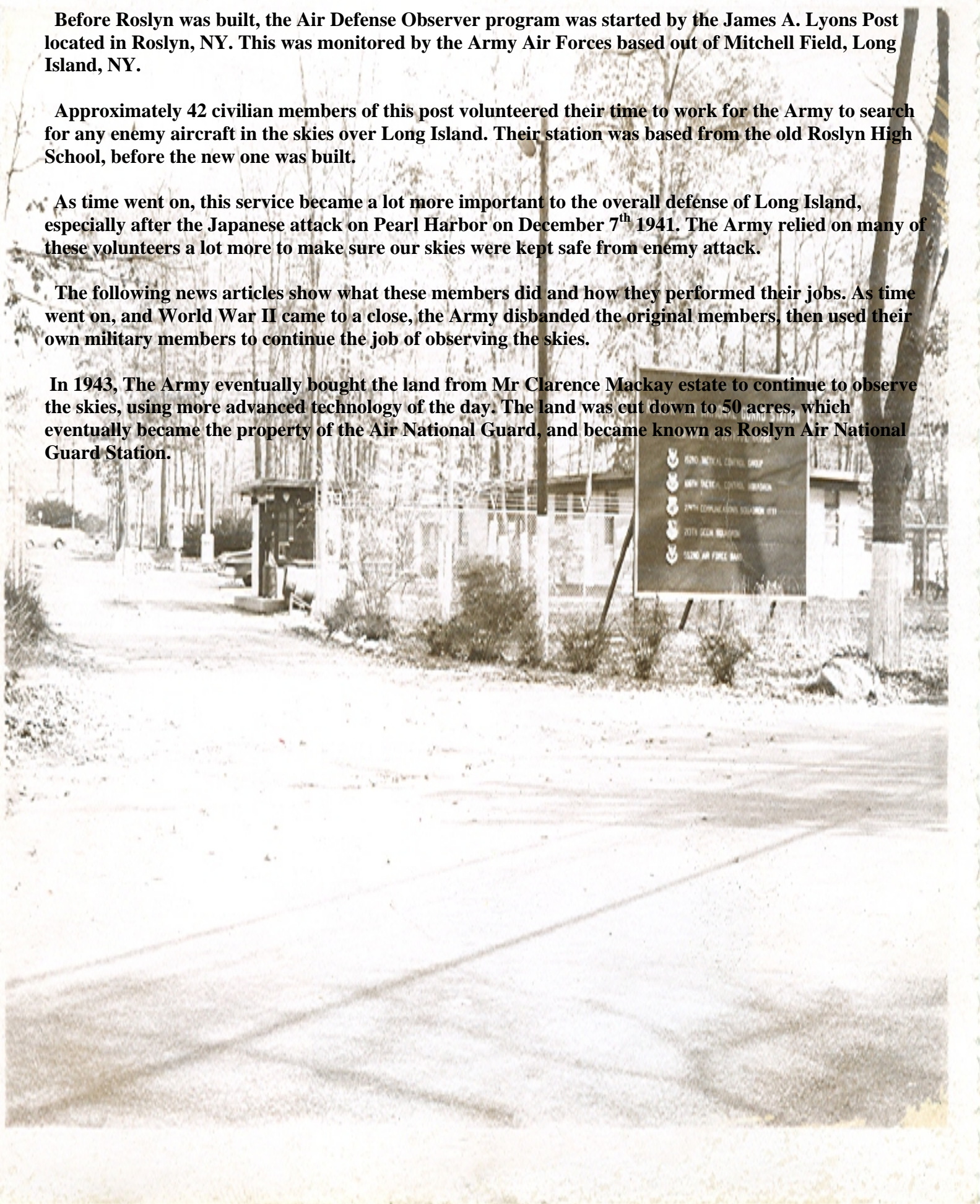
Before Roslyn was built, the Air Defense Observer program was started by the James A. Lyons Post located in Roslyn, NY. This was monitored by the Army Air Forces based out of Mitchell Field, Long Island, NY.

Approximately 42 civilian members of this post volunteered their time to work for the Army to search for any enemy aircraft in the skies over Long Island. Their station was based from the old Roslyn High School, before the new one was built.

As time went on, this service became a lot more important to the overall defense of Long Island, especially after the Japanese attack on Pearl Harbor on December 7<sup>th</sup> 1941. The Army relied on many of these volunteers a lot more to make sure our skies were kept safe from enemy attack.

The following news articles show what these members did and how they performed their jobs. As time went on, and World War II came to a close, the Army disbanded the original members, then used their own military members to continue the job of observing the skies.

In 1943, The Army eventually bought the land from Mr Clarence Mackay estate to continue to observe the skies, using more advanced technology of the day. The land was cut down to 50 acres, which eventually became the property of the Air National Guard, and became known as Roslyn Air National Guard Station.



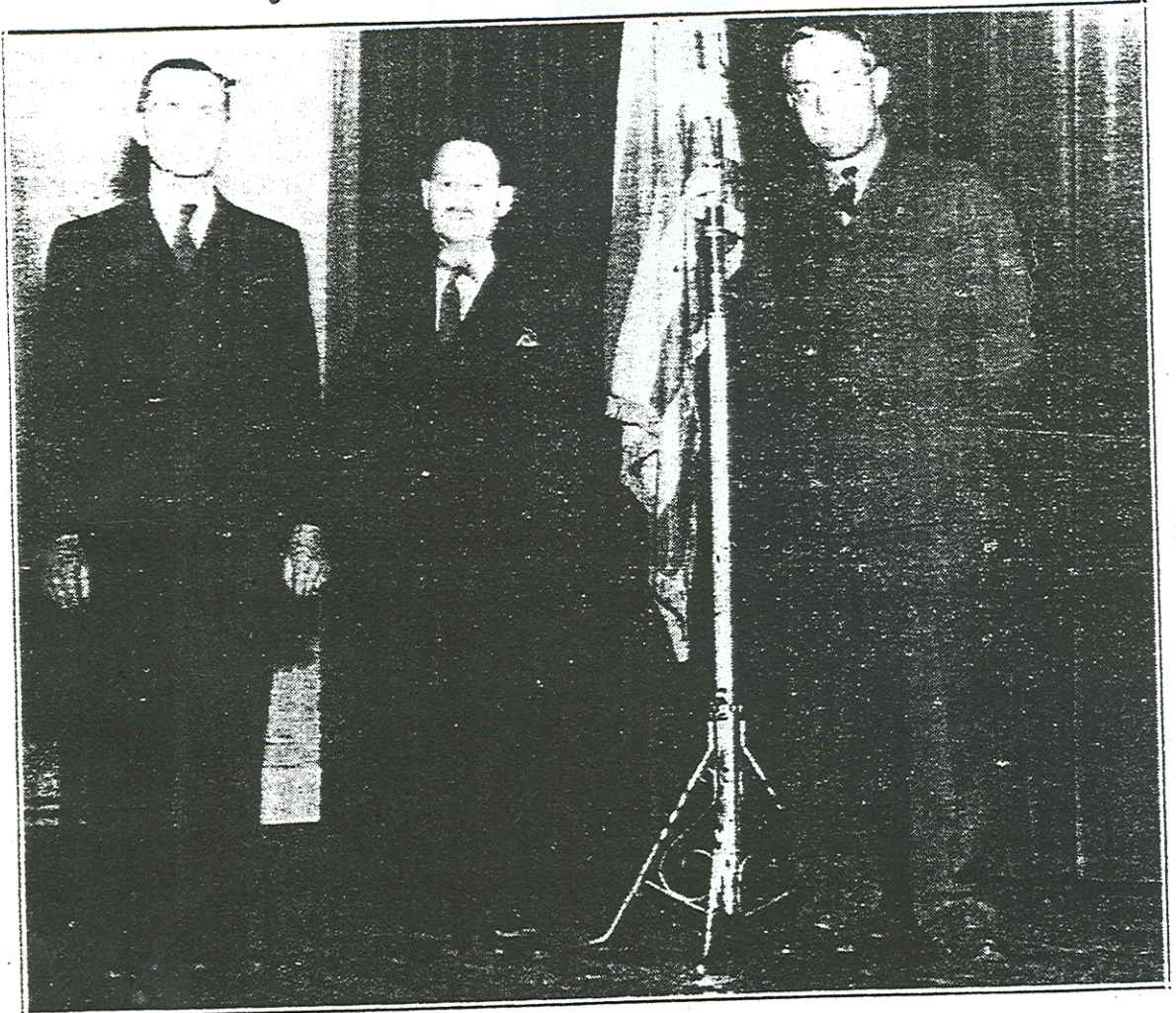


JANUARY 10, 1941

# Air Defense Program To Be Put On Here; 42 Men Will Take Part

ROSLYN, N. Y., FRIDAY, JANUARY 17, 1941

*They'll Conduct Defense Program*



ALBERT HORTON

OTTO MARQUARD

F. R. WEGNER

PHOTO BY RIZZO









FOR GOD AND COUNTRY

**JAMES A. LYONS POST, NO. 122**  
*American Legion*  
ROSLYN, NEW YORK

AIRCRAFT WARNING SERVICE  
A meeting of the Post NORTH EAST SECTOR

will be held at ..... sharp at the dugout on .....



YOU ARE TO REPORT FOR DUTY ON YOUR

WATCH JANUARY 24 - 1941

TIME 6<sup>00</sup> A.M. TO 8<sup>00</sup> A.M.

LLOYD F. HILL, Adjutant



FOR GOD AND COUNTRY

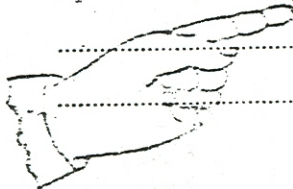
**JAMES A. LYONS POST, NO. 122**  
*American Legion*  
AIRCRAFT WARNING SERVICE  
NORTHEAST NEW YORK

A meeting of the Post

will be held at ..... sharp at the dugout on .....

WATCH JANUARY 21/41

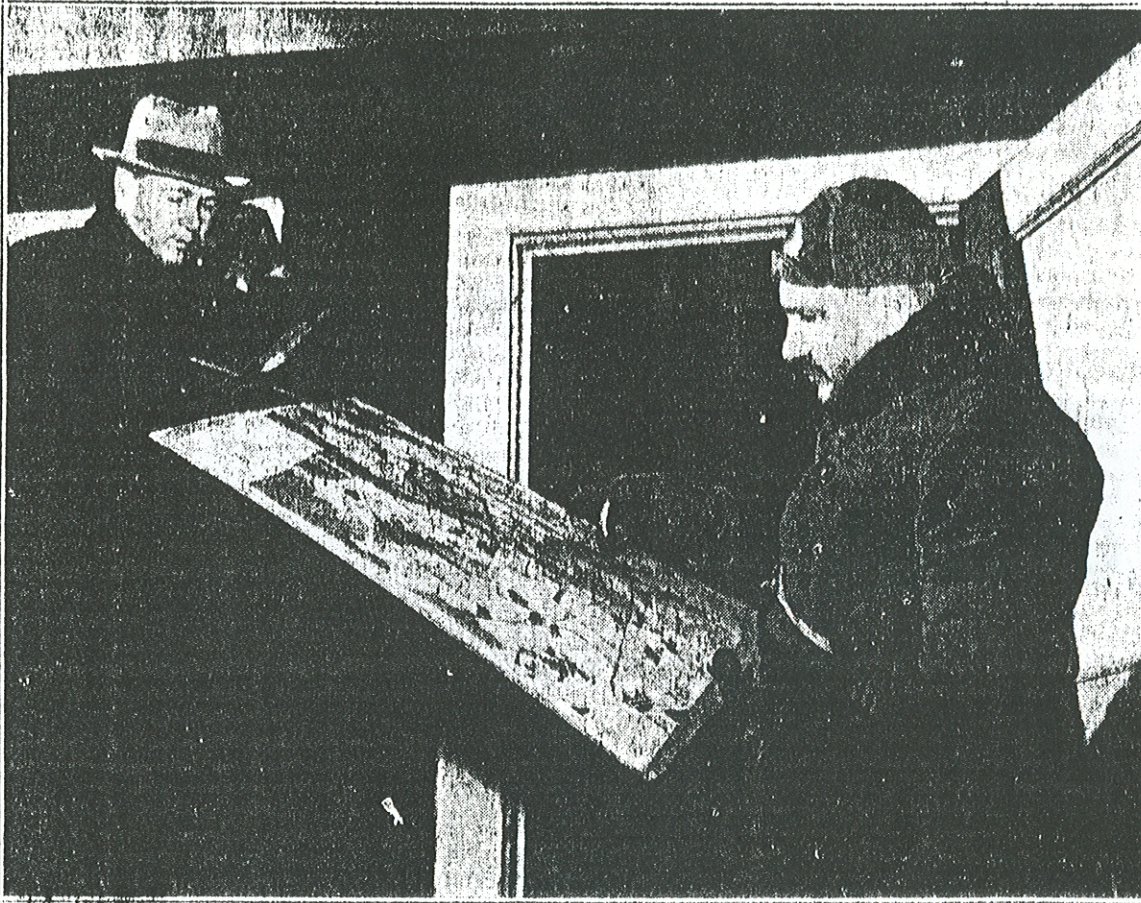
TIME 7.00 P.M. TO 8.00 P.M.



LLOYD F. HILL, Adjutant



## Reporting To Headquarters



The above photo by Raymond Jacobs shows Mayor Louis Rohland of Roslyn Estates relating a bomber's position to Mitchel Field, while Allen C. Miller studies the map, during the air defense program put on in Roslyn this week. Forty-two men took part in the program and the observation tower was located on the roof of the high school.

## 98 Flash Calls During Roslyn Defense Test

'Record Very Good' Officials Of James A. Lyons Post Declare

COMMANDER HORTON  
THANKS VOLUNTEERS

More Than 40 Local Men,  
Boy Scouts Take  
Part

Roslyn volunteers did their share in the air defense program during the latter part of last week by reporting 304 army planes in 98 flash calls. According to Legion officials who had charge of the test the "record was very good" and Commander Albert V. Horton, leader of the James A. Lyons Post, expresses his thanks and appreciation to all men who participated.

Beginning on Tuesday and continuing until Friday night, two men were on four-hour duty from 6 a. m. until 11 p. m. From the observation tower on top of the Roslyn High School the observers would spot the planes, make the best estimate of the number, type, location and altitude and then call "Army Flash" over the telephone. The operator connected the observer without delay, over long distance lines, to the Army Information Center at Mitchell Field. After a few successive reports on an on-coming enemy formation were received at headquarters, the direction, course and speed determined, probable objectives determined and warned, all defense elements alerted, a defending pursuit squadron was directed to the proper point for an attack.

JANUARY 31, 1941

In order to carry on the program more than 650 observation posts were scattered over the "test sector" area of three states, ranging from the Canadian Border to New York City. In the majority of villages the test was carried on by the members of the American Legion Post, but in Roslyn the Legion officials made it a community program and enlisted the assistance of approximately 50 Legionnaires, representatives of local organizations and members of the Roslyn Boy Scout troop.

The program was under the direction of Otto Marquard, Commander Horton, Oscar Smith and F. R. Wegner. Others taking part were: R. E. Bailey, Theodore St. John, Louis O. Rohland, Allen C. Miller, Elbert Miller, 3rd, Donald Graves, Lloyd Hill, Cheshire Horton, John Peel Jr., Lawrence Nielsen, Thomas Tucholski, Robert Fuchs, Joseph Baplis, Lloyd Hill, Jr., John Duffett, Ben Baumiller, John Foulkes, William Buck, Pete Teolis, Harold Marshall, John Wazniak, Dan Beicastro, Leonard Thorne, Bob Hickson, William Transue, Charles O. Lewis, Jr., Ted Mackie, Arthur Speeding, G. J. Guthrie Nicholson, Jr., John Zulko, Cyrus Nndo, Gilbert Smith and members of Troop 1, Roslyn Boy Scouts.

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# Army Aircraft Warning Service In Nassau Perfected

## Service Will Be Tested During October Maneuvers

Colonel Thomas M. Sherman, secretary of the Nassau defense council executive committee, was advised today by Colonel Arthur Stewart of Mineola, that Nassau is one of the three counties in which the "army aircraft warning service" has been perfected.

Colonel Stewart stated that the Nassau service is the first to be complete in the metropolitan area.

It was pointed out that the service referred to by Col. Stewart is the civilian observation service under army direction and not the "air raid service of the local defense council." Colonel Stewart's organization notifies the army of enemy aircraft while the local air raid service notifies civilians.

The army aircraft warning service has established 12 warning posts in the county, 11 of which are manned by members of the American Legion while one is maintained by Cornelius V. Whitney.

The service is a unit of the first air corps area which extends from Maine to North Carolina with numerous interceptor points including Mitchel Field. The service will be tested out during the army air corps maneuvers October 9 to 16. Other counties reporting completed personnel and stations are Fulton and Niagara.

of the M. E. Church here, is at the Drew Theological Seminary. Mrs. William Robertson, of Manhattan, spent the week-end with her father here. Mrs. B. E. Horton visited her son, Al. Vernon Horton, who is with Company I, New York Division, U. S. Coast Guard, on Lincoln's Birthday. Sgt. Horton was recently appointed Chief Post Officer, commanding eighty men.

# Post Makes Plans For Air Defense

## Meeting To Be Held At High School Auditorium On Monday

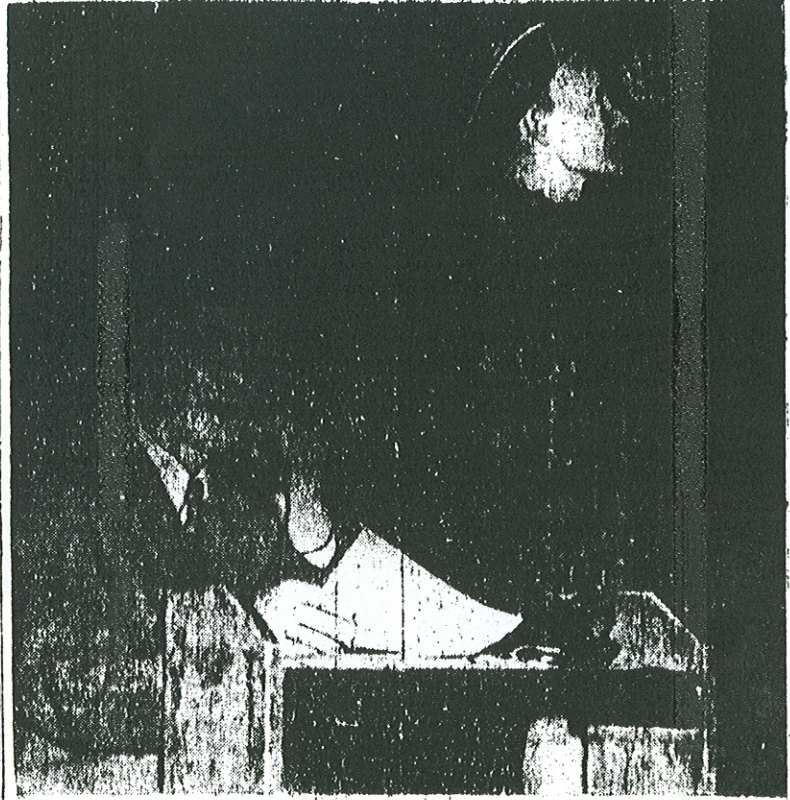
Under the sponsorship of the James A. Lyons Post of the American Legion there will be a meeting in the local high school auditorium on Monday night at 8 o'clock to make plans for Roslyn's part in the U. S. Air Defense Flash Program which will take place in all states along the east coast from October 9 to 16 inclusive.

Albert V. Horton, chief observer assisted by Lloyd F. Hill will conduct the meeting and all men and women in the Roslyn area interested in air defense observation are requested to attend.

It is believed that the plan will be carried out on a 24-hour-a-day schedule beginning on a Thursday for one week with the exception of Sunday.

Last January Roslyn men operated an observation tower on the roof of the high school during an air defense program which was carried on for 82 hours.

# Watching Over The Ramparts



ALBERT V. HORTON LLOYD F. HILL —Photo by Rizzo

More than 200 messages were sent from Roslyn during the U. S. Air Defense Flash program that was carried out all along the east coast from October 9 to 16, according to Albert V. Horton, chief Observer for the Roslyn area.

The local listening post was on the roof of the high school and was operated by members of the James A. Lyons Post and other Roslyn residents, among whom were two women. On Saturday it was reported that 115 messages were sent out by the local observers.

Serving were Miss Joyce Hill, Miss Ida Murphy, president of the local Legion Auxilliary; Raymond B. Hamilton, Ray Bailey, Louis Rohland, Andrew B. Westervelt, William Buck, Joseph Bayliss, Theodore St. John, Thomas Plekering, Dr. Vincent Meancy, Charles Lewis Jr., Alex Hamilton, Fred Rothwell and Tommy Tucholski.

Also Ernest Hill, Edward Lambert, Lloyd F. Hill Jr., Lloyd E. Hill Sr., John Durvea, Nate Jacobs, Edwin Valentine, Tony Rini, John Wood and Joshua Adelstein.



# Roslyn Residents Participate In Army Air Defense Program

## Legion Men, Scouts, Sons Of Legion, Others Will Man Local Observation Post During 2-Hour Watch Periods

Two hour watches from 6 a.m. to 12 p.m. began in Roslyn yesterday (Thursday) morning as part of the local area's program for the "army aircraft warning service" which is being conducted along the east coast. The local tower is being manned by members of the James A. Lyons Post of the American Legion, Boy Scouts, Sons of the Legion, firemen and other residents. Albert V. Horton is chief observer and Lloyd Hill, 2nd chief observer.

Mr. Horton has announced that the unit has enough men to take over the post until Monday but volunteers are needed for the re-

mainder of the week. The test is being conducted through October 16, from 6 a.m. to 12 p.m. with the exception of Sunday. Interested men are asked to contact Mr. Horton or Mr. Hill.

The program which is a civilian observation service under military direction, has established 12 warning posts in Nassau County, 11 of which are being sponsored by local American Legion units.

The service is a unit of the first air corps area which extends from Maine to North Carolina with numerous intercepter points including Mitchel Field, and is being tested during the army air corps maneuvers.



FRIDAY, DECEMBER 26, 1941

## 160 Volunteer Spotters Help Air Raid Post

### Eight More Persons Needed To Complete Plans For Plane Lookout

Members of the Roslyn Air Service Guard, who maintain a 24 hour vigil atop Roslyn High School, now number 160 persons, it was announced today, but eight more volunteers are needed so that a schedule of watches may be completed.

Raymond B. Hamilton and Theodore St. John have furnished materials for more comfortable quarters at the lookout post, and the new building was erected on the school's roof under the supervision of Harry Smith, local contractor, with the help of Cheshire Horton, Edward Lambert, Lloyd Hill, Mr. St. John, Jr., John Travis, B. Sominski, Bert Lovedall, Churchill Edward and Al Horton.

The following statement was issued today by officials of the local lookout unit:

"The general public of Roslyn and vicinity have courageously responded to the call, and the two hour a week services are operating nearly 100 per cent. Every hour of the day and night have been covered since Monday evening, December 8, 1941, at 6:00 o'clock, when a few received their orders. This service is very important to the Air Command officials at Mitchel Field, and they feel that this work can be carried on by the cooperation of all the people of the various communities.

"The names of those who are rendering services with the Observation Post will be printed by the Roslyn News, just as soon as we complete the guard list and get official O.K. Many persons of this community have already given of their time, and indeed are worthy of mention—but this is not expected—**WE HAVE A JOB TO DO, AND WE HOPE THAT WE CAN CONTINUE TO MEASURE UP TO IT. WE MAY HAVE WEEKS . . . MONTHS . . . MAYBE YEARS AHEAD.**

"Air Raids are expected, they may strike at any time . . . Let's all remember . . . when it comes, remain calm, do not get excited. Take the orders of those who have been placed in positions of authority. This will be your best protection. And remember this.

if you have volunteered for any services: Red Cross, Civilian Defense, Fire Companies, and Air Warning Service, held your end up and report on time. This is important for the proper functioning of all these services.

"We cannot force upon you any military rules or regulations, or punish you for not reporting for duty, but we must expect that you will stick by your promise of being on the job when you are or will be assigned to one."

## FOR DEFENSE



## BUY UNITED STATES SAVINGS BONDS AND STAMPS

### Air Raid Spotters To Continue Work

Roslyn's 168 volunteer air raid spotters, who have been keeping a 24 hour vigil at their observation post atop Roslyn High School, will continue to do so, despite Regular Army observers who are also stationed there, according to Albert V. Horton, chief warden.

Mr. Horton made that announcement to spike rumors to the effect that the Army had taken over the post. He stated that such is not the case, that the Army men are there on official business and that the volunteers at the lookout are still needed to watch for planes and report their presence to Mitchel Field.



# HOUSEHOLDER — AIR RAID PROTECTION

## WHAT TO DO IN AN AIR RAID

December 9, 1941.

1. Keep calm.
2. Know your emergency signals.
  - a. The Air Raid warning signal consists of one long blast of the fire siren of at least one minute duration.
  - b. The "Raiders Passed" signal is a series of short blasts continuing for at least one minute. Disregard all others.
3. Keep indoors during Air Raids.
  - a. Keep away from windows, doors.
  - b. If high explosive bombs are falling you are approximately twelve times safer indoors than if you were outdoors.
  - c. If high explosive bombs are falling, you are approximately 25 times safer in a properly prepared shelter in your own home than you would be out of doors.
4. If you are caught outdoors and high explosive bombs are falling:
  - a. Pedestrians get indoors at once.
  - b. If you cannot get indoors get under or behind any protective covering you can find.
  - c. If no cover is available, lie face down on the ground and cover your head with your hat or any protective cover that you can find.
  - d. If you are in a motor car:
    1. Draw the car to the curb, shut off the motor, leave keys in ignition switch and get indoors.
  - e. If you are in a horse-drawn vehicle:
    1. Draw the horse from the shaft, tie the horse to a tree or a post and get indoors.
5. If an Air Raid occurs in your neighborhood:
  - a. Under raid conditions, keep a bath or wash tub and buckets full of water for emergency use.
  - b. Fill several containers with drinking water.
  - c. Turn off gas and water at the mains. (Care must be taken in properly turning gas on again. Your gas company is sending instructions to all householders.)
  - d. Keep away from windows.
  - e. Keep on lookout for fires, indoors.
  - f. Deal with fires immediately.
  - g. If fire gets out of control notify your warden, fire watcher or other defense worker.
  - h. Muzzle your dog and keep him indoors.
6. If an Incendiary bomb falls on your home, it is your job to take care of it.
  - a. Deal with the bomb immediately—fire must and can be controlled.
  - b. Do not use chemical fire extinguishers.
  - c. Do not throw pails of water on the bomb.
  - d. Use the fine spray from your garden hose—never the full force.
  - e. Get buckets of sand or fine ashes.
  - f. Take sand from bucket with a long-handled shovel, place sand or ashes in front of bomb, push the bomb on the sand with a metal rake or hoe, cover bomb with more sand from the pail, lift the sand-covered bomb on your long-handled shovel, place in the bucket containing the rest of the sand and take it outdoors.
  - g. If the fire gets out of control notify your warden, fire watcher, or other defense worker.
7. If you are using a shelter room in your home have the following articles ready in the room:
  - a. Plenty of warm extra clothing.
  - b. Extra bedding.
  - c. Cot or mattresses on which to sleep.
  - d. Lights—flashlights and at least six candles with matches.
  - e. First aid kit.
  - f. One or two clean old sheets to be used for bandages.
  - g. A pick axe, a shovel, a hatchet, a crowbar, and a step-ladder.
  - h. Emergency rations—crackers, fruit juice, chocolate, canned milk, hot soup or coffee in a thermos.
  - i. A few comfortable chairs.
  - j. Some recreation material—radio, knitting, books, jigsaw puzzles, and toys for the children.
  - k. Toilet facilities.
8. Observe the blackout regulations.
9. Obey all the Air Raid precaution suggestions — they are for your protection.



10. Do not try to use the telephone except when defense workers are not readily available and it is absolutely necessary to secure assistance by telephone.

11. If you are asked to leave your home temporarily, do it — you will be cared for.

We are all neighbors. Let us help each other. Your turn may be next.

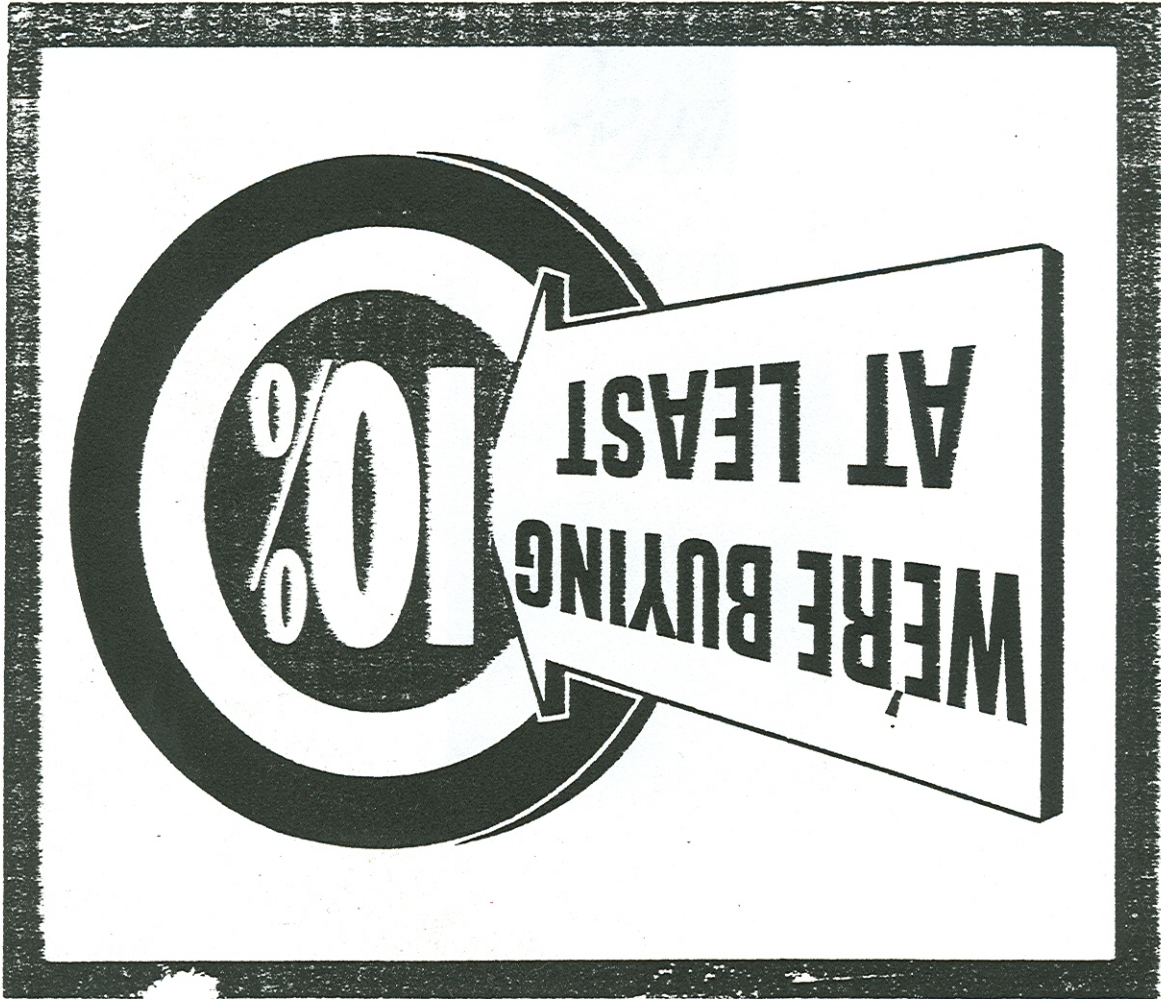
**What to do if you have to leave home:**

Pack a bag NOW. Put these articles in it—

- 1. Your medicine, if you are under a doctor's care.
- 2. Your eyeglasses.
- 3. Simple first aid kit.
- 4. Aspirin.
- 5. A few bars of chocolate.
- 6. A flashlight.
- 7. Sewing, knitting or cards, or a book.

Wear warm clothing and your overcoat.

12. **KEEP CALM.**



## Air Raid Spotters Keep Up Vigilance During Holidays

All Volunteer Watchers Report For Duty And Take  
Their Two Hour Shifts; Horton Stresses  
Importance Of The Work

Home and fireside were forgotten on Christmas Eve and Christmas Day, and will be forgotten again on New Year's Eve and New Year's Day, by volunteers manning the air raid observation station atop Roslyn High School, it was stated today by Chief Observer Albert V. Horton.

Mr. Horton revealed that the local "plane spotting" post, one of 12 in Nassau, has been and will continue to be "on the alert" for any surprise raid. His statement on the observations follows:

"The sky tracks of any plane reported by the 1800 observation posts were ready to be traced at a moment's notice, and have been since War was declared. With the whole hearted cooperation of the local observers atop of the High School building realizing the importance of their job, it

may be said that this is just the same spirit being given up and down our entire coast line.

"Chief Observers Horton, St. John and Hill, working on the theory that many watchers would find home ties too strong on Xmas Eve, and Xmas Day called on extra reserves to stand by subject to call at a moment's notice, but every one of the regulars were accounted for and at their respective 2 hour shift.

"This air spotting is of vital importance to the Aircraft Command, and should not be spoken of lightly. It is serious business, and anyone who says that it is nonsense, should at once take the matter up with the Headquarters Air Defense Command, at Mitchell Field, and lay their better plans before them, and maybe they will change the whole set-up.

"General McDonnell, who passed the day at the Information Center, said that he was well pleased to observe that all the civilian auxiliaries to the Command were taking their work so seriously that holidays were like any other day. The setting aside of any specific period as a time of relaxation of discipline and duty, he said, was 'Inviting trouble.'

"He said, 'Remember it was Xmas night that Washington crossed the Delaware River with 6,000 men and won the Battle of Trenton during the Revolutionary War. The Army Air Forces kept constantly in mind this strategy of being vigilant while the enemy was relaxed.'

"The responsibility of covering each two hour watch is up to those who have been officially assigned. This has been carried out nearly 100 per cent. To those who have night watches, use extreme caution and vigilance. No loitering allowed at the Observation Post, only those permitted who have official business will be granted permission to go up. This must be insisted upon by all observers," Mr. Horton concluded.



# Legion Knothole

**Buy Defense Bonds—Join the Red Cross—and deposit your surplus money. not in safe deposit boxes, but in government securities.**

We, the Officers and Members of the James A. Lyons Post, No. 122, American Legion, of Roslyn, New York, wish to extend congratulations and pay our respects to the many hundreds of Roslyn citizens who have been giving of their time, and money, in the various Local Defense set ups. We of the Legion are 100 per cent back of the local defense organization and stand ready to cooperate 100 per cent. Call on us, and we produce results. You have cooperated 100 per cent with us, and we wish to pay you back.

### Keep America Free

WAR is a terrible thing, and do we really realize that we are at War? A WAR that may last for two years, five or more. That we, a Free loving people, are up against the most terrible crisis that this nation has ever had to face. Please do not make light of the various Defense efforts which are being put forth. Any person or legionnaire, who passes remarks which make light of such efforts is not a good American Citizen.

### Be Constantly On The Alert

According to the "Army and Navy Journal" it cites 150 Nazi Bombers able to reach New York City and vicinity and return, 7,500 mile range—it's only 6,440 miles from occupied France to New York. None of these Planes had been used unless tested experimentally. This Fleet is held in reserve for special duty. (We must be continually on the watch-alert-at all times-day and night.) (We cannot afford to take things lightly).

### A Break In Your Obligation May Cause Serious Results

Do you appreciate the fact that while you are sleeping nights that some member of the Aircraft Warning Service has his, or her eyes open continually day and night, twenty-four hours a day, week in and week out???? If enemy planes should sneak in directly from the ocean, it would take but a very few moments for the alarm to be sounded. Since December 8, 1942, this service has been maintained, and will be continued on a two hour a week basis until further notice. Compliments of the U. S. Air Defense Command have been extended to all those

who have and are faithfully covering their appointed watches. Are we proud to be a ground observer? I'LL say we are.

Certain remarks have been heard concerning the "Aircraft Warning Service" - They say, it's all foolishness. WELL WE DON'T THINK SO. If saving the government from using 10,000 planes to do this same work, and then it would not be as efficient as the work now being carried on by the hundreds of observation posts of from Maine to Florida, then we would say it was foolishness. If the heads of the U. S. Army after due consideration of all the facts, seem to feel that it's a most vital operation, they surely would not insist on its continued operation. The operation and cost of covering the vast territory necessary for protection by planes on a twenty-four hour basis would run well into the millions.

### Sailor's Keep 'Em Sailing

Uncle Sam needs 50,000 sailors. He needs them at once—so join up—the Coast Guard, the regu-

lar Navy, or the Marines. Good pay - and good eats.

Harry Marr, Joe Purick, and Joe Baylis, certainly put over a good feed at the Dugout last meeting. No wonder members of other posts visit so often—At the next meeting — Listen! I overheard some remarks — I think we are going to have either fried clams - or "Clam Chowder" and all the trimmings. Well, it sounds good to me. I'll be there—WILL YOU? Thursday, February 5, 1942. ???

### Have You Subscribed To Roslyn News Yet??

WHY NOT? If you want to keep in touch with what's going on among your fellow citizens, you had better sign up. It's worth more than dollars and cents to read about certain affairs going on these days. You will find all the worthwhile happenings, reported in the Roslyn News. This is your home—your paper—STAND BY IT.

### Be On The Alert

"Be Alert . . . Remember Pearl Harbor". With the Easter vacation, do not forget folks, we ARE AT WAR. It is a matter of record that week ends and holidays are the times when things happen. **DON'T LET US BE CAUGHT NAPPING.**

The James A. Lyons Post under the leadership of Drill Master J. H. Foulkes are conducting classes in the ABC of Army rules and regulations. They urge all men subject to draft to take advantage of this opportunity. Drill classes meet at the High School Gym each Tuesday evening 8 to 10 p. m. There are now some ten or fifteen men now in this class which is forming. Act now. You will never regret the time you spend in this work.

On April 4, 1942, the annual Army Day Parade will take place in New York City, and it is desired of your commander that a large delegation from the Nassau County Posts take part in this PARADE. The assembly point will be on East 89th street, east of Madison avenue, New York City. The time 2:30 p. m. Saturday afternoon. The uniform to be worn will be your legion hat or legion uniform if you possess one, and if the delegation is large enough the colors of Nassau County Posts will be massed at the head of Nassau County Delegation.

As this is the first Army Day Parade to have take place during the War time, the Department Commander has expressed a desire through the district and County Commanders throughout the state that members of the American Legion turn out in full force in the Veterans part of this PARADE.

Attention "Observers". All but 23 cards are accounted for. Are you one of the observers who have not filled out your new U. S. Army Observer Identification Card?? We urge you to make a special effort to do this just as soon as you can. Don't keep the Army Air Corp waiting. They may get mad.

Each Observer will soon be receiving a copy of the new newspaper called "The Observation Post", edited and published by the First Interceptor Command, for the personnel of the Aircraft Warning Service of this command. We have received several copies and they have been passed along. This was for the month of March, watch for the next issue, April.

Food for thought: Tip to the gloomy: Many a ball game's been won with two down in the last of the ninth.

To command, one must first learn to OBEY.



1942

### ***Pranksters Warned To Stay Away From Observation Tower***

Albert Horton, chief observer of the Roslyn Aircraft Warning Service, warns residents of the local area to stay away from the Roslyn High School after midnight unless they are there on official business.

Mr. Horton stated that one night during the past week a group of local youths drove into the school yard after 12 p. m., and were flashing lights on the observation tower.

Mr. Horton wishes to advise the public that the tower is under the jurisdiction of the U. S. Army and the soldiers stationed there have been given orders "to Shoot."

HEADQUARTERS, ARMY AIR BASE  
PUBLIC RELATIONS OFFICE  
MITCHEL FIELD, N. Y.

May 12, 1944

Mr. Lloyd Hill, Chairman  
American Legion Post No. 122  
Roslyn, Long Island

Dear Mr. Hill:

Your recent undated letter to the Commanding Officer, Mitchel Field, has been received.

We will be only too glad to supply a firing squad on Memorial Day to take part in your parade that will start at 9 a.m.

It is suggested that you get in touch with Lieutenant Pyne at Sub-Post #3, Roslyn, Long Island, and discuss the details of your parade with him.

Very truly yours, .

*Hunt T. Dickinson*

HUNT T. DICKINSON  
Major, Air Corps  
Public Relations Officer

HED/mc



# See New Home For Legion And Center For Vets

Meeting Talks of New  
Use of Neighborhood  
House for Community

## LEGION HEAD MAKES SUGGESTION

AWVS Requests House  
Be Used Temporarily  
For Soldiers' Families

That Neighborhood House will become headquarters of the James A. Lyons Post, American Legion, and Memorial Hall, a recreational center for servicemen and veterans is probable according to discussions of uses of the two buildings at a meeting of the Neighborhood Association Board of Trustees last Thursday night.

The suggestion of Commander John H. Foulkes that the Legion take over part of Neighborhood House as headquarters and take the lead in interesting other local organizations in making their headquarters there was favorably received by the Association.

A possible snag in the Legion plan is the financial condition of the buildings which are costly to maintain and have a fairly large bonded indebtedness.

According to Commander Foulkes, the Legion is fairly confident, however, that a solution can be found to the financial problem by making Neighborhood House a community enterprise in which several organizations contribute to its support, securing in return permanent headquarters. The Legion was given the Association's go-ahead to work out the problem.

When a solution is made and the proposal passed by the Legion membership, it will be submitted to the Neighborhood Association for approval.

In the meantime, the AWVS request for temporary use of the house as a hostelry for the visiting relatives of soldiers stationed at Camp Mackay was granted. Mrs. Bertram Paull, speaking for the AWVS, said the project was dependent on whether the Mackay contingent is continued in Roslyn.

Y. FRIDAY, NOVEMBER 16, 19

## Legion Men Attend Supper At The Dugout

Auxiliary Members  
Entertain Legionnaires  
On Armistice Day

Forty-five members of the James A. Lyons Post, American Legion, and the Legion Auxiliary attended a Armistice Day covered-dish supper Monday evening given at the Dugout by the Auxiliary for the Post.

Legion Commander John H. Foulkes addressed the group as did Dr. Vincent T. Meaney, the Post Americanization officer and a past commander, who is soon leaving Roslyn to make his home in Connecticut.

Elmer Brand entertained with piano selections and also played for dancing during the evening.

Mrs. Arma Buck, chairman of the supper, was assisted by the Auxiliary members.

Next Thursday, the Auxiliary will hold its regular monthly meeting at the Dugout.

1945

The property's first military use came during World War II, when on 8 Jul 1943, the U.S. Government leased 250 acres of the estate as an Air Defense Post of the First Fighter Command. Roslyn Station was already designed and built by July 1943 during the height of World War II as a Top Secret Ground Observation Post. The War Department purposely designed Roslyn Station not to look like a military installation, so as not to be spotted by enemy planes flying overhead. This feature was not advertised to general public as well as its intended mission due to the sensitivity of its mission. Some local newspapers had mentioned the sale of the land to the US government, but no one knew why the base was built or its mission. It was also highly protected by the Air Police as is shown in the attached newspaper articles:

# We're In The Army Now! U. S. Will Take Over "Harbor Hill"

**No Soldiers  
On The Estate  
As Yet**

**"ROSLYN NEWS"  
INVESTIGATES**

**Great Benefit  
To Business  
Of The Town**

The War Department has made the surprising announcement that starting September 1, 1943, portions of the old Harbor Hill estate, in its possession by the Army, will be taken over by the Army. It is to be used as a training camp for the Army. The estate will be situated in the Forest Hill area, in the town of Roslyn, a village and community which has been in the hands of the Army since the beginning of the war. The estate will contain the property, including the main road and several hundred acres of land.

The estate will be divided into several sections. The main section will be used for the training of the Army. The other sections will be used for the housing of the soldiers. The estate will be situated in the Forest Hill area, in the town of Roslyn, a village and community which has been in the hands of the Army since the beginning of the war. The estate will contain the property, including the main road and several hundred acres of land.

... (faded text) ...

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**THE MAIN GATE OF THE AIR NATIONAL GUARD STATION ON HARBOR HILL, FOREST HILL, LONG ISLAND, NEW YORK.**



The Army Takes Over Mackay Estate on Long Island



A View of the Governor W. Mackay's Estate at Harbor Hill, Harbor, L. I.

Army Moves Into Harbor Hill, Mackay Estate on Long Island

Special Agent in Charge... Army moved into Harbor Hill... Mackay Estate on Long Island... The Army will be housed in... Harbor Hill is situated in... Harbor Hill, Harbor, L. I.

...of the Mackay estate... Harbor Hill, Harbor, L. I. The Army will be housed in... Harbor Hill is situated in... Harbor Hill, Harbor, L. I.

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During the height of World War II, Long Island experiencing a radical change in its economy and everyone's daily lifestyle. There was a rapid buildup of contribution to the war effort by both individuals and agencies of all sorts. Everyone was involved in rationing tires, gas, metals, and other precious items to support the war effort. To ration gas, each Long Islander was given ration books. Each book was filled with coupons. Most individuals were satisfied except for traveling salesmen, which argued that the rationing was effecting their businesses, and eventually they received bigger gas allotments for their daily business practices. In the fall of 1942, fuel oil became scarce, so it was suggested that all home heating oil furnaces be converted to coal burning furnaces. A favorite pastime for some residences was an excursion to the local beach to collect firewood! The local parks authorities would also help out the Nassau county residences by piling up driftwood to the park fields so the residences can help themselves to firewood. Later on in the war, food such as red meat was also rationed, as well as coffee. In January 1942, a German U-boat began to sink oil freighter, and other supply ships, off the coast of Long Island, so the local authorities began to order all residences to dim out their lights.

As the war effort grew, the military began to expand their installations within the local areas. Since German U-boats were sighted near the coast of Long Island, the Army felt that it was time to set up watch posts known as Ground Observation Posts. These civilian individuals were employed by the US Army and trained to watch the skies for enemy aircraft. One of these posts was acquired by the US Government from the old Mackay Estate. Due to its sensitive nature, this post was extremely well guarded 24 hours a day, 7 days a week. It was a Top Secret base during the war years, and no one in the local community knew why it was there. The land was originally leased to the US government on 8 July 1943 for this intended purpose. One of these units operated as a sub base from Mitchell Field, Long Island, NY, and previous home of the 1st Air Force. Its brief history is outlined below.



One of the four original air forces, 1st Air Force was activated as the Northeast Air District on Dec. 18, 1940 at Mitchel Field, Long Island, N.Y. It was redesignated First Air Force on April 9, 1941. In the first months of World War II, 1st Air Force was responsible for the air defense of the entire eastern seaboard of the United States. In January 1942, the command commenced shore based anti-submarine operations flying Boeing B-17 "Flying Fortresses" from Langley Field, Va. Later that year, First Air Force turned to the task of training combat aircrews for immediate deployment to overseas theaters. At the end of World War II, 1st Air Force was again tasked with the air defense of the Northeast. It also continued in the training role (primarily with the Air National Guard and Air Force Reserve) until its inactivation on June 23, 1958.

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On Dec. 6, 1985, the Air Force reactivated the historic 1st Air Force at Langley Air Force Base, Va., and assigned it to Tactical Air Command. Since that time, its mission has been to provide, train and equip combat ready forces for the air defense of the North American continent. Upon its reactivation, 1st Air Force was composed of units of the active Air Force and the Air National Guard. Because of its unique mission and its binational responsibilities, 1st Air Force works closely with the Canadian Forces. Canadian personnel are stationed at 1st Air Force Headquarters at Tyndall Air Force Base, Fla., and at the various regional air defense sectors located throughout the United States.

Activation of the Continental United States North American Aerospace Defense Region on Oct. 1, 1986, resulted in a new structure for the 30-year-old, binational NORAD. Although the U.S. Air Force had already deactivated its Aerospace Defense Command, the continental U.S. region, along with Alaskan and Canadian regions provided an improved command and operational system for North American air defense. In the years since its third activation, more of the responsibility for the defense of American air sovereignty has shifted to the Air National Guard. Also, reorganization of the command structure of the U.S. Air Force saw the assignment of air defense to Tactical Air Command and later, its successor, Air Combat Command. In the 1970s and 1980s, the role of the Air National Guard in the defense of North America increased. As this role changed, discussions between the active Air Force and the Air National Guard commenced concerning roles and responsibilities.

As the Cold War began to wind down and budgetary constraints became realities, more and more of the missions previously carried out by active duty forces began to be transferred into the reserve components. By the 1990s, 90 percent of the air defense mission was being handled by the Air National Guard. In October 1997, First Air Force became a primarily Air National Guard numbered air force charged with the air defense of the North American continent. Its commander during the transition, Maj. Gen. Philip G. Killey was previously the director of the Air National Guard.

Today, 1st Air Force consists primarily of members of the Air National Guard. Its headquarters is located at Tyndall Air Force Base, Fla. It is comprised of 10 Air National Guard fighter wings and three air defense sectors for the Northeast, Western and Southeast regions of the country.

# History of Roslyn ANG Station - 1920 to Present

## History

Roslyn ANG station was once a part of the 230 acre estate of Clarence Mackay, a millionaire contemporary of the Morgans, Vanderbilts, and Witneys. At it's peak, the estate employed 400 people and entertained such royal visitors as the Duke of Windsor (then Prince of Wales). Charles Lindburgh was also honored here upon his return from Europe in 1927.

During the 1920's and 30's, the estate was the scene of many fabulous society parties and was one of the famed North Shore areas of activity. This era ended with Mr. Mackay's death in 1938 and the subsequent destruction of the main house by fire a few years later.

The property's first military use came during World War II, when the U.S. Government leased part of the estate as an Air Defense Post of the First Fighter Command. Later, from 1948 until 1959, the site was the home of the 26<sup>th</sup> Air Division's Air Defense Control Center - which controlled the entire Northeast. During this period it was known as the Roslyn Air Force Station.

Formal title to the site changed hands in 1953, when the U.S. Government paid the sum of \$250,000 for the 50 acres we now occupy, which today has a replacement value in the millions of dollars. The station is currently owned by the USAF until the year 2000, when the land will be turned over to the local community as a result of the 1995 Base Realignment and Closure commission (BRAC), and the remaining units will move up to Stewart ANGB, Newburgh, New York. Since 1959 New York State has had a lease on the station for its present use - as a Communications and Electronics Training site for the Air National Guard.

Perhaps the largest and finest non-flying station in the ANG, Roslyn has over 30 buildings, including a Vehicle Maintenance shop, AGE Shop, warehouse, and dining hall. In it's heyday, living space was maintained for as many as 80 people in private and semi-private rooms.

## Timeline

----- ----- ----- -----		
1940 - 1948	1948 - 1959	1959 - Present
Air defense Post	26 <sup>th</sup> Air Defense Division	213 <sup>th</sup> EIS, 274 <sup>th</sup>
First Fighter Command		

### Unit Mission



**1940 - 1947 - Air Defense Post, First Fighter Command** - The Fighter Control Center, who was a part of the Army Signal Corps, was used to provide an integrated command and control facility dedicated solely to air defense. The first military buildings consisted of nine buildings, including enlisted and officer quarters, mess hall, recreation building, store room, transmitter building, receiver station, and radio tower, and D/F homer station. Prior to April 1944, access roads, 7 foot barbed wire perimeter fence, Fighter Control Center (currently Building 6), emergency power building, and power distribution system had been completed. At this time, the installation was called the Roslyn Filter Center under the jurisdiction of the 1<sup>st</sup> Fighter Command. The mission of the Fighter Control Center was detection, interception, identification, and if necessary, destruction of all aircraft in the greater New York Metropolitan area. The mission was centered around the Fighter Control Center, a bomb and gas proof building constructed as the air defense command and control center. Through the use of radar and ground observers, the controllers of the Fighter Control Center would identify and classify all aircraft operating in the region. Unknown aircraft would be targeted for interception, and destruction if necessary, by interceptors operating out of nearby military airfields such as

Mitchel Field, or by other active defense systems, such as anti-aircraft artillery (AAA), barrage balloons, and smoke generated equipment situated around nearby defense plants and military installations. Orders to passive defensive systems such as blackouts and air raid warnings were also issued from the from the Fighter Control Center to the appropriate Civil Defense personnel. The Roslyn Filter Center operated until the end of the war and was then declared surplus to the needs of the Air Defense Command. Operating personnel were withdrawn on or about 14 Jan 46., and caretaker personnel were assigned to protect the property against pilfering and vandalism.

***“Caretaker” Squadrons stationed at Roslyn Station after the 1<sup>st</sup> Fighter Command was inactivated on 21 Mar 46 and disbanded on 8 Oct 48***

### **916<sup>th</sup> Army Air Forces Base Unit**

*Stationed:* 31 Jul 47 - 30 Sep 47 - First “Caretaker” unit on base after 1<sup>st</sup> Fighter command was disbanded. Unit was based out of Ft. Slocum

*Mission:* Maintaining and developing Roslyn Control Center.

### **503<sup>rd</sup> Aircraft Control and Warning Group**

*Stationed:* 30 Apr 48 - 6 Feb 52

*Mission:* To develop an Aircraft control and warning system to serve as a link in overall system of Air Defense Command

*Footnote:* This unit was later absorbed into the 26<sup>th</sup> Air Division (Defense) on 6 Feb 52 along with the 645<sup>th</sup> Aircraft Control and Warning Squadron.

### **645<sup>th</sup> Aircraft Control and Warning Squadron**



*Stationed:* 30 Apr 48 - 22 Mar 49 and 8 Dec 49 - 6 Feb 52

*Primary Mission:* Establish a control center at Roslyn for Air Defense units in the surrounding area.

*Secondary Mission:* Perform Housekeeping functions for the 503<sup>rd</sup>.

### **646<sup>th</sup> Aircraft Control and Warning Squadron**



*Stationed:* 30 Apr 48 - 8 Dec 49

*Footnote:* This unit was manned by one officer and two airmen at the Roslyn Location

## 672<sup>nd</sup> Aircraft Control and Warning Squadron

Stationed: 28 Mar 49 - 1 Apr 49



\*Detachment 1 - 19 Apr 49 - 19 May 49

\*Detachment 2 - 19 Apr 49 - 10 Jun 49

\*Detachment 3 - 19 Apr 49 - 19 May 49

672<sup>ND</sup> AIRCRAFT CONTROL AND WARNING SQUADRON  
10 1 774 A C

## 647<sup>th</sup> Aircraft Control and Warning Squadron



Stationed: 30 Apr 49 - Apr 58(?)

### **Additional facts**

The 26<sup>th</sup> Air Division Defense was transferred to Roslyn on 18 Apr 49, and moved out in February 1959.


The 152<sup>nd</sup> Tactical Control Group had originally been a Aircraft Control and Warning Squadron, but had been redesignated as the 64<sup>th</sup> Air Division, and in August 1953 changed it's designation and mission to 152<sup>nd</sup> Tactical Control Group and changed its mission to Tactical Control. - Unit moved to Roslyn in 1959.

The 213<sup>th</sup> Engineering Installation Squadron moved here in 1959.

The 274<sup>th</sup> Combat Communications moved here in 1959.

The 552<sup>nd</sup> Band moved here in 1959.

### 1948 - 1959 - 26<sup>th</sup> Air Defense Division

 Commanded by Brig Gen. Thayer S. Olds, the 26<sup>th</sup> Air Division was activated at Mitchel Field during the spring of 1949 for later transfer to Roslyn. It's headquarters was located at Roslyn Air Force Station, Long Island, New York, a few miles outside New York City. The mission of the 26<sup>th</sup> Air Defense Division was to defend the sector of the United States which included all of Massachusetts, Connecticut, Rhode Island, New Jersey, and parts of New York, Pennsylvania, and Delaware. To carry out this mission, NIKE missiles and anti-aircraft guns of the Army, radar picket ships and aircraft of the Navy, and all the tactical units of the 26<sup>th</sup> Air Division (Defense) of the Air Force were placed under the commander's operational control.



**1959 - Present - 213<sup>th</sup> Engineering Installation Squadron, 274<sup>th</sup> Combat Communications Squadron, 106<sup>th</sup> Civil Engineering Squadron (Deactivated - October 1995, Absorbed into the 213<sup>th</sup> EIS), 152<sup>nd</sup> Tactical Control Group (Moved to Syracuse, New York ), 552<sup>nd</sup> Air Force Band (Relocated to Stewart International Airport, Newburgh, NY-May 1986):**

**213<sup>th</sup> Engineering Squadron -**



*History* - The 213<sup>th</sup> Engineering Installation Squadron has been at Roslyn since 1959, when it moved from a Brooklyn, NY Armory. Its mission install and maintain Radio, Central Office, and Wire communications Facilities. The 213<sup>th</sup> was federally recognized in 1948 as the 602<sup>nd</sup> Signal Construction Company, and became the 213<sup>th</sup> Communications Constructions Squadron, and a member of the Air Force Team in 1952. In January 1959 the unit was redesignated as the 213<sup>th</sup> Ground Electronics Engineering Installation Agency (GEEIA), and on 1 May 70, the 213<sup>th</sup> received its present designation as the 213<sup>th</sup> EI Squadron, a member of the Air Force Communications Service.

*Mission* - The 213<sup>th</sup> Engineering Installation Squadron provides for the engineering, Installation, and removal, and relocation of ground communication-electronics systems, and to provide for emergency and programmed, mobile, on-site, maintenance and modification of these systems. The unit also responds to National Guard Bureau taskings.

**274<sup>th</sup> Combat Communications Squadron**



*History* - The unit was federally recognized as the 102<sup>nd</sup> Communications Squadron in 1948 in White Plains, NY, redesignated as the 274<sup>th</sup> Communications Squadron in 1953 and in 1976 to Combat Communications Squadron in Air Force Communications service as the Gaining Command Plans for utility in a National Emergency.

The 274<sup>th</sup> Combat Communications Squadron is part of the 253<sup>rd</sup> Mobile Communications Group which is located in Wellesley, Mass; other units of the group are located in Pennsylvania , District of Columbia, and Maine.

*Mission* - The 274<sup>th</sup> Combat Communications Squadron will attain optimum capabilities to install, operate, and maintain mobile communications facilities in support of the 253<sup>rd</sup> Combat Communications Group and Air Force Communications Service and Tactical Air Command communications area in a national emergency.

**552<sup>nd</sup> Air Force Band**



*History* - The 552<sup>nd</sup> Air Force Band was activated on August 16, 1942 at Pueblo Army Air Base, Colorado, as the 52<sup>nd</sup> Army Air Forces Band. The unit was later re-designated as the 552<sup>nd</sup> Army Air Forces Band in March 1944. A year later, the unit was transferred to an overseas assignment Casablanca, French Morocco, North Africa, assigned to the Air Transport Command. The unit remained in Africa until April 10<sup>th</sup>, 1946, when it was inactivated and it's personnel were transferred or absorbed into other units. The 552<sup>nd</sup> Army Air Forces Band was allotted to the New York State Air National Guard in May 1946 with an authorized strength of 29. In September 1947 the band was redesignated 552<sup>nd</sup> Air Force Band with an assignment station at the State Armory in White Plains, New York.



The band was ordered to active duty during the Korean Conflict on March 24<sup>th</sup> 1951 and assigned to the 15<sup>th</sup> Air Force of the Strategic Air Command at March Air Force Base, California. On December 1, 1952, after 21 months of active duty, the band was relieved from active military service and returned to the State of New York in an inactive status. In 1954, the band was again reformed and reassigned to Westchester County Airport as a New York Air National Guard contingent. The band operated from the State Armory in White Plains and the Dean Street Armory in Brooklyn until 1959 where it relocated to Roslyn Air National Guard Station in Roslyn, Long Island. While stationed at Roslyn Air National Guard Station, the 552<sup>nd</sup> performed such historic events such as the 1961 departure ceremonies at Hancock Field in Syracuse, New York; for the federal activation of NYANG forces being sent to Berlin, Germany; the opening ceremony of the lower level of the George Washington Bridge in August 1962; the New York State Winter Olympics at Lake Placid; and the New York City Marathon.

In May 1986, the 552<sup>nd</sup> Air Force Band was relocated to Stewart International Airport, Newburgh, New York.

The band is manned almost entirely with professional musicians and is considered one of the finest military marching bands in the country. It was very much in demand; performing several dozen times each year. They have played for the President of the United States, the Governor of New York, and for many other distinguished persons.

Mission - The 552<sup>nd</sup> Air Force Band will support all ANG Bases located within the assigned geographical area without regard to command affiliation. They participate in, and provide music for: Military Formation and Ceremonies; provide musical support for recreation and entertainment programs at ANG installations; provide musical support for the ANG procurement programs; provide musical support for the ANG community relations programs. Additionally, they furnish support to the medical services requirements of military units when an emergency arises.

## **152<sup>nd</sup> Tactical Control Group**



*History* - Roslyn is Headquarters for the 152<sup>nd</sup>, whose history includes active duty during the Korean War and the 1961-62 Berlin Crisis. The 152<sup>nd</sup> commands ten Tactical Control Units based in seven states.

The 152<sup>nd</sup> was federally recognized in March 1948 at White Plains, NY as the 152<sup>nd</sup> Aircraft Control and Warning Group. The unit saw its first active duty in 1951-53 installing the initial radar systems in Labrador, Newfoundland, and in Greenland.

Following the northern assignment, the unit became a Tactical Control Group with a mission to control aircraft in battle missions against enemy ground and air forces. For the next few years its large organization included subordinate units in Georgia and Puerto Rico. It moved to Roslyn in 1959, and was stationed here when the next federal call up came in 1961.

The 152<sup>nd</sup> deployed its 2,000 officers and airmen to West Germany for ten months of active service with US Forces there. The unit's radar and communications equipment became, for that period, a part of the NATO team.

Mission - Assigned to the Tactical Air Command, the mission of the 152<sup>nd</sup> Tactical Control Group is to command, organize, equip, and administer the assigned elements of the TACS. This includes radar, Communication equipment, vehicles and support services required to provide the capability to control tactical air operations, including air defense and provide the air space management in a tactical theater of operations any place in the world. Composed of nine units in seven states, the mobile personnel and equipment units are tasked

for world-wide deployment in support of joint American and/or Allied nation forces. The unit was later relocated to Syracuse ANG Base, New York.

### **106<sup>th</sup> Civil Engineering - Operation Location**



The 106 CE-OL arrived on station in 1984. Prior to it's arrival, the 152<sup>nd</sup> Tactical Control Squadron provided the function of the host unit. The Mission of the 106CE-OL is to provide daily engineering support and host unit functions to the station. It's military mission is to provide civil engineering service and support on a world-wide basis. The 106CE-OL does not possess heavy equipment but obtains these assets as necessary, from it's parent organization, the 106<sup>th</sup> Civil Engineering Squadron, location at Westhampton Beach, New York. Due to recent manning cuts, the 106CE-OL was disbanded in October 1995, and it's personnel moved to the Westhampton location, or absorbed onto the 213<sup>th</sup> EIS.

### **U.S. Army 1<sup>st</sup> NIKE Missile Battalion**



No information currently available.

# PATCHES OF UNITS STATIONED AT ROSLYN STATION



1 FIGHTER COMMAND  
1943 - 1947



646TH AC & W SQUADRON



672nd AIRCRAFT CONTROL AND WARNING SQUADRON  
16 1774 A C



26<sup>th</sup> Air Division



213<sup>th</sup> EIS



274<sup>th</sup> CBCS



552<sup>nd</sup> Air Force Band



152<sup>nd</sup> Tactical Control Grp



152<sup>nd</sup> Tact. Control Squad



106<sup>th</sup> Civil Engineering



1<sup>st</sup> NIKE Missile Bn

After the US Government acquired the land from the Mackay Estate for \$17,000 per year, the 1<sup>st</sup> Fighter Command assumed its role at Roslyn Air Force Base. The 1<sup>st</sup> Fighter Command operated from Mitchell Field as a sub base, and its mission was to identify and detect enemy aircraft entering Long Island's airspace. Its full information is listed below:



**1st Fighter Command**

*Unit Mission*

**1940 - 1947 - Air Defense Post, First Fighter Command** - The Fighter Control Center, who was a part of the Army Signal Corps, was used to provide an integrated command and control facility dedicated solely to air defense. The first military buildings consisted of nine buildings, including enlisted and officer quarters, mess hall, recreation building, store room, transmitter building, receiver station, and radio tower, and D/F homer station. Prior to April 1944, access roads, 7-foot barbed wire perimeter fence, Fighter Control Center (currently Building 6), emergency power building, and power distribution system had been completed. At this time, the installation was called the Roslyn Filter Center under the jurisdiction of the 1<sup>st</sup> Fighter Command. The mission of the Fighter Control Center was detection, interception, identification, and if necessary, destruction of all aircraft in the greater New York Metropolitan area. The mission was centered on the Fighter Control Center, a bomb and gas proof building constructed as the air defense command and control center. Through the use of radar and ground observers, the controllers of the Fighter Control Center would identify and classify all aircraft operating in the region. Unknown aircraft would be targeted for interception, and destruction if necessary, by interceptors operating out of nearby military airfields such as Mitchel Field, or by other active defense systems, such as anti-aircraft artillery (AAA), barrage balloons, and smoke generated equipment situated around nearby defense plants and military installations. Orders to passive defensive systems such as blackouts and air raid warnings were also issued from the from the Fighter Control Center to the appropriate Civil Defense personnel.



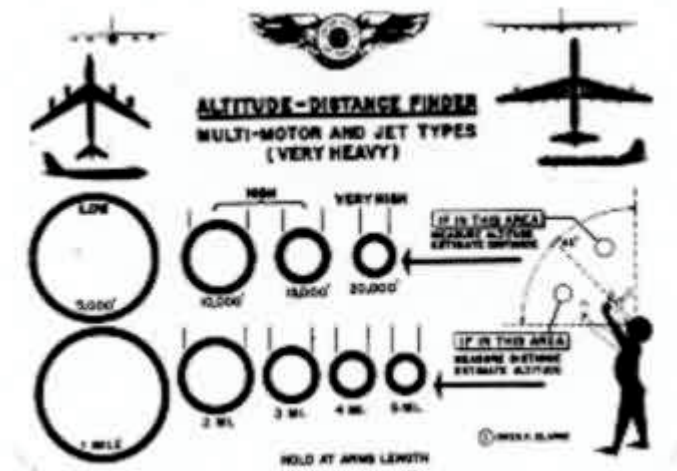
During the unit's short mission at Roslyn Filter Center, Ground Observers would use Towers or Ramparts such as shown below to help gather visual information on aircraft approaching the station



Observation posts like this were manned by some 400,000 active civilian ground observers during the '50s.



Before the advent of computer technology and modern radar, The Army would recruit civilians as ground observers to help identify possible enemy aircraft. The civilians would each receive identification books with flash cards to help identify different types of American, German, Japanese, and Italian planes. An example of such flash cards are shown below:



Each sighting would be reported to the control center at Roslyn Filter Center their own identification codes such as “X-Ray 461” and “Gimble 23”. They would relay information such as:

1. Number of Aircraft
2. Identify if it is known or unknown
3. Single or Multiple Engines
4. Seen or heard
5. How far from post
6. Direction headed
7. Altitude: high, medium, or low
8. Speed: Slow, Medium or fast



Once the information was relayed to the filter center at Roslyn, the center would manually process the information using 6 individuals, each with a different responsibility. They were Tracker, plotter, Identifier, Recorder, Teller, and Intercept Director. If a target is found to be unknown and a possible threat, the information would be relayed to other nearby flying bases who would scramble to intercept and determine if the aircraft is friendly or not. If not, it would be destroyed. There are no current pictures of Roslyn Filter Center Operations Room, but the pictures below shows a similar operations room at another Air Force Filter Center:



The Roslyn Filter Center operated until the end of the war and was then declared surplus to the needs of the Air Defense Command. Operating personnel were withdrawn on or about 14 Jan 46. and caretaker personnel were assigned to protect the property against pilfering and vandalism. Most of the civilians, who volunteered to be Ground Observers, received a letter in the mail similar to the one shown on the next page. It stated that their service to their country was appreciated and honored. However, due to the end of the war, their services were no longer needed, and most of the filter centers in the US would be closed down due to the changing war situation and to bring trained military soldiers into the operations overseas.

WAR DEPARTMENT  
WASHINGTON

May 16, 1944

TO ALL VOLUNTEERS OF THE AIRCRAFT WARNING SERVICE:

You have had a unique opportunity to see and to take part in the gradual transition from the defensive position into which your country was forced at the start of the war to the offensive that is today forcing our enemies back towards Berlin and Tokio. Many of you have served loyally and well in the Aircraft Warning Service ever since December 8, 1941. All of you have contributed your share to making this transition from retreat to advance possible.

The most crucial battles of our Nation's history are now in prospect overseas. They demand the full resources of our country, both in manpower and material. For that reason, the War Department has directed the further reduction of air defense measures within the continental United States and the release to the offensive of trained soldiers and equipment that could not otherwise be brought to bear upon the enemy.

The aircraft warning centers, at which so many of you have served and to which so many others have reported as ground observers, are to be closed. The Aircraft Warning Service, on a reduced scale, will be absorbed into installations used for the training of fighter pilots. The resulting savings in military personnel and equipment will be substantial.

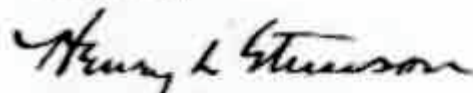
This does not mean that the War Department is of the opinion that all danger of enemy bombing has passed. On the contrary, a small-scale sneak raid is still within the capabilities of our enemies. We must win this war in Europe and Asia, however, and the calculated risk we are assuming in reducing our air defense measures is justified by the offensive power we will thereby release.

During your period of duty with the Aircraft Warning Service, you have learned many facts which, if made public, might be of service to the enemy. The War Department looks to you to maintain silence with respect to these matters of national security. The obligation you assumed to safeguard military information remains in full effect.

This war has a long way to go. We are only just entering upon its crucial phase and victory lies far ahead beyond many bloody battles. The War Department sincerely hopes that you will not relax your war effort, and urges that you transfer to one of the many remaining vitally important jobs the loyalty and self-sacrifice you have shown in your work for the Aircraft Warning Service.

The War Department is deeply grateful for the important service you have rendered your country.

Sincerely,



Secretary of War.

HEADQUARTERS I FIGHTER COMMAND  
OFFICE OF THE COMMANDING GENERAL  
MITCHEL FIELD, N. Y.

May 27, 1944

TO: All Volunteers of the Aircraft Warning Service.

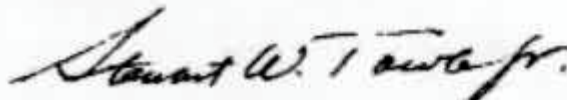
With the announcement by the War Department of the discontinuance of the Ground Observer Corps and the Aircraft Warning Corps, I want to express my personal appreciation and that of all the officers and men of this command to the volunteers who have served so loyally and efficiently with us in the defense of the eastern seaboard.

It has been almost two and one-half years since that Sunday in 1941 when thousands of patriotic Americans sprang to the defense of their country by manning round-the-clock watches at Observation Posts, Filter Centers, and Information Centers. It is my conviction that there never existed a more sincere and loyal group of Americans than those who volunteered for this work.

You have done a splendid job and have successfully accomplished your particular mission which must now be terminated because of the developments of our strategic situation. Now with the war almost entirely in its offensive phase, I hope and believe that you will turn your patriotic efforts into other forms of work which will help to support the attack and bring the day of victory nearer.

As an indication of the appreciation of this command, and in recognition of your faithful performance of duty as a member of the Aircraft Warning Service, you will receive in the near future the I Fighter Command Certificate of Honorable Service.

I want to thank each of you for all you have done. Your country, the Army Air Forces, and your fellow Americans owe a debt of gratitude to the members of the Aircraft Warning Service.



STEWART W. TOWLE, JR.,  
Colonel, Air Corps,  
Commanding.



After Roslyn closed, the Air Force employed caretaker squadrons to prevent vandalism and pilfering. On 9 January 1946, for this reason, Headquarters 1<sup>st</sup> Fighter Command directed necessary action to equip radio towers with obstruction lights controlled by automatic time clocks. Operating personnel were withdrawn on or about 14 January 1946, and caretaker personnel from Mitchell Field were assigned to protect the interests of the government against pilfering and vandalism. On 20 March 1947, Mitchell Field, in a letter to Air Defense Command, declared Roslyn an excess, inactive installation to the needs of their headquarters. On 20 May 1947, ADC published General Order Number 55 announcing the transfer of Sub-Post Number 3, Mitchell Field, Roslyn Long Island (Mackay Estate) from the Commander, Mitchell Field to the commanding General, 1<sup>st</sup> Air Force, Fort Slocum, New York. R & U responsibilities remained with the commanding officer at Mitchell Field.

On 23 Jul 1947, the transfer of military construction to the 1<sup>st</sup> Air Force, Fort Slocum, New York was accomplished. 1<sup>st</sup> Air Force outlined administrative and operative procedures for Roslyn Control Center on 31 July 1947. The maintenance and development of Roslyn Control Center was a function of the 916<sup>th</sup> AAFBU (AAAGp). The commanding officer of this unit was designated commanding officer of Roslyn Control Center in addition to his other duties.

### **916th Army Air Forces Base Unit**

*Stationed:* 31 Jul 47 - 30 Sep 47 - First "Caretaker" unit on base after 1st Fighter command was disbanded. Unit was based out of Ft. Slocum. Their mission was to maintain and develop Roslyn Control Center.

The mission of the 916<sup>th</sup> AAFBU(AAAGp) included the following specific tasks:

- a. Within the limitations of available funds and resources, to develop an efficient Control Center
- b. Maintain facilities in instant readiness for use in an emergency.
- c. Allocate space facilities for the several organizations scheduled to operate at Roslyn
- d. Establish an AAA operations room.
- e. Procure and maintain such maps, charts, and other items necessary for use in an emergency and in combined training.
- f. In conjunction with Headquarters, 1<sup>st</sup> Air Force, implement, to the extent practicable the communications plan defined in the Air Defense Plans, Headquarters, 1<sup>st</sup> Air Force.

**A detailed historical record of the 916<sup>th</sup> AAF has been recorded and is included in the following pages  
below**

HEADQUARTERS 916<sup>TH</sup> AAF BASE UNIT (AAA GROUP)  
Fort Slocum, New York  
(First Air Force)

HISTORICAL DATA  
1 July 1947 - 31 October 1947

SIDNEY L. MILLER  
Captain, AC  
Historical Officer

Prepared by  
Historical Section  
916<sup>th</sup> AAF BU (AAA Gp)  
Fort Slocum, New York

(Prepared in accordance with AR 345-106, AAF  
Regulation 20-8, and ADC Regulation 20-6,  
August 1946)

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## Introduction

On 31 Jul 1947, Headquarters First Air Force assigned to the 916<sup>th</sup> AAF PU (AAA GP) the mission of maintaining and developing the Roslyn Control Center, Roslyn, Long Island, NY (Appendix A)

In addition, the Commanding Officer of this organization was assigned the mission of preparing the Anti-Aircraft Artillery Defense Plan of the New York Vital Area (Appendix B), and also that of Washington D.C. (Appendix C).

At a conference between the Commanding Officer of the 916<sup>th</sup> and the Assistant Chief of Staff A-5, First Air Force, it was mutually agreed that if the 916<sup>th</sup> were to temporarily place an officer on special duty with the A-5 division, A-5 would assist in preparing the AAA Defense plans for New York and Washington. On 14 November, the New York Area AAA Defense Plan was completed and forwarded for approval prior to incorporation into the First Air Force air defense plan.

## Administration

Between 1 July and 30 September the assigned strength of the organization increased from 2 officers, 1 warrant officer and 29 enlisted men to 8 officers, 1 warrant officer, and 49 enlisted men.

An exact manning table was prepared on 30 June along the lines of the Tables of Organization and Equipment for an AAA Group Headquarters and an AAA Operation Room Detachment. Only minor changes were made during this quarter. One change was the authorization of a medical section consisting of 3 medical Corpsmen. In a normal AAA group, each battalion has it's own medical section and the group headquarters has none. The 916<sup>th</sup> does not have any battalions assigned to it, at present, which makes it necessary to allot medical personnel.

An inspection by a team of officers and enlisted men from the office of the Air Inspector, First Air Force, on 20 August resulted in an all around rating of excellent.

During the first week in August, a copy of the First Air Force Letter No. 20-2 (Appendix A) was received. This letter charged the 916<sup>th</sup> AAF BU (AAA GP) with the development and maintenance of the Roslyn Control Center, and necessitated a movement of part of the organization to the Control Center on 8 September.

On arrival at Roslyn, the detachment commander contacted the civil authorities of the nearby community and promised mutual cooperation. Thus far, the conduct of the personnel has been exemplary.

Since the First Air Force maintained a daily courier service between Fort Slocum and Mitchel Field, arrangements were made to have the courier stop at Roslyn so that correspondence or other pertinent matters can be forwarded without delay.

Directives governing personnel, functions, and duties at Roslyn Control Center have been written. These are based on directives and regulations current at Fort Slocum, and where applicable, at Mitchel Field. It was deemed advisable by the commanding officer to comply with both, since, although the organization is under the jurisdiction of Fort Slocum, personnel and vehicles are constantly at Mitchel Field.

## INTELLIGENCE

The organization had in it's files a mass of intelligence material. The section was assigned the task of downgrading this material where applicable, of removing obsolete material and readying it for disposition, and of centralizing pertinent information.

During August and early September, the Intelligence Officer assisted the Operations and Training Officer in preparation of the New York AAA Defense Plan. (Appendix B).

## OPERATIONS AND TRAINING

On the job training continued during the quarter. Arrangements were made with the Base Surgeon at Mitchel Field to send two enlisted men to the base hospital for training in first aid. Officers of this unit who were not qualified for exemption, attended the Interim Training Program for AAF Officers classes at Mitchel Field.

A number one priority task assigned to this section during August and early September was the preparation of the Anti Aircraft Artillery Defense Plan of the New York Vital Area (Appendix B).

## SUPPLY

During August many problems relative to supply and maintenance became apparent. With a detachment scheduled to move to the Roslyn Control Center in early September, it was necessary to make arrangements for setting up mess facilities and for transportation.

Frequent consultations between the unit supply officer and the base supply officer at Mitchel Field resulted in ironing out the problems as fast as they appeared. The biggest single factor in aiding the unit to obtain supplies and services from Mitchel Field was AAF Letter 80-46, dated 29 July 1947, Subject: "Services in support of special activities," stating in effect that detachments such as that at Roslyn would be serviced and supplied from nearby AAF installation.

Some items as silverware, dishware, and white uniforms for mess personnel were unobtainable in sufficient quantity. This was due in a large measure to the implementation of the Air Forces 55 Group program thereby causing a drain on the normal stock levels. Mitchel Field has assured the supply officer that his requisitions would be filled as soon as possible.



HEADQUARTERS  
FIRST AIR FORCE  
Fort Slocum, New York

1AF LETTER  
No. 20-2

31 July 1947

SUBJECT: Roslyn Control Center.

TO : See distribution.

1. The Roslyn Control Center located at Roslyn, Long Island, NY was transferred to the First Air Force pursuant to the General Orders No. 55, HQ ADC dated 20 May 1947. This installation is Sub Post No 3, Mitchel Field, NY and the Commanding Officer, Mitchel Field retains R & U responsibilities.

2. The maintenance and development of the Roslyn Control Center is a function of the 916<sup>th</sup> AAFBU (AAA Gp). The Commanding Officer, 916<sup>th</sup> AAFBU (AAA Gp) is commanding officer of Roslyn Control Center in addition to his other duties.

3. The mission of the 916<sup>th</sup> AAFBU (AAA Gp) reference the Roslyn Control Center includes the following specific tasks:

- a. Within the limitations of available funds and resources to develop an efficient Control Center.
- b. Maintain facilities in instant readiness for use in an emergency.
- c. Allocate space and facilities for the several organizations scheduled to operate from Roslyn
- d. Establish an AAA Operations Room.
- e. Procure and maintain such maps, charts, and other items necessary for use in an emergency or in combined training.
- f. In conjunction with A-6 HQ First Air Force, implement to the extent practicable the Communications Plan defined in Air Defense Plans; HQ First Air Force.

BY COMMAND OF MAJOR GENERAL WEBSTER:

CLIFFORD C. NUTT  
Brig General, GSC  
Chief of Staff

OFFICIAL:

J. L. WILLIAMS  
Lt Col., A.C.  
Actg Adjutant General

(APPENDIX A)

HEADQUARTERS  
FIRST AIR FORCE  
FORT SLOCUM, NEW YORK

IN REPLY REFER TO:  
Y 381

28 JUL 1947

SUBJECT: AAA Defense Plan - New York Vital Area.

TO : CO. 916<sup>th</sup> AAFBU (AAA Gp), Fort Slocum, N.Y.

1. Attention is directed to plan HQ First Air Force dated 7 April 1947 subject "Establishment of an Air Defense in Being" for the New York Vital Area. (Copy on file in A-5 Division, HQ First Air Force).

2. It is requested that you prepare the Antiaircraft Artillery Defense Plan in accordance with the policies as described in the above mentioned plan. The original draft should be submitted to this Hq prior to 15 September 1947.

3. The following assumptions should be made:

- a. Initially the 916<sup>th</sup> AAFBU (AAA Gp) will be the senior Antiaircraft Artillery Hq in the area.
- b. Antiaircraft units will be secured from Army Ground Forces based on requirements as developed in this plan.
- c. National Guard and Reserve units will not be ready for use prior to 1949.

4. The Plan should provide initially for the development of the equivalent of one AAA Group with such flexibility that additional units may be integrated until the total requirements are reached.

5. Special attention should be given in this plan for the accomplishment of that part of the mission shown in paragraphs 7c and d. Section I reference plan. Only the latest approved doctrines and techniques should be utilized.

BY COMMAND OF MAJOR GENERAL WEBSTER

A TRUE COPY:

Robert W. Gorton  
Captain, Inf

APPENDIX B

/s/ J. L. Williams  
J. L. Williams  
Lt.Col. Air Corps  
Actg Asst Adj General



HEADQUARTERS  
FIRST AIR FORCE  
FORT SLOCUM, NEW YORK

IN REPLY REFER TO:  
Y 381

30 JUL 1947

SUBJECT: Antiaircraft Artillery for the Defense of Washington, D.C.

TO : Commanding Officer, 916<sup>th</sup> AAFBU (AAA Gp) Ft. Slocum, N.Y.

1. It is requested that you prepare the Antiaircraft Artillery Plan for the Defense of Washington D.C. Attention is directed to the Short Term Air Defense Plan, Hq First Air Force, now in preparation.

2. Initially, the following forces should be assumed to be available:

267<sup>th</sup> AAA Gp  
165<sup>h</sup> AAA Ops. Det  
384<sup>th</sup> AAA Gun Bn.  
284<sup>th</sup> AAA AW Bn.  
231<sup>st</sup> AAA SL Btry

3. The plan should provide for the deployment of the above named units initially, and for expansion to total requirements as additional forces are made available.

4. This plan should be submitted to this Hq prior to 15 October 1947.

BY COMMAND OF MAJOR GENERAL WEBSTER

/s/ J. L. Williams  
J. L. Williams  
Lt.Col. Air Corps.  
Actg Asst Adj General

A TRUE COPY:

APPENDIX C

ROBERT W. GORTON  
Captain. Inf

## INTRODUCTION

Headquarters, 916<sup>th</sup> AF BU (AAA Gp), remained at Fort Slocum, NY with the Headquarters Detachment, 916<sup>th</sup> AF BU (AAA Gp), functioning at Roslyn Control Center, Roslyn, Long Island, NY. General activities centered around preparation and training for the operation of the Roslyn Control Center.

The holiday season was ushered in by a well attended and enjoyed Halloween party on 31 October 1947. On Thanksgiving and Christmas special effort was devoted to festive decorations for the mess hall and to seeing that all personnel present had the customary meal and all the trimmings. Relatives attended these holiday functions.

Personnel, except for the minimum number required for duty, were granted Christmas leaves from 22 December 1947.

The greatest snow fall since 1888 commenced in the wee hours of the morning of 26 December. In a little over 14 hours the area was blanketed under 26 inches of snow. Our semi-isolated installation at Roslyn became truly isolated. Though the cooperation of the Nassua County Department of Highways, a snow plow was obtained to clear the Control Center roads.

## ADMINISTRATION

On 22 October, an inspection of the 916<sup>th</sup> AF BU was conducted by two officers from the field of the Air Inspector, Headquarters, Army Air Forces, Langley Field, Virginia. The inspection report noted the mission of the 916<sup>th</sup> at the Roslyn Control Center and further added the specific tasks assigned to it in the development and observation of the Control Center. The report further stated that at the time of the inspection this unit was considered to be still in the stage of organization. No deficiencies or irregularities were found as a result of the inspection.

The assigned strength of the unit during the period of this report showed an increase of five officers and thirteen enlisted men bringing the total strength, as of 31 December 1947, to thirteen officers, one warrant officer and sixty two enlisted men.

## OPERATIONS AND INTELLIGENCE

In October a visit was made to the Artillery Section, G-3, Headquarters, First Army, Governors Island, N.Y. to obtain antiaircraft artillery information. G-3 had in its possession a series of Antiaircraft Artillery Installations Station lists prepared and used by the Eastern Defense Command during World War II. The lists were made available through the efforts of Lt. Col. Marsh, Chief of the Artillery Section. They were invaluable in obtaining background information for antiaircraft artillery defense plans.

The period of this report was highlighted by a visit on 3 November 1947 from Maj General Oldfield, USA (Ret). Former Special Assistant for Antiaircraft Artillery at Headquarters, Army Air Forces.

A meeting of interest was held at this installation on 11 December 1947 by a joint planning board, consisting of staff representatives of the First Air Force, Eastern Sea Frontier, Eastern Coast Guard Area, and First Army. Following the meeting, members of the board were shown through the Control Center and future plans were explained to them.

The Antiaircraft Artillery Defense Plan for the defense of New York underwent several modifications, and in all probability will continue to be subject to change.

In November a visit was made to the Air Defense Branch, A-5, Headquarters, First Air Force, where details of the Antiaircraft Artillery Defense Plan for Washington D.C. were explained to Col Herron, Commanding Officer and staff officers of the 916<sup>th</sup>.

## TRAINING

On 1 November a training program in Air Defense was inaugurated for all personnel of the 916<sup>th</sup>. The lectures and courses covered included such subjects as Functioning of the Antiaircraft Artillery Operations Room, the Air Defense Grid, the operations of the Fighter Control Center and other military subjects necessary for the efficient operation of the Roslyn Control Center.

This phase of training covered five hours a week. Attendance was mandatory for all personnel. The courses were conducted by the officers and qualified enlisted men of this unit. An examination given in December on the subjects covered the gratifying result of an average 98.6.

Other phases of training included five hours physical training weekly, military courtesy and discipline, and continued on-the-job training.

In addition two hours a week were given to the Information and Education Program. The basis for the program consisted primarily of the "Armed Forces Talks", supplemented by discussions on current events and lectures given by personnel recently returned from overseas stations.

In mid December, an educational interest survey (See appendix "A") was prepared by the Information and Education Section. The survey covers the individual's past education, present and future plans, even going so far as to obtain information on his social inclinations and activities. It should prove to be of value in planning future training and education programs.

A Vocational Guidance Kit was received in early December and has been available to all interested personnel.

Officers of the 916<sup>th</sup> required to participate in the Interim training Program attended classes at Mitchel Field.

A complete radio set, SCR-399, was issued to the Communications Section during the last of November and on-the-spot training in its assembly and operation was participated in by the section. Other duties performed included the removal and servicing of all field wire within the base area.

## SUPPLY

On 15 October 1947 the Department of the Air Force approved a list of Signal, Ordnance and Engineer equipment to be used by this unit as a temporary Table of Equipment. Requisitions for this equipment were submitted to Mitchel Field on 15 November 1947, but at this date nothing has been forthcoming.

Air Defense Command requested on 21 October 1947 that this unit submit a proposed Table of Allowance for the operation of Roslyn Control Center. A board of five officers were appointed to promulgate this Table of Allowance and have it prepared and submitted by 18 February 1948. Meetings of the board have been held approximately three times weekly and much of the task of preparing the Table of Allowance has been accomplished at this date.

The 916<sup>th</sup> has received excellent cooperation from the supply agencies at Mitchel Field.

\*T/A 20-1, "Equipment for the Army Air Forces Zone of Interior Installations"; 19 October 1947;

T/O & E 44-7, "Antiaircraft Artillery Operations Detachment", 28 February 1944 & Change #2, 21 October 1944;

T/O & E 44-12, "Headquarters and headquarters Battery, Antiaircraft Group" 29 May 1944 and change #1, 12 October 1944 are being used as a guide in preparing the proposed Table of Allowances.

## INTRODUCTION

First Air Force Letter 20-2, 31 July 1947, directed that the 916<sup>th</sup> AF Base Unit (AAA Gp) maintain and develop the Roslyn Control Center. All efforts of the 916<sup>th</sup> AF Base Unit has been aimed at fulfilling these requirements. Shortly after the arrival of the unit at Roslyn Control Center, a survey was done of the of the Control Center building to determine what was need to put it into operation. Requisitions for repairs and for labor of the Control Center building to determine what was needed to put it into operation. Requisitions for repairs and labor were forwarded to the Air Installations Division, Mitchel Air Force Base. During January, February and early March, workmen checked and replaced damage or missing parts. On 18 March, Headquarters, 916<sup>th</sup> AF Base unit, moved into the Control Center building.

It is contemplated that in the future the two amphitheaters in the building will be used for classrooms and an Control Center Operations Room.



## ADMINISTRATION

A team from the office of the Air Inspector, Headquarters, First Air Force, made an inspection of the 916<sup>th</sup> AF Base Unit on the 9<sup>th</sup> and 10<sup>th</sup> of February. There were no major discrepancies and a rating of "Excellent" was received.

During the period 1 January – 31 March 1948, the assigned strength of the unit showed an increase of 3 officers and 13 enlisted men, bringing the total strength to 16 officers, 1 warrant officer, and 75 enlisted men. Several personnel left for overseas assignments and to attend service schools.

## OPERATIONS AND INTELLIGENCE

In the past three months, several visits have been made to the Control Center by staff officers of Air Defense Command and First Air Force.

In February, a group of Air Defense Command officers headed by Lt. Col. Yeager, A-G Division, made an inspection to determine the suitability of the Center as a Command Post for proposed air defense maneuvers. In March, members of the Army Airways Communications Service Staff at Mitchel Air Force Base made an inspection to determine whether the Center should be utilized for flight service facilities. In addition, Col. Gibbs, Director of Air Defense, First Air Force, and members of his staff made several visits.

Liaison with the Directorate of Air Defense, First Air Force, and with G-3, Artillery Section, First Army, was maintained. This enabled the 916<sup>th</sup> AF Base Unit to obtain the latest information relative to the activation, training, and changes in the status of National Guard and Reserve AAA units in the First Army area.

Through the efforts of A-2, First Air Force, information pertaining to guided missiles, new trends in antiaircraft artillery and air defense were made available.

## TRAINING

Training was compromised of both on-the-job training and specialized classes.

Information and education Section continued to interest members in advancing their individual educational level. A member of the 916<sup>th</sup> AF Base Unit, Mr. Champlin, received superior grades following completion of the two year college level United States Armed Forces Institute examinations. Of the four examinations taken, all were rated 90% or better, with two of them rated 99%. According to the rating schedule used by USAFI, this meant that Mr. Champlin received higher grades than 90% and 99% respectively of the freshmen and sophomores who completed a survey course in the subjects covered by these examinations.

Weekly discussions have been held on pertinent topics of the day. Following the Communist coup in Czechoslovakia, Capt McNamara, a member of the 916<sup>th</sup> AF Base Unit, formerly with the Military Government Division and who was in charge of an area in Germany bordering Czechoslovakia, gave a detailed discussion of the modus operandi of the USSR in Germany and Czechoslovakia.

The Communications Section initiated a code practice school for all radio operators on 1 March, requiring that each operator attain a set standard before being excused from further practice.

The Chemical officer commenced a two hours a week, ten week course in Chemical Warfare training on 19 February.

The Motor Transportation Section began a six week course in motor pool and automotive vehicle operations on 2 March.

The AA Operations Detachment Section continued training four men as Information Center Operators, MOS 610. In addition to the training given in the operation of the AA Operations Room, instruction was given in the operation of an Air Direction Center and an Air Control Center. On completion of their instruction, these four men should be qualified to assist in teaching other personnel in these subjects.

## MOTOR TRANSPORTATION

Prior to March of this year, the 916<sup>th</sup> AF Base Unit did not have its own motor transportation section. Two or three vehicles were temporarily borrowed from the base motor pool at Mitchel Air Force base, and whenever they require maintenance other than that normally performed by the driver, they were returned to the base motor pool. If available, another vehicle was loaned to the unit; if not, then transportation was lacking. The arrangement was unsatisfactory, yet was better than none at all. The Base Motor Transportation Officer at Mitchel Air Force Base was most cooperative and assisted in every matter possible.

In early March seven vehicles were received. Lt Adam, who had been appointed 916<sup>th</sup> AF Base Unit Motor Transportation Officer on 2 February, organized and set up a motor pool utilizing the few automotive equipment mechanics who were assigned to the organization. Currently only first echelon maintenance is being performed. Other work is sent to Mitchel Air Force base Motor Pool. Tests for prospective drivers are given under the supervision of the Mitchel Air Force base Motor Pool and all personnel must pass these tests prior to being issued a driver's license.

## COMMUNICATIONS

Full scale operations were not possible during this period due to a lack of equipment.

In mid January an SCR 399 radio set was set up and placed in operation as part of the First Air Force radio net. Operators were assigned to regular watches. Radio communications were maintained with other units of the First Air Force.

Preliminary arrangements were made to operate a radio in the National Guard net of the First Air Force, but a lack of equipment has prevented completion of this plan.

Field telephones were received and installed providing a much needed communications net within the area.

A code practice training device had been borrowed from First Air Force and practice for radio operators initiated. Tests were given to all operator personnel to determine their efficiency.

## HEADQUARTERS DETACHMENT

The shortage of enlisted duty personnel had created a problem in carrying out the normal detachment duties.

It was necessary to make all personnel through the grade of Sergeant eligible for such duties as guard, kitchen police, and firmen.

The Enlisted mens Club at the Control Center was repaired on 1 March. The club is equipped with a bar, juke box, and amusement devices. Plans are under way to obtain a television set.

Under the supervision of S/Sgt Prtchard, the mess sergeant, much of the interior of the mess hall was repainted.

## SUPPLY

The proposed Table of Allowance to be used by the 916<sup>th</sup> AF Base Unit, which Air Defense Command had directed to be prepared, was completed and forwarded to Headquarters, First Air Force, on 15 January 1948. (Base on T/A 20-1, "Equipment for AAF Installations", 19 Oct 1947; T/O &E 44-7, "AA Operations Detachment", 28 February 1944 and Change 2, 21 Oct 1944; T/O &E 44-12, "HQ &HQ Btry, AAA Gp" 29 May 1944, and Change 1, 12 October 1944.)

A major problem encountered in preparing the T/A was in correlating items of ground Forces issue with those of the Air Forces. A-4, First Air Force, advised that their division would assume responsibility for making these substitutions where necessary.

Funding approval of the proposed T/A, a temporary one authorized by HQ USAF has been used as the basis in the requisition of equipment and supplies.

In early March, a teletype was received from HQ USAF advising that an "Operation Center" – AN/TTQ-1" would arrive about 22 March. The plotting equipment is needed to assist in training. As of the end of March it had not yet arrived.

## INTRODUCTION

First Air Force Letter 20-2, 2 July 1948, directed that the 916<sup>th</sup> Air Force Base unit (AAA Group) maintain an AAA Operations Room in the Roslyn Control Center, and establish training facilities and procedures for appropriate units.

On 24 May the 916<sup>th</sup> AFBU was reduced in strength to one officer and one enlisted man.

The first National Guard training problem was conducted by this group on 20 Jun 1948 in the Roslyn Control Center Operations Room. Personnel formerly assigned to the 916<sup>th</sup> AFBU were released from duty with the 503<sup>rd</sup> AC & W Group for this problem.

Five Officers and fifteen enlisted men from the 369<sup>th</sup> OA (AAA) Reg., New York National Guard Unit attended.

A letter of thanks and commendation was received from the 369<sup>th</sup> Reg. For the services rendered during the training period.

On 22 Jun 1948 a nucleus for an Operations Detachment was reassigned to the 916<sup>th</sup> AFBU. Establishment of an AAOR commenced immediately. Upon completion of the AAOR it will be used as a classroom as well as filling its operational position.

## ADMINISTRATION

The Food Service Supervisor, Mitchel Air Force base, Major Gorisse, inspected operations of the mess hall on 13 April 1948. There were no major discrepancies and a rating of "Excellent" was received.

During the period 1 Apr – 30 Jun 1948 the assigned strength showed a decrease of 12 officers, 1 warrant officer, and 56 enlisted men, bringing the total strength down to 4 officers and 19 enlisted men.

Several officers and enlisted men left for overseas assignments and the remainder of the losses were to the 503<sup>rd</sup> Aircraft Control and Warning Group located at this station.

## OPERATIONS AND INTELLIGENCE

In the three months covered by this report, visits were made to the Control Center by General Stratemeyer and staff officers of Air Defense Command, and General Webster and Staff Officers from First Air Force. These visits were in the form of informal orientation inspections.

Liaison is still being maintained with the Directorate of Air Defense, First Air Force and with G-3 Artillery Section, First Army. New liaison was established with the 369<sup>th</sup> OA (AAA) National Guard Regiment for purpose of assisting in training as well as for disseminating pertinent Operations

## TRAINING

Training was compromised of both on-the-job and specialized classes.

The AA Operations Detachment Section continued training four men as Information Center Operators (MOS 510) until the group was reduced on 24 May 1948. All four of these trainees returned to the group upon reactivation and have resumed training in their primary MOS. In addition to these regular trainees a program has been set up to give every E. M. several hours of MOS 510 training weekly.

The unit Chemical Warfare Officer continued with a program of one hour per week for Chemical Warfare training.

The Communications Section held classes on various phases of lineman's duties from April until the group was reduced. Since reactivation, the Communications Section has been engaged full-time in setting up the AN/TTQ-2 set.



Continued interest has been shown by the enlisted men and officers in the General Education Development Courses in both High School and College level. Approximately 26% of the 916<sup>th</sup> personnel have completed one or more of these tests over this three month period.

Two hours of instruction were given to the 369<sup>th</sup> OA Regiment on 20 Jun 1948, on the functions of the Air Defense Center, Organization of Air Defense as concerns AAA, and the AAO.

At the completion of this instruction a "canned plotting problem" was conducted by the officers and enlisted men of the 916<sup>th</sup> AFBU. The remaining four hours were spent by the 369<sup>th</sup> regiment in practicing plotting and operating the AAOR under the supervision of the 916<sup>th</sup> AFBU

#### MOTOR TRANSPORTATION

Transportation continued to be a problem for the 916<sup>th</sup> Air Force base Unit. Due to the fact that all housekeeping duties of the Roslyn Control center were being performed by this relatively small organization, the task was almost too great for the number of trucks available. The one Staff car made a daily trip to First Air Force Headquarters, Fort Slocum. Other requirements included trips to Mitchel Field for coal for the mess hall and barracks, to the post offices in Roslyn and Roslyn Heights twice daily for mail, and to Mitchel Field on frequent trips for the supply officer. The daily sick call trip to Mitchel Field was consolidated with the regular run to that base.

The motor pool itself was given an entirely new look by personnel assigned to the section. Mechanics were utilized, when possible, in painting the buildings of the motor pool & larger work bench was installed, and a new system of displaying tools on the walls was devised.

Though a small section with few trucks to supply all the transportation for the base, it's members have rendered superior service to the organization.

On 1 June 1948, the 503<sup>rd</sup> AC & W Group assumed all functions of motor transportation for the Roslyn Control Center.

#### COMMUNICATIONS

Full scale operations were not achieved during April, May, and June. Additional telephone lines were installed and maintained as needed.

The preliminary arrangements made to operate a radio in the National Guard net of the First Air Force never materialized and the SCR- 399 was shipped to First Air Force in the early part of June. This left our radio operators without means for on-the-job training.

Two of the operators were placed on special duty with Air Defense Command as a partial remedy of this situation.

After the 916<sup>th</sup> AAA Group was reactivated, the AN/TTQ-2 was assembled in operating position in the Control Center. Plans are now under way to tie in communication with the 503<sup>rd</sup> Air Control and Warning Group for demonstration and training purposes primarily for the benefit of National Guard troops.

All equipment previously in possession of the 916<sup>th</sup> was transferred to the 645<sup>th</sup> Aircraft Control and Warning Squadron, but much of it has since been returned to the 916<sup>th</sup> AFBU

#### HEADQUARTERS DETACHMENT

During the period from April until deactivation there was an acute shortage of personnel in Headquarters Detachment.

After reactivation, and with the new allocation of personnel, a headquarters detachment was deemed unnecessary. This simplified the administrative problem considerably since all routine duties are now accomplished in conjunction with, and under the control of the 645<sup>th</sup> Aircraft Control and Warning Squadron.

The Enlisted Men's Club, established by the 916<sup>th</sup>, has since passed to the control of the 503<sup>rd</sup> Group. Several necessary pieces of equipment and furniture were acquired during this period.

## SUPPLY

The proposed Table of Allowance which was prepared for the 916<sup>th</sup> has not been returned. Consequently, the organization is still operating under the temporary T/A authorized by Headquarters USAF as authority for the requisitioning of supplies and equipment.

In lieu of the “Operations Center – AN/TTQ-1” as previously advised, actual receipt was an “Operations Center – AN/TTQ-2”. The set has been assembled and checked for operational defects.

On 8 May 1948, the personnel from the 503<sup>rd</sup> AC&W Group at the Canal Zone were transferred to Roslyn. A brief history of this squadron is listed below:

### **503rd Aircraft Control and Warning Group**

*Stationed:* 30 Apr 48 - 6 Feb 52

*Mission:* To develop an Aircraft control and warning system to serve as a link in overall system of Air Defense Command

*Footnote:* This unit was later absorbed into the 26th Air Division (Defense) on 6 Feb 52 along with the 645th Aircraft Control and Warning Squadron.

**OTHER CARETAKER UNITS STATIONED AT ROSLYN**

**645th Aircraft Control and Warning Squadron**

*Stationed:* 30 Apr 48 - 22 Mar 49 and 8 Dec 49 - 6 Feb 52

*Primary Mission:* Establish a control center at Roslyn for Air Defense units in the surrounding area.

*Secondary Mission:* Perform Housekeeping functions for the 503rd.



**645th Aircraft Control  
and Warning Squadron**

**646th Aircraft Control and Warning Squadron**

*Stationed:* 30 Apr 48 - 8 Dec 49

*Footnote:* This unit was manned by one officer and two airmen at the Roslyn Location



**646th Aircraft Control  
and Warning Squadron**

**672nd Aircraft Control and Warning Squadron**

*Stationed:* 28 Mar 49 - 1 Apr 49

\*Detachment 1 - 19 Apr 49 - 19 May 49

\*Detachment 2 - 19 Apr 49 - 10 Jun 49

\*Detachment 3 - 19 Apr 49 - 19 May 49



**672nd Aircraft Control  
and Warning Squadron**



## **647th Aircraft Control and Warning Squadron**

*Stationed: 30 Apr 49 - Apr 58(?)*



**647th Aircraft Control  
and Warning Squadron**

A conference was held in the Pentagon on 14 February 1949 between representatives, United States Air Force, and Continental Air Command, which resulted in the determination that the Southwestern portion of the Mackay Estate, comprising approximately 46 acres was deemed sufficient for a Fighter Control Center. In view of this conference, the Chief of Engineers was requested to make appraisal of the 46 acres to determine fee acquisition costs. R.L. Gilpatric, Under-Secretary of the Air Force, by direction of the Secretary of the Air Force, petitioned the United States District Court, Eastern District, New York, in issuing a Declaration of Taking, on 1 November 1951 in Washington DC for the acquisition of the 50.34 acres of the original lease. Estimated compensation to Mr Mackay for this action was \$197,000. By due process of law, the case was brought to trial before the Honorable Robert A Inch, Chief Justice of the United States District Court for the Eastern District of New York on 17 February 1953, for final judgement in fixing just compensation. At this trial, it was decreed that the fair value and just compensation to be paid by the United States Government to Mr Mackay for the property comprising Roslyn Air Force Station, to be \$249,000. This represented an increase of \$52,000 over the sum originally deposited in the registry of the Court at the time of filing the Declaration of Taking.

While the 916<sup>th</sup> AAFBU (AAAGp), were performing general housekeeping and repair procedures, the 26<sup>th</sup> Air Division was activated at Mitchell Field during the spring of 1949 for later transfer to Roslyn. After the court proceedings were over, under authority of Eastern Air Defense Force General Order Number 5, 23 January 1952, the 26<sup>th</sup> Air Division (Defense) was inactivated effective 1 February 1952 as a T/O&E unit and established as a T/D unit. The same authority inactivated the 645 AC&W Squadron, and the 503<sup>rd</sup> AC&W Group. Personnel rendered surplus under this action were absorbed within the 26<sup>th</sup> Air Division. As soon as the 26<sup>th</sup> Air Division moved in, the men and women of the 26<sup>th</sup> Air Division performed the same duties as the Civilian Ground Observer Corps performed during the World War II years. The base layout is also attached below.

HEADQUARTERS  
2500th Air Base Wing  
Mitchel Air Force Base  
New York

21 AUG 1952

AIO 601.53

SUBJECT: Transmittal of Documents

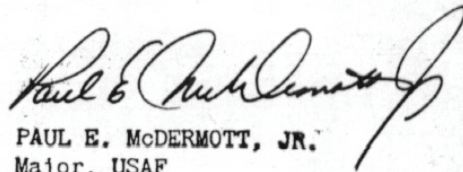
TO : Commanding General  
26th Air Division  
Roslyn, New York

1. Forwarded at the request of Colonel Hanlon Van Auken, Executive Officer of your headquarters, photostat copies of the following documents:

- a. Notice of cancellation of lease  
No. W-30-082-Eng-1674
- b. Declaration of Taking of 50.34 acres  
as shown on Schedule "B" attached.

2. The above documents cover area now occupied by your headquarters. It is regretted that Schedule "a" of Declaration of Taking is not more legible to afford better understanding of its contents as this is the manner in which it was received from the District Engineers Office.

FOR THE COMMANDING OFFICER:



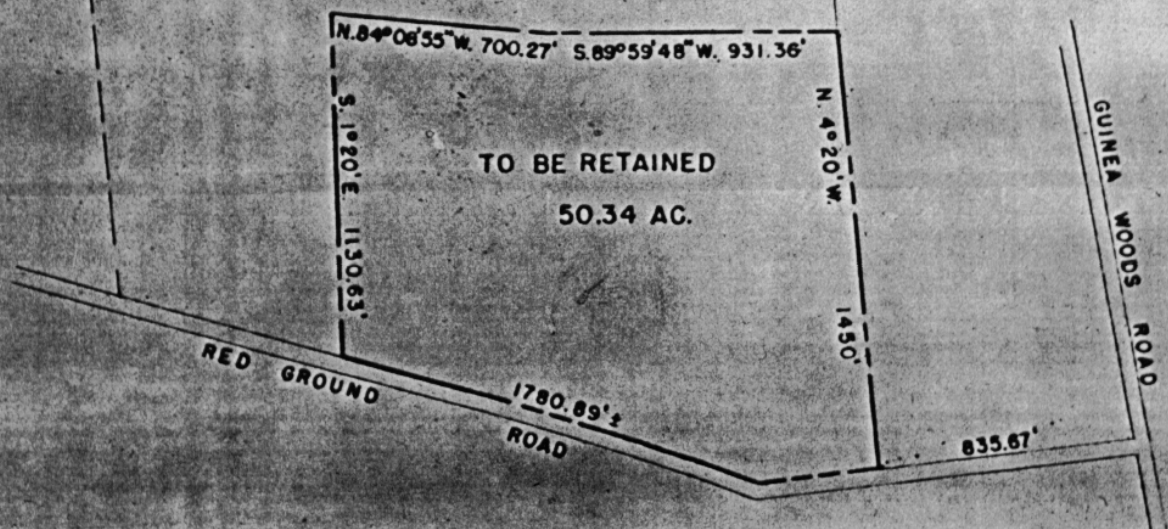
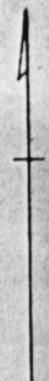
PAUL E. McDERMOTT, JR.  
Major, USAF  
Adjutant

- 3 Incl:
- 1 - Notice of Cancellation
  - 2 - Declaration of Taking
  - 3 - Copy of Schedule "B"

12356



INCLUDED IN ORIGINAL LEASE CON. NO. W 30-082 ENG 1674



PORTION OF PROPERTY OF JOHN W. MACKAY  
TO BE RETAINED BY  
THE UNITED STATES OF AMERICA

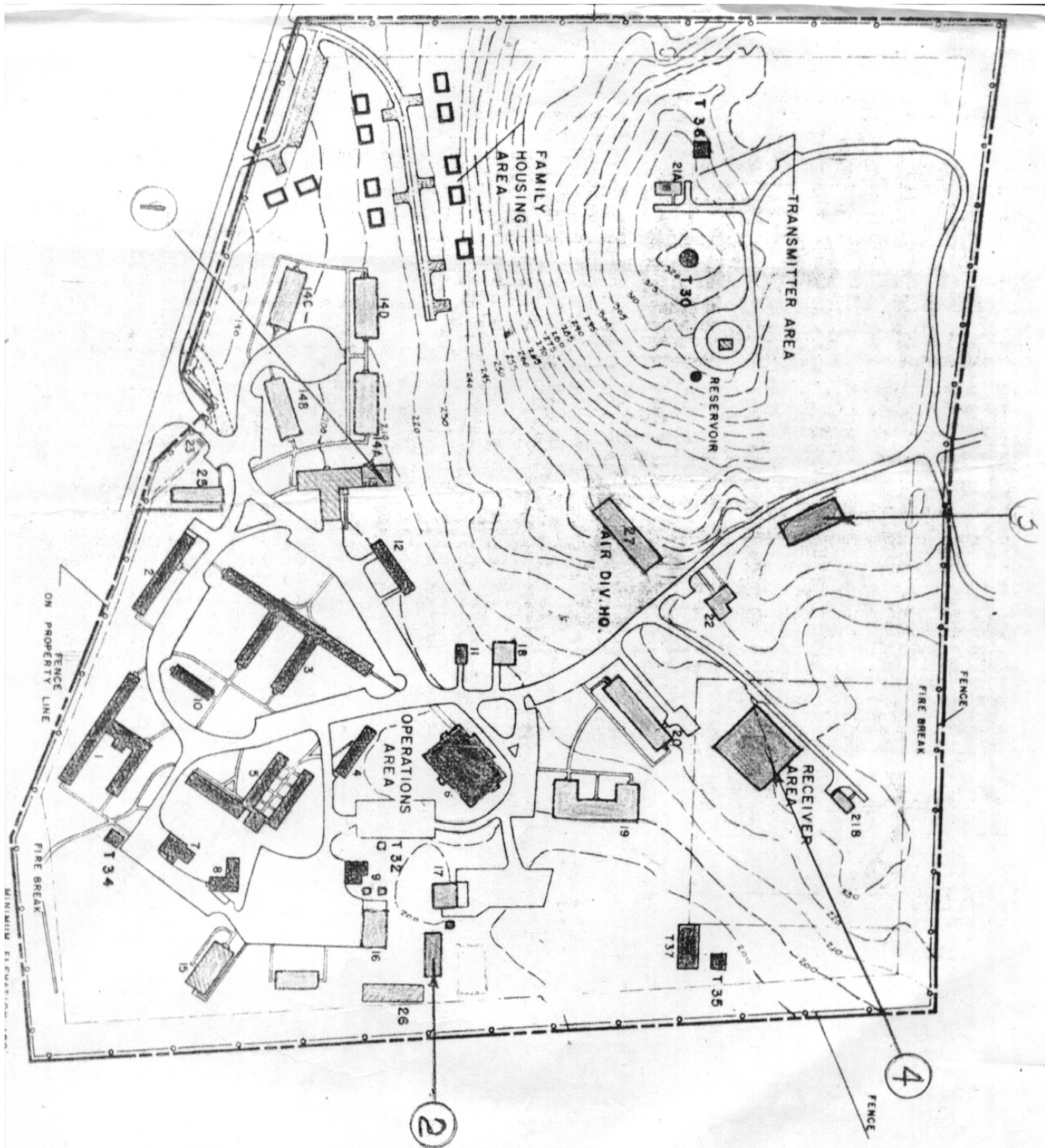
SCALE 1" = 800'

JULY 11, 1950

SCHEDULE 'B'

Incl 3






FACILITIES EXIST PRI  
TO 30 JUNE 50






FACILITIES BUILT AND/  
FUNDED FROM 1 JULY 50  
UP TO AND INCLUDING 1  
APPROVED FY 55 PWP

REQUESTED FOR INCLUE  
IN FY 57 PWP












EXISTING / ELEMENT  
 PROPOSED

**ROADS & PARKING**

-  EXISTING ROADS NOT USABLE
-  EXISTING ROADS USABLE
-  PROPOSED ROADS
-  EXISTING PARKING
-  PROPOSED PARKING

**OTHER**

-  EXISTING PROPERTY LINE
-  PROPOSED PROPERTY LINE
-  SECURITY FENCE
-  OTHER FENCE
-  CONTOURS
-  TOP OF SLOPE
-  TOE OF SLOPE
-  CLIFF
-  EXISTING TREE COVERAGE

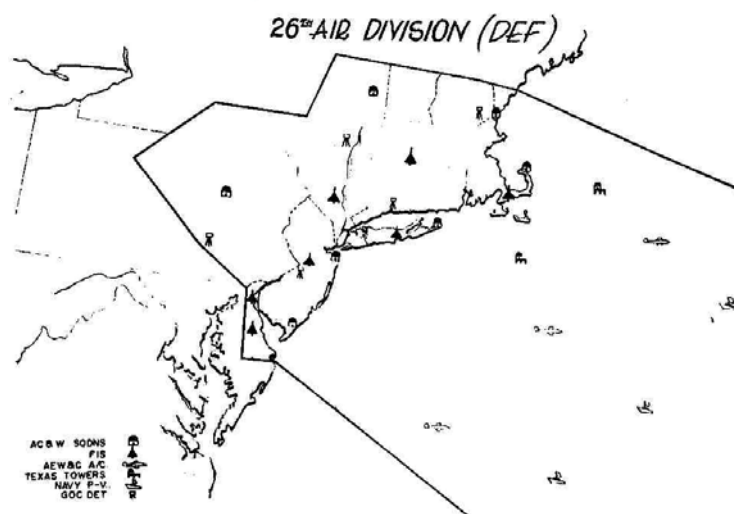
**BUILDING LIST**

BLDG NO.	BUILDING IDENTIFICATION
1	AIRMEN BARRACKS
2	STOREHOUSE
3	AIRMEN BARRACKS
4	POST EXCHANGE
5	AIRMEN BARRACKS
6	OPERATIONS BUILDING
7	AIO SHOP
8	DISPENSARY
9	HOBBY SHOP
10	RECREATION BUILDING
11	PUMP HOUSE
12	ADMINISTRATION
13	MESS HALL
14A	AIRMEN BARRACKS
14B	AIRMEN BARRACKS
14C	AIRMEN BARRACKS
14D	AIRMEN BARRACKS
15	RECREATION BUILDING
16	MOTOR REPAIR SHOP
17	CENTRAL HEATING PLANT
18	POWER PLANT
19	B.O.Q.
20	B.O.Q. WITH MESS
21A	TRANSMITTER BUILDING
21B	RECEIVER BUILDING
22	COM. GEN. QUARTERS
23	GATE HOUSE
24	AIRMEN BARRACKS
25	LIBRARY & P.M.'S OFFICE
26	HOBBY SHOP AND R & U
27	AIR DIVISION HD QTRS
T32	STORAGE (COMM.)
T33	OIL STORAGE
T34	PAINT STORAGE
T35	STORAGE & REPAIR SHOP
T36	STORAGE & POWER UNIT
T37	STORAGE
T38	STORAGE COVERED

SCALE IN FEET



The mission of the 26<sup>th</sup> Air Division (Defense) was to conduct the air defense of a sector of the Eastern Air Defense Force region defined as follows: that area of the Continental United States bounded within a line beginning at sea adjacent to the Atlantic Seaboard, at the limit of radar surveillance and controlled fighter-interceptor capability, and exceeding an azimuth of 302 degrees true to a point where the Rhode Island-Massachusetts-Rhode Island and Massachusetts-Connecticut boundry to 42°03', N-73°30'W; thence south and west to 42°N - 73°35'W; thence west to 42°00' N- 74°28'W; thence north and west to 42°25'N - 75°25'W; thence west to 42°36'N - 76°55'W; thence south and west to 42°N - 78°28'W; thence south and west to 39°35'N - 80°20'W; thence south to the intersection with the northern border of North Carolina at 80°20'W; thence along the Virginia-North Carolina Boundry to the Atlantic Coast; thence continuing on an azimuth of 122° true to the limit of radar surveillance and controlled fighter-interceptor capability; and including the area eastward, to the limit of radar surveillance and controlled fighter-interceptor capability, adjacent to the Eastern Seaboard of that portion of the Continental United States as defined above. To support the operation of other commands as directed by this headquarters, and to participate in the United States Air Force collateral mission of antisubmarine warfare as directed by this headquarters and other current missions of the 26<sup>th</sup> Air Division (Defense). Attached below is the area of responsibility for the 26<sup>th</sup> Air Division (Defense).



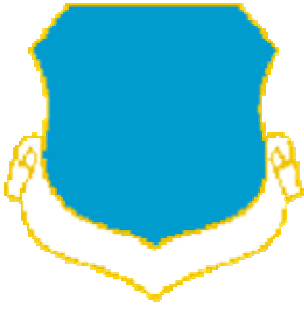
**1948 - 1959 - 26th Air Defense Division**

Commanded by Brig Gen. Thayer S. Olds, the 26th Air Division was activated at Mitchel Field during the spring of 1949 for later transfer to Roslyn. It's headquarters was located at Roslyn Air Force Station, Long Island, New York, a few miles outside New York City. The mission of the 26th Air Defense Division was to defend the sector of the United States which included all of Massachusetts, Connecticut, Rhode Island, New Jersey, and parts of New York, Pennsylvania, and Delaware. To carry out this mission, NIKE missiles and anti-aircraft guns of the Army, radar picket ships and aircraft of the Navy, and all the tactical units of the 26th Air Division (Defense) of the Air Force were placed under the commander's operational control. The 26th Air Division Defense was transferred to Roslyn on 18 Apr 49, and moved out in February 1959.



At the time that the 26<sup>th</sup> Air Division was activated, the Korean War was in full swing. Also the Cold War was also being fought between the US and the Former USSR. There was still a need to have Roslyn reopen and operational to help defend against these threats. The following pages illustrate how many individuals have worked at Roslyn Air Force Station in the 26<sup>th</sup> Air Division (Defense)





# 26th Air Division

---

Alongside the northwest's 25th AD, the 26th Air Division was one of the longest-serving organizations in Air Defense Command. It activated at Mitchel Field, N.Y. on 16 November 1948 and for 18 years handled the command and control of ADC fighter interceptor and radar squadrons in the northeastern United States. As part of ADC's major reorganization of 1 April 1966 the division moved west, occupying the former Portland Air Defense Sector SAGE direction center at Adair Air Force Station, Ore. Following the transfer the 26th assumed responsibility for the air defense of Oregon, Nevada, Northern California, Utah, and portions of Idaho, Wyoming and Colorado, employing regular Air Force and Air National Guard interceptors at Hamilton AFB and Castle AFB, Calif., Kingsley Field, Ore., Gowen Field, Idaho and Fresno, Calif. The division's radar squadrons kept an eye on the proceedings from sites such as North Bend and Burns, Ore., Madera and Point Arena, Calif., and Winnemucca and Las Vegas, Nev. The 26th AD inactivated on 30 September 1969 with its squadrons going to the 25th and 27th Air Divisions, but roughly 40 days later - on 10 November 1969 - it reactivated at Luke AFB, Ariz., replacing the 27th AD. Over the following 14 years the division expanded to control air defense operations across the entire Southwestern United States while concurrently transitioning from SAGE to newer command and control systems. In November 1983 the division moved from the old SAGE direction center at Luke to a new Regional Operations Control Center at March AFB, Calif. On 30 June 1987 the Southwest Air Defense Sector activated to assume ROCC operations at March; the following day the 26th Air Division inactivated, concluding nearly 40 years of proud service in the air defense of the nation. Two of the squadron assigned to the 26th Air Division. The Idaho Air National Guard's 190th Fighter Interceptor Squadron served in the air defense role from Gowen Field, Boise, Idaho from 1953 through 1975. It transitioned from F-102s to RF-4Cs in 1975, later operated F-4G Wild Weasels and currently flies the A-10 Thunderbolt II as a squadron of the 124th Wing. The 866th Aircraft Control & Warning Squadron initially occupied a site on Mount Brock above Tonopah, Nev. before redesignating as a radar squadron and moving to a new SAGE radar facility north of town near Red Mountain. The 866th monitored the Central Nevada skies from 1956 through its inactivation on 1 July 1970.

## Major Command:

- [Air Defense Command](#) ()

## Numbered Air Force:

- [Air Force](#) ()

## Previous designations:

- 26th Air Division (SAGE)()
- 26th Air Division (Defense)()
- 26th Air Division ()

## Units assigned:

- [1st Fighter Wing \(Air Defense\)](#) - [Hamilton AFB, California](#) (31 Dec 1969-1 Oct 1970)
- -

## Bases stationed:

- [Luke AFB, Arizona](#) (????-????)
  - [Adair AFS, Oregon](#) (Apr 1966-Sep 1969)
  - [Hancock Field, New York](#) ()
  - [Roslyn AFS, New York](#) (Apr 1949-Aug 1958)
-



# DIVISION STAFF



Samuel J. Gernly, Jr.  
Colonel  
Vice Commander



Robert F. Burrell  
Colonel  
Deputy for Material



Richard E. Decker  
Colonel  
Div. Inspector General



Robert J. DuVal  
Colonel  
Deputy for Operations







# HEADQUARTERS SQUADRON SECTION 26TH AIR DIVISION (DEFENSE)



*FOUND*  
JOHN F. MURRELL  
Major  
Dir. Maintenance



JOSEPH BARR  
Major  
Ch., Elect. Div.



ROBERT F. BARLICK  
Major  
Ch., Comm. Sys. Div.



*FOUND*  
W.N. CROCKE  
Major  
COC Duty Officer



*FOUND*  
KENNY S. DISHAROON  
Major  
COC Duty Officer



*FOUND*  
PETER J. FLORINO  
Major  
COC Duty Officer



PAUL F. HARRIS  
Major  
Ch., Opns. Svc.



C.A. KARPINSKI  
Major  
Ch., ACW Div.



*FOUND*  
DEWEY S. MCCALLAN  
Major  
Director PMS



WILLIAM R. NORTON  
Major  
Material Insp.



RICHARD C. KIMMEL  
Major  
Ch., Fighter Div.



VIVIAN L. KEELER  
Major  
Forest Marshal



THEODORE J. UTRAK  
Major  
Director Insp. Svc.



JOHN V. WEINIG  
Major  
Asst Dir. COC



ROBERT D. BOSCHER  
Captain  
Controller



THOMAS M. BRENNAN  
Captain  
Director, Mil. Pers.



T. BRUCE SUEDLER  
Captain  
Asst Dir. Off. & T



ALEXANDER CAROT  
Captain  
Supply Insp. (IG)



ANDR. J. KARBY  
Captain  
Controller



RICHARD H. COPPETT  
Captain  
Asst Fly. SFLy. Off.



CLYDE W. BECKER  
Captain  
Communications Off.



JAMES W. DORGAN  
Captain  
Senior Controller



JACOB EIFERMAN  
Captain  
Director, Supply



MARTIN S. SIODORSKI  
Captain  
Dental Officer



GEORGE J. HALLEY  
Captain  
Intell. Staff Off.



HAROLD G. KOPPELL  
Captain  
Keeper, Nings. Off.



ANDREW J. LICON  
Captain  
Senior Controller



*FOUND*  
CARTER E. MCDOWELL  
Captain  
Asst. Officer (IG)



*FOUND*  
RUSSELL A. METER  
Captain  
ACW Staff Off.



WILLIAM E. OLIVIERI  
Captain  
Supply Officer



*FOUND*  
F. AUGUSTYNIAK  
First Lieutenant  
A/C Maint. Officer



AARON DAVIS  
First Lieutenant  
Supt. Officer



ARTHUR J. FOUCAULT  
First Lieutenant  
Ch., Airman Branch



FLETCHER J. JOHNSON  
First Lieutenant  
Sta. Provost Marshal



JACK J. LANDIS  
First Lieutenant  
Communications Off.



*FOUND*  
RITA J. LAVLER  
First Lieutenant  
Hq. Sq. Sec. Adjutant



*FOUND*  
DEAN K. NARDVILLE  
First Lieutenant  
Personnel Officer



GORDON L. JEFF  
First Lieutenant  
Controller



ELMER W. PRINCE, JR.  
First Lieutenant  
Dir. of Installations



SHIRLEY C. SMITH  
First Lieutenant  
Controller



*FOUND*  
ROBERT S. BARDOOLEY  
Second Lieutenant  
GIS Int. Info. Off.



R.W. PARKMEIER  
Second Lieutenant  
Asst Dep. Compl.



Z.F. MAGIERA  
CWO  
Controller



*FOUND*  
VIRGIL A. JOHNSTON  
WO-1  
Asst Adjutant



*DECEASED*  
M/SGT J.F. DILLON  
First Sergeant

*\*Found*

M/Sgt. A. J. Bartledge M/Sgt. G. C. Downey M/Sgt. R. J. Callagher M/Sgt. R. F. Garvey M/Sgt. E. R. Ribbons M/Sgt. W. J. Grant M/Sgt. G. A. Hand M/Sgt. F. A. Higbee



M/Sgt. L. R. Nijazzo M/Sgt. V. L. Penn M/Sgt. W. S. Peters M/Sgt. S. A. Rockiewicz M/Sgt. D. Richards M/Sgt. W. G. Riedell M/Sgt. C. F. Schreiber M/Sgt. G. H. Senay



M/Sgt. J. Taylor M/Sgt. T. M. Towns M/Sgt. F. J. Wrochek M/Sgt. J. Wylondek T/Sgt. B. F. Buster T/Sgt. S. Carusi T/Sgt. L. Cheska T/Sgt. G. L. Colbaugh



T/Sgt. J. E. Collins T/Sgt. F. Dinsmore T/Sgt. W. H. Dunn T/Sgt. G. D. Erier T/Sgt. E. L. Lye T/Sgt. J. V. Henry T/Sgt. J. E. Holdway T/Sgt. D. R. Hughes



T/Sgt. J. N. Koston T/Sgt. A. Lopez, Jr. T/Sgt. H. J. Kessey T/Sgt. F. K. Murray T/Sgt. C. C. Nelson T/Sgt. W. Parker T/Sgt. E. C. Reasoner T/Sgt. C. H. Smith



T/Sgt. J. A. Stead T/Sgt. F. M. Taylor T/Sgt. J. N. Warren T/Sgt. R. S. Weinmann T/Sgt. A. L. Wilson T/Sgt. F. E. Young S/Sgt. P. W. Allen S/Sgt. J. M. Armstrong



S/Sgt. D. J. Beaver S/Sgt. P. O. Brooks S/Sgt. W. B. Canfield S/Sgt. W. Camody S/Sgt. M. J. Chapman S/Sgt. M. A. Collinge S/Sgt. C. M. Defazio S/Sgt. P. T. Degarland



*MS*

*MS*

*Deceased*

*Deceased*

*Deceased*

*Deceased*

*Found*

*Found*

*Found*

*MS*

*Deceased*



S/Sgt. R. F. Jones



S/Sgt. C. D. Kupper



S/Sgt. C. L. Lawrence



S/Sgt. J. R. Lachurnan



S/Sgt. J. J. Long



S/Sgt. G. A. Lyons



S/Sgt. J. Martin



S/Sgt. W. J. Nechura



S/Sgt. R. P. Miller



S/Sgt. W. E. Morel, Jr.



S/Sgt. V. Pispis, Jr.



S/Sgt. J. M. Rinehart



S/Sgt. J. A. Rulis



S/Sgt. C. G. Schirmer, Jr.



S/Sgt. M. Slack



S/Sgt. E. H. Stone



S/Sgt. D. L. Sirovan



S/Sgt. T. R. Tarr



S/Sgt. W. Toussaint



S/Sgt. S. A. Tranter



S/Sgt. J. L. Wallin



S/Sgt. F. C. Wames



S/Sgt. J. V. Weingarden



S/Sgt. K. Wiley



S/Sgt. J. L. Wilson



A/1c H. A. Bruning



A/1c J. W. Carr



A/1c A. V. DiClemente



A/1c S. F. Duff



A/1c T. M. Erlaf



A/1c T. A. Epsen



A/1c J. J. Filippelli, Jr.



A/1c J. B. Garrido



A/1c J. F. Gervey



A/1c D. Gernantoni, Jr.



A/1c O. A. Gorman



A/1c R. D. Goldstein



A/1c R. C. Gordon



A/1c E. D. Hamilton



A/1c E. Haskin, Jr.



A/1c E. Horaboff



A/1c R. E. L. Jones



A/1c R. C. Leavitt



A/1c M. C. Lewis



A/1c H. J. Ludwig



A/1c H. F. Marony



A/1c B. L. Miller



A/1c W. N. Page



A/1c B. Nodergiana



A/1c J. E. Philfer



A/1c G. A. Pratt



A/1c J. P. Quercetti



A/1c R. Quinnan



A/1c S. A. Reis



A/1c B. J. Searfoss



A/1c J. Sedel



A/1c J. J. Sherran



A/1c W. Slaughter



A/1c J. N. Stavens, Jr.



A/1c J. T. Tabor



A/1c H. L. Turner



A/1c L. P. Vardesal



A/1c T. D. Wilson



A/1c F. T. Wilson, Jr.

found

Four

found

found

found





A/2c W. F. Anderson



A/2c C. R. Bergus



A/2c D. C. Barry



A/2c D. Birk



A/2c C. L. Blunt



A/2c C. T. Brainard



A/2c L. I. Brooks



A/2c E. L. Burgess



A/2c S. F. Burzynski



A/2c B. C. Bryant



A/2c N. C. Clendenin



A/2c R. S. Connolly



A/2c A. B. Cooke



A/2c E. V. Crawford



A/2c E. G. Davis



A/2c C. P. Doran



A/2c J. H. Duell



A/2c R. A. Eberhart



A/2c W. F. Elliott



A/2c J. C. Enard



A/2c R. J. Evans



A/2c A. Gaymon



A/2c L. E. Gifford, Jr.



A/2c J. M. Hargrove



A/2c Y. L. Hamilton



A/2c C. L. Hester



A/2c R. V. Hodgkins



A/2c J. J. Ingran



A/2c J. H. R. Jalbert



A/2c M. H. Johnson



A/2c W. E. Johnson



A/2c J. J. Kleban



A/2c E. Lomba



A/2c C. D. Lyon



A/2c R. A. Mason



A/2c S. A. McKinney



A/2c J. B. Nusick



A/2c J. W. Owens



A/2c P. Foulos



A/2c G. P. Pressley



A/2c H. W. Richard



A/2c L. F. Smith



A/2c L. N. Stevens, Jr.



A/2c M. L. Swanson



A/2c R. W. Talliaferro



A/2c J. S. Theodore



A/2c N. R. Tietzel



A/2c R. L. Vogl



A/2c P. J. Wilson



A/2c H. V. Worley, Jr.



A/2c B. G. Brooks



A/2c J. Cannella



A/2c K. C. Cobb



A/2c S. J. Cribbins



A/2c D. O. Culver



A/2c R. R. Currier

SONNO



A/3c L. Bailey    A/3c W.J. Dudley    A/3c D.G. Enrice    A/3c J. Fenwick    A/3c J.T. Foxville    A/3c W.H.L. Franklin    A/3c H.A. Frye, Jr.    A/3c A.S. Funk



A/3c L.D. Johnson    A/3c E.C. Kinnich    A/3c J. Kraynak    A/3c L.P. Lopez    A/3c F.E. Marcelino    A/3c R.C. Marcolli, Jr.    A/3c N.T. Martin    A/3c K.G. McCullough, Jr.



A/3c D.J. Mick    A/3c J.G. Miskell    A/3c F. Forza    A/3c R. Villaiba    A/3c C.E. Voolley    A/3c T.M. Zanetti

**Civilian Personnel**



Albert Albani    Roberta B. Anson    William V. Benish    Audrey C. Block    Jessie V. Case    Raymond W. Casses    Mildred Cavallo    D. Rosemary Dempsy



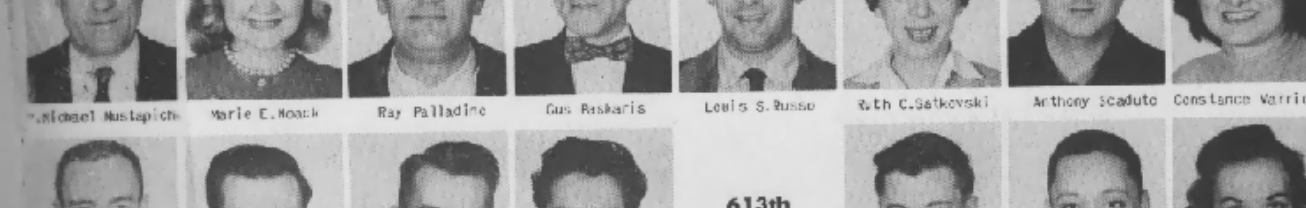
Raymond J. Davito    P. DiMuzio    Eileen A. Falanga    Robert W. Ferris    William Gadtke    Diane T. Gerber    Anne Golden    Arthur L. Hansen



Jean M. Hildway    Elizabeth G. Keating    Harry J. Larson    Rosanna B. Loscalzo    Carmine Macuto    Baxter H. McLaurin    Mary A. McNahan    John L. Moriarty



Michael Mustapich    Marie E. Hoack    Ray Palladino    Gus Paskaris    Lewis S. Russo    Ruth C. Gatkowski    Anthony Scaduto    Constance Varrichio



CAPT. T. E. EDBLOM    CAPT. A. C. RANDLEP    A/2c R. D. Christopherson    A/2c L. O. Sandow

**613th  
USAF  
Dispensary**



A/1c G. L. Hilton    A/3c P. J. Prather    A/3c D. R. Ray

CAPT. T. E. EDBLOM    CAPT. A. C. RANDLEP    A/2c R. D. Christopherson    A/2c L. O. Sandow

Dental Off. Div. Hqs.    Dental Off. Div. Hqs.

*died in  
81imp  
accident  
NOV 57*



**Victor DeStefanis**  
Lieutenant Colonel, USA  
Army Liaison Officer



**Orange W. Hall**  
Lieutenant Colonel  
Deputy for Comptroller

*deceased*



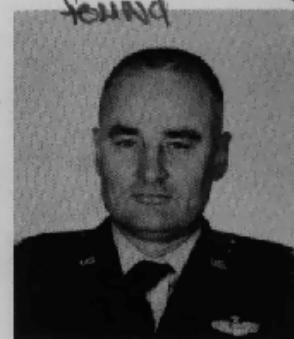
**John E. Pryor**  
Lieutenant Colonel  
Headquarters Sqdn. Cmr.



*found*

**Jerome G. Schweickert**  
Lieutenant Colonel  
Cmndr. 4670th GOS

*found*



**Frank F. Tenney, Jr.**  
Lieutenant Colonel  
Dir. Communications & Elect.



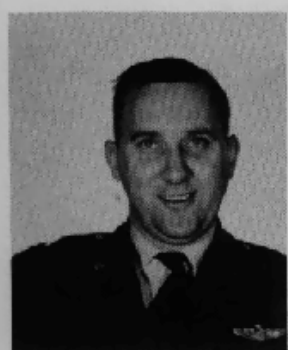
**August E. Weil**  
Lieutenant Colonel  
Dir. Combat Oper. Center



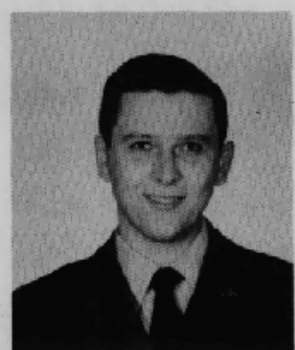
**William R. Wilkinson**  
Lieutenant Colonel  
Deputy for Personnel



**Michael V. D. Hinkon**  
Captain  
Acting Division Surgeon



**Francis R. Mahoney**  
Captain  
Ass't to the Div. Comdr. for  
Flight Safety

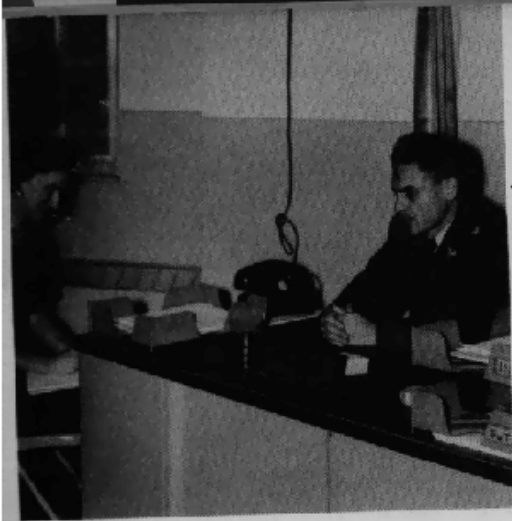


**Martin Klein**  
First Lieutenant  
Acting Division Adjutant



**Lloyd V. Morris**  
Second Lieutenant  
Div. Information Services Off.





Lt. Col. Hall, Division Comptroller, dictates to his secretary.

**ON DUTY  
AT  
DIVISION  
HEADQUARTERS**



Lt. Col. Pryor, Station Commander.



Col. Decker, Inspector General, checks over some papers.



Lt. Morris, Div ISO, confers with EADF ISO, Major Lovelace.



Lt. Comdr. Wright, USN, Deputy to the Cmdr. 26th ADD and secretary.



Lt. Klein, acting Division Adjutant, dictates to Miss Black.

1956

**DETECTION  
IS OUR  
BUSINESS**



Receiver site

Message center and crypto personnel at the teletypes.



Operations dias in the block house.  
*(Bomb Proof)*

Division transmitter site.



Plotters at work on the vertical plotting board in operations.



In the last few pictures, you notice that some members are seated in the operations room and others are plotting the targets on a plot board. This was the same operation that their civilian counterparts were doing during World War II. With the advancement of technology, some manual operations were now done through updated receivers and transmitters, however all the rest of the operations were still accomplish by manual means. The block house (or Bombproof) building was actually built to withstand a direct hit from a bomb attack. The walls were six feet thick concrete, and the rooms were self-contained and had their own air supply. Outdoor pipes that either ran beside or overhead feeded each building with its own water supply from a tank located at the top of the hill on the base property. The base was designed to sustance its workers indefinitely during a possible aerial attack. Below are some examples of these systems that were built in 1943 and have continued to be used up until the base closed in December 2000.



The building shown above is the actual Operations Center or “The Bombproof” building that the 26<sup>th</sup> Air Division was working out of. This was the “heart” of Roslyn Air Force Station where all the plotting and corrdinating was accomplished. If a enemy plane was spotted by the Ground Observers working from a wooden rampart at the top of the hill, they would call down to the Operations Center, give them a detailed report similar to the codes given by the Ground Observers during World War II, and once the information was processed, a call was made to the nearest fighter base, such as Westhampton Beach Air Force base to scramble fighters to meet and engage the enemy aircraft. The next few pictures show the men and women of the 26<sup>th</sup> Air Division in their daily duties as well as current pictures of the Operations Center at Roslyn as it looks like today.





**Overhead pipes provided heat and hot water to each building on the base.**



**Giant air tanks provided a constant air supply to the operations building or “Bombproof” building**



**The picture above shows Ground Observers in action during their daily tasks.**

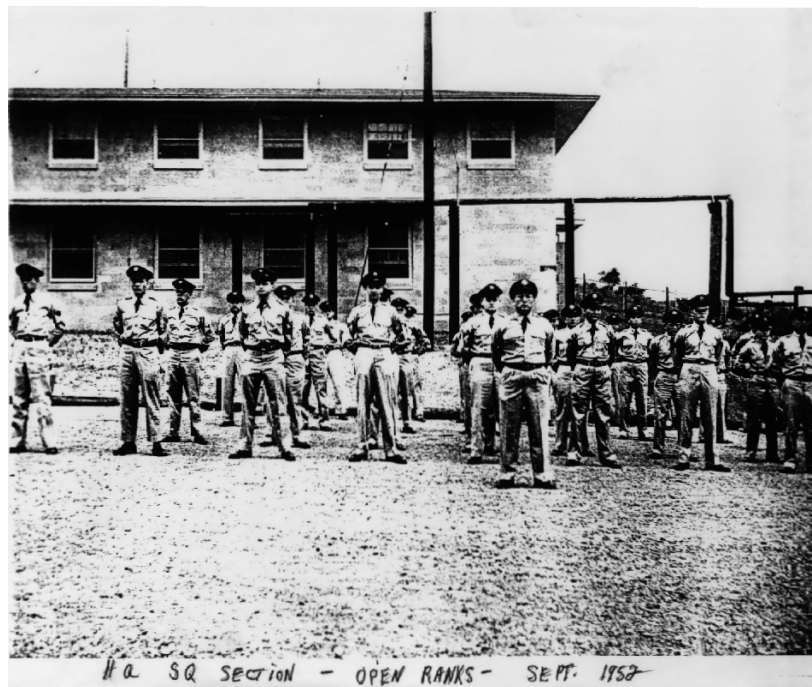
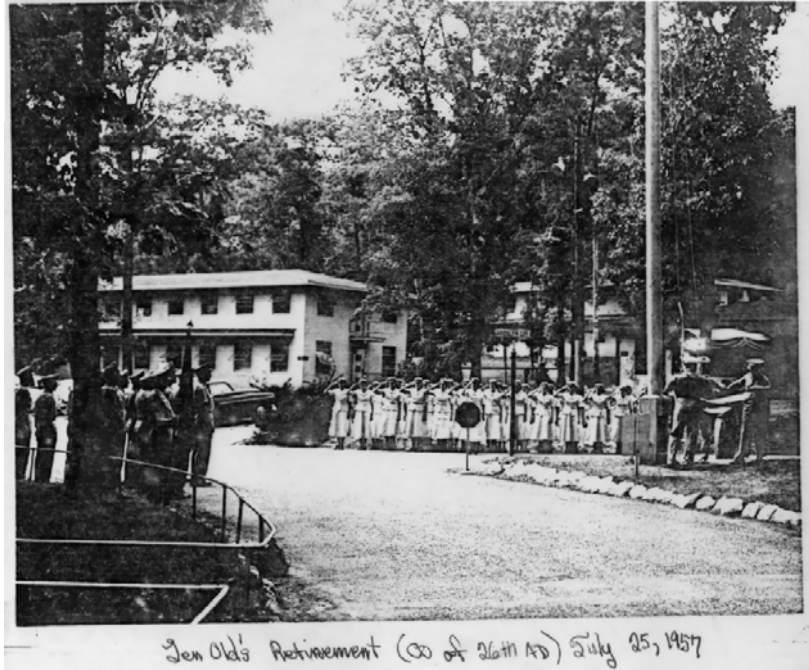


**This is a picture of the War Room as it looks today.**



**The picture above is the actual water supply that fed the entire base And heated each building. It is no longer used now since the base first closed in 1959.**

Daily life at Roslyn not only consisted of work, but also various ceremonies, parties, and get togethers. Some of these are shown below





Station Detail  
Roslyn AS  
May 1957



During the off-hours, members of the 26<sup>th</sup> Air Division often met in the NCO club for some relaxation time from their daily duties. During its peak operation there was about 200 full time members stationed at Roslyn.

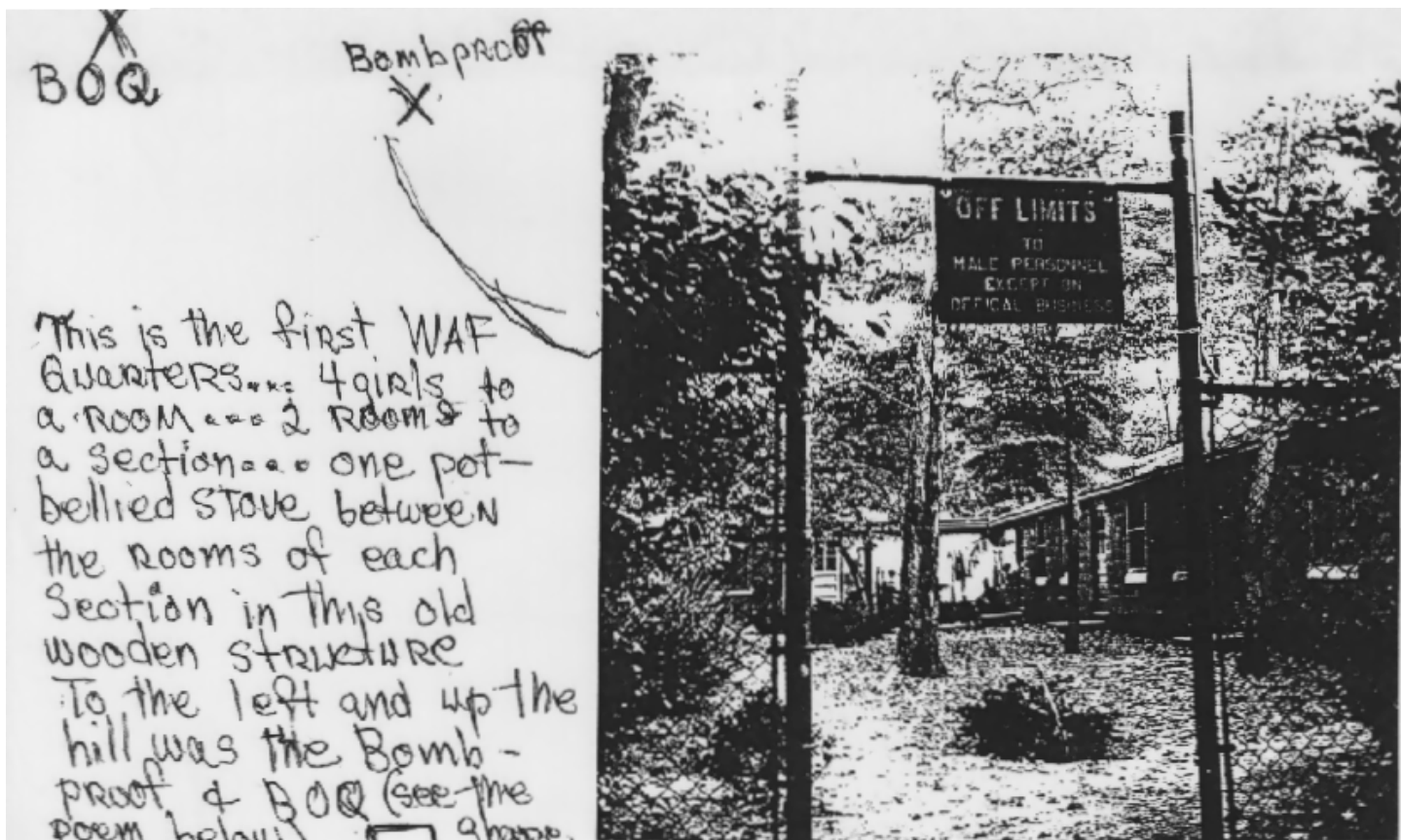


Col. John Payer, Base Comdr  
Roslyn AFS, L.I.      MSGT Thelma Towns  
WAF 1st Sgt



August 11, 1956 - Roslyn A.F.S. NCO Club - Picnic  
MIKT + Dottie (mace) Mechura

Roslyn Air Force base was also the headquarters of the Women Air Forces (WAFS). These were dedicated women who lived, and worked along their male counterparts to help protect the United States against any foreign enemy trying to invade the United States by air. These are some of the personal pictures of those WAFS who were stationed at Roslyn.



BOQ Bombproof X

This is the first WAF Quarters. 4 girls to a room == 2 rooms to a section == one pot-bellied stove between the rooms of each section in this old wooden structure. To the left and up the hill was the Bomb-proof & BOQ (see the poem below) shape of Bldg. Later it became offices of some kind.

### WAF'S Tale of Woe

*It's been two years, since we bit this base,  
 And set up quarters in a little space.  
 The pot-bellied stoves provided heat,  
 And a run-down messhall, a place to eat.  
 We scoured the floors and polished brass,  
 Raked up the yard and planted grass.  
 We purchased lamps and made drapes, too.  
 No space for our civies, what shall we do?  
 We had a CO who was mighty kind --  
 Many were our gripes, but she didn't mind.  
 Soon the BOQs were finished on the hill,  
 Only two to a room, and a bath! What a deal!  
 Just as we settled and got into the groove;  
 Along came the officers and we hadda' move.  
 Our modern new home was 14A and D  
 And here we have settled quite happily.  
 But every so often we stop in the pace  
 And find all about us, a new name or face.  
 For some girls have married and established a home  
 While others have transferred to Germany or Nome.  
 And so with our COs -- we've had quite a few;  
 But most of 'em -- we're gonna miss you.*

Sgt. Eileen Skilling

1st LT. Bianca Trimeloni  
 "TRIM" was our WAF COMMAND-  
 ing officer. Although only a few  
 years older than us... she was  
 loved, respected & revered by all  
 the WAF.

This was printed 4 MAR 1952  
 in the Roslyn BASE newspaper  
 "THE MAGNET"



Lila (Fedde) Patterson



Laurel Howell-Roslyn AB 1952



compliments of

Left to Right - 1955

- Joyce (SIZER) Hinson
- Nellie England
- Ginny Taylor
- Millic Reed
- 
- Pat Mac Donald
- Lila (Fedde) Patterson



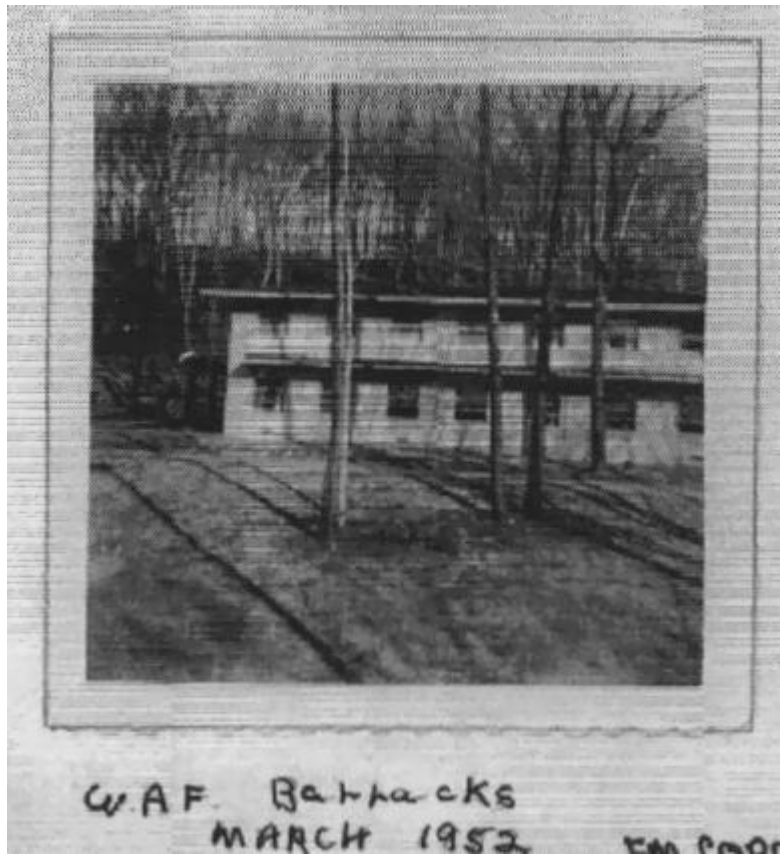
Barbara Wagner - Feb 1953 Upper 14 D



G's mother, Maggie Wilson + Ginny  
Bell Tower, Roslyn, LI, NY  
June 1952



The picture below illustrates the barracks which all the WAFs stayed at during their off-duty time. At this time, the men and women lived in separate barracks.



Illustrated below is an example of WAFS barracks as was being used back in the 1950s and 1960s:



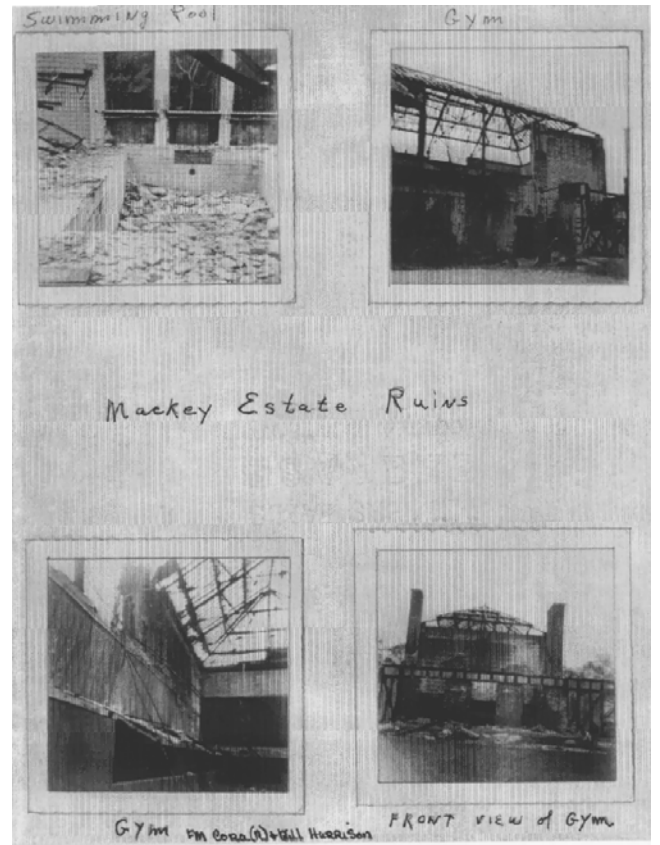
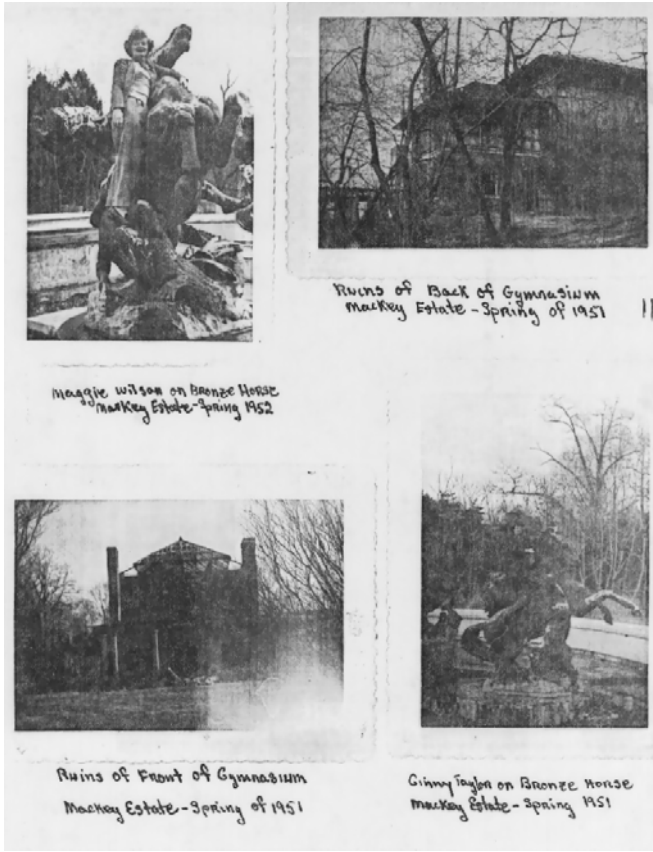
## SECTION 6 – Personal and official photos of Daily life at Roslyn Air Force Station.

Despite both sexes being segregated from each other as far as living quarters were concerned, both male and female military member did work together during duty hours as well as socialize together during off-hours in the evenings. Some of these photos below illustrate that both members did work as one at Roslyn Air Force Base.



As the years progressed at Roslyn so did progress in both business and technology. While the day to day operations were being performed at Roslyn, the outside world beyond the front gate was being changed too. The remaining acres of the Mackay Estate were finally being sold to a private developer so that private housing could be built on the old ruins of the estate. Prior to the ruins being torn down, some members of the Roslyn Station were able to take some pictures of the area before the private developers came in and tore all of it down. Some of these pictures are included in this book below.

**SECTION 7 – MACKAY RUINS PRIOR TO BUILDING OF THE PRIVATE HOUSING DEVELOPMENT**



A couple of years after these pictures were taken, the son of Clarence Mackay, John, had sold off the remaining property to a local developer so that they could build a private housing development. Most of these buildings except for the water tower were demolished to make way for these houses. The story of the sale of the land was mentioned in a local newspaper circular as shown below.



# Big Guest Estate Sold For Homes; School Planned

A tract of 110 acres, comprising the bulk of the Guest Estate in East Hills, has been acquired for the construction of 230 homes by next spring by Kalman Klein and David Teicholz, builders and developers of large areas in East Meadow and New Hyde Park.

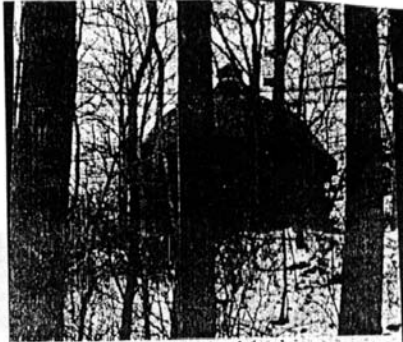
This rolling, partly wooded area, near Hempstead Harbor east of Glen Cove Road, is the residence of Mrs. Frederick E. Guest, who will retain the mansion, "Roslyn Manor," and several acres surrounding it.

The builders plan to create "a secluded home colony" with an investment of \$6,500,000 for the erecting of homes in the \$25,000 to \$30,000 price range. These will be constructed on plots of one-third acre or more.

The Roslyn Board of Education and a committee of the Citizens Advisory Committee have been studying for some time that area for a site of an elementary school. In addition to the 230 homes planned for the Guest Estate there are 450 planned for the Mackay Estate development. School district needs in this section consequently appear to be met by the new development, which necessitated the erection of the East Hills Elementary School.

The proposed plans for the new Roslyn Junior High School and the addition to the present Roslyn Senior High School took into account the development of these areas through the projections of future school enrolments.

This type of development is generally considered an asset to the school district in regard to school taxes.



**MANTLE OF WHITE**—First snow of season cloaked Roslyn last week, a month off-schedule, and photographer Bill Silverman took these photos that show prettier aspects of snow-storm. Above, snow adds stark contrast to trees and building and below, snowflakes glancing off tree branches seem more like bubbles as light catches them. Traffic-snarled motorists probably didn't see it from this angle.

SUNDAY, AUGUST 28, 1955

## Housing Development Is Planned On Part of North Shore Estate

An acreage tract on the North Shore of Nassau County has been purchased for a new housing development, comprising 368 acres. It includes the entire undeveloped portion of the former J. W. Mackay estate in Roslyn. The Roslyn Hill section, at 379 feet above sea level, is reported to be the highest point in Nassau County.

The property has been purchased by the developers of the 145-family Hewlett Crest Park development in Hewlett and the 100-family Flower Hill Country Estates in Flower Hill. To be known as Roslyn Hill Country Estates, the development will offer ranch, split-level and two-story dwellings in the \$25,000 to \$45,000 price range. Five model homes are scheduled to be completed in late September.

The original estate contained about 600 acres. It was acquired a little over a year ago by a group headed by Herbert Mackay which is the seller in the present transaction.

The purchasing group, Country Estates, Inc., is headed by Harry Schwartz. The builder of major motion picture theaters in New York, he has more than forty-five years of experience in the building industry. Seymour Schwartz and Herman Goldenbaum are vice presidents of the company. Homes for the new development have been designed by Michael Eckstein, who is chief architect of the board of Education of the City of New York.

One of the last remaining "luxury" estates on the North Shore, the property was acquired in a wedding gift about 1900 at a cost reported at \$4,000,000. Developed into an estate of rolling park, woodland, farm and

**HOUSING PLANNED ON NASSAU TRACT**

*Continued From Page 1*

split-level property, it became one of the show places on Long Island. A staff of 400 was required to maintain the estate, which was the scene of entertainment for celebrities and royalty. Those included Charles Lindbergh, on the night he returned from his own flight to Paris. The Prince of Wales was a guest there in 1924.

The property was used as a base hospital by the Red Cross during World War I and part of the land was used as an Army radar station during World War II.

The estate was closed after the death of the owner in 1936, and the main house subsequently was destroyed by fire. Much of the acreage was left in its natural state. Harry Schwartz, president of the building concern, said the old trees will help to provide privacy and variety for the housing colony. The rolling terrain he added, will be particularly suited for split-level dwellings.

**Former Mackay Estate**

## Builders Will Improve 368-Acre Roslyn Tract

Country Estates, Inc., of which Harry Schwartz is president, has bought 368 acres, comprising the entire undeveloped portion of the 600-acre estate of the late Herbert Mackay, in Roslyn, L. I. Both obstacles were overcome for \$2,500,000, and will erect in the sale of the land by a group headed by Herbert Mackay, which Mackay estate trustees in June, 1954, and resold the tract to Mr. Schwartz's firm for a commensurate price of quality dwellings. Mr. Schwartz, whose organization has built 650 dwellings in the highest point in Nassau County, had six years, said that the estate had not been developed earlier, because the nature of the site, according to Mr. Schwartz, was particularly suited for split-level buildings. The new development will be with rolling hills and large numbers of century-old trees, pre-

*Continued on Page 5, Column 1*

One of the other improvements in the military had to do with technological area. In the current air defense system, it employment most all-military and civilian members to help identify and track enemy aircraft approaching the East Coast. However an invention called Semi-Automatic Ground Environment (SAGE) equipment in which the 26<sup>th</sup> Air Division was the first unit to receive this training eventually proved to be a much more reliable, computer-based system than the old manual detection system which was currently used at Roslyn. This improvement eventually lead to Roslyn Air Force Station closing in 1958. The following news articles show the implementation and eventual closing of Roslyn Air Force Base in 1958.

# SECTION 8 - SAGE Implementation and Eventual Base Closing

## THE COMMAND POST

Vol. 1, No. 11 THE COMMAND POST, HEADQUARTERS 26th AIR DIVISION (DEFENSE) SPECIAL EDITION July, 1958

### 26th Air Division Is First To Operate:



#### LeMay Describes SAGE Concept As Revolutionary

The principal concept of the SAGE (Semi-Automatic Ground Environment) program, announced by Air Force Vice Chief of Staff General Curtis E. LeMay, is to provide a revolutionary method of air defense. He stated that SAGE is a revolutionary concept in the development of United States air defense. General LeMay went on to say, "There is no one else in the world who has seen the complete equipment, the computers and other data processing devices, nor does anyone else in the world know of its details." He added that SAGE is indeed a revolutionary concept, but in addition to this, SAGE stands as a testament to a great deal of vision and determination. We would not have these important facilities today if it had not been for certain technicians who in the early phases of the program threat

to the "what-if" Staff—perceived the nature of the danger and revealed the rate at which it could increase. It is fortunate that some men had vision for the future, and were able to discern potential problems and developed imaginative thinking."

What SAGE Is and Does  
"There is more to SAGE than the technical equipment that SAGE represents, however, is the improved Air Defense capability that SAGE provides. Whereas conventional air defense systems were based on a decentralized system, SAGE is a centralized system. Under the old system, each unit had to be alerted to a specific point to point—under SAGE, areas of units are "linked" to each other constantly. Formerly, much manual work was performed by men watching interceptors attack toward attacking planes—now, under the SAGE system, electronic devices perform hundreds of complex computations accurately and simultaneously. Contrary to some people's belief, however, SAGE does not think it gathers and stores information and presents a picture on which men can act. SAGE does not utilize the requirement for well trained and proficient personnel. It enables each personnel to do a better job.

Major Gen. Joseph M. Aukerman, ADC, Commander, ADC, is shown in a portrait. He is wearing a military uniform and a cap.

Major Gen. Edward M. Udeakohl, ADC, Commander, ADC, is shown in a portrait. He is wearing a military uniform and a cap.

Major Gen. Arthur C. Apan, Jr., Commander, 26th Air Div. (Def), is shown in a portrait. He is wearing a military uniform and a cap.

Major Gen. Charles G. Chandler, Jr., Commander, 26th Air Div. (Def), is shown in a portrait. He is wearing a military uniform and a cap.

#### The Man Behind The Gun



The display console presents a picture of the air defense situation within its assigned geographic area. Using the buttons and switches on the console, the operator can request such information to be displayed as speed, altitude and weapons availability and location, and can direct action to be taken against an attacker. With the light gun, the operator assigns identifying numbers to the aircraft radar tracks on the display.

**Designed for Present Threat**  
"The SAGE system will permit us to meet the combined ground, air and sea threats which are now being posed by a series of rapid problems. The increased performance capabilities of modern offensive weapons, particularly the old development of nuclear systems, such as a system, cannot possibly cope with a mass attack. The solution we find in SAGE came about

in some quarters to the effect that SAGE is already obsolete because of the hypersonic ballistic missile threat. I have no confidence in this belief. It is true that SAGE does not have the capability to track, target, and control attacks against hypersonic ballistic missile type weapons. As yet there is no defense

(Continued on page 2)

U. S. AIR FORCE - - - GUARDIAN OF FREEDOM

**THE COMMAND POST**  
Headquarters 26th Air Division, (Defense),  
Bentley AFB, Dayton, New York  
is an official Class 4 Air Force newspaper published monthly by and for the personnel of the 26th Air Division, Air Defense Command. Opinions expressed herein do not necessarily represent those of the Air Force.  
Brigadier General Arthur C. Apan, Jr.  
Commander  
First Lieutenant Lloyd V. Novis  
Chief, Information Services  
First Lieutenant Dana E. M. Korman  
Internal Information Officer

M/Asst. Harry D. Wilson, Editor  
T/Asst. Donald L. Polzella, Photographer  
S/Asst. Constable L. Hill, Circulation Manager, Reporter

#### 'SAGE Is Indeed A Mechanical Marvel'



General Curtis E. LeMay looking at the difficult homework. "In my opinion, SAGE represents the largest single step taken toward the improvement of the air defense capabilities of this country in the past 10 years."

Gen. LeMay  
(Continued from page 1)  
against this weapon. But we do have effective defense weapons against the assumed jet bomber and air-breathing missile threat which, without a doubt, is the biggest threat that faces us today and for the next few years. SAGE gives us an improved defense capability against such weapons. Even so, the future, SAGE will be more valuable than the losses of the future.

will be mixed fires—that is, a combination of various types of weapons—ballistic, supersonic and hypersonic SAGE can track and control attacks against both the ballistic and supersonic weapons.

Stated Ahead In The Future  
In concluding his remarks, General LeMay said, "This program of looking into the future, always has been important to progress. Today, the ability to appreciate the future realistically



Gen. Richard E. Horner, Assistant Secretary of AMC Commander, prior to presenting it to Gen. LeMay, holds symbolic SAGE light gun. Gen. E. Partridge (left), CINCPAC, is seated from Gen. Edwin Rawlings (center).

and to make the necessary decisions is not only beneficial to the race, the Soviets are already ahead. This has most not be permitted to lead. Here tonight, in the establishment of the New York Air Defense Sector of the SAGE system is a good example of what Americans can do when the more able, determined and strong enough.

General LeMay's audience at the Banquet in a composed of over 400 distinguished guests representing industry, the press, and the military. Among these guests was General LeMay, at the head table were the chief officials of the eight major industries contributing to SAGE, Congressman Vincent J. Delaney of New Jersey, Mr. Peter J. Schenk, President of the AF Association, General Partridge of NORAD, Admiral of AF, Rawlings of AMC, Underhill of EAF, State of Atlantic Division MATS, Agas of the 26th Air Division, and Col. Chandler, New York Air Defense Sector Commander. A special guest was Dr. Thomas B. McElroy, Jr., father of the late Air Force Major for whom McGuire AFB is named.

THE UNITED STATES AIR FORCE  
THE AIR DEFENSE COMMAND  
Cordially Invites You to Participate  
In The Semi-Automatic Ground Environment Dedication Ceremony  
Of The New York Air Defense Sector  
McGuire Air Force Base, New Jersey  
On The Twenty-Ninth And Twenty-Ninth Of June  
Nineteen Hundred and Fifty-Eight

#### A Lot Of SAGE Backers



A portion of the large group of Air Force and a civilian dignitaries who participated in the dedication ceremonies held at McGuire AFB June 27th, Mr. William E. Burke, a vice president of Western Electric, opened the program.

U. S. AIR FORCE - - - GUARDIAN OF FREEDOM





Unfortunately due to the SAGE's success rate, in July 1958, the military decided to close Roslyn Air Force Base and move its whole operation to Syracuse. Roslyn was closed officially by February 1959. The local newspaper and town newspaper hailed its closing as is shown in the newspaper clippings below:



SDAY, JULY 9, 1958

## Air Force Base Here To Close In February

The Roslyn air base will be shut down permanently when the 26th Air Division, defense, moves out next February.

Brigadier General Arthur C. Agan Jr., present commander of the 26th, announced on Thursday that his troops will move to Syracuse. Approximately 220 military personnel will be affected by the move, fifty officers, 120 airmen and twenty civilians. The latter, mostly area residents, will be out of a job.

The move means, General Agan said, that the local base will be closed, and that the present headquarters of the 32nd Air Division, now at Syracuse, will be inactivated as the 26th takes over.

Air Force announced that the realignment of forces in the northeast United States is a major move in strengthening the nation's air defense. The move will come



Gen. Arthur C. Agan, Jr.

as the new SAGE (Semi-Automatic Ground Environment) system takes over more and more of the nation's defense activities.

General Agan's Headquarters, 26th Air Division, once in place at Syracuse, will have the responsibility for air defense of an eight state area in the northeast to include the Bangor, Syracuse, Boston, New York Air Defense Sectors.

Each sector will have a SAGE Direction Center which thru digital computers, will speed up the reaction time of air defense efforts in both manned area defense aircraft and missiles, as well as the point defense missiles of NIKE battalions.



**Military Bios  
Contact**

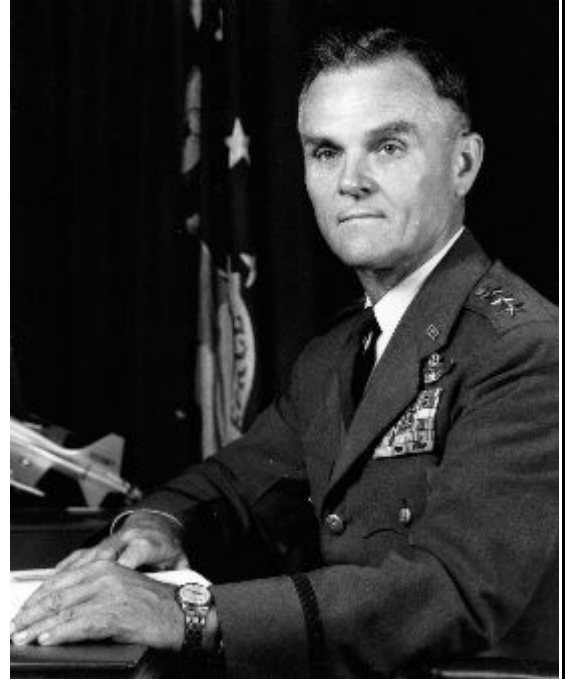
**Lieutenant General Arthur C. Agan:**

Military Branch:United States Airforce

Retired March 1, 1970. Died Feb. 9, 2004. Lieutenant General Arthur C. Agan is commander of the U.S. Air Force Aerospace Defense Command with headquarters at Ent Air Force Base, Colo. The command administers, trains and equips all U.S. Air Force aerospace defense resources to defend North America, except Alaska. ADC also supervises preparation of Air National Guard resources earmarked for air defense. These combined forces are organized by ADC and made available to the commander-in-chief of the North American Air Defense Command. General Agan was born in San Antonio, Texas, in 1915. After spending his boyhood in Corpus Christi, Texas, General Agan entered the University of Texas. In 1937 he postponed his studies for a year to enroll as an aviation cadet in the Army Air Corps. After completion of flying training at Randolph and Kelly fields, Texas, he was commissioned a second lieutenant. He returned to the University of Texas and graduated in 1939 with a bachelor of business administration degree.

Immediately following his graduation General Agan resumed active military duty and obtained a regular commission through competitive examinations. Until early 1942 he served in various squadron duties as pilot, flight commander and operations officer at Barksdale Field, La., and Savannah Army Air Field, Ga.

In February 1942 General Agan was appointed chief of tactical operations at Headquarters Eighth Air Force in England remaining in that position until January 1944. He then served as assistant air chief of staff for operations for the U.S. Army Air Forces in the Mediterranean Theater of Operations. Assigned to the First Fighter Group in Italy in



September 1944, General Agan became commander of the group in November 1944. After completing 45 combat missions, with a total of 220 combat hours, the general was shot down over Weiner-Neustadt in March 1945 and interned as a prisoner of war until just prior to V-E Day.

Returning to the United States in 1945 General Agan was assigned to the Personnel Services Division, Headquarters, Army Air Force, Washington, D.C. He became chief of that division in January 1946.

From August 1946 to February 1949 General Agan was assistant chief of staff for personnel, Air Defense Command, and later deputy for personnel and administration, Continental Air Command, both at Mitchel Field, N.Y. He then became commander of the 4th Fighter Wing at Andrews Air Force Base, Md., and in May 1949 became commander of the 33rd Fighter Wing at Otis Air Force Base, Mass.

Two years later General Agan assumed the duties of commander of the 32nd Air Division, with headquarters at Stewart Air Force Base, N.Y. He remained in that assignment until September 1951, when he attended the Air Command and Staff School and in October 1951 was assigned to the school staff at Maxwell Air Force Base, Ala. He then attended the Air War College, also at Maxwell, and graduated in June 1953.

In August 1953 General Agan became commander of the 58th Fighter-Bomber Wing in Korea. Upon his return to the United States the following year, General Agan was assigned to Headquarters Eastern Air Defense Force at Stewart Air Force Base, N.Y. There he served as deputy for operations and later as chief of staff, Continental Air Defense Command Eastern CONAD Region.

General Agan became commander of the 26th Air Division, with headquarters at Roslyn Air Force Station, N.Y., in August 1957. During the following year, and under General Agan's leadership, the operational concepts for the Semi-Automatic Ground Environment system of air defense and the plans for transition of air defense units to that system were developed and initiated.

In September 1958 General Agan assumed

command of the New York Air Defense Sector with headquarters at McGuire Air Force Base, N.J., the first operational SAGE Sector in the nation. Reassigned to Headquarters ADC at Ent Air Force Base, Colo., in October 1959, he assumed the position of deputy for plans, later redesignated deputy chief of staff for plans. In July 1963 General Agan was reassigned to Hancock Field, N.Y., for duty as commander, 26th Air Division (SAGE).

In July 1964 General Agan was assigned to the Pentagon, Washington, D.C., for duty as director of plans, Deputy Chief of Staff for Plans and Operations. In December 1964 he was reassigned as assistant deputy chief of staff for plans and operations. He was assigned as vice commander-in-chief, U.S. Air Forces in Europe in September 1966.

General Agan assumed the duties of commander of the Aerospace Defense Command with headquarters at Ent Air Force Base, Colo., in August 1967.

His military decorations include the Legion of Merit with three oak leaf clusters, Distinguished Flying Cross, Bronze Star Medal, Air Medal with two oak leaf clusters, Army Commendation Medal with oak leaf cluster, Purple Heart, Croix de Guerre with Palm (Belgium) and the Croix de Guerre with Palm (France).



**EAST HILLS  
VILLAGE RECORD**



Vol. 2, No. 2

East Hills, N. Y.

September 1958

**ROSLYN AIR FORCE BASE VICTIM OF ELECTRONIC  
BRAIN AND WILL BE CLOSED; SITE MAY STAY IN  
U. S. SERVICE; EDUCATORS ALSO SHOW INTEREST**

Roslyn Air Force Base, nerve center of an eight-state sector of the air defense command, has become the victim of progress and is slated to be closed by the first of the year. Since early in World War II every plane spotted in an area bounded on the north by the U. S. -Canadian border, Pittsburgh on the west, Baltimore on the south and far out to sea on the east, has been reported to the Roslyn base. Here the plane was manually plotted on a huge glass map and traced by radar. But the development of the electronic computers has made Roslyn Air Force base obsolete. A base at Syracuse, where several of the electric brains are being installed, soon is to become the control point for a much larger area than supervised by the Roslyn establishment.

Many of the 75 officers and 325 airmen now at the installation on Harbor Hill Road will be transferred to Syracuse. There is no indication what the U. S. government plans to do with the 23-acre base, a segment of the once famed Mackay estate. Should the Air Force have no further use for it, the base would be turned over to the defense department. If the defense department doesn't have a tenant, the base will be turned over to a federal committee which will then entertain requests for it from any governmental agency. If none wants it, the base will be declared surplus and sold. Air Force officials here and in Washington feel that the base will continue as a government installation.

However, various civilian organizations anticipate that the acreage will be sold and are campaigning to have it purchased as the site of a two-year, or junior college. Numerous inspection tours of the area already have been made by these groups. Oakey McKnight, former East Hills Village attorney, is a member of the Nassau County Temporary Commission on High Education, which has shown interest in the base.

▼ CLICK TO VIEW ▼

## Pennsylvania's 112th Air Control Squadron

[National Guard](#), Dec 1997

**[ New! ]**

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This is the ninth in our series on the history of Air National Guard units.

From meager beginnings in a small parking garage, the Pennsylvania Air National Guard's 112th Tactical Control Squadron has grown into one of the most respected units in the Guard. Starting in 1949, 112th members tinkered with mostly outdated equipment in a working space that could barely handle a few parked cars. Today the 112th is planning to move its modernized equipment into a \$6.2 million, multi-acre facility in State College.

Over the years, many things have changed for the 112th: programs expanded, equipment modernized and deployments increased. However, one thing has remained constant: the mission of radar control.

Learning with an older, well used World War II Navy radar, the SP-1M, unit members honed their skills tracking aircraft in the commonwealth of Pennsylvania. As the 112th prepared for their newly received wartime mission, the nation was preparing for a call to arms, a call that would ring for the fledgling 112th.

On June 25, 1950, the North Korean Army, led by columns of Soviet-built tanks, launched a full-scale invasion into South Korea. A day later, President Harry Truman authorized the Navy and Air Force to aid South Korean troops. "For Korea, we were split to the four winds," said MSgt Myron L. Bowersox (ret.), who served in the unit 41 years. "The unit was actually mobilized to take over the radar site at Myrtle Beach. The site was not yet complete, so they sent us to Korea, Europe, Canada and various other places in the U.S." After serving a minimum of 18 months, members began returning home to the peaceful rolling hills of State College and Penn State University.

[Continue article](#)

ADVERTISEMENT

"The unit really had its founding because of the university," said Col Jim Herron, unit commander for 15 years. "The original members were all Penn Staters. As a rule of thumb, at least 10 percent of our people are students at the university."

The first commander, Maj Walter N. Brown Jr., was a university chemistry and physics teacher. Col George L. Haller, dean of the school of chemistry, was the driving force in getting the unit in State College. Another of the unit's founding fathers, and a Penn State alumnus, was Dr. John L. McLucas, who later served as Secretary of the Air Force.

Through the early and mid-1950s, the unit clicked along, getting new equipment, performing annual training at nearby Benton Air Force Base and at State College. In 1958, the unit changed from Air Defense Command to Tactical Air Command. Its new mission was to gather information within a designated airspace, present this data to a controlling center and then assign offensive or defensive counter-air measures to fighter aircraft.

In 1959, the 112th received its first operational readiness inspection. The twophase inspection included a field training exercise at Roslyn Air National Guard Station in New York, and an inspection of its administration, logistic and training at home station.

As the 112th members continued with their training, trouble was once again brewing abroad. The unit was federalized for the Berlin Crisis in 1961, with the advance team departing for Fliegerhorst Buechel, Germany, home of the Jabo 33d Fighter Bomber Wing.

"We arrived in the wee hours, in total darkness," recalled retired MSgt Myron L. Bowersox. "We pulled up to the gate with armed guards and dogs. The place looked like Stalag 17. We all looked at each other and wondered what the hell we were into.

"I remember the base commander, Col Walter Kruponsla. He was an ace fighter pilot with Luftwaffe (during World War II). He hated our guts. He wouldn't let us fly the U.S. flag. He also wouldn't let us fraternize with his people. But we did it anyhow, behind his back. We'd play cards and go out together. It was great."

As the unit adjusted to its new environment, the year ahead brought familiar activity as radar operations began January 15, 1962. This was an important, albeit short, chapter for the 112th, and by mid-July, all unit members returned safely home.

By this time, the Vietnam War was looming. While the nation dealt with social upheaval on college campuses across the nation, Penn State remained calm.

"Civil disturbances never became a mission for us at State College," said Col Jim Herron, who started with the unit in 1966 as a weapons controller, and became commander in 1980. Reflecting on the unit's missions over the last decade, he said, "In the old days it was detection; today, it's much more command and control-taking the information from a variety of sensors, making sure it's correct and sending it forward. From 1982 to 1992, we went from an obsolete weapons system to a state-of-the-art, highly mobile system for overseas deployments. The other important mission we have taken on is the counter drug mission-looking at ways to shut down drug dealers by using our radars. We are part of radar chain that detects low flying aircraft from the South American coast to south Florida."



Lt Col Dan Douthitt, the present 112th commander, said the unit's current mission is to maintain and operate a rapidly deployable, highly mobile, fully automated radars.


"During times of increased hostilities, the 121 men and women would deploy to a forward area of battle and provide aircraft control and air surveillance," he said. "Even more importantly, we now have the ability to consolidate a number of radars into one mosaic picture and send it to the commanding general's headquarters."

As the men and women of the 112th look to their future, it is one of ever increasing missions, expanding technology and new facilities. Undoubtedly, they have the same optimism that a handful of founding members had as they tuned wrenches and studied training manuals inside of the parking garage in those early days.

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IN  

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**LookSmart Solutions:** Auto · Cities · Education · FindArticles™ · Food · Furl.net · Health · Home Living · Money · Music · Recreation · Sports · Style · Tech & Games · Travel

However the story of the 26 Air Division's history at Roslyn was coming to a close, Roslyn's military history was not dead yet. While the Air Force was slowly phasing out Roslyn's Air Defense role on Long Island during the months of 1958, the Air National Guard was planning to acquire the 50-acre property.

In 18 Jun 1958, Brig General Lewis A. Curtis (pictured below) spearheaded this acquisition of the 50 acre Roslyn property. It was to become a year round Armory training facility as well as a "semi-permanent" field training site for tactical control and communications training units. General Curtis wrote an official letter to the Chief of the Air National Guard Bureau in Washington DC to request the property be transferred to the Air National Guard. Through negotiations with the National Guard Bureau and the Air Force, by 30 March 1959, the Air National Guard had received a formal letter officially notifying them that a license had been granted and the property officially turned over to the Air National Guard. During the initial move, 5 units would be relocated from their various permanent locations to Roslyn ANG station. These units were HQ 152<sup>nd</sup> Tactical Control Group, 106<sup>th</sup> Tactical Control Squadron, the 213<sup>th</sup> Communication Construction Squadron, the 274<sup>th</sup> Communications Squadron, and the 552<sup>nd</sup> Air Force Band. By the summer of 1959, all 5 units had permanently occupied the facility.



Soon after, the local town had found out about it, and had put it into a local newspaper for distribution. A copy of it is shown below.

## **Two Units At Roslyn AFB**

*RNY  
11-26-  
1959*

By Axel Miller

Since July 1, units of the New York Air National Guard have been occupying 52 acres of the former Mackay Estate on Harbor Hill Road in Roslyn Heights, now known as Roslyn ANG station.

Located on the station are five separate units, under the command of Col. Willard S. Magalhaes of Westfield N.J. The units, with a combined strength of 650, are: 152nd Tactical Control Group Headquarters, commanded by Col. Magalhaes; 106th Tactical Control Squadron, with Major Louis Laptook commanding; 213th Communications Construction Squadron, under Captain John Healy; 274th Construction Operation Squadron, under Major William Sullivan; and the 552nd Air Force Band, under the direction of Chief Warrant Officer Joseph Losh. Lt Col.

*(continued from page one)*

Bernard Saul of White Plains is in charge of the full time personnel.

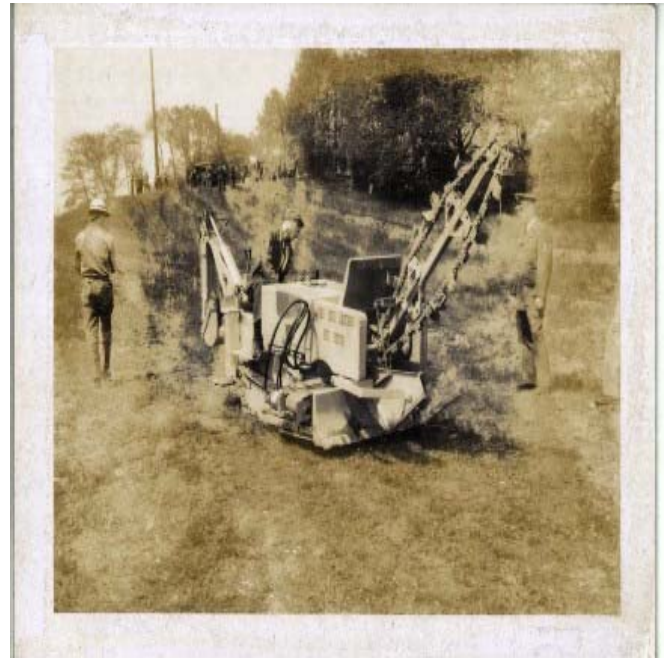
The Guard's mission is twofold: state under peacetime conditions and Federal in time of war. Its peacetime purpose, as explained by Col. Saul, is to provide emergency service to the area. For this division of its operations, the local unit has extensive equipment, including portable generators, radio and radioteletype equipment, and emergency vehicles that can go almost anywhere on any surface. There are Air Police and other technicians to support the community in a local disaster or emergency.

The base is completely self-sustaining. It has a large dispensary,

From the time these units came on station to Roslyn's final closing in Sept 2000, the unit history has been very long and interesting with many highlights in its continuing rich history. Before we go on with the historical information, when all the units arrived at Roslyn during the summer of 1959, one of the first projects that needed to be accomplished was to make improvements to the base communications areas such as telephone lines and laying of underground pressurized cables for telephone lines. All the communications units had coordinated on this massive project, and the following photographs show the work in progress at the station.







Before we get further into the historical aspects of Roslyn from the time the Air National Guard, let take a look at each units histories. The 4 main units that were moved to Roslyn were the



### **152nd Tactical Control Group**

*History* - The 152nd Tactical Control Group had originally been a Aircraft Control and Warning Squadron, but had been redesignated as the 64th Air Division, and in August 1953 changed it's designation and mission to 152nd Tactical Control Group and changed its mission to Tactical Control. - Unit moved to Roslyn in 1959. Roslyn was the Headquarters for the 152nd, whose history includes active duty during the Korean War and the 1961-62 Berlin Crisis. The 152nd commands ten Tactical Control Units based in seven states.

The 152nd was federally recognized in March 1948 at White Plains, NY as the 152nd Aircraft Control and Warning Group. The unit saw its first active duty in 1951-53 installing the initial radar systems in Labrador, Newfoundland, and in Greenland.

Following the northern assignment, the unit became a Tactical Control Group with a mission to control aircraft in battle missions against enemy ground and air forces. For the next few years its large organization included subordinate units in Georgia and Puerto Rico. It moved to Roslyn in 1959, and was stationed here when the next federal call up came in 1961. The unit was later relocated to Syracuse ANG Base, New York.



*Anniversary report* *Sept*

VILLAGE OF EAST HILLS

INCORPORATED JUNE 24, 1931  
TOWN PATH, EAST HILLS, NEW YORK

The 152nd Air National Guard Unit stationed on Harbor Hill Road in the Village of East Hills was officially inducted into active duty on October 1, 1961, during the Berlin crisis. A total strength of 2000 men and officers with 2250 tons of equipment was deployed to seven locations in Western Germany, with the hub of operations located in Mannheim. This unit assumed the responsibility for control and direction of all offensive air weapons within the European Theater and has become a full fledged member of the NATO team. By the first part of August 1962, all equipment and personnel arrived back in the States.

All men from the 152nd who were sent "Over There" returned home safely from the mission. It is in honor of, and to congratulate these men that the Village of East Hills supports and sponsors the following program:

Date: September 16, 1962

Place: Roslyn High School Athletic Field, East Hills, Roslyn  
(enter from gate on Harbor Hill Road)

Theme: Demobilization Ceremony and Review of Troops..... 2:00 p.m.  
Address will be given by Mayor Raymond E. Dolar, Major General Curtis and Congressman Steven B. Derounian who will also present Mayor Dolar with an American Flag which flew over the White House.  
Band concert featuring the 552nd Air Force Band.....3:00 p.m.

I sincerely invite all to join me at this Village function. Your attendance assures you of a pleasant Sunday afternoon.

Raymond E. Dolar  
Mayor, East Hills

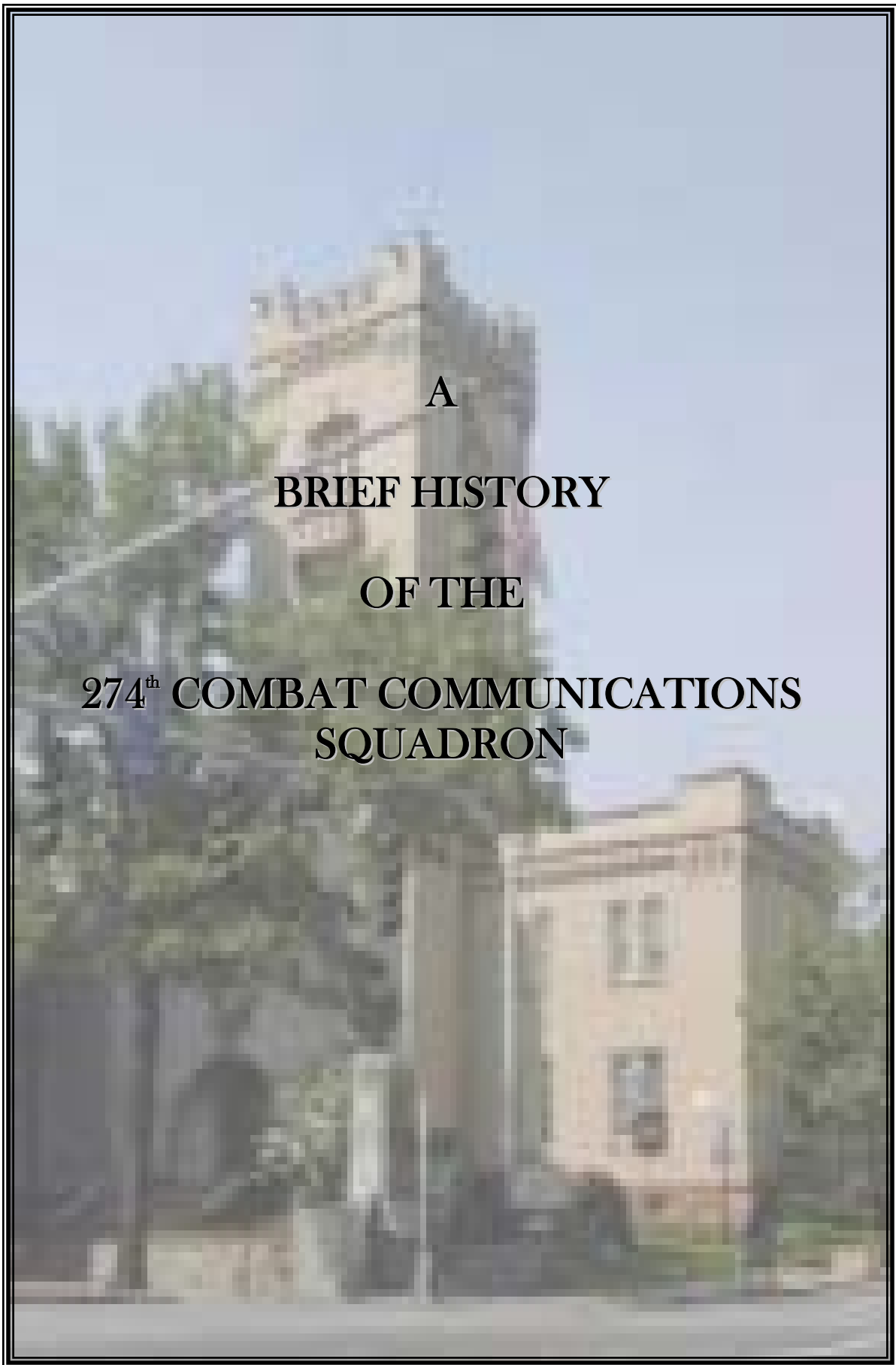
cc: Roslyn News  
L.D. Press  
Wednesday - Sept. 10, 1962



### **274th Combat Communications Squadron**

*History* - The unit was federally recognized as the 102nd Communications Squadron in 1948 in White Plains, NY, redesignated as the 274th Communications Squadron in 1953 and in 1976 to Combat Communications Squadron in Air Force Communications service as the Gaining Command Plans for utility in a National Emergency. The 274th Combat Communications moved here in 1959. The 274th Combat Communications Squadron is part of the 253rd Mobile Communications Group which is located in Wellesley, Mass; other units of the group are located in Pennsylvania , District of Columbia, and Maine.

*Mission* - The 274th Combat Communications Squadron will attain optimum capabilities to install, operate, and maintain mobile communications facilities in support of the 253rd Combat Communications Group and Air Force Communications Service and Tactical Air Command communications area in a national emergency.



A  
BRIEF HISTORY  
OF THE  
274<sup>th</sup> COMBAT COMMUNICATIONS  
SQUADRON



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*Made from sheet Aluminum and painted with its original colors, this bee hung at the White Plains airport. Picture shown is slightly clipped at the outside edges. The full emblem measures approximately 113/4" high by 91/4" wide.*

## *FOWARD*

The following was written by CMS John S. Mandinec (retired), a member of the 274<sup>th</sup> Communications Squadron from 1965 to the re-missioning of the 274<sup>th</sup> Combat Communications Squadron and closure of the Roslyn Air National Guard Station in 2000. Below is a brief and sincere effort to relate known history of the 102<sup>nd</sup> CS to its final years as the 274<sup>th</sup> CCS.

Much discussion is on HF radio equipment, a mainstay of the organization throughout much of its history and is included to demonstrate the complexity of its communications equipment. Dates are approximate with a few name spellings a best guess. Information is as accurate as memory and surviving records will allow.

Like many historical documents, organizations over time update information, deleting what is considered less pertinent, too old or outdated. Only by accident did one sheet survive to tell the opening of “In the Beginning” starting on page 5. More recent documents that replaced it had, been so re-edited and updated as to be worthless from an historical prospective.

Almost 15 years of squadron growth and development is unaccounted for. Therefore I cannot say this work is a comprehensive history of the 274<sup>th</sup>, but feel justified in calling the work a brief history.

Anyone reading this document and wishes to contribute material, updates, corrections or comments please feel free to forward them via e-mail to: [johnm47010@aol.com](mailto:johnm47010@aol.com) for possible inclusion in future updates.

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## *A BRIEF HISTORY*

### *In the Beginning 102<sup>nd</sup> Communications Squadron*

The below was taken verbatim from an undated squadron brochure:

“On 29 March 1948, this unit received Federal recognition as the 102<sup>nd</sup> Communications Squadron (Wing), with the mission to install, maintain and operate communications facilities for the 52<sup>nd</sup> Fighter Wing, New York Air National Guard. The unit was located at the State Armory, White Plains, New York. Since that time the 274<sup>th</sup> has grown, moved, developed traditions and outstanding esprit-de-corps, and established a reputation for “can-do” which has resulted in accomplishment of its mission in an outstanding manner as well as continuous accolades for its leadership in compiling a record of “firsts” with the active military establishment and guard.



In 1949 it was the first Air National Guard unit authorized to use the United States Army communications Teletype network complex at Fort Wadsworth, Staten Island, New York. Strict requirements and regulations were adhered to in order to continue operating in this network.

In 1951 the 274<sup>th</sup> Communications Squadron conceived and operated the configuration for mobile communications complex within the State of New York.

In July 1952 the unit underwent major manpower and mission changes and was officially re-designated the 274<sup>th</sup> Communications Squadron. In this same year the unit was the first organization to conceive and promote the “Buddy System” type training with active Air Force counterparts during field training at Mitchell Air Force Base, New York.

January 1953 saw the unit assigned to the 253<sup>rd</sup> Communications Group, Wellesley Massachusetts and with this reassignment came more manpower and new equipment which required more space. Consequently the unit moved to Westchester County Airport, New York.

During 1954-55 the unit continued to demonstrate its aggressiveness and ingenuity when it became the first Air National Guard organization to request and receive a cryptographic account with the same procedures for its use as the active Air Force. It installed the first Air National Guard telephone central office complex in the state of New York, which was ultimately used by all organizations training at the permanent Field Training site, Syracuse, New York. This was the first organization in the Air National Guard to incorporate Teletype equipment (FGC-38, 3 each) into the squadron relay center network (using semi-automatic torn tape equipment). During a field training exercise, the squadron operated a major relay center on a 24 hour basis.

In July 1959 the 274<sup>th</sup> was assigned the primary mission to provide highly mobile communications teams in support of contingencies and relocated to its present location at Roslyn Air National Guard Station, New York. In 1960 the exceptional quality of the personnel in the unit was illuminated when one of its Airman was admitted to the United States Military Academy. He was graduated and commissioned a 2<sup>nd</sup> lieutenant in 1964.

One of the first “Talking Bird” operations in the Air National Guard was accomplished by the 274<sup>th</sup> during field training exercise. An, AN/GRC-26D with antenna and power unit was housed in a C-119 aircraft. Equipment was flown from Floyd Bennett Naval Air Station, New York to

Hancock Field, Syracuse, New York and established contact within 20 minutes after touch-down of aircraft.

In 1963 the 274<sup>th</sup> was the only unit in the nation chosen to represent the Air National Guard at the annual Air Force Communications Electronics convention held in Washington D.C. Established Radio Teletype between convention site and home station, Roslyn Air National Guard Station. Favorable communications received noting appearance and performance of equipment and personnel.

In 1965 the unit was chosen to host the nationwide National Guard Bureau, Single Sideband school contracted by Air Training Command. School covered a period of (9) weeks and enabled technicians of all National Guard units within the country to acquire fruitful technical knowledge and experience in the operations and maintenance of the Air Force Single Sideband radio equipment. National Guard Bureau personnel have been exuberant in their praise of the manner in which the unit conducted this school.

In 1965 selected as the outstanding unit within the 253<sup>rd</sup> Communications Group, with an airman in the organization receiving the Group Outstanding Airman Award. Assigned Air Force Advisors were selected as Outstanding Advisors within Eastern Communications Region. The unit has continued to set this outstanding pace to present with other noteworthy accomplishments mentioned elsewhere in this brochure”



*The original home of the 102<sup>nd</sup> CS  
White Plains Armory*

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**Mission Statement:**

Changing with each Command served, the basic mission of the 274<sup>th</sup> was to provide, site, install, operate and maintain deployed tactical communications equipment in support of a Tactical Air Base (TAB), providing commanders in the field with record and voice communications back to rear / area command headquarters via long haul radio systems and or in country circuits.

***Note:***

Communications was provided via long haul HF/ISB radio and later satellite radio systems. TAB telephone, record communications and Command and Control HF/SSB systems were the primary services provided. Local Area Networks (LAN) for computerized supply, personnel and maintenance reporting services were added later. All communications systems were highly complex and all were secured.



**AFCC**



**AFCS**



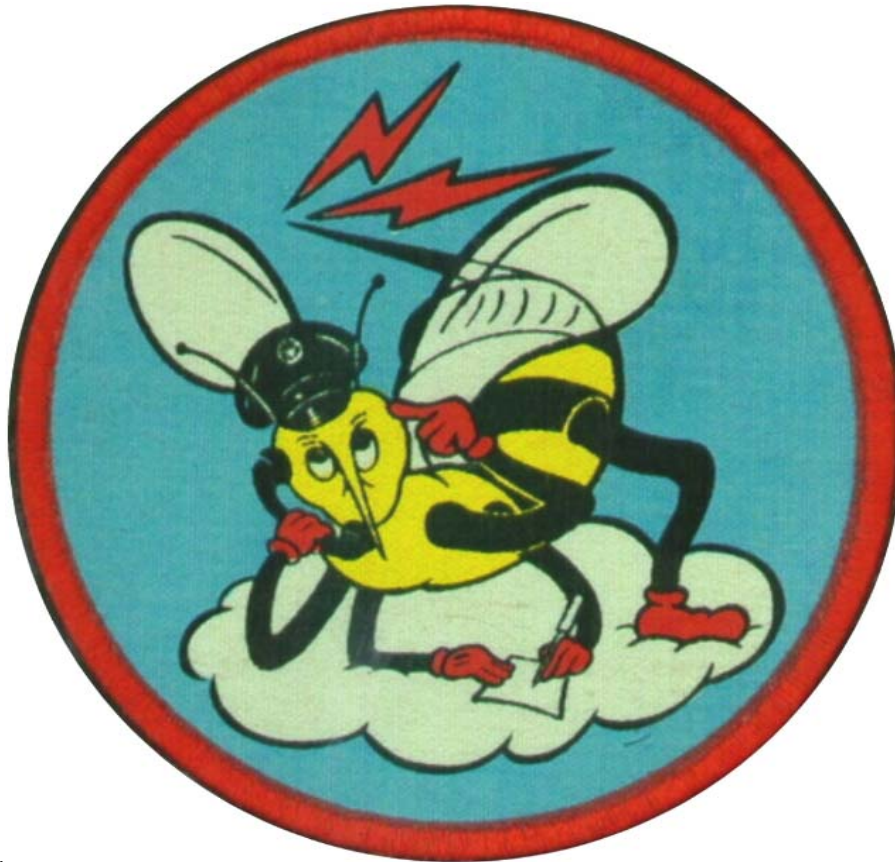
**TAC**

*Commands the 274<sup>th</sup> served under  
The first Command served, starts clockwise at the bottom left*



### Squadron Insignia:

The unit insignia or “Motif” was suggested by then SGT Larry Iannarelli. From his concept a drawing was created and painted by A3C James Lilly with assistance from A1C Passamonte on the frame. The newly designed patch was announced completed on the 12 June 1955 in the then un-named squadron newsletter. The patch was submitted for approval on 26<sup>th</sup> April 1955 and became official on 22 Sept 1955. The squadron patch a Bumble Bee, symbolized a very busy communicator performing multiple communications tasks, listening to received radio signals, while writing and sending messages



*An original Bee patch*

### The Squadron Newsletter:

A monthly publication was first published in February 1955, several early issues were without a name of the newsletter and at times the name of the organization. It was several months before a contest was announced at Hancock Field on 10 June 1955 to name the newsletter.

The 12 June 1955 newsletter said “approximately 20 well trained individuals arrived in front of the orderly room under the hawk-eyed supervision of a well coached officer. It seems these stalwart gentleman, were personally submitting suggestions for the unit newspaper individually. The suggestions submitted by the few that knew how to write are being considered: namely the Grumble Bee, the Toilet Paper and the Daily Physic”.



*A 1960's printing of the Bee Line at Roslyn*

It is unknown who suggested the winning name ***Bee Line***, which first appeared during an Annual Field Training Newsletter published at Hancock Air Force Base, Syracuse NY on 13 June 1955. Looking back, it seems uncanny for it to have first appeared at Hancock? Airman Lilly was also a contributor with his illustrations and popular cartoons. The following was extracted from that 13 June 1955 Bee Line and is included for the pleasure of the 274<sup>th</sup> ASOS:

---



**SONG OF THE COMMUNICATOR**

We wanted the work and we got it, we were sent to the ends of the earth.

Yes, up to the wilds of Hancock, far from the land of our birth.

Out midst the dust and corruption, in the land the lord forgot, where there are no smiles or sunshine, ours was an unhappy lot.

“ Put in the phones” – and we did it –

“Get on the Air “- it was fun

Gripping - and moaning - and wailing - But as for the job - it was done.

Someday in the far hereafter, when war is declared on hell we'll climb the poles among the coals and swear the base is swell.

For we will have been to Hancock and Hades will be no chore

And when the Devil sends his surrender, it will route through the *two - seven - four*.

*Writer unknown*



Strength of the squadron was about 30 Ground Radio Equipment Repairmen, 30 Telephone installation/maintenance personnel, 30 Teletype Repairmen, (unkn) Motor Vehicle, 30 Telecommunications/Operations and (unkn) Ground Power personnel. In addition 18 Food Service, 8 Medical, 10 Air Police (unkn), Utilities Construction flight (unkn), Administrative and Command personnel completed the authorizations. The squadrons overall assigned strength in the 1960's was approximately 217, in its final years, authorization would be reduced to 118.

Enlistments during the early 1950's was 8 years, basic training was 8 weeks. Senior NCO's wore blue campaign hats while in formation. For a time if they had mustaches their ends were twisted and waxed. You didn't want to mess with a Senior NCO.

Early fatigue uniforms were sage green in color, later came the familiar Olive drab fatigues with extra starch. Leather button on name holders came first, cloth nametapes were added later. The first name tapes came in white with names printed in black, then blue tapes with white lettering. Late in 1978 subdued patches became authorized with name tapes green with black lettering and for a while Velcro leather name and rank patches, while forest green fatigues came later.

The squadron cap also varied over the years. In the 1950's it was all gray, later orange in color with a gray flannel bill, a full color squadron patch was sewn the front of the cap. In the early 1970's it was Blue with yellow lettering, then a Black and white cap with a black bill. In the late 1980's and through part of the 1990's it was Black with the 274 in red velvet. The final cap was camouflaged with black velvet lettering.

Few individuals in later years knew that the squadron had an Air Police Flight. During the 1950-60's individuals who missed a drill were "Collected" and brought to the station by the squadrons Air Police.



*274<sup>th</sup> CS Air Police Flight (taken at Roslyn ANGS Main Gate early 1960's)*

## 274<sup>th</sup> CS Basketball Team

Like many squadrons of the time the 274<sup>th</sup> had its own basketball team, which began playing organized basketball Oct 1953. The 18 men on the original team were known as the *HOOPSTERS*. TSG Zivica coached, SSG Ricci and A2C Helwig were business managers. Years later a team member was Mike Reardon of the New York Knickerbockers. The last team played in the late 1960's to the 1970's.



*274<sup>th</sup> Basketball team of the mid 1960's  
Extreme left then Capt. Charles Gilchrist, extreme right SMS Frank B. Zivica*

## Pipe Band

The squadron had its own and very unique 5 man Bag Pipe marching band which participated in local parades and during deployments. They sure kept everyone's head held high and in step. The squadron just seemed to glide as we marched.



*274<sup>th</sup> CS Pipe Band*

Chow hall inspections were conducted by an officer wearing white gloves. The officer would show up when we were cleaned up and ready to go home. Boy did I hate white gloves.

Reveille each morning during deployments was by bugle with barracks and footlocker inspections. After the bugler left for a time old 78 records were played, then all went quite..... getting up in the morning wasn't quite the same.

MARS The 274<sup>th</sup> had a Military Affiliate Radio Station (MARS). During the early to mid 1960's equipment consisted of a BC-610 transmitter and R-388 radio receivers. The transmitter required changing quartz crystals and load coils when changing frequency. Prior to 1984 equipment was a Collins radio transceiver KWM-2A.



Sometime in 1959 the 274<sup>th</sup> CS received newer equipment to support its new mission as cited in the above paragraphs. Equipment consisting of:

10 - AN/GRC-26D AM High Frequency Radio Sets

1 - AN/MGC-2 Cryptographic Teletype shelter consisting of: Cryptographic equipment, patch panel, Teletype Keyers and Converters of the 170 series, Model 14, 28 Typewriters and Model 15 Tape Distributors (TD), work tables and Heater/Air Conditioning equipment.

1 - AN/MGC-6 Teletype Communications shelter consisting of: The same series teletype keyers and converters, Typewriters, Tape Distributor (TD), work tables and Heater/Air Conditioning equipment as the AN/MGC-2 above.

1 - AN/TTC-7 Manual Telephone Switchboard, containing 3- F-80 type cord switchboards.

PE-75 1.5KW gasoline generators

10KW gasoline generators

AN/GRC-26D radio set was housed in steel and wood roofed canvas covered shelter. While at home station the AN/GRC-26s were placed on the ground. For deployments shelters were mounted after 1962 on new International Harvester Model 1600 2½-ton gas operated cargo trucks with manual transmissions. The radio set consisted of a 500 watt Amplitude Modulated manually tuned Collins transmitter Model T-368, Antenna Tuner, radio receivers R-390A/URR, teletype convert URA-8 and 2 sets of Klienschmitt teletype and TD machines provided full Duplex High Frequency AM radio communications.

Equipment was connected via adaptor boxes using multi-pair cable with Bendix aircraft type connectors and 52 push terminals for connecting field wire to communications equipment. A 10 KW gasoline operated generator supplied power. Communications was first established using voice with a distant Station. Once communications was verified "*LOUD and CLEAR*" voice communications was stopped so Radio Teletype communications could begin. Radio Teletype messages were critical written communications between higher headquarters and subordinate field units. The AN/GRC-26D was the mainstay of the squadron. Radio sets over time were given the nickname **ANGRY 26**.

During the 1960's AN/GRC-26D's were painted Air Force blue, with a white roof. International Harvester trucks the primary transport vehicle, were also Air Force blue, with yellow identification lettering, tire rims were painted silver. When returning from a deployment a broom (handle down) would be displayed on the outside of truck to symbolize a clean sweep for successful communications.

The 274<sup>th</sup> CS pioneered a major communications upgrade by modifying (3) of its Amplitude Modulated (AM) AN/GRC-26D Radio Sets into then a new technology Single Sideband (SSB). The newly redesigned radios sets were designated AN/GRC-129 and proved the viability of single sideband voice and Teletype communications.



*274<sup>th</sup> CS Modification of a Collins Radio AM Transmitter T-368 to Single Sideband*

The 274<sup>th</sup> CS also locally fabricated its own transportable communications center, it became known as the C-11B after its original designation as a C-119 aircraft simulator. The Simulator was gutted and Teletype Corp. FGC-20 Teletype machines, FGC-25X, Model 15 Tape Distributors (TD) units and work areas were installed. This provided improved central management for the receipt and transmission of message traffic passing through the AN/GRC-26D radio sets.



*C-11B, Communications Center fabricated from a C-119 Aircraft Simulator*

Mobile Communications Squadrons of this era were very limited. Up to 5 AN/GRC-26D's may have been used at the same time to provide (5) Voice or (5) 60 Baud rate Radio Teletype channels. Additional AN/GRC-26D were usually left ready to operate as "hot spares". Using 5 AN/GRC-26D's at the same communications site was a real estate and radio frequency nightmare. Each radio set required 2 dipole antennas, one for transmitting and 1 for receiving. Each antenna had to be lowered to change their physical length each time a new transmit or receive frequency was changed. Physical spacing between each antenna and radio hut was critical to ensure optimum radio communications.



*Vehicle mounted Radio Set AN/GRC-26D*

During winter operations a change of frequency was dreaded. Manually tuning radios was a chore in its self. First the radio set had to be warmed-up for sometime to prevent the numerous electron tubes from cracking from the cold, then transmitters had to be connected to a home made light bulb dummy load, tuned using a BC-221 frequency meter, then connected to the antenna. Personnel then had to go outside lower the antenna to change its length if frequencies were changed. A final transmitter fine tune was then accomplished, with no guaranty that radio communications would be established or improved.

During 1959-1960 was a period of increasing change and challenge for the 274<sup>th</sup>. A move from the White Plains Airport to the recently closed Air Force Station at Roslyn New York again greatly increased space for equipment and personnel. A consideration to move the squadron to Mitchell Field in Uniondale, Long Island New York was nixed for unknown reasons.



## **Outstanding Squadron Contributors**

So many individuals contributed so much over time it is difficult to be objective in selecting a only a few to be considered for inclusion in 274<sup>th</sup> history. Individuals selected below as far as this writer knew contributed the most to the success of the 274<sup>th</sup> in so many ways as to be quintessential, some may not agree.

Note: (\*) indicate an original 274<sup>th</sup> squadron member from White Plains Airport

### **\*Major Lorenzo Magrini**

He rose through the ranks and became a senior squadron officer. In line for promotion he stepped down to allow another to be promoted in his place. Unfortunately he unexpectedly passed away from a heart attack before he could be promoted. He was well liked and very respected by all. For his many contributions to the squadron an annual Major Lorenzo Magrini award for excellence was established to be given annually to deserving squadron members.



*Major Lorenzo Magrini*

**Col. Charles Gilchrist**

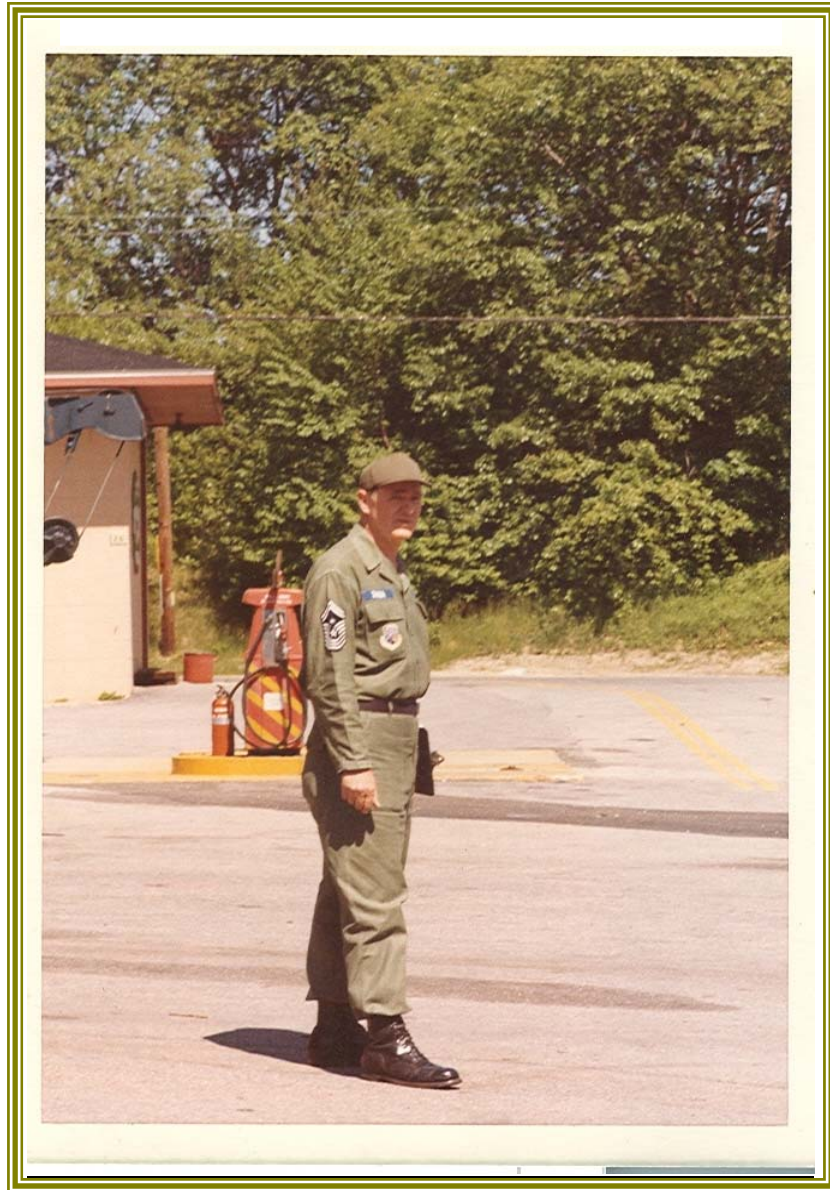
A former Canadian Air Force and 213th GIEEA squadron member, He rose through the ranks to become an officer. He proudly wore his Canadian Air Force wings throughout his career. He was well admired by his peers. He often would talk with enlisted members throughout the squadron and always asked how family members were doing, always by name, we couldn't figure out how he could remember us all. His leadership became legendary. After his retirement he was returned to duty twice to assist (2) station organizations and achieved promotion to full Col., retiring as Group Commander of the 152<sup>nd</sup> Tactical Air Control Group.



*LTC Charles Gilchrist*

**\*CMS Frank B. Zivica**

A highly respected and beloved First Sergeant, Nicknamed “Smoky” by the ranks, some say because of his middle name Blaze, he was for many of us the only first Sergeant we ever new. He was there in White Plains and at Roslyn, he did so many things we took for granted. He guided the squadron Basketball team and helped many squadron members. He was always at squadron events. There were times troops would be in fear if they needed a shave, for Smoky was always prepare to give a dry shave on the spot, he carried a razor in his pocket!

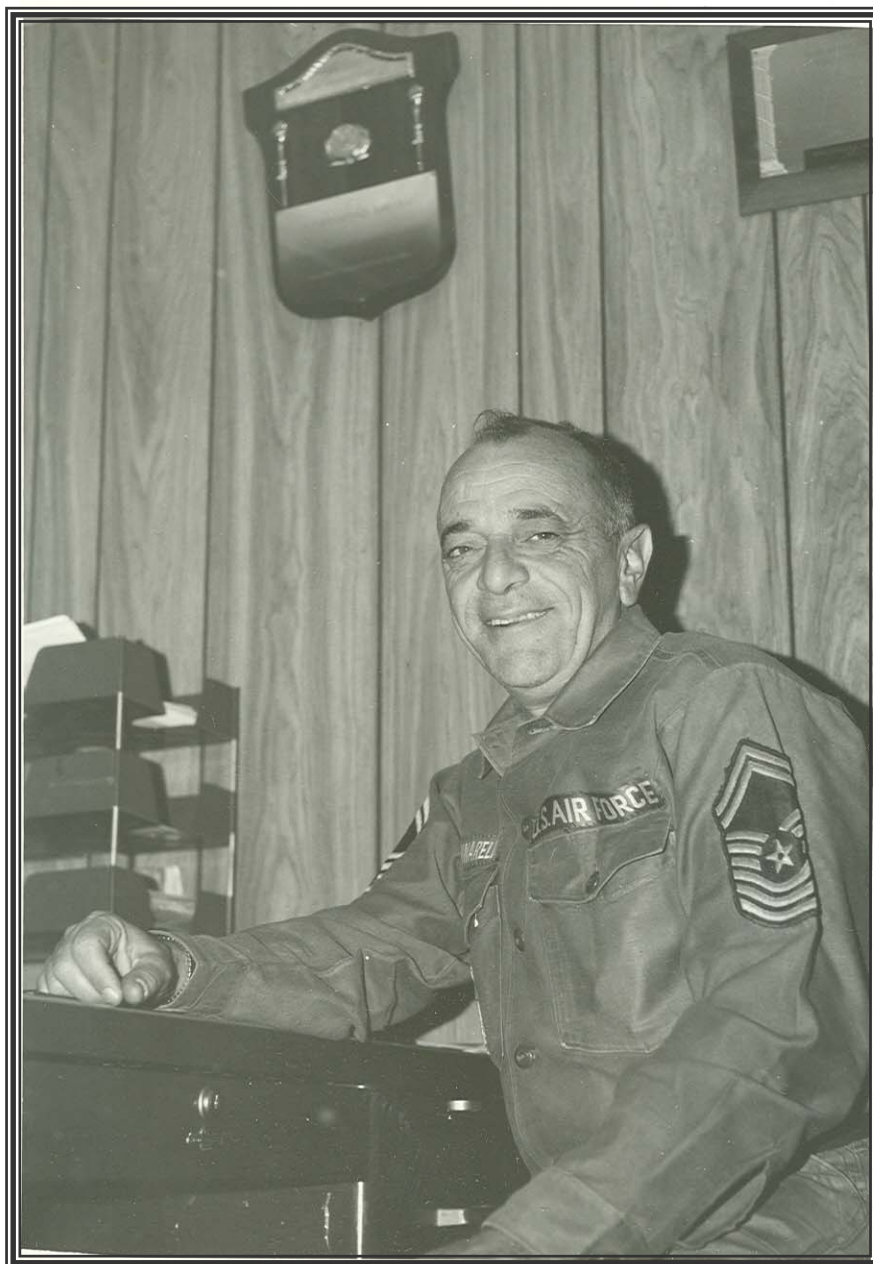


*Chief Frank B. Zivica outside the  
Motor Vehicle Maintenance building Roslyn ANG*



**\*Chief Lawrence Innarelli**

An original 102<sup>nd</sup> CS member, Chief Innarelli made 274<sup>th</sup> Operations one of the best sections in the 253<sup>rd</sup> CGP. His ability to mentor was superior. The 274<sup>th</sup> CS overall became a superior squadron due to his experience and contributions from the beginning. His concept for a unit emblem made the squadron recognizable to all and helped instill pride in our organization.



*Chief "Larry" Innarelli shown at his desk, building 5 Roslyn ANG*

**Roslyn ANG Station** Was nearly 52 wooded acres with uneven hilly terrain. The station was one of the largest non-flying installations in the Air National Guard. At the time of station closure 27 buildings remained. Many, who visited, called the station a country club because of its appearance and atmosphere.



*Main gate of the Roslyn ANG Station*

The sign posted outside the Roslyn Air National Guard Station reads:

**ROSLYN AIR NATIONAL GUARD STATION  
NEW YORK AIR NATIONAL GUARD**

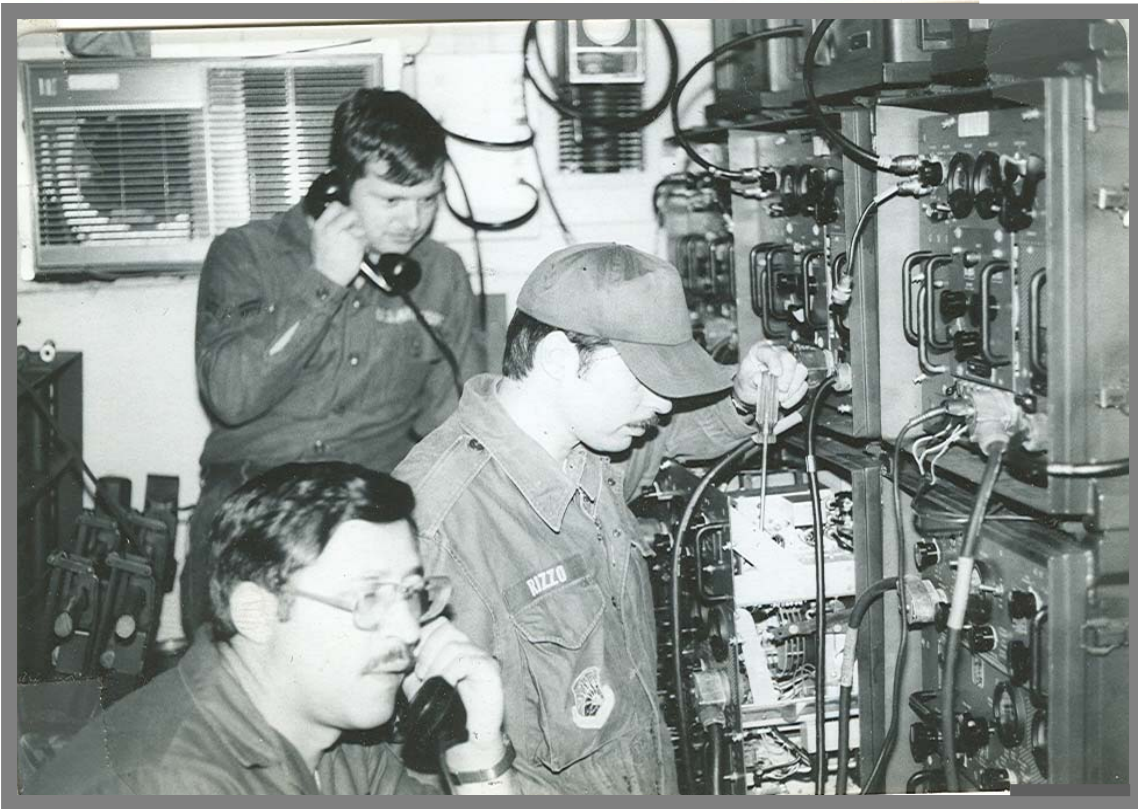
152<sup>nd</sup> TACTICAL CONTROL GROUP  
106<sup>th</sup> TACTICAL CONTROL SQUADRON  
274<sup>th</sup> COMMUNICATIONS SQUADRON (TT)  
213<sup>th</sup> GEEIA SQUADRON  
552<sup>nd</sup> AIR FORCE BAND

Visible behind the sign inside the fence is building 25, to its left is the Guard booth and left again is the original wooden flag pole.

During the 1960's the 274<sup>th</sup> conducted its Military Balls, which had been held at Carl Hoppls of Baldwin or Huntington Long Island. Events were full military dress, catered and with a dance band. This was the event of the year.

In the early 1960's during drill weekends the 274<sup>th</sup> deployed AN/GRC-26D's to local sites at Fort Totten in Bayside Queens the FAA/CAP site in Bellmore and Coast Guard Stations on the north shore of Long Island.

In the late 1960's Radio Relay equipment was received and deployed to Coast Guard Stations throughout Long Island. Also later to Short Beach, Gilgo Beach, the Thumb at Jones Beach State Park, the Army's Weekend Training Site (WET) in Farmingdale and as far away as New Jersey and Connecticut. Radio links establish communications between member squadrons of the 253rd Communications Group from as far away as Georgia to Maine all within a UTA weekend.



*Inside a 274<sup>th</sup> Radio Relay Set AN/TRC-36*

A difficult period in history was 1969-1973. At times main gate was kept locked during daylight hours for increased security due to threats by protestors. At one time fire hoses from the old station firehouse were laid out one evening in preparation for a morning threat, only to find the hoses chopped into little hoses in the morning. Some convoys returning to Roslyn had things thrown at them from bridge overpasses by protestors holding derogatory signs. The uniform was not worn in public. We also began experiencing vehicle shortfalls and nation wide fuel shortages.

The Viet-Nam Conflict delayed receipt of newer Troposcatter Microwave Radio equipment AN/TRC-97D. Once a complement of (2) radio sets had been received, it vastly increased the



ability to simultaneously send and receive up to (23) voice and (16) 75 Baud rate Teletype communication channels for distances equal or greater than of all of the combined AN/TRC-36/61 radios sets. Also early in the conflict Telephone Terminal AN/TTC-7 was recalled by the Air Force for duty in Viet-Nam. Temporary use of a portable manual telephone switchboard SB-86 is used until the return of an AN/TTC-7.



*AN/TRC-97D Repeater Site showing 8 foot Parabolic dish Antennas*

The above picture is probably the shared Microwave Repeater site at Church Hill, most likely during exercise Sentry Castle. The 274<sup>th</sup> CS microwave antennas can be seen in the background, while the TAC squadron's AN/TRC-97D and antennas can both be seen in the foreground.

During the 1970's heavy rains caused large areas of upstate New York to flood. MRC-108 Communications equipment was called up for use. Individuals remained in these canvas covered jeeps for extended times to maintain communications between affected areas and Authorities. It was not realized until sometime later when a 274<sup>th</sup> AN/TSC-15 is deployed that an environmental enclosed, built to run for extended times and contain a switchboard to extend telephone service to front line personnel was available.

This and other emergency events were communications could have contributed to more timely control, the 274<sup>th</sup> CS met with different Adj. Generals laying out proposals for use Communications equipment possessed by Communications Squadrons within the state. Unfortunately no known plan was agreed upon.

As the quantity of tactical equipment increased at Roslyn so did the requirement for more real estate. The 152nd TACS primary mission was to support the 152nd TACGP. Deploying for them during a UTA was not an option. The 274<sup>th</sup> CS with an increasing need for deployment and operational training and for Long Haul and Wideband communications sites began to develop larger off station sites to deploy to.

At the squadron's peak of HF radio use an excess of 8 acres was needed to satisfy the installation of (2) air pump 50 foot high towers, supporting 500 foot long sloping Vee antenna's used by the AN/TRC-96, up to (2) 210 foot long dipoles used by the URC-119's for command and control and Maintenance Nets, (2) 75 foot high tri-towers (3 were actually required) supporting 310 foot wide curtain arrays used by the AN/TSC-60V2, (2) 16 foot diameter MRT-2 parabolic microwave dishes used by the AN/TRC-97D's and space remaining for communications and support equipment.

Over time sites used by the squadron disappeared to the development of stores, homes and parking lots. A critical need for a site to call it's own led to an agreement for joint use of a former Mitchell AFB communications site, then used by the FAA for a Microwave repeater and Civil Air Patrol (CAP) Eastern Regional Headquarters site 10 miles south of Roslyn in Bellmore. The use of this area disappeared over night when the FAA decided to close the site.

Deployment training, equipment setup and operational training is critical to meet Air Force mission taskings, the squadron kept looking further and further away from Roslyn. The closed Air Force radar station at Montauk Point was considered, but was so isolated and distant for UTA purposes it never was pursued.

For a brief, time equipment was setup at the Coast Guard Station located at Short Beach. Prior to the 1986 Operational Readiness inspection of the squadron a site large enough to support the squadron at the Coast Guard Station Moriches was developed and used.

The inspection at the Moriches Coast Guard Station was the most successful the squadron ever received. Readiness was at its peak. Once again security concerns and high corrosion of equipment and antenna systems forced abandoning the site and other coastal Coast Guard sites. Over the years the 274<sup>th</sup> applied many communications system configurations, which at the time applied only to fixed active duty organizations to successfully train and accomplish its mission.

For a time the HF/ISB AN/TRC-96 and AN/TSC-60V2 were relocated to separate off station sites large enough to support their respective antenna systems. One HF/ISB radio would be operated in the receive mode, while the other would be in the transmit mode, either radio set was configured to back up the other HF/ISB site if propagation was poor or if there was equipment failure.

Systems were tied back to Roslyn via AN/TRC-24 and AN/TRC-97D radio links into the AN/TSC-62A Tech Control and distributed to the Communications Center and Telephone switchboard. HF/SSB nets were also used to coordinate dispatch of personnel, shift arrivals departures etc. This utilized all Radio systems provided Radio/Wideband Maintenance, Technical Control, Communications Center, Telephone and Ground Power Maintenance personnel with much needed training.

Terrain shielding at the Roslyn ANGS after years of growth began to prevent successful Wideband and long haul HF/ISB multi-channel communications. HF radio propagation was also at an all time low. Wideband and Radio Relay antennas were being extended beyond their tactical limits by being mounted on top of buildings and telephone poles in an attempt to overcome the high tree line.

The below picture, taken in 2004 and shows years of heavy tree growth over taking an AN/TRC-24 antenna, mounted on an 80 foot long telephone pole. The antenna, apply named Flyswatter after its appearance was originally installed in the 1970's. AN/TRC-24 radio equipment provided UHF multi-channel communications covering the south shore of Long Island to as far as the 103<sup>rd</sup> TCS in Orange Connecticut.



*AN/TRC-24 UHF antenna at area 31  
(Picture: courtesy of Jan Klebukowski Jr.)*

The 253<sup>rd</sup> in an attempt to provide reliable training for operations personnel decided to use leased commercial circuits. This did not improve the Radio system installation and operational training required by Maintenance and Technical Control personnel.

Finally in 1987, Headquarters NYANG under advisement of the Adj. General for Air sponsored a field trip throughout the New York state to locate a suitable site, 2 squadron representatives were sent. At this time the old side of Stewart ANG base in Newburg New York was the only suitable location. Although supported by the Adj. General, the squadron Detachment Commander so strongly disagreed that further consideration for a move was abandoned. Later a proposal to divide the squadron in two parts is suggested by the Adj. General for Air, but was also turned down.

In 1995 Base Closure and Realignment Commission (BRAC) announced the proposed closing of the Roslyn Air National Guard Station in the March 1995 Beeline.

In 1998 word is received, the 274<sup>th</sup> would be re-missioned and moved to Stewart ANGB. The move was however changed to Hancock Field. In 1999 a wholehearted effort was placed on developing temporary quarters and permanent new construction suitable for the new mission. GSA supplies and office equipment was stock piled and delivered to Hancock Field to support the new organization. Again things changed, the future 152nd AOG was also to occupy the same building and as an AOG exerted its concept of how new construction should be developed and used.

Throughout its history the 274<sup>th</sup> CS supported exercises and missions not all listed by date. Empire Glacier, Empire Endeavor, Solid and Brave Shield, Bold Eagle, Sentry series, Coronet Brigade, Enduring Freedom and Fuertes Caminos conducted in Honduras are just a few. The



squadron supported, clandestine radio intercepts with the FBI, additional HF development work with RADC Rome Laboratories, Radio Operator support in the Republic of Panama and exercises at Camp Lejeune NC, Eglin FL. and Korea.

The 274<sup>th</sup> provided training to the 152nd TACS maintenance personnel assisting them in passing a previously failed command inspection and assisted the 213EIS in radio repairs. When the 213<sup>th</sup> EIS had a command deficiency the former retired 274<sup>th</sup> CS commander Charles Gilchrist was assigned as their commander, he turned the organization back on track. and when the 152<sup>nd</sup> TCGP had command shortfalls LTC Gilchrist was again recalled from retirement and was assigned as Group and Station commander.

The 274<sup>th</sup> became a subordinate squadron of the 253rd Communications Group in 1953. The 253<sup>rd</sup> at its peak consisted of the following squadrons:

114 ATCF MD (not part of the original 1953 253<sup>rd</sup> Communications Group)  
224<sup>th</sup> CS Saint Simons Island GA (not part of the original 1953 253<sup>rd</sup> Communications Group)  
231<sup>st</sup> CS Washington DC  
265<sup>th</sup> CS South Portland ME  
267<sup>th</sup> CS co-located with the 253CGP at the Wellesley ANGS, MA  
271<sup>st</sup> CS located in Holmes AFB PA  
274<sup>th</sup> CS, White Plains, NY

Since the Groups formation the Group Headquarters and most all of its subordinate squadrons have relocated while the 224<sup>th</sup> CS was again reassigned to another Communications Group. The 274<sup>th</sup> has now been reassigned to other mission and headquarters.

#### **Buildings occupied at Roslyn ANGS:**

Building 5: Operations (all functions) /Chief of Maintenance and staff / QA / Ground Radio / Supply office / Teletype / Telephone / later adding Radio Relay then Wideband Maintenance and Drafting occupied building 5, later Operations moved to building 9 then building 27 for more space.

During new construction the following Maintenance functions make a temporary move: Ground Radio /Radio Relay now named Wideband, the new Satellite Maintenance work center move to building 31, while Telephone /Teletype and Crypto Maintenance work centers move to building 32. All but the now defunct Teletype Maintenance work center and Drafting make the final move to the newly completed building 37.

Building 7: This building was the old station Fire House, later expanded by 274<sup>th</sup> MSG George Dodd and others adding additional storage space. Building 7 was jointly used by the 106<sup>th</sup> TACS and 274<sup>th</sup> MCS AGE maintenance work centers. Storage space was provided for 213EIS power equipment. All sections moved to the new Ground Power Maintenance building 36 constructed O/A 1968 on the site of the old station dump. Building 7 was eventually torn down to make room for construction of building 37.

Area 7: After the 152<sup>nd</sup> TACS was inactivated, the 274<sup>th</sup> Ground Radio, Wideband and Satellite Maintenance sections then used the old station Baseball field area near building 7.

Building 8: Used by both 106<sup>th</sup> TACS and 274<sup>th</sup> CS medical sections. During new construction the 274<sup>th</sup> Medical section made a temporary move to building 19. Building 8 is torn down to make room for new construction of building 37. The 274<sup>th</sup> Medical section makes its final move to building 37.

Building 4: Renumbered to building 9 was first used by the 274<sup>th</sup> CS for its Headquarters and Administration functions, later functions are moved to building 10, later building 141/21, then building 27 and finally after new construction has been completed building 37, completed O/A July of 1991.

Building 10/3: Building 10 is last used for warehousing. Building 3's original use is unknown, was demolished to make room for a new station warehouse also numbered building 3, completed about 1967. All station squadron supply functions moved into offices into this new facility. For a time a BEMO was operated. Later in the 1970's building 10 is torn down to make room for an addition to building 3 increasing storage capacity for the 152<sup>nd</sup> TACS. In later years is taken over by the 274CCS for use as additional UTC/mobility storage.

Building 19: Shared by all station organizations for a barracks on first floor for UTA personnel and the 2<sup>nd</sup> floor was used for a time to house Air Force sponsored school attendees. Later the building 2nd floor was used also to house UTA attendees.

For a time a station gym was installed and used. Later the building was closed for housing due to roof leaks and only the first floor could be used. The 722<sup>nd</sup> Medical Squadron for a time used it for storage, during new construction the 274<sup>th</sup> Medical section moved temporarily into the building, and finally for additional storage by the 274<sup>th</sup>.

Building 27: Was first used by the 106<sup>th</sup> TACGP, later the 152<sup>nd</sup> for their headquarters, administration and station GSU functions. After the 152<sup>nd</sup> group moved the 274<sup>th</sup> used the building for the same functions. After new construction of building 37 had been completed and most of the staff had moved, the 274<sup>th</sup> Commander elected to remain in building 27.

Building 36: Built to replace the older converted building 7. The building houses the 152<sup>nd</sup> and 274<sup>th</sup> Ground Power Maintenance functions and provided storage for the 213<sup>th</sup> EIS ground power equipment.

Building 37: This facility replaces buildings 5,7,8,9, 11, 25, 31 and 32 used by the 274<sup>th</sup> and other station organizations. The building becomes the main building used by the 106<sup>th</sup> CE/OL and 274<sup>th</sup> CCS.

Building T14: A temporary shed moved from area 21B and placed opposite building 7. For a time it was used for storage by the 152<sup>nd</sup> TACS, then later used by the 274CCS for a MARS station. During new construction of building 37 it is torn down.

Old station communications sites: Usage was split between the 106th TACS located at building site 21A, while the 274<sup>th</sup> CS operated from building area 21B an area opposite the station headquarters building 27. A large number of telephone poles used by the Air Force for their receiving and transmitter sites are used for tactical HF radio equipment dipole antennas.

During the 1970's building 21B is renumbered to 32 is modernized to provide workspace and storage for the additional DSTE, cryptographic and Teletype work centers. Building 21A, now renumbered to 31 was upgraded at an earlier time in anticipation of receiving Radar training equipment for the 106<sup>th</sup> TACS, however equipment was never received.

### **Roslyn Air National Guard Station Organizations:**

The following organizations occupied the Roslyn ANGS (1959/60-2000):

106<sup>th</sup> Tactical Control Group (TACGP) occupied buildings 25, 27 and 6. Later re-designated 152<sup>nd</sup> TACGP, moved by 1984 to Hancock Field NY, later re-missioned to the 152<sup>nd</sup> AOG.

106<sup>th</sup> Tactical Control Squadron (TACS) occupied buildings 3, 6, 7, 12, 24, 25 and 36, later re-designated 152<sup>nd</sup> TACS. The 152<sup>nd</sup> TACS was inactivated prior to the move of the 152<sup>nd</sup> TACGP to Hancock Field.

106<sup>th</sup> Civil Engineering OL occupied part of building 3, 11 and 37.

213<sup>th</sup> GEEIA Squadron moved from Floyd Bennett Field, then Roslyn ANGS occupied buildings 1, 3, 14, 25, 26, 29, 30, and a portion of buildings 7, 36 and area 32. Later re-designated 213<sup>th</sup> EIS, relocated to new quarters, building 213 at Stewart ANGB NY upon closure of Roslyn.

274<sup>th</sup> CCS last moved from WhitePlains Airport then Roslyn ANGS. Re-designated several times and finally re-missioned as the 274<sup>th</sup> ASOS. The squadron was reformed at Hancock Field, NY.

552<sup>nd</sup> Air Force Band occupied building 28 then 12, moving to Stewart ANGB, later was disbanded.

722<sup>nd</sup> ASTS Medical Squadron occupied basement offices in building 6 for its operation and used the 1<sup>st</sup> floor of building 19 for storage, moving prior to station closure.

Civil Air Patrol (CAP) Headquarters Eastern Region moved from Bellmore NY to Roslyn ANGS occupied building 24. The CAP moved prior to Roslyn closure to Farmingdale Airport NY

Elements of the 187<sup>th</sup> Signal Group occupied building 9.

Federal Bureau of Investigation occupied building 6, 28 finally 20, moving to new quarters in Islip NY prior to station closure.

Navy Exchange used a portion of the first floor of building 19, then to expand services to building 12. The exchange closed prior to station closure.

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### **Deployment sites used by the 274<sup>th</sup> Long Island, NY:**

Bellmore FAA site Bellmore, NY. Once part of Mitchell AFB, Uniondale NY (closed)

David Sarnoff, Radio Corporation of America (RCA) site (closed)

Coast Guard Station, North Shore, Long Island (closed)

Farmingdale Army Weekend Training (WET) Site Farmingdale, NY

Fire Island Light House, Long Island (now closed to Military)

Fort Totten Bayside Queens, NY

Giglo Beach (known as the thumb) Jones Beach State Park, Long Island (closed)

Moriches Coast Guard Station, Moriches NY

Old Dock near West End 1, Jones Beach State Park, Long Island

Short Beach Coast Guard Station, Jones Beach State Park Long Island



## 106th Tactical Control Group

The following is provided to help understand the size and scope of communications equipment at the Roslyn Air National Guard Station. Keep in mind the 106<sup>th</sup> Tactical Control Group (TACGP), the combined communications equipment of the 274<sup>th</sup> and the vehicle fleets of (3) squadrons were all located at Roslyn.

The 106<sup>th</sup> TACGP also moved from the White Plains Armory. The 106<sup>th</sup> TACGP was a manual group and one of the last to receive the newer computerized 407L system equipment.

Active duty Advisory Group: 507th TACGP, Shaw AFB

In Oct. 1971 the 106<sup>th</sup> was re-designated the 152<sup>nd</sup> Tactical Control Group. As of their 35<sup>th</sup> anniversary 29 March 1983, the group consisted of the following organizations:

101 <sup>st</sup> TACS	113 <sup>th</sup> TACF Hancock Field, Syracuse NY
102 <sup>nd</sup> TACS, RI	114 <sup>th</sup> TACF
103 <sup>rd</sup> TACS, Conn.	124 <sup>th</sup> TACF
*152 <sup>nd</sup> TACS Roslyn ANG, NY	123 <sup>rd</sup> TACF
108th TCF Hancock Field, Syracuse NY	128 <sup>th</sup> TACF
112 <sup>th</sup> TACF	

Note: the below equipment listings are from the 1970's for both organizations.

The 152<sup>nd</sup> TACS at its peak was  
\*\*authorized the below equipment:

AN/FRC-153 (KWM-2A)  
AN/TGC-27  
  
AN/TRC-75  
AN/TRC-87  
  
AN/TRC-97D (5 each)  
AN/TSC-15 (2 sub for 1 TSC-60V1)  
AN/TSC-60V1 (2 authorized 1 O/H)  
AN/TSC-62  
AN/TSQ-91/92/93  
AN/TTC-30  
EMU-30 Turbine Generator Pallets

MRC-108  
VRC-46

The 274<sup>th</sup> CS (C) was authorized the below  
equipment:

AN/FRC-153 (KWM-2A) 5 each  
AN/TGC-20 (1 each sub for AN/TGC-27)  
AN/FYQ-71  
No equivalent authorized  
No equivalent authorized  
AN/TRC-24 series (5 subs for AN/TRC-97D)  
AN/TRC-97D 2 each  
AN/TSC-15 (2 sub for AN/TSC-60V2)  
AN/TRC-96 (sub for AN/TSC-60V2)  
AN/MS-22B (sub for AN/TSC-62)  
No equivalent authorized  
AN/TTC-7 (sub for AN/TTC-39)  
MB-5 (20 each includes squadron support)  
EMU-19 (6 each)  
MEP-116 (4 each)  
MB-17 (2 each)  
No equivalent authorized  
No equivalent authorized

(\*) Note: The 152<sup>nd</sup> TACS was inactivated Sept. 1979

(\*\*) Note: The above equipment was typical for the 152<sup>nd</sup> TACS only. Equipment for subordinate squadrons and flights varied according to authorization.

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## 274<sup>th</sup> Combat Communications Squadron Equipment 1990's

At its peak the squadron was authorized a vast array of highly complex transportable TRI-TAC digital and analog communications equipment. The below UTC is a composite of different UTC's designed to provide Bare Base communications within 8 hours of arrival on site. Everything was self contained, including management personnel:

- 1 - AN/TSC-107 Quick Reaction Package (QRP) - 21 personnel
- 1 - MJQ-18 (2- MEP-3A 10KW diesel generators) trailer mounted
- 1 – 21/2 Ton cargo truck
- 1 – Line Truck

- 1 - AN/TSC-93BV1 Satellite Terminal – 5 personnel
- 1 – Portable GPS unit
- 1- Mobilized OE-361 QRSA antenna pallet
- 1 – AN/MJQ-18 (2-MEP-003A 10KW diesel generators) trailer mounted
- 1 – 5 Ton cargo truck
- 1 – 21/2 Ton truck

Also included:

- 1 – AN/UYC-9 (TASDAC) –4 personnel each (4 total)
- 1 - AN/TRQ-35 T Path Sounder,
- 1 - SB-3614A Switchboards  
Management Personnel

The below UTC's upon arrival at the deployed location had 24 hours to establish communication circuits supporting an expanded bare base or a new Tactical Air Base. Equipment used 407L boxes and cables, Fiber Optic cables and CX-11230 Video cables to interconnect shelters and customers. The following is a listing of equipment and personnel:

- 1 - AN/GRC-206V/MRC-144 – 2 personnel
- 1 – MEP-026B Diesel generator and trailer

- 1 - AN/TRC-176

- 1 - AN/TGC-27M Communications Central – 16 personnel
- 2 - MEP-6A 60KW diesel generator sets
- 3 – 21/2 Ton cargo trucks

- 5 - AN/TRC-170V2 Troposcatter Radio Set – 5 personnel each (25 total)
- 5 – Mobilized Antenna pallets
- 10 - MEP-6, 60 KW diesel generator sets
- 5 – 2/12 Ton cargo trucks
- 5 – 5Ton cargo trucks

- 1 - AN/TSC-94AV1 Satellite Terminal – 5 personnel
- 1 – Mobilized OE-361 QRSA antenna pallet
- 2 - MEP-4A 15KW diesel generator sets
- 2 – 5Ton cargo trucks
- 2 – 21/2 Ton cargo trucks

- 1 - AN/TSQ-111 CNCE – 9 personnel
- 2 - MEP-6 60 KW diesel generator sets

1 – 5 Ton cargo truck  
2 – 2 1/2 Ton cargo truck

1 - AN/TTC-39A Telephone Central – 17 personnel  
2 - MEP-6 60 KW diesel generator sets  
1 - 463L pallet for 407L/CX-11230 cable  
1 – 5Ton cargo truck  
2 – 2 1/2 Ton cargo truck  
1 – Telephone line truck

1 – AN/UYC-9 (TASDAC) –4 personnel each (4 total)  
1 – 2 1/2 Ton cargo truck

5 – AN/GRC-239 (TSSR) – 5 personnel total  
10 - LIPS 3 KW air cooled diesel generators sets

2 - AN/URC-119 HF/SSB Radio Set – 5 personnel each (10 total)  
4 - LIPS 3 KW air cooled diesel generator sets  
2 – 2 1/2 Ton cargo truck

2 - AN/UXC-7 Tactical FAX

1- CGS-100M (STAMPS) Communications Terminal

1- AN/TSC-129 Hammer Rick Satellite Radio Set

2 - SB-3865 portable switchboards  
2 - LIPS 3 KW air cooled diesel generator sets  
1 – 2 1/2 Ton cargo truck

1 - Small Management Package – 22 personnel  
1 – 2 1/2 Ton cargo truck

2 – Portable GPS units

375 items of Cryptographic equipment (total for all above UTC's)

28 – 463L aircraft pallets (total for all above UTC's)

Support vehicles: M-49 Fuel trucks, A1B fuel trailers, M-200 water trailers, 5Ton wrecker, 10 Ton all terrain forklift 4K and 6K forklifts.

During this time there was a critical shortage of tactical generator sets. Newly received equipment could not be deployed training was limited. Over time the 274<sup>th</sup> was successful in obtaining all the generators needed for its new tactical equipment by reclaiming generators from salvage and repairing them, ho-rah for our Ground Power personnel.

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**Squadron designations:**



102<sup>nd</sup> Communications Squadron (Wing)  
274<sup>th</sup> Communications Squadron  
274<sup>th</sup> Mobile Communications Squadron (Tributary Teams)  
274<sup>th</sup> Mobile Communications Squadron (Contingency)  
274<sup>th</sup> Combat Communications Squadron  
274<sup>th</sup> Combat Information Systems Squadron (CISS)  
274<sup>th</sup> Combat Communications Squadron (Contingency)  
274<sup>th</sup> Combat Communications Squadron (CCS)  
274<sup>th</sup> ASOS (final designation)

**Active duty Advisory Unit:**

5<sup>th</sup> Combat Communications Group, Robins AFB GA

**Former Commands the 274<sup>th</sup> was assigned to:**

Air Defense Command (ADC)  
Air Force Communications Service (AFCS) / (2) AFSC Outstanding squadron awards.  
Air Force Communications Command (AFCC)  
Tactical Air Command (TAC) (final assignment)

**Squadron Commanders/Detachment Commanders from 1955 – 2000:**

\*LTC William J. Sullivan (effective May/June 1955 - ) / Capt Charles Gilchrist  
\*LTC Frank Cilento / Maj. Charles Gilchrist

After the passing of LTC Cilento a memorial plaque was placed in front of Bldg 21. The plaque was later moved to the front of Building 27 and finally retired in 2000 and given to LTC Cilento's family.

LTC Charles Gilchrist / LTC Charles Gilchrist  
LTC Rudy shipeke / Capt Robert McNamara  
LTC Thomas Ingargiola / Major Robert Dusek  
LTC William Palafox (effective 6 Jan 86) / Major Robert Dusek (effective 16 Feb 86),  
Then Major William Canavan  
LTC Thomas Ingargiola / LTC Thomas Ingargiola  
LTC Philip Napolitano / LTC Philip Napolitano

Note: (\*) An original 274<sup>th</sup> member from White Plains

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**Air Force Advisors and Section NCOIC's (all known years):**

Note: Below personnel are listed from first to last known, (\*) indicates an original 274<sup>th</sup> member from White Plains Airport, NY, some of these individuals may also have dated back to the squadrons beginning at the White Plains Armory.

**Active duty Advisors:**

SSG Cyrus Lovelady (December 1955 – 1959)

Maj. George B. Hanson (transfers from the 2146<sup>th</sup> CGP Osan, Korea Mar 62) and  
MSG Donald J. Takac as Technical Advisor

MSG Bob Sheppard (transferred from the 507<sup>th</sup> Shaw AFB, SC.)  
TSG Patrick Gallagher (transferred from MacDill AFB, FL.)  
MSG Brendan (BJ) Nohilly  
TSG William Murray (transferred from the 2<sup>nd</sup> CCGP, Patrick AFB, FL.)  
MSG Tom Elgesem  
MSG Les Smith (final Air Advisor)

**1st Sergeants:**

\*SMS Frank B. Zivica  
MSG Antonio M. Velez  
CMS Joseph S. Cali  
SMS William (Bill) Downes  
SMS Frederick (Buddy) Ullman

**Administration NCOIC'S:**

MSG Nick Bocalino (1966-1974)  
TSG Tony Velez  
TSG Richard Banks  
MSG John Motherway  
SMS Frederick (Buddy) Ullman

**AGE/Ground Power/EPP NCOIC'S:**

MSG George McLellan  
MSG Howe Baez  
TSG Frederick Hertel  
MSG Kenneth Mullins  
SMS Carlo Didonato  
MSG Frank Ingargiola  
\*SMS Dominic Triolo  
MSG John Alexander

**Air Police Flight:**

Unknown Senior NCO's

**Communications Center:**

TSG Rose Bonamico

**Utilities Construction Flight:**

\*Special Service Officer Lt. Lozaris  
\*MSG Burt Green (only known NCO)  
A1C Pass (section member)

**Cryptographic Maintenance NCOIC's:**

SSG Chris Braun  
SSG Carlton Copp III  
SSG Robert Sprovieri  
SSG John Lindner

**DSTE Maintenance NCOIC's:**

SSG Michael Majorka  
TSG Richard Kobolack  
SSG Robert Zuneska

**Engineering OIC's:**

2nd Lt David Salano  
2<sup>nd</sup> Lt Fransen

**Food Service NCOIC's:**

\*MSG Lacaruba  
MSG Tom Marlow  
MSG Frank Cosentino  
MSG Augustino Bitetto  
MSG Frank Bonomo

**GSU NCOIC's:**

TSG F. Chung  
MSG Al Deconsiglo  
MSG James Greenfield  
MSG Al Smith

**Chief of Maintenance:**

\*Maj. Steve Marino (19XX-1967)  
Maj. Bob Elliott a key engineer at Fort Monmouth in the development future TRI-TAC systems  
Maj. McIlwain  
Maj. Don Eargle  
Maj. Robert Dusek  
Maj. Frank Nicolini  
Maj. Claudett Martin  
Maj. Donald R. Horton

**Maintenance Superintendents:**

SMS Walter DiMaria (19XX-1966)  
MSG Bill Secongoust (1966 – 19XX)  
\*MSG A. Paul Schnable (19XX-1970)  
CMS Joseph S. Cali (1970-1990)  
CMS John S. Mandinec (1990-2000)

**Logistics NCOIC's:**

MSG Frederick Hertel  
OIC Major William Phillips  
MSG James Stauner

**Operations OIC's:**

\*Maj. Frank Cilento  
\*Maj. Steve Marino  
Maj. Robert McNamara  
Maj. Daniel Chan  
Maj. William Palafox  
Maj. Robert Dusek  
Maj. Hinda Katz  
Maj. Philip Napolitano  
Maj. Leonard Volpe

**Operations NCOIC'S:**

\*CMS Larry Iannarelli also an original 102CS member  
SMS John Garey  
\*CMS Jerry Carmarda  
CMS George McDonald

**Quality Control NCOIC's:**

\*SMS A Paul Schnable  
TSG Fred Hertel  
MSG Dennis Winkler  
SMS Dennis Terrell  
SMS Walter Olszewski  
OIC Lt David Solano  
TSG Andrew S. Harman

**Radio/HF Radio Maintenance NCOIC's:**

\*SGT Steve Marino  
\*SGT Larry Iannarelli  
\*SGT Jerry Carmarda  
\*MSG A. Paul Schnable  
MSG Michael Cresci  
MSG John S. Mandinec  
MSG Pasquale (Pat) Marino

**Radio Operations NCOIC's:**



MSG Baker  
MSG John Saller  
MSG Kevin Felici

**Radio Relay/Wideband NCOIC'S:**

SMS Hank Knoth (1967-1968)  
SMS Mike Cresci (1968-1974)  
CMS John Mandinec (1974-1990)  
SMS Walter Olszewski (1986-19XX)

**Safety OIC/NCO's:**

Capt Robert Healy  
2<sup>nd</sup> Lt Charles Franssen  
SMS Joseph S. Cali  
SMS John S. Mandinec  
TSG Nat Goodwin  
SSG Jose Molina

**Satellite Maintenance NCOIC'S:**

MSG Robert Zuneska  
TSG Richard Martino

**Supply OIC/NCOIC's:**

\*MSG Lou Cracco (19XX-1967?)  
MSG (name lost)  
CAPT Robert Healy (OIC)  
MSG Gerry Beard  
Capt William Phillips (OIC)  
TSG Bill Mckeen  
MSG Grover Prince  
MSG Bob Schaefer

**Tech Control NCOIC's:**

MSG Frank Iocono  
MSG Fred Schwanewede  
MSG Donald Kovacs  
TSG Dorothy Hackley  
MSG Brad Bumgardner

**Telephone/Electronic Switch Maintenance NCOIC's:**

\*MSG Gaiser  
MSG Frank Iocono  
TSG Chris Sfakianous  
MSG Karl Gustafson  
MSG Guy Petraglia  
MSG George Stenz

**Teletype Maintenance NCOIC'S:**

SSG Richard (Dick) Shoder  
SSG Karl Gustafson  
SSG Robert W. Townsend

**Training NCO's:**

TSG Raymond J. Sanzone (19XX - 1966)  
SMS John Knoth  
TSG Antonio M. Valez  
TSG Thomas Hoyt  
TSG Arthur (Art) Langer  
TSG William (Bill) McLoughlin  
TSG Fern Cadogan  
TSG Fredrick (Buddy) Ullman

**Vehicle Maintenance NCOIC'S:**

\*MSG George Cody  
MSG Teddy Urban  
\*SMS Dominic Triolo

**Workload Control NCOIC's:**

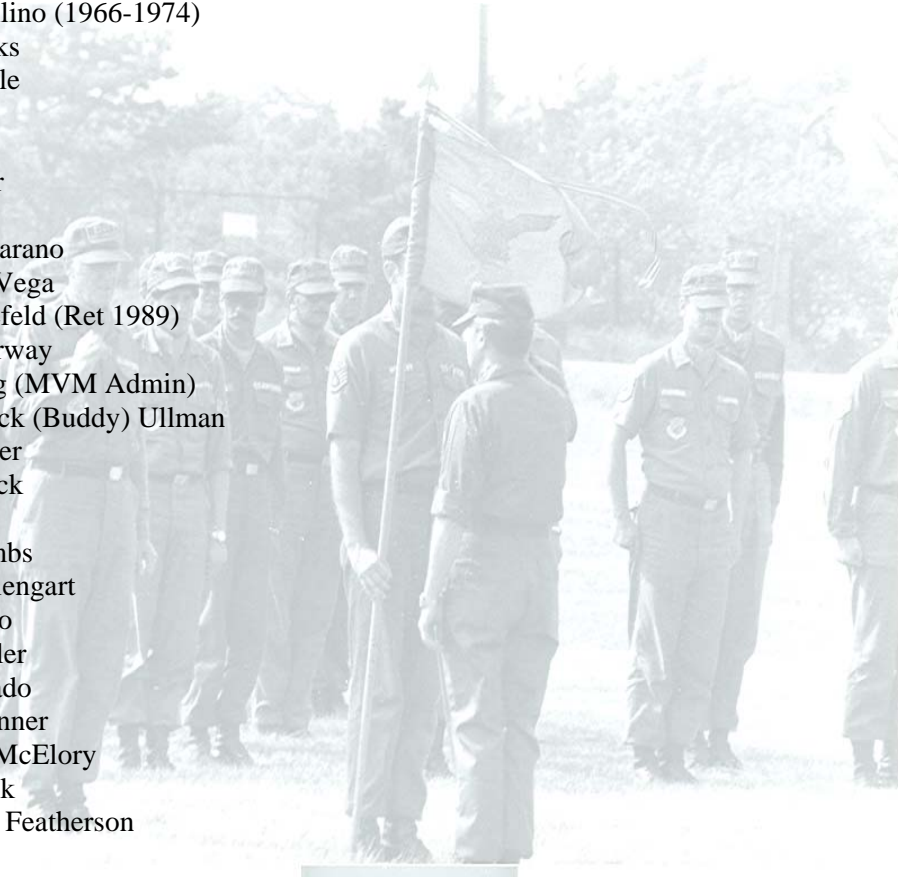
SMS George Dodd  
SMS Joseph S. Cali  
TSG Fred Kastner  
SMS Steve Diaczun

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Many names have been lost, or could not be associated with any section and are not listed. Some names below are missing first names and or rank, but were associated via the Bee Line listings. Also section names are not all listed first to last, and ranks shown may not be accurate due to accuracy of available information.

### Administration

MSG Nick Boccallino (1966-1974)  
TSG Richard Banks  
MSG Karen Clipple  
TSG Tony Velez  
TSG Irv Hitzler  
SRA Joyce Hitzler  
TSG Robert Klien  
SSG Wendy Permarano  
AMN Desiree A. Vega  
MSG William Alefeld (Ret 1989)  
MSG John Motherway  
MSG Wanda Long (MVM Admin)  
SGT SMS Frederick (Buddy) Ullman  
TSG Phyllis Booker  
SRA Amanda Black  
TSG Anna White  
SSG Michael Gumbs  
TSG Maralyne Wiengart  
SGT Gigo Chiappo  
TSG Yolanda Miller  
SGT Oscar Alvarado  
SSG Daniel O'Conner  
SRA L. Michelle McElory  
SRA Angela Hacck  
AMN Christopher Featherson  
AMN Campos



### Communications Center

MSG Rose Bonamico

### Cryptographic Maintenance

A1C Steve Brauner  
SSG Chris Braun  
SSG Kevin Wheeler  
SSG Carlton Copp III  
SSG Robert Sprovieri  
SSG Michael Smyth  
SSG Robert Croasdaile  
SGT Robert Weingaertner  
SSG John Linder

### DSTE Maintenance

TSG Mike Majorka  
SSG Richard Kobolack  
SSG Robert Zuneska

### Food Service

MSG Lacaruba (1955 - )  
MSG Tom Marlow  
MSG Frank Cosentino  
MSG Augustino Bitetto  
MSG Frank Bonomo  
TSG Leo Whol (member)  
TSG Al J. Nigro (member)  
TSG Dominick Milazzo (member)  
SGT Kawah Kong (member)

### AGE/Ground Power/EPP Maintenance

MSG George McLellen  
MSG Howe Baez  
\*MSGT Dominic Triolo  
TSG Frederick Hertel  
TSG Anthony Sommerlad  
MSG Nat Goodwin  
MSG James Williams  
TSG Dennis Winkler  
TSG Walter Arnessen  
SSG Thomas Manning  
SSG John Hoffman  
SMS Carlo Didonato  
MSG Kenneth Mullins  
MSG Frank Ingargiola  
MSG John Alexander  
TSG Derrick Hunt  
TSG Jose Molina  
TSG George Smith  
TSG Frank Marino  
SSG Fern Cadogan  
SSG Robert Ayhens  
    Jay Denise  
    Kennth Graham  
    Kevin O'Donnel  
    Henry Young  
SSG George Diaz  
    Sullivan  
SSG J. Dean  
    Cruz-Rivera  
SGT Rodeny Brown  
    Enrique Casareno  
    Edwin Glover



MSG Al Deconsiglio  
MSG James Greenfield  
SSG Marcelle Palladino (later Leis)  
TSG Maureen V. Johnson  
SGT Sacha Osborn  
MSG Al Smith

### Logistics

MSG Frederick Hertel  
OIC Major William Phillips  
TSG Charles Turano  
MSG James Stauner  
MSG James Provost

### Chief of Maintenance

Maj. Steve Marino (19XX-1967)  
Maj. Bob Elliott a key engineer at Fort Monmouth in the development future TRI-TAC systems  
Maj. McIlwain  
Maj. Donald Eargle  
Maj. Robert Dusek  
Maj. Frank Nicolini  
Maj Claudett Martin  
Maj. Donald R. Horton

### Maintenance Superintendents

SMSGT Walter DiMaria (19XX-1966)  
MSGT Bill Secongoust (1966 – 19XX)  
SMSGT A. Paul Schnable (19XX-1970)  
CMSGT Joseph Cali (1970-1986)  
CMSGT John Mandinec (1986-2000)

### Medical Section

AMN David J. Dittrich  
MSG Mort Strizver NCOIC  
MSG Daniel (Danny) Vazquetells (NCOIC)  
MSG Patrick Clifford  
TSG James Provost



### Operations

\*MSG George Ricci  
\*CMS Larry Iannarelli  
TSG Chalson (1965 and earlier to 1967?)  
SSG Angelo Lamantia  
A1C John Batista  
Finocchio  
SSG Michael Kearns  
MSG George McDonald

MSG John Cantante  
 MSG Joseph Feignbaum  
 MSG Michael Limaita  
 MSG George Wezer  
 TSG Walter Musurak  
 SSG Barbuto (Brother in Wideband)  
 SSG Ping Chu  
 SSG Peter Gong ?  
 SGT Thomas  
 SGT T. Booker  
 SMS John Garey  
 CMS Jerry Carmarda (Ret. Jan 1990)  
 TSG Anthony Venetz  
 SGT Eva Molina  
 SSG Peter J. Gonzales  
 SGT Peter Gong  
 TSG Byron Howell  
 SSG Edwin Martinez  
 MSG Evans  
 SSG George Bell  
 SSG L. Porrello  
 SGT Rose Condello  
     Russell  
     McQueen  
     Tagaca  
     Cooper  
 SGT Ralph Brathwaite  
 SSG Beldeo  
     Esteves  
 SSG Kevin Felici Jr.  
     Vallejo



### Quality Control

TSG Fred Hertel  
 MSG Dennis Winkler  
 SMS Dennis Terrell  
 SMS Walter Olszewski  
 TSG Andrew S. Harman

### Maintenance Control/Maintenance Analysis

MSG George Dodd  
 SSG Michael Majorka  
 A1C Cucchiara  
 TSG Fredrick Kastner  
 SMS Steve Diaczun  
 MSG Walter Bowden

### Ground Radio Maintenance Section Members

**(Pre 1965)**

SGT Steve Marino (1950-1952 years later to become LTC)  
SGT Larry Annarelli (?)  
SGT Jerry Carmarda  
MSG A Paul Schnable  
SSG Robert Heyman (Airman of the Year 1965)  
SSG Neil Hogenlocker  
SSG Eric Stuve  
SSG Donald Cassell  
SGT Schrofnagel  
SGT Daniel Troug'e  
A2C Giacoia  
MSG John Waxner  
SSG Richard Scarlotta  
SSG William (Bill) Jones (274<sup>th</sup> Hoopster member)

**(1965)**

A2C John Mandinec  
A2C Kurt Weyman

**(1967)**

A2C Steve Hamsen

**(1970's)**

SSG Stanley Cerniak  
SSG Edward Galto  
SSG Steve Kessler  
SGT Robert Szandrowski  
A1C Kevin Brady  
A1C Gabriele  
A1C Ronald Lanza  
SGT Dennis Terrell  
SSG Walter Bowden  
SGT Anthony Caldarella  
SSG Michael Devlin  
SSG Michael Hepp  
SSG James Shea  
A1C Keith Wilson  
A1C Robert Brakman  
A1C Robert Chi  
A1C Robert Marin

**(Late 1970's - 1980's)**

SSG Steve Elster  
SSG James Fitzgerald  
SSG Richard (Dick) Rogers  
SSG Robert (Bob) Casell

SSG Pasquale Marino  
MSG John Murphy  
TSG Richard Skelaney  
SSG Francis (Todd) Rus  
SGT Michael Graves  
AIC Michael Lefer  
AIC Michael Matos

### **Radio Operations**

MSG Baker  
MSG John Saller  
MSG Kevin Felici  
MSG Mitchell Yarmel  
SSG David Shapiro  
SSG Robert Johnson  
SSG Dean Prince  
SGT Glen Hamer  
SGT Lillie Hinton  
SGT Robert Glenn  
SGT Jill Truchie  
Boone  
SGT Karen Dean  
SSG Armor  
Jeffery Bloom

### **Safety**

Capt Robert Healy (OIC)  
TSG Richard Wassmer  
SMS Joseph Cali  
SMS John Mandinec  
TSG Nat Goodwin  
TSG Jose Molina

### **Satellite Maintenance**

MSG Robert Zuneska  
TSG Richard Martino  
TSG Werner Juran  
TSG George Stenz  
TSG Richard Walston  
SSG Roger Sherman  
SSG Sheryl Newsome  
AIC Louis Daniels  
SRA Barrett  
SRA Wulfert

### **Information Security OIC**



Capt Stephen R. Lander Jr. (an original Hoopster member)  
Capt. Rudy Skipek  
TSG Michael Kearns

**Air Police / Security Flight** (dated O/A 1962)

SSG Charles DeSimone  
SSG James O'Connor  
SSG John Merk  
A2C Joseph Marsala  
A2C Richard Bestafka  
A2C John Paul  
A3C Mathew Sabatello

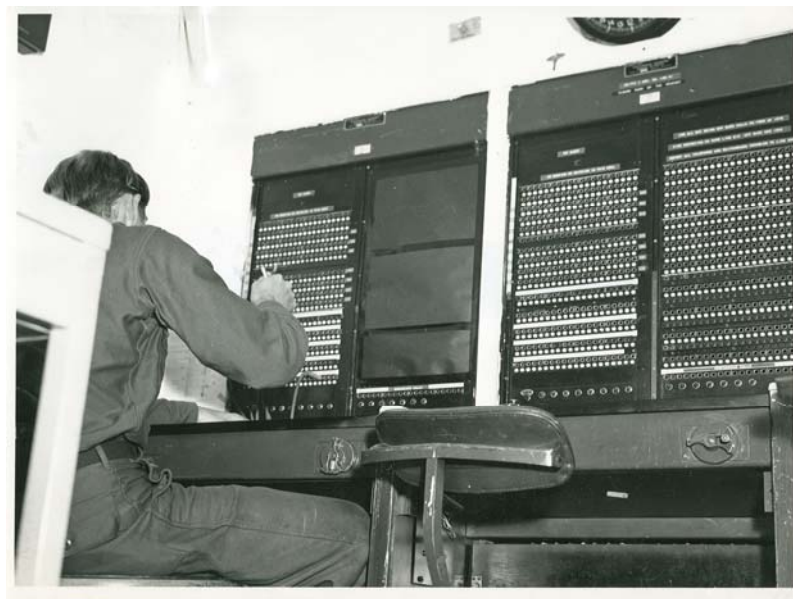
**Supply / Materiel Control**

MSG Louis Coracco (19XX-1967?)  
MSG (name unknown, picture available)  
MSG Joseph Turciano also Food Service, a memorial plaque was placed in Station Chow Hall  
MSG Gerry Beard  
TSG Bill Mckeon  
Capt William Phillips (OIC)  
MSG Grover Prince  
MSG Bob Schaefer  
MSG Al Perone  
SSG Brian Grosvale't  
SSG Emile Gaskin  
SSG Steve Hogenlocker  
AB Sam Blue  
SSG Grodnick



**Telephone/Electronic Switch Maintenance**

MSG Giser  
SGT Sullivan (early 1960's)  
A1C Varnet (early 1960's)  
MSG Frank Icono  
SGT Tom Kapacne  
TSG Chris Fakianous  
SSG Karl Gustafson  
TSG Guy Petraglia  
MSG George Stenz  
SSG Peter Leis  
SGT Gene Kirton  
SGT Darryl L. Purdy  
SGT Castillo  
SSG Edward Hicks Jr.  
SSG Samuel Parris  
SSG Brian Fox  
SGT Steve Maroney



**Telephone/Electronic Switch Maintenance cont'd**

SGT Alinea  
SGT Raymond Lang  
SGT Mark Foushee  
SSG Pedro Orengo Jr.  
AMN Wizzard  
AMN Charles Zoolkowski

### **Tech Control**

MSG Frank Iocono  
TSG Richard (Dick) Stream  
MSG Fred Schwanewede  
SGT Philips  
SGT Robert Flores  
MSG Donald Kovacs  
TSG Dorothy Hackley  
MSG Brad Bumgardner  
TSG Edward Saller  
TSG Jesus Velazquez-Perez  
SGT Peter Nichik  
SSG Richard Paquette  
SSG Nelson Perez  
A1C Peter Caradonna  
A1C Clark  
A1C Raymond Montefusco  
A1C Dino Santos  
Sullivan

### **Teletype Maintenance**

SSG Richard (Dick) Shoder  
SSG Karl Gustafson  
SSG Robert W. Townsend  
SGT Kenneth Grey

### **Training**

TSG Raymond J. Sanzone (19XX - 1966)  
SMS John Knoth  
TSG Antonio M. Valez  
TSG Thomas Hoyt  
TSG William (Bill) McGloughlin  
TSG Fern Cadogan  
TSG Fredrick (Buddy) Ullman

### **Radio Relay/Wideband**

(1967/68)

SMS Hank Knoth  
SMS George Dodd (Team Chief)

(1967/68 cont'd)

MSG Dick Hartsel (Team Chief)  
MSG Al Krist (Team Chief)  
MSG Charles (Chuck) Turano (Team Chief)  
SSG Frank Keegan  
TSG Thomas Brandt  
SSG Berry  
SSG E. Johanning  
SSG Walter Conza  
SSG Donald Delaney  
SSG David Schwarts  
SMS Mike Cresci (1968-1974)

**(1970's - 1980's)**

SMS John Mandinec (1974-1986)  
SSG Joseph Graham  
SSG John May  
SSG William Moncrief  
SSG John Pallideno  
SSG Richard Schultz  
SSG Richard Wassmer  
AIC Deconstanza  
AIC Rizzo  
SSG Dominic Barbuto  
TSG Roy Diers  
SSG Aquillina  
SSG James Brennen  
    Falbo  
    Kelly  
    Richard Jankowski  
SSG Andrew (Andy) Anderson  
SSG Albert Koller  
SSG Walter Olszewski  
SSG Postilone  
SSG David Solano  
SSG Robert Zuneska  
SSG Marcus Byron  
SGT Ed Saller  
SSG Werner Juran  
TSG Mario Mazzie  
TSG Ronald Wisniewski  
MSG Victor Barnes  
TSG Elmer Patzkowski  
MSG Fred Vega  
TSG Frederick (Buddy) Ullman  
SGT Richard Walston  
SGT Brian Banks  
SSG Guy Petraglia  
SSG Steve Diaczun  
SGT Fitzpatrick  
TSG Randy Howell

**(1980's - 1990's)**

A1C James Moses  
SGT Victor Lucente  
SGT Fransco Osorio  
SGT John Blenman  
SSG Andrew Berniak  
SSG Sheryl Newsome  
A1C John Lucyk  
SRA Henry Vanderwerken  
SRA David Winston  
SGT Nicole Locke  
SSG Peter Leis  
SRA John Mele  
SRA Dominic Fracalossi  
Vescio  
AMN John James  
A1C Nicole Locke  
AMN Lucente  
Edgar McDoniel

### Vehicle Maintenance Section

MSG George Cody  
MSG George Ricci  
MSG Teddy Urban  
\*SMSG Dominic Triolo  
MSG Al Mion  
SSG Michael Michelsen  
SSG Richard Stream  
MSG Thomas Kelly  
SSG George Wezer  
TSG John McGinnis  
TSG Leo Gasparik  
TSG McDough  
SGT Carl Berry  
SSG Tim Devita  
TSG McBride  
SSG Gerald Gibbons  
SSG Steve Dalin  
SSG Al Allocco  
SSG James Fanaro  
TSG Steve Cantante  
SSG Frank Marino  
TSG Elizabeth Miller  
Abbateiello  
Paul Amon  
Denis  
O'Donnell  
Osborne  
Orenstein



### Historical Time Line (1962 – 1999):



Many squadron historical records were lost due to several building moves at Roslyn. Unit records and reports that survived were thrown away when the squadron headquarters made their final move to building 37. What survived provided scant information covering the below years:

**1962:** Squadron deploys to Griffiss AFB and (3) other northern bases in New York to establish a minor relay station and a tributary teams at the AFLC base. The other bases involved were Hancock Field, Plattsburg AFB and Schenectady Airport.

**1967:** The squadron participates in the first all Air National Guard exercise Sentry Post, which was designed around the then active duty Strike Exercises at Otis AFB, MA.

**1967-1969:** An update to the mission dropped Tributary Teams from Mobile Communications Squadron. Equipment changed from High Frequency only radio communications to the more reliant Frequency Modulated (FM) Radio Relay equipment. Personnel were retrained from the Ground Radio Maintenance AFSC 304X4, Navigational Aids or recruited to the newly authorized career field, that of Radio Relay Repairman AFSC 304X0. 2 each Multi-Channel Radio Terminals AN/TRC-61's and 5 Radio Repeater AN/TRC-36's, constructed by the 265<sup>th</sup> MCS of transit cased equipment and mounted into gutted AN/TRN-6 shelters were received. One additional AN/TRC-61 was received through transfer from the 106<sup>th</sup> TACS.

The AN/TRC series were capable of 12 channels of voice or a combination of 11 voice and 8 Teletype 60 Baud rate communications channels. Communications was limited to line of sight or about 15-25 miles between each radio set depending on terrain features. Equipment was connected via spiral 4 cable, field wire or locally built interface boxes and cables. The 274<sup>th</sup> "Summer Camp" later called Annual Field Training (AFT) began to frequent Otis AFB, mainly due to the location of the 253<sup>rd</sup> CGP, deploying Radio Repeaters throughout New England.

**1968:** the squadron was re-designated the 274<sup>th</sup> Mobile Communications Squadron. An updated High Frequency Independent Single Sideband Multi-Channel Radio AN/TSC-15 was received. Its first use was during a deployment to McGuire AFB, New Jersey. Prior to the satellite communications age, Long Haul HF communications was the only means of Long distance radio communications. Radio Relay/Wideband was typically used to provide communications to or from fixed Long Haul HF sites or between Air Bases. Although the AN/TSC-15 was medium range equipment it could provide with improved antennas reliable links up to 800 miles.

**1969-1970:** ANGRY-26's, which lied dormant, are retired. Most went to the salvage yard at Fort Tilden with some transferred to the Civil Air Patrol Eastern Regional Headquarters located in Bellmore Long Island. The squadron begins locally fabricating a new Technical Control facility (TCF) from plans developed by the 272<sup>nd</sup> MCS.

The new TCF was designated AN/MS-22B. During this time the squadron makes a commitment to locally fabricate a new type tactical cable that has quick attaching connectors. Cables are known as 407L cables, named for the Air Force's newest tactical system 407L. 407L cables were sorely needed to replace aging 5 pair cable and time consuming field wire interconnects. Also the older BENDIX interface boxes are also modified, adding the newer 407L connectors. Sheltered equipment is also upgraded to include the new 407L connectors.

Also about this time MSG George Ricci designed and helped build with the assistance of Ground Power and Vehicle Maintenance sections the fabrication of dual mounted generator trailers for all the squadrons single ground mounted MB-5, EMU-10 and later EMU-19 generator sets. This was a major contribution to rapid deployment of the squadron's tactical communications equipment.

In 1970 the U.S. Postal Service strikes, the squadron was activated. The squadron performs Annual Field training at the newly re-opened Westhampton ANGB on Long Island.

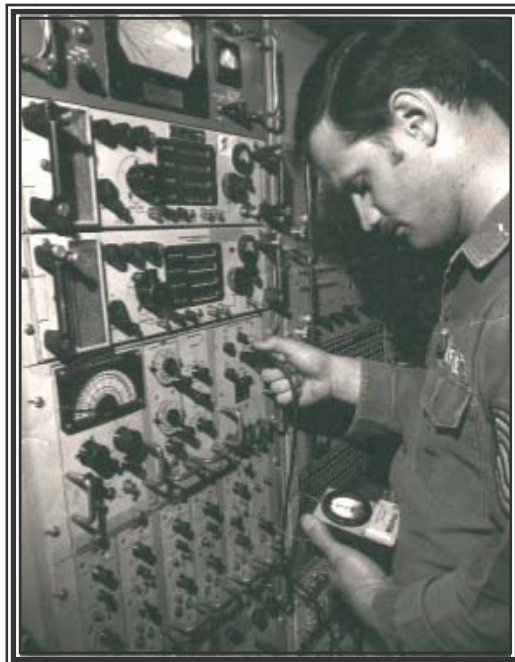
**1972-1973:** Radio Set AN/TRC-96 and Teletype Communications Center AN/TGC-20 are transferred from active duty organizations. The AN/TRC-96 in poor condition remained for almost 3 years as a hanger queen, until full repairs could be accomplished. In 1973 the squadron again received the 253<sup>rd</sup> Mobile Communications Group award as “Outstanding Squadron” of the year.

AN/TRC-96 Radio Set was one of the most difficult equipments to setup, operate and maintain. Antenna systems required the fabrication of open wire transmission lines, use of 24 - 12inch long insulators, balun transformers, terminating resistors for antenna directivity and the installation of multiple ground array systems. Tuning of the radio transmitters required a lengthy process of testing, tuning manually operated syntherziers, up-converters, exciter and using spectrum analyzers, frequency counters and dummy loads to achieve harmonic reduced transmission.

The radio set also contained Teletype Corporation Teletypewriters with Tape Distributors and locations for cryptographic equipment, a switchboard and a full array of rack mounted test equipment for radio and DC Teletype adjustment, analysis and maintenance. Equipment was prone to overheating and syntherziers required periodic internal readjustments while operating.

As originally used by the Air Force Radio Set AN/TRC-96 was paired with Teletype Communications Central AN/TGC-20, also containing Teletype Corporation Teletypewriter equipment and cryptographic equipment to form a complete initial Air Base communications system.

Systems used DC signaling to communicate Teletype information between shelters. Both systems were built from off the shelf commercial equipment and sheltered in larger transportable shelters. Each shelter weighed as much as 13,000 pounds. Together they formed a system known as “Project Redwood”, one of the first deployable Air Force built communications systems.



*Inside Radio Set AN/TRC-96 (showing radio receiver rack)*

274<sup>th</sup> personnel participate in Active Duty exercise Exotic Dancer 6 in Willington North Carolina. Also the squadron supported the Rome Air Development Center (RADC) at Griffis AFB, NY testing of improved Microwave Antenna systems.

The squadron deploys to Windsor Locks CT., supporting the 103rd Tactical Fighter Squadron. AN/TSC-15 HF/ISB Radio Set, AN/TRC-36/61 and AN/TRC-97 Radio Relay/Troposcatter Radio Sets, AN/MS-22B Tech Control Facility, AN/FRC-153 HF/SSB Radio, AN/TTC-7 Telephone Central and Teletype trailer C-11B were used.

The Squadron supports its first active duty JCS exercise EXOTIC DANCER 6 in Willmington NC providing personnel and an AN/TSC-15 HF/ISB Radio supporting a fighter squadron.

**1974:** The squadron receives the Air Force Outstanding unit award for the period of 1 Jan 73 to 31 Dec 74. AN/FYQ-71 Digital Subscriber Terminal Equipment (DSTE), built by the Army Signal Command at Bluegrass Army depot was received. Equipment is so large it was built into (2) 40-foot long-trailers.

One trailer was so heavy equipment was transported in the trailer center and moved into position by hydraulic positioning motors at the deployment site. Equipment utilized bubble memory and was programmed by strapping a rat's nest of jumper boards. Equipment processed data up to then an unheard of 2,400 Baud rate.

Elements of the 274<sup>th</sup> deploy to Robins AFB Ga. borrowing additional AN/FYQ-71 from the 5<sup>th</sup> CGP and AN/TSC-15 Radio Set from the 224<sup>th</sup> CS establishing a radio system linking 2 AN/FYQ-71 high-speed data terminals. The AN/FYQ-71 also supported the Exercise Director Headquarters (EDH) at Camp Giger, NC and annual Field training at Otis AFB, MA.



*Loading the on-line half of AN/FYQ-71 (DSTE) into a C-5A aircraft*

Vehicle Maintenance personnel deploy to Barstow CA., assisting in much needed repair of vehicles returning from overseas. The vehicles became a boon to our and other squadrons that were critically short 2-1/2 and 5ton cargo trucks. Later Barstow vehicles become known as Barstow Beauties for reasons other than their looks



*Barstow Beauties*

**1976:** A 3 day Communications Evaluation was conducted by the 253<sup>rd</sup> CGP. The squadron deployed to Jones Beach State Park to an area known as the thumb. HF communications was established with MacDill AFB a Defense Communications System (DCS) entry point. An AN/TSC-62 is borrowed from the 152<sup>nd</sup> TACS. The squadron is re-designated a Combat Communications Squadron.

**1977:** Radio Set AN/TSC-60V2 was received. 3 - AN/TSC-60V2's were authorized, only 1 was ever received. When the 105<sup>th</sup> ASOC at WhitePlains was disbanded (1) AN/TSC-60V1 (previously owned by the 152<sup>nd</sup> TCS) was received through transfer. The AN/TSC-60V1, V2 and the older AN/TRC-96 filled the 274<sup>th</sup> HF Multi-channel Independent Sideband (ISB) authorizations.

This also marked the beginning of the final era of HF/ISB. The AN/TSC-60V2 was capable of up to (16) 75 Baud rate Teletype channels and (7) voice plus data channels, using (2) transmitters and (2) Radio receivers. Later addition equipment was added, Time Diversity Modems (increased Radio Teletype reliability) and (2) AN/FTA-28 Telephone Terminals to provide over the air DTMF telephone dialing capability. AN/TSC-60V2 and AN/TRC-96 performed well and provided worldwide HF Long Haul communications up to 2,400 miles.

**1978:** Squadron members participate in a winter JCS exercise Empire Glacier at Fort Drum, NY. Radio Set AN/TRC-96 deploys with personnel to Wallkill New York, a drop zone used by West Point Black Knights jump team and Cadets. Voice and Teletype circuits are established to the 265<sup>th</sup> CCS in South Portland Maine.



**1979:** Squadron deploys to Fort Monmouth, NJ. 253<sup>rd</sup> sponsored AN/TSC-60V2 training was conducted as well as AN/TRC-36/61 and TRC-97 radio links to Long Island via Jones Beach. The squadron borrows portable UHF satellite equipment from the army and ties it into the 274<sup>th</sup> AN/TGC-20 Communications Center. Although messages are only looped back it is a first for the 274<sup>th</sup> to tie into satellite radio equipment and systems. The squadron also participates in JCS exercise Solid Shield 79.

**1981:** The squadron supports the Exercise Director Headquarters (EDH) located at Fort Drum, NY during exercise Sentry Castle. The squadron provides personnel and equipment. AN/TRC-96 Radio Set provides its Air to Ground AN/URC-9's and added AN/TRC-68's to establish communications between aircraft and the Exercise Director Headquarters (EDH). Also for inbound/outbound aircraft communications are (5) KWM-2A radio transceivers and (4) Telephone terminal AN/FTA-28 and (2) AN/FTA-20. Microwave Radio Sets AN/TRC-97D are also supplied supporting Troposcatter links to remote sites.

**1984:** AN/TSC-94A Satellite Terminal received. 2 squadron members deploy to Hayward CA. to receive training on the new equipment. The squadron supports the 106<sup>th</sup> National Guard Association (NAGUS) conference, New York City. Squadron personnel were responsible for the vast Hand Held Radio system equipment, assisted in establishing Public Address systems and telephone communications for the 5,000 attendees. The squadron also participated in exercise Sentry Yankee 84, deploying the TAB to Hancock Field, Syracuse NY and AN/TRC-97D's Harrisville, Stockbridge and Gomer Hill and finally Verone NY.

After the 152<sup>nd</sup> move, the 274<sup>th</sup> was assigned duty as lead Squadron for the station. A few positions are added to support a GSU function, also the squadron now operates the station Communications Center, provided station frequency management, programmed and maintained the Station DEFINITY G3 Telephone switch, maintained the station Land Area Network (LAN) containing Concentrators, Routers and Servers as well as maintenance of the installations backup power station located in building 18. The power station consisted of 3 - 100KW generators.

**1986:** AN/TSC-62A Tech Control received. The squadron undergoes an operational readiness inspection at the Moriches Coast Guard Station and receives an outstanding grade.

**1987:** the 274<sup>th</sup> receives AN/TSC-107 Quick Reaction Package (QRP) from the 2<sup>nd</sup> Combat Communications Group located at Patrick AFB Florida. Equipment is in poor condition and plagues squadron training and performance, even to the last Command ORI.

**1988:** Squadron supports communications for then Vice President George Bush Sr. during the 25 May West Point Graduation. The 274<sup>th</sup> assists in the design for its new maintenance building. The 274 Communications Squadron deploys to Moron AB Spain, supporting Army Headquarters Command with Satellite links, (3) Portable Telephone Switchboards SB-3614 for secure voice circuits and (3) switchboards for unsecured voice circuits.

Also system circuit monitoring using the newly received AN/TSC-62A was also provided. In addition (12) STU-5M remote telephone converters at various sites throughout the Air Base were installed and maintained. Wideband personnel install more than 50 1,000 ft rolls of 4-wire telephone cable to support exercise communications.

**1989:** The squadron participates in exercise Healthy Echo at Westover AFB, Chickapee, MA.

**1990:** 274<sup>th</sup> Medical personnel augment the 106<sup>th</sup> Clinic during exercise Red Flag at Soesterberg AB, Holland.

**1990's:** Radio Sets AN/TRC-36/61 and 97's are retired. Satellite Radio Set AN/TSC-93BV1, 5 each Higher powered Digital Multi-channel Troposcatter Radio Sets AN/TRC-170V2's, AN/TSQ-111 CNCE, AN/TTC-39, 300 Line digital Switch and an AN/UYC-9 Portable Land System equipment are received and complete the units conversion to the same equipment possessed by it's active duty counter parts.

A squadron engineering function is added, greatly enhancing system circuit design/configuration setup prior to UTA exercises or deployments. During the preparation of Desert Storm the squadron deployed a UTC consisting of AN/TSC-94A Satellite Radio and personnel to support communications and assisted preparing site space at Roslyn for the Whitehouse Communications Service.

During this period changes in equipment and manpower authorizations began. The Unit Manning Document (UMD) did not authorize sufficient personnel for newer equipment and later it is learned the squadron was not to receive the AN/TTC-39A or its personnel authorizations. Making matters worse the AN/TTC-39A is eventually received without personnel authorizations.

Delays in receiving all UTC critical personnel authorizations, the receipt of the AN/TSQ-111 CNCE with its poorly designed power up and protection modules delayed critical training and further contribute to a lackluster final ORI performance.

**1991:** Selected Radio Operators deploy to Soto Cano AB, Honduras in September 91. A UEI is also scheduled for September. The Squadron participates in exercise Display Determination at 2 locations in Turkey.

**1992:** The squadron deploys via C-5A's from Stewart ANGB, NY to EL Toro MCAS, CA., a deployment of Wideband personnel to Patrick AFB, FL. for AN/TRC-170V2 training from the 2<sup>nd</sup> Combat Communications Group. The squadron also receives a UEI inspection 17-18 Oct 1992.

**1993:** A team is sent to Greece to survey communications requirements for NATO. An exercise annex is developed, however the deployment is cancelled.

**1995:** In June the Squadron under goes an ORI inspection at Westover AFRB, MA. Due to the squadrons performance a retake is scheduled for September. BRAC announces proposed closure of the Roslyn Air National Guard Station.

**1996:** The squadron again returns to Hancock Field for exercise Global Yankee. All tactical equipment is used, (1) AN/GRC-206/MRC-144, (5)- AN/GRC-239 (TSSR) links, (2)- Satellite systems AN/TSC-93B and AN/TSC-94A, AN/TSC-107 HF/ISB Radio for DCS entry, 2- AN/URC-119 HF/SSB systems for Command and Control, AN/TSQ-111 CNCE, AN/TGC-27M COMM Center, AN/TTC-39A Telephone Switching, AN/UYC-9 Portable LAN systems and a Management package.

**1997:** The 274<sup>th</sup> supports Rome Laboratories, during exercise Global Apache. 274<sup>th</sup> AN/GRC-206/MRC-144 was used to test the use of field video and audio links for medical monitoring, assessment and care of patient wounds/injuries via a radio system to doctors located at rear medical facilities. All other tactical equipment is also used to support other exercise requirements.

**1998:** Squadron deploys to Dover AFRB and also begins planning for deployment to Iceland. A team is sent to survey and plan exercise support. Word of a mission change is received. Some possibilities are Anti-Artic support for NOAA, Space command and an ASOS mission. Many favored a move to Space Command even though funding was uncertain.

**1999:** Iceland deployment is cancelled. The squadron receives official word of remissioning. With no one to speak for the new ASOS squadron the 274<sup>th</sup> passes an updated Bee patch to the new organization.

As the new squadron grew a new squadron emblem was developed replacing the familiar Bee. The new emblem the “Iron Knights” is shown below.



## Remember When

During a self- help painting project Paul tried mixing a gallon of paint in the shop drill press. His hand slipped off the drill press handle spraying paint all over him and the room. What a sight, I laugh until I cried.

After a horrendous sideways landing at the Buffalo Airport, George decided to relieve the tension by taking us out to a local bar and show us what a Flaming Jelly bean was. Apparently after lighting the drink and leaving it lit too long he picked it up burnt his lips, spilling the drink down the length of the bar top and almost set the place on fire. I thought we were going to die.

One early morning while Larry was having coffee at his desk a large amount of what appeared to be water poured through the drop ceiling all over the desk he was seated at. A raccoon frequented the attic during the winter decided to pee. What a sight to see Larry's face!

Paul always had coffee ready for all by the time we got in each morning it always had an unusually strong flavor and deep color. Unknown to us he would save yesterdays coffee on top of a steam radiator behind a curtain. UCK.....

John and Karl during a deployment to Jones Beach were assigned as night watch for the site. Deciding it was time to take a walk around the site they opened the shelter door and found the tide had come in. The shelter smelled like fish for weeks.

During an exercise we sent Frank looking for a missing power Phase Ground Power Maintenance had reported lost while running an MB-17 generator. After searching for quite some time he couldn't find it. We gave in and produced a locked box, stenciled "extra phases", this we confessed were kept for just such an emergency.

An annual event at Summer Camp was for someone to secretly remove Tony's heal taps from his boots and shoes and parade them around on the last day of camp. One time someone glued his boots to the floor. In the morning he unknowingly pulled on the boots to hard and left both heals still stuck to the floor. Boy was he mad.

The new First Sergeant, standing proudly in front of the squadron began shouting *ten hut* when suddenly his new false teeth shot out into the first squad, landing at their feet. The squadron still at attention was laughing so hard few could stand upright.

While still in the field, word was received that the squadron had done so well on the inspection there was great jubilation. The squadron began throwing the Site commander and others into the ocean. A Lieutenant became so frightened he ran through the swamp reeds, never to be heard of again...

It had rained for it seemed weeks, one morning Richie ran from the shop very excited and wanting me to see the tarp that covered the AN/TRC-170 antenna pallet, as I looked at the top of the tarp it was full of tiny fish swimming happily in a pool of collected water. I couldn't believe it. It had rained so much, was it possible?

Radio station call signs over the years could be pretty tough. One year we were blessed with Starch Corn, repeating this over and over again overtime it became many different call signs, including Corn Starch. Also over the years some call signs were so difficult to repeat over and over again some turned into near cuss words.



## Not Forgotten

Gone or reduced in size are many of the active duty and Air National Guard Combat Communications squadrons and Groups. The 274th CCS like many of its active duty counterparts was too large and heavy to be moved rapidly.

Not forgotten are the countless 274<sup>th</sup> members who gave their time, talents and most of their working lives for the success of their sections and the squadron. Many were notable and rose through the ranks to become outstanding senior NCO's and officers, some commanding within the 274<sup>th</sup> while others had the opportunity to grow further in other organizations. Many may still be serving in organizations such as NEADS, Westhampton Beach ANGB, NY, Stewart ANGB NY, Andrews AFB, MD, McGuire AFB, NJ, U.S. Army, U.S. Navy and USAF.

Gone are the sites the 274<sup>th</sup> once played at, Farmingdale, Bellmore, Fire Island, Gilgo Beach, Roslyn and a dozen others. Silent are many of the HF long haul DCS entry stations that served as worldwide gateway stations for deployed Tactical Air Base (TAB) communications squadrons linking area commanders to the Joint Chiefs (JCS) and later CINCS.

The squadron may still haunt numerous places it deployed to such as Exeter, Ellenville, Wallkill, Maysville, Pine Hill, Pond Ridge, Elephant hill, China Lake and the grand daddy of Long Haul HF sites once operated by Radio Corporation of America (RCA) on Long Island. The familiar call MacDill, MacDill this is Corn Starch, read you loud and clear, will never be heard again.



## Good By

I often wake up early expecting to be at my desk, but now instead:

I sit remembering the glory of long ago, the sound of speakers crackling, a smell of wax permeates the air,

I feel the heat and see the glow of many electron tubes reminding me of Christmas lights,

But instead the lights I see come from inside opened radios,

I hear a Radioman's voice, excitedly he says, I got them loud and Clear,

An unbelieving voice replies I've got 'em 5 X 5'!

Quick wake the operators on positions 1 through 5!

Again the COM Center comes to life, the clicking sound of tape distributors so wonderful to hear,

I see them spitting Chad like snowflakes, their tapes resemble ribbons floating through the air,

The whirl of motors, the smell of oil, the persistent click and thud, come from rows of teletype inking letters onto endless rolls for messages,

A Radioman shouts what's that! An arcing sound, the smell of ozone our transmitter now has fried, Hurry power the spare before we lose'em, but the sun's already up,

A weary Tech Controller shouts repeatedly try some other frequency!!!

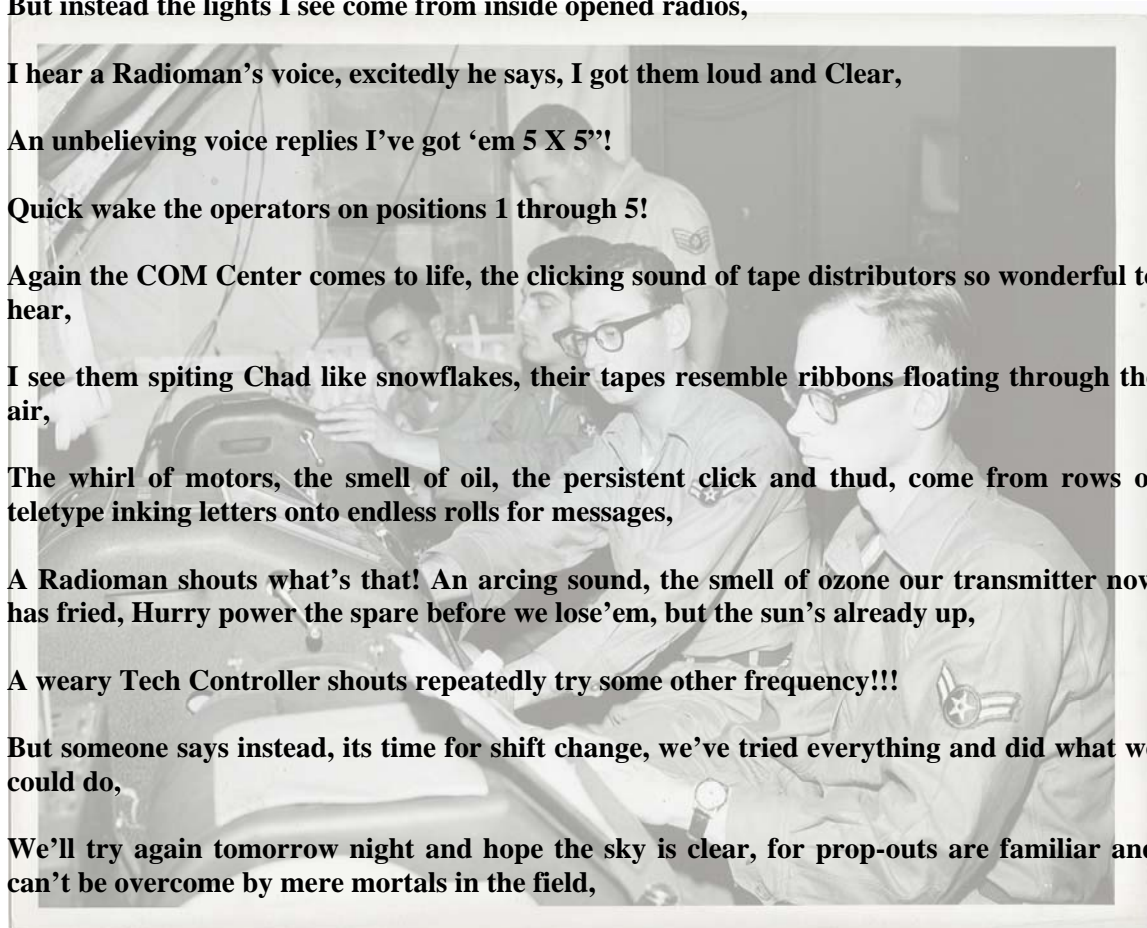
But someone says instead, its time for shift change, we've tried everything and did what we could do,

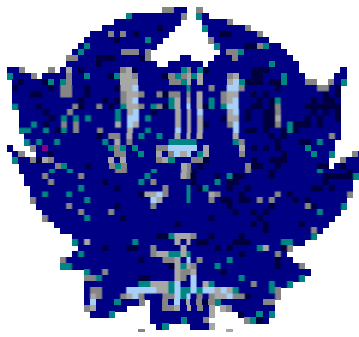
We'll try again tomorrow night and hope the sky is clear, for prop-outs are familiar and can't be overcome by mere mortals in the field,

But only by those at headquarters who tell us our frequencies are the best, we always get them from on high near God were told at TAC COM Area you see and their fully guaranteed!

At night when all is quite listen carefully outside and you will hear the faint and ghostly singing of long wires sending skyward endless streams of messages,

I miss the people I served with, watching so many come and go, but I was still there, now it's me, not them, time to go, good by.





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### **552nd Air Force Band**

*History* - The 552nd Air Force Band was activated on August 16, 1942 at Pueblo Army Air Base, Colorado, as the 52nd Army Air Forces Band. The unit was later re-designated as the 552nd Army Air Forces Band in March 1944. A year later, the unit was transferred to an overseas assignment Casablanca, French Morocco, North Africa, assigned to the Air Transport Command. The unit remained in Africa until April 10th, 1946, when it was inactivated and its personnel were transferred or absorbed into other units. The 552nd Army Air Forces Band was allotted to the New York State Air National Guard in May 1946 with an authorized strength of 29. In September 1947 the band was redesignated 552nd Air Force Band with an assignment station at the State Armory in White Plains, New York.

The band was ordered to active duty during the Korean Conflict on March 24th 1951 and assigned to the 15th Air Force of the Strategic Air Command at March Air Force Base, California. On December 1, 1952, after 21 months of active duty, the band was relieved from active military service and returned to the State of New York in an inactive status. In 1954, the band was again reformed and reassigned to Westchester County Airport as a New York Air National Guard contingent. The band operated from the State Armory in White Plains and the Dean Street Armory in Brooklyn until 1959 where it relocated to Roslyn Air National Guard Station in Roslyn, Long Island. While stationed at Roslyn Air National Guard Station, the 552nd performed such historic events such as the 1961 departure ceremonies at Hancock Field in Syracuse, New York; for the federal activation of NYANG forces being sent to Berlin, Germany; the opening ceremony of the lower level of the George Washington Bridge in August 1962; the New York State Winter Olympics at Lake Placid; and the New York City Marathon.

In May 1986, the 552nd Air Force Band was relocated to Stewart International Airport, Newburgh, New York.

The band was manned almost entirely with professional musicians and is considered one of the finest military marching bands in the country. It was very much in demand; performing several dozen times each year. They have played for the President of the United States, the Governor of New York, and for many other distinguished persons.



# Pieces of History

Photography by Paul Kennedy

## The Band

MICHAEL NAMISNAK, SMSGT, NYANG  
Band Superintendent

552 Air Force BAND New York Air Nat'l Guard  
ROSLYN L.I. New York



Memorabilia courtesy The United States Air Force Band, Bolling AFB, Washington, D.C.

The US Air Force Band began in 1941 as the Bolling Army Air Corps Band. The 209-member unit, based at Bolling AFB, D. C., now performs some 1,800 "commitments" a year, from the single-bugle ceremony at Arlington National Cemetery to the Guest Artist Series concerts that regularly fill a 3,800-seat auditorium.

"America's International Musical Ambassadors" and components—the Concert Band, Singing Sergeants, Strolling Strings, Airmen of Note, Ceremonial Brass, High Flight, Silver Wings, and Chamber Players—tour the world (including a recent first visit to China) and perform for appreciative audiences at home.



**552<sup>ND</sup> AIR FORCE BAND-NYANG  
ROSLYN AIR NATIONAL GUARD STATION,  
ROSLYN, NEW YORK.**

**SUBJECT: UNIT HISTORY ( 552<sup>ND</sup> AIR FORCE BAND,NYANG)  
TO: MEMO FOR RECORD (UNIT DEACTIVATED 1997)**

**THE UNIT WAS ACTIVATED ON 16 AUG 1942 AT PUEBLO ARMY AIR BASE, COLORADO AS THE 52<sup>ND</sup> ARMY AIR FORCE BAND. EARLY IN 1945 THE UNIT, THEN KNOWN AS THE 552<sup>ND</sup> ARMY AIR FORCE BAND, WAS SENT TO FRENCH MOROCCO AS PART OF THE AIR TRANSPORT COMMAND AND REMAINED IN AFRICA UNTIL APR 1946. UPON ITS RETURN TO THE UNITED STATES THE UNIT WAS TRANSFERRED TO THE NATIONAL GUARD AND IN NOV 1947 WAS REDESIGNATED THE 552<sup>ND</sup> AIR FORCE BAND, STATIONED AT THE WHITE PLAINS ARMORY IN WESTCHESTER COUNTY NEW YORK.**

**FROM 1 MAR 1951 TO 1 JAN 1953, DURING THE KOREAN CONFLICT, THE BAND SERVED ON ACTIVE DUTY WITH THE 15<sup>TH</sup> AIR FORCE AT MARCH AIR FORCE BASE, IN CALIFORNIA. IN JUL 1959 TO ITS PRESENT LOCATION, THE ROSLYN AIR NATIONAL GUARD STATION ON LONG ISLAND.**

**THE BAND IS MANNED ALMOST ENTIRELY WITH PROFESSIONAL MUSICIANS AND IS CONSIDERED ONE OF THE FINEST MILITARY MARCHING BANDS IN THE COUNTRY. IT IS VERY MUCH IN DEMAND PERFORMING SEVERAL DOZEN TIMES EACH YEAR, THEY HAVE PLAYED FOR THE PRESIDENT OF THE UNITED STATES, THE GOVERNOR AND MANY OTHER DISTINGUISHED PERSONS. IN ADDITION TO FURNISHING MUSIC, BAND PERSONNEL ARE READY TO SUPPORT THE MEDICAL SERVICES REQUIREMENTS OF MILITARY UNITS WHEN AN EMERGENCY ARISES.**

**PREPARED BY:**

**CW4 JOSEPH LOSH CMDR, USAF RETIRED.  
MSGT MICHAEL NAMISNAK  
SUPT. USAF RETIRED.**







# Military Band History 1940-1982

---

**Msgt. Namisnak, Michael**  
**U.S.A.F. Ret. 10 May 1982.**

**Enlisted- 23 January 1940**

**Fort Niagara, New York.**

- 28<sup>th</sup> Infantry Regiment- Band.
- 1<sup>st</sup> Infantry Division RA 6983482.
- Army Reg. Bands -Private First Class.
  - 8<sup>th</sup> Inf. Division- Band.
  - Fort Jackson, S.C. (Tank Hill)
  - 65<sup>th</sup> Inf. Division- Band Camp Shelby , Miss.
  - Fort Leonardwood, Missouri.
  - 1942-1945 Eastern Theatre Operation.
  - 314<sup>th</sup> ASF Band.
  - 2<sup>nd</sup> Repl. Depot.
  - Africa,Italy, Southern France,(Normandy),Germany,Belgium.
  - USA Oct. 1945.
  - 173<sup>rd</sup> Army Band, Fort Dix, New Jersey.
  - 98<sup>th</sup> Inf. Division-Band USAR .
  - Syracuse,(New York) Syracuse University Campus.
  - University Music Students.
  - 1<sup>st</sup> Sgt. SFC / Drum Major .
  - 77<sup>th</sup> Inf. Division-Band USAR .
  - 42<sup>nd</sup> St. New York City.
  - SFC / Drum Major.
  - 319<sup>th</sup> Statue of Liberty Band USAR Fort Totten, N.Y.
  - SFC / Drum Major
  - ~~552<sup>nd</sup> USAE Band - NYANG~~ Roslyn L.I. (ANG STN) New York
  - Band Superintendent 1973-1982
  - Msgt. / Drum Major.

Instruments Performed with-

Clarinet, Alto Sax, Tenor Sax, Baritone Sax, Percussion.



Band  
Supt.  
(1st Sgt)



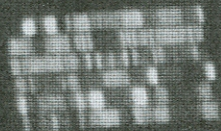
552nd  
AF  
Band  
1973  
Binghamton  
N.Y.

Glenn 73



MICHAEL NAMISNAK  
26003 75TH AVE  
FLORAL PARK NY 11004-1118





552 AF BAND NYANG/MSGT NAMISNAK SUPT/RET 1981



CW-4 JOE LOSH CDR 552 NYANG BAND

ROSLYN LI ANG BASE

SPOTLIGHT ON CITY PEOPLE

# Tooting Uncle Sam's horn

## Ex-G.I. has had a noteworthy career

By **BILL BELL**  
DAILY NEWS STAFF WRITER

**J**oe Losh still goes every Veterans Day to the Soldiers and Sailors Monument on Riverside Drive to honor the men and women who died in war. But without his trumpet, it's just not the same.

For years, Losh played taps, the solemn final salute to the fallen, as the wreaths were laid. Then, one year when he was out of town, organizers replaced him with someone younger.

"And," says Losh, 80, "I hear he does it for nothing. I used to get \$40."

He was there again yesterday, as a one-time fighting man — and as the commander of perhaps the country's most unusual American Legion post.

Post 1122, named for John Philip Sousa, the celebrated bandmaster and one-time Marine Corps sergeant, admits only former military musicians as members. It is the only post in the country exclusively for musicians.

There are 188 of them, including two women, scattered from Brighton Beach, Brooklyn, to Buffalo Gap, Tex., which makes Post 1122 a national, rather than local, chapter of the American Legion.

And its headquarters is not some flag-decorated meeting hall, but Losh's living room in Bensonhurst,

fought his way across France as a 3rd Army sergeant under Gen. George Patton.

He has been commander of Post 1122 on and off — "mostly on" — since the early '70s. Among his duties are editing a newsletter, the Sousaphone, and conducting the post band.

"I still play a lot," says Losh, who was born on the lower East Side. "Chinese funerals, the Italian festivals, a lot of places, mostly for the money."

There are four Chinese funeral homes in New York, and he plays all of them. "You'd be surprised how many requests we get for 'When the Saints Go Marching In.'"

He began playing the trumpet at age 7, with his father, a Polish immigrant who played the tuba professionally, giving him lessons. He has rarely stopped playing since. There was even a year with the Ringling Bros. and Barnum & Bailey circus.

In 1937, after high school, Losh joined the Army National Guard,

*The top 10 all-time American patriotic songs, and the year they were published (courtesy of the American Society of Composers, Authors and Publishers):*

1. "The Star-Spangled Banner" (1814)
2. "America, the Beautiful" (1895)
3. "America" (1832)
4. "God Bless America" (1939)
5. "Over There" (1917)
6. "Yankee Doodle Dandy" (1765)
7. "Battle Hymn of the Republic" (1862)
8. "Dixie" (1860)
9. "When Johnny Comes Marching Home Again" (1863)
10. "Praise the Lord and Pass the Ammunition" (1942)

included, at various times, Judy Garland, Ann Sheridan and Stubby Kaye, when the U.S. entered World War II.

Losh was quickly recalled to active duty and, trumpet in hand, sent to Iceland, Northern Ireland and then France — and war.

He was in the Battle of the Bulge, one of the bloodiest fights of the war, but escaped with only a nick on one ankle — "I didn't even bother asking for a Purple Heart."

He and the other musicians had left their instruments on Utah Beach, one of the D-Day landing sites, but when Patton said he wanted music for a medal ceremony, a truck was sent to collect them.





Brooklyn.

"We only get a dozen or so members out for meetings," he says. "The guys are all getting on, and most of them live somewhere else."

Losh signed on in 1945, a few months after his discharge from the Army, where he was a trumpet player, band leader and military policeman who

was ordered into active duty, was sent to Alabama and about a year later returned to civilian life. Everywhere he went, he carried his trumpet.

He was traveling around the country, entertaining troops as part of a U S O troupe that

"They were almost unplayable," Losh says. "Besides, it rained like hell and even Patton knew it was hopeless. We tooted away anyway. The worst concert I ever played."

After the war, he attended the then-New York Community College in Brooklyn, with Uncle Sam paying tuition under the G.I. Bill, and majored in structural engineering.

He spent years working as a draftsman before joining the Bureau of Alcohol, Tobacco and Firearms — "as a backroom guy at the World Trade Center." He retired in 1981.

He was teaching at a Bensonhurst music studio when he met his wife, Jean. They were married in 1969, when he was 50.

"I waited so long," Losh says, "because I was looking for the right woman, and I finally found her."

She died several years ago of a heart attack, and Losh says the living room is the way she left it — "except for the dust, which came later."

Post 1122 was chartered in 1934 under the sponsorship of Local 1802 of the American Federation of Musicians, with about 400 original members.

But by the '70s, membership had dropped to 40 or so, and with the post facing extinction, Losh hit on the idea of making it national — members anywhere could sign up for \$20 a year.

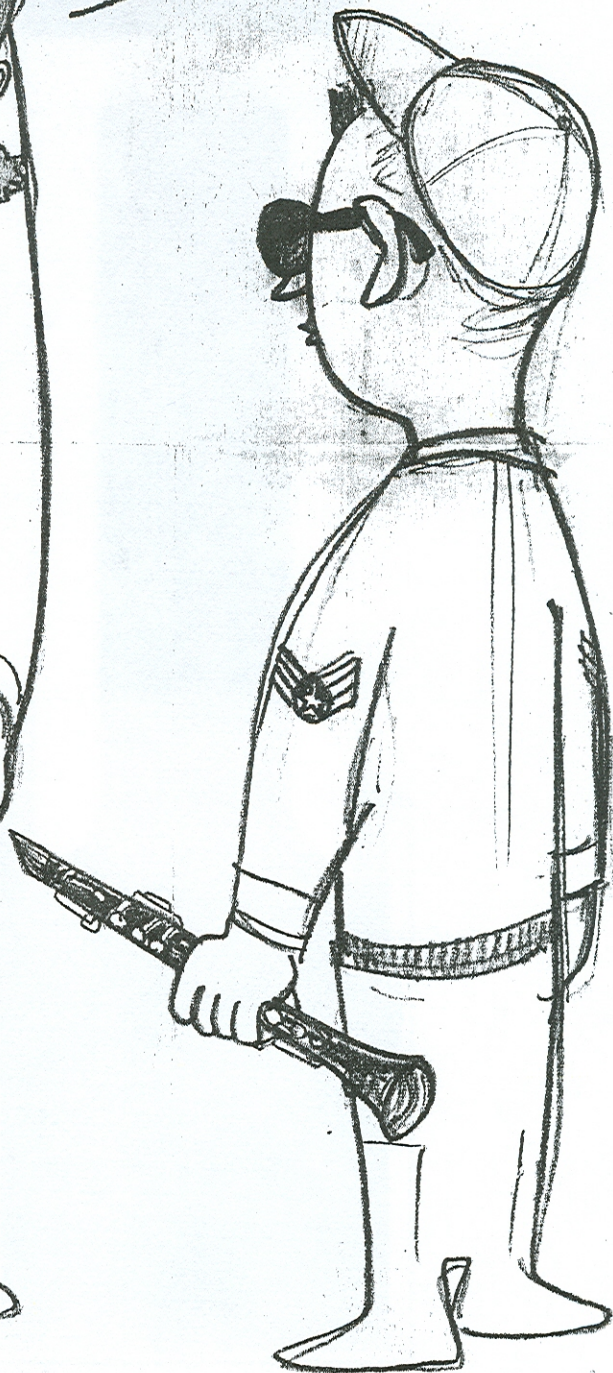
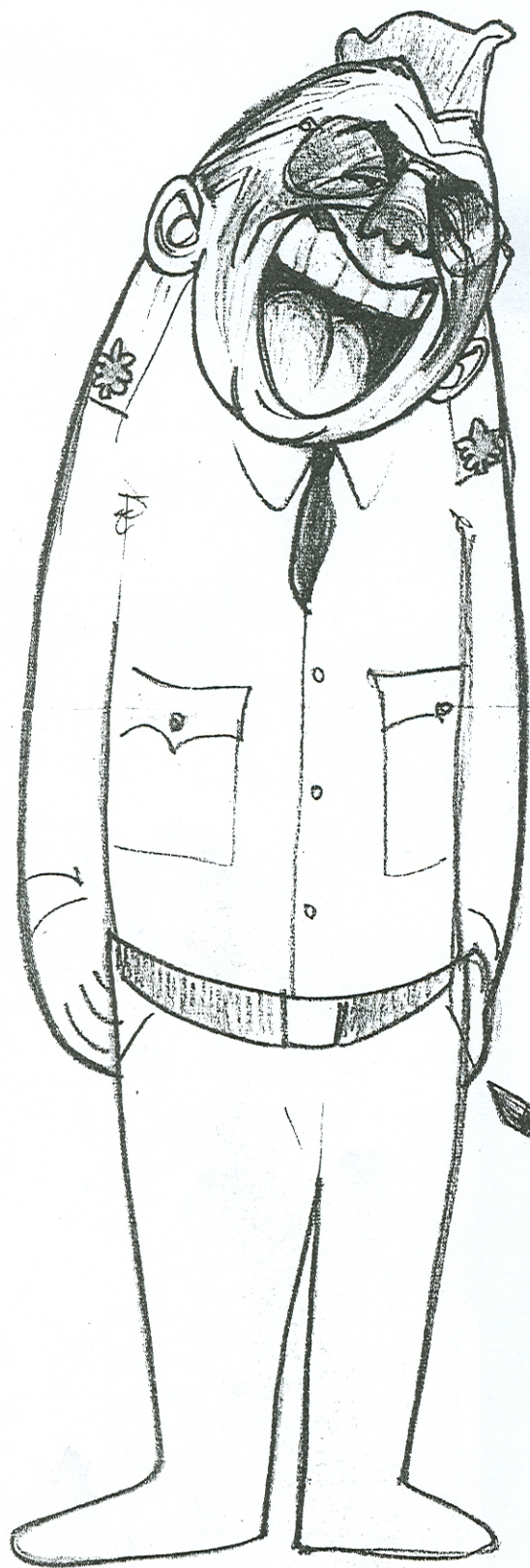
He's a member of all kinds of organizations, among them ASCAP (the American Society of Composers, Authors and Publishers), which licenses the several songs he wrote — among them "The Air Guard of New York," dedicated to his longtime reserve military unit.

"Now there's one you don't hear on the radio a lot," he says.





AIRMAN - JUST WHAT DO YOU MEAN. WHEN YOU SAY "LIKE MAN, THIS PLACE DOESN'T SWING!"?



charlie mason



MICHAEL NAVIGATOR, SIMON, STEVEN  
Band Superintendent  
Roslyn ANG Stn L.I. New York  
552nd Air Force Band

New York Air National Guard  
One Militia Way  
Stewart Air National Guard Base  
Newburgh, New York 12550-5043



Vocalist

Saxophone

Trombone

# OPENINGS

Horn

Bassoon

Piano

Guitar

Electric Bass

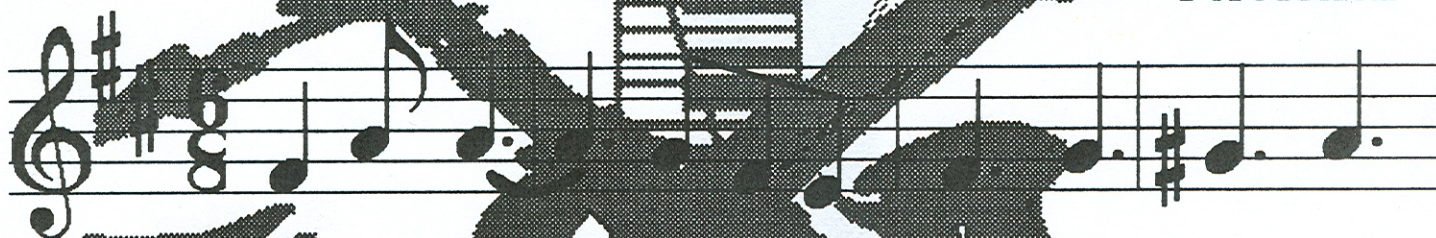
Tuba

Flute

Clarinet

Trumpet

Percussion



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## My Track Record

[Manek Records Home Page](#) / [Manek Records Information](#)  
/ [The Devotions](#) / [Our Generation](#)

**This page is under construction. Thank you.**



**Michael P. Banek**

American Lounge performance  
at the Village Pub South January 23rd, 2004

Take a listen to "Manhattan Autumn" (c)1999. It was recorded at Nu-Life Studios, NY in 1999. It is an original tune written as background music for a drive across the 59th Street Bridge going from Long Island to Manhattan.

### Vitae

I am Michael P. Banek and I have been a musician for 30 years. I began at the age of nine playing piano taught to me by my mother. Later I took private lessons all through high school and began recording my performances with a SONY reel-to-reel back in 1972.

At the age of 17 I joined the United States Air Force. While on active duty, I auditioned for a spot as keyboard player in the local Reserve Band at the Roslyn Air National Guard Station. I passed the audition and played keyboards for the Air Force Band for 4 years. I traveled with 30 professional musicians on buses, planes and trucks up and down the east coast playing everything from stage band, concert band, marching band, to jazz band and rock band. It was a terrific experience.

In 1978 I went to Five Towns College ( a fledgling school then) and studied Theater and English. I completed the program receiving an Associates Degree in English. I finished my training at Dowling College and graduated with a BA in Theater in 1981 winning a Theater scholarship. After studying to become an actor. I was successful in the local regional theaters. I owned my own dinner theater production company called Banlar Productions and produced, directed and performed in dinner theater comedy for five years. Because you have to be an athlete to be an actor - sadly, I left acting and comedy to go back to my true love - music.

In 1986 I auditioned for a country band as a bass player. The bass guitar is my favorite instrument and I decided to play what I love. I performed all over Long Island especially for the Long Island Country Music Association. I did many, many shows in all kinds of venues with this group.

I auditioned as a bass player for a local '50s band called Sheer Magic. I played successfully with them for 3 years and eventually the band from Sheer Magic became the band for a group called "**The Devotions**". The Devotions are professional vocal group harmony performing in the NY Metro area, Atlantic City, Westbury Music Fair and the Hamptons. The Devotions have a charted hit on Billboard's top 100 Doo Wops at no 87. I have been performing with them for 8 years.

By answering an ad in Newsday, I auditioned for and won the bass player spot for a Band called "**Our Generation**" a '60s-'70s classic rock band. We recorded a full length 12 song CD called, "Back in the Day". We worked with a Julliard trained musician, recording engineer and producer, Sammy SAX of Earl Lewis and the Channels fame.

Currently, through Manek Records, I am producing an act called American Lounge featuring Bobby Sinatra. This act is hot and is booking fast. With Bobby Sinatra's cooperation, we have been able to make this a very successful, professional act pulling in repeat bookings at every venue we have played.

Sadly, I am no longer with American Lounge.



**Mission** - The 552nd Air Force Band will support all ANG Bases located within the assigned geographical area without regard to command affiliation. They participate in, and provide music for: Military Formation and Ceremonies; provide musical support for recreation and entertainment programs at ANG installations; provide musical support for the ANG procurement programs; provide musical support for the ANG community relations programs. Additionally, they furnish support to the medical services requirements of military units when an emergency arises.



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#### **106th Civil Engineering - Operation Location**

The 106 CE-OL arrived on station in 1984. Prior to its arrival, the 152nd Tactical Control Squadron provided the function of the host unit. The Mission of the 106CE-OL is to provide daily engineering support and host unit functions to the station. Its military mission is to provide civil engineering service and support on a world-wide basis. The 106CE-OL does not possess heavy equipment but obtains these assets as necessary, from its parent organization, the 106th Civil Engineering Squadron, location at Westhampton Beach, New York. Due to recent manning cuts, the 106CE-OL was disbanded in October 1995, and its personnel moved to the Westhampton location, or absorbed onto the 213th EIS.









### **213th Engineering Squadron -**

*History* - The 213th Engineering Installation Squadron has been at Roslyn since 1959, when it moved from a Brooklyn, NY Armory. Its mission install and maintain Radio, Central Office, and Wire communications Facilities. The 213th was federally recognized in 1948 as the 602nd Signal Construction Company, and became the 213th Communications Construction Squadron, and a member of the Air Force Team in 1952. In January 1959 the unit was redesignated as the 213th Ground Electronics Engineering Installation Agency (GEEIA), and on 1 May 70, the 213th received its present designation as the 213th EI Squadron, a member of the Air Force Communications Service.

*Mission* - The 213th Engineering Installation Squadron provides for the engineering, Installation, and removal, and relocation of ground communication-electronics systems, and to provide for emergency and programmed, mobile, on-site, maintenance and modification of these systems. The unit also responds to National Guard Bureau taskings.

Before I go on any further, the story of the 213<sup>th</sup>'s unit emblem is based from the Disney company.

### **SIGNIFICANCE OF UNIT EMBLEM**

*The unit emblem was designed by Walt Disney in the mid fifties. The orange and blue signify the state colors. The blue and yellow (For Gold) signify the Air Force colors.; The orange and white signify the roots of communication that originated in the U.S. Army Signal Corps. The lightning bolts signify electronics, the open wire transmission lines signify the telephone and antenna communication mission. Donald in Air Force Blue signifies the presence of the unit on Long Island which is noted for their famous duck.*



## 213<sup>th</sup>'s Historical Projects from 1949 to 1997

Important fact: The United States Air Force became a separate entity and separated from the Army in Sep 1947.

Unit was first formed on 2 Jun 48, as the 602<sup>nd</sup> Signal (L) Construction Company at Floyd Bennett Field, NY. At the time the unit only had two officers and 12 enlisted members.

Known Deployments – (Based on old photos and documents found in history files)

- **As the 602<sup>nd</sup> Signal Squadron (1948 – 1952):**

1949 – Dover, Delaware

1950 – Convoy from Floyd Bennett Field to 3 bases:

Grenier AFB, New Hampshire

Otis AFB, Mass.

Groton, Connecticut

- **As the 213<sup>th</sup> Communications Construction Squadron (1952 – 1959):**

1954 – Rome, New York

1954 – Syracuse, New York

1955 – Hancock Field, New York

1956 – Schenectady, New York – Installation of telephone cable

1958 – Griffiss AFB, NY – Installation of Outside Plant Cable and Communications

## **Air National Guard** **Historical Photo**

During the height of the 1961-1962 Berlin crisis, President John F. Kennedy visited members of the 152nd Tactical Control Group at the Roslyn Air National Guard Station, New York.



• **As the 213<sup>th</sup> GEEIA Squadron (1959 – 1970)**

1959 – Cape Canaveral, FL

1960 – Cape Canaveral, FL – Erection of Outside Plant communications and Radar Tower

1962 – Hancock Field, Syracuse, NY – Installation of AN/FTC – 18 Dial PBX

- Robins AFB, Georgia
- Dover AFB, Delaware
- Langley AFB, Virginia
- Shaw AFB, South Carolina
- Westchester County Airport, NY

1963 – Cape Canaveral, FL

1964 – Patrick AFB, FL – Installation of Cable Facilities

- Griffiss AFB, NY – Repair and modification of Electronic and Crypto Equipment
- Olmstead AFB, FL – Repair and modification of Electronic and Crypto Equipment
- Niagra Falls ANGB, NY – Installation of an AN/F80 Dial PBX system
- Roslyn ANG Station, NY
- Indian Town Gap Military reservation, Anneville, PA

1965 – Cape Canaveral, FL – Install all types of launch control equipment

- Schenectady County Airport, NY – Extensive repairs to Outside Plant Cables

1966 – Chateauroux AS and Chambley AB, France – In support of Operation “Fast Race”, to remove all Communication and meteorological and weather equipment prior to base shut down in Apr 1967

- Griffiss AFB, NY
- Langley AFB, VA
- Maxwell AFB, AL
- McClellan AFB, CA

1967 – McClellan AFB, CA

- Griffiss AFB, NY
- Langley AFB, VA
- Andrews AFB, MD
- Roslyn ANG Station, NY – Pressurization of Base Cable

1968 – Loring AFB, Maine – Installation of permanent traffic recorder

- Schenectady ANG Base, NY – Installation of secondary Base Communication System
- Griffiss AFB, NY – Rehab of Antenna Farm

1969 – Eglin AFB, FL – Work on Transmitters, Facsimile machines, PA systems, and line amplifiers

- Griffiss AFB, NY
- Maxwell AFB, AL – Rehab Cable systems
- Westchester County Airport, NY – Maintenance on telephone switches
- Schenectady County Airport, NY – Maintenance on telephone switches
- Hancock Field, NY – Install telephone s and PA Systems

- **As the 213<sup>th</sup> Electronic Installation Squadron (1970 – 1972)**

1970 – Lajes Field, Azores – Erected antennas in support of the Base Communication System

- Langley AFB, VA – Support of Base Communication System
- Niagara Falls, NY – Perform emergency IRAN on an FTC-18 Base telephone system
- Suffolk County Airport, NY – Installed Base Communication System for the 106<sup>th</sup> Air Refueling Wing after  
The wing had transferred from the USNAS, Brooklyn, NY to Suffolk County  
Airport, NY
- Scott AFB, Ill – IDEM study performed on base autovon system
- Bradley Field, Conn – Emergency IRAN procedures performed on FTC –18 Base telephone systems
- Westchester County Airport, NY – Emergency repairs on base telephone Systems

1971 – Hancock Field, NY – Emergency repairs on AN/FTC – 18

- Suffolk County Airport, NY – Emergency repair of snapped cable

1972 – Plattsburgh AFB, NY – PMIs on receiver and control tower equipment

- Syracuse ANG Base, NY – Rehab of Base Cable system
- Andrews AFB, MD – Installation of RG-11 cable in the HQ Wing and Alert Hanger
- Randolph AFB, VA – Installation of RG-11 cable in the HQ wing and Alert Hanger
- Chanute AFB, IL – Review existing IRAN requirements and determine the need for new outside plant procedures
- Suffolk ANG Base, NY – Assemble and install main distribution frame (MDF), perform IRAN of FTC-18 and started permanent cable throw
- Dover AFB, Delaware – QA Visit (CWO McGowan)
- Wright-Patterson AFB, Ohio – Cable modification
- Hill AFB, Utah – Installation of base telephone system

1973 – Dover AFB, Delaware – One man augmentation to 485<sup>th</sup> technicians in installing ILS system (AN/GRN-27)

- McGuire AFB, NJ – One man augmentation to 485<sup>th</sup> technicians in installing ILS system (AN/GRN-27)
- Sembach AFB, GE – One man augmentation to 2<sup>nd</sup> Mobile Communication Group for inventory of War readiness supply kits
- Chanute AFB, IL – One man augmentation with the 1963<sup>rd</sup> Communication Squadron for installing the 1A1 key systems
- Griffiss AFB, NY – One team augmentation to 485<sup>th</sup> technicians for IRAN of rigid radio transmission cable and cable throw at the Officers Club and repair leaks. Also participation in Operation Rivet Switch at various locations
- Plattsburgh AFB, NY – Performed pre-IRAN procedures on Base meteorological equipment cables
- Richards-Gebaur AFB, Missouri – Newly formed Engineering branch attended first conference to obtain information on mobility requirements for the section
- New Castle ANGB, Delaware – Engineering section field trip to assist in development of scheme package to relocate X-Y telephone Central office and installation of AN/FTC-18 and base communications
- Hill AFB, UT – Installation of autovon trunks and associated equipment
- Wright-Patterson AFB, UT – Rehab of Base cable systems
- Grissom AFB, Indiana – Pre-IRAN of Base cable systems

1974 – Westover AFB, MA – Pre-IRAN of AN/FRC-19 control tower and TACAN Equipment

- Andrews AFB, MD – Installation of Aerial and buried cable systems
- Loring AFB, Me – Rivet Switch installing of radio receivers and transmitters



- K.I. Swayer AFB, MI – Rivet Switch installing of radio receivers and transmitters
- Baudette AFS, MN – Rivet Switch installing of radio receivers and transmitters
- Wright-Patterson AFB, OH – Rivet Switch installing of receivers and transmitters
- McLellan AFB, CA – SSILS interface scheme
- Muniz ANGB, Puerto Rico – Installation of Direct-buried cable
- Niagra Falls ANGB, NY – Installing 75Ohm coaxial cables and removal of buried cable
- Schenectady ANGB, NY – Installed rigid coaxial cable system for base CCTV support
- Selfridge ANG Base MI – Installation of autovon in-dial and trunk-hunting connectors in Base Central Office
- Griffiss AFB, NY – Video Cable installation

Site Surveys at Syracuse, Muniz ANGB, Byrd Field ANGB, VA, Schenectady, Suffolk County ANGB, Griffiss AFB, Lindsey AFS, Zwiebruken AFB, GE (CCTV), and Wright-Patterson AFB (CCTV)

1975 – Griffiss AFB, NY –Rivet Switch

- Hancock Field, NY – Installation of base cable
- Sarasota AFS, NY – Rivet Switch
- APO Seattle, 1995 Communications Squadron – Repair Damaged cable

1976 – Montauk AFS, NY - Rehab of Master Television System

- Griffiss AFB, NY – Installation of antennas and cable system
- Plattsburgh AFB, NY – MDMs on transmitter and receiver sites
- Westover AFB, Mass – Pre-MDM on transmitter and receiver sites

1977 – Phelps-Collins ANG Base, Michigan – Installation of Control tower equipment

- Andrews AFB, MD – Installation of base communication cable to Million Dollar Consolidated Base Personnel Office
- Griffiss AFB, NY – Installation of new cable to base gym and removal of portions of aerial cable
- Niagra Falls, NY – Project Rivet Switch
- Vandenburg AFB, CA – Cable upgrade project

1978 – Muniz ANGB, Puerto Rico – test for Autovon System

- Syracuse ANGB, NY – Installation of AN/FTC-18 scheme
- McGuire AFB, NJ – Complete Antenna MDM
- Montauk AFS, NY Replace power cable for lights from AN/FBS-35
- Gibbsboro, NJ – Maintenance assistance at GATR Site
- Plattsburgh AFB, NY – Antenna Pre-MDM
- Westchester ANGB, NY – Maintenance assistance of AN/FTC-18 telephone system
- Hancock ANGB, NY – Semi-annual PMI of GATR antennas
- Elmendorf AFB, AK – Antenna relocation scheme

1979 – Schenectady ANGB, NY – Site survey for two telephone poles (Engineering)

- Syracuse ANGB, NY – Site Survey for CCTV System and Cable scheme (Engineering)
- Camp Santiago, Puerto Rico – Engineering cable scheme
- Westchester County Airport – Project Rivet Switch
- Montauk AFS, NY – Antenna GATR Site
- McGuire AFB, NJ – Antenna maintenance assistance
- Roslyn ANGS, NY – VCSS Project
- Hill AFB, UT – cable expansion of Base Central Office

- Syracuse ANG Base, NY – Repair Base telephone system
- Riverhead, NY – PIS, Arctic Tower Installation, JSS Site
- San Vito AS, Italy – Autovon control circuit scheme
- Muniz ANGB, Puerto Rico – PIS for Cable scheme
- Ft Drum, NY – maintenance assistance on communication cables for the US Army Communication Command
- Pease AFB, NH – Control tower relocation
- Wright-Patterson AFB, Ohio – Augment 2046CIG/ISW in 600 line dial central office expansion
- Suffolk County ANGB, NY – Site Survey for Cable Survey

1980 – Riverhead, NY – JSS Site, Riverhead, NY – Arctic tower project

- Westchester County airport, NY – Pre-MDM – AN/FTC-18
- Schenectady ANGB, NY – Site Survey Cable Schemes
- McGuire AFB, NJ – Depot-level maintenance of UHF/VHF ground-to-air antennas
- Burlington IAP, Vermont – Install 700 feet of buried cable
- Westchester County Airport, NY – Depot Level Maintenance on telephone central equipment Office
- Grissom AFB, Indiana – Installation of Base Intrusion system on base (SAFERAMP)
- Hill AFB, UT – Completed splices of buried cable
- Offut AFB, Nebraska – Removal of 200 line cable from Base Hospital
- Syracuse ANGB, NY – Installation of telephone and coaxial cable in support of base CCTV system
- Niagra Falls ANGB, NY – Installation of telephone and coaxial cable in support of base CCTV system
- Fire Island US coast Guard Station, NY – Removal of 16 miles of unused aerial cable (ongoing)
- Montauk AFS, NY – Maintenance on Ground-to-air transmitter/receiver (MATR) site. GATR is associated with AC+W radar at Montauk

1981 – Niagra Falls IAP, NY – Pole installation scheme in support of base CCTV system

- Fire Island Coast Guard Station, NY – removal of 16 miles of unused aerial cable
- Hancock Field, NY – Pre-MDM (Mobile Depot Maintenance) on AN/FTC-18
- Nellis AFB, NV – Relocation of console, canopy and communication equipment
- Westover AFB, MA – MDM on base Communication antennas
- OTIS AFB, MA – Installation of Solid-state ILS system
- Pope AFB, NC – Installation of Ground-to-Air Radio installation
- Griffiss AFB, NY – Augmentation of workload control at 485<sup>th</sup> EIG and rehabilitation of base telephone system
- Montauk AFS, NY –Pre-MDM of Ground-to-Air transmitter/receiver (GATR) site for the 21<sup>st</sup> Air Division
- McGuire AFB, NJ – Site Survey for antenna installation
- Schenectady ANGB, NY – Base Telephone setup and CCTV expansion
- Gibbsboro AFS, NJ – Removal of Ground-to-Air radio equipment
- Suffolk County ANGB, NY – Pre-Installation Survey (PIS) for Communication/Engineering Scheme
- Westchester ANG Station, NY –Repaired defective switches and relay on FTC-18 telephone equipment
- Syracuse ANG Station, NY – reroute overhead telephone cables

• **As the 213<sup>th</sup> Engineering Installation Squadron (1982 – present)**

1982 – Hancock Field, Syracuse, NY – Engineering site surveys for relocation of GRC-171

- Westchester County ANG Base, NY – Maintenance of AN/FTC-18, Base telephone system
- Fire Island Coast Guard Station, NY – Remove 16 miles of unused aerial cable (ongoing)
- Suffolk County ANGB, NY – Installation of telephone cable for base alarm

- Schenectady ANGB, NY – Installation of CCTV and telephone cable
- JSS Site, Riverhead, NY –PIS for installation of Ground-to-air-to ground equipment
- Niagara Falls IAP, NY – Engineering survey for Cable splicing scheme, CCTV Cables scheme, and assist in radio control head re-location scheme
- Montauk AFS, NY – Removal of AS-726 Antennas for the deactivation of the 21<sup>st</sup> Air Division
- Griffiss AFB, NY –Engineering site survey for the Recorder in SAC post
- Malstrom AFB, MT – Removal of Arctic Tower system
- Mountain Home AFB, ID – Locate trouble in cable GMQ-13, associated with base radar
- Stewart ANGB, NY –Site survey of facilities in preparation for relocation of the 105<sup>th</sup> TASG from Westchester County Airport to Stewart ANGB, NY
- Grand Forks AFB, MD – Installation of security system cable
- McClellan AFB, NY – 490L rehabilitation of Base Autovon System

1983 – Suffolk County ANG Base, NY – repair damaged cable struck by truck

- JSS Site, Riverhead, NY – Installation of new stairs in Arctic Tower for 21<sup>st</sup> Air Division
- Fire Island Coast Guard Station, NY – Removal of 16 miles of aerial cable (on-going)
- Montauk AFS, NY – MDM on Antennas at GATR site
- Mountain Home AFB, ID – Installation of MDM GMQ-13 weather cable
- Stewart ANG Base, NY – Cables and antenna installation and radio relocation from Westchester County airport, NY to Stewart ANGB, NY
- Wright-Patterson AFB, OH – Removal of “Area B” DLO (Central Office)
- Schenectady ANGB, NY – relocation of long-wire antenna and installation of new distribution frame for telephone.
- Aviano AB, IT – Tower and metro-cable installation
- Al Conbury RAF, UK – Autovon telephone system
- Montauk GATR site, Riverhead, NY – Annual PMI
- Scott AFB, Ill – Remove area “B” DCO
- Comiso AB, IT – Erect 60 foot radio tower for Armed Forces Radio Service
- Niagara Falls IAP, NY – Cable installation for new electronics building
- Kelly AFB, TX – Pre-assembly of SSCS (ANG-37G) OJT-314
- Tinker AFB, OK – Testing of telephone cable in the warehouse
- Suffolk County Airport, NY – Assisted 106<sup>th</sup> communication flt in checking and re-aligning downed guy wires on radio tower
- Montauk AFS, NY – removal of UHF antennas and associated equipment

1984 – Roslyn ANG Station, NY – Installed the base FTC-18 in building 1 and performed maintenance on Base cable and pressure systems

- Whiteman AFB, MO – PIS on support cabling for AN/GSQ-99 Central Communication and AN/GSQ-199 sensors
- Schenectady County Airport, NY – PMI on antennas
- Ramstien AB, GE – Installed Cables
- Camp New Amsterdam, the Netherlands – MDM on defective telephone cables
- Hancock Field, NY – Augment the 274<sup>th</sup> in exercise Yankee Sentry
- Sembach AB, GE – Installation of Antenna/Cable on control tower
- Griffiss AFB, NY –Performed engineering survey
- Loring AFB, ME – Augment the 485<sup>th</sup> EIS
- McClellan AFB, CA – Build an Communication Control System
- RAF Fairford, UK – Dual Install Radios



- Roslyn ANG Station, NY – Preparation for Base Open House
- Plattsburgh AFB, NY – Relocation of UHF/VHF radios
- Hancock Field, NY – Perform site survey
- Ft Drum, NY – Perform site survey
- JSS Site, Riverhead, NY – MDM on AS 1097 antennas
- Suffolk County Airport, NY – Relocation of CE Radio and AN/GRC-171 Radios

1985 – Niagra Falls, NY – Site Survey for CCTV cable expansion

- Lockport AFS, NY – Site Survey for RS antenna (air-to-ground AS-3473/G type)
  - Edwards AFB, CA – Site Survey
  - Roslyn ANG Station, NY – Installation of cable at building 25 and building 6
  - McClellan AFB, CA – Pre-assembly of SSCS (Standard Communication Control Systems) Control Tower for Offut AFB
  - Stewart AFB, NY – Site Survey and installation of special purpose computer cables in Bldg 122
  - Suffolk County ANGB, NY – Installation of CCTV systems
  - Eglin AFB, FL – Installation of communication cables to SADS “X” facility site A21A
  - Mather AFB, CA – Cable relief expansion
  - Griffiiss AFB, NY – Removal of SSB Voice Ground-to-Air Radio
  - Langley AFB, VA – Site Survey for installation of WWCCS (Worldwide Military Command and Control System)
  - Atlantic City Arprt, NJ – Engineering assist for new Base Cable
  - Elmendorf AFB, AK – Scope Signal III
  - Rein-Main AB, GE – Installation of Events Recorder
  - Yokota AB, and Camp Zama AB, JP – Installation of AARTS (Automated Audio Remote Test Set)
  - Travis AFB, CA – Relocation of AN/GMW-13 cloud height sensors

1986 – Muniz ANG Base Puerto Rico – Site Survey to relocate a cross-feed EPABX-800 switch from Muniz AB to Misawa AB, Japan

- McClellan AFB, CA – Installation of Automated Audio Test Set (ARRTS)
- Andrews AFB, MD – Installation of Automated Audio Test Set (ARRTS)
- Brooks AFB, TX – Installation of the Communication cable to bldg 570
- Schenectady County Airport, NY – PMIs on AT 197 Antennas
- K.I.Sawyer AFB, MI – Installation of GSQ-199 Communication Central Equipment
- Suffolk County ANG Base, NY – Site Survey for FRN-45
- JSS Site, Riverhead, NY – Installation of JSS panel
- Wright-Patterson AFB, OH – Cable to BCE compound C
- Bitburg AB, GE – removal of scope dial/ETS

1987 – Laporte, TX – Deployment to Healthy Comet VIII

- Kapaun AB, GE
- Sembach AB, GE
- Aviano AB, IT
- RAF Mildenhall, UK
- Detachment 1, 438MAW, Goose Bay, Labrador Canada – Installation of Cable to squadron ops building
- Stewart IAP, NY – Site Survey for UHF Radio and Pacer Radio installation
- Lackland AFB, TX – Site Surveys for Cable installation

- Edwards AFB, CA – Site Survey
- Willow Grove NAS, PA – review of radio section operations
- Niagara Falls IAP, NY – Work on Circuit Rider, CCTV and CBC
- Griffiss AFB, NY – Relocation of pilot to dispatcher facility radio
- Schenectady ANG Base, NY – Relocation of telephone poles

1988 – RAF Mildenhall, UK – Healthy Comet Preparation

- Griffiss AFB, NY – Engineering review of Cable to POL facility
- Punta Salinas, P.R. – Installation of Spectrum Monitor
- FT Allen, P.R. – Installation of RF Cables and connectors
- Stewart ANGB, NY – Installation of CCTV System
- Schenectady ANG Base, NY – Annual PMI on equipment and cable expansion to new facility
- Niagara Falls IAP, NY – Restart cable and CCTV coax to the squadron operations building
- Malstrom AFB, MT – Install and test new GRN-29 system

1989 – Stewart IAP, Newburgh, NY – Radio Relocations

- Hahn AB, FRG – Cable installations
- Ramstein AB, FRG – Installation of ILS System
- Phelps-Collins ANGB, MI – Installation of patch panel
- Sagami Depot, Japan – Install Patch panel
- Spangdalem AB, FRG – Relocation of TRN-297 Glidescope and installation of computer cables
- Wright-Patterson AFB, OH – Cable rehabilitation
- Hill AFB, UT – Installation of Patch test facility
- Dover AFB, Delaware – Repair of GMQ-13 weather cable
- Brandywine, Maryland – Upgrade the test and patch facility
- Port Canaveral, FL – Installation of digital modems and time diversity multiplexers on-board USNS Redstone

1991 – Langley AFB, VA – PIS of radio equipment

- Toledo Express Apt, OH – Site Survey of Engineering project
- CSR-USNSHIP O.I, portland Oregon – Installation of RX Remote Control
- Vandenburg AFB, CA – PIS at WSMC facility
- RAF Mildenhall, UK – Weather Indicator Relocation
- Zaragoza, Spain – SARAH-BCC-AID Installation
- Savannah, GA – Wideband Equipment Test/Transfer
- Langley AFB, VA – Performed ILS Augmentation
- Vandenburg AFB, CA – Desert Storm Support from 4 members of unit
- JSS Long-Range Site, Salem, Oregon – Project Circuit Rider
- Ft Knox, KY – FMQ-B Installation
- Suffolk County Apt, NY – Cable Installation Assistance
- Nellis AFB, NV – Project Site Survey on AN/GSH-56/57 Recorder/Reproducers
- Tyndall AFB, FL – Augmentation to 211<sup>th</sup> EIS of their on-going project
- Cape Cod, MA – Perform training on the AN/GSU-39 Antenna Equipment
- Niagara Falls ANGB, NY – Install Fiber Optic cable
- Ft. Drum, NY – Performed first-ever live workload combined with mobility exercise in 26 years
- Stratton ANGB, NY – Performed maintenance assistance for equipment located at the site
- Stewart ANGB, NY – Install Pacer Bounce Radios
- Schenectady ANGB, NY – Emergency Cable Repair

- Edwards AFB, CA – Installation of KGR-66 Radios

1992 – Otis AFB, MA – Site Surveys for future projects

- Tyndall AFB, FL – Installation of OJ-314 Radios
- Toledo Express, OH – Cable to Composite Bldg
- Stratton ANGB, NY – Site surveys for future projects
- Stewart ANGB, NY Cable Installation
- Rhein Main AB, GE – Installation of Communication equipment
- Ft. Campbell, KY – Site Survey for future communications projects
- Stratton ANGB, NY – Installation of cable connection to Aerial Port
- Moron AB, Spain – Antenna Installation , AN/FMQ-13 Wind Measurement Set Installation, ANG/GMQ-34 Cloud Indicator and Barometer Installation
- Torrejon AB, Spain – Microwave Equipment Removal
- McGuire AFB, NJ – Antenna PMIs (Preventative Maintenance Inspections)
- Stratton ANGB, NY – CCTV Cable and LAN Installations
- NASO, Philadelphia, PA – Installation of Fiber Optic Cable
- Ft. Drum, NY – Participation in Healthy Delta Exercise
- Tyndall AFB, FL – Cable Installation
- Otis AFB, MA – Delivery of Electronic Equipment for Calibration
- McGuire AFB, NJ – FMQ-13 Sensor Installation
- Memminger AFLD – Installation of Regency Net Antennas
- Buchel AS, GE – Installation of Regency Net Antennas

1993 – Stratton ANGB, NY Cable Installation –

- Holloman AFB, NM – Radio Console Modification
- Schenectady ANGB, NY Site Survey for future projects
- Lajes Field, Portugal – Installation of WSC-3, VRC-46 and PC-3 Radios
- Stewart ANGB, NY – Cable Repair and Installation
- RAF Croughton, UK – Damaged Boom Removal
- Stratton ANGB, NY – Installation of LAN Network Cable
- Dover AFB, DE – Site Survey for future projects
- Schenectady ANGB, NY – Installation of LAN Network Cable
- Ramstein AB, GE – Participation in mobility exercise combined with LIVE workload
- RAF Mildenhall, UK
- Bad Kreuznach, GE –
- Soesterburg AB, GE
- Vogelweh AS, GE
- Rhein Main AB, GE
- Sembach AB, GE
- Landtudhul AB, GE

1994 – MISSING



1995 – Stewart ANGB, NY – Installation of Communication Equipment

- Jacksonville Naval Air Station, FL – Site Survey
- Site 53, Israel – Site Survey
- Westover AFB, MA – Site Survey
- Stratton ANGB, NY – Participation in USAF counterdrug Interdiction program
- Sakara AB, Egypt – Installation of TACAN/Tower/Antenna ILS, Non-directional Beacon (NDB), Directional Finders (DF), Automated Weather Observation System (AWOS), UHF/VHF Radios (Low and High-power), Digital Microwave Radio Links, and Weather Satellite Receiver
- Aduhamad, Egypt – Installation of Automated Weather Observation System
- Albany, NY – HF Antenna Installation
- Ft Hamilton, NY – Cable/Telephone upgrade to bldg 407, US Army Security Police and UHF Antenna Installation in support of USAF Drug Interdiction Program
- Gabreski ANGB, NY – TACAN Installation and replacement of FRN-45 Antenna Replacement
- Roslyn ANGS, NY – Cable Repair due to storm
- Aviano AB, IT – Area “A” Cable Upgrade
- St. Vito AS, IT – AN/FMQ-12 Ionospheric Sounding Range Installation
- RAF Alconbury, UK – Removal of AN/GPN-22 and AN/GPN-20 Approach and Surveillance Radar
- East Northport, NY – Cable Telephone Installation
- Hanscom AFB, MA – F.O. Cable Installation
- Spangdahlem AB, GE – Digital Lightning Detection System
- Westover AFB, MA – AMC-C2 HF System Engineering
- Jacksonville, Fl – Tactical Secure Voice Program Engineering
- Lajes Field, PO – Cable Television System Engineering Survey
- Kaala AFS, HI – Grounding Retrofit and signal and RF Cable removal
- Wheeler AAF, HI – Antenna PMI, UPS installation and grounding Retrofit
- Hickam AFB, HI – Fiber Optic Cable Installation to Bldgs 2125 and 1073. Manning Assist to correct LAN installation discrepancies
- Mt Weather, VA – FEMA Support
- Sembach AB, GE – 1200 pr Cable to 16AF HQ Bldg
- Ramstein AB, GE – Cable 12 Upgrade
- Ruppertsweiler AB, GE – Cable to Security police, CCTV upgrade, and cable upgrade
- Rhein Main AB, GE – Installation of Fiber Optic Cable for Base LAN, Key System Installation in Bldgs 81 and 83, and telephone system upgrade
- Langer AB, Ramstein AB, Sembach AB, Hofenfeld AB, Houten AB, and Keizerveers AB in GE, BE, and NL – Antenna repairs and installations at multiple locations
- Abu Hamad EAB, Egypt, - Automated Weather Observation System
- Buechel MUNSS, GE – Cable to Security Bldg
- Ramstein AB, GE – Cable to Weather System and cable to precision approach radar
- Spangdahlem AB, GE – Installation of Fiber Optic Cable and cable to chapel
- Incirlik AB, TK – Base LAN Installation
- Spandlchamp, BE – Removal of Clock Monitor and Installation
- Ben Ahim, BE – Removal of Clock Monitor and installation
- Ramstein AB, GE – LAN Installation
- Schonfeld AB, GE – Global Positioning System
- Spangdahlem AB, GE –
- Adenau AB, GE –
- Sembach AB, GE –

- CEMO, Albany, NY – Tower installation
- Sakara AB, Egypt – Installation of Communication Equipment
- Vitodei, Normanni, IT – Project Installation
- Moron AB, SP – Project Installation
- RAF Alconbury, UK – Project Installation
- Aviano AB, IT – Installation of various projects
- Hickam AFB, HI – Cable Antenna Installations
- Ruppertsweiler Underground Facility, (UGF), GE – Project installation
- Stratton ANGB, NY – CA-02 Cable upgrade

1996 – Mountain Home AFB, ID – Installation and testing of Fiber Optic Cable throughout the base

- Hancock Field, NY – STEM Site Survey
- Stratton ANGB, NY, and Thule AB, Greenland – STEM Support to Area 6
- 177FS, Pleasantville, NJ – Complete Antenna PMI
- Warren Grove Range, NJ – Complete Antenna PMI
- Niagra Falls, NY – Electronics Installation and FMC-C2 IPS Installation
- Ramstein AB, GE – Pre-Installation Survey (PIS) for future electronics Installation
- Incirlik AB, TK – LAN Installation
- Moron AB, SP – LAN Installation
- Hickam AFB, HI – PIS and workload coordination. GRC-171 Installation
- Osan AB, Korea – PIS and Site Survey
- Hickam AFB, HI – PIS and Site Survey
- Incirlik AB, TK – LAN Installation and Operation Provide Comfort (Cable Project Installation)
- Ramstein AB, GE – Cable to Bldg 2406 and SW area
- Ghedi AB, IT – Cable Plant Rehabilitation
- Pisa AB, IT – Communication Cable Installation
- Lajes Field, Azores – Installation of equipment for the Integrated Logistics System
- Sigonela NAS, IT –
- Sakara AB, Egypt –
- Westover AFB, MA – Communications Installations
- Spangdahlem AB, GE – Support of Exercise EMERALD COAST
- Stratton ANGB, NY – Communications Equipment installations
- Stewart ANGB, NY – Cable installation
- Hanscom AFB, MA – Communications Equipment Installations
- Elmendorf AFB, AS – Antenna installation
- Ruppertsweiler AB, GE – Cable upgrade and repair at RUF 1
- Hickam AFB, HI -
- McGuire AFB, NJ –

1997 – Kangerlussaug, Greenland – Installation of Communication Equipment

- Araxos AB, Greece – Base LAN Installations and CAT 5 Wiring
- Incirlik AB, TK – Lan Installations
- McGuire AFB, NJ – CITS projects
- Hurlburt AFB, FL – CITS Projects and CAT 5 Wiring
- Aviano AB, IT – Cable to Ammo Igloos
- Ghedi AB, IT – PIS on the Regency Net Project and Cable Upgrade
- Araxos AB, Greece – Communications project installations

- Moron AB, Spain – Cable Installation and CITS distributions
- Kaala HI – Height Finder Radar Removal
- Wheeler AFB, HI – Antenna PMIs
- Honolulu, HI – Cable installation for Civil Emergency Management Office (CEMO), antenna removals/PMIs, and Wireless LAN for CEMO
- Kokee, HI – Antenna PMIs
- Osan AB, Korea – CAT 5 Wiring
- Kadena AB, Japan – Cat 5 wiring
- Hickam AFB, HI – Tower Installation survey
- Ft Drum, NY – Deployable LAN Engineering Installation (Global Apache Exercise)
- Rome, NY – CCTV Upgrade

- **Other Important Highlights**

1 Jul 52 – Officially redesignated from 602<sup>nd</sup> (L) Construction Squadron to 213<sup>th</sup> Communication Construction Squadron. Unit also had grown in manpower to 6 officers and 96 enlisted troops

1952 – M-16 Training

1953 – Winners of the 106<sup>th</sup> (L) Bomber Wing Softball Championship

1956 – The number of authorized Air technicians for the 213<sup>th</sup> CCS was only at 3 permanent slots and one temporary clerk/typist. A manpower survey conducted by the Air Staff did authorize an additional vehicle maintenance position due to the pending increase of the number of authorized vehicles to 36. The additional Education technician position was not authorized at that time. At the time the report was accomplished, the unit only had the following number of vehicles:

10 Trucks, 1 forklift, and 2 trailers

Jun 1958 – Air Advisor inspection was completed

Jan 1959 – Officially redesignated from 213 CCS to 213GEEIA. A short time later, the unit moved to its present location at Roslyn ANG Station, after the 26<sup>th</sup> Air Division left in Feb 1959.

1963 – Received a Certificate of Merit from then Nassau County Executive Eugene Nickerson for being the first unit in the nation to support the NASA Space Program.

1964 – The unit was the host and participant in the annual State Basketball tournament. All competing teams were housed on Roslyn Station.

- Held first Military Ball at Floyd Bennett Field NCO Club
- Roslyn ANG Station bowling team took best at very first bowling tournament in Martinsburgh, West Virginia.
- Capt James E. Bell passes away 6 Apr 64
- Helped build a baseball field for the Hempstead Lions Club

1965 – 213 GEEIA officially took over the control of the Roslyn Station Cable system and was planning to overhaul it.

(See Pictures) – AN/F80 Dial switching system



1966 – First overseas deployment for the unit to France in support of “Operation Fast Race”

- First phase of overhaul of Roslyn Base cable system complete (AN/F80)
- Satisfactory rating received at the Annual Federal Inspection

1967 – Unit Named Co-winner of the GEEIA Commander’s trophy for outstanding ANG squadron

- Recognition of participation of “Operation Fast Race” by General Burchinal, Deputy Commander in Chief of The US European Command

1968 – 1<sup>st</sup> Lt John Lewis became commissioned officer

- MSgt Louis Soracco took over the supply section
- First year the military pay system was “mechanized”
- Unit celebrated their 20<sup>th</sup> Anniversary at Riveria Caters in Brooklyn, NY – 6 Apr 68
- 152<sup>nd</sup> Tac Control group provided emergency power to the village of East Hills, LI, during both the month of April and November of 1968. In the November 1968 emergency, the base dining hall and recreation center was made available to the local residences during the evening hours and arrangements were completed for local populace to sleep in the recreation hall in the event of a severe cold. Then Mayor Fleischer of East Hills wrote a letter of appreciation and commendation for the units efforts.

1969 – Annual General Inspection which the unit was highly commended on the following areas: Vehicle Operations, Individual and Team training, Unit Personnel Records Group, Mobility Folders, Publication Reference Library, Unit Welfare Funds, Custodian Property, Supply records and Discipline, Troop Inspection, and General Military Training. This inspection was one of the best under command of Col Healy.

- Participation in Project Oriental Fast Race, deploying to places like Okinawa, Deshima, Hawaii
- Participation in NYANG Bowling tournament, and placed second in DMNA bowling tournament. Unit members also participated in ANG Bowling Tournament in Minneapolis, Minn.

1970 – Col Healy retired 1 Jul 70. The Change of Command ceremony was held on 20 Jun 70. The 552<sup>nd</sup> band provided the music.

- SMSgt Jameson B. Wu becomes First Sargeant
- The 213<sup>th</sup> GEEIA squadron was the only GEEIA unit to be called into federal service during this year. This was to aid in the postal strike. The unit was only on standby and did not report to any post office.
- Twelve members of the unit participated in the annual ANG Bowling tournament in Phoenix, Arizona.
- A flag pole was erected by the Outside plant team for the Boy Scouts of America at Yaphank, NY
- Three members of the unit participated in the NYANG Pistol matches at White Plains, NY and two other members participated in the pistol match at McDill AFB, NY.
- The 213<sup>th</sup> GEEIA squadron officially was redesignated the 213<sup>th</sup> Electronics Engineering Squadron on 1 May 1970.

1971 – No information available

1972 – Engineering branch added to squadron.

1973 – Installation of temporary communication system in support of the Boy Scouts of America Camporee, held at Camp Wanwepex, Wading River, NY

- Unit received highly favorable inspection report

1974 – Unit receives another highly favorable inspection report

- Unit repairs damaged cable at RANGS after ice storm
- Assisted the Town of North Hempstead in power outage
- Assisted the 21<sup>st</sup> Air Division, Hancock Field, NY in preparation for their annual NORAD Operational Evaluation

1975 – Unit receives high marks during annual squadron inspection

- Members attend the Memorial Day Parade in the Town of Roslyn

1976 – Member made emergency repairs to cable during two snow storms

- Members participate in Bicentennial celebration program at Roslyn Harbor school

1977 – No known highlights

1978 – Started project for 40-foot training telephone pole

- Performed monthly pressure checks on Roslyn Base cable system
- Lt Col Bianco retires from the 213<sup>th</sup>, Col Montagano takes over as squadron commander
- 213<sup>th</sup> is mobilized during state ice storm emergency to help LILCO to restore power
- Unit constructed obstacle course at Nassau County Police dept pistol range
- Opened Roslyn Station to the local community during severe ice storm to provide shelter and heat to those who do not have any at their residences
- Provided support to the recruiters office from Westchester County airport who were at the Sunrise Mall
- Roslyn hosted an Electronics SIPT course for the electronics section conducted by instructors from the 485<sup>th</sup> EIG
- **INTERESTING FACT:** In Jul 78, there was a feasibility study done for relocating all the units from Roslyn ANG Station to Westchester County Airport

1979 – The Base cable systems at Roslyn received monthly pressure checks

- TSgt Daly receives the AFCS Outside ANG Electronics Installation Team Chief of the Year
- Three members participated in Operation Gold Plum at Auburn Correctional Facility, NY due to strike by correctional officers
- Members came to the rescue of two civilians injured during a serious auto accident at Glen Cove Rd and North Service Rd of LIE

1980 – CWO McGowan retires

- SMSgt Antoine Stanley (AF Advisor) completes tour at Roslyn

1981 – Lt Col Roeker, Chief of installation branch, leaves unit

- Maj John Lewis leaves unit for position at Pacific Telephone and Telegraph Co. as general manager
- Maj Richard Russell, Chief installation branch, leaves unit
- Members of Outside plant accomplished community service work for the Wading River Boy Scouts Camp, digging holes and setting telephone poles for the boy scouts
- SSgt Dolores Maggiasco went TDY to McGhee Tyson ANG, Knoxville TN to help in setting up a library for the NCO Academy and AMS schools
- Annual Christmas party held
- Unit participated in annual EI shootout

1982 – 213 Electronics Installation Squadron officially becomes 213<sup>th</sup> Engineering Installation Squadron under special order G-39, dated 16 Nov 82, effective 24 Dec 82

- Unit participated in the annual EI Shootout

1983 - 16 unit members participated in the Durim Parade in Brooklyn, NY. Also other members from 274<sup>th</sup> CMBT Spt Grp, 152<sup>nd</sup> TACGP, 552<sup>nd</sup> AF Band, and the members of the 106<sup>th</sup> ARRGP, Suffolk Couty NY

- MSgt Tony Martin became the new Air Force Technical Advisor for the 213EIS
- Unit had passed the annual IG inspection and three section received excellent ratings; SIPT, Admin, and supply
- QA section moves from Bldg 1 to Bldg 29
- Engineering worked three schemes in connection with the 105<sup>th</sup> TASGP re-locate to Stewart ANGB, NY
- Members participated in the Armed Forces Day Parade in NYC
- Members deployed to Fire Island National Park to assist park rangers in placing buried AC power cables
- Members of Outside Plant assisted US Navy “Sea Bees” in installation and repair of TV antennas in base housing at Mitchel Field, NY
- Members of 213<sup>th</sup> help construct a self-help playground for the Roslyn Heights Elementary School
- Lt Col Gilchrist assumes command of the 213<sup>th</sup> squadron
- Unit Participated in the annual 1983 EI shootout
- CWO McGowan passes away

1984 – Unit members restore power to Montauk AFS, NY after a severe winter storm

- Members participated in Healthy Comet V stayed in Europe
- Major John Lewis rejoins the 213<sup>th</sup>. He was instrumental in forming the 213<sup>th</sup> Engineering branch in 1971
- Unit held its first “open House” which the base was opened to community leaders. The Honorable Francis T. Purcell, who visited the station, proclaimed 19 Aug 84, as 213EIS day
- The 152<sup>nd</sup> TAC Control Group transferred to Syracuse, NY and the 106<sup>th</sup> CE-OL was first formed
- 213EIS Softball team garnered first place standing in the following events: Niagra State Tournament, Naval League and Naval League Tournament

1985 – Members of the workload control attended the Z-100 computer familiarization course at Griffiss AFB, NY for the EIMS system

- Col Gilchrist retires from the ANG and a formal dining-in was held by unit
- 2<sup>nd</sup> Annual Base Open House held with Col Gilchrist formal retirement ceremony
- Col Lewis takes over as squadron commander
- Members of the 213<sup>th</sup>, and 274<sup>th</sup> win second annual NYANG softball championship which Roslyn was the first to host of the events

1986 – Members of the 213<sup>th</sup> donated 51 pints of blood to the Long Island Blood Services as part of the community project

- Unit MEI inspection passed
- Unit members participated in EID EI Shootout
- Lt Col Montagano retires from the unit
- Unit receives first computers and wordprocessors
- Base softball team wins its 3<sup>rd</sup> straight ANG title and finished 2<sup>nd</sup> in the ANG National Tournament in Syracuse, NY



1987 – The Annual MEI inspection was passed by unit

- Members of the Cable Splicing participated in Winter/Cimex 87 exercise at RAF Mildenhall, UK
- Most unit members participated in Healthy Comet VIII
- Some members participated in the 1987 EI Shootout
- Maj Napolitano transfers from the 213<sup>th</sup> EIS to the 274<sup>th</sup> CBCS
- Unit participated in a successful clothing drive for the Telephone Pioneers of America who provide support for needy Veterans at Veterans Hospital in Brooklyn, Queens, and Staten Island
- Unit participated in annual blood drive and exceeded last years donor turnout
- Nassau County Executive Thomas Gulotta was a distinguished visitor at Roslyn Station and proclaimed 13 Sep 87 as Air National Guard Day.

1988 – SMSgt “A” Paul Schnabel retires from the unit

- Unit members participate in the 1988 Healthy Comet IX exercise in the European Theater
- Unit celebrated its 40<sup>th</sup> Anniversary aboard a yacht leaving from Port Washington on the sound and circling Manhattan Island
- 57 members of the unit participated in the AFCC Healthy Comet IX in the European Theater

1989 – Change of command ceremony, Col Borjes took command from Col Lewis who was relocating to California

- Ground Radio Material Control, Wire section, Material Control, and Engineering relocated their offices to Bldgs 29 and 30 in preparation for Bldg 1’s demolition. This area will make way for new combined C-E and combat communications building. During the inspection, ground radio received a commendable mention on how all equipment was quickly moved and reinstalled at the new location
- Unit members assisted NYC Technical college in installing Fiber Optic equipment
- Unit members participated in Long Island’s first Black American Day Parade in Melville, NY

1990 – Assisted NYC technical college to setup a first of its kind telecommunication laboratory and provided a hands-on intro course to several NYC technical college professors in Fiber Optic technologies

1991 – A couple members from the supply section traveled to the 219<sup>th</sup> EIS to participate in a mobility exercise of Southern Challenge

- Annual Family Day held at Roslyn Station
- Bldg 20 (Future Headquarters Building) was dedicated to CWO Robert J. McGowan who passed away on 26 March 83. Major General Charles Cooper III, NYANG Commander and Mr. McGowan’s family was in attendance at the ceremony
- Members of unit assisted the local community in clearing debris off the main road after a major storm

1992 – Not Known

1993 – Unit member participated in Exercise Golden Circuit with the US Army

- unit members assisted Civil authorities in USAF Drug Interdiction Program
- unit members helped construct a Little League Baseball Field which the unit had received a letter of appreciation from a local congressman

1994 – MISSING

1995 – The unit wins an award for the most miles driven without an accident

- Members of the unit participated in the annual American Diabetes Tour-de-Cure
- Members of unit support the USAF Counter-Drug Interdiction Programs

- This year, Roslyn ANG Station was put on the BRAC list for base closure by the BRAC Commission

1996 – Roslyn ANG Station was in operation 24 hours around-the-clock during the Pacific Reach Mobility Exercise and acted as a POC between the deployed unit members and the dependents at home

- BRAC Commission members met with Col Borjes at Roslyn to discuss the base closure
- Members of unit participated in the USAF Counter-drug Mission support

1997 – Unit participated in Pacific Reach 97, Empire Endeavor 97, and Global Apache 97 mobility exercises.

- Some members of unit participated in the USAF Counter-Drug Mission Support
- Members of unit participated in the American Diabetes Association Tour-de-Cure in Riverhead, Huntington, and Dutchess County, NY
- Members of the unit installed telephone poles and cables at Rockaway, NY
- Members of the unit Installed LAN Cables and equipment at a local school in Aquebogue, NY
- Members of the unit installed LAN Cable in a Riverhead School, Bldg 41
- Members of the unit installed telephone poles and outdoor lighting in Brooklyn, NY and Floral Park, NY
- Members of the unit installed 75ft tower in Broad Channel, NY
- Members of the unit helped in construction at a local youth center in East Rockaway, NY
- Members of the unit participated in the American Diabetes Association Walk-a-thon in Long Beach and Kings Park, NY

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS FOURTEENTH AIR FORCE (AFRES)  
DOBBINS AIR FORCE BASE, GEORGIA 30069-5002

REPLY TO

SGX

ATTN OF:

10 Jun 91

SUBJECT: Medical After Action Report

TO: HQ AFRES/SGX

The attached report from the 34 APSS is forwarded in accordance with AFR 160-25,  
paragraph 8-8b.

[ (b) (6) ]

JOHN R. CARRIER, CMSgt, USAFR  
Asst Chief, Medical Plans and Programs  
Directorate of Health Services Management

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Report



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DEPARTMENT OF THE AIR FORCE  
34TH MEDICAL SERVICE SQUADRON (AFRES)  
ROSLYN AIR NATIONAL GUARD STATION  
ROSLYN, NEW YORK 11576-2399

REPLY TO  
ATTN OF: SG

SUBJECT: Medical After-Action Report, Operation Desert Shield/Storm

TO:

1. Reference: MEDRED C Report - medical report for emergencies, disaster and contingencies. Report of ASF "Hot Wash" (see Atch 1).

2. Concept

a. Dhahran, Saudi Arabia - 22 October 1990 to 13 January 1991.

(1) Hold patients for flights/ground transfer to a medical facility that will provide more definitive care.

(2) Act as a casualty collection point.

b. King Khalid Military City (KKMC), Saudi Arabia - 13 January 1991 to 23 March 1991.

(1) To hold and stage patients while preparing them for aeromedical flights to Germany.

(2) Act as a casualty collection point.

3. Significant Activities: N/A

4. Attainment of Objectives

a. Dhahran - 100 bed ASF already set-up upon arrival.

b. KKMC - 200 bed ASF had to be set up, including five tents and securing all equipment.

TIME AND DATE:	DHAHRAN	KKMC
Deployment	19 OCT 90	5-13 JAN 91
Operationally ready	26 OCT 90	15 JAN 91
Terminated Operation	6 JAN 91	(in progress)
Completed Repack	5 JAN 91	N/A
Redeployment	12 JAN 91	Partial 16-23 MAR

Arrive Bome Station                      KKMC - 13 JAN 91                      N/A -

5. Manpower -

- a. Dhahran-- 100 bed ASF - 68 personnel
- b. KKMC - 200 bed ASF - 137 personnel

6. Patient workload: Patients with a variety of medical problems were seen in Dhahran and KRMC. At KKMC, these included traumatic amputations, neurological problems, burns and injuries from schrapnel.

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Number of Admissions: Dhahran - 1811, KKMC - 1356, as of 15 Mar 91  
Number of Outpatients: N/A  
Number of Prescriptions: approximately 25% of patients arrived without prescriptions and these were filled by the ASF.  
Number of X-rays: N/A

Other Pertinent Workload: safety and security activities; building of bunkers; sand bagging; support of MASF and Clearing Platoon; patient transportation; providing flight surgeons and medical attendants for flights; coordinating with ATOC; air traffic guidance on helipad (Dhahran); in-service training; logistical resupply; providing dietary specialists and technicians for dining facility; providing airfield emergency flight surgeon; palletization and weighing of baggage; moving ASF from Dhahran to KKMC; airlift support missions KKMC - (29) C-141, Dhahran - (105) C-130, (59) C-141, (145) UHI/UH60 and training of interfacing Hosp/MASF/ACMS from AECE.

7. Professional Intelligence:

a. Community environment and sanitation

(1) Health sources:

a) Dhahran - 5th MASH, 85th EVAC Hospital, 1st TAC ATH.

b) KKMC - 5th MASH, 44th EVAC Hospital, 86st EVAC Hospital, 114th EVAC Hospital, 251st EVAC Hospital, 350th EVAC Hospital, MASF, Army Clearing Platoon, 728thATC.

(2) Water Supply - Trucked in or bottled

(3) Sewage Disposal - attracted fat-tailed sandrats at ASF.

(4) Local Restaurants - N/A

(5) Insects and animals affecting health:

a) Sand fly - carry Leishmaniasis (Protozoanparasite)

b) Coastal area mosquitoes - carry malaria and dengie

c) Acute Diarrhea - Salmonilia, Shiyillu

d) Infections - Protozoans, giardiaosis and amoeba

e) Local experience - typhoid fever, Meningitis and viral

hepatitis

(6) Poisonous fish and plants - N/A

(7) Food and dairy products - N/A

(8) Veterinary service impact statement - N/A



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(9) Preventive Medicine impact statement: vaccine.

b. Prevalent diseases - Hepatitis, Cholera, Anthrax (Iraq).

c. Preventive Medicine measures necessary on and off-base: Vaccine.

d. Specific "DOs" and "DON'Ts"

(1) All personnel - clothing restrictions, gender segregation, some hand gestures considered offensive.

(2) Females - Driving restrictions off-base, further clothing restrictions.

e. Medical facilities

(1) See 7a (1)

(2) N/A

(3) Our unit was the Aeromedical Staging Facility

8. Flight Medicine Program - N/A

9. Observation and Recommendations - (see "Lessons Learned", attached)

10. Commander's Summary

a. The 34-APSS was deployed to Dhahran, Saudi Arabia on 19 OCT 90. The amount of time given to personnel to deploy was insufficient. Personnel were given less than 24 hours notice to report to McGuire AFB, NJ. This left limited time for reservists to adequately take care of their personal affairs, which lead to many problems while they were in Saudi Arabia.

b. After being in Dhahran for almost three (3) months, the unit was notified to move 600 miles north. In less than two (2) weeks, 68 personnel with their personal belongings, 49 pallets of equipment, three (3) 44-passenger buses and

two

ambulances had to be packed and moved. Also, a 200 bed ASF had to be set up and operational. If not-for the outstanding performance of unit members, this move would not have been successful. Lack of logistical support and limited availability of airlift for personnel and pallets further delayed moving the ASF.

c. Supplies and equipment needed by unit members were not obtainable in-theater. Most supplies were received through 34 APSS personnel at McGuire AFB. Due to circumstances beyond unit control, some shipments were never received. Supplies and equipment needed to prepare for casualties were delayed due to mis-labeling of pallets (i.e. wrong destination). Also at that time, troop movement pre-empted supply movement.

d. Training in wartime skills for nurses and medical technicians need to be improved. Many of the personnel did not have sufficient training in those skills needed to adequately care for casualties. Many nurses assigned had experience in public health, obstetrics, etc., which did not adequately prepare them for the types of injuries seen in-theater.

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Integration of active duty and reserve units is needed. Many problems encountered while on active duty in Saudi Arabia were due to the fact that many reservists are unfamiliar with military structure and policies.

e. Air Force Reserve medical units should be encouraged to participate in exercises with the Army and the Navy. At Medical Base America (KKMC) we were directly involved with the Army, and much of our support came from them.

[ (b) (6) ]

LYNN K. CHAPMAN, Lt-Col, USAFR, NC  
Chief of Nursing Services

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[Wind Shear Product Team, AND-420](#)

[TDWR](#)

[Record of Decision, ROD](#)

[AND Webmaster](#)

## U.S. DEPARTMENT OF TRANSPORTATION

### FEDERAL AVIATION ADMINISTRATION

#### RECORD OF DECISION

#### FOR TERMINAL DOPPLER WEATHER RADAR TO SERVE

#### JOHN F. KENNEDY INTERNATIONAL AND LAGUARDIA AIRPORTS,

#### NEW YORK CITY, NEW YORK

### Section 1. Decision

Pursuant to the authority granted to the Administrator of the Federal Aviation Administration (FAA) found at 49 United States Code (U.S.C.) Subtitle VII, Part A, and a careful review of the administrative record, including the final environmental impact statement (EIS) released in January 1999, it is the final determination of the FAA that installation and operation of the Terminal Doppler Weather Radar (TDWR) to serve John F. Kennedy International (JFK) and LaGuardia (LGA) Airports at the U.S. Coast Guard (USCG) Air Station Brooklyn site in Kings County, New York, is approved. This action was identified as both the agency's preferred alternative and the environmentally preferable alternative in the final EIS.

The proposed action of installing a single TDWR to serve JFK and LGA Airports is consistent with the responsibilities of the FAA Administrator under 49 U.S.C. §§44501 and 44502 *et seq.* This action is also consistent with direction provided by Congress in the 1995 Department of Transportation and Related Agencies Appropriations Act, P.L.103-331 (Sept. 30, 1994), Conference Report on H.R. 4556, 103<sup>rd</sup> Congress, 2<sup>nd</sup> Session, 140 *Congressional Record* 9-603 (Sept. 26, 1994). In reaching this decision, careful consideration has been given to aviation safety and operational needs as well as potential environmental effects.

A discussion of the factors considered by the FAA in reaching this decision follows.

### Section 2. Purpose and Need

The purpose of the proposed action is to detect and track severe weather in the



vicinity of JFK and LGA Airports. That information is used to warn pilots of potentially hazardous weather conditions, thereby enhancing aviation safety, and to plan airport runway use configurations, thereby enhancing the efficiency of airport operations. However, the proposed action will not result in changes at either airport in airport capacity, number of flights, airport approach and departure procedures, or standard flight paths of aircraft arriving or departing those airports.

The FAA, as part of the U.S. Department of Transportation (DOT), routinely develops and deploys advanced weather surveillance systems to serve the nation's airports. The Administrator of the FAA is authorized and directed by Title 49 U.S.C. §44502 to prescribe, among other aviation-related activities, the locations of air safety systems such as TDWR. TDWR is an automated radar system designed to provide accurate and reliable detection and tracking of severe weather conditions that are hazardous to aircraft, thereby enhancing aviation safety. TDWR is a highly sophisticated Doppler weather radar and represents a significant improvement over alternative methods of detecting and tracking severe weather features. It is specifically designed to detect and track microbursts, a type of wind shear that presents a grave risk to aircraft in flight and has been the primary cause for a number of aircraft accidents and hundreds of fatalities. A tragic example of this hazard is Eastern Airlines flight number 66; that plane crashed due to wind shear on approach to JFK Airport in 1975, resulting in 112 deaths. Hazardous weather has been identified as a cause of 18 accidents involving commercial aircraft since 1970, resulting in 575 fatalities. A Doppler weather radar system located at the U.S. Coast Guard Air Station Brooklyn site will enable the FAA to improve the safety of air travel at JFK and LGA Airports through the timely detection, tracking, and reporting of severe weather.

The U.S. Congress has appropriated funds for 47 TDWR units to serve high-priority airports. Prior to Fiscal Year 1995, the FAA proposed the installation of two TDWR units to serve JFK and LGA Airports in New York City—one TDWR at the Roslyn Air National Guard Station in Nassau County, New York, to serve LGA airport and a second TDWR at the Bellmore U.S. Army Reserve Center in Nassau County, New York, to serve JFK airport. However, after Congress directed the FAA, in the House/Senate Conference Report accompanying the 1995 DOT Appropriations Act, to install a single TDWR to serve both JFK and LGA Airports, the FAA conducted an in-depth site survey of a single TDWR to serve the two airports. That survey found that a single TDWR, located at the U.S. Coast Guard Air Station Brooklyn site, could most effectively track, detect, and report severe weather that may affect aircraft using JFK and LGA Airports.

Of the 47 TDWR units for which funds were authorized by Congress, 39 have been commissioned and are in full operation serving high priority airports in the U.S., two units are being used for technical support and training at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma, four are installed and in pre-commissioning check-out and the remaining two units are planned for installation in the near future, one to serve JFK and LGA Airports and the other to serve Chicago Midway Airport. The production line for TDWR units has long been closed and the manufacture of additional TDWR units is not practical or economically feasible. Thus, in keeping with congressional direction and the availability of a single TDWR unit, the FAA has determined that a single TDWR will be installed to serve JFK and LGA Airports at the former U.S. Coast Guard

Air Station Brooklyn. Installation of a single TDWR at this site will most effectively provide the radar coverage required to reduce severe weather hazards to aircraft approaching and departing JFK and LGA Airports.

### **Section 3. Proposed Action**

TDWR is an automated radar operating at a frequency of 5,600 to 5,650 megahertz. This TDWR system will consist of a 25-foot parabolic dish enclosed in a 37-foot diameter fiberglass radome, mounted on a steel-lattice tower with a height of 82 feet. The total height of the structure will be 117 feet. Electronic equipment and a standby generator to provide emergency electric power will be enclosed in a one-story, roughly 1,200-square-foot building at the base of the tower. These items will be located within a 110-foot by 110-foot fenced area. TDWR is automated and no staff will normally be present at the site; periodic maintenance visits will occur about once per week. The proposed location for TDWR is a 1.81-acre FAA-owned parcel at the former U.S. Coast Guard Air Station Brooklyn at Floyd Bennett Field in the Borough of Brooklyn (Kings County), New York City. The former U.S. Coast Guard property has been used for aviation and transportation purposes for over six decades and is part of Floyd Bennett Field, a former municipal airport and U.S. Navy base. In 1972, the Gateway Act, [16 U.S.C. §460cc-1 *et seq.*] established Gateway National Recreation Area (NRA). Included within the boundaries of the recreation area were a number of properties owned by a number of federal agencies, including the Departments of Defense and Transportation (e.g., U.S. Coast Guard Air Station Brooklyn), and properties owned by local government and private parties.

After establishment of Gateway NRA, the U.S. Coast Guard Air Station Brooklyn continued as a base for helicopter operations in support of search and rescue missions until its closure by the U.S. Coast Guard in 1998. After closure of the air station, the property, with the exception of the 1.81-acre FAA parcel, was transferred to the National Park Service. The National Park Service, in turn, leased the property for a period of 25 years to the New York City Police Department for operations of the Aviation Unit and the property is currently used for helicopter landings and takeoffs and maintenance and repair of police helicopters. The FAA parcel planned for installation of TDWR is wholly surrounded by the property leased to the New York City Police Department and is roughly 400 feet south of the helicopter operations area actively used by the Police. The FAA property is only accessible by crossing the police property and access to the police property is restricted to authorized persons only, because of the hazard from helicopter operations as well as the need for security.

The FAA property and the surrounding New York City Police Department leasehold property generally are within the recreation area as defined by the Gateway Act, which established Gateway NRA. However, there are no recreational resources located at the FAA property. The general public is not allowed onto either the police or FAA properties and no public recreational activities occur on either of these properties. The entire former U.S. Coast Guard property, including both the police and FAA properties, is expressly designated as a nonpark use area by the Gateway *General Management Plan*, prepared by the National Park Service. Even in the absence of TDWR, the access restrictions necessary for police helicopter operations would prevent use of the FAA property by the general public

for recreational purposes. Installation of TDWR would not remove any property from existing or possible future recreational or other use by the public, at least for the twenty-five years during which the adjacent property is leased to the New York City Police Department for the purpose of conducting helicopter operations.

The installation of TDWR at the former U.S. Coast Guard Station Brooklyn is consistent with the purpose and intent of the Gateway Act. Moreover, the Gateway Act does not prohibit the installation of the TDWR at the FAA property at Floyd Bennett Field. Section 3(e) of the Gateway Act [16 U.S.C. §460cc-2(e)] specifically recognizes the "authority of the Secretary of Transportation to install necessary new facilities within the recreation area ... in accordance with plans which are mutually acceptable to the Secretary of the Interior and the Secretary of Transportation and which are consistent with both the purpose of this subchapter and the purpose of existing statutes dealing with the establishment, maintenance, and operation of airway facilities...." While the TDWR is equipment to be installed on an existing airway facility, and not a "new facility" within the apparent intended meaning of the Gateway Act, its use of the existing facility is consistent with the National Park Service's Gateway *General Management Plan* designation of this area for "nonpark use." The lease by the National Park Service of the property surrounding the FAA property to the New York City Police Department demonstrates that this plan for this area to be for nonpark use is intended to continue for at least the next 25 years. This plan of the Secretary of the Interior has been and remains acceptable to the Secretary of Transportation.

Section 3(e) also states that it does not authorize the "expansion" of airport runways into Jamaica Bay or air facilities at Floyd Bennett Field. Expansion of "airport runways" and associated "air facilities" (e.g. taxiways, hangars, etc.) is very different than "installation" of equipment such as the TDWR. Nowhere in the statute is there a prohibition of "installation" of equipment at Floyd Bennett Field. Nor is there any mention of such a prohibition in the Conference Report on the Gateway Act. The only reference found in the Conference Report is to "airway facilities" where paragraph 12 of the Joint Statement of the Committee reads: "The committee accepted the House provision prohibiting further extension of the runways into Jamaica Bay." [Legislative History, P.L. 92-592, Conference Report No. 92-1589, 92nd Congress, Second Session, 1972)]. Reading this statement together with Section 3(e), it is clear that what Congress intended to preclude in that section was expansion of runways and similar facilities, not installation of needed equipment such as TDWR.

Careful consideration of the past and present uses of the site and vicinity and detailed environmental analyses contained in the final EIS show that installation and operation of TDWR at this site will not result in significant adverse effects on natural and cultural resources of the area, including the recreation values of Gateway NRA. Installation of TDWR at this site is in accordance with the Gateway *General Management Plan*, published by the National Park Service, which designates the entire former U.S. Coast Guard Station Brooklyn, including the 1.8 acres owned by the FAA, as a nonpark use area.

Construction of TDWR is expected to occur during 1999 and will last approximately 4 months. Tower and electronics delivery through flight check and commissioning will last an additional 6 months. All construction waste will be



removed from the site and properly disposed off-site, in permitted waste disposal facilities. TDWR is expected to be in service for approximately 20 years, the typical life span for this type of equipment.

#### **Section 4. Alternatives Considered**

The Final EIS evaluates potential environmental effects of the proposed action and seven alternative actions, described below:

**TDWR at the selected site (agency's preferred alternative) at former U.S. Coast Guard Air Station Brooklyn.** TDWR at this site would provide low-level radar coverage of the essential microburst warning area for both JFK and LGA Airports. It would also be easier to access and maintain than TDWR at the alternative locations considered in the Final EIS and, as a result, would be in service a greater proportion of the time.

**TDWR at a site on Hart Island in the Borough of the Bronx, New York City.** TDWR located at Hart Island would require installation of a roughly 3,000-foot underwater cable between City Island and Hart Island to provide telephone and electric service. TDWR at Hart Island would provide slightly better radar coverage of LaGuardia Airport but much worse coverage of JFK Airport.

**TDWR at a typical ocean site.** This alternative was suggested by members of the public during the EIS scoping period. The TDWR would require extensive design modifications for ocean use and conditions, including but not limited to personnel safety facilities, exterior lighting and a foghorn to reduce the risk of a boat collision with TDWR, and installation of a roughly 2-mile underwater cable in Lower New York Bay to provide electric power and telephone service for TDWR.

**TDWR adjacent to the U.S. Coast Guard Ambrose Light in Lower New York Bay.** This alternative was suggested by members of the public during the EIS scoping period. A new ocean platform would have to be constructed because the U.S. Coast Guard platform could not physically accommodate TDWR. The design modification described above for TDWR at the ocean site and a roughly 6-mile underwater cable in Lower New York Bay would be necessary to provide electric power and telephone service for TDWR.

**Electronic wind shear systems on aircraft.** These systems are only available for certain types of larger, generally commercial, aircraft and provide far less warning time than TDWR. Many aircraft could not be equipped with these systems and would not be protected.

**Airport surveillance radar/weather system processor (ASR/WSP).** An electronics upgrade package, known as a weather

system processor (WSP), would add severe weather detection, tracking, and reporting capabilities to the existing airport surveillance radar (ASR) at JFK Airport. ASR/WSP could not be installed at LGA Airport because there is no ASR at that airport and no plans to install one. Due to the limited range of ASR/WSP, an ASR/WSP at JFK Airport could not serve LGA Airport.

**FAA use of the existing Doppler 4000.** This alternative was suggested by members of the public during the Draft EIS comment period. Doppler 4000 is a weather radar owned and operated by a private television station in Manhattan. Doppler 4000 is not designed to detect wind shear and microbursts, two of the most hazardous weather conditions to aircraft, and is poorly located to provide low-level radar coverage of JFK and LGA Airports.

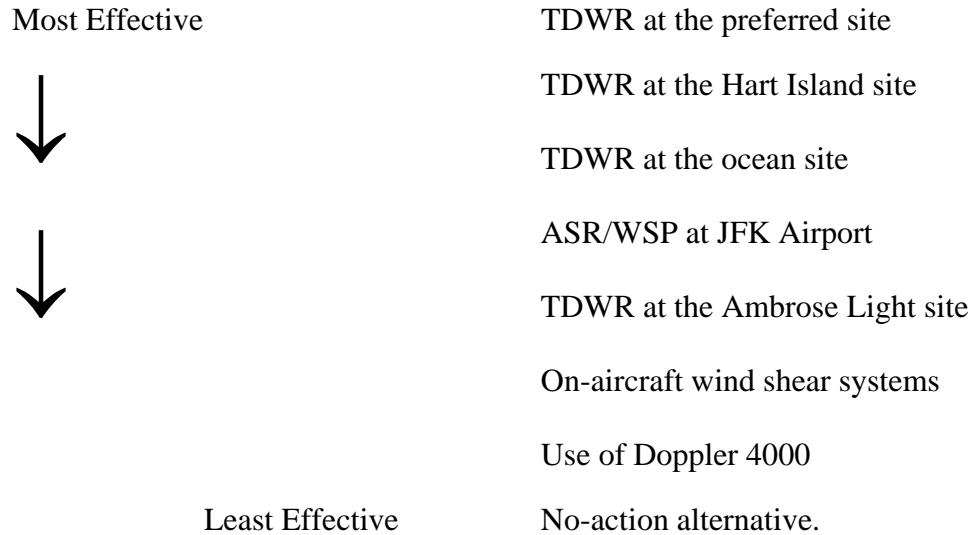
**No-action alternative.** This alternative would not fulfill the need to provide timely warning to pilots and air traffic controllers of severe weather conditions.

The Conference Report accompanying the DOT and Related Agencies Appropriations Act for Fiscal Year 1995 expressly addresses the need for wind-shear protection for New York City airports. (Conference Report on H.R. 4556, 103<sup>rd</sup> Congress 2<sup>nd</sup> Session (1994)). In the Conference Report the conferees also expressed that they "firmly" supported the proposition that TDWR "...will not be sited in North Bellmore or Roslyn" and directed the FAA to site a single TDWR to serve both LaGuardia and JFK Airports. Installation of a single TDWR at either the Bellmore site or the Roslyn site would not provide coverage for both airports. Therefore, in accordance with congressional direction, neither installation of two TDWR at sites in Roslyn and Bellmore, nor the installation of a single TDWR at either site were further examined in this final EIS as alternative actions. In addition, as the Report language evidences congressional disapproval and strongly suggests intent not to fund TDWRs at these sites, these sites were remote, speculative, and no longer reasonable alternatives capable of implementation. In light of the close of production and the fact that there is now only one TDWR available for installation to serve both JFK and LGA Airports, these sites are also unreasonable to meet the purpose and need of the proposed action. Given the lack of potentially significant adverse impacts of the preferred alternative, the National Environmental Policy Act's goals and policies would not be served by retaining these sites for detailed study and seeking to modify Congressional approval or funding.

Congressional direction aside, given the close of production and the fact that only one TDWR is now available to serve both JFK and LGA Airports airports, the installation of two TDWRs at two separate sites for each JFK and LGA Airports is no longer a reasonable alternative.

The effectiveness of each alternative analyzed in the final EIS at fulfilling the required mission is based on the volume of airspace for which radar coverage is provided, the location of radar coverage with respect to airspace at and near the two airports of concern, and the types and numbers of aircraft served. In terms of mission effectiveness, the proposed action and alternatives are ranked from most

effective to least effective as follows:



On-aircraft wind shear systems, ASR/WSP, or use of Doppler 4000 would not fulfill the mission; therefore these alternatives were not analyzed in the Affected Environment and Environmental Consequences and Mitigation sections of the Final EIS. The no-action alternative would also not fulfill the mission, but is extensively analyzed in the Final EIS for comparative purposes as required by Council on Environmental Quality Regulations at 40 *Code of Federal Regulations* (CFR) 1502.14 and chapter 6, paragraph 64 of FAA Order 1050.1D.

### **Section 5. Mission Effectiveness of Alternatives**

The mission of TDWR is to detect and track severe weather events that may be hazardous to aircraft during flight, landings, or take-offs, or that may affect airport operations. TDWR fulfills that mission by providing radar coverage of the microburst alert warning area (MAWA) which surrounds the runways at the airports of interest, and the principal coverage region (PCR), which is the area within 6 nautical miles (nmi) of the approximate center of the airport. The extent to which TDWR can provide radar coverage of the MAWA and PCR depends on the location of TDWR with respect to the airports to be served. The degree to which an alternative technology such as ASR/WSP can provide radar coverage is also dependent on the location of its host radar with respect to the airports of interest. On-aircraft systems are mounted on a mobile platform (the airplane), thus the location with respect to the airport is not of concern as is the case for stationary radar systems. Table 1 summarizes the mission effectiveness of the alternatives (except the no-action alternative), compared to the proposed action of installing TDWR at U.S. Coast Guard Air Station Brooklyn site, agency's preferred alternative. The analysis presented in Table 1 accounts for all factors affecting mission effectiveness, including distance to the airport, angle to the runway most used during inclement weather, cone of silence, radar blockage by hills and buildings, portion and types of aircraft served, earth curvature, and difficulty of operation and maintenance.

As shown in Table 1, the proportion of time which a TDWR at Hart Island could operate would be less than for TDWR at the preferred site because of the relatively



inaccessibility of Hart Island, which is served by a ferry operating only 14 percent of the time. TDWR at Hart Island would have suitable angles to the runways at JFK Airport most used during inclement weather, but would have a radar floor at considerably greater height above the airport than that of TDWR at the preferred site. Radar coverage of JFK Airport would be considerably poorer from TDWR at Hart Island than from TDWR at the preferred site because of the distance from JFK Airport, which is greater than optimal, and blocking of the radar beam by hills and buildings. TDWR at Hart Island would be closer to LGA Airport than TDWR at the preferred site and would have an acceptable angle to the runway used most during inclement weather. However, blockage of the TDWR beam would be caused by the towers of the Throgs Neck and Whitestone Bridges as well as vehicles on those bridges, and could adversely affect the effectiveness of radar coverage. Overall, the deficiency in radar coverage of the JFK Airport and access difficulties would render TDWR at Hart Island less effective than TDWR at the preferred site.

On-aircraft wind shear systems are much more limited in their capabilities than TDWR. They do not provide comprehensive radar coverage of the airport area, as TDWR would, but would provide limited radar coverage for use by the individual pilots flying equipped planes. The information from these systems is not widely distributed to air traffic controllers, who relay the information widely to airport users, as is the case for TDWR data. On-aircraft wind shear systems also have reduced range and detection capabilities compared with TDWR. Because of the relatively small percentage of airplanes that are or can be equipped with such systems and the lesser technical capability, this alternative would not be able to effectively fulfill TDWR's mission.

ASR/WSP is designed to provide similar information as TDWR. However, like TDWR, its effectiveness is dependent upon location with respect to the airports to be served. The ASR-9 host at JFK Airport is located on the airport near the runways most used during inclement weather.

Since ASR cannot scan at high elevation angles and is located at the airport, WSP's effectiveness would be reduced substantially. Portions of the MAWA and PCR for JFK Airport would be included in the cone of silence for ASR/WSP and would not receive radar coverage. The portions of the MAWA and PCR for JFK Airport not receiving radar coverage would be far greater than for TDWR installed at the preferred site. The angles to the runways at JFK Airport most used during inclement weather are somewhat better for this alternative than for the TDWR at the preferred site. Overall, this alternative would be substantially less effective at serving JFK Airport than TDWR at the preferred site. Due to intervening obstructions, radar coverage of LGA Airport would be considerably poorer for ASR/WSP than the TDWR at the preferred site. In addition, the angle to the runway most used during inclement weather would be much larger for ASR/WSP than for TDWR at the preferred site. Both factors would cause ASR/WSP to provide considerably reduced radar coverage of LGA Airport compared with the TDWR at the preferred site. To summarize, this alternative would provide less effective radar coverage of both JFK and LGA Airports than the TDWR at the preferred site.

TDWR at an ocean site would also offer less effective coverage than TDWR at the

preferred site. TDWR at an ocean site would be similar to the TDWR at the preferred site in terms of both radar coverage of JFK Airport and angles to runways at JFK Airport. TDWR at an ocean site would be the optimal distance from JFK Airport (8–12 nmi) while TDWR at the preferred site would be less than optimal distance from JFK Airport. However, this would be offset by physical blocking of the TDWR signal by tall buildings on Rockaway Island, which would reduce the effective coverage of JFK Airport by TDWR at an ocean site. Radar coverage of JFK Airport by TDWR at the preferred site would not be affected by those buildings. With regard to LGA Airport, the floor of radar coverage would be higher above airport level than for the TDWR at the preferred site. There would be little difference between this alternative and the TDWR at the preferred site in angles to the runway most used during inclement weather. TDWR on an ocean platform would be available for operation for a far lower percentage of the time than TDWR at the preferred site, because of the relative difficulty of accessing an ocean platform. Thus, the TDWR at the preferred site would be considerably superior at serving LGA Airport than this alternative.

**Table 1**

**Mission Effectiveness of Alternatives**

**Compared with TDWR AT THE Preferred SITE**

	<b>TDWR at Hart Island</b>	<b>On-aircraft Wind shear systems</b>	<b>ASR/WSP at JFK</b>	<b>TDWR At Ocean Site</b>	<b>TDWR at Ambrose Light Site</b>	<b>Doppler 4000 Radar</b>
Radar Coverage of MAWA/PCR						
JFK	--	N/A	-	0	-	-
LGA	+		--	-	--	-
Angle to Inclement Weather Runway						
JFK	0	N/A	+	0	0	--
LGA	+		--	0	-	-
Advance Warning of Weather Events	yes	some systems only	yes	yes	yes	yes
Airplanes Served	all	Equipped commercial jets only	all	all	all	all
Service Availability	--	--	0	--	--	0

- 
- + Marginally superior to preferred action
  - Marginally inferior to preferred action
  - Considerably inferior to preferred action

o 0 Similar to preferred action

o N/ A Not applicable

o

TDWR located at the Ambrose Light site would be an appropriate distance from JFK Airport but much further from LGA Airport than is acceptable. In regard to geometry to the runways most used during inclement weather, the angle to JFK Airport would be acceptable, but the angle to LGA Airport would be far larger than is desired. In general, radar coverage of JFK Airport would be fairly good but radar coverage of LGA Airport would be much poorer than for TDWR at the preferred or other alternative sites examined in this Final EIS. The amount of time in service would be reduced by the difficulty of repairing TDWR and its infrastructure in an ocean setting.

Although Doppler 4000 can provide information of general weather conditions, it cannot identify wind shear or microbursts. Its location, at large angles to the runways used during inclement weather, and height above the ground will adversely affect its capabilities. Thus, Doppler 4000 cannot fulfill TDWR's mission.

With regard to overall mission effectiveness, TDWR at the preferred site and alternatives can be ranked as follows (from most effective to least effective): TDWR at the U.S. Coast Guard Air Station Brooklyn site, TDWR at Hart Island site, TDWR at ocean site, ASR/WSP, TDWR at Ambrose Light site, on-aircraft wind shear systems, Doppler 4000 and the no-action alternative. ASR/WSP and on-aircraft wind shear systems alternatives would be deficient in fulfilling the desired mission. ASR/WSP would not detect wind shear or microbursts at LGA Airport. On-aircraft systems provide a much-reduced warning time for aircraft in the vicinity of wind shear than would TDWR. Many aircraft are not required to have such systems, and commercially available systems are lacking for some types of aircraft. The deficiencies of ASR/WSP and on-aircraft wind shear systems are substantial and these systems would not achieve the desired mission. The no-action alternative would also not fulfill the mission.

## **Section 6. Environmental Impact Assessment**

The Final EIS evaluates in detail the proposed action and the alternatives described above. The following impact categories were analyzed in the Final EIS to determine the potential for installation and operation of TDWR at the U.S. Coast Guard Air Station Brooklyn site to affect the quality of the human environment:

1. Radio Frequency Radiation (RFR) Effects—TDWR radio emissions will



comply by a wide margin with current national safety standards, developed by the American National Standards Institute and included in FAA Order 3910.3A, for exposure of the general public to radio signals. No health hazards to persons in the vicinity would result.

2. Land Use and Coastal Zone Management—The FAA has determined, and the State of New York concurs, that TDWR at this location will be consistent with the New York State Coastal Management program. Federal regulations do not require the FAA to comply with local zoning law. As such, TDWR is exempt from local zoning regulations. However, New York City has zoned the TDWR site as an "M1-1" manufacturing district and a radio tower, such as TDWR, is an allowable use in that district.
3. Geology and Soils—The site is level and no significant ground erosion or topographic alteration will be required for TDWR installation.
4. Water Resources and Hydrologic Processes—The site is not within a 100-year floodplain and does not contain federal-jurisdiction wetlands. TDWR will not generate wastewater during operation and will not result in adverse effects on water quality of Jamaica Bay.
5. Air Quality—TDWR will include a standby generator that will operate infrequently. Air emissions generated by the generator or vehicles used during construction and operation of TDWR will not cause or add to violations of federal or state air quality standards.
6. Flora and Fauna—Adverse impacts will not result on species listed under the Endangered Species or Marine Mammals Acts. The U.S. Fish & Wildlife Service and the National Marine Fisheries Service concur with that determination.
7. Recreational Resources—The TDWR site is designated by the National Park Service as a nonpark use area within Gateway NRA and no recreational resources will be displaced or significantly affected. The FAA parcel planned for installation of TDWR is wholly surrounded by the property leased to the New York City Police Department and roughly 400 feet south of the helicopter operations area actively used by the New York City Police. The FAA property is only accessible by crossing the police property and access to the police property is restricted to authorized persons only, because of the hazard from helicopter operations as well as the need for security.
8. Section 4(f) properties (i.e. publicly owned park land, recreation area, wildlife or waterfowl refuge, or historic site)—Section 4(f) of the Department of Transportation Act, 49 U.S.C. §303, does not apply to the installation of the TDWR at the former U.S. Coast Guard Station Brooklyn located at Floyd Bennett Field. First, consideration under Section 4(f) is not required because the site was acquired for transportation purposes before the Gateway NRA was designated. [See, 23 C.F.R. Section 771.135(h)]. Second, as the land has been publicly owned for transportation purposes, it is not considered publicly owned for park or recreational purposes within

the meaning of Section 4(f). Third, where, as in this location, Federal lands are administered for multiple purposes, the Federal official having jurisdiction over the lands determines whether the subject lands are in fact being used for park, recreation, wildlife, or waterfowl, or historic purposes within the meaning of Section 4(f). Although the entire former U.S. Coast Guard property, including the 1.8 acres owned by the FAA, is technically within the boundaries of the Gateway NRA, the property is one of several portions of the area which are not in fact being administered or used for park or recreational uses. It is undisputed that the historic use of the land owned by the FAA has been for aviation purposes. This nonpark use is evidenced by the Gateway General Management Plan [NPS, 1976] which the National Park Service issued to implement the Gateway Act. This Plan expressly indicated that the former U.S. Coast Guard property is designated as a nonpark use area. The 1.8 acres owned by the FAA are within approximately 400 feet of a maintenance apron and active runway used by the New York City Police Department. The New York City Police Department has relocated its helicopter operation to the former U.S. Coast Guard Property under a twenty-five year lease. For security reasons, the New York City Police Department has continued the restriction on public access and no recreational park visitors have access to the area. Further, because of the security restriction, there are no recreational activities in the vicinity of the FAA property. Therefore, even if Section 4(f) did apply, there will be no actual direct or constructive use of a protected resource under Section 4(f) as a result of the installation of the TDWR at the FAA site.

9. Visual Quality—TDWR will be visible from many local areas but will not be unusual in appearance or overly obtrusive in setting—a former Navy and Coast Guard base now used for helicopter operations by the New York City Police Department.
10. Cultural Resources—The FAA has determined, and the State Historic Preservation Office (SHPO) and Advisory Council on Historic Preservation (ACHP) concur, that construction and operation of TDWR will not adversely affect historic or cultural resources.
11. Hazardous Materials—All waste materials generated during TDWR construction will be sent to a proper disposal facility as required by the Resource Conservation and Recovery Act.
12. Noise—Noise generated during TDWR construction or operation will not adversely affect sensitive receptors. Installation of the TDWR will not result in any increase in airport capacity at either LGA or JFK Airports. No changes in aircraft flight paths or procedures would result and aircraft noise levels would not be affected.
13. Transportation—During both the construction and operation periods, TDWR would generate a minimal number of vehicle trips and would not adversely affect the level of service of local roads.
14. Energy Consumption—TDWR would consume an estimated 840 kilowatt-

hours per day, about the same as 40 typically sized houses. Energy consumption would not exceed the capability of the local service provider.

15. Socioeconomics—TDWR would provide an extremely modest economic benefit to the local economy in the form of expenditures, particularly during the construction period. No substantial growth-inducing effects would result.
16. Environmental Justice—Based on U.S. Census data, the communities surrounding the TDWR site contain lower percentages of minority and low-income populations than Kings County as a whole. No disproportionately high and adverse effects would result on minority or low-income populations or children. Exposure of persons to radiofrequency radiation will comply with applicable national safety standards. Therefore, there will be no hazards to persons in the vicinity.

The final EIS contains a thorough investigation of these issue areas and determines that no significant environmental impact will result from the installation and operation of TDWR at the U.S. Coast Guard Air Station Brooklyn site (the environmentally preferable alternative.)

The final EIS also compares the proposed action with the alternative actions described above. Installation of TDWR at the preferred site or implementation of any of the alternative actions, with the exception of the no-action alternative, would result in physical changes to the environment and resulting direct and indirect effects on environmental resources. The type and extent of environmental effects would vary considerably among the proposed action and alternatives. The proposed action and each of the alternatives would be compatible with existing and planned land uses and New York City zoning at and near the proposed implementation site. Effects on long-term productivity of the land at the preferred and alternative site would likewise be negligible. Coastal zone policies are applicable to installation of TDWR at the preferred site, Hart Island site, or an ocean site, and installation of ASR/WSP at JFK Airport; each of those options would be consistent with policies set forth in the New York City and State coastal programs. In fact, each of these options would further the objectives of the local and state coastal programs by benefiting future development of aviation at New York area airports.

Direct physical impacts of TDWR include potential effects on land, water, and air. Clearing of small areas of vegetation would be required if TDWR is installed at the preferred site or Hart Island site. No significant habitat would be affected. Soil erosion can be minimized through application of sound construction practices and would be minor. Installation of TDWR at Hart Island site, an ocean site, or the Ambrose Light site would require burying an underwater utility cable in either Long Island Sound or Lower New York Bay, which could potentially cause temporary adverse effects on water quality. Installation of TDWR at the preferred or alternative sites would result in emissions of minor amounts of dust and diesel exhaust during the construction period and emission of exhaust from the standby generator in the long-term. Those emissions would not cause violations of air quality standards and would be insignificant. Implementation of the other alternatives (i.e., on-aircraft wind shear systems, ASR/WSP, Doppler 4000 data feed to ITWS, or the no-action alternative) would not require clearing of land,



would not cause soil erosion, and would have little, if any, impact on air or water quality.

No significant impacts on recreational resources and activities, park land, or historic or archaeological cultural resources would result from implementation of the preferred action. The New York SHPO and the ACHP concur with that determination. In the absence of detailed field surveys at the Hart Island and ocean sites, possible impacts on archaeological resources from installation of TDWR at these alternative sites are not known. Due to a lack of nearby sensitive receptors, noise from construction of TDWR at Hart Island or an ocean site would not cause adverse effects. Noise from construction of TDWR at the preferred site would be audible to persons using portions of Gateway NRA, but because of the distance from the preferred site, would not unreasonably disrupt or prevent recreational activities. TDWR would not dominate views or be visually incompatible with surrounding facilities at the preferred or alternative sites. Visual impacts would be insignificant. The preferred site has been surveyed for the presence of archaeological resources and no evidence of resources was found. Installation of the underwater utility cables to serve TDWR at Hart Island or Lower New York Bay could affect submarine archaeological resources.

Construction of TDWR or installation of ASR/WSP would result in a minor amount of local construction expenditures. TDWR or ASR/WSP would be unmanned and would be maintained by existing FAA organizations based at JFK Airport. Expenditures to operate TDWR would be greater for an ocean-based TDWR than for TDWR at Hart Island. TDWR at the preferred site or ASR/WSP would be least costly to operate. In any case, operational expenditures would be minor in relation to the size of the local economy. A thorough environmental justice analysis demonstrates that implementation of the preferred or alternative actions would not result in disproportionately high and adverse effects on minorities or low-income communities. Socioeconomic impacts would be insignificant for the preferred and each of the alternative actions.

Transportation needs and energy use would vary greatly among the alternatives. TDWR at an ocean site or at the Ambrose Light site would generate the greatest amount of traffic (including land, water, and air trips) and consume the most energy during the construction and operation periods. The TDWR ocean platform would also create a collision hazard for vessels sailing in Lower New York Bay. TDWR at the Hart Island site would generate the second greatest amount of traffic and consume the second greatest amount of energy. The preferred site is the most easily accessible of the alternative sites for TDWR. Traffic generation and energy consumption would be less than for TDWR at Hart Island or at ocean sites. Implementation of ASR/WSP, Doppler 4000 data feed to an Integrated Terminal Weather System (ITWS), or the no-action alternative would generate little or no traffic and would consume little or no energy. Installation of on-aircraft wind shear systems would not generate traffic, but would result in consumption of relatively large amounts of energy because of the need to equip many aircraft.

Installation of TDWR at the preferred site would not substantially affect biological resources. Protected species are not present at the preferred site and would not be affected. Installation of TDWR at Hart Island or an ocean site has much greater potential to affect biological resources. In particular, dredging to install the

underwater utility cable could harm marine fauna. Coastal wetlands and the biologically productive shoreline areas at Hart and City Islands would be disturbed if TDWR is installed at Hart Island. The shoreline area at Rockaway Peninsula would be disturbed if TDWR is located in the ocean. The shore terminus for the utility cable serving an ocean-based TDWR could affect important habitat for the rare piping plover and seabeach amaranth. Due to the relatively short height of the TDWR tower and the lack of structural elements that are hard to see, the potential collision risk to birds would be minimal. Installation of on-aircraft wind shear systems or ASR/WSP, implementation of Doppler 4000 data feed to ITWS, or the no-action alternative would not affect biological resources.

The TDWR signal would comply by a wide margin with national and international safety guidelines for exposure of persons to peak and average levels of radio frequency radiation (RFR). Likewise, the TDWR signal would not affect operation of cardiac pacemakers. Based on engineering studies and operation of TDWR at other locations, TDWR would not cause interference with radio or television broadcasts or operation of model airplanes. The TDWR signal is not powerful enough to detonate electroexplosive devices, or affect fuel-handling operations. On-aircraft systems would be smaller and less powerful than TDWR and would not cause RFR effects on persons or electronic systems or devices. Implementation of ASR/WSP, Doppler 4000 data feed to ITWS, or the no-action alternative would not generate new RFR emissions. RFR effects from implementation of the preferred or any of the alternative actions would be insignificant.

With regard to the potential for effects on the environment, the preferred and alternative actions that could fulfill the required purpose can be ranked as follows:

Least Impact	TDWR at the preferred site
↓	TDWR at the Hart Island site
	TDWR at the ocean site
Most Impact	TDWR at the Ambrose Light site.

The action that would fulfill TDWR's mission with the least environmental impact is installation of TDWR at the U.S. Coast Guard Air Station Brooklyn site, which is the environmentally preferable alternative and the agency's preferred alternative.

## **Section 7. Mitigation Measures**

Based on the extensive studies conducted to date and careful consideration of public input, I find that installation and operation of TDWR at the U.S. Coast Guard Air Station Brooklyn site will not result in significant impacts on the quality of the human environment. The mitigation measures listed below will be implemented to reduce non-significant environmental impacts to negligible levels:

1. To reduce emissions of dust during the construction period, areas cleared of vegetation during construction will be watered periodically. Standard measures to control soil erosion, drainage, and washing of soil away from the site will be employed during the construction period. After construction

of TDWR is completed, disturbed areas will be restored to their pre-construction condition to the maximum extent possible. This may require replanting of those areas with suitable native vegetation.

2. Excess soil and groundwater extracted during TDWR construction will be tested for the presence of petroleum products and if found to be contaminated at regulatory action levels, will be removed for proper treatment and disposal at facilities properly licensed to handle and/or accept such waste under Resource Conservation Recovery Act (RCRA) requirements, as required.
  3. If potentially significant historic artifacts or human remains are uncovered during site preparation, construction activities will be suspended near the find and the New York SHPO will be contacted to determine the significance of the find. Necessary measures will be undertaken to protect and curate uncovered artifacts as deemed necessary by the SHPO.
  4. To reduce noise impacts during the construction period, equipment should be turned off when not in use and construction activities should occur during normal working hours to the greatest extent possible. The TDWR standby generator should be equipped with a critical-grade silencer to minimize long-term noise impacts.
  5. The finished floors of all occupied structures will be located at a minimum elevation of 11 feet MSL, which is one foot above the base flood level.
  6. A spill prevention, containment, and countermeasure plan for the on-site storage of diesel fuel for the standby generator will conform with FAA Order 1050.15A.
  7. Records of all maintenance and operational use of the TDWR standby generator will be maintained for at least five years in accordance with New York State Department of Environmental Conservation regulations.
  8. With the exception of the L-810 red aviation warning light at the top of the radome, continuously operating and automatically timed exterior lights at the TDWR site will be shielded to minimize possible adverse effects on nearby uses and to minimize attraction of birds.
  9. To enhance visual quality, the concrete masonry unit at the TDWR site will have a facing consistent with the character of neighboring park facilities.
- 
2. The National Park Service, U.S. Coast Guard, and New York City Police Department will be apprised in advance of the schedule for construction activities to minimize the potential for conflicts with non-FAA activities in the vicinity.
  3. If deemed necessary by the FAA, the FAA will provide to the New York City Police Department and the U.S. Coast Guard filters for installation on radio systems operated by those agencies to prevent electromagnetic interference caused by the TDWR radio signal.
  4. After the useful life of the TDWR has ended, the FAA will decommission the system and remove it. The FAA will take the necessary steps, to the extent feasible, to implement a plan to reclaim the site to pre-TDWR condition as described in the EIS.

## **Section 8. NEPA Coordination and Public and Agency Involvement**



The final EIS conforms with legal requirements set forth in President's Council on Environmental Quality *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40 CFR 1500 *et seq.*) and FAA Order 1050.1D, *Policies and Procedures for Considering Environmental Impacts*. A programmatic EIS, prepared in 1991 by the FAA, examined potential environmental effects of the nationwide TDWR program. The final EIS examines potential environmental effects of installing a single TDWR in the New York City area to serve JFK and LGA Airports. The FAA was the lead agency for preparation of the programmatic EIS and the final EIS.

A 135-day scoping period for the final EIS was conducted in January through June 1996, during which written comments on the scope of the EIS were accepted and four official scoping meetings were held in the potentially affected area of New York City. The results of the scoping process are summarized in a Final Scoping Paper, issued by the FAA in August 1996. The technical breadth of the final EIS is consistent with the recommendations of the Final Scoping Paper.

On August 15, 1997, a draft EIS was issued by the FAA and a Notice of Availability was published in the *Federal Register* (62 *Federal Register* 43768). Display advertisements and legal notices announcing the availability of the Draft EIS and schedule for public hearings were published in local newspapers. Copies of the draft EIS were mailed to all parties who participated in the EIS scoping process, all persons who expressed interest to the FAA about the proposed action, and relevant government agencies. The draft EIS was distributed to over 600 persons and organizations. Comments on the draft EIS were accepted through November 21, 1997, a period of 98 days. A total of five public hearings were held in Brooklyn and Queens during the comment period and were well attended. Copies of all written comments on the draft EIS received by the FAA and verbatim transcripts of the public hearings are included in the final EIS. All comments received during the comment period were carefully reviewed. The final EIS contains written responses to all substantive comments received by the FAA, whether submitted in writing during the public comment period or verbally at the public hearings held on the draft EIS.

On January 20, 1999, the FAA issued the final EIS and a Notice of Availability was published in the *Federal Register*. Legal notices announcing the availability of the final EIS were published in local newspapers. Copies of the final EIS were mailed to over 800 persons and organizations. Six comments were received on the final EIS and considered by the Agency prior to making this decision. The attached Appendix presents the agency's responses to those comments.

Copies of the final EIS and this ROD may be obtained by written request to:

Jerome Schwartz

Environmental Lead for TDWR, AND-402

Federal Aviation Administration

800 Independence Avenue, SW

## Section 9. Order

The FAA has broad and pervasive authority in the fields of airspace management and air safety. Congress has authorized the FAA to acquire, establish, improve, operate and maintain air navigation systems such as TDWR (*e.g.*, 49 U.S.C., section 44505). In accordance with that authority, the FAA certifies that a federally funded TDWR is reasonably necessary to enhance the safety of aviation at JFK and LGA Airports.

The FAA conducted a detailed environmental review of this proposed action in conformance with requirements set forth in FAA Order 1050.1D — *Policies and Procedures for Considering Environmental Impacts*. Throughout the EIS process, the FAA provided data used in the technical analysis and reviewed key portions of the analysis prior to incorporating the results into the final EIS. The FAA evaluated the technical feasibility of the proposed TDWR facility and determined which alternatives were acceptable for consideration. As the nation's aviation agency, the FAA has the ultimate technical expertise to develop, evaluate, and select actions and alternatives that will result in safe and efficient use of U.S. airspace. The final EIS and this ROD represent the best judgment of the FAA in this key area of expertise.

Based on the extensive studies conducted to date and careful consideration of the public input received during the environmental review process, I find that installation, operation, and eventual decommissioning of TDWR to serve JFK and LGA Airports at the U.S. Coast Guard Air Station Brooklyn site will not result in significant impacts on the quality of the human environment. The mitigation measures listed in Section 7 above will be implemented to minimize non-significant impacts.

I have carefully considered the FAA's goals and objectives in relation to deployment of the TDWR to serve JFK and LGA Airports, New York City, New York, as discussed and evaluated in the final EIS and this ROD. This consideration includes the purpose and need for TDWR, possible alternative sites and technologies, extensive environmental review, and mitigation measures. Under the authority delegated to me by the Administrator of the FAA, I find that TDWR should be installed at the U.S. Coast Guard Air Station Brooklyn site as described in this ROD. The final EIS contains a site-specific analysis of possible environmental effects that could result from installation of TDWR at this site and concludes that significant environmental impacts will not result. Based on careful and thoughtful review of the final EIS and public and agency submissions received during the EIS process, the following factors support the decision to install TDWR at the preferred site, the U.S. Coast Guard Air Station Brooklyn site:

- TDWR at this site will provide highly effective weather-radar coverage of the principal coverage regions and microburst alert warning areas at JFK and LGA Airports
- Construction at this site is highly feasible
- Maintenance requirements of TDWR can be reasonably met at this site
- This site is available for TDWR use

- TDWR will be electromagnetically compatible with nearby electronic systems
- The proposed action will be consistent with policies of the New York State Coastal Management Program
- The proposed action will result in no adverse effect on historic resources eligible for or listed on the National Register of Historic Places
- No significant impacts on legally protected species will result
- Implementation of the proposed action will conform with policies for floodplain management and protection of wetlands set forth in Executive Orders 11988 and 11990
- Implementation of the proposed action will conform with policies to prevent disproportionately high and adverse impacts on minority populations, low-income populations, and children set forth in Executive Orders 12898 and 13045
- Implementation of the proposed action will not result in direct or constructive use of properties defined in Section 4(f) of the DOT Act and will conform with policies for protection of parks, recreation areas, wildlife and waterfowl refuges, and historic properties set forth in that section.
- Implementation of the proposed action is consistent with Section 3(e) of the Gateway Act. The proposed site was acquired for transportation purposes before the Gateway NRA was designated and its historical use has been aviation. Installation of TDWR is in accordance with The Gateway *General Management Plan*, issued by the National Park service to implement the Gateway Act. This plan expressly indicates that the entire former U.S. Coast Guard Station Brooklyn, including the 1.8 acres owned by the FAA, is designated as a nonpark use area.

Therefore, under the authority delegated to me by the Administrator of the FAA, I order that TDWR be installed at U.S. Coast Guard Air Station Brooklyn site. This decision is taken pursuant to 49 U.S.C. Subtitle VII, Part A, and constitutes a final order of the Administrator subject to review by the Courts of Appeal of the United States within 60 days from issuance in accordance with the provisions of 49 U.S.C. Section 46110. This ROD will be sent to those parties who have indicated an interest in this TDWR project. The FAA will publish a notice in the *Federal Register* and legal notices in newspapers of the affected area of New York City announcing this decision and the availability of this ROD.

\_\_\_\_\_SIGNED\_\_\_\_\_ 3/29/99\_\_\_\_\_

James C. Link Date

Leader, Integrated Product Team for Surveillance, AND-400

### **APPENDIX: Responses to Comments on the FEIS**

This appendix presents FAA's responses to comments received concerning the FEIS. The comment letters are displayed and addressed in chronological order.



**Senator Schumer/Representative Nadler/Representative Weiner letter dated February 9, 1999.**

**Response:** This letter raised three issues: blind spots for the TDWR, findings with regard to the Hart Island alternative, and concerns of the Department of the Interior. These concerns were raised earlier in the EIS process. They are thoroughly addressed in the FEIS at pages 85-88, 93-94, 98-99, 115-118, 123-124, 127, 132, 165, 173-175, 185-190 209-232, 310, 313-316 and 535, and this ROD at pages 3-5, 8, 15, 16 and 21. They are also specifically addressed in the FAA letters dated March 29, 1999 (attached). Senator Schumer and Representatives Nadler and Weiner will receive a copy of this ROD, when issued.

**Bourque, New York City Audubon Society letter dated February 20, 1999.**

**Response:** The issues raised in the attached letter were expressed earlier in the EIS process. They are addressed in the FEIS at pages 2, 5-9, 32-35, 45-51, 53-61, 79-84, 96-125, 325-332, 532-538 and Technical Appendices E and F, and in this ROD at pages 2-3, 5, and 6-7. Mr. Bourque was sent a copy of the FEIS and will receive a copy of this ROD, when issued.

**Taylor, U.S. Department of the Interior letter dated February 24, 1999.**

**Response:** The issues raised in the attached letter were expressed earlier in the EIS process. They are addressed in the FEIS at pages vii-viii, 14, 39-40, 53-56, 58-60, 65-66, 68, 79, 101-115, 122-123, 125, 209-232, 532-538, and Appendix E-33, and this ROD at pages 3-5, 12-13, and 21. They are also specifically addressed in the FAA letter dated March 18, 1999 (attached). In addition, representatives of the FAA Chief Counsel's Office met with representatives of the Department of Interior's Solicitor to discuss these issues on March 23, 1999. Mr. Taylor will receive a copy of the ROD, when issued.

**Hargrove, U.S. Environmental Protection Agency (EPA) letter dated March 8, 1999.**

**Response:** The EPA states that their "concerns have been adequately addressed" in the FEIS. They continue "we have concluded that the proposed project would not result in significant adverse environmental impacts; therefore, EPA has no objections to its implementation." The EPA will receive a copy of this ROD, when issued.

**Kiernan, National Parks and Conservation Association letter dated March 10, 1999.**

**Response:** The issues raised in the attached letter were expressed earlier in the EIS process. They are addressed in the FEIS at pages vii-viii, 14, 39-40, 53-56, 58-60,

65-66, 68, 79, 101-115, 122-123, 125, 209-232, 532-538, and Appendix E-33, and in this ROD at pages 3-5, 11-14, and 17-18. Mr. Kiernan was sent a copy of the FEIS and will receive a copy of this ROD, when issued.

**Sewell, Natural Resources Defense Council letter dated March 10, 1999.**

The issues raised in the attached letter were expressed earlier in the EIS process. They are addressed in the FEIS at pages vii-viii, 14, 35-37, 39-40, 53-56, 58-60, 65-66, 68, 79, 101-115, 122-123, 125, 209-232, 532-538, and Appendix E-33, and in this ROD at pages 3-5, 8, 11-14, 15, 16, 17-18 and 21. Mr. Sewell was sent a copy of the FEIS and will receive a copy of this ROD, when issued.

Shown are some of the old official projects that the base has done over the years while at Roslyn:

## L. I. Airmen Keep Missiles Soaring At Cape Kennedy



**MISSILE MEN**—The three New York Tel men above are preparing cable for an electronic communications hook-up at the Cape Kennedy missile site in Florida. Members of Long Island's 213th Air National Guard squadron, the men from left to right are M/Sgt. Charlie Orlando, Coney Island repairman; M/Sgt. Richie Esposito, South Brooklyn splicer and CWO-3 Bob McGowan, special rep, Brooklyn.

People from many places contribute to the success of missile testing at Cape Kennedy, but one of the most active groups there every year is the 213th Air National Guard Squadron from Roslyn, Long Island.

With a total of 130 enlisted men and seven officers, the 213th has a large complement of Long Island telephone people performing a variety of communications jobs in radio, central office and wire facilities equipment.

During a recent training session at Cape Kennedy, the 213th was singled out for the excellence of its communication work by other military units and by a special New York state team of legislators, conducting an inspection tour of the missile sites.

"Installation and maintenance of electronic communications equipment is a tough and sensitive job," says the unit's commander, Lt. Col. Frank Healy, a cable splicer from Brooklyn, "but we pride ourselves on the fact that a number of our telephone company practices have been adopted by the Air Force to make the communications job easier and boost safety standards."

Two of the more important practices borrowed from New York Tel include the use of manhole spreaders and explosion meters. The spreaders are wooden platform rigs that enable airmen to maintain better leverage and ability in splicing cable. Explosion meters detect gas and provide splicers a means of preventing dangerous explosions in manhole chambers.

The 213th meets one weekend every month for communications training and field tests at its head-

quarters in Roslyn. The squadron is part of the Ground Electronic Engineering Agency, referred to by the Air Force as GEEIA.

Other New York Tel men serving as officers in the 213th include Major Jim Bianco, a Queens engineer; Captain Kevin Wilkinson, repair foreman, East New York; CWO-3 Bob McGowan, a special rep, Brooklyn-commercial and Lt. Wes Davis, supervisor-training, MBW executive. In the enlisted ranks there are approximately 40 telephone people.

## Meet Your

Engineering, bowling, softball are three items Annamay Miller loves to discuss. She is currently a draftsman in Patchogue engineering but started with the company nine years ago as an operator. In her spare time she rounds up stories for the Long Island NEWS, serves as secretary of Suffolk Headquarters Bowling League and is a star player in the Suffolk Girls Softball League.

A native of Maryland, Annamay lives in Centereach. She is working towards an A.A.S. degree in engineering from Suffolk County Community College. If you have any ideas for stories about Suffolk engineering people, give Annamay a call at (516) 447-0038. If you'd like to talk to Annamay at home her phone is JU 8-3196.





Utica urban renewal director, Dana K. Roecker, left, briefs NCOs at the Air Force's radion site near Ava., during his annual encampment with the Air National Guard. Guardsmen shown with Roecker are Sgt. Peter Maddi, center, and T/Sgt. Walter Haff.

## Professionalism first Air guard duties vital

While most National Guard units are marching off to summer camps for two weeks of training, Capt. Dana K. Roecker and his air guard squadron are performing a vital function.

Roecker, who spends 50 weeks a year as Utica's urban renewal director, commands a wire section of the Ground Electronics Installation Agency's 213th Squadron.

Headquarters at Roslyn, L. I., the 213th has a unique distinction. Unlike most guard units, the 213th does not just train dur-

ing its annual tour of duty. Made up of some 120 men, many of whom are electronics experts, the unit is assigned an important job.

This year, Roecker's wire section has handled the task of helping to install 10,000 feet of three-inch cable for a giant antenna. The antenna is one of eight located at Rome Air Development Center's science fiction-looking radio test site near Ava. Clustered on a hill, the mammoth antenna and a monotonous electronic hum complete the site's "Buck Rogers" atmosphere.

The area's function is a very important one. The tall antenna, which sometimes arcs "lightning" from one to another, are used to test and develop powerful radio transmitters. Using the facilities at Ava, transmitters have communicated with such far-away places as Vietnam, Hawaii and Alaska.

The men of the 213th take

ics experts and one is an engineer. The telephone linemen, commercial network television technicians and electricians are at home in the maze of super-voltage wires and their work shows it.

A 12-year veteran of the Air National Guard, Roecker recognizes the quality of his men. Returning to his UR duties, he commented: "Working with the 213th is an exhilarating experience. It gives the satisfaction of performing a vital service, and assures me that we are ready to perform any installation job anywhere in the world on short notice."

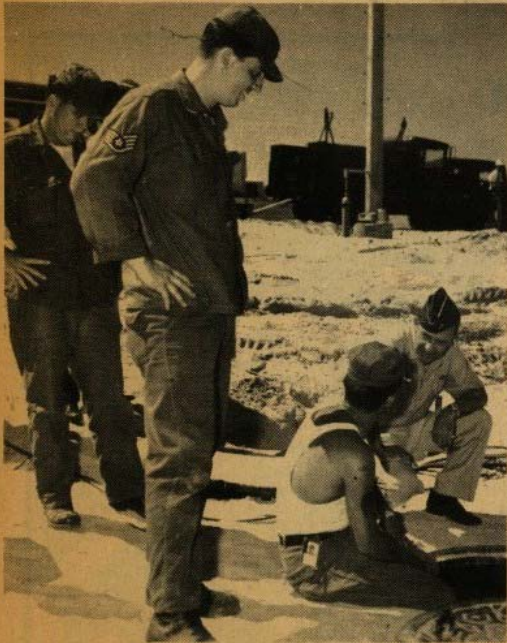
### Field day held

The Greenfield Fish and Game Club will hold its annual field day today at the club grounds on Deerfield Hill.

Many types of food and refreshments will be served throughout the day, according to George F. Nelson, general chairman. Various types of

### Masonic 'alumni' to reunite





**Cape Trip**

213<sup>th</sup> GEEIA

Men of the 2862d Sq. discuss their work with General McElroy during his trip to Cape Kennedy.



**ANG Award**

General McElroy congratulates Maj. Robert W. O'Neill, commander of the 212th ANG Sq., and Lt. Col. Frank Healey Jr., commander of the 213th ANG Sq., on being co-winners of the GEEIA Commander's Trophy for the Outstanding ANG Squadron for 1966. Captain Lindsey looks on.



### Conference

pt. Dana K. Roecker, left, OIC of the 213th's Wire Branch; SSgt. Peter Maddi and . Walter Haff, team chief, interpret engineering specifications for the AVA installa-  
 . These men are a good representation of the Guard since most of them wear different  
 in their civilian occupation. Captain Roecker is the urban renewal director in Utica,  
 eant Maddi is employed in a New York City bank and Sergeant Haff works in the in-  
 plant section of a New York telephone company on Long Island.



### Cable Covering

A2C John Aldridge, left, and A2C Robert Parness drill  
 holes to secure a roof assembly over the rigid coaxial  
 transmission line that extends from the transmitter building  
 to the antenna. This special cable installation job for  
 RADC set an Air Force first for the 213th, since they were  
 the first organization to install floating rigid coax.



# 213th Installs Floating Coaxial Cable At Ava

GRIFFISS AFB, N.Y.-- The 213th Squadron, New York ANG, is presently engaged in the installation of a floating rigid coaxial lines which feeds a coupled an-

tenna system at the Ava Test Site of the Rome Air Development Center.

The scheme calls for the installation of approximately 500 support poles 10,000

feet of rigid coax and all the associated hardware which includes overhead trestles, floating brackets, control and power cable, expansion joints and roof

assemblies. The engineering specification also calls for the poles to be set in six feet of concrete and an overall tolerance of plus or minus one-quarter of an

inch on the horizontal and vertical planes of the end coaxial line.

This undertaking on part of the 213th is a first in the Air Force. The installation section of wire branch has been assigned the responsibility for the installation scheme as part of their annual training.

The training started July 8 and will continue through the middle of September with one team composed of a team chief and about five team members to be rotated every 15 days for a total of five teams.

The Ava Test Site is part of a complex test facility which consists of a transmitting site at Ava and receiving site at Stonebridge which are both about 25 miles from Griffiss AFB in opposite directions. These sites were established to provide a search and development facility similar to the operational communications facilities of Air Force Communications Service (AFCS) and Strategic Air Command (SAC).

The present mission of the high frequency test site is to provide RADC engineers and other agencies with the facilities to conduct ionospheric propagation studies and investigate communications radar techniques in the frequency range between 2 to 30 megacycles. In addition to this the Ava Site is used for the development of antennas and antenna hardware.



500th Hole

Members of the 213th GEEIA Sq., NYANG, prepare to drill a post hole for a floating rigid coax cable at the Ava Test Site of RADC. They dug about 500 holes in the installation.



# GEEIA NEWS



## THE CAN DO AGENCY

Vol. VII No. 10

HEADQUARTERS GEEIA, GRIFFISS AIR FORCE BASE, NEW YORK

JUNE 1, 1968

### National Guard Bureau Honors 202d And 213th's OJT Program

WASHINGTON -- Two GEEIA Air National Guard squadrons have won the National Guard Bureau's On-the-Job Training Unit Achievement Award.

The 202d Sq. of Macon, Ga., and the 213th Sq. of Roslyn, N.Y. were cited by Brig. Gen. I. G. Brown, assistant chief of the National Guard Bureau, for outstanding OJT achievement during calendar year 1967.

In announcing the honor General Brown said that "The accomplishments of these units attest to the outstanding leadership and effort of the individual commander and the members of his organization who contributed in assuring the success of the unit's OJT program."

Lt. Col. George E. Smith commands the 202d Sq.; and Lt. Col. Frank R. Healy is commander of the 213th Sq.

accomplishment in unit training effectiveness," General Brown added, noting that "Insistence upon a sound training program assures the commander of an ever-increasing operational effectiveness."

APRIL 1, 1970

## 213th Receives Call to Help With Mail Delay

ROSLYN ANG, N.Y. -- During the recent postal strike in New York City, N.Y., the 213th ANG GEEIA Squadron here was called to extended active duty to help alleviate the crisis which had developed as a result of the strike. The call-up was met with much enthusiasm among guard members as they reported in force March 24, at 6:45 a.m. to help deliver the mails. The squadron was held here on alert ready to move into the Church Street Station of the Post Office in lower Manhattan, an important loop in the great finance district.

Several guardsmen were not at home when the call came. One sergeant was in Las Vegas on vacation; another was camping somewhere in New York State. Since the announcement by President Nixon came in the evening, no one had time to notify their civilian employers. Yet, the entire unit was present on the following morning. The response of the men was praised by the commander, Lt. Col. Frank Hesley. "Our men were ready to do their job."

During the three day alert, men of the 213th worked 12 hour shifts. The personnel section received a special word of praise from SMSgt. Raymond Sanzone for their outstanding performance in accomplishing the huge amount of paperwork brought



# ANG summer camp trained radiomen

The Air National Guard station on Harbor Hill Rd., also known as the 274th Combat Communications Squadron, recently completed a tactical training exercise with the Ponce Naval Station in Puerto Rico. Members of the 274th engineered and operated a high frequency radio link from a deployed location on Long Island during their June summer training camp. The 1500 mile link, using mobile communication vans, was intended to provide a realistic training environment for the teletype operators and radio maintenance technicians assigned to the unit.

The 274th is manned by Air National Guardsmen and a small cadre of full-time Air Technicians. Two of these technicians, Chief Master Sergeant Larry Iannarelli and Master Sergeant John Mandinec proposed the HF long-haul system as an addition to the normal training activities planned for the summer encampment. Prior to summer camp, Iannarelli and Mandinec visited the Ponce

Station to coordinate operating procedures and assure compatibility with the Navy equipment.

During the exercise, over 150 teletype messages were transmitted between the two sites. The system was used on several occasions to provide access to the Defense Communications System (DCS) from the field location of the 274th. The DCS is a system whereby a military base can contact any other military base anywhere in the free world. Using the DCS from Ponce, the 274th was able to pass both voice (Autovon) and teletype (Autodin) traffic to other Air National Guard units located at Otis Air Force Base and Wellesley ANG Station both in Massachusetts.

The ANG is a part of the Air Force reserves and also a branch of the State Militia. Other activities for guardsmen attending the June summer camp included general military training; maintenance of equipment; and cardiopulmonary resuscitation classes.



CHECKING THE CIRCUITRY at their home station in Roslyn, Sgts. Michael Dolvin (background) and Francis Rus participated in the radio link with Ponce, Puerto Rico, during the June summer camp at the Air National Guard Station. (SSgt. Umberto Postiglione photos)



BRIGADIER GENERAL BERNARD SAUL, (left), special assistant to the chief of staff of the New York State Air National Guard, toured the Roslyn ANG facilities during the June encampment of the 274th Squadron. He is meeting Lt. Robert Dusek, commander at the deployed operating location. Looking on is Maj. Rudolph Shipeky, commander of the 274th.



7/12/79 R. ad

# Local base begins its 21st year of 'active' military duty

By HOWARD M. GORDON

To motorists along Harbor Hill Rd., the Roslyn Air National Guard Station rarely arouses even a spark of curiosity. Those who do give the base some thought generally regard it to be a relic from World War II, with rusted missiles and peeling, ivy-covered barracks. Contrary to this ghost town perception, however, the ANG, now in its 20th year in the Village of East Hills, is still very much alive, active and important in the scheme of United States defense.

In 1942, the federal government acquired 52 acres from the MacKay Estate for an Army-Air Force radar station. As a part of the New York City defense system, this station stood ready to track heavy bombers in the event of attack upon U.S. soil. After the war, the Army gradually withdrew and in 1959 the Air National Guard, an agency of the Air Force, was officially established.

Currently, the base houses a number of military units—including the 152nd Tactical Control Group, the 213th Electronic Installation Squadron, the 274th Combat Communications Squadron and the 552nd Air Force Band—all under the command of Lieutenant-Colonel Milton Markowitz. A self-pronounced "fatalistic...optimist" in his combat philosophy, Markowitz has a military career which includes flying heavy bombers during World War II, jet-fighter combat during the Korean War and some transport flights to Vietnam. After serving a stint as deputy

commander of operations in 1971 at a Westhampton base, he was stationed in Whitestone. Two years ago he was reassigned to the Roslyn ANG base.

"Our primary purpose is to train people in communications missions," Markowitz said. "We also train people to maintain vehicles and other supportive-type equipment." Almost all of the guardsmen are from Long Island and are around 30-years-old. Approximately four per cent of those assigned to the base are female.

#### Reserve system

The fact that Markowitz heads a reserve force may best account for the station's seeming inactivity. Throughout the year, only 70 permanent personnel, known as "technicians," remain on base. They are, as Colonel Montagano (213th Electronic Installation Squadron commander) says, the "bare meat of the operation"; their function is to maintain all necessary equipment—which, in Montagano's case includes tools, parts, assorted machinery, test materials and almost 50 motor vehicles—for those weekends when guardsmen report.

For one or two weekends each month, and two weeks in the summer, over 600 national guardsmen report for duty. During this time the latest technical information is transferred and military exercises are planned and completed. According to Markowitz, this group has all the military capabilities of a full-time regular base "for only a fraction of the cost." The average guardsman receives between \$2,000 and \$3,000 a year, Markowitz said.

No actual weaponry has ever been planted on base, although the Army's Nike-Ajax missile headquarters was located there until the late 1960's when the operation became obsolete as part of a second strike (deterrent) force. The actual launch sites were scattered throughout Long Island and were eventually dismantled. Markowitz asserts that the sole purpose of his base has been, and in all probability will always be, simply to "train (servicemen)...to manage and operate" the equipment needed for military missions and exercises.

was born out of an interservice agreement whereby the Air Force provides the Army with whatever

air support it needs. While guardsmen are trained in providing the "coordinating link between Army requests and Air Force assets," no tactical policy is created on base. Markowitz does, however, retain a regional position within the tactical control group which places him in command of several radar stations.

Although Markowitz was unable to disclose the cost of running the base, he did mention that it is financed entirely by federal money and said it does not dip even slightly into the Roslyn taxpayer's pocket. In fact, Markowitz said, the ANG station does a great deal to boost the immediate economy. By employing local workers and contracting local companies for services ranging from building construction to supplying electric power, a

large amount of federal money is generated within the Roslyn community, he said.

As to the future of the base, Markowitz noted that every year, the department of defense removes a number of its defense posts based on budgetary constraints and functional effectiveness. Without much problem, the Roslyn ANG has survived any such cutback. If the government did decide to abolish the base, the property would be placed under the jurisdiction of "general services" where a priority ladder would become activated. All federal agencies would be given a chance to establish some sort of institutional complex on the land and if no agency desired to do so, the option would pass on to state agencies, county agencies, and finally to the Village of East Hills.

(over)



# 213th helps relocate flying unit for new mission

By 2nd Lt. Gregory P. Faling  
Roslyn ANGS, N.Y.

The 213th EIS, New York Air National Guard, Roslyn ANGS, recently relocated radio equipment, antennas, and an intercommunications system from Westchester County Airport, White Plains, N.Y., to Stewart Reserve Training Center in Newburg, N.Y.

Stewart Field, near the U.S. Military Academy at West Point, was once Stewart AFB. It is most recently remembered as the entry port for the 52 American hostages held captive in Iran for 444 days and released in January 1981.

The team chiefs, MSgt. Ronald Huppert and TSgt. Leon Phillips, began work in April 1983. The schemes, in support of the reassignment of the 105th Tactical Air Support Group from White Plains to Stewart were completed in May. Included in the work were two AN/GRC-171 radios, an AT-197 and AS-1097 antenna and related hardware, as well as intercom system cables and terminals.

With the phased move of the 105th TASG scheduled to begin in June, funding and materials could not be obtained through normal AFCC channels. The 105th funded the work in order to permit completion within the short lead time required to maintain its operations without disruption.

The equipment had to be installed, tested, and operational prior to the start of the move. It had to be transported from Westchester

County Airport to Stewart Field. An additional radio rack and the AT-197 were obtained to maintain operational capability; new cables were configured and placed. The AS-1097 was installed on an 80-foot pole, and the AT-197 was installed on one of the hangars.

Stewart Reserve Training Center is expected to play an increasingly important role in future years. The 105th TASG has had a Forward Air Control mission at Westchester County ANGB. Now; however, the unit will assume a heavy airlift mission. The relocation brings with it a change of aircraft, as well. The 105th is trading its O-2 aircraft for modified Boeing 747s (designated C-19s). Two of the big birds will perform strategic airlift duties, and the third will support the National Aeronautics and Space Administration as a space shuttle transporter.

The expanded roles of Stewart and of the 105th TASG reflect the ever-changing mission of the Air Force and the Air National Guard. The 213th's support of this new role is but a small portion of AFCC's worldwide mission and a demonstration of the integration of reserve forces in the command.

## Pole planting

Members of the 213th EIS set up an 80-foot pole for radio antenna placement.

(USAF photo by MSgt. Ronald A. Huppert)



# Air Guard Deserves Kudo

*Reprinted with permission of the Oklahoma Publishing Company as printed in the February 20 Daily Oklahoman.*

The original National Guard of the United States was patterned after the Garde Nationale of France. In dismantling communications equipment at nine United States Air Force installations in France our nation's Air National Guard, including men from Oklahoma's units, has set a pattern that France or other nations could envy.

When President Charles de Gaulle got on his high horse and ordered all "foreign" troops and installations in France assigned to the North Atlantic Treaty Organization out of the country by March 31, the Pentagon was in a quandary. Planes can be flown out, trucks can roll with supplies and personnel can be moved, but taking down highly technical communications equipment is not a wrecking job. With the Vietnamese situation and other commitments, the Air Force did not have the technicians.

The answer was "call out the Air Guard." This was a volunteer assignment except for a few permanent personnel. Lt. Col. Paul Kerr, commanding Oklahoma's 205th Ground Electronics Engineering Installation Agency, was named project officer. Oklahoma airmen joined him with others on job leaves from 30 to 89 days--90 days is a change of status from temporary duty--to make a force of 225 guardsmen who did the work in 31,000 working hours that estimates earlier said would require 400 men for 60,000 hours.

Efficiency of Oklahoma's Air Guard has been noted before. This particular unit under Col. Kerr has saved the government more money by repairing communications equipment of the active Air Force than the unit has cost for a number of years. The majority of unit members are citizen airmen who combine weekend drill time with varied occupations. They deserve a kudo for their effort.





### **Guardsmen Complete Big Project**

In what is the largest project undertaken by the 213th Electronics Installation Squadron, Roslyn ANGS, N.Y., construction teams erect the outer columns of the AB563 Artic Tower in Riverhead, N.Y. The tower and an extension will house radar equipment for aircraft control and warning purposes to be used by the Air Force and maintained by the Federal Aviation Administration. The project was completed in nine months.

AF TIMES 9/15/70

## 213th, 274th contingents march in 'The Big Apple'

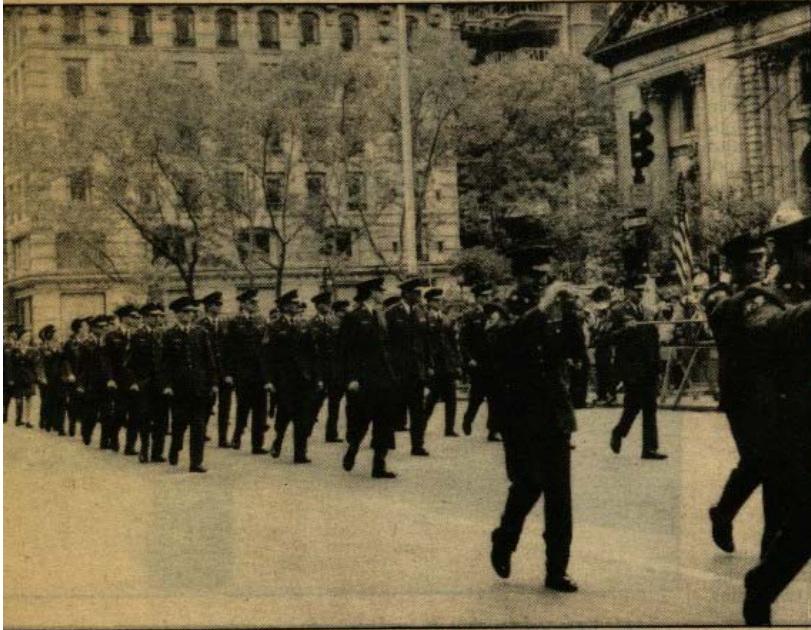
By SSgt. Bernard Karpel  
Roslyn ANGS, N.Y.

"The Big Apple," New York City, was the location of the 1983 Armed Forces Day Parade. Marching uptown along the Fifth Avenue route, were elements of the 213th EIS and the 274th CMBTCS, Roslyn ANGS, N.Y. Also participating was another Roslyn unit, the 552nd Air Force Band.

Among the estimated 1,200 persons taking part in the parade were Air Force units from McGuire AFB, N.J. New York City Mayor Edwin Koch rode in the cockpit of an Air Force T-38, towed by one of McGuire's units.

The men and women of the 213th and the 274th marched with other military units representing all services in the metropolitan area. Included in the line of march was the 42nd Infantry Division, the Army National Guard's famous "Rainbow Division," as well as other active and reserve components of the Army, Navy, Marine Corps, and the U.S. Coast Guard. It was estimated by the New York City Police Department that 125,000 persons lined the 30-block parade route, from 28th Street to 54th Street.

This year's theme for the parade was "Peace through Power." The reviewing stand was on the steps of the New York Public Library at 42nd Street. Vice Admiral Wayne E. Caldwell of the Coast Guard's Atlantic Area and Third Coast Guard District reviewed the marchers.



### Pass in review

Roslyn Air National Guard contingent passes in review.

(USAF photo by TSgt. Robert Schaefer)



## 2 Armories of Brave Past Have Little Future

By CHARLES WALLING

The days of blue and khaki clad Brooklyn militiamen predecessors of the National Guardsmen of World Wars I and II, were recalled last week with the announcement that two Brooklyn armories, one built in 1876 and the other in 1886, are to be turned back to New York City.

One of the armories, located at Clermont and Myrtle Aves., housed a Gatling gun unit, forerunner of modern machine guns. The other, at Dean St. and Grand Ave. was first occupied by the First Battalion of the Second Field Artillery, a militia unit with a history dating back to the Revolutionary war.

The two Brooklyn armories, as well as two in Manhattan, will be turned over to the city by the state, under terms of an agreement between Mayor Wagner and Gov. Rockefeller. The agreement required payment of \$5 million by the city, and must be approved by the State Attorney General and the State Budget director.

Neither Brooklyn building has been used for four years for National Guard drills but they have been used for storing vehicles and other equipment of the 42d (Rainbow) Division units commanded by Major Gen. Martin H. Foery.

The Clermont Ave. armory, built in 1876, was not only occupied by Gatling gun units using the horse drawn weapons developed at the end of the Civil War. According to recollections of William O. Phalen of 242 Cornwell Ave., Valley Stream, it later was used by the First Battalion of the Second Field Artillery, which became the 105th Field Artillery and served as part of the 27th Division during World War I.

Subsequently, the 105th was replaced by the 52d Field Artillery Brigade, commanded by Major Gen. George A. Wingate, father

of Gen. George W. Wingate of World War II fame. Another commander of the 52d Brigade Phalen recalled, was retired Major Gen. Emil M. Pudeyn, of Garden City.

A roster of units which occupied the Dean St. armory was supplied by Harry J. Schwewe, its former superintendent, who now is a civilian employe at the Air National Guard's station on Harbor Hill Road, Roslyn.

The first unit, he said, was the Second Brigade Signal Corps, founded in 1834. In 1882, this outfit was designated the Second Brigade Signal Telegraph Corps. Three years later, in 1895, it became the Second Brigade Signal Corps, and in 1903 it was recognized as the Second Company of the Signal Corps.

Schwewe recalled that in 1895 militiamen from the armory were called for duty during a strike of Brooklyn trolley car workers. The roster of units, he said, showed that in 1914 the unit became Company B of the First Signal Battalion, and on July 12, 1917 it was federalized and ordered to duty along the Mexican border.

After service in Europe during World War I the unit was changed in 1919 to Company B of the First Battalion of the Signal Corps, and in 1921 the designation was changed to the Company B of the 101st Signal Battalion.

The Brooklyn armories, under the agreement announced by Mayor Wagner, will be turned back to the city within 30 days.



POST OFFICE DEPARTMENT

# Special Citation

*The Post Office Department Presents this Citation to*

Officers and Men of  
the New York Air National Guard  
White Plains, New York

*for outstanding and invaluable assistance to the Post Office Department in helping restore and maintain postal service during the work stoppage of postal employees of March 1970. This unit's generous cooperation and teamwork helped allay a potentially disastrous impact on the national economy and its members deserve the highest praise and appreciation.*

*Signed this 17th day of April  
1970, at Washington, D.C.*



A handwritten signature in black ink, appearing to read "Walter Reuther".

Postmaster General



# The Roslyn News

Including Greenvale, East Hills and Albertson — Established 1878

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Thursday, July 31, 1980

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## ANG summer camp trained radiomen

The Air National Guard station on Harbor Hill Rd., also known as the 274th Combat Communications Squadron, recently completed a tactical training exercise with the Ponce Naval Station in Puerto Rico. Members of the 274th engineered and operated a high frequency radio link from a deployed location on Long Island during their June summer training camp. The 1500 mile link, using mobile communication vans, was intended to provide a realistic training environment for the teletype operators and radio maintenance technicians assigned to the unit.

The 274th is manned by Air National Guardsmen and a small cadre of full-time Air Technicians. Two of these technicians, Chief Master Sergeant Larry Iannarelli and Master Sergeant John Mandinec proposed the HF long-haul system as an addition to the normal training activities planned for the summer encampment. Prior to summer camp, Iannarelli and Mandinec visited the Ponce

Station to coordinate operating procedures and assure compatibility with the Navy equipment.

During the exercise, over 150 teletype messages were transmitted between the two sites. The system was used on several occasions to provide access to the Defense Communications System (DCS) from the field location of the 274th. The DCS is a system whereby a military base can contact any other military base anywhere in the free world. Using the DCS from Ponce, the 274th was able to pass both voice (Autovon) and teletype (Autodin) traffic to other Air National Guard units located at Otis Air Force Base and Wellesley ANG Station both in Massachusetts.

The ANG is a part of the Air Force reserves and also a branch of the State Militia. Other activities for guardsmen attending the June summer camp included general military training; maintenance of equipment; and cardiopulmonary resuscitation classes.



CHECKING THE CIRCUITRY at their home station in Roslyn, Sgts. Michael Dolvin (background) and Francis Rus participated in the radio link with Ponce, Puerto Rico, during the June summer camp at the Air National Guard Station. (SSgt. Umberto Postiglione photos)



CAMOUFLAGE PAINT was applied to over ten Air National Guard vehicles during the June summer camp. Sgt. Vito Marino is sanding one of the squadron trailers in preparation for the



BRIGADIER GENERAL BERNARD SAUL, (left), special assistant to the chief of staff of the New York State Air National Guard, toured the Roslyn ANG facilities during the June encampment of the 274th Squadron. He is meeting Lt. Robert Dusek, commander at the deployed operating location. Looking on is Maj. Rudolph Shipeky, commander of the 274th.





*This unit patch was carried aboard the Space Shuttle "Discovery", STS 51-L, August 27-September 3, 1985 and is presented to the men and women of the unit in recognition of their support of America's Space Programs.*

**Presented To**

*213rd Engineering Installation Squadron*

*Joe Engle*

Joe H. Engle, Col, USAF  
NASA Astronaut

*Dick Covey*

Richard O. Covey, Col, USAF  
NASA Astronaut

*Ox van Hoften*

James D. "Ox" van Hoften, Lt Col, TXANG  
NASA Astronaut

*William Fisher*

William F. Fisher, M.D.  
NASA Astronaut

*John M. Lounge*

John M. Lounge, Lt Col, TXANG  
NASA Astronaut



## Guard unit earns award

The 213th Engineering Installation Squadron, Roslyn ANG Station, N.Y., has earned its second Air Force Outstanding Unit Award. Brig. Gen. Jonny J. Hobbs, deputy chief of staff, New York Air National Guard, presented the award.

The squadron was cited for superior performance in engineering, installing, maintaining, removing and relocating communications and electronics equipment.

The award period is January 1991 to December 1992.

"This is your award," Lt. Col. David F. Borjes, squadron commander, told squadron members during the presentation ceremony. "This award reflects the dedication, skill and teamwork of the men and women of the 213th EIS."

— *Steve Stone, 213th EIS*

Not all of Roslyn's work was done at official locations and for official work only. The base also contributed to the town of Roslyn as well as other towns when they needed assistance during local crises or just to help out in the local area as good will intentions. Below you see a whole listing of known work that the base did for the town of Roslyn as well as other towns.

I have included some scanned documents that are letters of appreciation from Roslyn and other local towns for their service to the local communities.

## **Roslyn ANG Station's Community Support of the Village of East Hills and Roslyn**

**April 1968** – The 152<sup>nd</sup> TCC made an emergency power unit available to the Village of East Hills, Long Island, NY and thereby helped avert what might otherwise have resulted in suspension of Village operations in the emergency.

**November 1968** – Roslyn ANG Station once again provided an emergency generator to the East Hills Village Hall and offices, which enabled them to stay in operation. In addition, the station Dining hall and other Roslyn ANG Station facilities were made available to the local residences during the evenings and arrangements were completed for the local populace to sleep in the Station recreation hall in the event of a severe cold. Mayor Fleischer wrote a letter to Col Saul expressing his deepest appreciation for the Station's quick response.

**January 1974** – Roslyn ANG Station assists the Town of North Hempstead during a major power outage

**May 1975** – Members of Roslyn ANG Station participate in the annual Memorial Day Parade held at Roslyn

**March 1976** – Members of Roslyn ANG Station participated as Color Guard for the Roslyn Public School for the nation's Bicentennial celebration.

**January 1978** – Roslyn ANG Station was once again opened to the local community of East Hills, NY after Mayor William Fleischer declares an emergency at 1630hrs on 15 Jan 78. The station was opened to provide local shelter for the local civilian personnel who did not have any heat or electricity due to the ice storm. The emergency ended at 1600 hrs , 18 Jan 78

**Jun 1979** – Two members of Roslyn ANG Station assisted local Old Westbury Police at a serious auto accident at Glen Cove Rd and the North Service Rd of the LIE on Saturday, 23 Jun 79 at approximately 0715 hrs.

**February 1984** – Members of Roslyn ANG Station assisted the Roslyn Heights Elementary School, Parent-Teacher Association in erecting a self-help playground for the local children. Old tires and telephone poles donated by LILCO were used in the construction.

**November 1987** – Mayor Leonard Nadel of the Village of East Hills, NY wrote a letter of appreciation concerning Roslyn's overall participation in local events and assisting the community over the years.

**1991** – Unit assisted Village of East Hills to remove roadway debris after a serious storm.

**1993** – Unit assisted local community of East Hills by completing a construction of a Little League baseball Field.



EUGENE H. NICKERSON  
COUNTY EXECUTIVE



ALFRED E. MOON  
THOMAS J. PORTELA  
DEPUTIES

OFFICE OF THE EXECUTIVE  
NASSAU COUNTY EXECUTIVE BUILDING  
MINEOLA, NEW YORK

October 25, 1963

Major Frank Healey  
Commander  
213th GEEIA  
Roslyn Air National Guard Station  
Roslyn, New York

Dear Major Healey:

It is with considerable pride and pleasure that I confer upon the 213th GEEIA Squadron based in Roslyn the Certificate of Merit of Nassau County signifying outstanding service on behalf of the National Space Program.

The fact that your unit was the first in our nation to be selected to undertake tours of duty at Cape Canaveral is indicative of the high regard in which you and your men are held by the National Guard and the United States Defense Organization.

I wish you continued success in the important duties assigned your squadron.

Sincerely yours,

Eugene H. Nickerson  
County Executive

EHN:dh



# Hempstead Lions Club

From the Office of the Secretary  
247 CROWELL STREET  
HEMPSTEAD, NEW YORK

*Delivered for...*  
*REL*

OFFICERS

FERDINAND HOEFNER  
*-President*  
ALBERT A. REITMAN, D.D.S.  
1st Vice President  
THOMAS D. SHELDON, Ed.D.  
*-2nd Vice President*

April 15, 1964

JACK SHEPHERD  
3rd Vice President  
ANTHONY T. PROCELLI  
Treasurer  
FRANK DEAN GIFFORD, Ph.D., D.D.  
Secretary

Major Frank R. Healey, Jr.  
213<sup>th</sup> GEEIA Squadron  
Roslyn ANG Station  
Roslyn N.Y. 11576

Dear Major Healey:

I am writing to convey the thanks of our Hempstead Lions Club for the fine cooperation you and your squadron have given us in connection with building a Little League Baseball Park for Hempstead boys. The men from the 213<sup>th</sup> GEEIA Squadron extended their help in a most willing and proficient manner as well as in a spirit of helpfulness I could not help but admire.

Please be assured that in the near future when our field is dedicated and given over to Little League operation, your organization will receive full credit for their assistance. I hope you will also extend my personal thanks to Capt. Alexander and to the men who worked with us last Sunday.

If I can be of any help to you or your squadron, I want you to feel free to call on me.

Sincerely yours,

Thomas D. Sheldon  
President  
Hempstead Lions Club

TDS ep

213th GEEIA SQ

APR 18 1964

NYANG





OFFICE OF THE SUPERVISOR  
TOWN OF NORTH HEMPSTEAD  
TOWN HALL, MANHASSET, N. Y. 11030

TELEPHONE (516) 827-0590

MICHAEL J. TULLY, JR.  
SUPERVISOR

COUNCILMEN:  
JOHN DAVANZO  
CLINTON G. MARTIN, JR.  
JEROME J. WEINSTEIN  
GERARD W. CUNNINGHAM

January 3, 1974

Colonel Bernard Saul  
Commanding Officer  
R.A.N.G. Base  
Harbor Hills Road  
East Hills, New York 11576

Dear Colonel Saul:

The splendid cooperation extended by you and your organization during the recent power outage merits the highest commendation. Your ready willingness to assist those who needed help and to do it in such a gracious fashion shall long be remembered by all residents of the Town of North Hempstead.

The members of the Town Board join me in conveying our deep thanks and gratitude.

Best wishes for a happy and bright new year.

Sincerely,

Michael J. Tully, Jr.  
Supervisor

MJT:mb

ATTACH # 1



JAMES A. LYONS POST No. 122  
THE AMERICAN LEGION  
ROSLYN, LONG ISLAND, NEW YORK



*"For God and Country"*

15 June 1975

Col. Bernard Saul, Commander  
New York Air National Guard  
Headquarters, Roslyn Air National Guard Station  
Roslyn, New York 11576

Dear Col. Saul:

Once again the membership of the James  
A. Lyon Post No. 122, The American Legion,  
Roslyn, New York, wish to express their  
appreciation of your contribution to our  
community's Memorial Day Parade.

We look forward to our continued fraternity.

Yours for service,

A handwritten signature in cursive script that reads "Saul D. Abrams".

James A. Lyon Post No. 122  
Saul D. Abrams, Adjutant

SDA:sba

SAUL D. ABRAMS, ADJUTANT  
JAMES A. LYONS POST NO. 122  
33 KERRY LANE  
WESTBURY, N. Y.

# ROSLYN

## PUBLIC SCHOOLS

BOX 367, ROSLYN, NEW YORK 11576 (516) 621-4900

Harbor Hill School/Office of the Principal

February 23, 1976

Colonel Bernard Saul  
152nd TC Group  
Roslyn Air National Guard Station  
Roslyn, New York 11576

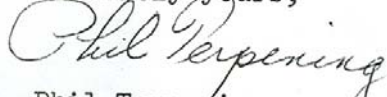
Dear Colonel Saul:

On behalf of the students and staff of the Harbor Hill School, I wish to express our sincere appreciation for your participation in our salute to our nation's "Bicentennial".

The appearance of your color guard under the leadership of Sgt. Dennis Layer was a most inspirational part of our program.

Please be advised that the splendid cooperation shown by your unit greatly assists us in the formation of the high ideals for which our country always has been justly proud.

Sincerely yours,



Phil Terpening  
Acting Asst. Principal

PT:bh

# OLD WESTBURY POLICE



MAYFAIR 6-0200

OLD WESTBURY, N. Y.

June 28, 1979

Lt. Col. R. Healy  
152nd T.C.D.  
Roslyn Air National Guard  
Harbor Hill Road  
Roslyn, N. Y. 11576

Dear Col. Healy,

I wish to thank the members of your unit who assisted us at a serious auto accident at Glen Cove Road and the North Service Road of the L.I.E. on Saturday, June 23, 1979 at approximately 0715 hours.

Help was needed and your people were there to supply it. Unfortunately, due to the circumstances we could not get their names, but we feel their actions should not go unrecognized.

Very truly yours,

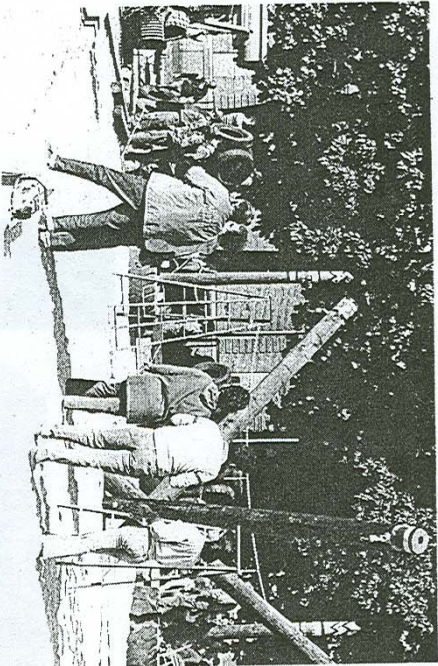
A handwritten signature in cursive script that reads "Donald MacLean". The signature is written in dark ink and is positioned above the printed name and title.

Donald MacLean  
Chief of Police

DM/pr



# Air National Guard, volunteers help build playground



Guardsmen and other volunteers finish building a playground at grade school.

By Sgt. Leonard M. Thoma  
213th EIS-PAO

The 213th Engineering Installation Squadron of the New York Air National Guard, assisted the Roslyn Heights Elementary School Parent-Teacher Association in erecting a self-help playground for the children.

They used old tires, poles donated by the Long Island Lighting and numerous other materials.

The 213th contributed the use of vehicles, equipment, and manpower to augment the community volunteers. The work took two days.

In the words of one of the participating unit members, "The gleam in the eyes of the children who saw the playground being constructed was worth our participation."

Many members of the community who participated said, "We couldn't have done it without you. We are delighted you came to our aid."

*Nothing in here about your unit? Don't get mad, we can't print it, if we don't know about it. Send us the news on what's happening in your unit! Sent to:*

*The Militiaman  
DMNA — PAO  
PBS22, State Campus,  
Albany, N.Y., 12226*

## Air and Coast Guard complete Park Service cable, pole project

By Sgt. Leonard Thoma  
213th EIS-PAO

The 213th Engineering Installation Squadron received a request from the Coast Guard for assistance in the removal of 16 miles of abandoned aerial cable, associated hardware and some poles which they owned on Fire Island.

Originally, the cable was used by the Coast Guard to link up their outer stations to the home station located at the western entrance of the island. Since the Coast Guard no longer operates these outlying stations, the National Park Service requested that the cable be removed to enhance the

vehicles with mud or snow tires to be used on the beach due to erosion, the 213th opted to modify their six passenger vehicle by changing tires and modifying a ladder rack to fit the six passenger truck bed. When vehicles could not be used due to high tides, teams of six to 10 personnel from the wire branch were transported by boat to the work area.

The Coast Guard also furnished noon meals and petroleum, oil and lubricant support when needed. This service aided the teams immeasurably because more than half of the cable had to be walked from local towns, transported by hand carts and/or wheelbarrows to the docks, loaded on

# New York State

# Militiaman

---

# Catholic Charities

Talbot House  
30-C Carlough Road  
Bohemia, New York 11716



Phone (516) 589-4144  
FAX (516) 589-3281

---

June 8, 1994

Lt. Col. David Borjes  
213 EIS, Commander  
Roslyn ANGS, NY 11576

Please convey our sincere appreciation to the men and women of the 213th Engineering Installation Squadron for the valuable support they have given to our organization in providing clothing for our clients at Catholic Charities Talbot House. It is very reassuring to know that the 213 EIS can be counted on in times of need. We look forward to your continued support of our program in the years to come.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert Howard". The signature is fluid and cursive, written over a horizontal line.

Robert Howard, Program Manager

cc Kathleen Ayers  
Program Administrator  
Catholic Charities Alcohol and Substance Abuse Services

COUNTY OF SUFFOLK



ROBERT J. GAFFNEY  
COUNTY EXECUTIVE

PETER F. COSGROVE  
POLICE COMMISSIONER

POLICE DEPARTMENT

May 20, 1993

Senior Master Sergeant Garbarino  
213th E.I.S.  
Roslyn Air National Guard Station  
Roslyn, New York 11576

Dear Sergeant Garbarino,

I am writing this letter to you, to thank you and the men of your unit for the excellent job they did in installing the poles at our facility.

I am thankful for the mutual benefit to both of our organizations in this endeavor. The Air National Guard as a training exercise in the installation of the poles and the Police Pistol Range being the recipient of this new addition to our facility.

The job has been completed and I would like to tell you how much I appreciate the Air National Guard's efforts in this matter.

Yours truly,

A handwritten signature in cursive script that reads "William Twachtman".

William Twachtman  
Sergeant 713  
Commanding Officer  
Firearms Training Section

WT:kk

30 YAPHANK AVENUE, YAPHANK, NEW YORK 11980 - (516) 852-6000

M0413F93



COUNTY OF SUFFOLK



ROBERT J. GAFFNEY  
COUNTY EXECUTIVE

PETER F. COSGROVE  
POLICE COMMISSIONER

POLICE DEPARTMENT

May 20, 1993

Senior Master Sergeant Garbarino  
213th E.I.S.  
Roslyn Air National Guard Station  
Roslyn, New York 11576

Dear Sergeant Garbarino,

I am writing this letter to you, to thank you and the men of your unit for the excellent job they did in installing the poles at our facility.

I am thankful for the mutual benefit to both of our organizations in this endeavor. The Air National Guard as a training exercise in the installation of the poles and the Police Pistol Range being the recipient of this new addition to our facility.

The job has been completed and I would like to tell you how much I appreciate the Air National Guard's efforts in this matter.

Yours truly,

William Twachtman  
Sergeant 713  
Commanding Officer  
Firearms Training Section

WT:kk

FR SGT VELEZ



# GREAT SOUTH BAY SOCCER TOURNAMENT

Bay Shore Youth Soccer Club, Inc.  
PO Box 264M  
Bay Shore, NY 11706

Major P. Napalitano, Commander  
New York Air National Guard  
274 Combat Communications Squadron  
Roslyn Air National Guard Station  
Roslyn, New York 11576

Dear Major Napalitano,

It has come to our attention that we neglected to thank you for the use of your tent last year at our tournament. We did appreciate the Air National Guard letting us use the tent for such a worthwhile event. With the money raised from last year's tournament and again planning for the tournament this year, the Bay Shore Youth Soccer Club is able to send 15 boys to Belgium for 17 days.

We are hoping that you will be able to again let us use the tent for the tournament.

Sincerely yours,

Lydia Velez  
Bay Shore Youth Soccer Club

S.E.P.T.A.  
SPECIAL EDUCATION PARENT TEACHER ASSOCIATION  
UNION FREE SCHOOL DISTRICT #19  
EAST ROCKAWAY, N.Y. 11518



Dear Lt. Col. David F. Borjes,

Please accept our humble thanks for the time and effort your 213th Engineering Installation Squadron of the New York Air National Guard donated on behalf of our district's children. Their boundless energy and determination made our dream of a new playground a reality.

How can we express the depth of our gratitude for their generous donation of time and talent? These fine men picked up the equipment and installed it on a volunteer basis. They worked through the hottest of cruel summer days and did not stop until the playground was finished and met their own high standards.

The playground is a welcome addition to our schoolyard and the children have already enjoyed countless hours playing on the equipment; thanks to your men. Without their participation the project could not have been completed so expediently and expertly.

The children of this district and their parents owe you a great debt. We thank-you!

Very truly yours,

Grace Donato - President  
And The Executive Board of S.E.P.T.A.



# E & I troops provide secure communications for World Cup soccer

Engineering and installation people fanned out across the country to provide secure communications support for the World Cup soccer tournament, which was held in the United States for the first time.

The units engineered and installed Department of Defense land mobile radio networks and telephone systems at seven tournament locations.

The integrated communications networks were used by security personnel for crowd and traffic control, emergency response, bomb disposal, aviation support, canine support, intelligence, protecting dignitaries such as King Fahd of Saudi Arabia and Vice President Al Gore, area security, and law enforcement.

Other work included setting up transceivers, fabricating antenna masts, selecting strategic sites for repeaters to provide a secure radio network, reprogramming radios and

testing the system before the tournament began.

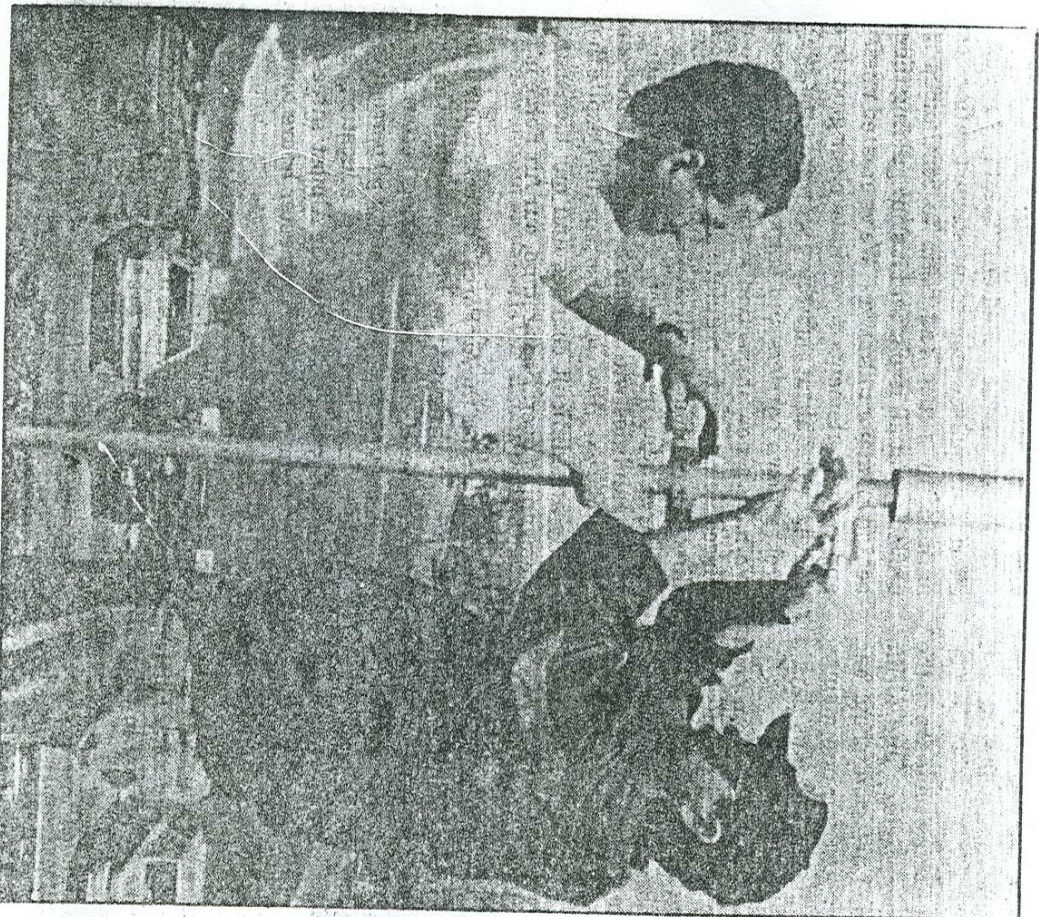
When the tournament was over, the teams removed the equipment.

The work was coordinated by the DOD office of special events.

Fred Sestito, Air Force program engineer for the World Cup, said the people realized going in that their responsibilities were important and that they would face many challenges.

The 485th Engineering Installation Group, Griffiss AFB, N.Y., worked at The Meadowslands, N.J. The 1827th Electronics Installation Squadron, Kelly AFB, Texas, provided assistance in Dallas and Chicago. The 1839th EIG, Keesler AFB, Miss., served in Orlando, Fla., and Pontiac, Mich. The 1849th EIS supported the event in Pasadena and Palo Alto, Calif.

(Sgt. Randy King, 485th EIG, and SSgt. Joseph Lucas, 1827th EIS, contributed to this report.)



SSgt. Ralph Fulvio, 213th EIS, (left) and SSgt. Robert Redmond, 485th EIG, install an antenna for the 1994 World Cup games.





# KINGS BAY BOYS CLUB<sup>INC.</sup>

2670 COYLE STREET, BROOKLYN, NEW YORK 11235 • (718) 934-6363

LOUIS A. SPINA  
President  
Chairman of the Board  
(718) 934-6341

January 30, 1997

Colonel Barbarian,  
State of NY DM and NA  
HQ NY ANG  
330 Old Niskayond Road  
Latham, New York 12110-2224

Dear: Colonel Barbarian,

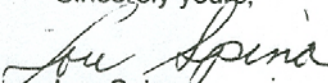
In behalf of the entire membership of the Kings Bay Boys Club I would like to thank you and your team of National Guardsmen you sent to assist us with our filed maintenance this past fall. It was most appreciated and it saved us considerable expense dollars.

It is only through the efforts of organizations like yours that we are able to provide to the youth of our community a safe and sound environment to grow up in. It does my heart good to know that in time of need we can depend upon an organization like yours.

A special thanks to Staff Sgt. John Russell for coordinating the project and seeing to its successful conclusion..

Once again our sincerest thanks to you for all the for the support you have show toward us.

Sincerely yours,

  
Lou Spina  
President

# EAST Public Schools ROCKAWAY

Rhame Avenue Elementary School  
100 Rhame Avenue  
East Rockaway, NY 11518-1299  
(516) 887-8319

Superintendent of Schools  
James J. Powers

Principal  
Marie Calder

July 2, 1997

Lt. Colonel David Borjes  
213 Engineering Installation Squadron  
Roslyn Air National Guard Base  
Roslyn, NY 11577

Dear Lt. Colonel Borjes:

Please accept my gratitude for allowing the Air National Guard to pick up and install our new playground equipment purchased for kindergarten students in order to provide a safe and secure play area at the Rhame Avenue School. As I mentioned in a previous communication, this play area will also be used by physically challenged students.

Your personnel was extremely hardworking and thorough in the execution of this project. They traveled to central Pennsylvania to pick up the equipment and then spent many hours installing it. I would like to express my appreciation to TSG Anthony Donato, SMS Robert Garbarino, SMS Michael Groner, MSG Nicholas Keller, MSG James LaPont, MSG David Polon, and MSG Joel Fleischman for an outstanding job. I would be remiss if I failed to mention TSG Anthony Donato in particular because he made all the preliminary arrangements, scheduled and coordinated the effort, and kept me abreast of developments. He checked and rechecked everything.

You can be very proud of these members of your unit. They are excellent representatives of the Air National Guard. Thank you, again.

Very truly yours,



Marie Calder  
Principal





# KINGS BAY BOYS CLUB<sup>INC.</sup>

2670 COYLE STREET, BROOKLYN, NEW YORK 11235 • (718) 934-6363

LOUIS A. SPINA  
President  
Chairman of the Board  
(718) 934-6341

January 30 , 1997

Colonel Barbarian,  
State of NY DM and NA  
HQ NY ANG  
330 Old Niskayond Road  
Latham, New York 12110-2224

Dear: Colonel Barbarian,

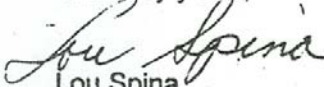
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A special thanks to Staff Sgt. John Russell for coordinating the project and seeing to its successful conclusion..

Once again our sincerest thanks to you for all the for the support you have show toward us.

Sincerely yours,

  
Lou Spina  
President



**American  
Diabetes  
Association®**

Mission  
to prevent and cure diabetes  
and to improve the lives of all  
people affected by diabetes

October 6, 1998

CMSGT Pat Marino  
213th Engineering Installation Squadron  
Roslyn Air National Guard Station  
25 Schwenke Circle  
Roslyn, NY 11576

Dear Chief Marino,

On behalf of the staff, members and volunteers of the American Diabetes Association, thank you, thank you, thank you for supporting our community fundraising events.

Eleven Guardsmen came out to Sunken Meadow State Park on Sunday, October 4<sup>th</sup> to volunteer their time and energy for America's Walk for Diabetes. They loaded our material in to their vehicles, drove out to the park, set up the main site and the rest stop, and pitched in where ever and however they were needed throughout the day, then loaded everything back in to the trucks, drove back to the office in Hauppauge and unloaded everything. And they did it in good spirits, and with humor. What a gift you all are to us!

I'm looking forward to working with them all again at the Long Beach walk on Sunday, October 18<sup>th</sup>. Angela Brooks will be in touch with MSGT Polon to work out the details for this event.

I'll just keep saying it – we can't do it without you! Thanks again.

Sincerely,

A handwritten signature in cursive script that reads "Karen".

Karen D'Andrea  
District Manager - Suffolk County

**Eastern Region  
Long Island Office**

150 Motor Parkway      Tel: (516) 348-0422  
Hauppauge, NY 11788      Fax: (516) 348-0474

For Diabetes Information Call 1-800-DIABETES • <http://www.diabetes.org>

*The Association gratefully accepts gifts through your will.*



Mission  
to prevent and cure diabetes  
and to improve the lives of all  
people affected by diabetes

November, 1998

CMSGT Pat Marino  
213<sup>th</sup> EIS  
Roslyn Air National Guard  
25 Schwenke Circle  
Roslyn, N.Y. 11576

Dear CMSGT Marino:

Thank You! Thank You! Thank You! Once again you have given your unyielding support to the American Diabetes Association, so much that I could never thank you enough. You have not only deeply touched me with your commitment, but the very hearts of those who suffer with diabetes.

On behalf of the American Diabetes Association we extend our sincere gratitude for all the help given by the 213<sup>th</sup> EIS. We absolutely could not have done it without you.

I would personally like to thank MSGT Polon, SSGT Erbis, SSGT Marin, TSGT Iberger, MSG Kelly and Dot Kelly, SRA Daniels, Ray Early, Greg Faling, Jolin Gildein, Thomas Rohan, Jr., Joe DeSemonne, and Min. I apologize if I have left anyone's name out, but it is only because I was unable to read the handwriting.

The Long Beach walk raised over \$58,000.00 to help fund diabetes research and to ultimately find a cure. The weather was gorgeous, the volunteers motivate and a sweet spirit was shared by all participants. A good time was had by all.

I do look forward to our Tour de Cure bike-a-thon on May 23, 1999 and do anticipate you being an active part of that as well. I'll contact you later on for that event. In the meantime, thank you for your never ending support.

Sincerely,

A handwritten signature in cursive script that reads 'Angela Brooks'.

Angela Brooks  
District Manager - Nassau County

**Eastern Region  
Long Island Office**

150 Motor Parkway      Tel: (516) 348-0422  
Hauppauge, NY 11788      Fax: (516) 348-0474

For Diabetes Information Call 1-800-DIABETES • <http://www.diabetes.org>

*The Association gratefully accepts gifts through your will.*



Roslyn also accomplished a lot for the local community of Roslyn as well! The base did a lot for the Roslyn School District during times of crisis as well as good will gestures. Attached are some of those letters from the local community:

# ROSLYN

## PUBLIC SCHOOLS

BOX 367, ROSLYN, NEW YORK 11576-0367 (516) 625-6326 FAX (516) 625-6336

Director of Facilities & Operations

February 2, 1994

Major Katz  
Air National Guard Station  
Harbor Hill Road  
Roslyn, NY 11576

Dear Major Katz:

On Friday, January 28, 1994, the Roslyn High School was flooded with water, a result of the pouring rain combining with the melting snow and ice. This situation worsened by late morning to the point where we had to reach out for assistance. One of my staff members placed a call to the Air National Guard Station and was able to get an affirmative response and members of the Guard arrived shortly thereafter.

I would like to take this opportunity to thank SMSGT. R. Gabarino, MSGT. J. LaPonte and TSGT. W. Hoff for their quick response with additional equipment that enabled us to pump the water to better drainage. They are to be commended for their efforts and assistance during our emergency and availing themselves over the weekend if we needed them. I would respectfully request that a copy of this letter be placed in their respective service records.

Thank you again for assisting us in our time of need.

Very truly yours,

*Allan T. Wakefield*  
Allan T. Wakefield

cc: Lt.Col. Borjes  
Dr. Frank A. Tassone, Superintendent of Schools  
Mr. Joel Rindler, Assistant Superintendent for Business



OFFICE OF THE MAYOR  
VILLAGE OF EAST HILLS  
20 TOWN PATH  
EAST HILLS, NEW YORK 11578

LEONARD NADEL  
MAYOR

November 10, 1987

General Sam F. Delitta  
Headquarters, N.Y. Air National Guard  
Stewart Air Base  
P.O. Box 6900  
Newburgh, New York 12550

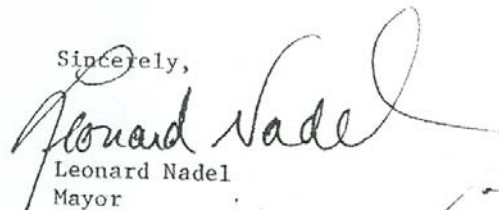
Dear General Delitta:

Most people are quick to write if they have complaints or criticisms. I'm sure you will agree that it is equally important to express our appreciation when pleased with the manner in which we are treated by persons or organizations established to be of service.

This is such a note and concerns the cooperative attitude and involvement of those assigned to your Roslyn Long Island Air National Guard Station located in our Village of East Hills. Their leadership in the persons of Colonel Lewis, Majors Palafox and Ridel, Capt. Dusek and Sgt. Layer have been most helpful and concerned about our community. They have freely participated in local functions and have been quick to respond to requests for assistance in matters of importance to our Village. They certainly have established their credentials as friendly neighbors and "citizens at large", all of which is a credit to them, individually and collectively and is in the best traditions of the service of which they are a part.

I wanted you to know of this good will which is mutual and of the fine manner in which they represent your organization.

Sincerely,

  
Leonard Nadel  
Mayor

LN/ia

CC: Colonel John W. Lewis ✓



## 213th builds a school playground

ROSLYN ANGS, N.Y. — The 213th EIS, New York Air National Guard, assisted the Roslyn Heights Elementary School, Parent-Teacher Association in erecting a self-help playground for the children. They used old tires, donated poles from the Long Island Lighting Company and other materials.

The 213th contributed vehicles, equipment,

and manpower to augment the community volunteers. In the words of one of the unit members participating: "The gleam in the children's eyes watching the playground being constructed is worth our participation." Many members of the community who participated commented, "We couldn't have done it without you. We are delighted you came to our aid."

# ROSLYN

## PUBLIC SCHOOLS

BOX 367, ROSLYN, NEW YORK 11576-0367 (516) 625-6303 FAX (516) 625-6336

Frank A. Tassone, Ed.D.  
Superintendent of Schools

September 10, 1998

Madalyn Moses  
Assistant Superintendent for  
Pupil Services and Personnel

Mr. John Ford  
27 New Castle Road  
Roslyn Air National Guard Station  
Roslyn, NY 11576-2224

Marilyn Silverman  
Assistant Superintendent for  
Curriculum and Instruction

Pamela Gluckin  
Administrator for  
Business Affairs

Dear Mr. Ford:

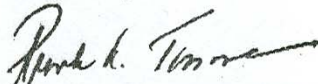
Roslyn High School will hold its fifth annual Homecoming Celebration on Saturday, October 3, 1998. We would be grateful if your Honor Guard could once again lead our parade.

The celebration begins with a pancake breakfast at 10:30 am in the Roslyn High School cafeteria. Parade participants will gather at 12 noon in the circle in front of the high school, and the parade will begin at 12:15 pm. Marchers will turn right on Round Hill Road and right again onto Roslyn Road. The parade route takes marchers north to the clock tower, east across Old Northern Boulevard to East Broadway, past the Bryant Library, left onto Roslyn Road and left onto Harbor Hill Road. The parade ends at the football field, where the Homecoming Game begins at 1:30 pm.

Please accept this invitation for yourself and members of the Honor Guard to join me and Roslyn High School Principal Dr. Jayson Stoller for breakfast before the parade. Your participation, along with many other guests and dignitaries, will help us maintain the outstanding school and community spirit that have become hallmarks of our annual Homecoming Celebration.

You may contact Mr. Barry Edelson; Director of Community Relations, at 625-6315 for further information. We look forward to seeing you on October 3.

Sincerely,



Frank A. Tassone, Ed.D.  
Superintendent of Schools

FT:arr

cc: SMS FW Ullman



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**02/28/95:SECRETARY PERRY RECOMMENDS CLOSING, REAL**

[US Department of Defense](#)



[New!]

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Secretary of Defense William Perry today announced the Department's recommendations to close or realign 146 military installations in the United States. The recommendations are being forwarded to the independent Defense Base Closure and Realignment Commission.

"These recommendations, though painful, are necessary to achieve the levels of readiness and modernization we need within the budget we have," said Secretary Perry. "Our armed forces and our budget have been cut by one-third or more, but our infrastructure only about half that. Today's recommendations will save the taxpayers and the Department some \$18 billion over the next two decades."

The Secretary's recommendations were developed by each of the military services in accordance with the strict procedures laid down by the Base Closure and Realignment Act of 1990. Each base was evaluated using a set of published criteria, giving priority first to the military value of the facility, and then to the savings and the economic and other effects that the closure would have. The evaluation data is certified for accuracy by each Service, and then reviewed by both the Base Closure and Realignment Commission and the General Accounting Office.

During a press conference at the Pentagon, Perry said that both he and General John Shalikashvili, chairman of the Joint Chiefs of Staff, had approved the recommendations made by the military departments without exception. "These actions are necessary so that we can carefully shape our armed forces to support the National Military Strategy and the Bottom Up Review," the Secretary explained.

[Continue article](#)

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The BRAC 95 recommendations will cost less than the BRAC 95 round (\$3.8 billion vs. \$6.9 billion) and will generate savings more quickly. Over the six-year implementation period prescribed by law, the closures and realignments are expected to generate net savings of approximately \$4 billion. Recurring savings thereafter are expected to reach \$1.8 billion per year. Total savings over 20 years, discounted to present value, are estimated to be \$18 billion.

Perry also announced that he will recommend that the current BRAC authority be extended to permit another base closure round in three or four years. "We need time to absorb the closure of over a hundred major bases," the Secretary said, "but we are continuing to refine our force structure and our mission. Each service has told me that, ultimately, they can do more."

While some of these actions will have significant economic impact upon local communities, Perry said that he did not remove any Service recommendations for this reason. However, he pledged to continue and expand the Department's efforts to encourage recovery and reuse. Department of Defense assistance programs include personnel transition and job training assistance, local reuse planning grants, on-site transition coordinators, accelerated property disposal, and faster environmental cleanup that supports reuse needs.

"These installations offer an opportunity for communities to diversify and reshape their economic futures. We have already seen impressive redevelopment successes in such diverse communities as Sacramento, Calif.; Alexandria, La.; and Rantoul, Ill. They prove that new jobs can be created to replace those that are lost. There is no doubt that it takes strong local leadership and a lot of hard work, but the President has committed us to help, and we will," Secretary Perry said.

Attached are summaries of the impacts of each BRAC action, listed by service. 1995 List of Military Installations

Inside the United States for Closure or Realignment

Part I: Major Base Closures

Army

Fort McClellan, Alabama

Fort Chaffee, Arkansas

Fitzsimons Army Medical Center, Colorado

Price Support Center, Illinois

Savanna Army Depot Activity, Illinois

Fort Ritchie, Maryland

Selfridge Army Garrison, Michigan

Bayonne Military Ocean Terminal, New Jersey

Seneca Army Depot, New York

Fort Indiantown Gap, Pennsylvania

Red River Army Depot, Texas

Fort Pickett, Virginia

Navy

Naval Air Facility, Adak, Alaska

Naval Shipyard, Long Beach, California

Ship Repair Facility, Guam

Naval Air Warfare Center, Aircraft Division, Indianapolis, Indiana

Naval Surface Warfare Center, Crane Division Detachment, Louisville, Kentucky

Naval Surface Warfare Center, Dahlgren Division Detachment, White Oak, Maryland

Naval Air Station, South Weymouth, Massachusetts

Naval Air Station, Meridian, Mississippi

Naval Air Warfare Center, Aircraft Division, Lakehurst, New Jersey

Naval Air Warfare Center, Aircraft Division, Warminster, Pennsylvania

## Air Force

North Highlands Air Guard Station, California

Ontario IAP Air Guard Station, California

Rome Laboratory, Rome, New York

## Roslyn Air Guard Station, New York

Springfield-Beckley MAP, Air Guard Station, Ohio

Greater Pittsburgh IAP Air Reserve Station, Pennsylvania





**DEFENSE  
BASE  
CLOSURE  
AND  
REALIGNMENT  
COMMISSION**

1995  
▶ **REPORT TO  
THE PRESIDENT**

### *Commission Recommendation*

The Commission finds the Secretary of Defense deviated substantially from final criteria 1, 4, and 5. Therefore, the Commission recommends the following: Kome Laboratory will remain open. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

### **Roslyn Air Guard Station, New York**

*Category: Air National Guard*

*Mission: Combat Communications  
and Electronics Installation*

*One-time Cost: \$ 14.2 million*

*Savings: 1996-2011: \$ 9 million*

*Annual: \$0.2 million*

*Return on Investment: 1999 (2 years)*

**FINAL ACTION:** *Close (conditional)*

### *Secretary of Defense Recommendation*

Close Roslyn Air Guard Station (AGS) and relocate the 213th Electronic Installation Squadron (ANG) and the 274th Combat Communications Group (ANG) to Stewart International Airport AGS, Newburg, New York. The 722nd Aeromedical Staging Squadron (AFRES) will relocate to suitable leased space within the current recruiting area.

### *Secretary of Defense Justification*

Relocation of the 213th Electronic Installation Squadron and 274th Combat Communications Group to Stewart International Airport AGS will produce a more efficient and cost-effective basing structure by avoiding some of the costs associated with maintaining the installation.

### *Community Concerns*

The community is concerned about the loss of community services provided by the Guard Station. They also assert the costs of relocating the unit to Stewart International Airport are understated. Finally, the community has raised doubts as to whether the sale of the property for commercial development is realistic, given zoning restrictions.

### *Commission Findings*

The Commission found personnel and base operating support savings would not exceed the cost of relocating of the Roslyn units. The Commission found this recommendation was not cost effective. The station is located on valuable residentially-zoned property. If the property can be sold at its

fair market value, this recommendation is cost effective. The Commission identified no concerns about the ability to recruit Guardsmen at Stewart International Airport.

### **Commission Recommendation**

The Commission finds the Secretary of Defense deviated substantially from final criteria 4 and 5. Therefore, the Commission recommends the following: close Koslyn Air Guard Station (AGS) and relocate the 213th Electronic Installation Squadron and the 274th Combat Communications Group to Stewart International Airport AGS, Newburg, New York if the Roslyn Air Guard Station can be sold for its Fair market value. The 722nd Aeromedical Staging Squadron (AFRES) will relocate to suitable leased space within the current recruiting area. The Commission finds this recommendation is consistent with the force-structure plan and final criteria.

### **Grand Forks Air Force Base, North Dakota**

*Category: Large Aircraft (Missile)*

*Mission: Strategic Deterrence/Strategic Mobility*

*One-time Cost: \$11.9 million*

*Savings: 1996-2001: \$111.7 million \**

*Annual: \$35.2 million*

*Return on Investment: 1998 (Immediate)*

**FINAL ACTION:** *Realign*

\* The savings associated with the closure of the missile field were previously programmed in the Air Force budget.

### *Secretary of Defense Recommendation*

Realign Grand Forks AFR. The 321st Missile Group will inactivate, unless prior to December 1996, the Secretary of Defense determines that the need to retain ballistic missile defense (BMD) options effectively precludes this action. If the Secretary of Defense makes such a determination, Minot AFB, North Dakota, will be realigned and the 91st Missile Group will inactivate.

If Grand Forks AFB is realigned, the 321st Missile Group will inactivate. Minuteman III missiles will relocate to Malmstrom AFB, Montana, be maintained at depot facilities, or be retired. A small number of silo launchers at Grand Forks may be retained if required. The 319th Air Refueling Wing will remain in place. All activities and facilities at the base associated with the 319th Air Refueling Wing, including family housing, the hospital, commissary, and base exchange will remain open.



Although the unit provided a lot of assistance to the local community as well as other communities, along with other official trips at home and abroad, the base was not immune to base closures. In 1995, Congress announced that Roslyn Air National Guard Station is on the BRAC Closure list to close.

The base tried to save itself from being closed, and even hired a lawyer to help it stay open, but it did not succeed and in July 2000, the base finally shut its doors for good. Most of the units moved to upstate locations. The 213<sup>th</sup> moved to Stewart ANG Base, in Newburgh NY, and the 274<sup>th</sup> moved to Syracuse ANGB, NY.

Since the 106<sup>th</sup> CE was only an operating location from its original location at Gabreski ANG Base, in Westhampton Beach, NY, the unit just closed down. The following news articles show the bases' attempts at staying open:

# LI Base on Pentagon Hit List

By Chau Lam  
STAFF WRITER

The National Guard station in East Hills is on the Pentagon's latest hit list, one of 146 such U.S. facilities it recommended shutting or "realigning" yesterday.

But where other communities might panic, East Hills Mayor Michael Koblenz sees an opportunity — the prospect of turning the 50-acre base into a park.

"To have a chunk of undeveloped land like that . . . to have a park in there, a nature walk, a place for children to go, it would be wonderful," he said.

What's more, because there are only 44 full-time employees working at the base, The New York Air National Guard's relocation will have a minimal impact on the local economy, Koblenz and business people said. "It has zero effect on our village," he said. "They don't live here. They don't spend any money in the area. There is no tax loss."

John Falino, an employee at the East Hills Deli on Glen Cove Road, said some of his customers are base employees, but not enough to make a big difference. "In the mornings, they come by to get breakfast," he said. "But it's

not a large part of what we do."

Altogether, five military facilities in New York State, including Ft. Totten in Queens and the Naval Reserve Center in Staten Island, have been targeted for closure or realignment, said Bob Bellafiore, a spokesman for Gov. George Pataki.

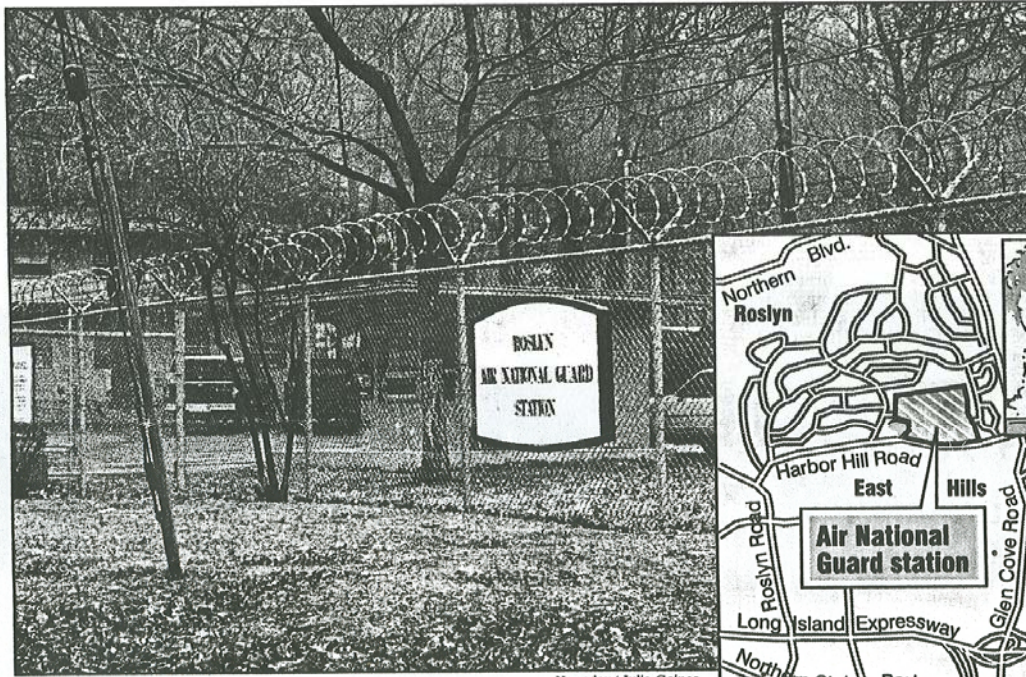
"We will do everything in our power to ensure that the . . . military installations remain open," Pataki said in a statement.

The Pentagon is proposing the closings and realignments, which would translate into nearly \$6 billion in savings by 2001. Its report must be adopted

by the Base Realignment and Closure Commission and approved by Congress and President Bill Clinton.

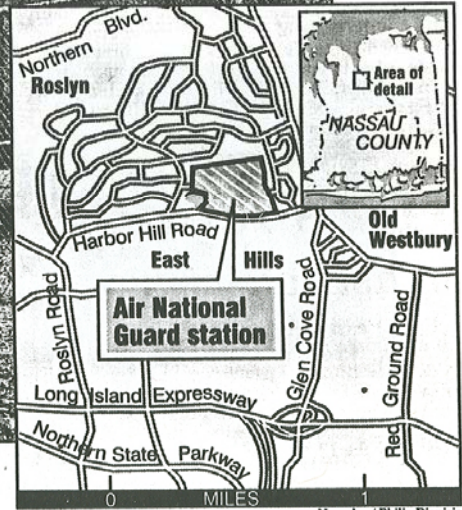
Locally, the Defense Department has indicated that the East Hills unit would likely relocate to Stewart International

Please see BASE on Page A51



Newsday / Julia Gaines

The National Guard station in East Hills, with 44 employees, is proposed to close due to cuts the Pentagon says will save \$6 billion nationwide by 2001.



Newsday / Philip Dionisio



# E. Hills Base Slated to Close

BASE from Page A5

Airport Air Guard Station in Newburg, N.Y., if it's determined after study that the base must close, said John Ford, the installation's supervisor. It employs eight military and 36 civilian personnel, he said.



Get the entire list of bases targeted for closure and talk back on Newsday Direct, the computer online service. To find out how to connect, call (516) 843-5454 from a Touch-Tone phone.

Some of the civilians and the station's entire Air Force Reserve squadron, which consists of about 150 volunteer medical personnel, were deployed to Saudia Arabi during the Persian Gulf war in 1991, Ford said.

"They were not surprised to hear the news, but they were disappointed to hear it," said Ford, adding that those who were at the station yesterday expressed concerns about their futures.

Surrounded by a barbed-wired fence, located on a 50-acre wooded property in a residential area, the station is used primarily to train communications operators and electronics technicians, said Ford.

The base was once part of a 230-acre estate owned by Clarence Mackay. The United States Air Force leased the site in 1943 and it was used as a control center to plot all aircraft movements between Massa-

## The Orders

Military facilities recommended for closure or realignment yesterday in New York state by the Department of Defense:

- Roslyn Air National Guard station, close; loss 8 military, 36 civilian jobs.
- Fort Drum, gain 180 civilian jobs.
- Fort Hamilton Reserve Center, realign; gain 3 military, loss 52 civilian jobs.
- Fort Totten, close; loss 11 military, 32 civilian jobs.
- Griffiss Air Guard, redirect; loss 150 civilian jobs.
- NRC Staten Island, close; loss 12 military, 2 civilian jobs.
- REDCAP Activity, Buffalo; disestablish, loss 2 military, 1 civilian jobs.
- Rome Laboratories, close; loss 10 military jobs, 1,057 civilian jobs.
- Seneca Army Depot, close; loss 9 military jobs, 316 civilian jobs.
- Stewart IAP Air National Guard station, gain 8 military, 36 civilian jobs.
- Watervliet Arsenal, gain 15 civilian jobs.

### Total Job Loss

Military: 41

Civilian: 1,415

SOURCE: AP

chusetts and Virginia. Until 1958, when the Air Force pulled out, the base was connected to radar site throughout the Northeast.

Andrew Smith contributed to this story.



# East Hills to Buy Air Guard Land

## Improvements set for community

By Errol A. Cockfield Jr.

STAFF WRITER

The U.S. Air Force has approved the sale of the Roslyn Air National Guard Station to the Village of East Hills as part of a military downsizing plan.

East Hills Mayor Michael R. Koblenz said the purchase of the 50-acre parcel would be a significant step for the village, which has been looking for land to expand various community services.

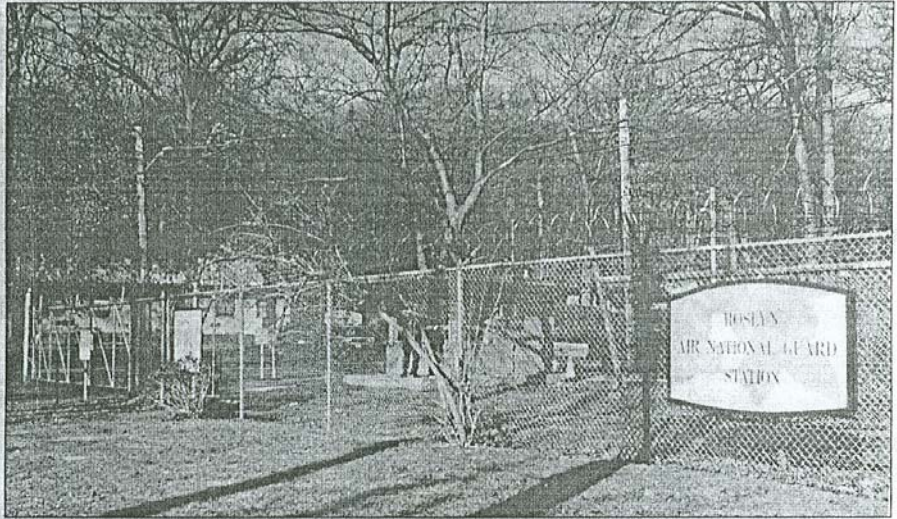
"It's probably one of the greatest things to ever happen to the village in its 65-year history," Koblenz said.

The \$3-million deal, which the Air Force approved last week, will have to receive final approvals from the U.S. House of Representatives and the Senate.

U.S. Rep. Gary Ackerman (D-Queens/Long Island), who assisted the village, said he expects the sale to be approved by Congress as part of a 2000 defense bill. He expects the property to be available to the village by Sept. 30.

Koblenz said the village plans to relocate its village hall from Town Path Road to the site. The village, which has no public community centers, also intends to build a recreation center, swimming pool and baseball and basketball fields. Part of the site would also be set aside as a preserve, Koblenz said. The sale is even more notable, he added, because of the rarity of large available parcels of land in Nassau County.

The station, on Harbor Hill Road, is now home to two units of the Air National Guard, the 213th Elec-



Newsday Photo / Audrey C. Tiernan

The Air National Guard site will become a community sports complex and recreational area after renovation.

tronic Installation Squadron and the 274th Combat Communications Group. Both units will be relocated to Stewart International Airport in upstate Orange County. There are also 28 buildings on the station's grounds.

The station was shut down by the federal government in 1995 as part of military base closures across

the nation.

When the property became available, Ackerman said, he advocated for it to be kept in public hands. In private hands, he said, the site would go to benefit a few people. Under the control of the village, he said, it will benefit more people as local government offices and a public recreation area.



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(continued on page 15)

# United States Air Force Site Set for Transfer

The United States Air Force is continuing its environmental review and environmental cleanup efforts at the Roslyn Air National Guard Station in East Hills. These environmental actions are necessary according to Mike Sorel, the Roslyn BRAC Environmental coordinator (BEC), for the Air Force Base Conversion Agency (AFBCA), prior to the transfer of the property.

The AFBCA is responsible for assisting communities in the conversion of closed bases from military to civilian use and is responsible for the environmental cleanup at such locations. The station was slated for closure as a result of the Base Realignment and Closure Act of 1995.

The Air Force, through its contractor, Fanning, Phillips and Molnar of Ronkonkoma, New York, performed an environmental site investigation (SI) to determine the presence or absence of

contamination at 12 areas of interest at the site. Data collected from the field investigation was evaluated and recommendations were made for "no further action," additional samplings, or interim removal action.

According to Sorel, the results of the SI will lead to the removal of approximately 50 cubic yards of soil and additional confirmation sampling. The soil will be taken off site and disposed of at a certified location.

Following cleanup, the AFBCA "expects to be done with its work," Sorel said. At that point the property can be made ready for transfer.

The AFBCA's actions are coordinated with the Air Force Center for Environmental Excellence, the Air National Guard, the New York State Department of Environmental Conservation, the Nassau County Health Department and the Roslyn Water District.

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The Roslyn Times  
22 Apr 99





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## Congressman Gary Ackerman

5th District - New York  
Queens, Nassau, Suffolk



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**For Immediate Release**  
**December 22, 1999**

**Contact: Jordan Goldes**  
**(718) 423-2154**

### **SALE OF ROSLYN AIR NATIONAL GUARD STATION NEARLY COMPLETE**

U.S. Rep. Gary Ackerman (D-Queens/L.I.) today announced that the United States Air Force has approved the sale of the Roslyn Air National Guard Station to the Nassau County Village of East Hills. Ackerman, who steered the village's proposal to purchase the property through the Air Force, now plans to navigate the deal through the House and Senate Government Affairs committees, which must also approve the measure.

The facility, located within the incorporated Village of East Hills, was ordered shut down by the federal government in 1995 as part of ongoing military base closures across the nation. The government agreed to sell the site's 50 acres and its scattered 28 buildings to the village, which plans to renovate an existing building for a town hall and use the remaining property for recreational purposes such as a park and ballfields. The property is expected to be available by September 30, 2000.

The station is presently home to the 213<sup>th</sup> Electronic Installation Squadron and the 274<sup>th</sup> Combat Communications Group which will eventually be relocated to Stewart International Airport in Orange County, New York.

"I have been pleased to assist with moving this sale through the appropriate channels in the federal government" Ackerman said. "The proposed future uses of the property are clearly in the public interest and will benefit the citizens of East Hills and all of Long Island."

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# Congressman Gary Ackerman

5th District - New York  
Queens, Nassau, Suffolk



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**For Immediate Release**  
**April 17, 2000**

**Contact: Jordan Goldes**  
**(718) 423-2154**

## **ACKERMAN ANNOUNCES SALE OF ROSLYN AIR NATIONAL GUARD STATION**

U.S. Rep. Gary Ackerman (D-Queens/L.I.) and East Hills Mayor Michael Koblenz today announced that the U.S. House and Senate have approved the transfer of the Roslyn Air National Guard Station from the U.S. Air Force to the Nassau County Village of East Hills, clearing the final hurdle in the village's efforts to acquire the property and allowing the official transfer to begin.

The village plans to renovate the 50 acre site and its 28 buildings into a recreational center with a park, baseball fields, basketball courts and swimming pool. The village also intends to build a new and improved village hall on the Harbor Hill Road site—relocating its present facility from Town Path Road.

The federal government agreed to sell the property to the village—where the facility is located—for \$3 million after it shut down the station in 1995 as part of military base closures across the nation. Ackerman navigated the village's proposal through the Air Force as well as the House and Senate Government Reform Committees, all of which were required to approve the deal. The Air Force signed off on the agreement last December.

Ackerman and Koblenz had fought to keep the land—prime real estate in Nassau County—for public use and out of the hands of private developers. The village is expected to take control of the property by September 30, 2000. A ceremony is being planned to for the official transfer.

The station is home to two units of the Air National Guard: the 213th Electronic Installation Squadron and the 274th Combat Communications Group. Both units are relocating to Stewart International Airport in upstate Orange County, New York.

"After much hard work, I am pleased that our efforts to secure the property from the government are finally a reality" Ackerman said. "With the village now the guardian of this prime piece of land, the citizens of East Hills and Nassau County will greatly benefit from a great new community facility. I was delighted to assist with moving this sale through the appropriate channels in the federal government."

"I am extremely pleased and happy that we have successfully completed the acquisition of one of the most prized parcels of land in Nassau County" Koblenz said. "We are extraordinary grateful to Congressman Ackerman for spearheading the effort in Washington. Together, we were able to obtain parkland which will offer widespread recreational facilities for all of our residents. It is a great day for East Hills!"

- Farmingdale Observer
- Floral Park Dispatch
- Garden City Life
- Glen Cove Record Pilot
- Great Neck Record
- Hicksville Illustrated News
- Levittown Tribune
- Manhasset Press
- Massapequan Observer
- Mineola American
- New Hyde Park Illustrated
- Oyster Bay Enterprise Pilot
- Plainview-Old Bethpage
- Port Washington News
- Roslyn News
- Syosset-Jericho Tribune
- Three Village Times
- Westbury Times

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ONLINE EDITION FRIDAY APRIL 21, 2000

# The Roslyn News

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## News

### Congress Approves Land Transfer

By Joe Scotchie

Calling it a "great day for East Hills," Mayor Michael R. Koblenz, along with U.S. Representative Gary Ackerman (D.-Queens-L.I.), announced that the U.S. House and Senate have approved the transfer of the Roslyn Air National Guard Station from the U.S. Air Force to the Village of East Hills. All that is left to do is some paperwork before the 50-acre site is in the village's hands. Rep. Ackerman said that such work should be completed by the end of September.

The village plans to renovate the site and its 28 buildings into a recreational center with a park, baseball fields, basketball courts and a swimming pool. The village also intends to build a new village hall on the Harbor Hill Road site, relocating its present facility from Town Path Road.

Despite the rainy weather, a crowd of several dozen people, including residents and village officials, traveled to the main entrance of the Air National Guard Station Monday morning, April 17, to attend the joint press conference held by Mayor Koblenz and Rep. Ackerman.



Mayor Michael Koblenz, left, with Rep. Gary Ackerman. The youngsters with gifts for the two are the grandchildren of East Hills Board of Trustee member Linda Nathanson.

Joking that the transfer represented the "best real estate deal since the Dutch bought Manhattan island from the Indians," Rep. Ackerman noted that the sale was one of the faster transfers of land



among the many similar military sites around the country which were scheduled to be shut down following downsizing plans earlier in the decade.

The federal government agreed to sell the property to the village for \$3 million after it closed the station in 1995. Rep. Ackerman also recalled that when he learned that the station would be shut down, he began working closely with Mayor Koblenz for a usage that would keep the land in public hands and out of the hands of private developers.

Mayor Koblenz thanked numerous local officials, including former East Hills Mayor Larry Aaronson, Rep. Ackerman, Jack Russo, chairman of the East Hills National Guard committee, and current and former members of the East Hills Board of Trustees for helping him to guide the sale to completion. Calling the land the "last virgin property" in the county, the mayor said he wanted to preserve the land not just for usage by East Hills residents, but also for environmental reasons.

"The acquisition of the property," Mayor Koblenz said, "will provide East Hills with control over the only remaining large open tract of land in our village, and adds to our community one of the most picturesque and majestic parcels of land anywhere on the island.

"The prospects for the park are exciting, the potential immense," the mayor added. "Our hope is to offer recreational facilities for every age group [in the village]."

The village plans to pay for the property by selling the current village hall and other village property. The village will also float a bond to pay for parkland development of the property. Noting that the village's Moody's bond rating is AA3, Mayor Koblenz said that he foresees no problems concerning the bond issue.



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LinkExchange Member



Since the base was unsuccessful in attempts to save itself from being closed, everyone decided to throw a base closure party both at the location, and at a local restaurant. Rides, games, and fun for all Air National Guard members who were stationed there past and present including their families were there to have fun. Some of these pictures from the celebration are attached below:





In addition to local parties, the base also hosted some formal parties at a local restaurant. Here is the official notification from that party and the associated pictures

## **\*\* ROSLYN ANG STATION \*\*** **CLOSING BANQUET**

Open to All Members Ever Stationed at RANGS



**WHERE:** New Hyde Park Inn  
214 Jericho Turnpike  
New Hyde Park, N.Y.  
516-354-7797

**WHEN:** July 15<sup>th</sup>, 2000  
Cocktail Hour: 7:00 p.m.  
Banquet: 8:00 p.m. – 12 a.m.

**ATTIRE:** Military Preferred or Semi-Formal

**COST:** \$65.00 Per Person. Includes:  
Party Favors, Disc Jockey,  
Open Bar, Cocktail Hour,  
Appetizer, Salad,  
Entree: Prime Rib  
Salmon Alaska  
Chicken Cordon Blue  
Vegetable, Potato, Dessert



**FOR FURTHER DETAILS, CONTACT:**  
MSgt. Lou Fleischman — 516-299-5320  
SMSgt. Joel Fleischman — 516-299-5260

**E-MAIL:** [roslyn.baseclosure@nysuff.ang.af.mil](mailto:roslyn.baseclosure@nysuff.ang.af.mil)

**Make checks payable to:** "Roslyn NCO Club"

**Send checks to:** MSgt Lou Fleischman  
213EIS/LGLX  
209 Harbor Hill Road  
Roslyn, New York, 11576



**RSVP BY 1 JUNE 00**

213 Engineering Installation Squadron  
274 Combat Communications Squadron  
152 Tactical Control Group

552 Air Force Band  
106 Civil Engineering / OL  
152 Tactical Control Squadron





In closing, the station was a very special place for me. I first arrived there in 1988 from a 3-year active duty tour at Mountain Home Air Force Base, ID. The first thing I noticed is how everyone worked together well and it was like one big family. We had our good times and bad times, but the good times far outweigh the bad times! I stayed on at the base until its closure in July 2000. It was a very sad day for me, and something I will never forget.

During my time there, I managed to travel to many overseas and US locations abroad. I coordinated many training events and training classes. I know that had I not joined this unit and be at the base as long as I have, I would of never been able to travel as much as I had in my life! I made many friends, and did many things while I was stationed there. I worked as a Unit Training Manager for the 213<sup>th</sup> EIS, and during that time, I enjoyed the time I spent there.

In 1995, when I learned about the base being on the closure list, I was very angry, and refused to believe that such an awesome base would even be on any closure list, but as time went on, reality started to set in. I noticed that the base really didn't have a solid history on itself. I went over to one of the original members who was there when it was first transformed to an Air National Guard base, and asked him some questions about the base when he first got there. His name was Chief John Mandinec.

He told me what he found, and also gave me a torn piece of paper that contained a short history on the base. From that I started to conduct research on the base, and I started to look in libraries, on the Internet, and other members. I also met a former member from the 26<sup>th</sup> Air Division. Her name was Jenny Taylor. She had a lot of her own memorabilia from her time at Roslyn, including old pictures, news articles, and other paperwork, which she sent to me and let me borrow. I immediately took these copies of these articles and scanned them into my computer.

During all this time, I wrote a short history on Roslyn, I had it published on the web, both at the State Headquarters level as well as a historical web site called Radomes Inc. This web site is dedicated to help saving and preserving historical information about old Cold War bases which Roslyn was one of them. I am also a full member and a researcher for this site.

Because of my work, the surviving members of the 26<sup>th</sup> Air Division made me their honorary member for life! That was the nicest thing anyone could have done for me.



One evening, I received a call from a local newspaper called Newsday. They were interested in my web site, and asked for a telephone interview with one of the reporters. I gladly gave it to them and the next day, I picked up the paper, and there was my story on the news! I am attaching this article to this book.

## WEB SITE

# Guarding Precious History

“What *is* that place?”

Master Sgt. Jan Klebukowski got tired of hearing people ask that whenever they passed the Air National Guard station, where he was once assigned, on Harbor Hill Road in Roslyn.

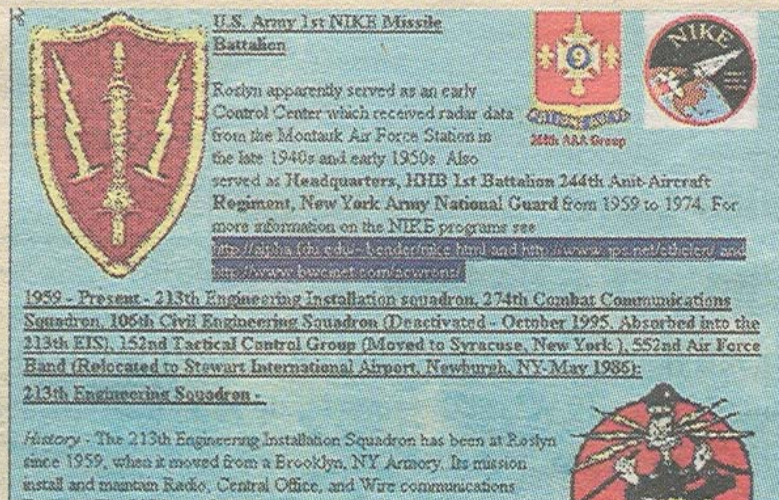
So in 1995 — the year he learned it was among the bases to be shut by the federal government by 2000 — he embarked on an ambitious five-year research project that led to the creation of [www.dmna.state.ny.us/ang/roslyn/roslyn.html](http://www.dmna.state.ny.us/ang/roslyn/roslyn.html).

And just what is *that* place? A Web site detailing the station's role in national defense since World War II, when the government first leased the former Clarence Mackay estate.

“When I

first started out, I had only one page of paper,” Klebukowski said. But with thorough research, done on his own time, he found details to include on the Web page along with emblems from many of the units that are based at the station.

Klebukowski, 37, of Oyster Bay, is now assigned to the Air National Guard station in Westhampton Beach. But his heart is still in the Roslyn base, which shut its doors for military duty last year.



U.S. Army 1st NIKÉ Missile Battalion

Roslyn apparently served as an early Control Center which received radar data from the Montauk Air Force Station in the late 1940s and early 1950s. Also served as Headquarters, HQB 1st Battalion 244th Anti Aircraft Regiment, New York Army National Guard from 1959 to 1974. For more information on the NIKÉ programs see <http://www.fdu.edu/~kender/nike.html> and <http://www.usa.net/obcica/> and <http://www.bucinet.com/acwren/>

1959 - Present - 213th Engineering Installation Squadron, 274th Combat Communications Squadron, 106th Civil Engineering Squadron (Deactivated - October 1995, Absorbed into the 213th EIS), 152nd Tactical Control Group (Moved to Syracuse, New York), 552nd Air Force Band (Relocated to Stewart International Airport, Newburgh, NY May 1985); 213th Engineering Squadron.

History - The 213th Engineering Installation Squadron has been at Roslyn since 1959, when it moved from a Brooklyn, NY Armory. Its mission install and maintain Radio, Central Office, and Wire communications



Eventually my life went on, and I was hired as a training manager at Gabreski Air National Guard Base, in Westhampton Beach, NY, but my heart was still in Roslyn. On 3 September 2004, I arranged to visit the station with the town officials hoping to get some last pictures of the buildings before they knocked all the buildings down for good. These are the pictures I took of the station that day.

**THESE ARE PICTURES OF THE OLD BOILERS WHICH HEATED THE STATION DURING WINTER**



**THESE ARE PICTURES OF THE BASE POWERPLANT WHICH PROVIDED POWER TO THE ENTIRE BASE**









U.S. AIR FORCE

# Air Force Real Property Agency

## FACT SHEET

AFRPA Public Affairs ~ 1700 N. Moore St. Suite 2300 ~ Arlington VA 22209-2802 ~ (703) 696-5500

[Home](#) < [BRAC](#) << [Fact Sheets](#)

## Air Force BRAC Success Stories

Closing an Air Force base is more than just relocating aircraft, lowering the flag and locking the gate. The Air Force is responsible for ensuring that environmental responsibilities are met and that the property is made available for reuse as efficiently and quickly as possible. This is the mission of the Air Force Real Property Agency. This fact sheet provides some of their progress to date.

- **Bergstrom AFB, Austin, TX (BRAC 91):** The base closed in September 1993, and the city began to build the Austin-Bergstrom International Airport which is the biggest new airport project in the United States since Denver International. The Secretary of the Air Force conveyed a deed for 942 acres to the City of Austin on April 17, 1999. Environmental cleanup was integrated with airport construction to ensure the transition of the base to a \$600 million dollar airport. Because of the cooperative efforts of the City, regulators and the Air Force, the City kept its tight construction schedule and met deadlines on time. The Airport opened in May 1999 and over 3,660 new jobs have now been created.
- **Carswell AFB, Fort Worth, TX (BRAC 91):** The base closed in September 1993, and a major portion of the base, 1,770 acres, became the Naval Air Station, Joint Reserve Base Fort Worth. Approximately 103 acres, consisting of the former Air Force hospital, were transferred to the Department of Justice to be used as a Bureau of Prison's hospital. The remaining 374 acres were purchased by Westworth Redevelopment Authority (WRA) as an Economic Development Conveyance (EDC). The WRA is actively marketing the property for commercial development. The majority of Wherry and Kings Branch housing units have been sold and removed from the base. Over 800 new jobs have been created.
- **Castle AFB, Merced County, CA (BRAC 91):** The base closed in September 1995, and the Castle Joint Powers Authority redesigned 94% of the former base into a public service center. The Federal Bureau of Prisons has constructed a correctional facility, the Department of Interior is operating an Air Museum and Learning Center, and the Department of Health and Human Services provided a community hospital. The Pacific Telesis Group established a major customer care center employing 850 workers. The remaining property (180 acres) is planned for a no-cost transfer through an existing Airport Public Benefit Conveyance (PBC). Over 2,300 new jobs have now been created.
- **Chanute AFB, Rantoul, IL (BRAC 88):** The base closed in September 1993, and today, there are more than 60 industrial and commercial tenants on the property occupying over 1.3 million square feet of space. Major new businesses include Textron, a manufacturer of plastic automotive parts for Chrysler; a civilian airport that has met its tenth-year projections in its second year of operation, and a microfilm processing and document storage facility. More than 900 families now occupy former base housing. One housing initiative includes an innovative foster care program, a medical clinic, and housing for the elderly. These businesses have created over 1,700 new jobs.
- **Eaker AFB, Blytheville, AK (BRAC 91):** The base closed in December 1992, and today the base is in 100% reuse. The Presbyterian Development Corporation has developed a retirement center, Westminster Village, using 928 housing units, hospital, officer's club, chapel, child care facilities, youth center and Visiting Officer Quarters. The Airport serves as hub for US Postal Service during Christmas holiday season and there are several aviation related businesses. The Department of Interior has requested transfer of an 80-acre archeological area, a multi-component historical village designated as a National Historic Landmark in 1996, to the Bureau of Land Management for continued Federal ownership and protection. Over 620 jobs have been created as a result of reuse.
- **England AFB, Alexandria, LA (BRAC 91):** The base closed in December 1992, and one year later England had nine new commercial activities, including a facility maintenance firm, a "Magnet" elementary school, an aviation repair company, and a local hospital expansion. The Airport was named 1997 Louisiana Airport of the Year. President Clinton stated "no place in the United States has done a better job (in the base conversion business) than Alexandria, Louisiana. The Mayor stated that the closure of the base allowed their community to diversify its economy. Pride International, a start-up company in 1995 in one hanger with 15 employees, has phenomenal growth. Today Pride is one of central Louisiana's fastest growing companies employing more than 200 workers with an annual payroll of \$7M. Due to the growth and demand for playing time, the golf course is expanding from a 9-hole to an 18-hole Professional Golf Association (PGA) tournament quality course. Almost 1,800 new jobs have been created.

- **Gentile Defense Electronics Supply Center, Kettering, OH (BRAC 93):** The station closed in December 1996, and



are suffering from lack of affordable housing.

- **Ontario AFS, Ontario, CA (BRAC 95):** This station closed in September 1998. On March 28, 2001, the transfer of all land, facilities, and personal property at Ontario AFS to the City of Los Angeles, Department of Airports, was completed. They plan to use the 12 acre site for on going expansion of the new Ontario International Airport. and will be used by the city as an addition to the airport.
- **Plattsburgh AFB, Plattsburgh, NY (BRAC 93):** The base closed in September 1995, and On March 9, 2001, CCIDA and AFRPA signed EDC agreement for 929 acres. Bombardier has set up a rail car manufacturing operation using on and off base facilities. Additionally, Pratt & Whitney have opened a flight test facility. The presence of both of these major companies will serve as centerpieces for reuse. Lakeside Container, Inc. closed sale of approximately 24 acres for \$280k. Department of Interior has deeded approximately 32 acres of Lakefront Property to the City of Plattsburgh and approximately 80 acres of land were deeded to CCIDA for subsequent conveyance to Select Group for a residential development.. Much of this property has been subleased resulting in the creation of over 792 jobs.
- **Pease AFB, Portsmouth, NH (BRAC 88):** Pease AFB closed in March 1991 resulting in the loss of 400 civilian jobs. Today, the establishment of the Pease International Tradeport has created over 2,730 new jobs. Federal transfer to U.S. Fish and Wildlife Service for establishment of the Great Bay National Wildlife Refuge consisting of 1054 acres. Airport public benefit conveyance of 2953 acres to the Pease Development Authority (PDA) for the Pease International Tradeport. Current tenants include Pan Am, Alliance Aircraft Corp., Marriott, Redhook Brewery, Lonza Biologics and many others. In December 1998, PDA opened a new passenger terminal with a Customs and Immigration Processing Center for international travelers. The Air Force Real Property Agency (AFRPA) Operating Location at Pease closed on September 30, 2000. Any remaining workload at Pease will be the responsibility of the AFRPA Operating Location at the former Loring AFB.
- **Reese AFB, Lubbock, TX (BRAC 95):** The base closed in September 1997, and most of the base will be conveyed as a no cost EDC. Texas Tech University's Wind Engineering and Research Center has subleased for a research field laboratory as part of a \$2.0M grant from the Texas Department of Economic Development Board. Texas Tech and the Local Redevelopment Authority (LRA) received a grant for construction of a super computer system. The grant will fund fiber optic cables that will connect the main Tech campus, Texas Tech Health Sciences Center and the U.S. Department of Agriculture (Lubbock Office). Over 350 jobs have been created by reuse.
- **Richards-Gebaur AFB, Belton, MO (BRAC 91):** The base was closed in September 1994. This was the second closure for this base and only 428 acres remained. Over 238 acres are being retained by the Marine Corps and the U.S. Army. The City of Belton is buying 13 acres for additional development and settlement.. A newly formed LRA is developing plans for the reuse of the remaining 177 acres and anticipates submission of an EDC application during this calendar year. Over 485 jobs have been created through reuse of the base.
- **Rickenbacker Air National Guard Base (ANGB), Columbus, OH (BRAC 91):** BRAC 91 directed the closure of Rickenbacker ANGB in 1994, with several buildings remaining under Air Force control indefinitely and the relocation of the Air Guard and Reserve. BRAC 93 reversed part of the '91 action; the Air Guard remained at Rickenbacker and the Air Reserve relocated to Wright-Patterson AFB. In the past 5 years, over 10 million square feet of space has been constructed at Rickenbacker attracting 30 development projects, representing 55 companies such as Laura Ashley, Eddie Bauer, Kubota Tractors, Whirlpool, Lucent Technologies, Xerox, Kraft Foods, and Circuit City. Over 2,260 new jobs have now been created.
- **Roslyn Air National Guard Station (ANGS), East Hills, NY (BRAC 95):** This station closed in September 2000. Roslyn ANGS deeded to Village of East Hills on November 30, 2000. Turn-over ceremony held on December 9, 2000. On July 2, 2001, the Village paid off Promissory Note with a check for \$2.7M.
- **Williams AFB, Mesa, AZ (BRAC 91):** The base closed on September 30, 1993. Now known as the Williams Gateway Airport, the former Williams AFB has quickly emerged as an international aviation and aerospace center with more than 30 companies engaged in aircraft maintenance and modification, avionics, flight training, and air cargo operations. In addition, Williams Campus has been established as an education, training, and research facility by a consortium of local institutions including Arizona State University. After losing 728 jobs at the time of closure, Williams now boasts more than 2,350 new jobs and is home to more than 2,000 college students and 760 high school students. Eventually, the Williams Gateway Airport and Williams Campus are expected to employ 17,000 and serve more than 20,000 students. The National Association of Installation Developers Facility of the Year Award went to the Williams Gateway Authority in 1996.
- **Wurtsmith AFB, Oscoda, MI (BRAC 91):** The base closed in June 1993. A large portion of the base, 1,344 acres, is being used as a public airport. Several small parcels will be transferred to other Federal agencies, and the remainder of the base is a no cost EDC to the LRA. The aircraft maintenance operation and several businesses have provided opportunities for redevelopment at the base. The LRA continues to develop the property and 428 jobs have been created through reuse.



## ABOUT THE AUTHOR



**BORN:** 17 MARCH 1964

**HOMETOWN:** GLEN COVE, NY

**ENTERED AIR FORCE** – 12 MAR 1985

### **CAREER INFORMATION:**

1985-1988 – Stationed at Mountain Home AFB, ID – Avionics Technician  
1988-1991 – Roslyn ANG, NY – Ground Radio Technician  
1991 – 2003 – Roslyn then Gabreski ANGB, NY - Unit Education and Training Manager  
2003 – Present – Gabreski ANGB, NY - Prime BEEF Manager

### **Hobbies**

Bowling, Drawing and Painting, and Writing

### **PROFESSIONAL ASSOCIATIONS INVOLVED IN (Past and Present)**

#### **1. Military Organizations:**

- a. Air Force Association – Active Duty Air Force
- b. Enlisted Association – NY Air National Guard
  - c. Roslyn NCO Club
  - d. Gabreski ANG Base NCO Club

#### **2. Military History Organizations**

- a. Honorary Member of The 26<sup>th</sup> Air Division – Roslyn
- b. Radomes Inc – Air Radar Defense Association
- c. National Archives and Records Administration
  - d. American Museum of Natural History
- e. American Air Museum –England – Founding Member
  - f. National Trust of Historic Preservation

#### **3. Public Libraries**

- a. Library of Congress
- b. New York City Public Library
- c. Glen Cove Public Library

4. **Police Organizations**

- a. New York State Fraternal Order of Police
- b. New York City PBA
- c. Nassau County Police Activity League
- d. Glen Cove PBA

5. **American Red Cross Blood Donor**

6. **Driving Organizations**

American Automobile Club of New York Member since 1992

7. **Bowling Associations**

American Bowling Congress Membership Since 1992

8. **Public Television Stations**

- a. Channel 13 – WNET
- b. Channel 21 – WLIW

9. **Other Organizations**

- a. National Geographic Society
- b. National Rifle Association