

# **AIRLIFT COMMUNICATIONS DIVISION**



**TWO UNITS CONSOLIDATED; SEPARATE STATIONS!!!!!!**

**ASSIGNMENTS SECTION IS UNTOUCHED; USE THAT AS A GUIDE.**

# **AIRLIFT COMMUNICATIONS DIVISION**

## **LINEAGE**

## **STATIONS**

Scott AFB, IL, 1 Jun 1981

## **LINEAGE**

Established as Flight Control Command, 29 March 1943;  
activated, 3 April 1943;  
disestablished on 1 October 1943

Reestablished and consolidated (10 February 1981) with the North Atlantic Communications Region (established as 66th AACS Group, 14 May 1948; organized at Fort McAndrew, Newfoundland, 1 June 1948; redesignated 1805th AACS Group, 1 October 1948; moved to Pepperrell AFB, Newfoundland, 5 April 1952; redesignated 1805th AACS Wing, 1 October 1953; redesignated North Atlantic AACS Region, 1 November 1957; moved to Westover AFB, Massachusetts, 2 June 1958; redesignated North Atlantic Communications Region, 1 July 1961; discontinued and inactivated, 1 July 1963); and Eastern Communications Region (established as Eastern Communications Region, and activated, 17 December 1962; organized as Westover AFB, Massachusetts, 1 July 1963; inactivated, 1 May 1970). Consolidated establishment redesignated as Airlift Communications Division, 10 February 1981; activated at Scott AFB, Illinois, 1 June 1981; redesignated HQ Airlift Information Systems Division, 7 December 1984; and redesignated HQ Airlift Communications Division, 1 November 1986.

## **STATIONS**

Established as Flight Control Command, 29 March 1943; activated at Winston-Salem, North Carolina, 3 April 1943; disestablished on 1 October 1943. Reestablished and consolidated (10 February 1981) with the North Atlantic Communications Region (established as 66th AACS Group, 14 May 1948; organized at Fort McAndrew, Newfoundland, 1 June 1948; redesignated 1805th AACS Group, 1 October 1948; moved to Pepperrell AFB, Newfoundland, 5 April 1952; redesignated 1805th AACS Wing, 1 October 1953; redesignated North Atlantic AACS Region, 1 November 1957; moved to Westover AFB, Massachusetts, 2 June 1958; redesignated North Atlantic Communications Region, 1 July 1961; discontinued and inactivated, 1 July 1963); and Eastern Communications Region (established as Eastern Communications Region, and activated, 17 December 1962; organized as Westover AFB, Massachusetts, 1 July 1963; inactivated, 1 May 1970). Consolidated establishment redesignated as Airlift Communications Division, 10 February 1981; activated at Scott AFB, Illinois, 1 June 1981; redesignated HQ Airlift Information Systems Division, 7 December 1984; and redesignated HQ Airlift Communications Division, 1 November 1986.

## **ASSIGNMENTS**

Winston-Salem, North Carolina,  
Fort McAndrew, Newfoundland, 1 Jun 1948  
Pepperrell AFB, Newfoundland, 5 Apr 1952  
Westover AFB, MA, 2 Jun 1958  
Westover AFB, MA, 1 Jul 1963  
Scott AFB, IL, 1 Jun 1981

## **COMMANDERS**

Col Samuel R. Harris  
LTC G. B. Brock  
Maj F. M. John (Interim)  
LTC Casper R. Offringa  
LTC Milburn B. Andrews  
LTC Forrest W. Donkin  
Col Charles W. Bagstad  
LTC James H. Wear, Jr. (Interim)  
Col William E. Geysler  
Col James T. McElhone  
Col Anthony T. Shotgren  
Col John E. Fitzgerald, Jr.  
Col Robert W. Dickerson  
Col Hugh C. Moore  
Col Robert J. Hennessy (Interim)  
Col Dean A. Voigt  
Col Robert P. Baumann, Jr.  
Col Ray G. Green, Jr.  
Col James W. Cowan  
Col Victor S. Stachelczyk  
Col Dennis C. Beasley  
Col Jerome A. Landry  
Col Stephen E. Kelley

## **UNIT AWARDS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

AFOEA 1 July 198-30 Jun 1989

## **EMBLEM**

### **EMBLEM SIGNIFICANCE**

Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The elements of the design symbolize the Division's mission of providing communications, data processing, and air traffic control services to the Military Airlift Command. The vapor trails denote the "Reins of Command." The globe conveys the worldwide scope of the mission. The blue and white division of the shield indicates night and day operations.

## **MOTTO**

## **NICKNAME**

## **MAJOR EXERCISES**

## **MAJOR COMPETITIONS**

## **CONTINGENCIES**

## **OPERATIONS**

**SIGNIFICANT ACTIVITIES:** Flight Control Command grew out of the Directorate of Air Traffic and Safety, HQ AAF, which had moved to Winston-Salem from Washington, D.C. The directorate had three sub-directorates: Flying Safety, Safety Education, and Flight Control. The new command absorbed these functions as well as responsibility for air-sea rescue, weather, and communications. It became responsible for controlling military air traffic, furnishing communications and navigational aids, weather data, and some land-sea rescue service. Weather functions were consolidated into a new Weather Wing, FCC, activated on 14 April 1943. Communications functions were consolidated into a new Army Airways Communications System Wing, activated on 26 April 1943. The Air-Sea Rescue Division of HQ AAF moved to Winston-Salem on 5 May 1943 as a directorate of the command. On 12 May 1943 the Flight Control Domestic Wing, FCC, activated to assume safety and flight control functions.

The new command was short-lived, for on 6 July 1943 the Weather Wing transferred to AAF control and on 14 July the same thing occurred with respect to the AACS Wing. On 25 August the Air-Sea Rescue Division returned to AAF control. Finally, on 1 October 1943, the command was disestablished and was replaced by a new Office of Flying Safety (of HQ AAF) and a flying safety squadron.

In a major reorganization in 1948, Air Force Base Units were replaced by table of distribution Major Command-controlled units, and the 66th AACS (soon the 1805 AACS) Group came into being to replace the 716 AFBU at Fort McAndrew, Argentia, Newfoundland. The new group had responsibility for communications and navigational aids facilities in the North Atlantic area, including eastern Canada, Labrador, Newfoundland, Greenland, Iceland, and—more southerly—Bermuda and the Azores. Many Canadian-based facilities were turned over to the Royal Canadian Air Force or the Canadian Department of Transport by 1950. The Bermuda squadron was transferred in October 1949, but group responsibility continued in the Azores until November 1951, after which time the group (later, wing; region) concentrated upon facilities in the more northerly parts of the North Atlantic geographical area. Facility checking was added to the establishment's responsibilities in the early 1950's, initially as a staff section of the headquarters, later as an organized Flight A, and still later as a numbered flight. Over the years since 1948 the establishment supported the Newfoundland Base Command (later, Northeast Air Command) and forces in Iceland (later organized as the Icelandic Air Defense Force). When the Northeast Air Command was broken up in April 1957, Strategic Air Command and Air Defense Command became important users of the wing's communications and navigational aids support. The wing was elevated to region status in November 1957, and

moved from Newfoundland to Westover AFB, Massachusetts, in June 1958. By this time the region's primary mission was to operate and maintain communications circuits and navigational aids of all kinds, to provide air traffic control support and to operate the Air Force's strategic communications system in support of all USAF, unified, and NATO commands in the North Atlantic area. The region resumed control over facilities in the Azores on 1 April 1960. When the Northeastern AACS Region inactivated in 1961, the North Atlantic region absorbed most of the squadrons and detachments formerly under the inactivated region, considerably enlarging its geographical area of responsibility. The region began assuming responsibility for base communications on a phased basis in 1961. In 1963, HQ AFCS acted to reduce the total number of geographical regions in the United States from six to three, and plans called for the North Atlantic region to become the nucleus for a new Eastern Communications Region. The new region would encompass many more bases and facilities than were then under the North Atlantic region. Those squadrons of other regions that were to become part of the new Eastern Communications Region began to be attached for operational and administrative control to North Atlantic region beginning 1 April 1963, and by 15 June all of those to be part of the new region were operating under North Atlantic region. Finally, on 1 July 1963, the North Atlantic region inactivated and was immediately replaced by Eastern Communications Region.

Eastern Communications Region also absorbed communications units and facilities of what had been Southeastern Communications Region and part of the units and facilities of what had been Midwestern Communications Region and Continental Systems Region. It controlled long-distance point-to-point communications, on-base communications, navigational aids, and air traffic in an area from Ohio eastward to the Azores, southward to the Caribbean, and northward to the North Pole, to provide service for USAF, DOD, other governmental agencies, and some friendly foreign governments. Inactivated on 1 May 1970, it was replaced as part of a general reorganization of AFCS coincident with a merger of that command and the Ground Electronics Engineering and Installation Agency (GEEIA). Resources of Eastern Communications Region were divided, depending on geographical location, between the new Northern and Southern Communications Areas

A reorganization of AFCC in 1981 brought about the consolidation of the Flight Control Command, North Atlantic Communications Region, and Eastern Communications Region as a single new Airlift Communications Division, functionally associated with Military Airlift Command on a global basis.



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Sources

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The Institute of Heraldry. U.S. Army. Fort Belvoir, VA.

Air Force News. Air Force Public Affairs Agency.

Major Command history. A Salute to Air Force Communications Command Leaders and Lineage. Office of Air Force Communications Command History. Scott AFB, IL. 1 Oct 1990.