



# The SAC ACCA Flyer

Strategic Air Command  
Airborne Command Control Assn.

Volume 9, Issue 1

February, 2003

## Recording, Preserving and Celebrating the Legacy of PACCS

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### **Folded Wings**

Hector (Hec) F. Evans Jr.  
July 16, 1931—October 2, 2002

### From the Prez

#### **REUNION 2006**

One of the decisions you will be making at the Omaha 2004 Reunion will be activities for the 2006 reunion in Tucson. We have more activities than we have time to do all of them in. We are still talking to hotels for the best rates.

Early on the list of places I was fairly sure most of you would want to tour are as follows:

1. Pima Air and Space Museum
2. The aircraft "bone yard" at Davis-

Monthan AFB.

3. A tour of Davis Monthan AFB
4. A tour of the only surviving Titan II still in the silo, at the Titan Missile Museum.

The other possibilities would take up the rest of this newsletter. We have a number of desert museums, botanical gardens, caves (both wet and dry) and many national parks. For the shoppers we have a paradise, especially for those interested in the Southwestern theme. Last but not least, for the gamblers in the crowd, Tucson has at least three casinos with transportation from the hotels. Just outside of Tucson is a fourth (and much newer casino) which also puts you close to the Town of Tubac, historical and a shoppers paradise. Future newsletters will have additional on your possible choices.

### Reunion 2004 Committee

We are still sorting out proposals. We have submissions from about 12 hotels. We still have three to visit. That won't be completed until after 5 March. Hope to have some details by mid March.

### SAC ACCA WEBSITE IMPROVEMENTS

By Vice President KEN WITKIN

In response to your wishes, the Association has added a SAC ACCA Forum Chat Room and several message boards to our Web Site.

For those of you who were uncomfortable posting a message to our Web Site Guest book, you now have the option of posting a message on our forum "password-protected" message boards. Unlike our online guest book, the forum message boards, as well as the chat room, are only for SAC ACCA members.

About a month ago, I e-mailed the SAC ACCA Forum "Group Registration Code" to all of you with an e-mail address. For those of you who are just now acquiring an e-mail address, please e-mail me at ken.witkin@verizon.net and I will send you our Forum Group Registration Code which will enable you to access the SAC ACCA Forum.

For those of you who have forgotten the address of our Web Site, the address is:

<http://members.aol.com/sacacca/saccaindex.html>

SEE YOU ONLINE!!!! — Ken

## **The Hydraulics system is what?**

By Jack Suggs

A little excitement back in the days of Air Refueling Squadron area. Way back in the 1964/5 time frame down at the old corral of the 22<sup>nd</sup> ARS and Stepmother, flying out to March AFB. The Aircraft Commander, a highly experienced IP, was a rough - gruff Major who had one of those days. We called him Sport - the other Majors, not the Captain and Lt.

This day he launched on a controlled time mission going to the Stepmother orbit which was located NE of Vegas, generally over the Grand Canyon and at about 33, 000 feet at the start of a estimated 8 hour mission of boring a race track in the Nevada - Utah sky. He hadn't been in orbit long, the sun was setting, the end of day was rapidly approaching when a Red Gremlin reached into the hydraulic system and drained all of the fluid out of the system quick as a wink. There was old Sport flying around with a lot of JP- 4 on board and no way to get rid of all the excess fuel or transfer from tank to tank and would eventually not be able to maintain the center of gravity in the "green". He im-

mediately realized that he had to get that big beast on the ground soon.

With the hydraulic system gone, Sport also lost braking capability except for the emergency system that, as I remember, had only two shots of application. Anyway, Sport thought that the best runway available for him, because of the restricted braking, was at Edwards AFB. It had a nice long runway. Most of the pilots had that information locked away in their heads as a safety measure, and this pilot put that knowledge to work for himself.

By the time he was in position to land at Edwards in was a dark night and the only reference the pilot had for the dimensions of the runway was the runway lighting. He was very heavy with fuel and would have to add several knots of airspeed to the approach. Ole Sport lined up well, gear came down OK, but this was going to be a no flapper approach and landing (more airspeed). For those who remember, a no-flapper landing was a flatter approach and higher speed.

Sport was advised that if he used all of the lighted portion or the runway, there was several thousand feet of additional unlighted runway available beyond the end of the paved portion.

You guessed it. Ole Sport touched down in good shape. The distance markers along the runway were going by zip, zip,zip and it was apparent that the beast was not going to stop before running out of the lighted runway confines. His inner self said that there is more

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Information, general correspondence, changes of mailing address, newsletter articles or recommendations to:

Steve Leazer, Secretary SAC ACCA  
6141 Bagley Ave.  
29 Palms, CA 92277-2502

New Memberships and renewals to:

SAC/ACCA  
James Kroskey, Treasurer  
501 Foxwood Dr.  
Jacksonville, AR 72076

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runway out there in the black dark, just let it roll. That ingrained training and many years of flying would not let him allow the aircraft to run off the paved runway - SO to the emergency brakes (air charge)

They worked fine other than several FLAT TIRES across the board. He just could not let the big bird roll on into the dark. That was the only damage and he did stop on the runway.

Old Sport took more than a few ribbings for blowing the tires, just a few snickers at the Alert Facility on his next tour.

Any landing that you can walk away from is a good landing . This was a good landing!

### **Hector (Hec) Evans, Jr.**

**Editor's note:** Hector (Hec) Evans, Jr. SAC ACCA member, and US Air Force Enlisted Airman and Officer, was born in Boston, MA on July 16, 1931. He died October 2, 2002, just before our St. Louis reunion. He lived in Tacoma, Washington. Since his death, his friends have provided the following word picture of Hec and his accomplishments.

From **William Blankfield**

#### A summary profile;

Born in Boston Massachusetts in 1931

Assigned to Guam after completing Basic Training.

Seized an opportunity to go to an Army ground radio maintenance school in Japan, returned to Guam after completion and went to work in A & E unit repairing airborne radio gear!

Radio maintenance assignments at Westover, Grenier, Germany.

Married Marie in 1952, they eventually had four children.

Assigned radio maintenance Geiger Field (Spokane) as T/Sgt.

OCS 1958, then off to Communications Officer Course at Keesler AFB.

Transferred from 34th ARS to Looking Glass and other Communications Controller

duties.

Back to SAC, DOCEP. In '69 augmentee to SAC IG team, earned BS at U of Omaha.

Communication Squadron Commander at Nha Trang and Phu Cat where U.S. ops had to be supported while in process of turning facilities over to the Viet Nameese (Viet Namization).

Hq AFCC, Plans and Programs, bootstrap approved, earned MA in Management from U of Nebraska at Lincoln.

Retired with full military honors June 1, 1979.

From **Lt Col Frank S. Wilson (USAF Retired)**

Hector F. Evans, Jr., was as dedicated a US Air Force officer as one might ever want to meet. We first met when he and his family acted as sponsor to me and my family upon our assignment to Anderson AFB, Guam in September of 1965. B-52 missions to Vietnam had begun in April of that year and by September, the huge influx of personnel to Anderson AFB had begun. As the Programs Officer for SAC's 27th Communication Squadron, Hec laid the foundation for the buildup. Upon my arrival, Hec moved up to the Programs Office and I took over his 27th Comm. Sq responsibilities.

Hec was instrumental in the design of communications facilities at U-Tapao, AB Thailand. The project was highly classified in the initial stages but became common knowledge once TIME magazine ran a spread on the buildup of US forces in Thailand. Hec made many trips to Thailand in support of the project and the later effectiveness of communications support to the SAC mission there stands as a mute tribute to his work.

Hec was reassigned to the Communications Staff Officer School at Keesler AFB in early 1967 and I followed in July of that year. Our association continued upon graduation when we both ended up in the communications programming office (DOCEP) at SAC Headquarters. Our families continued their

social activities along with Frank Rodeffer and his family. All three families had gone from Guam to Keesler to SAC Hq.

Hec left for Vietnam in 1971 and I saw him again in 1979 when he and his family returned from the Netherlands.

#### **From Maj Frank Rodeffer (USAF-Retired)**

Following Hec's tour of duty in Vietnam he returned to Hq AFCS/AFCC where he worked in Plans and Programs. Meanwhile, I PCS'd to Allied Forces Central Europe (AFCENT) in Brunsum, Netherlands where I was in the Engineering branch of the Regional Signal Support Group. In 1974, we got a surprise when we received word that Hec and Marie were coming to AFCENT. Hec worked in Hq AFCENT, CANDE Plans and Programs. We enjoyed many activities together. I returned to McConnell AFB in 1976 and Hec and Marie went to Hq SAC in 1977. Hec headed up the Comm. Maintenance Standardization & Evaluation Division.

Hec retired in June 1979. After a period of time job hunting, he accepted a position in contracting with Brunswick Corp in Lincoln NE. He was an avid cornhusker fan so the location suited him. During this time period (1977-1984) I moved to Hq SAC and then to Minot AFB. Hec and I enjoyed many hunting trips, mostly bird hunting and one memorable deer hunting trip to Northwest NE. Hec also obtained his private pilot's license while in Lincoln.

In early 1985, he moved on to a similar contracting position with General Electric in Cincinnati, OH. This only lasted about a year and they moved to Fountain Hills AZ, where Hec worked for McDonnell Douglas, again in contracting. I believe it was in 1990 that Hec decided he was ready for retirement again and parted company with McDonnell Douglas. They remained in Arizona where Hec was very active in the AFA and AFCEA, promoting the Air Force and Comm. Electronics. After they moved to Arizona, we maintained close contact with Hec and Marie although we only saw them at the SAC Communicators Reunion meetings in

1986, 89, 92, 94, 96 and 1998. We were unable to attend the reunion in 2000 so the last time we saw Hec was in 1998.

Hec frequently regaled us with his stories from his days as a comm. controller, both in the command post and on Looking Glass. In later years, he put some of these stories in writing and as I recall, the Communicators Assn published a somewhat edited version of them in their newsletter a few years ago.

Hector was one of the best friends I had. We enjoyed many activities together. He was, without a doubt, a dedicated and committed AF Officer in every respect.

#### **From the Secretary**

Please do not forget that SAC ACCA dues are paid through December 31st. The number in parenthesis on the mailing label of this newsletter indicates the year through which your dues are paid. So... before you forget, you might want to make use of the membership application which is enclosed and take care of your dues for this year

The Association Officers are working on the membership roster which will be distributed to members who are current for 2003 as soon as possible after this newsletter. The roster will contain only the names of those members who are current and who have indicated their willingness to have their names and addresses released in the roster. Please remember that the roster is for the use of members of SAC ACCA only and are not to be distributed outside this circle.

Just a reminder that we need your assistance to keep this newsletter interesting to the membership. Please, if you have a memory of an event associated with Command Post operations or the many great social events that are a part of our individual and collective history, take the time to share that with the membership by writing to me about it. I'll take input hand written, typewritten or electronically via email.



*Strategic Air Command  
Airborne Command Control Association  
SAC ACCA*

*Recording, Preserving and celebrating the legacy of PACCS*

**Membership Application or Annual Dues**

Name: \_\_\_\_\_ Spouse's name: \_\_\_\_\_

Last, First, Middle

Rank/Title: \_\_\_\_\_ Branch of Service: \_\_\_\_\_ Status: \_\_\_\_\_

Active, Retired, other

Mailing Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Email address: \_\_\_\_\_

Indicate your affiliation with PACCS, ACCS: [Organization - Duty - (Dates)] Examples: [22<sup>nd</sup> ARS - IP (74-82)], [34ARS - BO (63-66)], [HQ SAC - ABS (69-71)], [2<sup>nd</sup> ACCS - In-flight Maint (69-72)], [55<sup>th</sup> SRW - Staff (72-73)], [(4<sup>th</sup> ACCS - Crew Chief (74-76)], [AEAO/40ADIV (74-76)], [SAC Hq - Planner (88-90)].

Amount Enclosed:

Initial Fee (\$10.00)

Annual Dues (\$15.00)

Reinstatement (\$10.00)

Initial membership requires the payment of the initial fee and dues for the year (\$25.00). Dues are for the period 1 Jan through 31 Dec. Dues are due the first day of January (\$15.00) each year. A reinstatement fee, plus current dues is due for inactive members who wish to reactivate their membership after an absence of two years or more (\$25.00).

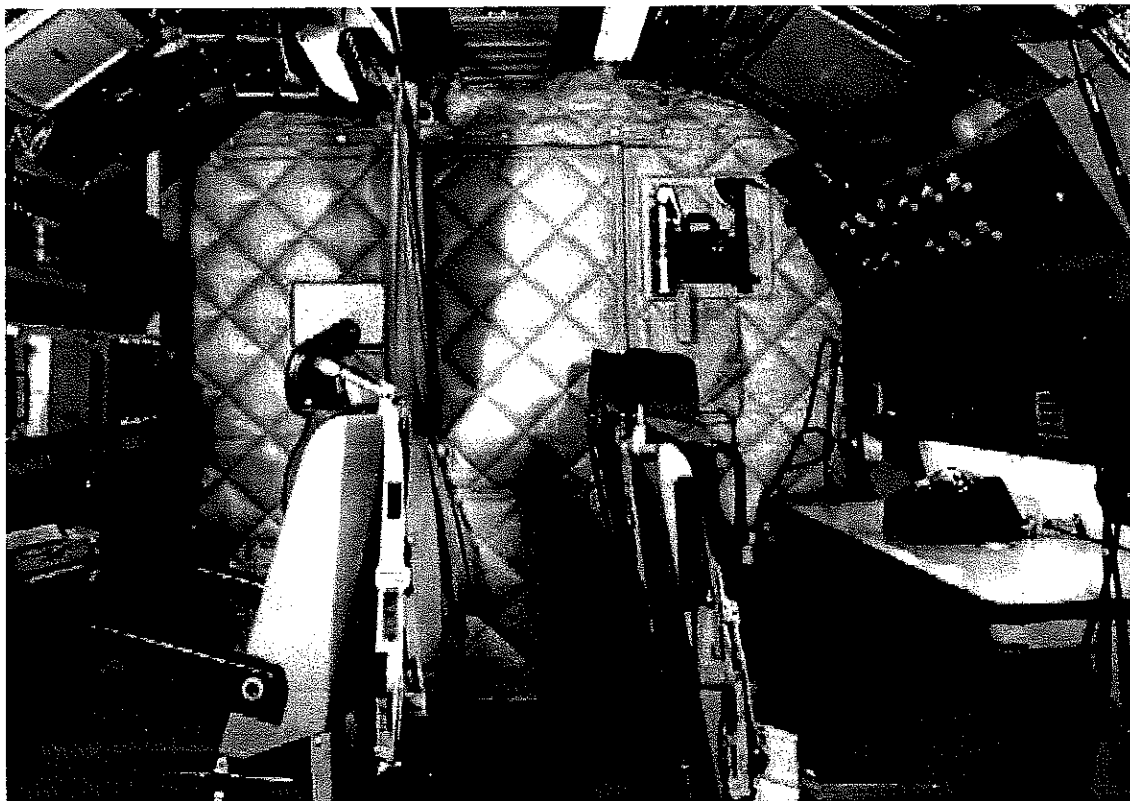
Please indicate your preferences regarding the publication of you name and address on membership rosters which may be provided to the membership of ACCA.

I authorize my;  Name and Address to be published on ACCA rosters to the general membership  
 Neither are to be published on ACCA rosters to the general membership.

Send to: SAC/ACCA  
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Jacksonville, AR 72076

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*ADDRESS SERVICE REQUESTED*



**Photo courtesy of Derwyn (Doc) Crabb**