FROM THE PRESIDENT

We are into 2011 and already I’m behind in planning the 2012 reunion. This is due to travel for work but it looks like that might be slowing down and I can now get with my co-chair Ed Bowman (who has called and emailed me several times) to get the reunion schedule outlined.

I will tell you that my wife, Karen, has been trying to help me with the reunion and has called several hotels in the area to see about rooms and availability. Of course, all of them want our business but several have suggested that if we would be willing to move our reunion a few weeks earlier to the end of August, the room rates drop from about $170 to $130 a night. That is a pretty big savings. As we go forward, I need your input. Please take a few minutes and email me through our web site and let me know if having the reunion the end of August is OK.

By the next newsletter I promise that we will have a hotel selected, dates locked in and, I hope, a tentative schedule of events for you to review. In Washington D.C. we have so many places to see that the hard part is downsizing the list to just the right ones that will hopefully meet with your approval.

Moving on to other items, Fred Kemp has been working with the museum in Ashland, Nebraska on the effort to have 049 restored. You can read more about that in this issue with the article Fred submitted. Steve Leazer, our Treasurer, has included an expense report

1 As mentioned and detailed in my previous articles, SAC’s “Looking Glass” was originally flown by the 34th Air Refueling Squadron (1961–1966), then by Detachment 1, 55th Strategic Reconnaissance Wing (July 1966), followed by the 38th Strategic Reconnaissance Squadron (1966–1970). The 2 ACCS was originally the 2d Air Corps Ferrying Squadron in World War II. Later, the “Air Corps” part of its name was dropped and it inherited the lineage and honors of the 2d Liaison Squadron, active until 1954.
AT THE TAIL END OF THE COLD WAR:
EC-135s Fly in a Hot War!

By
Greg Ogletree, SAC ACCA Historian
TSgt Carl R. Hall, USAF (Ret.)

Editor’s Note: This is the third and concluding portion of an article that began in the June 2010 issue and continued in the October 2010 edition. Earlier, the Association’s Historian summarized the strategic role of SAC’s EC-135 aircraft. Noting that little was known about the tactical uses of these aircraft, he collaborated with TSgt Hall, a veteran of the 1703d Air Refueling Wing (Provisional), King Khalid Intl Airport, Kingdom of Saudi Arabia, whose daily notes (edited) provide a first-hand account of his experiences in the Gulf War in 1991.

February 7 - Day 14: Went in at 0500 to launch aircraft 0283 scheduled for 0555 takeoff. Had to switch to 0269 because 0283 had engine problems. 0269 had an engine problem also but found to be fuel control setting was incorrect for the type of fuel we were using. Takeoff at 0634... just a wee bit late but still made good orbit time (12.8-hour sortie). Went to firehouse and traded car for a truck to haul some wood to tent to build my maintenance bench. Went to Riyadh to talk to KY-75 maintenance people; making contacts in case we need them to work the aircraft. Still not sure it’s a problem with the units. 1000: Will be checking on 400cy plug in case we get the URC-108 radios. Will be trying to run down more TRC-176 radios and support equipment. The aircraft scored two MIG assists today – a MIG 23 and a MIG 25.

February 8 - Day 15: Scud alert at 0150; two Patriots launched. 0555: Launched aircraft 0283 without a hitch. 0800: Went to Riyadh to line up radio parts and KY-75 repairman. Made contact with TSgt Hedge who will work the 75’s. Found a headset bolt assembly from Boeing on site. Now have enough parts to build another double boom headset. Received room assignments today. Plane landed at 1930 (13.4-hr sortie), code 1 (no discrepancies).

February 9 - Day 16: Need to talk to 7 ACCS about their...
so that you can see how your money is being spent. Wilton is the driving force behind the newsletter and keeps us board members in line as we go from reunion to reunion.

For those that missed it our last reunion in Seattle was a big success. Thanks to the efforts of Deb Laughery and his family for showing us all that Seattle has to offer. I think I speak for everyone that attended that it was a lot of fun and laughs as we always do. Now as we plan for 2012, Deb has set the mark at a high standard that I hope to meet.

Finally, Fred Kemp did not run for a position on the Board of Directors at our last meeting. Fred has held every post in this association, except secretary, with some more than once. He is a friend and a mentor to me. He has always been there to provide advice and guidance and is one of the founders that helped get this association off the ground. He was key in our efforts to have the PACCS Memorial Bench placed at the Air Force Museum in Dayton and is now the driving force to get 049 restored and properly displayed at the SASM. Fred, we owe you a debt of gratitude and on behalf of everyone associated with this fine association, please accept our sincere thanks.

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DEATH OF SAC MEMORIAL COORDINATOR

On October 25, 2010, Ron Resh passed away at the age of seventy-two. He personally directed the design, funding and construction of the Strategic Air Command (SAC) monument at the National Museum of the Air Force, Wright-Patterson AFB, Ohio that was dedicated on May 2, 2008 and was currently working on getting a smaller version placed at the Strategic Air & Space Museum in Ashland, Nebraska.

After earning his commission in the ROTC program of Penn State University, he served in SAC and was known as a very strong supporter of his former command. Fred Kemp noted that Ron was the individual “that contributed so much help to us on the memorial bench that we placed at the NMUSAF.”

INFORMATIONAL BROCHURE

The enclosed brochure is intended for your general information and possible use in encouraging a friend or acquaintance to learn more about the association. Copies in color are available at our web site: [www.sac-acca.com](http://www.sac-acca.com)

Ed. Note: Thanks to Steve Leazer for its layout and design.

EMAIL ADDRESS UPDATE

Your assistance is requested by sending the Secretary an email, as soon as possible, for use in checking Associational records. Please indicate SAC ACCA in the subject line and email to: wcurtis135@aol.com. Should no update be received, your current listing in the files will be used.

As with the roster of U.S. Mail addresses published in the October Flyer, this list is considered confidential and for the use of members only. It will be published in the June edition of the newsletter.
frequency modulation (FM) spectrum as to why it would not run with us. I figure it’s because they are at 500 khz deviation. Spoke with SMSgt Driggers about what they are running in ultra-high frequency (UHF) FM. Found to be incompatible with us. Yep, it’s the 500 khz deviation. TSgt Hedge set me up with UHF connectors we needed for building cables; trying to reduce signal loss. Picked up another TRC-176, HYP and KY-57 today. My guess is that one of these days they will transfer them to my account. Also, picked up a replacement cable for the 176 system between the RT and the KY. One had a broken back shell. SSgt Williams, from CENTCOM supply, exchanged it for me. Aircraft 0283 landed Code 1 (12.4-hr).

February 10 - Day 17: 0530: Still trying to get a repair shop. Aircraft 0269 flying today, takeoff at 0559; was scheduled for 0555 so not too bad. Chief Draughn said he couldn’t get me the space; I need to talk to Director of Operations (DO), Col. Mills. Col. Mills said he would bring it up during the morning meeting. MSgt Hammered thinks we could use a room in the dorm. 0855: CMSgt and Lt Col from security police squadron OK’d using their alternate response room. I moved in!!! Took most of the remainder of the day. Will be running an antenna to the roof from the room tomorrow. Aircraft landed early at 1615, Code 1 (10.2-hr). During the mission debriefing, they noted problems with the HP-secure again and asked if I could get it aligned. Will get with TSgt Hedge; set it up for tomorrow. Talked to Sgt Britt at 2200 about systems on ABCCC aircraft.

February 11 - Day 18: 0555, launched 0283; the mission landed code 1 at 1930 (13.4 hrs-.3 over). Went to CENTAF and talked about the number of radios. Some disagreement on how we were to be configured. Will know more later on. Installed low-loss cables on most of the temporarily-installed radios; will finish the rest tomorrow. Spoke with Sgt Brill about problems with ABCCC. Going to pick up a maintenance frequency today so I can communicate with our guys while in flight.

February 12 - Day 19: (12.8 hr sortie). Went Partial Mission Capable System (PMCS) on the URC-108s; really need them bad for the end of the orbits. PMCS is a supply priority code. Major Ayers said to go to Non Mission Capable System (NMCS) but I can’t as long as we can perform most of our mission. TSgt Gardner assigned us a maintenance frequency today. Moved myself into the maintenance room today; will see how it works out. Picked up a phone jack from CENTCOM 51st Comm. Wired into phone system of security police; was one of the agreements for use of the room. Enables use of room more freely and to have secure location for equipment.

(Ed. Note: Feb 13-17 omitted due to newsletter space).

February 18 - Day 25: (10.6-hr sortie). Aircraft 0269’s #1 UHF had no medium or high power; either the mount or the antenna is suspected. The antenna connector was bad, repaired it. Aircraft performance Monitor (APM) controller flashes AP fault. Reset cleared in flight.

February 19 - Day 26: (Routine-duration sortie). Aircraft 0269 ran a Search and Rescue (SAR) for an A-10 Pilot; he had a broken leg and was captured. A really tough break. We could not get a team to him in time.

February 20 - Day 27: (9.4-hr sortie). Aircraft 0283 flying with a 0455 show time. At 0800, Capt Noyes and I are going to Riyadh to discuss orbits and try and get a letter authorizing “01” time for her. (01 is combat time; they were giving her a hard time because they did not want to show women flying combat missions.)

February 21 - Day 28: Our EC’s have a down day; we can pretty well guess what is about to happen. Captain Noyes is flying tanker today. I went to Riyadh and picked up SSgt Diaz to check out the KY-75s while both aircraft are on the ground. Sgt Lankin, SRA Harper and I went and checked them; both tested OK. That confirmed what I had thought originally: they had been keying them incorrectly with an incorrect code on those previous days. Scud alerts: 1200, 1700 and 2100.

February 22 - Day 29: (9.01-hr sortie). Scud alert at 0235. Aircraft 0269 scheduled for 1925 takeoff. Actual launch at 2045; landing at 0500 next day and quick turning.


February 24 - Day 31: (14.8-hr sortie); Day 1 of the ground war. Takeoff at 0350 and Scud alert at 0400. More Scud alerts at 1220 and 2100. Aircraft landed with one bad remote control unit; swapped out remote. Unit checked good in the shop. The EC-135 scored another five scud-launcher assists. Ground war is moving so fast it’s hard to keep up with the enemy positions; some are just being overrun.

February 25 - Day 32: (14.8-hr sortie); Day 2 of ground war. Returned to room at 0045. Aircraft scheduled for 0425 takeoff; on time. Aircraft 0269 has APM
was chosen because the ABNCP’s capabilities mirrored those of SAC’s underground command center at Offutt. This was intentional because the mobile-and therefore more survivable- *Looking Glass* was meant to be an alternate command post for SAC in the event its underground headquarters was no longer able to function. The EC-135C was “believed by many to be the best command and control aircraft in the Air Force inventory.” 2

The 2 ACCS continued a mission that had commenced in 1961, flying three 8-hour ABNCP sorties every day of every week, providing the highest possible degree of survivability for the platform and its crew. Every flight had a SAC general officer onboard, called the Airborne Emergency Actions Officer (AEAO), with overall responsibility for the mission. All of SAC’s rated general officers performed AEAO duty on a rotating basis, with the exception of the commander-in-chief (CINC) and the vice-CINC. Succinctly, that mission was to provide the CINC-SAC with a survivable alternate means of command, control, and communications to strategic nuclear forces on a continuing basis, from initiation of hostilities through termination of the conflict, and also to provide an alternate method to launch the Minuteman, and later, Peacekeeper, missile force if ground-based launch facilities were disabled or destroyed.

The squadron provided both the flight crews and battle staff personnel to support the *Looking Glass* mission. This required about 200 personnel, with roughly half of those serving as flight crew members (pilot, co-pilot, navigator, boom operator, and flight steward) and the remainder working as members of the airborne battle staff. This battle staff was composed of an Operations Controller who was chief of the battle staff, an Operations Planner who was chief of the planning team and also served as the assistant chief of the battle staff, an Intelligence Officer, Logistics Officer, Force Status NCO, and an Emergency Actions NCO. The composition of the battle staff varied slightly over the years, but essentially this was the basic structure. 3

An important part of the crew was the communications team, but these personnel were not always assigned to the 2 ACCS. 4 This team was composed of a communications officer and five enlisted troops who operated the 15 tons of sophisticated communications equipment aboard the ABNCP. Three were assigned to record (hard copy) communications systems and two were radio (voice systems) operators. There was also at least one in-flight maintenance technician, from the 55th Avionics Maintenance Squadron (originally, Armament & Electronics Maintenance Squadron), on every mission. Someone had to be around to fix things when they wouldn’t work!

Only a year after being formed, the squadron celebrated when the *Looking Glass* reached its first major milestone on 3 February 1971, having completed 10 years of around-the-clock flying operations, and its second major milestone on 13 October 1971 when it completed 100,000 accident-free flying hours. The award for the latter was received in December.

Another milestone was reached in February 1973 when Sgt. Peggy Simmons reportedly became the first woman in the Air Force to fly in a “non-combat aircrew position.” Simmons was a cryptotelegraph operator aboard the *Looking Glass* and her story was featured in the 14 March 1973 issue of *Air Force Times*. Right behind her was Linda Mackie Solis, also in the 2 ACCS, who laid claim to being the second. Simmons also claimed to be the first woman to fly a combat mission, based on the fact that she was on the *Glass* mission on 25 October 1973 when U.S. forces went to a higher DEFCON because of the Egyptian-Israeli War. 6

In August 1974, the new 2 ACCS alert facility was opened and dedicated as the Colonel Billy L. Skipworth Operations Center, in memory of the squadron’s first commander. 7 Colonel Skipworth, while commander of the 2 ACCS, died with 23 others on 13 June 1971 when the C-135B he was piloting crashed in the S. Pacific. 8

Systems Squadron during the mid-1980s). When they weren’t in these organizations, they were assigned to SAC.

5 “Firsts” can be a touchy subject and I was hesitant to include this one because I believe there may have been other female aircrew members who preceded her (e.g., flight stewards on VIP aircraft or medical personnel on medevac aircraft) but since it was published in *Air Force Times*, I’ve included it. Perhaps what was meant was that she was the first in SAC.

6 “History-making woman” by Peggy Simmons Helms-Letters to the Editor, *Air Force Times*, 25 Apr 1994. She states in her letter that we went to DEFCON 4 but records reveal that it was actually DEFCON 3 for a short period.

7 Skipworth had also been the last commander of the 38 SRS at Offutt, and heavily involved in the transfer of that unit’s mission, equipment, and personnel to the newly formed 2 ACCS.

8 The aircraft (61-0331), assigned to the 4950th Test Wing) was enroute from Pago Pago IAP to Hickam AFB.

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2 USAF Unit Lineage and Honors History, 2 ACCS, p. 4.
3 For example, at one time there were two intelligence officers and two logistics members, one officer and one NCO. Much later, a weather officer and an engineering officer augmented the battlestaff on *Glass* missions.
4 In earlier years, they were assigned to the 1st Airborne Communications Group, and later on they were in the 1850th Airborne Communications Squadron (briefly renamed the 1850th Airborne Information >>

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Go to 2 ACCS on page 7
fault again; will be landing about 2000. Swapped the APM controller. Scud alert at 2030.

February 26 - Day 33: (13.6-hr sortie); Day 3 of ground war. Scud alert at 0130. 0700, went to CENTAF for scheduling of EC-135s; we scheduled a second sortie for tomorrow.

February 27 - Day 34: (14.9-hr and 13.8-hr sorties): Day 4 of ground war; Aircraft has a 0525 takeoff; both ECs flying to provide around-the-clock coverage. I flew on the first sortie; worked a couple SARs; hard to work the rescue... the people were hard to find. Received coordinates for a POW camp, passed them on and told them to just look for a hotel. Our relief was up at 1530 and we were released at 1550. Had an HPA problem; Erich replaced, operational checked good (O/C/G).

February 28 - Day 35: (13.1-hr sortie): Day 5 of ground war; Aircraft 0269 has an “A” cooling blower problem; placed it on order.

March 1 - Day 36: (13.4-hr sortie): Day 6 of ground war, Last Day! This is my second sortie on aircraft 0269 during the ground war. Equipment run with just blower B; no problems. War is over today.

March 2 - Day 37: Aircraft are standing down. Going to CENTAF with evaluation notes of mission effectiveness. Aircraft total theater mission hours: 319.2 for two planes. Aircraft 0269 credited with assists for two Mig kills; over 150 tanks and numerous Scud launcher assists credited for both aircraft.

March 3 - Day 38: Quiet today. Took bullet statements to CENTAF. Gave them to CMSgt Kauses.

March 4 - Day 39: (9.3-hr sortie): Turned in one each: HYP-176 and KY-57 to CENTAF.

March 5 - Day 40: Turned in remaining HYPs and KY-57s owed CENTCOM.

March 6 - Day 41: Turned in eight HYP’s to 1703rd Supply. Used reverse hand receipt to show accountability. Out-processing and packing. Was informed we will not be bringing back the MESK.

March 7 - Day 42: At 0230, picked up the crew chiefs and Erich and went to aircraft 0269 to load up our stuff and prep for launch. Added two VIP seats. Takeoff at 0748-going home! Landed at Mildenhall, England in the afternoon. Will be quick-turning and continuing to Grissom AFB, Indiana. First crews back from Desert Storm. Received a nice welcome home from everyone; quite a contrast from my return from Vietnam.

It is interesting to note that the ground war lasted only six days. Because of accurate communications, rapid ground attack forces, and good battle control, the mission was a complete success. It seems that quite a lot of preparation went into a war that lasted only six days. Perhaps that was why it was over so quickly! To the best of my knowledge, this was the only time the EC-135s were used in a war.7

Later that year, it was announced that my aircraft and I would both be retiring. High-tech satellite constellations and laser communications had rendered airborne relay platforms such as the EC-135L models obsolete. The breakdown of the Soviet Union and consequent end of the Cold War negated the need for PACCS and the Cold War warriors who manned it. I retired in August of 1992, and my aircraft is now on static display at Grissom Air Museum just north of Kokomo, Indiana on US Route 31.

Thus ends the story of the exploits of TSgt Hall and his companions during the war in Southwest Asia. I do think it’s relevant to mention one other thing, however. Both of the EC-135Ls, No. 61-0269 and No. 61-0283, used the call sign “Mirror” (followed by a two-digit number) while flying their sorties during

7 Carl’s knowledge is, as some readers have already surmised, incomplete. In fact, the plaque for aircraft 61-0269 mentions it also had a role in Panama during Operation JUST CAUSE (20 Dec 89-12 Jan 90), though nothing could be found online that corroborates this. No EC-135s are listed in the order of battle but there were tons of KC-135s provided by, according to one source, 26 different air refueling squadrons! Perhaps the EC-135L was used strictly as a tanker during the operation? In any case, it’s unlikely it was ever in harm’s way at any time during that operation.

Also, at least two EC-135L’s (0263 and 0281) were apparently used in Vietnam, based at U-Tapao, to augment the specially modified KC-135s performing “Combat Lightning” missions during the early 1970s. There are also scattered reports of EC-135Ls supporting this mission during the 1960s, but information is scant and no tail numbers have surfaced.

Finally, and intriguingly, a sole “EC-135 Looking Glass” aircraft is rumored to have been involved in the Linebacker II operation. If that was, indeed a “C” or “G” model, more research is definitely called for! And finally, several unique (i.e., VIP) models of the EC-135 supported unified command CINCs in combat theaters, and of course, the EC-135Ks flown by 8 ACCS/TDCS/ADCS for many years performed a strictly tactical mission and never had a role in WWABNCP.

EC-135s Fly in a Hot War concludes on page 8
He was TDY to Hickam AFB, Hawaii, in support of BURNING LIGHT Task Force missions. The new alert facility, labeled Building 464, would serve the 2 ACCS well for the next 20 years.  

On the last day of June, 1975, the first EC-135C (63-8050) returned from depot with the Air Force Satellite Communications (AFSATCOM) modification. This was the first significant communications upgrade to the aircraft since the squadron had assumed the Glass mission.

Two other important things happened during 1975 that impacted the 2 ACCS; both involved other airborne command and control squadrons. The 3 ACCS, based at Grissom AFB, was inactivated. That squadron had performed two different functions: it flew “L” model EC-135s as relay platforms between the East Coast and the Midwest, and it flew the Eastern Auxiliary Command Post (EAX). The relay mission and aircraft were transferred to a tanker squadron at Grissom; the EAX aircraft were flown to Offutt and that mission was assumed by the 2 ACCS. In addition to keeping the SAC ABNCP aloft, the 2 ACCS had a secondary mission of keeping the MIDAUX aircraft ready for launch if required. After arrival of the EAX at Offutt, the MIDAUX mission was written out of the battle plan. It should be noted that this auxiliary airborne command post most likely would have become CINCSAC’s aircraft if the balloon had ever gone up.

On 1 July 1975, the 2 ACCS was joined by the 1 ACCS when the latter was reassigned from Headquarters Command to SAC and relocated from Andrews AFB to Offutt AFB. The 1 ACCS flew the National Emergency Airborne Command Post (NEACP, pronounced “knee-cap”) for which it used a modified Boeing 747 designated as the E-4A. The 1 ACCS had three E-4As in service, performing deployed alert duty at Andrews. These were equipped with the communications gear that had been carried in the EC-135 aircraft previously flown by the squadron. The fourth E-4 was at the Boeing plant in Seattle, being outfitted with advanced communications equipment. This aircraft, initially referred to as the “Advanced Airborne Command Post,” was soon deemed appropriate for the Looking Glass mission too, so it was purpose-built to fly both missions simultaneously. The additional modifications resulted in its designation as an E-4B. After it entered the inventory, both the NEACP and Looking Glass mission were combined aboard the aircraft on a trial basis. The first “double” occurred on 4 March 1980 and was deemed a provisional success. Unlike the E-4As, the E-4B was equipped with the ALCS weapon system and the first ICBM launch conducted from this platform occurred on 1 April 1981 when an ALCS crew from the 2 ACCS flying aboard the E-4B launched a Minuteman III missile from Vandenberg AFB as part of the continuing Follow-on Operational Testing and Evaluation program (Glory Trip 95GM-2). Although the Looking Glass capability remained for awhile, “doubles” were infrequent and eventually the ALCS equipment was removed and the E-4B reverted sorely to its NEACP role. We’ve jumped ahead a bit here to stay on topic but that moved us off the timeline so let’s go back to 1976.

On 31 March 1976, 2 ACCS member Lt Marcia J. Pooler became the first female to be certified “combat ready” as a Deputy Missile Combat Crew Commander-Airborne (DMCCC-A). It would be another two and a half years before SAC would allow women to perform nuclear alert duties underground, and then, only on Titan II crews. A woman on a Titan crew was trained to launch a single missile, but Pooler was trained to operate the Airborne Launch Control System, and it could launch up to a thousand Minuteman missiles!

The communications teams that occupied the compartment between the cockpit and the battle staff cabin were transferred from the 2 ACCS and SAC to the Air Force Communications Service on 1 July 1976. Their new unit was the 1st Aerospace Communications Group (later, Wing). They remained in that organization until being transferred to the 1850th Airborne Communications Squadron after it was activated.

From 22 through 25 September 1980, SAC successfully tested the Strategic Projection Force—its component of the JCS-developed Rapid Deployment Joint Task Force—in an exercise called BUSY PRAIRE. The 2 ACCS deployed EC-135 aircraft to Whiteman AFB, MO, Whiteman AFB, and Evaluation program (Glory Trip 95GM-2). Although the Looking Glass capability remained for awhile, “doubles” were infrequent and eventually the ALCS equipment was removed and the E-4B reverted sorely to its NEACP role. We’ve jumped ahead a bit here to stay on topic but that moved us off the timeline so let’s go back to 1976.

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9 It was replaced by a new 22,000 square-foot building that opened in March 1994, providing not only a dining facility but also a private room for each crew member for the first time.

10 The other E-4s were eventually upgraded to E-4B’s also, but that was after the decision had been made to use them exclusively for the NEACP. The NEACP was redesignated the National Airborne Operations Center (NAOC) in 1994 and is still flown by the 1 ACCS.

11 The first woman to perform underground missile alert in SAC was A1C Tina M. Ponzer, a Titan II crewmember in the 381st Strategic Missile Wing, McConnell AFB, KS, on 18 August 1978. 1st Lt. Patricia Fornes, also 381 SMW, is sometimes erroneously accorded this “first” but she was the first female officer to do so on 16 Sep 1978. Women weren’t brought into the Minuteman crew force until 1986. But Pooler had these ladies beat by 10 years!
the Gulf War. Does anyone else believe it’s not just a coincidence that “mirror” is a synonym for “looking glass”?

Before returning to his normal duties in the PACCS shop of the 305th Field Maintenance Squadron at Grissom AFB, TSgt Hall prepared a briefing for CINCSAC, General George Lee Butler. The general wanted to hear all about how TSgt Hall had modified the two EC-135s using borrowed army radios and crypto gear, and how he and his team of four radio maintenance technicians had jury-rigged the equipment to do things it had never been designed to do-like the double-boom headsets.

I doubt, though, that the modest sergeant mentioned the fact that, initially, he had set up an around-the-clock maintenance command post in his own quarters because no one would provide a place for this critical operation. Documents from the time reveal that the “EC-135L was the critical communications lifeline between front-line troops, tactical air support, and their command and control agencies. Notably, the EC-135L relay was credited with assists for two MIG kills, eight search and rescue efforts, and the destruction of numerous tanks and Scud missile launchers.” In fact, aircraft 0269 alone was credited with assists for 27 Scud strikes and more than 60 tank kills.

General Butler sent the following note to TSgt Hall after the briefing: “Thank you for your efforts in helping prepare the presentation ‘EC-135L Operations in DESERT STORM.’ Your presentation has given this headquarters a fresh perspective that will keep SAC the top war fighting command. All members of the SAC staff join me in expressing my appreciation for a job well done.”

Fred Kemp, in the words of President Dart, “(as always) has been leading the charge” in an effort to learn about the status of EC-135C aircraft, 63-8049, in getting it cleaned up and placed inside the Strategic Air & Space Museum in Ashland, Nebraska. He recently received a response to an earlier inquiry from Evonne Williams, Interim Executive Director of the Museum, who replied “I, too, am disappointed that this aircraft has not yet been restored or moved one inch since it came to rest behind the new Museum in 1998. I can tell you that there have been more discussions about this aircraft, but like everything, funding is an issue.”

Fred has now sent an email to Boeing Aircraft representative, Karin L. Leslie, summarizing the plane’s role in PACCS, its deteriorating condition and Ms. Williams’ reply. He has requested the company’s consideration in support of efforts to help restore this aircraft.

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As reported in the February 2010 FLYER, a project to place a monument at the Strategic Air & Space Museum (SASM) in Nebraska like the one at the National Museum of the Air Force in Dayton, Ohio is currently underway. It is being coordinated by Carl A. Jansen, Jr., Lt. Col. USAFR (Ret), son of the first Director of the original Strategic Air Command Museum.

Following a suggestion by VP Deb Laughery for consideration of the association contributing to this project, members’ input is requested. The topic will be discussed at next year’s reunion in Washington D.C.
which served as a simulated forward operating base. In November 1980, a 2 ACCS crew deployed an EC-135C aircraft to Egypt as part of a week-long test of the Strategic Projection Force. These conventional taskings weren’t the first for EC-135s (some had flown in Vietnam), nor would they be the last. 12

During 1981, the squadron observed the 20th Anniversary of Looking Glass airborne alert operations in February and, on August 15th, completion of 200,000 accident-free flying hours. 13 On 3 February 1986, the 25th Anniversary was celebrated, as were 240,900 accident-free hours of flight. General Larry D. Welch, CINCSAC, flew as the AEAO on the anniversary flight. After landing, he and the wing commander, Colonel Lawrence A. Mitchell, ceremoniously cut a cake made for the occasion. A special commemorative patch was also issued to those who made the historic flight; the design of the patch mirrored that on the cake. Almost exactly a year later, the 250,000-hour mark of continuous flying with no loss of aircraft or human life was reached on 16 February 1987.

In June 1987, the first Common/Pacer Link-modified EC-135 was placed on alert. This aircraft had a completely renovated interior that was both more functional and more attractive. It contained the very latest communications equipment and state-of-the-art ALCC components. The new Common ALCS weapon system introduced increased flexibility into the Single Integrated Operational Plan (SIOP) by providing airborne missile crews with the capability to remotely interrogate and retarget Peacekeeper missiles. Other capabilities were “common” to both the Minuteman and Peacekeeper weapon systems, hence its name.

From 16-19 November 1987, a crew from the

Editor’s Note: This article continues in the June issue.

12 Crews participated in BRIGHT STAR 82 and a number of other tactical exercises and operations (see article beginning in the June 2010 newsletter). Additionally, during Operation DESERT SHIELD/STORM, the 2 ACCS flew “Desert Express” sorties to Southwest Asia, relieving the wing’s reconnaissance crews from long deployment flights (a round-trip from Offutt to Saudi Arabia was about 32 hours) so they could fly longer after arriving “on station.”

13 Between these two events, the squadron received some decidedly adverse publicity when an anonymous writer’s letter was published in the Forum of Penthouse magazine’s July issue. The crewmember’s sexual escapades during a Looking Glass flight, described in very explicit language, were pure fantasy and it took little effort to determine who the author of the fictional story was. She was duly punished (reportedly with non-judicial punishment).

2 ACCS tested an EC-17 prototype at the McDonnell Douglas aircraft plant in Long Beach, California. The EC-135 airframes were aging and continuous airborne alert was taking its toll. People were thinking about the next step and looking for a good replacement. But the next step ended up being something less costly than a new fleet of modified aircraft.

On 24 July 1990, after nearly 30 years of continuous operations, the Looking Glass” completed its last continuous airborne alert sortie using aircraft 63-8049. 14 “Casey One,” aircraft call sign when the CINCSAC was aboard, took off from Offutt at 0659 with General John T. Chain on board as the AEAO and relieved the on-station ABNCP a few minutes later. When 049 landed at 1428, it marked the end of an era. The tally was 281,177 accident-free hours and 32,850 sorties, both Air Force records. 15 General Chain announced the implementation of a new “modified alert” concept. This new posture marked the beginning of random Looking Glass flights on a regular basis, with the aircraft being on ground alert the remainder of the time. Although 24/7 airborne alert operations had ceased, the basic mission of the Looking Glass remained unchanged; it continued to act as an alternate command and control element for SAC forces.

The cessation of continuous airborne alert operations prompted a reevaluation of the need for a flight steward on Glass missions. Preparing meals for flights with random takeoff times and variable durations would be challenging, and (arguably) box lunches from the flight kitchen were palatable, so the position was eliminated. In fairness though, it should be noted that the flight steward’s responsibilities had entailed far more than just meal preparation and keeping the general’s coffee fresh. The position was officially called “In-flight Air Passenger Service Specialist” and the duties also included having: a complete knowledge of emergency procedures aboard EC-135 aircraft; a thorough understanding of life support systems; a current certification in CPR; and being a qualified First-Aid instructor. That’s because Looking Glass missions weren’t always routine.

14 This aircraft is now in the possession of the Strategic Air & Space Museum, near Ashland, Nebraska.
15 It should be noted that this record pertained only to Looking Glass, not to the other EC-135 missions flown by the squadron. There were several EC-135 accidents and incidents during the squadron’s life, just none involving Glass sorties. For example, see “Engine Falls From Offutt Jet” in the Omaha World-Herald, 27 May 1989, p.30.
## SAC ACCA Profit/loss statement

<table>
<thead>
<tr>
<th>Ordinary income &amp; expenses</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net sales</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Member Dues</strong></td>
</tr>
<tr>
<td></td>
<td>Current Year</td>
</tr>
<tr>
<td></td>
<td>Total Member Dues</td>
</tr>
<tr>
<td></td>
<td><strong>Sales Income</strong></td>
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<tr>
<td></td>
<td><strong>Services Income</strong></td>
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<tr>
<td></td>
<td>Total Net sales</td>
</tr>
<tr>
<td><strong>Cost of goods sold</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inventory Change</td>
</tr>
<tr>
<td></td>
<td>Inventory Purchases</td>
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<tr>
<td></td>
<td>Total Cost of goods sold</td>
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<tr>
<td><strong>Gross profit</strong></td>
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<tr>
<td><strong>Other Ordinary Income</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Initial Fees</td>
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<tr>
<td></td>
<td>Other Business Income</td>
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<tr>
<td></td>
<td>Total Other Ordinary Income</td>
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<tr>
<td><strong>Other Ordinary Expenses</strong></td>
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<tr>
<td></td>
<td>Dues Expense</td>
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<td></td>
<td>Licenses and Permits</td>
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<td>Member Benefits</td>
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<td>Death Tribute (Spouse)</td>
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<td>Newsletter</td>
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<td>Total Member Benefits</td>
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<td><strong>Office Supplies</strong></td>
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<td><strong>Postage/Delivery</strong></td>
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<td><strong>Total Other Ordinary Expenses</strong></td>
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## SAC ACCA Balance Sheet

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<tr>
<th>Assets</th>
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<tbody>
<tr>
<td><strong>Current Assets</strong></td>
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<tr>
<td></td>
<td>GL Cash (BoA)</td>
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<td>Gen Journal</td>
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<td>Accounts Receivable</td>
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<tr>
<td></td>
<td>Inventory</td>
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<tr>
<td></td>
<td>Total Current Assets</td>
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<tr>
<td><strong>Liabilities and Equity</strong></td>
<td>Total</td>
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<td></td>
<td>Current Liabilities</td>
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<tr>
<td></td>
<td>PACCS Memorial Fund</td>
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<td>Prepaid Dues 2009</td>
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<td>Prepaid Dues 2011</td>
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<td>Prepaid Dues 2012</td>
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<td>Prepaid Dues 2015</td>
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<td></td>
<td>Prepaid Dues 2016</td>
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<td>Reunion 2010</td>
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<tr>
<td><strong>Equity</strong></td>
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<td></td>
<td>Net Income</td>
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<td></td>
<td>Retained Earnings</td>
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### Available SAC ACCA Merchandise

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<tr>
<th>Item #</th>
<th>Item Description</th>
<th>Item Sale Price</th>
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<tr>
<td>101</td>
<td>Caps, SAC ACCA</td>
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<tr>
<td>111</td>
<td>Coin, PACCS Memorial, Silver</td>
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<td>106</td>
<td>Lapel Pins, SAC ACCA</td>
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<tr>
<td>103</td>
<td>Patches, SAC ACCA</td>
<td>$4.80</td>
</tr>
</tbody>
</table>

To order, contact the Treasurer. Make check to SAC ACCA.

### IMPORTANT DUES REMINDER

PLEASE CHECK YOUR MAILING LABEL TO DETERMINE IF YOU ARE CURRENT. THE YEAR FOUND IN PARENTHESES FOLLOWING YOUR NAME SHOULD READ (11) OR HIGHER. IF NEEDED, A RENEWAL FORM IS PRINTED ON THE OPPOSITE PAGE.
Strategic Air Command
Airborne Command Control Association
SAC ACCA
Recording, Preserving and Celebrating the Legacy of PACCS

Membership Application or Annual Dues Renewal Form

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: [22nd ARS - IP (74-82)], [34ARS - BO (63-
66)], [HQ SAC - ABS (69-71)], [2nd ACCS - In-flight Maint (69-72)], [55th SRW - Staff (72-73)], [4th ACCS - Crew Chief (74-76)],
[AEAO/40ADIV (74-76)], [SAC Hq - Planner (88-90)].
____________________________________________________________________________
____________________________________________________________________________
____________________________________________________________________________

Amount Enclosed:

_______ Initial Fee ($10.00) ________ Annual Dues ($15.00) Year(s)_________ ________ Reinstatement ($10.00)

If paying annual dues, please indicate for what year(s) you are enclosing payment. The current paid year for your dues will
be found in parentheses on the mailing label of your most recent newsletter.

New memberships require the payment of the initial fee and dues for the year ($25.00). Dues are for the period 1 Jan
through 31 Dec and 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 preference regarding the publication of your name and address on membership rosters which may
be provided to the membership of SAC ACCA.

I authorize: _____ Name, U.S. Mail and Email addresses on ACCA rosters to the general membership.
_____ None of the above to be published on ACCA rosters to the general membership.

Send to: SAC ACCA
Steve Leazer, Treasurer
5669 Cahuilla Avenue
Twentynine Palms, CA 92277-1419

Make your check out to: SAC ACCA
ADDRESS SERVICE REQUESTED