

The ACCA Flyer

SAC Airborne Command Control Assn.

Volume 6, Issue 1

March, 2000

Recording, Preserving and celebrating the Legacy of PACCS



Your Officers

President	Jim Spence
President Emeritus	Jack Suggs
Vice President	Don McClain
Treasurer	Fred Kemp
Secretary & Editor	Steve Leazer
Historian	Greg Ogletree

Folded Wings

General Holloway - Sep. 30, 1999
LTC Wayne Isaacson - Dec. 7, 1999

This newsletter is published three times per year by the Airborne Command Control Association (ACCA) and is free to members. It is published at 6141 Bagley Ave Twentynine Palms, CA - 92277-2502

Vol. 6 Issue 1

Information:

General correspondence, changes of mailing address, newsletter articles or recommendations.

Steve Leazer, ACCA Secretary

6141 Bagley Ave, 29 Palms, CA 92277-2502

New Memberships, Dues renewal

Fred Kemp

19 Lutz Dr.

Bunker Hill, IN 46914-9763

The big story ...

Reunion 2000

MONTGOMERY
ALABAMA

4-8 OCTOBER 2000

Hopefully, your mission planning is well underway to attend the Reunion 2000.

Our Headquarters is at the Embassy Suites. There are fifty suites blocked for us there. The rate is \$109 per suite. Reservations must be made by 4 September, however.

There will be a registration table set up at Embassy Suites on Wednesday and Thursday. They will not be taking late registration or meals.

The point of contact for reservations at Embassy Suites is;

Jennifer Sellers
Embassy Suites
300 Tallapoosa St.
Montgomery, AL 36104
Tel. (334) 269-5055
FAX (334) 269-0360

A hospitality suite will be set up and ACCA hats and pins will also be available for purchase.

There are twenty-five rooms blocked for us at the Holiday Inn in the event you do not wish to stay at the Embassy Suites. It is located approximately two blocks away, from the events

taking place at Embassy Suites. Room rates are \$79 single and \$99 double.

All are responsible for their own reservations at the hotels.

Here's a peek at the reunion program.

Reunion 2000 - October

4th **Wed** Registration, and reception. Social hour in the evening with light hors d'oeuvres.

5th **Thu** Registration continues, Maxwell AFB & Gunter Annex tour [Air War College, War Gaming Center, NCO Heritage Hall and lunch at the O Club are possible]. A social hour and buffet dinner this evening.

6th **Fri** Golf, depending on requests. Evening riverboat cruise and BBQ. Note: This event has a capacity restriction of 100 persons. Preference will be given to those purchasing the reunion package and then a matter of date of receipt. Refunds will be available for those requesting to attend, but who can not be accommodated due to the capacity limit.

7th **Sat** Business meeting in the morning and banquet in the evening.

8th **Sun** Memorial Service.

Several of the many sights to see in Montgomery are the State Capital, Confederate White House, Old Towne Alabama, Shakespeare Festival, Jasmine Hill and Robert Trent Golf Trail.

The city has trolley service to many locations and other sites are within walking distance.

Transportation

Our President has completed an agreement with the Delta Air Lines to be used in conjunction with your travel to and from our Reunion 2000. A partial recap follows. If you need the further information send the Secretary a self-addressed envelope and I'll send you attachment A.

Delta Air Lines is offering special rates which allow you a 5% discount off Delta's published round-trip fares¹. Within the continental US. By purchasing your ticket 60 days prior to your departure date, you can receive an additional 5% bonus discount. No discounts apply on Delta Express."

A 10% discount will be offered on Delta's

domestic system for travel to the meeting based on the published unrestricted round-trip coach (Y06) rates. No advance reservation or ticketing is required, but if you purchase your ticket 60 days or more prior to your departure date, you can receive an additional 5% bonus discount. No discounts apply on Delta Express.

To take advantage of the offered discount call Delta Meeting Network 1-800-241-6760, weekdays 7:30 a.m. - 11:30 p.m. or weekends 8:30 a.m. - 11:00 p.m. eastern time. Or, have your travel agent call Delta's toll-free number to obtain these same advantages for you. Refer to File Number 163809A.

As an adjunct to the Air Line program Avis has teamed with Delta Meeting Services. You can complete your transportation plans by arranging for your vehicle with Avis by calling 1-800-339-9064.

1. Applicable restrictions must be met. Seats are limited. No discounts apply on Delta Express.

From our Treasurer

There still seems to be confusion regarding the payment of dues, so let me clarify. At the 1994 reunion in Omaha, it was decided at the business meeting that dues for the ACCA would run from April to April. So, if your address label has a "00" after your name, it means that your dues are paid until April 2001. A "99" means that your dues were paid to April of 2000 and you will soon be in arrears. At the same meeting, it was decided that names would be purged from the active membership roster after two years of non-payment. That means that all 1998 "98" will be removed on April 30, 2000 unless dues are paid prior to that date.

So now that we have clarified the dues structure and the decisions behind it, please, if you are in arrears take the time to send your payment now while it is fresh in your mind. We don't want to lose you. As a benefit of your membership we have purchased pins based upon our ACCA logo. These will be mailed to those members who have paid their dues current to at least 2000. We expect them to be received by late April and they will be mailed beginning May 1, 2000. Each member will receive one pin at no cost. Additional pins may be ordered or picked up at Reunion 2000 at a cost yet to be determined.

Editors note: The following is from General Holloway's bio of 1972, so it has been edited

slightly from the original, primarily in tense.

General Bruce K. Holloway

General Bruce K. Holloway was commander in chief of the Strategic Air Command from 29 July 1968 to 30 April 1972 and a valued member of the SAC Airborne Command Control Association.

General Holloway's home was in Knoxville, Tennessee. He studied engineering for two years at the University of Tennessee before entering the U.S. Military Academy, where he graduated in 1937. After receiving his pilot wings at Kelly Field, San Antonio, Texas, in 1938, he served for two years with the Sixth Pursuit Squadron and 18th Pursuit Group in Hawaii before taking a postgraduate course in aeronautical engineering at the California Institute of Technology.

Shortly after the United States entered World War II, he went to Chungking, China, to begin his combat experience as a fighter pilot with the famed "Flying Tigers" of the American Volunteer Group. Remaining with that group after it was activated as the Army Air Force's 23rd Fighter Group, he became its commander before returning to the United States in 1944. During that tour in China, General Holloway earned status as a fighter ace, shooting down 13 Japanese planes.

As commander of the Air Force's first jet-equipped fighter group in 1946, the general performed pioneer service in this new field of tactical jet air operations.

After graduation from the National War College in 1951, he progressed through key staff assignments in both operations and development fields at Headquarters U.S. Air Force. Later, as director of operational requirements, he played a key role in preparing and evaluating proposals for many of our aircraft and missiles.

He spent four years in Tactical Air Command as deputy commander of both the Ninth and Twelfth Air Forces; and in 1961 he was named deputy commander in chief of the U.S. Strike Command at MacDill Air Force Base, Fla. Later in that assignment, he also fulfilled additional responsibilities as deputy commander in chief of the Middle East/Southern Asia and Africa South of the Sahara Command.

General Holloway assumed command of the U.S. Air Forces in Europe in July 1965, serving in that capacity until his appointment as vice

chief of staff of the U.S. Air Force Aug. 1, 1966.

His decorations (as of 30 Aug 1968) included the Army Distinguished Service Medal, Air Force Distinguished Service Medal, Silver Star, Legion of Merit, Distinguished Flying Cross, Air Medal, and foreign decorations which included the Order of the Sacred Tripod (China), Chinese Order of the Cloud, Chinese Air Force Pilot Wings, The Grand Cross of the Order of Merit of the Federal Republic of Germany with Star and Sash, German Air Force Command Pilot Wings, The Most Noble Order of the Crown of Thailand--First Class--Knight Grand Cross, Honorary Royal Thai Air Force Wings, the Order of Aeronautical Merit (Brazil), and French Legion of Honor--Order of Commander.

General Holloway retired April 30, 1972, and died Sept. 30, 1999.

Explosion?

By CMS Don Wilson, USAF Ret.

Let me preface this by saying I don't recall the date of this incident, but memory and the process of elimination puts it during the spring or summer of 1966. The event was a Blue Dot 1 launch of Stepmother from March AFB and supporting relay EC-135s out of Rapid City and Minot.

Since it was a short mission, this is a short story about a SSgt D. V. Genberg, an R02 trainee and his first flight. Genberg was a ground Radio Operator in the SHORT ORDER program that maintained contact with the SAC bomber force and was an integral part of the Fail Safe System. If you were ever a crew-member on a SAC bomber and copied a SKY KING broadcast, you have heard SHORT ORDER transmissions.

As NCOIC of the radio and crypto operators assigned to Stepmother, I was plagued by requests from Genberg to be part of our happy little group. Persistence prevailed. Since we were not authorized a clerk in our TO (Table of Organization), I struck a deal with him. If he would assume clerical responsibilities in the section, we would train him as a PACCS radio operator and part of a team comprised of our OIC, Major Kenneth Rowe; CMS Harold Maskew, R02; TSgt Sherman Meserve, Crypto; and myself as R01. After a flight physical, a stint at the altitude chamber at George AFB, and a trip to PE for flight gear, Genberg happily seated in that section of the NCO Club, nor-

mally occupied by Gunners, Boom Operators and ROs and where many tales were told. Genberg was fascinated by airplanes to a point of fetish and reveled in these sessions.

This then, was the Comm team that was on alert and eating breakfast about 8:00 A.M. when the klaxon sounded. So much for breakfast.

After the normal scramble we are belted into position, monitoring Blue Dot 1 traffic and taxiing. Take-off and departure were normal. Genberg in the R02 seat, to my right, reported our take-off time and ETA to the Glass. Maskew and the Radio Tech were forward in the equipment bay monitoring signal levels as we brought up the ground stations to provide dedicated land lines to the 15th AF Command Post and other agencies. Ops normal!

Approaching 33,000 ft. and the southern end of the orbit, things changed. I heard a loud noise and felt a sensation I identified immediately. In 1949, an astrodomo, just above and aft, of my RO position in a B-29 blew out at 29,000 ft. The world's greatest vacuum cleaner. Aboard Stepmother, the radio compartment immediately fogged and filled with dust. My helmet and mask were less than a foot from my head. They were on in a heartbeat and my oxygen regulator at 100%. I reached across Genberg and moved his regulator to 100%. I felt for Genberg's helmet, but found his head. His helmet was on the table, but he had his mask clutched to his face with both hands. I felt he was okay. Simultaneously I keyed Lo-Mux and notified the ground station in the blind that Stepmother had had an explosive decompression. I should have said RAPID, because they copied explosion and promptly reported that to the 15th Air Force Command Post. At that instant all of our hi-powered transmitters shut down as they were designed to do, when altitude exceeded 25,000 ft. We are out of business.

The aircraft is in an extremely steep descent. The fog is clearing. As I look around I see Meserve and his student crypto operator (also his first flight) busily passing one mask back and forth. The door between the radio compartment and the Battle Staff compartment had shut and sealed. It did have a kick-out panel in the lower section of the door designed for pressure loss aft, not forward. In the equipment bay I can see Maskew on the floor. I took a walk-around bottle and lurched forward. Maskew had his mask out but it wouldn't have

helped since there was no oxygen outlet in that compartment. I got his mask on his face and plugged him into the bottle. He came right around. The Tech was moving and I went back to my position.

Approach and landing was normal. Everybody went to the hospital for a cursory check of eyes and ear drums before we returned to the alert facilities where breakfast was still being served. As Maskew and I were eating, Genberg brought his plate and joined us. We were chatting about the reports that should be filed again to provide oxygen to the equipment bay when Genberg asked, "How often does that happen?" I told him, "Aw we could go three or four months."

We get letters!

MORE ON THE EB-47L...

By Mr. Lindsay Peacock

I just discovered Greg Ogletree's interesting account on the EB-47L and the PACCS outfits that flew them in the early 1960s on the SAC ACCA Web site. And, since the B-47 is a subject that is very close to my heart, I was delighted to find the account of a Stratojet variant that has been little discussed.

Anyway, having read through his piece, I have a few comments and observations to make. I would have sent them direct to Greg - but have not been able to find an e-mail address for him. And, since you edit the newsletter, it seems sensible to direct my thoughts to you.

Firstly, if you will forgive me for nit-picking, the agency that undertook the modification was known as Temco not Tempco - later E-Systems, but I'm not sure what name they now trade under.

There appears to be some confusion over just how many aircraft were modified. The news letter article seems to indicate that there were 35 (i.e. the first two for tests, plus 33 others). E-System's own volume (see later) quotes the figure 38 - but it is possible they have "double-counted" the two initial test aircraft, since both returned to Greenville in the summer of 1963, where they were most probably brought up to definitive EB-47L configuration.

So, I believe there were actually 36 - a figure that is supported by two other useful sources.

Firstly, a SAC history study refers to five aircraft being on strength at the end of 1962 and 36 at the end of 1963. In addition, study of individual aircraft record cards supports the 36 figure - and the number of aircraft retired to Davis-Monthan for storage/scraping in 1963-64 is exactly 36. Since there is no evidence of any being destroyed during the brief period of service as EB-47Ls, it would seem to support my belief that there were 36 in all - and not 35 as I stated in a book I put together on the B-47 some while back.

The following aircraft are known to have been modified: 52-0031, 52-0033, 52-0034, 52-0035, 52-0038, 52-0041, 52-0059, 52-0061, 52-0066, 52-0067, 52-0069, 52-0071, 52-0078, 52-0081, 52-0082, 52-0086, 52-0099, 52-0105, 52-0154, 52-0204, 52-0211, 52-0212, 52-0214, 52-0217, 52-0220, 52-0224, 52-0291, 52-0292, 52-0298, 52-0303, 52-0305, 52-0308, 52-0309, 52-0510, 52-0513, 53-2329. That's a total of 36.

As to 52-0292 being the first aircraft, no problem with that - and I believe the second was 53-2329. I have notes indicating that 52-0292 was with Temco at Majors Field from 18 October 1961 until 24 December 1961, when it returned to the 4347th CCTW. 53-2329 went to Temco on 26 October 1961 and returned to the 4347th CCTW on 12 January 1962. Both machines then spent some more time in Temco hands (at McConnell, this time) in April 1962 and both were at Hickam AFB with the 4347th CCTW on/or by 31 July 1962. Quite what they were doing in Hawaii is a mystery, but it may have been system testing.

Subsequently, on 7 August 1962, both aircraft joined the 307th BW at Lincoln - and it is interesting to note that the aircraft record cards do not make mention of the EB-47L designation until about this time (wef 2 August 1962 in the case of 53-2329 and wef 7 August 1962 in the case of 52-0292). It would be helpful to know exactly when the EB-47L designation was officially adopted - because it appears that the aircraft configuration predated the change in designation, at least as far as these two aircraft are concerned.

Greg then goes on to say that "the 4363rd was the lead squadron and did almost all the initial work up with SAC, Boeing, Temco and ECI"... He may well be correct - but study of record cards seems to indicate that three of the five aircraft received by the end of 1963 were assigned to the 4362nd at Lincoln (i.e. the two

listed above plus 52-0031 first recorded as an EB-47L on 28 November 1962). Another one (52-0212) had gone to the 4364th at Mountain Home on/or by 19 December 1962 - but I don't know who got the fifth aircraft that was delivered to SAC by the end of 1962.

Moving on to unit establishments, the SAC history study I possess indicates that all four outfits originally had a UE of nine aircraft - which also supports the total of 36. This UE was valid at the end of 1962, but equipping had barely begun then. Subsequently, in 1963, the UE of the 4365th was reduced to just six. This action allowed the UE of the other three squadrons to be raised to 10 - and, indeed, there is no evidence that the 4365th received its originally planned UE of nine, but was always a six UE outfit.

Looking at the 4365th in more detail, six EB-47Ls were originally assigned in early 1963 (viz 52-0035, 52-0041, 52-0067, 52-0204, 52-0291, 52-0309). Of these, five were transferred to other units in October 1964 (four to the 4362nd and one to the 4364th), with a similar number coming in from those units as replacements - although all of the "new" aircraft were retired in November 1964, along with the sole survivor of the original group (52-0041). In the case of the aircraft transferred out, all but one survived in service until the final withdrawal of the EB-47L in the spring of 1965 - so it appears that this was simply a swap-around exercise to ensure that the "best" aircraft were retained, although it may have been a bit more complex than appears at first glance, since three of the ones that went to the 4362nd then moved on in December 1964 to the 4363rd.

The final change occurred in 1964, when the UE of the 4364th was again increased, this time to a maximum of 12. This appears to have occurred on or about 27 November 1964, since the 4364th had picked up a couple of additional aircraft from the 4362nd (52-0298 and 53-2329) by that date.

On 24 December 1964, two squadrons (4362 and 4365) inactivated, although the latter had not been operational since 12 September. Thus, two squadrons remained active at the end of 1964, specifically the 4363rd and 4364th - with a total of 22 aircraft.

For the record, the 4363rd was using 52-0033, 52-0035, 52-0071, 52-0081, 52-0099, 52-0204, 52-0303, 52-0305, 52-0309 and 52-0510 - while the 436th had 52-0034,

52-0038, 52-0059, 52-0067, 52-0086, 52-0105, 52-0212, 52-0214, 52-0292, 52-0298, 52-0308 and 53-2329.

In the case of the 4363rd, phase-out was accomplished between 26 February 1965 and 12 March 1965, with 10 EB-47Ls sent to Davis-Monthan. The last unit to stand down was the 4364th, which dispatched two aircraft to Davis-Monthan on 24 February 1965 and then disposed of the remaining 10 during 24-26 March 1965. The last three to be sent to the storage facility were 52-0038, 52-0212 and 52-0298.

Re the 4363rd "parent", following inactivation of the 376th BW on 15 March 1965, the 4363rd was then attached to the 301st ARW until it too stood down 10 days later.

Incidentally, endnote No. 4 seems to indicate that the EB-47L conversions were undertaken in 1962 rather than 1963. In fact, it would be more accurate to say that following testing and evaluation of the first two "prototype" conversions in 1961, the main "production conversion" program began in late 1962 (evidenced by the fact that only five were on SAC inventory by year end) and was completed in 1963 (evidenced by the fact that all 36 had been taken on SAC inventory by year end).

Finally, regarding the drawings of the PACCS unit insignia...which were nice to see... Has anyone else noticed that the numerical designations are wrong? They clearly say the 4392nd, 4393rd and 4394th, but the squadrons were the 4362nd, 4363rd and 4364th. And what does "Vox Clarus Sum" (on the 4364/4394th badge signify? My mastery of Latin leaves a lot to be desired, I'm sorry to say.

Greg Ogletree responds: *My sincere apologies for mislabeling the illustrations (my humanity validated). My Latin is pretty rusty, but I believe "Vox Clarus Sum" roughly translates to "Message loud and clear." I am thankful for Mr. Peacock's comments and encourage other readers, also, to share their observations and knowledge with us. I may be reached at: 305-A South G. St., Lompoc CA 93436; gregogletree@juno.com; (805) 737-9453; Fax 737-5362*

Shoot the messenger!

There have been stirrings and unrest among

the ranks regarding the lateness of this newsletter. If you feel the need to take out those frustrations on the Secretary, so be it. I made a conscious decision to hold the publication and distribution until I had a more complete set of data for Reunion 2000. I hope this issue provides you that. Please plan to join us in Montgomery. If you need some additional information my address, both snail mail and email are contained within. I'll do my best to get you what you need or at least answer your questions.

The Next Issue

For our next issue Greg Ogletree has put together a reading list entitled PUBLISHED SOURCES OF INFORMATION ABOUT SAC AIRBORNE C3 UNITS & ACTIVITIES. It includes the titles, dates of publication and source of many documents that detail our heritage.

In the intervening months before the next issue of The flyer, please search your own archives. If you have clippings and articles from which you can identify the source, date, page numbers and that sort of detail, please make a copy and send it to Greg or to me and I will see that it gets to Greg. Both of our addresses are located within the newsletter. Taking the time necessary to do this will enhance our (ACCA) archives and provide a source of information for articles in the future.

SAC is gone and so are the Command Posts, as we knew them. An era has ended, so in the future, much will depend on what we preserve today that will be the memories of the future. Share with your fellow warriors. - Editor.

*Don't forget to act
on the Reunion
2000 information
contained herein.*



SAC
Airborne Command Control Association
Recording, Preserving and celebrating the Legacy of PACCS

APPLICATION FOR MEMBERSHIP

Mail to: SAC/ACCA, Fred Kemp, 19 Lutz Drive, Bunker Hill, IN 46914
 Email: Fkemp8367@aol.com

Name _____
Last First Middle

Rank/Title _____ Branch of Service _____ Status _____
(Active/Retired/Other)

Mailing Address _____

Telephone _____ Spouse's Name _____
(XXX) XXX-XXXX

Affiliation(s) with SAC, PACCS, ACCS: [Organization - Duty (Dates)] Examples: [22nd ARS - IP (74-82)], [34ARS - BO (63-66)], [Hq SAC - ABS (69-71)], [2nd ACCS - Inflight Maint (69-72)], [55th SRW - Staff (72-73)], [4th ACCS - Crew Chief (74-76)], [AEAO/40ADIV (74-76)].

Dues/Fees Enclosed: Initial Entry Fee (\$10.00) \$ _____ Dues (\$15.00) _____
 New members include both initial fee and dues for the current calendar year

Signature: _____ Date: _____

DUES PAYMENT - CALENDAR YEAR _____

SAC AIRBORNE COMMAND CONTROL ASSOCIATION

Mail to: SAC/ACCA, Fred Kemp, 19 Lutz Drive, Bunker Hill, IN 46914
 Email: Fkemp8367@aol.com

Annual Dues: \$15.00

Name: _____ Street _____

City _____ State _____ Zip _____ Phone _____

Email Address (If applicable) _____

Rank _____ Status: Active () Retired () Other () _____

(Mr/Mrs/Ms)

SAC ACCA

REUNION OCT 4 -7, 2000

REUNION RESERVATION

Mail To: SAC ACCA
 Mr. Fred Kemp, Treasurer
 19 Lutz Dr.
 Bunker Hill, IN 46914
 Tel (317) 689-9373

For: _____
(member) & Spouse/Friend

Address: _____

City/State/Zip _____

Tel: _____

Reunion Package: \$90.00, Includes Registration, Reception (Wed), Buffet Dinner (Thu), BBQ & Riverboat tour (Fri-subject to availability [see footnotes]) Note that purchasers of the REUNION PACKAGE will have preference for the BBQ & Riverboat Tour.

<i>Date</i>	<i>Event</i>	<i># Persons</i>	<i>Cost Each</i>	<i>Total</i>
 Oct-2000				
	Registration Fee (Required of attendees if the package price is not selected)		X \$15	
Wed 4th	Reception			Free
Thu 5th	Buffet Dinner		X \$30	
Fri 6 th	BBQ & Riverboat Tour ¹		X \$30	
Sat 7 th	Banquet (as part of the package)		X \$30	
				Total: _____
OR	Total Reunion Package above ²		X \$90	
				Total: _____
OR Sat 7th	Banquet Only – (separate from package - Registration fee not required)		X \$36	
				Total: _____

Note: This registration must be received by September 18, 2000. We will be on the road after that date. If you are late registering, please leave messages with Jennifer Sellers at Embassy Suites Tel: (334) 269-5055. Advise that you are with the SAC ACCA Group. Early submission is greatly appreciated as it helps with planning the numbers and activities. SEE YOU IN MONTGOMERY

¹ There is a capacity limit of 100 on this event. Therefore, only the first 100 persons will be scheduled for this event. A refund check in the appropriate amount will be provided at the reunion.
² Selection of the total package saves \$10, but does not guarantee that the BBQ/Riverboat trip is included so the full amount will be refunded if this event cannot be included. Purchasing the package does give preference to the purchaser.

To make a reservation at the *Embassy Suites* -
Montgomery, AL use this sheet

Sac Airborne Command and Control Association
October 4 -7, 2000
\$109 Rate - Single or Double
Each Additional Person Add \$10

Arrival Date _____ Number of Nights _____
Suite Type _____ Smoking _____ Nonsmoking _____
Name _____
Address _____
City _____ State _____ Zip Code _____
Company _____
Work Phone () _____ Home Phone () _____
Guarantee/Credit Card Number _____
Expiration Date _____

We will try to fulfill suite type based on availability. **To guarantee reservations at the group rate reservation must be received by September 04, 2000.** Make reservations by calling 1-800-EMBASSY or fax this form to the reservations department at (334) 269-1746. We thank you for your continued patronage and look forward to seeing you soon.

To make a reservation at the *Holiday Inn* -
Montgomery, AL use this sheet

SAC Airborne Command & Control Assn.
Arrival Date: October 4, 2000
Departure Date: October 8, 2000
Rate: \$79.00/\$99.00

Arrival Date: _____ Departure Date: _____
No. of Persons: _____ Approximate Arrival Time: _____
Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____

- King
- Double
- *Credit Card Guarantee is required when making reservations. I wish to guarantee my reservation by:
- Advance Deposit enclosed. Amount \$ _____
- Credit Card # _____

Check in time is 2:00PM. Check out time is 12:00 Noon.

Special Requests _____

Fill out the above information and mail to:

Holiday Inn Hotel & Suites
120 Madison Avenue
Montgomery, AL 36104
Attr: Reservations

Direction to Holiday Inn Hotel & Suites - Historic Downtown

From the North on I-65: Take the Clay Street Exit, Left on Herron Street, and Left on Bibb Street to Madison Avenue. Hotel is on the Left.

From the South on I-65: Take the Herron Street Exit, then Left on Bibb Street to Madison Avenue. Hotel is on the Left.

From the East on I-85: Take the Union Street Exit, Turn Right on Perry Street, Then Right on Madison. Hotel is on the Left.

ADDRESS CORRECTION REQUESTED

Twenty-nine Palms, CA 92277-2502
6141 Bagley Ave.

Steve Leazer, Secretary
SAC Airborne Command Control Assn.

