



The SAC ACCA Flyer

Strategic Air Command
Airborne Command Control Assn.

Recording, Preserving and Celebrating the Legacy of PACCS

Volume XII, Issue 1

April, 2006

PACCS Tidbits

By James Maxson

Shortly after the arrival at Westover of the former "Looking Glass" aircraft there was a conference of SAC, 8th AF, Collins Radio, ITT, Kellogg and others at HQ 8th AF to iron out some problems and review the PACCS operational plan. As luck would have it during the morning session the PACCS was launched. Immediately after takeoff a call from Grayson was forwarded to the office of the Commander 8th AF requesting to speak with me as they had a problem.

The General requested to know if the call could be placed on the speaker system for all to monitor and I stated I had no objections. The call was from the Instructor RO aboard Grayson via HF radio in a panic stating that everything checked out OK on preflight but when fired up after takeoff nothing happened. I ask him which aircraft they were flying, where he was standing and which way he was facing. After questioning me he gave the aircraft number and informed me he was standing between the Radio Operators and facing their panel. I instructed him to do an about face and look at the equipment bay and he would see that all lights were off except those on

Please see **PACCS** on page 2

Folded Wings

Maj. Gerald Acheson

July 13, 2005

MSgt Harry (Moon) Mullen

January 13, 2006

From the Prez: Tucson Reunion 2006

The reunion in Tucson from April 5th through April 9th was an outstanding affair. Fred Kemp, one of our past presidents, as the Reunion Chair put on an excellent array of activities for us. There were military activities for the "old warriors" and special functions for spouses and companions. Of course, Treasurer George and Ann Birch and Sandy Kemp, who I suspect has always been the power behind the scenes, ably assisted him.

The success of the reunion was only possible by the cooperation and camaraderie of the attendees who all claimed to have had a very enjoyable experience.

Reunions bring back old memories; there

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the lower two racks in bay two. He stated 'yes I was right'. I then requested he take the heel of his hand and strike the lower right corner of the third rack in bay two. His next transmission was 'I'll be damned we are now in operation, thanks'. I looked at those around the table and stated 'just a little in-flight maintenance gentlemen and I am sorry about the interruption.'

After the session I informed ITT and Kellogg personnel that we had a problem on that aircraft that needed correcting and that our maintenance was having a problem isolating it. However, the last time I was in that particular aircraft it had been reassigned to PACAF at Hickam and the front of the number three rack was caved in about an inch but everything was still working as in the past.

So much for the contractors correcting the problem.

FlyerEd Note: Some of you may remember that this particular technique was call "brogan" maintenance. Sometimes a good swift kick (or smack) was exactly what was needed to put the equipment back on line in-flight. Of course it wasn't a sanctioned technique, but it probably saved more missions than we know..

Reminder

Dues of the Association are paid through the end of the year. So, if your mailing label does not carry the (06) or higher, your dues are not current. Please contact the Treasurer and bring your dues up to date.

2006 – 2008

BOARD OF DIRECTORS

| | |
|--------------------|---------------------------------|
| President | Jim Kroskey |
| Vice President | Jim Dart |
| Treasurer | George Birch GEBirch@aol.com |
| Secretary | Wilton Curtis |
| President Emeritus | Jack Suggs |

APPOINTED OFFICERS

| | |
|--------------------|---------------|
| Historian | Greg Ogletree |
| Reunion 2008 Chair | Ken Witkin |
| Reunion site: | Dayton, Ohio |

This newsletter is published three times per year by the Strategic Air Command, Airborne Command Control Association (SAC ACCA) and is free to Association members.

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

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Renewals & New Membership to:

SAC ACCA
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Green Valley, AZ 85614-5433

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were hundreds of war stories.

Also reunions are full of happiness for the past and the present. Sadness is also a part of reunions. Memories of those no longer with us and those who could not attend. We missed our President Emeritus Jack Suggs and Jan who recently underwent bypass surgery. We pray for you Jan that you recover soon.

On the first evening of our reunion Jim Spence suffered a stroke and spent his time in a local hospital. We offer our prayers for Jim's rapid recovery.

Our condolences go to VP Ken Witkin who had a death in the family and could not attend.

It is also a moment for joy and sadness when the elections are held for the next Board of officers. Joy for Steve Leazer and his very capable wife Mary who did much of the work to get out the newsletters after three terms as Secretary. Steve is very happy to be freed.

I am pleased with the new board of officers for the next four years, Jim Dart VP, Wilton Curtis Secretary and George Birch continuing as Treasurer.

Finally, we need more members to continue Recording, Preserving and Celebrating the Legacy of PACCS.

Reunion 2006

It's a done deal

Wednesday

The Reunion festivities commenced with the traditional evening reception. A buffet dinner was set up with pork, chicken, and brisket of beef. That was accompanied by a salad bar, cooked veggies and, of course, desert. An excellent apple pie, brownies, and cheese cake. Some frozen delights were also available, but I

didn't get a chance to check them out.

Thursday

We left the hotel with our most enjoyable and knowledgeable guide, Vicki. We drove South on Interstate 19 for our tour of San Xavier del Blanc Mission, located in the Sonoran desert near the Santa Cruz river. Work on the mission, founded by Father Kino was started around 1700 and completed by 1797. It has been nicknamed "The White Dove of the Desert and America's Sistine Chapel", the interior is covered with intricate hand painted frescos and many religious statues. San Xavier has been called the finest surviving example of a Spanish colonial church. Masses are still celebrated regularly at the church, a religious focal point for the Tohono O' odham reservation.

Next on our tour, we stopped at the Town of Tubac, an artists colony with over 100 shops and galleries for some shopping. Not nearly enough time for the women. The husbands found a "watering hole".

From there we traveled South to Nogales, Arizona where our guide walked us across the border to Nogales, Sonora, Mexico for more shopping and lunch. We walked many streets to reach the restaurant where we had lunch and margaritas. We had time to shop and "haggle" with the vendors before heading back across the border and returning to Tucson. It was a fun day and many of those who had never been to Mexico had a chance to see the local conditions.

Friday

Sabino Canyon is a magnificent desert canyon filled with a gently running small creek that winds its way along the complete route. The canyon walls on both sides are steep and have an altitude that I am told exceeds 5000 feet. Prior to our departure on the tram, our tour guide, Vicki took a few of us on a brief walk through the headquarters area pointing out and identifying some of the local vegetation and birds that inhabit the area. The ride through the canyon is a real "eye full." It is, of

course, filled with desert flora and fauna as well as the stately saguaro cactus. The saguaro may be the best known of the desert cactus, but there were several others present as well. The canyon is also the home of many different varieties of "critters," but most of these are nocturnal and thus we did not see any of the larger variety.

The tour through downtown Tucson was as enjoyable as it was enlightening. On the way there from Sabino Canyon Vicki read us an article that described life in early Tucson in detail. It was a hard life indeed. As we traveled through downtown Tucson our tour guide pointed out to us the original architectural types that typified early Tucson. After we stopped at the Old Town Area of downtown Tucson we walked through the courtyard of a house that is a sort of museum and is furnished, as it was in the very early days of Tucson, complete with dirt floor. Two rooms are visible through a clear plastic covered doorway. The first room is furnished in the early form, the second as it would have been once goods became available with the coming of the railroad. The two vistas offer two very different perspectives of life in old Tucson.

The evening brought a trip to the Mystery Theater melodrama, the "Almost Magnificent Magician Steve." He had previously "lost" four assistants through isolated "accidents." His two new female assistants (Trixie and Marsha) provided humor and added to the melodrama. A third new Assistant, Olga was killed during the play. It turned out that he killed them all because of his irritation over their continuous reference to his magic as "tricks" as opposed to his term, "illuuuuuuusions." The audience voted at the end of the drama for whom we thought did the killings. Mel Deaile was one of the few who correctly deduced that Steve was the culprit and won a Sherlock Holmes type hat and pipe.

Saturday

The business meeting was the first event of the day. The meeting minutes are included

elsewhere in this newsletter. It should be noted that these minutes will not become "official" until they are read and accepted at the 2008 business meeting. The meeting was closed just in time for our departure to the Pima Air Museum. For those who haven't been there, this is a superb museum and has a very wide range of aircraft available for viewing. We spent a little over an hour there though I have spent the better part of a day roaming the area on previous visits. A tram is available along with a narrated drive. Time being of the essence, most of us scurried from plane to plane to see what was there.

One half of an old WWII barracks has also been preserved there. Since I lived in one just like it during basic training and again during tech school it was "deja vu all over again."

Next on the agenda for the day was AMARC, commonly known as the "bone yard." Though we again saw a very wide range of aircraft in various stages of preservation or disassembly, our focus was on the ABNCP aircraft. There are many of them there, including some of that generation located at Offutt in 1963 when I first arrived there. Because the AMARC is closed on the weekends and because of our attachment, we were allowed an honor I think we will all cherish. We were allowed off the bus for a few minutes to actually get near those aircraft again. Not even our tour guide knew in advance that we would be granted that privilege. Our tour guide was busy taking a picture of the group in front of one of them. She and our AMARC guide, Tom, had many cameras in hand to take group pictures for several of us. What a sad as well as joyous honor to be there among them again.

While we were on our tour many of the ladies chose to visit the Old Town Artisan Area in downtown Tucson. We had a brief stop over in that area on Friday so they had some preview. I heard lots of favorable comment about this trip.

The Banquet and the introduction of the new Officers for 2006-2008 period closed another great 2006 reunion

Research into SAC culture

Lt. Col. Mel Deaile is a B-52/B-2 pilot in the USAF who is currently attending the University of North Carolina-Chapel Hill in pursuit of a doctorate in Military History. His dissertation will focus on the development of SAC "culture" from 1948-1962 and he would like to contact former SAC Warriors from that era to discuss their experiences and memories.

Col. Deaile graduated from the Air Force Academy in 1988. After pilot training, he served two tours in the B-52 at Barksdale and Minot, including participation in the first Gulf War. In 1998, Col. Deaile went to B-2s at Whiteman AFB, Missouri, where he helped plan the first "Spirit" combat strikes for Operation Allied Force. He led a formation of B-2s on the second night strikes against the Taliban regime in Afghanistan; at 44.3-hours, the longest combat mission in aviation history. Col. Deaile was named the top pilot in the Air Force for 2001.

Col. Deaile can be contacted at 2101 Becketts Ridge, Hillsborough, NC 27278; (919) 732-8828; mdeaile@nc.rr.com.

Editor Note: Col. Deaile is now a member of SAC ACCA and joined us at Reunion 2006. He provided us with a survey which is intended to provide him with additional information for his dissertation. Perhaps you too can contribute to his research

From the Secretary

We still have a few members who have not yet brought their dues current for the year 2006. These dues were to be paid as of 31

December 2005 for this year. Please check your mailing label to see if yours are current. If there is not an "06" or higher in the parenthesis on that label, please contact the Treasurer and bring them up to date..

As the President announced in his article, a new Secretary has been elected. This, hopefully, will be my last newsletter before I stand relieved.

Though there have been frustrating times, I have enjoyed this ride for the last six, plus years. It has been my pleasure to have the opportunity to publish this newsletter during those years. It is also worthy of mention that early on in this project I had a great deal of help from our Historian, Greg Ogletree. He provided both articles to publish and a steady hand to guide this editor in that task. Thanks to all of you who have helped in so many ways. As especially great thanks to those of you who took the time and effort to put together some really great stories for publication. And thanks for the opportunity to serve as your Secretary.

Flyer Editor: The following article came to us via Dick Doolittle and was originally published in the "Air Pulse" newspaper at Offutt AFB. It appears to have been first published about April of 1979. Permission was granted to republish provided the original source and author were recognized.

"Giant Moon 9" shot climaxes Global Shield

by AIC. John J. Santichen
Base Information Office

EDNOTE: AIC. Santichen was on board the EC-135, 'Looking Glass' aircraft which initiated the launch of the missile culminating Global Shield This is his report of the activity.

An unarmed Minuteman II ICBM, nicknamed "Giant Moon," was successfully launched Monday from an underground

facility at Vandenberg AFB, Calif., marking the final stage of Global Shield 79, the largest SAC exercise in more than 20 years.

The unarmed Emergency Rocket Communications Systems missile was launched by a signal sent from a SAC airborne missile combat crew aboard an EC-135 "Looking Glass" aircraft equipped with an airborne launch control system.

The missile broadcasted a coded emergency-action message to participating SAC forces via onboard transmitters. Traveling several thousand miles on a western trajectory, the missile landed in an impact area in the Western Pacific.

A missile task force from the 351st Strategic Missile Wing at Whiteman AFB, Mo., brought the missile to Vandenberg where it was installed and placed on launch ready status.

Before the missile could be fired, various procedures and systems checks had to be made by the airborne launch crew. Under the SAC no-lone policy, two members of the airborne launch control system team loaded the coded tapes and code processing units onto the aircraft from the vault at the 2nd Airborne Command and Control Squadron here.

Take-off was set for 6:30 a.m. and airborne launch crew members, placed the tapes in the code processor where they would be decoded upon activation, fed into the computer, and then transmitted to the waiting missile.

Capt. James Merkel, test conductor, had primary responsibility for insuring the success of the mission. The missile combat crew commander was Capt. Gregory Marsh and the deputy commander was Capt. Mark Gill.

After an inflight refueling, the aircraft proceeded on course to Vandenberg. The launch window, or time of launch, would not take place, for another four hours. Throughout the flight, the missile combat crew checked the launch control panel, launch procedures, and air-to-ground communications systems.

Launch control officers at Vandenberg were in contact with the airborne combat crew at 10:45 a.m.

"Launch facility radio test on my mark," the voice from Vandenberg crackled over the radio.

As the launch time drew near, all systems checks were completed at 11:15 a.m., the message from the missile payload was played back.

Execution authority, by way of a test initiation message, was received from the SAC command post and transmitted by the 1st Strategic Aerospace Division at Vandenberg to the combat crew ten minutes before launch.

With all eyes fixed on the launch control team, an anxious crew anticipated the moment of launch.

At exactly 1.8 seconds past noon the missile was launched after both combat crew commanders had simultaneously turned their launch keys.

Col. Regis F.A. Urschler, 55 Strategic Reconnaissance Wing and aircraft commander for the mission vectored the aircraft toward Vandenberg so the crew could observe the launch. Almost instantly, the missile could be clearly seen shooting through the clouds.

The missile flight was tracked by monitoring the message from the onboard transmitters for 17 minutes after launch.

"It's a big team effort," Capt. Gill said, "There are a lot more people involved in a launch than the key turners."

Personal congratulations quickly extended to all crew members by Colonel Urschler.

Mission complete ... the aircraft made its way back to Offutt.

Off to Boeing

By Steve Leazer

Eons ago, or about 1964 a then new set of EC-135s were being phased into the inventory of the 34th ARS, at Offutt. This aircraft contingent included 047, 048, 049, 051 and 052. I was lucky enough to be tasked to Shepard two of these aircraft from Boeing, Seattle back to Offutt. There was always the hope (among some of us) that we might have the opportunity to RON and have a chance to look around the town a bit. Of course, that was not usually the plan, at least not initially.

On one of these trips I remember making the comment (probably more than once, maybe even several times) that it would be great to spend the night in Seattle. I do not remember who the pilot was on that particular flight, but I do remember that he was a Major and that he absolutely did not intend to stay overnight. According to him he had gone to great lengths to arrange things like clockwork so a stay was not on the agenda. He stated in no uncertain terms that he had to be back the next morning for some type of Boy Scout activity and there was no way we were staying in Seattle. The aircraft that took us to Seattle, was supposed to simply drop us off without even shutting down the engines. We were to pick up the new aircraft, preflight and get under way back to Offutt. The aircraft that delivered us to Boeing was a 34th ARS, KC-135 (they sure are noisy compared to the EC version aren't they).

When we landed at Boeing several Boeing employees came aboard while engines were still running. Imagine my chagrin when I could hear the pilot yelling over the roaring engines that he had checked at Boeing in advance and the aircraft was supposed to be ready for an immediate departure for Offutt.

Well, the Boomer looked at me and I looked at him. I suppose it is remotely possible that a (subdued) grin might have briefly illuminated our faces, though I was pretty good about suppressing them in those days. Needless to

say, we had appropriate civilian attire in our kits, as always... just in case.

So we got to see a bit of the town and enjoy an evening there. We joined the rest of the crew at a local restaurant in the morning for the ride back to Boeing. As I recall, preflight was uneventful and we were on our way back home to Offutt a bit more knowledgeable about the Northwest. We had some new memories and quite possibly a bit of a smug look on our faces. Though I am sure they were not apparent.



Strategic Air Command

Airborne Command Control Association

Recording, Preserving and celebrating the Legacy of PACCS

Saturday, April 8, 2006

The business meeting was called to order by President Jim Kroskey at Radisson Suites Tucson, 6555 East Speedway Boulevard, Tucson Arizona at 0900 hours.

The first order of business was the reading of the minutes of the 2004 business meeting. The minutes were approved as read.

The next order of business was the Association financial report dated 31 March 2006. Treasurer George Birch presented the report. The report was accepted as presented.

Hal Starnes nominated Rick Cabeen to assist Ken with the 2008 Reunion. The motion was seconded and carried. Discussion ensued about the Dayton site selection. Hal Starnes recommended Branson, Missouri or Las Vegas, Nevada as potential sites for a reunion. After much discussion it was decided that we already had investment in the Dayton site and planning would continue for that site.

The next topic was the 2010 Reunion. Bud Creek asked about a possible reunion in the Washington D.C. area. There was also some discussion about possibly working with another group such as the 55th SRWA and having a joint reunion to take advantage of the economy of scale. No decision was made as to the location of the 2010 Reunion. This decision allows the President time to look into some alternatives as to how to plan/conduct future reunions.

Rick Stone recommended that perhaps we should consider some presentations to be provided at reunions. These would be from those members that had knowledge of the past PACCS programs and parts of the programs.

There was further discussion of putting together a survey to go out to all members to see what they want to see in the way of reunions and the activities to be held. It would include questions about the idea of a joint reunion such as above. The President intends to pursue this project.

The next order of business was the election of officers to serve the SAC ACCA during the next two years. Some of the members present requested to know what the duties are for each of the Officers. Each of the Officers gave a short synopsis of their duties. A formal "Job Description" contained for each position is to be completed during the intervening two years. These will provide more detail than the generic description provided in the bylaws. Each of the current Officers stated what those duties are from their perspective. Jim Kroskey stated that a complete job description for each position does not now exist and that is one of his projects. He charged each of the Officers with preparing a draft of those duties to serve as a baseline description.

There was discussion about the term of office for the next set of Officers. The bylaws of the Association only specify that the term is from Reunion to Reunion. The traditional Reunion date has been in September or October. A decision was made that the term of office for the new Officers will begin at the end of the year.

Jim Simons made the motion that the current slates of Officers remain for the next two years. After much discussion that motion was withdrawn.

President: In the voting for President Fred Kemp nominated Jim Kroskey and Hal Starnes seconded the motion. Jim was elected President by a unanimous vote.

Vice President: Fred Kemp nominated Jim Dart and Charlie Jones seconded the motion. Jim was elected Vice President by a unanimous vote.

Secretary: Charlie Jones nominated Wilton Curtis to be the next Secretary and Mike Day seconded the nomination. Wilton was elected by a unanimous vote.

Treasurer: Don McClain nominated George Birch to serve as Treasurer and Ed Bowman seconded the nomination. George was elected by a unanimous vote.

Hal Starnes mentioned the fact that there is now EC-135 in the display case at the Pentagon though there is a plethora of all the other types

George Birch provided some additional information about the SAC Memorial project for Dayton Ohio. Bud Creek made the motion that we donate \$1,000 to that project. Jim Dart seconded the motion and it was approved.

Hal Starnes mentioned that fact that we have not routinely carried notification of the passing of a spouse of an ACCA member in the newsletter and thus the "word" does not get disseminated. That will be corrected in future issues of the Flyer. There was also recognition that if the editor is not informed, in a timely manner it can easily be missed.

That concluded the business meeting for the 2006 Reunion. The time nearing for the 0930 hours departure for the Pima Air Museum, Chuck Woodward made a motion to close the meeting, Jim Bostick seconded and the meeting was closed.

Steve Leazer, Secretary

The following members and their guests attended the 2006 Reunion:

| | |
|-------------------------|------------------------|
| Birch, George & Anne | Kemp, Fred & Sandy |
| Bostick, Jim & Mary Ann | Kroskey, Jim & Betty |
| Bowman, Ed & Ann | Laughery, Deb & Elaine |
| Cabeen, Richard | Delbert Laughery |
| Martin Goding | Len Mizulowicz |
| Julie Goding | Kris Mizulowicz |

| | |
|---------------------------|-------------------------|
| Megan Goding | Kelly Laughery |
| Cantarano, Tom & Betty | Leazer, Steve & Mary |
| Creek, Bud & Josie | McClain, Donald & Faye |
| Curtis, Wilton & Pat | Morris, Jim |
| Dart, Jim & Karen | Silvers, Sam & Jerrie |
| Day, Mike & Mary | Simons, Jim & Bonnie |
| Deaile, Melvin | Sonberg, Cliff & Eileen |
| Doolittle, Dick & Loretta | Spence, Jim & Carol |
| Henderson, Bob | Starnes, Hal |
| Howard, Ron & Delia | Womack, Mack & Evelyn |
| Jones, Charlie | Woodward, Chuck & Pat |
| | Yaroch, Alger & Barbara |



*Strategic Air Command
Airborne Command Control Association
SAC ACCA*

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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 what your affiliation with PACCS was, [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 _____ Reinstatement (\$10.00)

If paying annual dues, please indicate the year for which you are enclosing payment. (The current paid year for your dues will be found enclosed between the parenthesis on the mailing label of your most current newsletter)

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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