

The SAC ACCA Flyer

Volume 7, Issue 1

June, 2001

Recording, Preserving and Celebrating the Legacy of PACCS



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Information:

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

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

New Memberships and Dues renewal

Fred Kemp
133 W. Lutz Dr.
Bunker Hill, IN 46914-9763

Folded Wings

MSgt Charles Tedder - Sep. 29, 2000
MSgt Melvin Smith - Dec. 20, 2000
Col. Lyle Stockton - Dec. 23, 2000

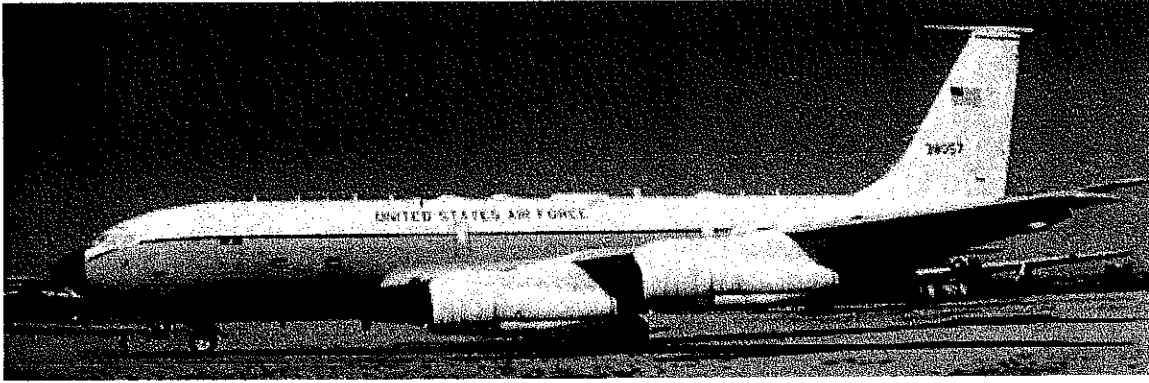
From the Reunion Chairman

Reunion 2002

The planning is in the works for our 2002 reunion in St. Louis. Right now, I'm finalizing hotel choices and it's been tougher than I thought. I'm trying to balance cost, facilities, and location to get SAC-ACCA members the best bang for the buck. I'm also checking out potential things to do for our daytime and evening and am looking for suggestions from the members. If I asked you what you'd like to do while you're in St. Louis, what would you tell me? Some ideas to think about: a tour of St. Louis, a gambling excursion, a shopping trip, tour of Scott AFB and its headquarters, a dinner theater visit, and a tour of Boeing's aircraft production facilities (F-15 and F/A-18). Send your ideas to jim4mary@home.com.

Jim Bostick, Reunion Chair

The feature article this month is courtesy of the Pima Air Museum in Tucson, Arizona. I had the pleasure of visiting there in April. Their web site is a great adventure and the people at the museum are absolutely super. I never flew on 63-8057, but it surely was a step back in time to see her sitting there on display. The HF antenna probes are missing from the wings, but one can see that they were there. If you find yourself in Tucson, take the time to stop and see them. - editor



Boeing EC-135J *Stratotanker*

USAF Serial Number: 63-8057

Text reprint and photo courtesy of the Pima Air and Space Museum, Tucson, Arizona.

Photo by James Stemm.

Pima Air & Space Museum's Boeing EC-135J Stratotanker has quite a history. The following is a brief chronology:

Manufactured as an KC-135B, it was delivered to the USAF on February 26, 1965. It served from March 1965 to October 1965 with the 22nd Bombardment Wing(H)(SAC) at March AFB, California and from October 1965 to December 1965 with the 34th Air Refueling Squadron (H)(SAC) at Offut AFB, Nebraska. In December 1965 it was transferred to Ling-Temco, Corporation, "E" Systems Division, Greenville, Texas for extensive electronic and communications control systems up grade to the EC-135C Series Airborne Command Post Configuration destined for SAC's "Looking Glass" Fleet. However, it was initially diverted from "Looking Glass" duty being one of three "Cs" modified to "J" series chosen by the National Command Authority (NCA - consisting of the President of the United States and Secretary of Defense) to become part of the "Nightwatch" Program begun in 1961. It filled in as a National Airborne Emergency Command Post (NECAP) until the Program's primary designed aircraft (the E-4A) were available and able to take over the duty.

This aircraft sometimes used the call sign "Sky Top," but operated under the code name "Silver Dollar" as part of the 1001-st Air Base Wing (HCOMD), 1-st Airborne Command and Control Squadron (ACCS), Andrews AFB, Maryland. When it arrived at Andrews AFB, White House Communications Agency (WHCA) Technicians installed additional special White House Communication Equipment and Systems. This upgrade allowed the onboard "Battle Staff" Commanding General to remain in constant contact with the NCA and the President in case of nuclear war. Also, it performed radio relay functions for Air Force One at any location in the world getting its marching orders directly from the White House Military Office. The 1001-st ABW was redesignated as the 1001-st Composite Wing with duty at Seymour Johnson AFB, North Carolina in July 1968 when it was universally believed the heavily targeted Washington, DC area became unsafe for it to carry out its mission. But, it was always within fast recall for NCA members when necessary.

It was phased down from its NECAP duties when reassigned to OCAMA, Tinker AFB, Oklahoma where its NCA and White House Communications Equipment and Systems were removed and reinstalled in a newly acquired E-4A during January 1975. The "J" was refitted into "Looking Glass" Command Post configuration (retaining its NCA and White House equipment racks) and assigned to the 15-th Air Base Wing, PACAF, Hickam AFB, Hawaii in October 1975 to resume its "Looking Glass" duties operating under the direct control of CINCPACAF. It was retired from active duty in June 1992 and delivered to MASDC, Davis-Monthan AFB,

Boeing EC-135J Stratotanker (continued from page 2)

Arizona. Finally this unique and truly one of a kind aircraft was saved from destruction (not to mention the enormous loss of another part of actual behind the scenes Cold War aircraft history) when it was acquired by the Pima Air and Space Museum, Tucson, Arizona in April 1993.

One of the truly unique flight modifications it received during 1965/1966 was the addition of an Air Refueling Receptacle System that extended its normal eight hour flying time. What makes this modification so distinct is the addition of a reversing fuel pump and associated fuel tube installed as a part of the normal unused refueling boom to "draw fuel up from a specially modified tanker." Later modifications reverted this capability to an "in-flight refueling receptacle."

Type:	Refueling Tanker, Airborne Command & Communications
Crew:	Crew of five, a general officer, and a staff of ten
Engines:	Four Pratt & Whitney TF-33 turbofans of 18,000 lb st each
Wing Span:	130 ft., 10 in.
Length:	136 ft., 3 in.
Height:	38 ft., 4 in.
Maximum Speed:	627 MPH
Cruising Speed:	532 MPH
Combat Radius:	Not available
Maximum Range:	4,300 miles
Service Ceiling:	over 45,000 ft.
Armament:	None

From the Historian's Corner

For those of you in ACCA who do not know me, let me introduce myself. I am Bill "Ducky" Dunn, CMSgt. Ret., Communicator, and fortunate enough to have been involved in all aspects of Airborne Command Control operations from the beginning to the phase out of SAC ABNCP missions in both military and Industry roles. While I did not fly the 1st Looking Glass operational mission, I did fly the 2nd one.

Having been recently appointed as historian for SAC/ACCA I know that facts are an important part of our history. Greg has done an outstanding job of providing articles of interest for our newsletters and with your help I hope we can continue to provide interest-

ing information to you. But believe me, fiction also played a big part of the Airborne Command Control past, so expect some tall stories as well. The re-flying of missions in the clubs and just telling tall stories that stretch the imagination of all who listen, makes for good reading. I will try to accumulate what history I can. Some information may be old news to some of us, however, we want to insure all share in what we have available. So... if you have heard it before please bear with us.

Ducky Dunn, Historian

From the Editor

The sole reason this newsletter is published is to keep you, the members of the SAC Airborne Command Control Association, informed about our organization, its history, its legends and to bring you on board to share these. There must be thousands of stories and anecdotes stored in your memories, why not send them in and share them with all of us. These do not have to be flying stories, they can just as easily be about the trials and tribulations of the many of you who supported the mission, but may not have ever participated in the airborne aspect. These could even be stories (and fables) about that big party on terra firma, where many interesting things take place. Please, if you have a story to tell, get it to me (clean stories only, this is a family newsletter).

Treasurer

Members... NOW is your opportunity to tell us what you would like to see at the reunion (pins, patch, shirt, coffee cup, etc) in St. Louis, so we can get started in purchasing these items. I'm going to check to see what kind of price we can get on a light jacket (blue of course) with the SAC ACCA logo on it.

We still have about 50 hats and about the same number of pins. We will use up most of the pins if everyone from the 98/99 group brings their dues current. Those who were current in 2000 group received one with their dues payment.

4 ACCS Commanders

For those of you that are former members, this list of former Commanders of 4 ACCS was provided by Lt Col H Richard Hodges (Ret.), the final commander of the 4 ACCS.

Lt Col John A. Berlette 1 Apr 70 - 31 Jul 71
Lt Col Eugene Bal, Jr 1 Aug 71 - 19 Nov 72
Lt Col Ronald L. Haase 20 Nov 72 - 20 Aug 73
Lt Col Bennie R. Allen 21 Aug 73 - 8 Jul 74
Lt Col Clifford M. Jackson 9 Jul 74 - 1 Jul 76
Lt Col Arvid S. Doucette 2 Jul 76 - 20 Apr 77
Lt Col Robert B. Picht 21 Apr 77 - 15 May 79
Lt Col Charles C. Adams 16 May 79 - 15 Jul 81
Lt Col Clifford E. Lambert 16 Jul 81 - 3 May 82
Lt Col Terry A. Pratchett 4 May 82 - 5 Jul 84
Lt Col Arthur R. Bode 5 Jul 84 - 12 Aug 85
Lt Col Carmen E. Auwarter 13 Aug 85 - 9 Jun 87
Lt Col George M. Xiques, Jr 10 Jun 87 - 9 Jul 89
Lt Col Frank Zazula, Jr 10 Jul 89 - 12 Sep 91
Lt Col H. Richard Hodges, Jr 13 Sep 91 - 1 Oct 92

From the Secretary

DUES. It appears that the Secretary, as well as many of the members were under an erroneous impression with regard to the period covered by our dues. While going through the minutes of past business meetings I found the following statement; "Dues are set at \$15.00 annually, dues period is 1 January through 31 December." The same documents indicate that the Association dues are delinquent as of 15 April. Guidance from the President has added that commencing in October, members two or more years arrears will need to add \$10.00 as a reinstatement fee (not unlike the \$10.00 initial membership fee.)

DUES CURRENT? So, while you still have this newsletter in your hand, please turn it to the page where the mailing label is located and examine the label. The two numeric digits following your name indicate the year to which your dues are paid. If you haven't paid your 2001 dues, please take the time to do so at your earliest convenience. We, your officers, are dedicated to helping this association and the legacy that we represent to grow. There will be no more

of us as of the Farewell in 1998. We can not build the Association if we are losing members due to failure to pay dues in a timely manner.

Perhaps some of you have heard the Legacy Society mentioned with regard to the SAC Museum. Our hard working point of contact in Omaha (TSgt Amy Walton) has sent the following information. If you are interested you can call the SAC Museum for further information. - editor

EC-135 Legacy Society

The mission of the EC-135 Legacy Society is to preserve and foster interest in the EC-135 through special programming and educational outreach.

The purpose of the EC-135 Legacy Society is to explore the impact that this plane and more importantly, it's crew has had on our military history in securing peace. Funds raised through founding memberships will be used for public programs, exhibitions, films and educational curriculum for K through 12 teachers and school children.

The EC-135 Legacy Society member will:

Have the opportunity to preserve the history of the EC-135 by volunteering at the Museum for special events such as Armed Forces Day.

Receive one newsletter each year specific to the EC-135 Legacy Society.

Participate in special events at the SAC Museum to promote the EC-135.

Ensure that future generations will continue to be educated and inspired by the Legacy of the EC-135.

Members will receive a certificate with their name inscribed.

SAC Museum

In the last issue I posted the below address for the SAC Museum. Since that time we have also found an Omaha address. There was a lot of email discussion about the topic since there is also an Omaha address. It appears that either will get the job done.

SAC Museum
PO Box 8343
Omaha, NE 68108-0343
1-800-358-5029



*Strategic Air Command
Airborne Command Control Association
SAC ACCA*

Recording, Preserving and celebrating the legacy of PACCS

Membership Application or Annual Dues

Name: _____ Spouse's name: _____

Last, First, Middle

Rank/Title: _____ Branch of Service: _____ Status: _____

Active, Retired, other

Mailing Address: _____

Phone No.: _____ Email address: _____

Indicate your affiliation with PACCS, ACCS: [Organization - Duty - (Dates)] Examples: [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)

Reinstatement (\$10.00)

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

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

I authorize my; Name 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
Fred Kemp, Treasurer
133 W. Lutz Dr.
Bunker Hill, IN 46914

ADDRESS CORRECTION REQUESTED

SAC Airborne Command Central Ason,
Steve Leazer, Secretary
6141 Bagley Avenue
Smyrna, Ga, GA 92277-2502

