



The SAC ACCA Flyer

Strategic Air Command
Airborne Command Control Association

Recording, Preserving and Celebrating the Legacy of PACCS

Volume XV Issue 2

June 2009

REUNION 2010-SEATTLE

Deb & Elaine Laughery, Planners

We hope you all enjoyed the special mailing that was recently sent to inform you of our plans for the reunion in Seattle. If you have any questions don't hesitate to ask.

We recommend that you make your hotel reservations as soon as possible. Based on past reunion attendance we blocked only 25 rooms and have already reserved 4 of those. If we need to block more it would be best to do it now before the hotel starts filling up for next summer. **Call the Bellevue Red Lion Inn at 425-455-5240** and **identify your group** as the **SAC ACCA Reunion** to get the special rate.

Those of you considering a car rental should check rates at the hotel as opposed to the airport. There would be the added benefit of renting a car for just a day or two instead of the entire time. Hertz has an office in the hotel. Phone 425-454-3773.

In addition to all the activities listed in the materials already sent to you, we are considering an evening at a nearby casino for their dinner buffet and an hour or two of gambling for those interested.

It is our intent to have registration materials for you in the October issue of the *Flyer* along with a firm agenda and costs. We look forward to seeing you in Seattle, September 8-12, 2010.

SAC ACCA'S A/C

All of us who served on one of the EC-135's owed our well-being to the skill of the aircraft commander. By the same token, this Association traces its beginnings, continuing success and the vision to place a PACCS Memorial at the National Museum of the USAF to President-Emeritus, Jack Suggs. To use a sport's analogy, he is the MVP of the organization.

Jack has been diagnosed with Parkinson's but Jan, his wife, reports that he is receiving great care and making good progress. She says he is still looking forward to being at the Seattle Reunion.

On a lighter note, Fred Kemp recalls a true story involving him. During a retirement ceremony at the SAC Museum in 1998, a former CINCSAC was giving a speech about Looking Glass and said "I think Jack Suggs and his organization should get one of the former Looking Glass aircraft and have it placed here at the museum."

Jack turned pale and tried to slide under the table. Then, the lights dimmed, a radio transmission of a landing of Looking Glass was played over the loudspeaker, the large doors on the side of the room opened and aircraft 049 was sitting there. Fred remembers there wasn't a dry eye in the room.

At the 2004 reunion in Omaha, Jack and Jan were

See **Reunion 2004** on page 8

“The key to surviving an all-out attack on the United States may well be...”

“Inside the Looking Glass”

Editor’s Note: The above title is from an article first published in the September, 1982, issue of Airman. Its author was Capt. Katie Cutler. The text is reprinted here thanks to the permission of Senior Editor, James B. Pritchett. Quoted in the account is member, Hank Carriger.

B-52’s at Ellsworth AFB, S.D., have launched in response to the warning of impending attack. Minutes later, all that remains of the runway they just left is concrete rubble.

In the missile field of Montana, launch control centers have been disabled, leaving the *Minuteman* missiles in their silos, seemingly crippled.

More ominous still is the discovery that communications have been totally cut off from Building 500 at Offutt AFB, Neb. and Strategic Air Command headquarters is assumed to be destroyed or disabled-crucial because three floors below the building is the command post where SAC sequesters its battlestaff, armed with instantaneous communications capabilities to command and control SAC’s strategic nuclear forces around the world.

A doomsday scenario, indeed, but not necessarily the end of the world. For while it may seem that the enemy attack has SAC down, the command’s airborne command post is up-as it has been without fail since Feb. 3, 1961. Up in orbit, somewhere over the central United States and, by the time this scenario is under way, providing positive control of SAC’s global resources, including the B-52s airborne out of Ellsworth and a backup capability to the launch control centers (LCCs) controlling the *Minuteman* missiles in Montana.

“The SAC airborne command post is the nation’s most survivable command center,” said Lt. Col. Hank Carriger of the Airborne Division of SAC’s Command and Control Directorate. “That’s the most important thing anybody could say about it.”

Survival of the EC-135s that house the airborne command posts would be critical in an attack that shuts off communication from building 500. From the one flying at the time would come the order from the National Command Authorities triggering America’s retaliatory strike. Even in peacetime, three “Looking Glass” missions are flown each day, one aircraft not relinquishing its post until the next is up and away from Offutt– survivable.

In this way, the vital communications link is preserved. “Connectivity” it’s called in the argot of com-

Please see **Inside the Looking Glass**” on page 4

2008-2010

BOARD OF DIRECTORS

President	Jim Dart abncp@earthlink.net
Vice-President	Fred Kemp fkemp8367@aol.com
Treasurer	Steve Leazer ec_135paccs@verizon.net
Secretary	Wilton Curtis wcurtis135@aol.com
President Emeritus	Jack Suggs

APPOINTED OFFICERS

Chaplain	Jim Simons
Historian	Greg Ogletree
PACCS Memorial Committee	Fred Kemp Norman Goetz Jack Suggs
Reunion Planners	Deb & Elaine Laughery
Web Master	Jim Bostick

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:

SAC ACCA
c/o Wilton Curtis, Secretary
2319 Pleasant Run Dr.
Richmond, VA 23238-3026

Renewals & New Memberships to:

SAC ACCA
c/o Steve Leazer, Treasurer
6141 Bagley Avenue
Twentynine Palms, CA 92277-2502

FOLDED WINGS

(Belated Notices)

*Martha Brevard
January 7, 2008*

*CMS Marcel-Henri Claing
February 17, 2008*

ABNCP Antennas

Ed. Note: This account is based on a circa '60's article titled "Antenna Considerations for Airborne Command and Control Systems" by James P. Jones, Project Engineer and David E. Thomas, Senior Engineer, Electronic Communications, Inc., St. Petersburg, Florida. A copy of the article was obtained from the American Institute of Aeronautics and Astronautics in Reston, Virginia via the assistance of member, Rick Stone. Permission to use portions of it was granted by Sr. Editor, Heather Brennan.

The EC-135 aircraft's wide variety of radio communications dictated the necessity for a very complex antenna system. The frequency spectrum in the earlier versions ranged from LF to microwave and antennas were required for both air-to-air and air-to-ground links. As noted by Rick Stone, the article "reveals what we kind of accepted as day to day was really cutting edge when it started and how far into the future they were looking at so early a time." (Although the size and clarity of the captions are too small to read, figure 1 scanned from the article and printed below helps to illustrate this complexity.)

Sixteen of the approximately thirty antennas on the plane were used for command and control functions. These included UHF/FM, HF, UHF/AM and LF systems.

"To meet the broadband frequency requirements and high power output capability of the UHF/FM system, ECI designed and developed the AT-1076/A antenna... a modification of the AT-256/ARC." Because the antenna had to operate with input power averaging 1000 watts,

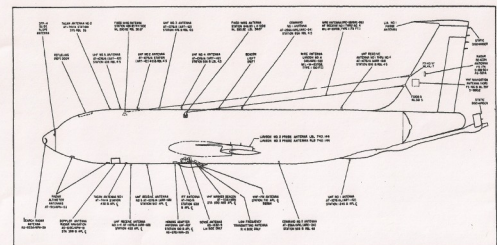


FIGURE 1. ANTENNA CONFIGURATION FOR SAC AIRBORNE COMMAND POST

SAC ACCA Charter Renewal

A well-deserved *thank you* is owed once again to Jack Gatewood for coordinating the renewal of SAC ACCA's charter with the Florida Department of State, Division of Corporations. A copy is maintained in the files of the Association's Secretary.

Jack has faithfully accomplished this task annually since 1998. At the request of the Board, he is currently contacting an attorney for possible, long-term solutions.

SAC ACCA Web Site

The SAC ACCA Web site is not dead, just resting. Our Webmaster, Jim Bostick, is working on the design and construction of a whole new site that he hopes to debut this summer.

The site will contain all of the features of the previous one along with some new capabilities. Jim will continue to enhance the site based on feedback from the Board and from the membership. Watch for an announcement in a future newsletter and check www.sac-acc.org.

See **ABNCP Antennas** on page 5

mand and control specialists, "a term meaning I can talk to you and you can talk to me and we can command and control wherever we need to," according to Lt. Col. Carrieger.

The aircraft itself is a modified KC-135, the tanker SAC uses for aerial refueling. The EC model, though, takes refueling a step farther; it can both take on fuel from a tanker or refuel other planes. The real difference is that it's crammed to the gills with communications gear.

"We've put about all on that airplane that it will hold," explained Maj. Gen. Louis C. Buckman, SAC's deputy chief of staff for operations. "There's not much room left."

Comparing the current communications platform to the less sophisticated version he flew as a brand new aircraft commander in the early '60s, Maj. Gen. Buckman said, "our operating weight has increased considerably. We've put more bulk on it, and it's all been operational equipment. We really have made a heck of an effort to improve the ability of the aircraft's battlestaff to function."

The airborne battlestaff is a scaled-down version of the group found in the underground command post. It's a mix of NCO's and officers skilled in logistics, intelligence, operations, planning, and communications, who are assigned to the 2nd Airborne Command and Control Squadron.

Providing the authority to take command of SAC forces from the air is a general officer, called the airborne emergency actions officer. On every one of the three aircraft that flies each day, one of SAC's general officers is aboard, relying on his battlestaff for information and advice, and then making the decisions that in wartime would preserve and direct SAC forces.

"This is one of the most vital things I have to do," said Brig. Gen. Wayne O. Jefferson Jr., SAC director of command and control. "My most tangible contribution to the security of the country is flying right here, because it's a day-to-day, ready-to-go alert. A lot of things are necessary for the strategic defense posture to be viable, and the airborne command post is a real key part of that."

It's also a fact not lost on those who have maintained the EC-135s, keeping them ready for launch often under conditions that would ground most other aircraft. The winter of '81-82 was no less an example of that challenge than most other winters on the Nebraska plains. "During the big snowstorm it was seventy-two below with the chill factor," recalled Sgt. Larry Roseke, who had been a crew chief on C-141s at Charleston AFB, S.C., before becoming an EC-135 crew chief with the 55th Organiza-

tional Maintenance Squadron at Offutt. "Because of the amount of snow we had on the ramp, it was more difficult to move equipment and to get the airplanes ready for preflight. But everything still goes on just like it was a dry ramp. It's harder to work, but the work still gets done."

A pride in being part of the elite airborne command and control mission is reflected in the care of the aircraft, according to OMS flight line assistance branch chief, MSgt. William Pfeiffer. "Take a look at this airplane," he said, indicating an EC-135's interior. "These airplanes are twenty years old. And if it weren't for my crew chiefs, these airplanes wouldn't be in nearly as good shape."

While the OMS crews keep the airframe in good shape, those with the primary mission of keeping global communications on line are found in a compartment between the cockpit-called the front end-and the battlestaff area-called the back end. Seven people maintain and operate the diverse communications networks that provide the essential connectivity. "If we don't have communications, nobody can function," said Capt. Norma Kathmann, the communications officer whose seat in the back end is adjacent that of the general.

While on a day-to-day basis the rest of the battlestaff is occupied mostly with hypothetical situations, her section deals with real problems typical of communications work. "We're usually the busiest of anybody on the aircraft," she said.

The variety of networks available in the comm link to ensure positive control of SAC forces and the means to disseminate emergency action messages from the National Command Authorities leaves little reason to ask why.

Frequencies range from very low to ultra high and may be AM or FM.

The networks tie into the Bell Telephone and the military's Autovon and SAGE Autovon systems. They can be used to gain flash-override precedence, take advantage of automatic conference arrangers with the push of a button, and employ the very latest in communications advances. There are direct lines to the SAC underground command post and to the North American Air Defense Command's underground complex at Cheyenne Mountain, Colo.

Add to these the link into the Air Force Satellite Communications System (AFSATCOM). Aboard the Looking Glass, the battlestaff not only sends and receives messages via AFSATCOM, but can control the communications satellites as well. "Since we can communicate with the satellites from the air, we can get along without the ground satellite control stations if we have to. We can

the basic design had to take a number of factors into consideration. One was the aerodynamic necessity for streamlining. Another was maintaining the 1000 watt average power handling capability. The article noted "the problem in power ratings is essentially one of maintaining a safe temperature on the inner conductor." This was accomplished by using a Teflon separator which aided in the transfer of heat from the center conductor to the outer conductor which was firmly attached to the upper and lower housing with the latter being attached to the aircraft's skin where it could be dissipated. To ensure that moisture did not enter the separator area, neoprene rubber gaskets, a band and an "O" ring were utilized.

The UHF/AM antennas were the AT-256/ARC and operated in the 225-400 megacycle range. There were two on the plane.

HF communications utilized two basic types of antennas. One was a probe on each wing and the tail consisting of three basic components: the radiating element, a lightning arrestor and an automatic coupler. Each of these probes were used for both transmit and receive functions of the ARC-58's. The other type was two long wires attached from the tail to the forward fuselage.

A trailing wire antenna was used for high power LF communications. Hydraulic equipment was utilized to release and retract the cable and a cone-shaped drogue two feet in diameter at the base provided aerodynamic stability. The length released was determined by the operating frequency and a cable cutter for emergencies was part of the system.

With so many antenna systems on the aircraft, special studies of each radiation pattern were necessary to ensure the proper functioning of each. For the all-important AT-1076 UHF antennas, a 1/20 scale model of the aircraft and antenna was constructed to make measurements.

The article continued with comments on Future Requirements. "The present Airborne Command Post system has only a slight resemblance to the basic system designed for SAC approximately five years ago. The system which will be in operation five years from today is certain to be more sophisticated and have many new capabilities. As the communication requirements for the Airborne Command Post increase, not only will the number of antennas required increase, but also new types of antennas and improved performance characteristics will be required. To meet some of these requirements, in-

vestigation and preliminary development work on several new antenna concepts have begun." The commentary discussed two of significance.

"One means of increasing the range of communications that the Airborne Command Post has with the ground stations or other aircraft is by relaying through an orbital satellite. Because of the limitations of equipment available on the satellite, new equipment must be provided on the aircraft."

The other significant antenna concept noted in the article stated that "as the communication complexity of the system increases, the requirement for more bandwidth will necessitate the consideration of microwave frequencies (as opposed to the UHF band presently utilized). The use of microwave antennas on an aircraft has several advantages and several disadvantages. One prime advantage, due to the shorter wavelengths, is that antennas with much higher gain characteristics, and antennas which are suitable for flush mounting in the aircraft are certainly possible. Although the antenna gain can be increased, there is also increase in space attenuation due to the higher frequencies. With the more directional microwave antennas, it will be necessary to provide very accurate steering mechanisms to insure that the antenna is pointing in the proper direction."

The account concluded with this prediction. "None of these requirements seem to be impossible or too far beyond the present state-of-the-art and with some development effort should be available when required."

REFERENCES:

- (1) Mensch, J. R., "Communications Engineering Considerations for Airborne Command and Control Systems".
- (2) Scharfman, W. E. and Morita, T., "Voltage Breakdown of Antennas at High Altitudes", Technical Report 69, Stanford Research Institute, South Pasadena, California.
- (3) Dorne and Margolin Engineering Report #1610.1, "Model Radiation Pattern Study, AT-1076/A Antenna on the KC-135 Aircraft".
- (4) Boeing Airplane Company, Document No. D16578, "UHF Antenna Development and Location Study for KC-135 Airplane".

update them or change the satellite's operating mode or whatever we need to do," Lt. Col. Carriger said.

When the SAC airborne command post celebrated its twenty-first anniversary in February, the Looking Glass aircraft had totaled 205,860 continuous flying hours. An EC-135 would not, however, be orbiting alone during the threat of an attack.

In all, there are eight aircraft whose orbits are scattered across the upper Midwest that would interact to guarantee C-cubed (command, control, and communications) coverage from coast to coast and beyond. EC-135's, for instance, out of Grissom AFB, Ind., and Rickenbacker AFB, Ohio, fly radio relay missions. Like a funnel, messages from the National Emergency Airborne Command Post aircraft in orbit somewhere over the eastern United States are passed through the 135's and on to the SAC airborne command post.

Also serving as command and control platforms that can relay messages to the Western states are additional EC-135s that fly out of Ellsworth AFB, SD and Minot AFB, ND. They are called airborne launch centers 1, 2, and 3, and have the capability of launching *Minuteman* missiles from the air. Their orbits put them within range of missile fields near Minot and Grand Forks AFBs, ND.; Malmstrom AFB, Mont.; Ellsworth AFB, S.D.; and F.E. Warren AFB, Wyo.

Completing SAC's airborne command and control system are two auxiliary airborne command posts, one based at Offutt and the other at Ellsworth. They are used regularly to relay messages, but they also are fully equipped to become the primary airborne command post. Each has its own battlestaff. All that's missing is the general officer.

Once a week, though, a general officer does board the EC-135 at Ellsworth, thus converting the auxiliary to the primary SAC airborne command post for the course of that mission. During severe weather when the Offutt-based primary cannot land or take off, the western auxiliary command post is similarly ready to serve as the Looking Glass.

Like the three airborne launch control centers, all three airborne command posts are capable of launching any or all of the 1,000 *Minuteman* missiles. The operations controller and the communications officer are the core of the airborne missile team. As with other nuclear weapon procedures established to ensure against an inadvertent, unauthorized launch, two people would have to work in tandem to direct an airborne launch.

The missile launch capability means that given the war order by the National Command Authorities, the missiles at Malmstrom AFB mentioned in the introductory scenario may be launched even if their LCCs are destroyed.

In a war the airborne command post would also have access to yet another method of communication, the emergency rocket communications system. The missile payloads carry recording equipment and a transmitter designed to permit in flight dissemination of prerecorded emergency war orders information.

With all the communications options, the job of the battlestaff, then, is to keep track of SAC resources and provide up-to-the-minute data to the airborne emergency actions officer—generals such as Jefferson and Buckman, who could find themselves taking control of the command from Gen. Bernie L. Davis, commander in chief of SAC.

"Up to when the war starts or as long as the SAC underground is functioning, we're basically in a monitoring mode," explained Maj. Douglas R. Whinnery, one of the logistics officers. "We in the air then pick up where they left off. We keep track of SAC's resources that are left. If a base is bombed, we figure out where we can divert airplanes, where they can get fuel, and where they can get maintenance support."

"We manage continental airborne reconnaissance and assess damage to aircraft and bases. We also have specific time frames in which we have to take certain critical actions. One of the first things we have to do is help bed down the PACCS (Post Attack Command Control System) airplanes. They will help us gather data. We need all the information we can get to be able to brief the general so he'll know what kinds of targets are being hit and what kind of attack we're under."

"Then it's our role as logistics people to work with the planning staff to replan targets. The intelligence folks will say, 'We've got this uncovered target that we should hit, and we need a B-52 with this size bomb to go get it.' We have to figure out where we have that resource."

Before each Looking Glass mission takes off, current data on resources is fed into the onboard computer. It includes the status of all SAC missiles and aircraft. Are they on alert? Are they in maintenance? Because the computer does not have a data link capability, the information is updated manually throughout the flight.

As in other peacetime missions, exercise scenarios keep members ready. "Some do feel more real than others," Maj. Whinnery said, "because we have varying levels of exercises, the lowest being what we call a battle staff training scenario. In those, we're completely insulated. The whole scenario is played within the airplane and time is severely compressed because we try to play a whole scenario in one eight-hour mission. Global Shield (SAC's annual, command-wide exercise) is the most realistic in that it runs over a period of days and we communicate with the whole world. And many of the >>>>

actions are not simulated; they're actually carried out."

"In a scenario, or exercise we work closely with the logistics chief on our airborne team," said Capt. Terry-Pomeroy, an operations planner who was an EC-135 pilot before moving to the back end of the Looking Glass. "We basically try to keep track of all the SAC forces to know what's still available. We can replan missions for the bombers after the war has started. But we also keep the airborne emergency actions officer advised on how the war is progressing and what his options are at different points in the war. To help us we've got charts and about eighty pounds of documents we carry on board."

The 2nd ACCS doesn't assign its members to fixed battlestaff crews as is common at most other SAC units. It means that there are almost as many combinations of the 21-member flying battlestaff as there are ways to solve a Rubik's Cube. And unlike a typical Air Force assignment, there seems to be a different boss each time a crew member pulls duty.

"Each flight is different, depending on who's the airborne emergency actions officer because they all have different perspectives," said Capt. Tim Grimes, an intelligence planner. "Some want practice running a battlestaff training scenario and get very involved with what we are doing. Others pretty much leave us alone."

The aircrew too, is kept involved. "Numerous time-sensitive scenarios are exercised," said 1st Lt. Mary Brown, a co-pilot whose first choice of assignments out of undergraduate pilot training was the EC-135 at Offutt. "The general comes up to the front end or calls up and asks, 'Now what would happen if...?' and he gives you a time limit to come up with the answer. For example, how long would it take to get to a certain place and orbit there for a certain number of hours with the VLF antenna dragging (a cable that reels out as far as five miles) and still land with so much fuel? A question like that gets us into the aircraft performance books."

And for all aboard the Looking Glass, its most important to know where to look for answers that could have national, life-or-death significance. To memorize data-how many aircraft of a certain model are kept at a certain base, for example—is to invite trouble. For in an ever-changing wartime environment, planes that were in North Dakota yesterday may be bedded down in South Dakota or Iowa today.

Through the Looking Glass, there is an unparalleled view of the comings and goings within SAC and, indeed, of the entire single integrated operating plan (SIOP) force. Whether in logistics, operations, or main-

tenance, those assigned to the 2nd ACCS agreed they had found in the airborne command post the illusive "big picture."

As one member of the logistics staff said in summation, "When you work in a base-level maintenance complex, it's all pretty cut and dried. All you know is you have your time limits and you have to 'generate' the planes in a certain way. But when you work here you know exactly where all those airplanes are going and you know why."

Improvements in the overall command and control posture is one of five elements the Reagan administration has emphasized in its program of strategic deterrence. As Secretary of Defense Casper W. Wineberger told the Senate Armed Services Committee last fall, "Over the past ten years, we have not done enough to make conventional systems as capable and survivable as they need to be. They should provide timely warning of an attack so the president may respond appropriately and also provide survivability so our nuclear forces can serve as instruments of national policy."

One of the specific improvements proposed was that "EC-135 airborne command posts serving military commanders will be hardened against nuclear effects and will be equipped with upgraded satellite and very low frequency/low frequency communications [the most reliable in a nuclear environment]."

As Maj. Gen. Buckman, the SAC deputy chief of staff for operations, pointed out, "People have tended to think only of airplanes or missiles in the past. Only in the last couple of years have they recognized that command, control, and communications actually play a large part in the defense of the country. What this administration's program does is give C-cubed an equal priority with the strategic forces they support [as far as upgrading is concerned]."

The general, who had reported to his office after completing his turn on the Looking Glass at 7 that morning, continued: "It's important that everyone in the Air Force know that we have a viable system to control the forces in peacetime and in wartime. The airborne command post is not just something we're going to use in case of conflict. It's something we use every day. Because of the very nature of our forces, we must have a viable, credible, command and control system. And I think we do."

To remove any remaining mystery from the concept of command, control, and communications, Maj. Gen. Buckman said, "Sitting here at my desk, I could seemingly command all I want to, but if I can't communi-

Go to **Inside the Looking Glass** on page 8

cate –get my commands out of this room– all I command is my desk.”

SAC’s EC-135 airborne command post instills the confidence that such a situation will not come to pass. The general officer aboard ensures there will be a trained, experienced survivor of an attack in position to assume command; the communications networks guarantee he will be able to get his message beyond his airborne desk-worldwide.

Without a doubt, the key to survival of a nuclear attack may well be inside the Looking Glass.

Ed. Note: Photos by TSgt. John L. Marine were not reprinted due to limitations of space and picture clarity.

Available SAC ACCA Merchandise

Item #	Item Description	Item Sale Price
101	Cap, SAC ACCA	\$10.20
111	Coin, PACCS Memorial, Silver	\$ 8.70
109	Coin, SAC	\$ 5.20
106	Lapel Pin, SAC ACCA , (new)	\$ 4.60
105	Lapel Pin, SAC ACCA (old)	\$ 3.70
103	Patch, SAC ACCA	\$ 4.80

To order, contact the Treasurer. See page 2 for the address.

EMAIL ROSTER

The roster, printed elsewhere in this newsletter, includes those current members who have authorized their name and email address to be listed and who returned a request confirming the address. It is **confidential** and **for the use of members only!** Please do not reproduce or distribute it to others.

Ed. Note: Every effort was made to ensure the list’s accuracy; however, should there be errors please notify the Secretary.

among the sixty-five who attended. One of the highlights was an opportunity to board aircraft 63-8049 which was parked behind the museum and not accessible to the public. (The plane is still awaiting eventual restoration).

Ed. Note: The pictures below, as well as the one on the back cover, were taken by Hal Starnes at the reunion.





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
6141 Bagley Avenue
Twentynine Palms, CA 92277-2502

Make your check out to:

SAC ACCA

**SAC Airborne Command Control Association
Wilton O. Curtis, Secretary
2319 Pleasant Run Drive
Richmond, VA 23238-3026**

ADDRESS SERVICE REQUESTED



**EC-135C, Aircraft No. 63-8049
Awaiting restoration at the Strategic Air & Space Museum
(Photo courtesy of H. Starnes)**