



The SAC ACCA Flyer

Strategic Air Command Airborne Command Control Association

Recording, Preserving and Celebrating the Legacy of PACCS

Volume XXI Issue 2

July 2015

8049 Restoration Project & Coins

Steve Leazer, Treasurer

The support by the membership to date has been active. We have recently had a donation of \$500 by one of our members, Many of us flew on that particular aircraft, but regardless of that, 63-8049 is symbolic of the mission which we all flew and/or supported on the ground. This aircraft is truly important as part of the legacy of PACCS. I, along with many of you, am elated that 8049 is now in the restoration bay. I hope to stop there

8049 Restoration Project & Coins continued on page 3

WE GOT SAC BACK!!!

Fred Kemp reports “the official name for the Strategic Air and Space Museum in Ashland, NE where 63-8049 is currently going under restoration for display in the museum is now:”

**Strategic Air Command
& Aerospace Museum**

Upon learning of this great news, SAC ACCA Historian, Greg Ogletree, emailed Fred with the text of a message he had just sent to the museum and indicated further to “please feel free to share it with the SAC ACCA membership.”

SAC is Back continued on page 2

PRESIDENT’S MESSAGE

The restoration has begun. We are going to do our best to help raise funds. Perhaps we can do another coin to maybe help with the effort. That’s an edited version of the many, many emails that have gone back and forth over the past several months. That’s all it took. Word spread, and without even having the coins minted yet, the orders started coming in and coming in daily. Now, other organizations have asked if they can purchase the coins to be a part of this and, of course, we said yes.

President’s Message continued on page 3

2016 REUNION-Tucson, AZ
See pages 8 and 9

PD-3500 Plasma Display Terminals On Board the EC-135 Looking Glass

**George Hoyt
CMS - USAF (Ret.)**

SACCOM Friends,

As some of you may know, I retired from SAC Hqs in 1979 and then had a second career with Interstate Electronics Corp (IEC) in Anaheim, CA. The flat panel display era was just beginning and I became part of its

PD-3500 Plasma Display continued on page 4

FOLDED WINGS

TSgt William (Bud) Creek
20 Mar 2015

Belated Notice

MSgt William H. Meyer
8 Dec 2013

The Next LeMay

For all those in the association who served in the Strategic Air Command, a comment on April 2nd at an AFA-sponsored event in Arlington, Virginia that Air Force Chief of Staff General Mark Welsh made to new Global Strike Commander, General Robin Rand, to “go become the next Curtis LeMay” should bring back strong memories of the professionalism and competence of the former command both during and after his tenure.

Gen Welch was also quoted stating that “the Air Force lost its ‘presence’ in the top tier of the nuclear deterrence conversation when Strategic Air Command was abolished in the early 1990’s” as reported in an article posted on the Air Force Magazine website, April 6, 2015. (*Air Force Magazine*<membership@afa.org, Apr 6, 2015.)

SAC is Back from page 1

ACCA membership.”

“I am thrilled to read the news today that “Strategic Air Command” has been reincorporated into the museum’s name. To show my appreciation for this long-overdue action, I just made an online donation of \$1,000 toward the restoration of the EC-135 “Looking Glass” aircraft in your possession - an aircraft I flew on many times during my active duty years. Thank you for bringing ‘SAC’ back! Sincerely, ~ Greg Ogletree”

Greg concluded by stating “I believe this action by the museum’s board of directors will inspire others to donate too. Together, we can make a huge contribution to this restoration effort, so I am hopeful that every SAC ACCA member will make a donation. As someone once said to me, “Don’t give until it hurts, give until it feels good!”

2014-2016

Board of Directors

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Historian	Greg Ogletree
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www.sac-acca.org

2016 Reunion Committee

Norm Goetz, Chmn
Clif Sonberg
Tom McDonald
Fred Kemp, Advisor

Tucson, Arizona
Sept 28-Oct 2, 2016

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

SAC ACCA
c/o Steve Leazer, Treasurer
PO Box 1934
Twentynine Palms, CA 92277

**NOTE! THIS IS
A NEW ADDRESS**

Amazing yes, surprising no. It's amazing that so many orders have already come in but it's not surprising that so many of you want to contribute to this noble effort. Steve Leazer has agreed to take charge of this and has an article in this newsletter that lays out, in detail, the requests so far and how he will be handling the mailings.

About the mailings, we are waiting to see if the Museum's Board of Directors votes to change its name by adding SAC back into it. Once that's decided (and we are hoping soon) the coins will begin to be minted and then, mailed out as Steve indicates in his article.

So, if you haven't ordered yet please do so. If you know of other crew members please send them the information and encourage them to contribute. If you don't want the coin you can contribute directly to the museum through its web site(<http://sasmuseum.com/>) and click on "Restoring the EC-135 Looking Glass" icon. Once you do, you will see a blue button on the right that says "Donate Now" and those funds will go directly to the restoration of 049.

In a recent article on Omaha.com posted June 6, 2015, General Chain and Al Buckles highlighted the importance that the Looking Glass played in helping to win the Cold War and the importance of the restoration so that this aircraft can help tell that story. The article also quotes Dr. Mike McGinnis, "This will be the centerpiece of our Cold War museum. It's a very, very important era in our history. We won the war we never had to fight."

The museum says it needs \$200,000 to restore this magnificent aircraft. We realize that we can't raise that much but we are going to do whatever we can to raise as much as we can to help the restoration along.

GETTING THE WORD OUT

Hank Carriger reports sending out an email to non-SAC ACCA groups/individuals encouraging them to request a challenge coin to help further the restoration.

In it, he noted "The Strategic Air Command Airborne Command Association (SAC ACCA) has been a major instigator in convincing the SAC Museum to begin restoration on EC-135 Aircraft 38049. SAC ACCA has again shown their resolve to get the aircraft restored."

there on the way through Ashland, Nebraska in the coming months to see the progress.

So...having said all of that, it costs money...probably far more than we can possibly raise, but we are doing our part. We are hopeful that other related organizations will join with us in this effort. With the donations that we have received so far, we have already obligated twenty-one of each coin type (Silver, Gold colors) and we don't even have them in hand yet. As you know, we are holding the order until the decision by the now "Strategic Air & Space Museum" makes its decision this month regarding a possible name change. I will let others elaborate on that issue, but suffice to say that when we receive word as to the decision, we will order the coins. As soon as we have them in hand we will begin the mailing process for the coins as well as the transfer of funds specifically for the 8049 project.

Let me take a moment to clarify the plan the Board has decided upon: The funding check will not be sent to the museum until we have the coins in hand. The cost of the coin itself and the mailing will be deducted from the total donation and that amount is what will be provided. When the check is mailed to the museum, it will be accompanied by the donor's name and address along with the amount of the donation (less coin and mailing). The Museum will respond with a letter to you stating the amount of your donation for your use with regard to taxes.

A donation of \$50 will yield a silver coin, \$135 will get you a gold coin and \$185 or more will yield both a silver and a gold coin.

Thanks for your patience.

THANK YOU LETTER

Dr. Michael L. McGinnis, Executive Director of the Strategic Air & Space Museum sent a letter to Steve Leazer, SAC ACCA Treasurer, dated March 30, 2015 thanking the organization for the \$1,611.58 donation (see March 2015 *Flyer*) towards the restoration of the EC-135 Looking Glass aircraft. Following the signature block, he personalized it with this handwritten note:

"Steve - please accept our thanks to the Association for your generous gift. We will get EC-135 restored with your continued support. All the best - Mike."

display era was just beginning and I became part of its growth.

A few years ago after I retired from my second career, Gloria and I then relocated from California back to Nebraska. Because of our advancing age, we thought it was time to live near two of our children and their families. Life here in Nebraska leaves something to be desired during the winters, but is just delightful during the summer months. And, we love being around our children and their families. After living in CA for 31 years, it's now a very different time in our lives.

Last week I had an interesting experience here at the Strategic Air & Space Museum. The Museum folks are restoring an old Strategic Air Command (SAC) Looking Glass EC-135 aircraft. It was not a restoration project to make it flyable again, but just to restore so it would look good again for museum purposes. There was some corrosion and general decay, as the aircraft went out of function many years ago. It's a big job...I'm sure it will take a few years.

They needed someone to go on board and identify some of the equipment. Dick Doolittle, who was a Comm Guy on the Glass a long time ago, and I went there and did our thing. Because of my experience at Interstate Electronics with SAC airborne command post programs and upgrades, I knew I could help. Through the prime contractor, Rockwell International, we (IEC) delivered the original PD-3500 Plasma Display Terminals about 1980, did an upgrade to the terminals during the early 1980's, and later more upgrades sometime after that during the WWABNCP period. I worked these programs at IEC so I was very familiar with them.

Well, as you can imagine, it is very cold this time of year (March) on an old airplane that hadn't been run up in umpteen years and there was no stairway, so we had to climb up into the aircraft using the crew ladder...And of course, there was no power to the aircraft, so there were no lights. They gave us a flashlight, whose batteries were a little low, but a good shake every now and then and it functioned most of the time....And lo and behold I found the PD-3500 plasma display terminals still sitting in place at their operators' consoles.

I was absolutely touched for a moment by the nostalgia of it, but in a very cold and dimly lit situation I didn't want that feeling to last forever. So, I did my thing in identifying the display heads, power supply/controllers' units and keyboards, and Dick did his thing on some of the equipment that he was familiar with.

One forgets how austere it is inside of a non-plush Air Force aircraft which, at one time, had a very critical mission for the

One forgets how austere it is inside of a non-plush Air Force aircraft which, at one time, had a very critical mission for the United States of America. This aircraft was just one of the many EC-135s assigned to the SAC Looking Glass mission at Offutt AFB, Nebraska.

Then came the fun...getting back down that ladder. I found out at age 81, I didn't do that as well as I might have when I was younger. Dick got down OK, and step-by-step, I also made it back down without injury.

You might ask...what is the condition of the PD-3500 Plasma Display Terminals? The answer is...I don't know. They looked pretty good, but you would need power to tell if they were functioning OK. And that is not in their plans, so we will never know.....

Editor's Note: A sincere note of thanks is owed to Mr. Hoyt for allowing us to print his account and to member, Dick Doolittle, for calling it to our attention. Inquiring about the photograph, Mr. Hoyt "noted the photo is the PD-3500 as it was seen on the aircraft last week. As best I can remember, there were four PD-3500 Terminals on each EC-135 in its initial configuration. Because of the AF rush to get the program going, we initially delivered a commercial version of this product about 1980. A few years later, we delivered a retro-fitted version of the product with new physical characteristics and capabilities to better withstand the full, severe military environments specified."



**Battle Staff Position on Looking Glass Aircraft
PD-3500 Plasma Display Terminal**
(Photo from SAC ACCA files-Photographer unknown)

“Backers hope to raise \$200,000 to restore Looking Glass plane, a Cold War icon once based at Offutt that played key role”

Reprinted from Daily Headlines, Omaha.com. with permission from Michelle Gullett, Intellectual Property Manager, Omaha World-Herald. Posted: Monday, June 8, 2015 1:00AM by Steve Liewer/World Herald Staff Writer. (Photos are not shown due to space limitations.)

After at least nine hours of flying lazy figure eights over the rural Midwest, Gen. John Chain set down his EC-135C “Looking Glass” aircraft on Offutt Air Force Base’s single runway on July 24, 1990, and slowly taxied it toward the hanger.

The four-star leader of the Strategic Air Command had taken the helm of AF-38049 for this historic flight because it marked the end of an era. It was the last of a 29-year string of continuous flights for a mission to keep an emergency back-up command post airborne at all times.

The nation’s top civilian and military leaders believed it necessary in case a surprise nuclear attack killed commanders on the ground. Some people called it the “Doomsday Plane.”

“(Looking Glass) did a brilliant job for the United States,” Chain said in an interview this week. “People could sleep better knowing it was up there.”

The last five Looking Glass EC-135s weren’t retired until 1998, but the continuous flying was no longer needed after that 1990 flight because of the collapse of the Soviet Union. Looking Glass was placed on ground alert instead.

“It had completed its mission,” Chain said.

Chain and Al Buckles, a longtime Looking Glass command-and-control superintendent, climbed aboard AF-38049 once again this week at its current resting place; a parking lot behind the Strategic Air & Space Museum near Ashland, Nebraska. It’s been decaying there, wings clipped, since it was carried to the museum on flatbed trucks from Offutt 17 years ago.

The two are among the leaders of an effort to raise \$200,000 to restore the interior of the Cold War icon to look as it did on that final flight 25 years ago. Organizers hope to display it, still wingless, in the museum and open it for walk-through public tours. The effort began in March. So far, \$30,000 has been raised.

This will be the centerpiece of our Cold War museum,” said Mike McGinnis, the museum’s executive director. “It’s a very,

it for walk-through public tours. The effort began in March. So far, \$30,000 has been raised.

“This will be the centerpiece of our Cold War museum,” said Mike McGinnis, the museum’s executive director. “It’s a very , very important era in our history. We won the war we never had to fight.”

The flights began Feb. 3, 1961. Then-SAC commander Gen. Thomas Power created the program in response to heightening tensions between the United States and the Soviet Union. Looking Glass was so-named because it offered a mirror of the command-and-control facilities in Offutt’s underground bunker.

While a Soviet first strike might knock out Offutt, the airborne command post would remain aloft to make sure the U.S. could retaliate.

“During the Cold War, it was the visible piece of deterrence,” Buckles said. “Every day , we wanted that Soviet planner to look up and see Looking Glass and say, “This isn’t the day to start a war.”

The EC-135s are modified versions of the civilian Boeing 707, narrow-bodied jets built in the early 1960s to carry up to 189 passengers. The interior of the Looking Glass aircraft was so crammed with communications gear, Buckles said, that it felt crowded even with a normal compliment of 21 crew members.

Flying patterns over the Great Plains for hours on end, day after day, may sound like a recipe for boredom and complacency. But Buckles said there were constant exercises and simulated emergencies-and a locked red box that held the keys that could launch a nuclear war.

“You didn’t know what was real and what wasn’t,” said Buckles, who flew as an enlisted airman and as a civilian over most of Looking Glass’ mission span. “There was never a moment you could let your guard down.”

Sorties sometimes stretched beyond the typical eight hours because of bad weather on the ground. Buckles remembers a 1973 blizzard that stretched one flight to 22 hours. The plane remained aloft thanks to mid-air refueling until it landed far from home in Minot, North Dakota.

The end of the Cold War also ended the need for round-the-clock coverage, and the Pentagon realized it could save about \$20 million a year by scaling back the flights. By 1990, Chain said, there were other, cheaper ways to back up SAC’s bunker staff. Looking Glass shifted to a standby mission.

Challenge Coin - 8049 Restoration

Donation Level	Donation Amount	Award
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Platinum	\$185 or more	Gold & Silver Coin
Gold	\$135	Gold Coin
Silver	\$50	Silver Coin

Should you wish to reserve a coin and its accompanying Certificate of Authenticity, please send a check made out to SAC ACCA to the Association's Treasurer. Only the costs of the coin and the mailing will be subtracted from the donation amount eventually sent to the museum. Mail to:

SAC ACCA Treasurer
PO Box 1934
Twentynine Palms, CA 92277



Gold Coin



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MEMBER DONORS

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Col Jack Suggs
Brian & Patricia Vognild*



Silver Coin



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A Cold War Icon from page 5

it could save about \$20 million a year by scaling back the flights. By 1990, Chain said, there were other, cheaper ways to back up SAC's bunker staff. Looking glass shifted to a standby mission.

"The airplanes were getting old and beat-up," Chain said. "We were going to have to replace them."

SAC itself became a Cold War casualty, replaced at Offutt by the U.S. Strategic Command in 1992. The Navy took over the Looking Glass mission in newer E-6B aircraft. The last EC-135s were flown to a desert bone yard in Arizona, except for AF-38049, which has been awaiting restoration.

Buckles said the plane's interior furnishings need to be removed, cleaned and restored, and mold removed from the fuselage with an ozone machine. He expects the process to take at least two years and require thousands of volunteer hours. >>>>

He and Chain met this week with possible supporters of the project.

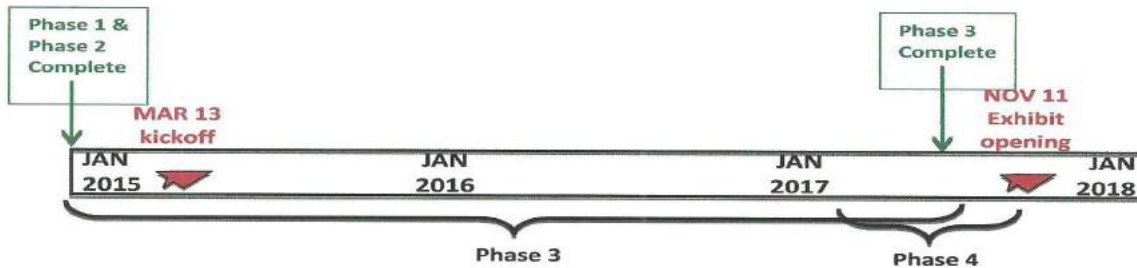
Chain fondly remembers his time at SAC, when the Omaha business community generously came through with things Offutt needed, such as converting a hanger into the Field House fitness center.

"I can't think of a city in the United States that supports the military like Omaha," Chain said. He hopes donors will help preserve an important piece of Offutt's past.

"This isn't just an airplane," Chain said, "This is real, live history."

Contact the writer: 402-444-1186
Steve.Liewer@owh.com

PROJECT TIMELINE



Phase 1. Assess Aircraft **Phase 2.** Plan Aircraft Restoration **Phase 3.** Restore Aircraft **Phase 4** Exhibit Aircraft



RESTORATION COMMITTEE

- Chair, Mike McGinnis, *Museum Executive Director*
- Co-Chair & Community Corporate Liaison, Al Buckles, CMSgr., USAF (Ret.)
- Co-Chair & Volunteer Liaison, Hank Carriger, Lt. Col. USAF (Ret.)
- Museum Board Member sponsor, Lt. Gen. (Ret.) Bob Hinson
- Museum Restorations, Mark Hamilton (Hambone)
- Museum Marketing & Event Coordination, Deb Hermann

Reunion 2016

Transportation to and from the airport will be \$15.00 a trip. There is a golf course right next door to the hotel and play can be coordinated with the hotel, if desired.

Tentative reunion activities include:

Sept 28: Registration and evening reception (w/finger foods)

Sept 29: Davis-Monthan AFB tour of the 612th Air & Space Operations Center, the 355th Operations Group (A-10), 55th Electronic Combat Group (EC130Hs) and Aircraft Maintenance and Regeneration Center (AMARC). Time permitting, we will try to see the 563rd Rescue, working dogs, explosives disposal, Air Traffic Control and the flight line.

Lunch: Mirage on DMAFB

Sept 30: San Xavier Mission
Town of Tubac - choice
Titan Missile Museum - choice
Lunch: American Legion Post 131

Oct 1: Business Meeting,
Park Place Mall-Trader Joe's

Banquet (Honor Guard and Chaplain provided by Davis-Monthan AFB), Folded Wings and Announcements
Speaker

Oct 2: Departure

Tentative Tour Sites

1. Davis-Monthan Air Force Base - An Air Combat Command (ACC) base located within the city limits of Tucson, Arizona. The base was established in 1925.

2. Aerospace Maintenance and Regeneration Center - Sometimes referred to as the "Boneyard," it is an aerospace storage and maintenance facility adjoining Davis-Monthan Air Force Base. More than 4,200 aircraft are stored there, many of which could be restored to an operational status. In addition, reclamation of spare parts and the eventual disposal of spent airframes take place. Several of the original EC-135C models that can be found there are: 63-8047 and 63-8054 in location 23; 62-3581, 63-8046, 63-8048, 63-8051, 63-8052 and 63-8050 (later converted to an NKC-135B) in location 25.

3. San Xavier Mission del Bac - A National Historic Landmark, the church was founded as a Catholic mission in 1692.

4. Titan Missile Museum - A preserved Titan II Missile site, the last of 54 such sites from the Cold War. Several SAC ACCA members are docents there.

5. Tubac - A shopper's paradise with over eighty galleries and shops featuring hand crafts, sculpture, paintings, clothing and some of Arizona's best import shops.

6. Park Place Mall - A large, indoor shopping mall located on the east side of Tucson. It consists of 123 businesses/stores.

Radisson Suites

[Website](#)



Radisson Suites

[Website](#)



Davis-Monthan Air Force Base

Website



Arizona Maintenance & Regeneration Center

Website



Park City Mall

Website



San Xavier Mission del Bac

Website



Titan Missile Museum

Website



Tubac

Website



Great New England Air Show Wilton Curtis

The 500-mile drive from Richmond, Virginia to Westover Air Reserve Base near Springfield, Massachusetts not only allowed Pat and me to attend an outstanding air show May 16th but also to reconnect with the Air Force base where I had served with the Post Attack Command Control System (PACCS) in the mid-sixties. Flying performances by a C-5 Galaxy, F-22 Raptor, the Blue Angel's F-18 Hornets, the Canadian Snowbirds ten CT-114 jets, a number of War Birds including a C-47, B-17, P-51 and an F4U Corsair were all outstanding and walking the tarmac with its many static display aircraft including a B-52H, KC-135R and a B1B bomber was a real treat.

However, what made the event especially memorable was the opportunity to reconnect with a flight line I had frequented on alert scrambles nearly fifty years ago as a Communications Controller on Eighth Air Force's AUXCP, call sign GRAYSON. One of these unique aircraft was EC-135C, S/N **63-8049**, the same plane that is now undergoing restoration at the museum in Nebraska that SAC ACCA is actively engaged in helping to restore.

I walked over to the front of Hanger 7 remembering the fact that the plane had once been photographed at that very spot. It was first assigned to Westover AFB, Massachusetts 24 Oct 1964 to the 499th ARW (SAC). Pictured below is a photograph of this aircraft taken on 8 May 1965 in front of that hanger where I stood for a few minutes reflecting on its unique place in our nation's military history.



Photo: R.W. Harrison via "Joe Bruch Collection"

Minuteman III Launch

In late May, Fred Kemp noted the airborne launching of an unarmed Minuteman III ICBM from Vandenberg Air Force Base, California as reported in the online edition of the *Air Force Times* 26 May 2015 and passed the information on to this newsletter's editor. The test launch was accomplished by ICBM crews from Francis E. Warren AFB, Wyoming while aboard a U.S. Strategic Command E-6B Airborne Command Post Aircraft.

Many SAC ACCA members will remember these special missions, code-named "Glory Trip," flown by Strategic Air Command personnel years ago to test the capability of the aircraft to generate and the launch facility to receive the data commands. Fred noted that Dick Doolittle had seen the account and wondered if the old SAC terminology was still being used and the fact that he had once made one.

One such mission, Glory Trip 42GM-1, took place the evening of 21 Nov 1973 in which an EC-135C of the 55th Strategic Reconnaissance Wing's 2ACCS left Offutt AFB, NE to launch an operational Minuteman III missile from Vandenberg. Three association members, William "Bud" Creek, George Miller and Dave Williamson were participants on that flight. An account of the mission, written by then Capt. David M. Williamson, first appeared in SAC's *Combat Crew* magazine in April 1974 and was reprinted in the October 2008 edition of the *Flyer*. Should you not have a printed copy, it is available on the association's web site.

Available SAC ACCA Merchandise

Item #	Item Description	Item Sale Price
101	Cap, SAC ACCA	\$12.00
106	Lapel Pins, SAC ACCA	\$ 5.00
103	Patches, SAC ACCA	\$ 5.00

To order, contact the Treasurer. Please make your check payable to SAC ACCA. Note: The price includes shipping.

The enclosed **email roster** is for the **use of members only**. Please do not copy or distribute it to others. Note that only the U.S. mailed copy, not the website edition, contains this roster. For additions/deletions/corrections, contact the secretary.



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)]. **Renewals may omit this data unless there are changes.**

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 Treasurer
P.O. Box 1934
Twentynine Palms, CA 92277

Make your check out to:

SAC ACCA

***Note: New
Address***

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

ADDRESS SERVICE REQUESTED



EC-135C No. 63-8049
(Aircraft in the photograph depicted on Restoration Challenge Coins) © Joe Bruch Collection