

REUNION 1996: All of the appropriate information concerning the October 1998 SAC/ACCA reunion in Colorado Springs is contained in a separate enclosure with this newsletter.

Unit Histories

SAC/ACCA Historian Greg Ogletree's outstanding history narratives continue in this issue as a separate enclosure. Having covered the overall SAC airborne command control systems in his four part series, *HISTORY OF THE PACCS/ACCS/ALCS*, Greg is now going into the histories of the various organizations at squadron level which were a part of the system. Appropriately, his first unit coverage deals with the 34th Air Refueling Squadron, which was the original **LOOKING GLASS** unit. Future issues will deal with auxiliary ABNCPs, comm units, PACCS airborne relay units, etc. If you have inputs along these lines, please address them to **Major Gregory W. Ogletree, USAF, 1007 Ebony St., Vandenberg AFB, CA 93437-1121.**

On-going Developments in the Navy

Tacamo Program

Following are extracts from several publications regarding the changing of guard in the airborne command control area.

Air Force Times; May 22, 1995: "By 1998, the Air Force will hand over a large part of its airborne command mission to the Navy. As a cost saving measure, Pentagon officials have decided to retire eight aging EC-135 command airplanes, operated by the 55th Wing of the Air Combat Command at Offutt Air Force Base, near Omaha NE, in favor of newer, more advanced Navy planes, the E-6 Mercury. Both are modified versions of the Boeing 707 jetliner. Pentagon officials

expect that the change will save \$1 billion initially and an additional \$250 million per year in reduced operating costs. The E-6s cost about \$100 million each."

Aviation Week and Space Technology; Oct 21, 1996 (Edited from a two-page article for limited space and to emphasize portions of interest to this Association): "The four-part upgrade to E-6B status, already begun on some aircraft, caps four years of profound change for Strategic Communications Wing One, according to Capt. Vern Lochausen, commander. The wing has changed from turboprop-powered C-130s to a Boeing 707-based airframe, moved its homeport and streamlined and consolidated its mission, staff and chain of command. For the past thirty years, Tacamo (Take Charge and Move Out) forces have been responsible for passing command and control communications to the Navy's strategic missile submarines, even when they are submerged. Since 1990, it has assumed responsibility for delivery of emergency actions messages to ICBM launch centers and strategic bombers, as well, Lochausen said. The consolidation of the similar TACAMO and Looking Glass missions makes economic sense as the Pentagon downsizes. Since 1989, Tacamo E-6As have flown over 100,000 flight hours. ...Major components of the E-6B upgrade, now underway, include a high-power Rockwell International solid state VLF/LF transmitter. It replaces current, bulky vacuum tube-based equipment while retaining the aircrafts multi-wire, trailing bipole antenna system. As part of the package, microcomputers will be added to help control deployment, use and retraction of the aircraft's 28,000-ft "long" VLF trailing wire antenna. Its partner "short" VLF trailing wire is 5,000 ft in length. ...As structured now, E-6A alert

crews are stationed at Tinker AFB as well as forward deployment centers at Travis AFB, CA, and Naval Air Station, Patuxent River, MD. Once on-station, the aircraft flies a 25-40 degree banked orbit and deploys short and long trailing wire VLF communications antennas. Optimum airspeed during these operations is just 5-10 knots above stall. ...Wire tension runs as high as 2,200 lb. as the long wire becomes almost vertical behind the circling aircraft. ...To support mission requirements and a maximum takeoff weight of 342,000 pounds, the E-6s, some of the last airframes off the Boeing 707 production line in 1988-91, have about 20% more wing and fuselage than the standard 707. ...A typical E-6B crew will number 18 and the aircraft can fly 6-hour legs unrefueled. It is capable of up to 72 hours of refueled airborne operations using a refueling port located just aft of the cockpit crown. ...The Tacamo wing is staffed by about 1,200 active-duty Navy personnel. Its squadron, VQ-3, provides coverage of the Pacific, while VQ-4 maintains a presence over the Atlantic Ocean..."

Aviation Week and Space Technology; May 26, 1997: "Raytheon E-Systems recently delivered to the U. S. Navy the first E-6B, a Tacamo aircraft modified to carry out the U. S. Strategic Command's Airborne Command Post (ABNCP) mission. The E-6B will expand the basic Tacamo mission of providing reliable strategic communications with submerged ballistic missile submarines. The added ABNCP capability was made possible in the mid-1980s, when the Navy decided to upgrade the Tacamo fleet from EC-130s to the E-6, a modified Boeing 707. The E-6B, with a Strategic Command battlestaff on board, should be able to provide reliable communications to all U. S. nuclear deterrent forces. ABNCP

equipment will be transferred from the aging USAF EC-135 fleet."

Association Dues

1997 dues of \$15.00 were due on 15 April 1997. Check your mailing label; if it shows no figure or "96 (or earlier)", then your payment is now overdue. Labels for those members who have paid for 1997 and beyond will show the appropriate figure. Those who are not current through 1997 or beyond will be dropped from Association membership and this will be their final issue of the newsletter. A dues payment (and original enrollment) form is included at the end of this letter. For *first time joiners*, include both the \$15.00 dues for 1997 and \$10.00 initial entry fee.

Television Feature on ABNCP Operations Coming in September

The *DISCOVERY CHANNEL* will deal with emergency airborne command post operations, including *Looking Glass*, according to a program synopsis, as part of that channel's *WINGS* series. Look for this program, entitled "*Doomsday Mission*", on the Discovery Channel at 1900 Eastern Daylight Savings Time, Tuesday, 9 September 1997.

Mystery Logo on Cover Sheet of Last Newsletter

How many of you (other than those assigned to the squadron) correctly identified the "mystery logo" as that of the 18th Comm Squadron, (circa 1963), Westover AFB, MA. 8th Air Force AUXCP comm controller, RO and CRYPTO slots were manned by the 18th. (Thanks and a tip of the Editor Hat to CMSGT Jim Maxson.)

Association Incorporation Accomplished

SAC/ACCA is now incorporated as the SAC Airborne Command Control Association, Inc. under statutes of the State of Florida. We have also been assigned a Federal Employer Identification Number by the Internal Revenue Service, as required for such corporations. Work is now underway to be declared tax-exempt under IRS regs.

The Prez Sez

From the President, Jack Suggs

NEW STUFF— Great early response to the coming reunion at Colorado Springs in October '98.

OLD STUFF— Dues: the Association needs your continued financial support. Postage and reproduction costs continue to escalate. A date of April 15 was set at the last reunion as the annual due date for dues. About half of the members have submitted their dues for this year. For those others, please do so today. The PACCS/ACCS/ALCS folks were a special breed who played a very special role in the defense of our nation. It is a pleasure and honor to have served with those of my time and to associate with those who preceded and followed me.

Can You Top this?

The shortest flight time of a green dot 10 PACCS launch off of alert.

We claim a flight time of about 18 minutes for 15AF *STEPMOTHER* at March AFB in 1967. You guys who only flew the *GLASS* probably don't really appreciate the contributions of those of us who operated the NAF's *ACHIEVE*, *GRAYSON*, and *STEPMOTHER* command post birds, plus the ALCC and radio relay missions. There were a lot of people involved when the GD 10 went off.

The situation: We were on March alert when the klaxon went off at 8 am (always right at meal time). We launched well within the 15 minute time allotted to be airborne with all of the battle staff and comm guys doing their thing during the initial phase of clearing traffic and climbout. About that time, the boom operator advised me that the APU was rumbling as if it was still running. The higher we climbed, the noisier the APU became. Boom tried everything possible to shut the APU down without success. I went back to the APU area to see for myself what the situation was when a flash fire developed within the air ducting leading to the ceiling or air inlet valves. The worst problem that any crew can have is an aircraft fire on board that can't be controlled, especially in the crew member area. It took maybe a mini-micro second to analyze the seriousness of the situation and to make the decision to get this bird on the ground ASAP. We immediately advised LA Center of the emergency while making a most expeditious turn and rapid descent to the final approach. It was a busy time in the cockpit; the copilot was refiguring the landing data while weight was being reduced by fuel dumping at about 5000 lbs a minute. In good SAC tradition, as we rolled out at the last turn off of that 13,500 foot runway, there were the boys with the rotating red lights to take care of any hot brakes and the ops guys with the crew alert vehicles to help us with a bag drag to the spare. The entry on the 781 was a red X for the fire in the APU. All 33 of us grab and go. We were in the air in a short time and then the damn phone calls started coming in, lasting almost the entire eight hours while we were in orbit.

History of the 34th Air Refueling Squadron

by Major Greg Ogletree, SAC/ACCA Historian

The 34th Air Refueling Squadron (34 ARS), Heavy, was constituted on 28 May 1958 and activated later that year on 1 October. Based at Offutt Air Force Base (AFB), Nebraska, the 34th was the first squadron to fly Post Attack Command and Control System (PACCS) missions, and the first to fly the *Looking Glass*.

Initially, the squadron was under the 340th Bombardment Wing, Medium, but after only a year, on 1 October 1959, the unit was transferred to the 4321st Strategic Wing at Offutt. It stayed under the 4321st until 1 January 1963, the longest period of time it would remain under any of its parent organizations. When 1963 arrived, the 385th Strategic Aerospace Wing took control and kept it until near the end of the following year, when the 818th Strategic Aerospace Division took over on 15 December. Note that the 818th was a division, not a wing. It was unusual for a squadron to report directly to a division, but this reflected the importance of the unit in the eyes of Strategic Air Command. Three months later, the 810th Strategic Aerospace Division assumed control when the last of the Atlas and Titan I missile units were inactivated on 25 March 1965. The 810th's tenure was also little more than 3 months because the 34th was transferred to the 13th Strategic Missile Division (SMD) on 1 July 1965. The 34th would remain in the 13th SMD for the remainder of its *Looking Glass* days--just shy of a year.

The squadron had eight commanders during the period it supported *Looking Glass* operations: Lt Col Irwin L. Graves assumed command when the unit was activated; Lt Col Lester E. Gunter took control the following month; Lt Col Richard G. Leech was handed the guidon in May 1960; Lt Col (later,

Colonel) Frank L. Voightmann had it from 3 July 1962 to 18 August 1963; then Lt Col Thomas D. Garner was the boss until Col Ronald L. Brumbaugh came in on 10 February 1964; and Col Allan A. Lathan took charge on 15 December 1964. There was one more change of command before the unit transferred to Pease for a new mission in the summer of 1966, but the date of that event and identity of that last individual was either not recorded in permanent records or, if it was, has not survived the ravages of time.

The unit's emblem was approved on 3 June 1959. It is officially described as follows: "A rectangle per pale medium blue and Air Force blue, in dexter a sun, its rays extending throughout, Air Force golden yellow, and in sinister five white stars; all surmounted bendwise by a stylized tanker and receiver aircraft in a refueling operation, counterchanged; in base the top of a globe brown, grid lines Air Force blue." The accompanying significance states: "The emblem is symbolic of the squadron and its primary mission. The divided background indicates day and night operations, the globe with latitude and longitude lines represents worldwide coverage, and the tanker and receiver aircraft symbolize the refueling mission. The emblem reflects the Air Force colors, ultramarine blue and golden yellow." Two patches have been observed for the squadron, differing only in the inscription on their scroll: one has the unit designation; the other displays the unit's motto--"We Serve Best." Both scrolls are golden yellow, edged and inscribed black. It should also be noted that both patches differ slightly from the official description in that the five white stars are, in fact, medium blue, and the globe's grid lines are black rather than Air Force blue.

Patches with the correct colors have not been observed and probably were never made.

No aircraft were assigned to the 34th for the first 3 months of its life because Offutt's runways were being lengthened to support jet operations. The first KC-135A arrived on 5 January 1959 and flying training commenced immediately. Additional aircraft were delivered in the following weeks and by the end of February the unit had 12 KCs on hand. That number increased to 21 the following month, and by April the 34th was flying world-wide refueling missions. The venerable KC-135 Stratotanker was the squadron's workhorse during all of its *Looking Glass* years, being used not only for aerial refueling missions but for airborne command and control duties as well until the EC-135s arrived in 1965. But let's not jump too far ahead, for the period between 1959 and 1966 is fascinating enough to explore in depth, incrementally.

In April 1960 three KC-135As were earmarked for airborne command post (ABNCP) duty, with a planned operational date of 1 July. On 15 April 1960 the first KC-135A was flown to Air Materiel Command's Oklahoma City Air Materiel Area at Tinker AFB, Oklahoma, for modification for the *Looking Glass* mission. Others soon followed. Meanwhile, training for the ABNCP mission was being conducted at Offutt. After 1 July, one of the three modified aircraft was on continuous alert, ready to take off in 15 minutes or less if necessary. To keep the crews proficient, they were "scrambled" at least twice a week on a no-notice basis. During the period of 5-28 July 1960, 13 *Looking Glass* sorties were flown. Nine more were completed during August. Generally, these were 5-6 hour missions. In addition to the flight crew, the complement consisted of a control team, typically comprised of a SAC general officer, a control officer (lieutenant colonel or major), a communications officer (usually a captain), a controller (technical sergeant or above), and

two enlisted radio operators. The modified aircraft carried two UHF transmitter-receiver systems and four HF single side-band units. The number of primary aircraft assigned (PAA) increased to 23 the following month, and on 11 October an additional KC-135A was assigned, bringing the total to 24. In November 1960, the *Looking Glass* alert was changed to a 48-hour tour. Furthermore, the unit decided to allow only instructor pilots to fly the ABNCP missions.

January 1961 saw the addition of yet another KC, raising the PAA to 25. By February, four of the 25 aircraft had been modified for *Looking Glass* missions--and one was used to support the commander-in-chief, Strategic Air Command (CINC SAC). This was a sufficient quantity to support round-the-clock operations, so on 3 February 1961 at 2000, Major Richard M. Snow, an aircraft commander for the 34th, taxied his modified Stratotanker onto Offutt's runway and took to the air, initiating continuous airborne alert of SAC's ABNCP. During the first several months, each sortie averaged 12 hours and 30 minutes, with scheduled take-off times of 1000 and 2200 daily. On 6 May a fifth modified KC-135A was assigned to the *Looking Glass* mission, easing the maintenance burden considerably. The ops tempo changed too when, effective 10 May, sortie duration was reduced to only 8-1/2 hours, with take-off times scheduled at 0000, 0800, and 1600.

By the first anniversary of continuous airborne operations for *Looking Glass*, the squadron had logged about 10,000 flying hours for ABNCP missions. Lt Gen John P. McConnell, Vice CINCSAC, recognized the 34th's outstanding effort in a special ceremony. During the course of 1962, several more aircraft were added to support ABNCP operations, bringing the total to eight by 10 August. In fact, there was now a sufficient number of these specially modified platforms to allow providing support for an auxiliary ABNCP. This aircraft directly supported

Fifteenth Air Force headquarters at March AFB, California, beginning on 24 July 1962. The year closed with great fanfare when, in a formal ceremony on 28 November, the 34th ARS was awarded the Air Force Outstanding Unit Award (for the period 1 July 1960 - 3 February 1961) in recognition of support of the SAC ABNCP. Lt Gen John D. Ryan, Commander, Second Air Force, made the presentation.

The year 1963 was a busy one for the 34th ARS. The unit completed the 20,000th flying hour in support of *Looking Glass* on 5 March 1963. That same month, the squadron received eight newly configured KC-135s to support the expanding ABNCP mission at Offutt. On the 1st of July, a reorganization reduced the number of assigned officers from 127 to 99, and the number of enlisted personnel from 577 down to 471. Furthermore, the unit's PAA was cut to 10 refueling and 5 command post aircraft. The squadron began transferring the "extras" to March AFB to allow for the formation of a permanent ABNCP capability for Fifteenth Air Force. Meanwhile, they continued supporting the 15th AF's airborne command post operations in addition to flying the SAC ABNCP non-stop. More aircraft shuffling occurred later in the year. On 9 October 1963, the squadron transferred two more ABNCP-modified KC-135As to 15th AF. This terminated the 34th's support of 15th AF's ABNCP. Six aircraft remained for *Looking Glass* missions, plus 16 others for regular aerial refueling work.

The year 1963 also saw the squadron's only break in continuous airborne operations when the *Looking Glass* landed for about 20 minutes to transfer a sick crew member to an ambulance. (The next break wouldn't occur until 9 more years of continuous airborne alert had elapsed.) Rather than considering this as a blemish on its unmatched record of round-the-clock airborne alert operations, the 34th's deed proved that even when the Cold War was its coldest, humanitarian needs would still have priority over military neces-

sity so long as the Cold War didn't "go hot."

On 27 March 1964 the 34th ARS completed 30,000 hours flying the SAC ABNCP. By this time, round-the-clock flying was beginning to take its toll on the airframes, plus technology was constantly improving. Consequently, on 2 July 1964 the squadron received the first of several newly modified KC-135Bs to replace KC-135As that were being worn out supporting *Looking Glass* operations. These state-of-the-art aircraft (later converted to EC-135Cs) were equipped with turbofan engines, advanced electronic equipment, and had both tanker and receiver capabilities for air refueling. This receiver capability proved its usefulness on at least five occasions when adverse weather prevented the recovery or launch of the *Looking Glass*. In these instances the airborne aircraft, after being refueled in flight, remained on station for 16-1/2 hours--or two consecutive airborne tours. On 27 August the unit received its fifth, and last, "B" model aircraft (these were S/Ns 62-3581 thru -3585, a few of which are still flying the ABNCP mission today for US Strategic Command!). By year's end, the 34th possessed a total of 20 aircraft--the KC-135Bs devoted to *Looking Glass* operations and the KC-135As for refueling missions--and all flight crews in the unit had become qualified in receiver as well as tanker refueling. (The final *Looking Glass* sortie in a KC-135A was flown on 2 September 1964.)

More changes occurred in 1965. During the last half of the year, all KC-135Bs were converted to EC-135C/J aircraft. By year's end, the unit possessed 6 of the ECs and 11 KCs. On 3 February 1966 the 34th ARS completed 5 consecutive years of continuous SAC ABNCP operations and nearly 50,000 hours of airborne alert. In recognition of its distinguished flying record and its outstanding support to SAC Headquarters during a period of numerous changes, the squadron received its second Air Force Outstanding Unit Award for the period from 1 June 1964 to 12 May 1966.

Effective 25 June 1966, all EC-135s belonging to the 34th ARS were transferred to Det 1, 55th Strategic Reconnaissance Wing, located at Offutt, and the 34th was moved to Pease AFB, New Hampshire, simultaneously terminating all connections with the *Looking Glass* effort. It was a herculean effort in which over 5,800 consecutive takeoffs and landings were conducted during all imaginable weather conditions, well over 50,000 accident-free hours of airborne alert were logged, and a mission reliability rate of

99.99 percent was achieved. Squadron members had flown more than any other tanker personnel in SAC and nearly all crew members had received Boeing's 2000-hour pin and certificate for the -135. The 34th Air Refueling Squadron had received the tasking, responded to the challenge, and successfully completed its important and unique mission--and it did so with distinction, living up to its motto. It's still an admirable record. Yes, they did indeed "serve best"! * * *

(Editor's Note) Greg's excellent history of the 34AREFS is, of course, appropriately dedicated to the squadron's participation in *Looking Glass*, since SAC/ACCA is based on the PACCS/ACCS/ALCS operations; however, I feel that mention should be made of another major operation in which the squadron was involved during the early-mid 1960s. Under a SAC Operations Order, unclassified nickname *Burning Light*, up to three modified KC-135A aircraft were assigned to the 34th. These aircraft were modified for a specialized reconnaissance function and were, I believe, the first USAF 135s to be equipped for inflight refueling as receivers and were, at that time, designated as KC-135Rs with the nicknames of *Speed Light/Garlic Salt*. Without getting into details of the mission, since portions of it may still be of a sensitive, classified nature, suffice it to say that the missions, both practice and actual, were usually very long and very complicated, requiring precise flight planning and execution, ad-hoc installation of sensor and other equipment in the aircraft, integration of the equipment operators from other commands into the flight crew and numerous receiver refuelings, mostly during hours of darkness, to maximum in-flight gross weight, an especially demanding technique, since these were still the "little engine" (J-57) aircraft which became somewhat power limited at the higher gross weights. This squadron mission was in addition to the continuing airborne command post and tanker operations, giving the 34ARS still another reason to be proud of their performance during the "Offutt era".

REUNION
SAC COMMAND AND CONTROL ASSOCIATION
OCTOBER 7 -11, 1998 • COLORADO SPRINGS, CO

May 22, 1997

It's my privilege to pass on current information pertaining to our reunion. We presently have about 120 who have expressed an interest through the survey. I have had many verbal responses indicating intent to come so it looks very promising. In addition, we have already placed advertisements in a number of military publications. We will do it again early next year. Advertisements are helping in the recruiting process. Help us to contact those you know who should be with us.

Many of you have asked for some idea of costs for activities. I'm providing a brief summary of each activity and potential costs based on current prices for fees and transportation. We will still be pretty close with our group rates. I recommend a call to the Colorado Springs Tourism Office 1-800-888-4748 for an information packet.

Embassy Suites – We are still working on the arrangements for our banquet. (We need to get closer with projected numbers.) Rates are \$105 single, \$115 double per suite, which includes a living room area bedroom and full bath.

Pikes Peak – Without getting into the historical aspects and the inspiration for "*America the Beautiful*", Pike's Peak provides an awesome view. The ride up is in a cog railway car from 6,571 feet to 14,110 feet at the summit. Be aware of the altitude. Cost is approximately \$30 per person which includes transportation to and from the railway station and the ride up and down on the cog railway.

Garden of the Gods – Beautiful red rock formations in the Colorado Springs area and access to the center. Our Concierge indicates a "variety of other sites" with this tour. Lots to see in this area. Cost for transportation and access to "sites" is about \$25 per person.

Royal Gorge – This is about a 7 hour tour and includes lunch. World's highest suspension bridge spanning the Arkansas river at a height of 1,053 feet. You also may ride the tram across the liver and take a cog rail car down to the river. Approximately \$60 per person.

Cripple Creek – Complementary transportation. A coupon book is provided. Remember, this is a gambling town! Interesting and fun. Try your luck! I ended up about \$15 ahead on the slots.

Flying W Ranch – Working cattle ranch that has specialized in western food since 1953. Western stage show. Approximately \$25/person which includes chicken/steak meal, the show and transportation.

AF/Navy Football – Saturday late morning and early afternoon at Falcon stadium. Pre-game activities usually include a variety of aircraft fly by, parachutists, cadet march on. Half time shows include falcon demonstrations, drum and bugle corps etc. These games are usually the best since they are competing for the Commander-in-Chief's trophy. Approximately \$25 per person for game tickets and transportation.

Memorial Service – We are working to get this scheduled for the AF Academy Chapel. Approximately

\$10 per person for transportation.

AF Academy Tour – Includes the visitor's center and tour around the Academy grounds. Approximately \$10 per person for transportation.

NORAD – Tours may be booked six months in advance. Interested individuals must provide us:

Last Name, First Name, Middle Initial and their Social Security Number.

When we arrive at NORAD, each person must present two forms of identification. One must be a photo identification such as a driver's license or military identification. The second identification must be proof of Social Security Number.

The tour lasts 2½ hours. You should dress casually but warmly, i.e. light jacket or sweater. Comfortable walking shoes are recommended. Altitude is approximately 7,300 feet. A portion of the tour requires climbing three flights of stairs – your limitations/medical conditions should be considered.

NORAD requires receipt of needed personal information NLT 1 March 1998. Group sizes are limited to 30. We will attempt to get several groups if permitted, but the first group will be formed by those submitting the required information first. You may send that directly to me. I will date the envelope when I receive it.

We still are working arrangements for our Golf tournament with the AF Academy. I have made some initial contacts with the Academy.

I have written to Peterson AFB Public Affairs Office (recently) and I'm awaiting their response. I am still trying to get some kind of a group rate from airlines. I will keep you informed in future Newsletters with updated information.

Finally, pre-planning and an early commitment will help us to make arrangements for you. In order to confirm our block of tickets for the AF/Navy football game, plan to send your non-refundable commitment of \$25 per person to arrive NLT 15 February 1998. This item will be restated in detail in next newsletter(s).

In summary, it is coming together but obviously more to do. Some do not want to make commitments this far in advance but we'll keep asking the questions. I will appreciate any comments or suggestions. For those in the Colorado area, I would appreciate your assistance.

Richard N. Doolittle
3714 E. Mineral Place
Littleton, Colorado 80122
(303)741-6037

The real kicker came when we returned to March late that night after about 10 hours in the air, plus all of the excitement of the fire, and, most important, missing breakfast. There was the bird that we had the fire earlier, ready to be cocked on alert. Checking the 781 for the corrective action and the cause of the fire, we found that the red X was signed off as "unable to duplicate".

No other action was taken by anyone.

With that information, we, the flight crew went over the plane with a fine tooth comb and came up with the cause. The fire was caused by ??? (Answer in the next newsletter.)

The crew was:

IP - Maj Jack Suggs,

P - Capt Dick Hodnick

N - 1Lt Johnny Floyd
BO - MSgt Alday

..... CUT HERE

**SAC AIRBORNE COMMAND CONTROL ASSOCIATION
DUES PAYMENT - CALENDAR YEAR 1997**

Mail To: SAC/ACCA, Jack W. Suggs, 855 Crenshaw Loop North, Keizer, OR 97303

Dues for 1997: \$15 If NEW MEMBER: Initial Fee: \$10 plus 1997 dues

Name: _____ Street: _____

City: _____ State: _____ Zip: _____ Phone: _____

New Member Rank: _____ Active () Retired () Spouse's Name: _____

Brief Summary of your Affiliation with PACCS/ACCS/ALCS: Dates/Organizations/Location/Duties: _____

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SAC/ACCA 1998 REUNION INTEREST SURVEY

Mail To: Richard N. Doolittle, 3714 E. Mineral Place, Littleton, CO 80122

Name: _____ Number in my party: _____ I am interested in the following activities:

- TOURS:** Pikes peak (Cog Rail Train) Royal Gorge (Tram, Cog Rail to bottom) Garden of the Gods
 Cripple Creek (Town, Casinos) NORAD (Cheyenne Mountain) AF Academy
 Peterson AFB, Space Command

GOLF: Hopefully at AF Academy, Thursday Number of Players: _____

FLYING W RANCH: Ranch-style evening meal, Western theme/music, Friday

AIR FORCE - NAVY FOOTBALL GAME: Saturday afternoon

BANQUET, SOCIAL/SIT-DOWN DINNER: Saturday evening

MEMORIAL SERVICE: AF Academy Cadet Chapel, Sunday

SAC AIRBORNE

COMMAND CONTROL ASSOCIATION

JACK W. SUGGS, Colonel USAF-Retired

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