

The ACCA Flyer

SAC Airborne Command Control Assn.

Volume 6, Issue 2

August, 2000

Recording, Preserving and Celebrating the Legacy of PACCS



Your Officers

President	Jim Spence
President Emeritus	Jack Suggs
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Secretary & Editor	Steve Leazer
Historian	Greg Ogletree

Folded Wings

Lt. Col. Bob J. Wann - May 4, 2000

This newsletter is published three times per year by the SAC Airborne Command Control Association (ACCA) and is free to members. It is published at 6141 Bagley Ave Twentynine Palms, CA - 92277-2502

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Information:

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

Steve Leazer, SAC ACCA Secretary

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New Memberships, Dues renewal

Fred Kemp

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Focusing on...

Reunion 2000

in

MONTGOMERY
ALABAMA

4-8 OCTOBER 2000

Hopefully, your mission planning is nearing completion and your flight plan near filing.

For those of you who have not read this before, our headquarters is at the Embassy Suites. There were suites blocked for us there, but I don't have a current count as to how many remain available. The rate is \$109 per suite. In case you haven't already made your reservations, the deadline is 4 September, however.

There will be a registration table set up at Embassy Suites on Wednesday and Thursday. I must reiterate that they will not be taking late registration or requests for meal events.

The point of contact for reservations at Embassy Suites is;

Jennifer Sellers
Embassy Suites
300 Tallapoosa St.
Montgomery, AL 36104
Tel. (334) 269-5055
FAX (334) 269-0360

A hospitality suite will be set up and ACCA hats and pins will also be available for purchase. I am impressed with both. Even though you received a pin with your year 2000 registration you may feel the motivation to purchase additional ones.

An alternative to the Embassy Suites is the Holiday Inn. It is located approximately two blocks away, from the Embassy Suites. A small contingent of rooms were set aside for us, but the number remaining at this time is unknown. Room rates are \$79 single and \$99 double.

All are responsible for their own reservations at the hotels and airlines. Also keep in mind that there are many events taking place in Montgomery in the fall so do not delay making your hotel accommodations. Obtaining suitable accommodations will become more and more difficult as October approaches.

Here's a peek at the reunion program.

Oct 2000 Events

4th Wed. Registration, and reception. A Social hour in the evening includes light hors d'oeuvres. Dress is causal, no coat or tie is required; slacks and sport shirt or golf shirt are fine, women's apparel at the same level.

5th Thu. Registration continues, Maxwell AFB & Gunter Annex tour [Air War College, War Gaming Center, NCO Heritage Hall and lunch at the O' Club are possibles]. Base tours will be limited to 50 persons per group. This may necessitate a second tour if sufficient demand exists.

A Buffet dinner and social hour will be held in the evening. Dress is causal, no coat or tie is required; slacks and sport shirt or golf shirt are fine, women's apparel at the same level.

6th Fri. Golf during the day, depending on the number of requests.

A three-hour evening Riverboat cruise with on-board BBQ will be available this evening. Dress is causal, no coat or tie is required; slacks and sport shirt or golf shirt are fine, women's apparel at the same level. A light jacket may be necessary due to the evening air on the water.

Note: This event has a capacity restriction of 100 persons. Preference will be given to those purchasing the reunion package and then a matter of date of receipt. Refunds will be available for those requesting to attend, but who can not be accommodated due to the capacity limit.

7th Sat. Business meeting in the morning. If you have questions or are interested in having impact on the direction which the Association expects to travel please be there. The agenda will be open so if you have topics for discussion feel free to join us.

A banquet will be held in the evening. Semi-formal affair business suit and tie are appropriate, women's apparel at the same level of formality.

8th Sun. Memorial Service.

Several of the many sights to see while you are in Montgomery are the State Capitol, Confederate White House, Old Towne Alabama, Shakespeare Festival, Jasmine Hill and Robert Trent Golf Trail. The city has trolley service to many locations and other sites are within walking distance.

**PUBLISHED SOURCES OF
INFORMATION ABOUT SAC
AIRBORNE C3 UNITS &
ACTIVITIES***

(Listed chronologically by date of publication)

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"Modified KC-135, B-47 Aircraft Increase SAC's ACP Capability," MESA MISSILEER, 27 Apr 1962, p 7-B.

"Converted KC-135 Serves as SAC's Airborne Command Post," MESA MISSILEER, 5 Oct 1962, p 9-A.

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12 Feb 1993, pp 1-2.

"Loss of Planes at Offutt was expected for a Year," by Jeff Gauger, OMAHA WORLD-HERALD, 28 May 1993, pp 11-12.

"Offutt's Looking Glass Mirrors Changes in World," by Jeff Gauger, OMAHA WORLD-HERALD, 29 May 1993, pp 13, 15.

"Mission Increases in Importance as World Changes," by Col David R. Wolfe, AIR PULSE, 20 Aug 1993, p 12.

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"History-Making Woman," by MSgt (Ret) Peggy Simmons Helms, AIR FORCE TIMES, 25 Apr 1994 (ltr to ed.)

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"Sun Sets on 'Looking Glass' " - by Timothy P. Barela, AIRMAN, Sep 98, pp 8-9 (w/photo)

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histories, and any other products / publications of the units themselves. Also does not include sources pertaining exclusively to the 1st ACCS and its NEACP/NAOC mission.

Reminiscence

By TSgt Harry Yates

I flew Stepmother missions from March AFB from 1965-67. During that time I was TDY for three months with the original aircraft and crews of Combat Lightning. This aircraft was another specially modified EC-135. They were equipped with voice operated keying (VOX) equipment. For those who may not be familiar with this arrangement or term, One radio receiver is connected to a separate transmitter. This means that when communications are received on this receiver, it causes the radio transmitter to become active. The radio calls which are received are rebroadcast on another, usually more powerful transmitter.* We flew an orbit over the gulf at more than 30,000 feet to conserve fuel to facilitate missions exceeding twelve hours.

The reason for the rebroadcast (radio relay) mentioned above was to allow communications between jets flying low over Viet Nam (VN) to be retransmitted via much more powerful transmitters to stations elsewhere in VN. Without this rebroadcast the low-flying aircraft would be without communications to their control point until they resumed flying at higher altitudes. Given the type of missions flown, this could be a significant part of the flight. Much of the time the VOX system failed to trigger the transmitter and the signals would have to be manually relayed by the operators aboard the EC-135.

The crews participating in this mission had no cold weather gear, and in an EC-135 with its engines throttled back to absolute minimum in order to conserve fuel, the heating didn't work at all, and it was a cold, miserable mission.

During one of these Combat Lightning missions, the Navy provided two fighters to provide a protective umbrella. The fighter pilots had the habit of tucking themselves in close and on either side of our aircraft. We thought they were just showing off their flying skills. One day an American voice came up on the emergency frequency calling "MIG, MIG" taking off on heading ___ which was toward us. Our pilot immediately told the Navy jets "get the hell out there and show yourselves." They did and the two MIGs suddenly returned to their field. It is assumed that this was because their radar only showed one object until the two fighters separated far enough to paint (display) all three of our aircraft.

In 1968 I returned to Ellsworth AFB, qualified in both the Stepmother and radio relay missions. A humorous incident occurred while assigned there. As a Radio Operator (RO) I had just transferred from a relay crew to Stepmother. One night while on alert I was sitting in the NCO club with my former relay crew when the klaxon sounded. We responded superbly and it was not until we were taxiing that I and the rest of the crew realized that I had boarded the wrong aircraft. I had inadvertently boarded the relay aircraft rather than Stepmother. This left Stepmother without a number 1 Radio Operator (RO1). Further, since my assignment to Stepmother was to have been to evaluate a trainee this left Stepmother without any qualified RO. Fortunately, it was only a Bravo alert and therefore the aircraft only taxied down the runway and did not launch as a mission.

An exciting incident occurred aboard Stepmother when I was flying out of March AFB. After an uneventful launch and establishing a position on station the copilot's window blew out. A crypto operator, whose name I don't remember, passed out. I don't know if it was because he didn't get to his oxygen mask, or just sudden fear.

It was also strongly rumored that one of the ROs excused himself with his A-3 bag to the lavatory for over 15 minutes and came back wearing a different flight suit and his A-3 bag very tightly zipped.

** Fighter aircraft have low-power transmitters that have very short range when close to the ground. The relay operation allows these low-powered transmissions to be received and rebroadcast by a much larger transmitter in the relay aircraft. Also, because the relay aircraft is flying at a much higher altitude the range of the transmission is effectively extended.*

From the Secretary

I periodically receive correspondence and lists of names of former participants in the Airborne Command Control operation. They are former Battle Staff, Logistics, In-flight Maintainers, Flight Crews, as well as others who actively supported the mission on the ground. I add these names to the mailing list for a trial period in the hope that they will become a part of our association. If you would like to become a member there is an application sheet complete with mailing instructions at the back of this newsletter. Please also know that although we are known as SAC ACCA, we have members who were in many of the above roles in supporting Nightwatch and the European and Hawaiian operations. We are looking to build this Association and we welcome those who are interested.

If you would be interested in serving the association as an officer, please let one of us know. One of the items on the business meeting agenda will be the election of officers. Come and participate. Yours truly was appointed to replace the previous Secretary. So I'll be up for election, so if you want the job ... make noise.

Another issue for discussion at the business meeting could possibly be the publication of membership rosters. Please note that I have added questions about it to the registration form enclosed with this

issue. Some have voiced the opinion that we should publish membership rosters, including address for those members that request them. This is a controversial issue and we need to hear from you. My personal opinion is that it is probably ok to publish a list of members and their spouses, but without the address. That way members will know who else from their flying days are members of the association, but no one's address is compromised. Think about this and tell us your preference. When you renew your membership please take the time to check the appropriate box.

This is the last newsletter before the reunion so I hope you have all the information you need and that your planning is nearing completion. I hope to see you there and perhaps swap a story or two. For me the little over two years I spent with Looking Glass pales by comparison with some of your experiences I am sure. Those were the early years and the electronic systems in the aircraft were changing rapidly and the pressure for this young Staff Sergeant to stay on top of those changes was great. However, I consider that time to be a great part of the seasoning that helped me go on into my chosen profession. See you there.

Steve



SAC
Airborne Command Control Association
Recording, Preserving and celebrating the Legacy of PACCS

APPLICATION FOR MEMBERSHIP

Mail to: SAC/ACCA, Fred Kemp, 133 W. Lutz Drive, Bunker Hill, IN 46914
 Email: Fkemp8367@aol.com

Name _____
Last First Middle

Rank/Title _____ Branch of Service _____ Status _____
(Active/Retired/Other)

Mailing Address _____

Telephone _____ Spouse's Name _____
(XXX) XXX-XXXX

Affiliation(s) with SAC, 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).

Dues/Fees Enclosed: Initial Entry Fee (\$10.00) \$ _____ Dues (\$15.00) _____
 New members include both initial fee and dues for the current calendar year

Signature: _____ Date: _____

I do NOT want my name published on ACCA lists to general membership.
 I do NOT want my address published ACCA lists to general membership.

DUES PAYMENT - CALENDAR YEAR _____

SAC AIRBORNE COMMAND CONTROL ASSOCIATION

Mail to: SAC/ACCA, Fred Kemp, 133 W. Lutz Drive, Bunker Hill, IN 46914
 Email: Fkemp8367@aol.com

Annual Dues: \$15.00

Name: _____ Street _____

City _____ State _____ Zip _____ Phone _____

Email Address (If applicable) _____

Rank _____ Status: Active () Retired () Other () _____
(Mr/Mrs/Ms)

I do NOT want my name published on ACCA lists to general membership.

ADDRESS CORRECTION REQUESTED

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Steve Leazer, Secretary
SAC Airborne Command Control Assn.

