



# The SAC ACCA Flyer

## Strategic Air Command Airborne Command Control Association

Recording, Preserving and Celebrating the Legacy of PACCS

Volume XX Issue 3

Sept 2014

### PRESIDENT'S MESSAGE

What a terrific time we had at Rapid City S.D.! The combined 4ACCS and SAC ACCA reunion was a great success. It was well attended by both organizations and the common thread throughout the reunion was the exchanging of stories, enjoyment of the tours, meeting old friends and making some new ones with like-minded individuals. For those that missed it, we toured Rapid City, visited Mt. Rushmore, got hailed on, saw one heck of a lightning show, tasted some wine, traveled by train, visited a missile site, stopped at the air museum and held a reception. At the reception we paused to remember those no longer with us. The reception included great food, a slide show, some story telling, a guest speaker (MGEN Parker) and lots of fun was had by all present. Regardless of the organization we all did the same mission at different times and from different places but all on the Airborne Command Post. A special thanks to Rod Berlin, Norma Kathman and not to take away from our planners, Mary Hillman from 4ACCS who was key to making Rapid City the success it was.

I saw lots of cameras at this reunion and I hope all of you will send your photos along to Jim Bostick, our web master

President's Message continued on page 4

***Folded Wings***  
***Major Johnny Floyd***  
***30 April 2014***

### EC-135C 63-8049 UPDATE

There is some very encouraging news to report on the current status of the restoration of aircraft 8049. The Strategic Air & Space Museum's (SASM) new Executive Director, Dr. Michael L. McGinnis, reached out to SAC ACCA by attending two events at the recent 2014 Reunion in Rapid City, SD - the initial Meet & Greet social the evening of June 25th and the association's business meeting the following morning, June 26th (see the business meeting minutes on pages 8-9).

His professionalism and genuine determination in describing long range plans for the SASM that include the restoration of 049 were a welcome message following long years of SAC ACCA efforts to gain the attention of the museum's leadership.

Your Board of Directors has now sent a letter supporting Dr. McGinnis's plans for restoring the aircraft and his attempt to have the SAC name returned to the museum's title. It was addressed to the Chairman of the Board of the Museum with copies to each of the other nine directors. The text of the letter follows:

"You may recall our correspondence from last year expressing profound concerns for the continued deteriorating condition of one of the nation's most iconic Cold War aircraft, EC-135C No. 63-8049, parked behind the Strategic Air & Space Museum (SASM) away from public view. As an organization of U.S. Air Force veterans dedicated to preserving the history of the Strategic Air Command's (SAC) Post Attack Command Control System (PACCS), we were most encouraged to learn from Executive Director, Dr. Michael L. McGinnis

See EC-135C Update on page 5

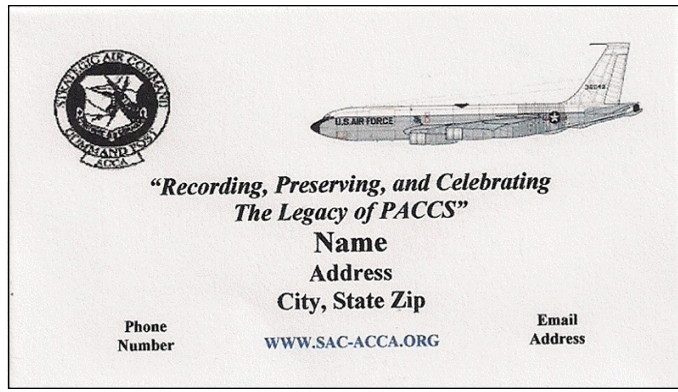
## SAC ACCA Business Card

As a reminder, member Steve Kissinger has created a business card and will send the template directly to your computer and snail mail a sheet of ten starter cards. You just need to contact him via email at: [skissinger@wowway.com](mailto:skissinger@wowway.com)

Be sure to use the term SAC ACCA Business card in the subject line and to provide the following:

- Name (retired military, include rank)
- Complete address
- Phone Number, Email address

If you do not have an email access, snail mail him at his address located in the membership roster.



## SAC ACCA MEMBERS & GUESTS WHO ATTENDED THE 2014 REUNION

Larry & Linda Bellville  
 Rod & Diana Berlin  
 George & Anne Birch  
 Jamie & Marylou Bly  
 Jim & Mary Ann Bostick  
 Ed & Ann Bowman  
 Joe & Arla Bruch  
 Sidney & Linda Caston  
 Brent Cogswell\*  
 Wilton & Pat Curtis  
 Jim & Karen Dart  
 Dick & Loretta Doolittle  
 Harland Fogle  
 Norm & Dalene Goetz  
 Bob Henderson &  
 Patty Reynolds  
 Ed & Doreen Hersey  
 Duane & Mary Hillman\*  
 Richard & Diane Hutchins\*

Charlie Jones  
 Larry & Charlotte Jones  
 Dennis & Norma Kathman  
 Fred & Sandy Kemp  
 Steve & Mary Kissinger  
 Lisa May Kissinger  
 Julia Knutson  
 Steve & Mary Leazer  
 Justin & Margaret Loucks\*  
 Michael & Marianne  
 Makar  
 Dr. Michael McGinnis  
 Clif & Eileen Sonberg  
 Larry Springer  
 Jay & Joanne Tressler  
 Christine & Lauren  
 Trodglen  
 Steve Warkaske  
 \*Registered with 4ACCS

## 2014-2016

### Board of Directors

- |                           |  |
|---------------------------|--|
| <b>President</b>          | <b>Jim Dart</b><br>abncp@earthlink.net             |
| <b>Vice-President</b>     | <b>Ed Bowman</b><br>aebow@comcast.net              |
| <b>Treasurer</b>          | <b>Steve Leazer</b><br>ec_135cpaccs@roadrunner.com |
| <b>Secretary</b>          | <b>Wilton Curtis</b><br>wcurtis135@aol.com         |
| <b>President Emeritus</b> | <b>Fred Kemp</b><br>fkemp8367@aol.com              |

### Appointed Officers

- |                                 |  |
|---------------------------------|--|
| <b>Historian</b>                | <b>Greg Ogletree</b>   |
| <b>EC-135C Restoration</b>      | <b>Fred Kemp</b>   |
| <b>Web Master</b>               | <b>Jim Bostick</b><br><a href="http://www.sac-accs.org">www.sac-accs.org</a> |
| <b>PACCS Memorial Committee</b> | <b>Fred Kemp</b><br><b>Norm Goetz</b>  |
| <b>2016 Reunion Planner</b>     | <b>Norm Goetz</b><br><b>Clif Sonberg</b>                                     |

**Tucson, Arizona  
September 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  
 5669 Cahuilla Avenue  
 Twentynine Palms, CA 92277-1419



EC-135A 61-0262, Ellsworth AFB, SD

Joe ©

Bruch Collection

## Bumpy Homecoming

Brent "Bear" Cogswell

Seeing 262 on display at the Air and Space Museum at Ellsworth during our recent reunion certainly brought back a lot of memories. I don't remember how much time I spent on missions on alert with the old girl, but the one that stands out is her being run off the runway at Ellsworth.

We were returning home from another fun-filled week at Minot and were worried about getting home since thunderstorms were forecast in the Rapid City area (guess it was summer, eh?). I was on the "dead-head" crew and sitting comfortably in the back while the missile and radio guys did their thing on the trip home. Luckily, the weather broke as we were cleared to final at Ellsworth. Unfortunately, no one advised that there was standing water on the runway.

After we touched down uneventfully, the missile crew got up to go forward to "safe the plugs" - - the Volatile Keying Assemblies (VKAs) which held the decryption values for the operational Minuteman Missile launch codes (they were programmed to self-destruct if 400 cycle power was lost and had to be "armed" while in flight). It was common practice among the missile crews to safe them as soon as possible after landing ( and hey, the touchdown was smooth and what could possibly go wrong...).

As the crew (Captains Andy Knight and John Thornburg) started to walk forward, the interphone from the cockpit squawked "We're hydroplaning." Andy and John executed a perfect "to the rear, march" maneuver, took their seats and strapped in.

We then heard the aircraft commander (Capt Rod Scrivner) say that he was going to try to make a turn into the throat of the Bomber Alert Pad (it was a slightly uphill grade) to get us stopped. Unfortunately, at about 45 or 50 knots, old 262 just couldn't do it. We heard "brace for impact" followed by the nose of the aircraft suddenly pointing down as we exited the runway. The aircraft quickly slowed and stopped and all you could hear waing of the exit alarm.

and stopped and all you could hear was the sustained ringing of the exit alarm.

Andy shouted at John to "throw the switch" (the emergency destruct, power interrupt for the VKAs) and John hesitated, saying "they're your plugs." Andy got up and threw the switch.

I was closest to the rear hatch and got the door off and one of the Radio Operators threw out the escape rope and exited - remembering his training and refraining from holding the end of the rope when jumping, I was right behind him sliding down and finding that I was stuck ankle deep in the mud and mounds of soil thrown up from the four-foot deep trenches the mains had cut. As luck would have it, the rain started pouring down again so there we were, a large contingent of soaked crew members trying to slog their way away from an airplane we weren't sure wasn't going to explode at any moment.

Since the aircraft was still a "Two-Officer Policy, No-Lone Zone" with the Top-Secret codes on board, there was some discussion with the Fire Department responders as to whether or not they could be allowed on board without two officers of the active crew (I wasn't privy to the discussion of who those lucky folks would be, but it turned out to be the missile crew). They boarded, secured the Code Processor and the VKAs and brought them outside and drove away with the code custodians from the ALCS branch.

Eventually, the FD allowed us to re-board and start slinging our baggage out into the elements and lugging it through the mud up to the now closed runway and the waiting bus.

At the end of it all, only one injury occurred ..... one officer (who shall remain nameless, but you know who you are) got some pretty serious burns on his hands from



EC-135A No. 58-0018 Mel Lehto, 2nd row, far right

## BEGINNINGS OF LOOKING GLASS

According to Robert S. Hopkins III's excellent book, Boeing KC-135 Stratotanker More than just a Tanker, in May 1960, KC-135A No. 58-0022 was modified as an airborne command post to test the concept of being able to command and control SAC forces should the ground command system be incapacitated or destroyed. Following months of successful testing the program was expanded to additional aircraft.

The initial five planes which began continuous, round-the-clock flights on 3 February 1961 were KC-135A's 58-0007, 58-0011, 58-0018 (photo above), 58-0019 and 58-0022. All eventually were replaced and in 1967 were redesignated EC-135P's serving as "Blue Eagle" airborne command posts at Hickam AFB.

SAC ACCA long time member **Mel Lehto** provided the picture of aircraft 018 shown above and was one of the original Radio Operators (RO's). In all probability, he is very likely the last surviving member of that pioneering group.

Historic photographs of the interior of those earliest test flights, some of which include Mel as the senior non-com RO monitoring and supervising the operation of the equipment can be found in these publications:

J. C. Hopkins, Development of Strategic Air Command, Office of the Historian, Strategic Air Command, 1976.

C. B. Colby, SAC, Men and Machines of our Strategic Force, NY, Coward-McCann, Inc., 1961.

## President's Message from page 1

master to post on the web site. He has completely redesigned the site and I hope all of you will visit it from time to time. The site address is: [www.sac-acca.org](http://www.sac-acca.org).

During our business meeting we had a special presentation by Dr. McGinnis from SASM on the efforts to restore 8049. I have to say that I was skeptical about having Dr. McGinnis come to speak to us. I was not sure what message he was coming with or how it would be received by our membership. Lets face it, based on past experiences SASM was falling short on its commitment to 8049. I'm happy to say that all my skepticism was laid to rest. Dr. McGinnis was upfront and honest about past efforts for this aircraft and some of the inner working issues at SASM. He explained his desire to make this aircraft and a newly acquired B-1 bomber the showcase aircraft that will be displayed out in front of the museum. He intends to fully restore the inside of 8049 and to make it a walk-through display.

He provided us hope and a way ahead for preserving this historic aircraft. The undertaking will of course require funds to make it successful but Dr McGinnis did not want to put a dollar figure on it yet until more research was done on what it will take to do the project from start to finish. Dr. McGinnis has already proven that he is a man of action. Just this past week (Aug 26) Secretary Curtis received a letter telling us that he has been working on sealing up the exterior to prevent further corrosion. About funding, Dr. McGinnis will be engaging Mr. Al Buckles, who many of you know, and with our group and others on a national campaign, focus on raising the necessary funds for the restoration. Fred Kemp has been and will continue to be our lead on this and will provide us with the information as it becomes available.

As for the rest of the business meeting it was without any surprises. Nominations were opened and closed with a motion that the entire board was renominated and voted in, again for another 2 years. The Board thanks you for your support and confidence in us for another term.

So where do we go next? Well, the majority of those in attendance at Rapid City expressed a desire to go to one of two places: Omaha or Tucson. When put to a vote Tucson won. So, Tucson here we come. Our planners for this event (who volunteered by the way), will be Norm Goetz and Clif Sonberg. As plans start to come together updates will be provided in the newsletter and on our web site.

President's Message continues on page 7

McGinnis at our recent biennial reunion in the Rapid City/Ellsworth AFB area of the current plans for having aircraft 8049 restored. As you know, the importance of this task has been strongly emphasized previously by General John T. Chain, Jr. USAF [Ret], former Commander-in-Chief, Strategic Air Command, 1986-1991, who said "I can not think of anything our museum is missing of a higher priority than Looking Glass."

Dr. McGinnis' initiative in reaching out to us, outlining plans for showcasing 8049 as an outdoor air park exhibit in the front of the museum with public access to the interior and his stated efforts to attempt to have the name SAC restored to the museum's title are greatly appreciated. This Board wishes to acknowledge, for the record, our firm support of his plans and to announce that Dr. McGinnis has been made an honorary member of the Strategic Air Command Airborne Command Control Association (SAC ACCA). Additionally, he will be provided access to the blog on our web site ([www.sac-acca.org](http://www.sac-acca.org)) concerning progress on 8049.

Most Americans are still unaware of the nation's nuclear retaliatory capabilities during the Cold War and especially the role of SAC's Airborne Command Post aircraft. To have maintained a continuous, airborne alert for nearly twenty-nine and one-half years is ample testimony to the role of the Looking Glass and the airmen who were associated with it.

Our association is fully committed to preserving the history of this plane and its mission and stands ready to begin a fundraising campaign not only from our membership and similar organizations but also to send requests to Boeing and other equipment manufacturers that were a part of the mission. Our contact person is: Restoration Coordinator, MSgt Fredrick W. Kemp, USAF [Ret], 2356 S. Orchard View Drive, Green Valley, AZ 85614; ([fkemp8367@aol.com](mailto:fkemp8367@aol.com)).

We look forward to a continued, positive relationship with the SASM and regard, very highly, the ongoing efforts toward the plane's restoration and eventual display that will provide the public an opportunity to learn more about its pivotal role in our nation's history. We are most encouraged." (Ed. Note: Courtesy copies were also sent to Dr. McGinnis and to Gen. Chain, former CINCSAC.)

The latest development is a recent note from Dr. McGinnis thanking the association for the letter and reporting that work has started on 8049 with the sealing up of the exterior and the engagement of Mr. Al Buckles to work on a national campaign for raising the necessary restoration funds.



EC-135C 63-8049 presently at SASM Ed Bowman

## **8049 RESTORATION CONTRIBUTIONS**

### **CHECKS**

Payable to Strategic Air & Space Museum  
Write EC-135C or 8049 on memo line

#### MAIL TO:

Strategic Air & Space Museum  
28210 West Park Highway  
Ashland, NE 68003

### **COMPUTER**

**[www.sasmuseum.com](http://www.sasmuseum.com)**

Click on GIVING

Pull down to DONATE NOW

Complete the information

Designate gift by scrolling down to EC-135 8049

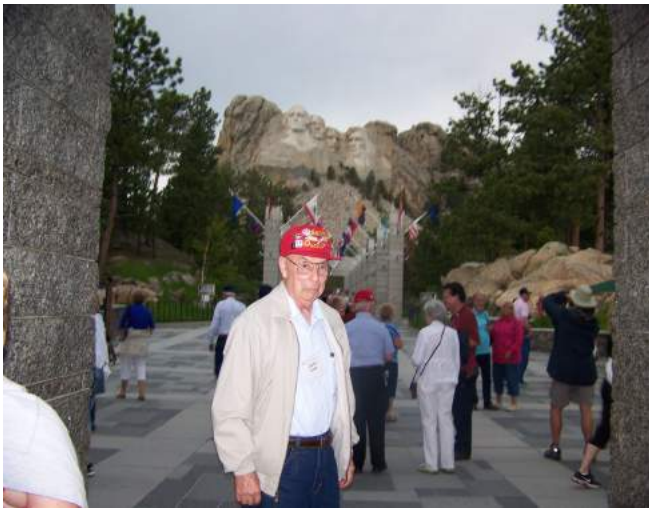
Indicate amount- Submit

## **Notice**

### **PACCS Memorial Contributors**

As noted in the minutes of the 2014 Reunion Business Meeting printed on page 9 of this newsletter, please contact any association officer if you have an objection to the remaining money in the fund being redesignated as a donation to the Strategic Air & Space Museum for restoration of aircraft EC-135C 63-8049. The deadline for input is October 31, 2014.

Representative photographs from the June 25-29, 2014 reunion in Rapid City



**Touring Mt. Rushmore.**

Charlie Jones in foreground, other members in background



**Heart of the Hills Tour- 1880 Train**

Jim & Mary Ann Bostick



**Prairie Berry Winery**

L-R Ed Hersey, Charlie Jones, Dick Doolittle



**Delta 01 Launch Control Center, Minuteman System**

L-R: Docent SMSgt Al Hall, Pat Curtis, George Birch, Sidney and Linda Caston



**Railroad Museum, 1880 Train Station, Hill City, SD**

Norma Kathman, George Birch, Steve Leazer, Dennis Kathman



**Delta-09 Launcher-Cactus Flat**

Group viewing the top of a Minuteman missile in its silo



**South Dakota Air & Space Museum, EC-135A 61-0262**  
L-R: Steve Leazer, Steve Kissinger



**Banquet**  
L-R: Fred and Sandy Kemp, Ed and Ann Bowman



**Banquet**  
Jim and Karen Dart

**Bumpy Homecoming** from page 3

sliding down the escape rope sans gloves.

Fortunately, Rod Scrivner had made an excellent decision in attempting the turn and not allowing the aircraft to proceed off the end of the overrun. There was a pretty significant drop-off into a ravine at that end of the runway and I'm sure that had we gone there it would have broken the back of the aircraft. As it was, 262 was extracted, cleaned up, and back in service on the line within two weeks.

**Available SAC ACCA Merchandise**

Item #	Item Description	Item Sale Price
101	Cap, SAC ACCA	\$12.00
111	Coin, PACCS Memorial, Silver	\$ 9.00
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.

**MEMBERSHIP ROSTER**

A roster of the SAC ACCA membership is enclosed and includes all those members who have authorized the release of this information. This listing is for the use of members only. **Please do not distribute it to non-members.**

Additionally, the list only appears in the printed newsletter and is not posted on the associational web site at: [www.sac-acc.a](http://www.sac-acc.a). Be sure to notify the secretary of any omissions/corrections.

**President's Message** from page 4

So, to sum up, the reunion for 2014 is now behind us. We have new hope and a promising outlook on getting 8049 restored and properly displayed. Our next reunion will be in 2016 and the Board was re-nominated and voted in. 2016 seems far off but time goes by so fast.

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# Strategic Air Command Airborne Command Control Association

## MINUTES OF THE BUSINESS MEETING

Rushmore Plaza Holiday Inn  
505 N. 5<sup>th</sup> Street, Rapid City, SD  
Thursday, June 26, 2014

President, Jim Dart, opened the meeting at 0902 hours by introducing Dr. Michael McGinnis, Executive Director of the Strategic Air & Space Museum who began by acknowledging SAC veterans' anger over the museum's name change and pledged to try to get SAC added back with a renaming: SAC Museum-Aerospace, Science and Technology but indicated the realities of getting Board approval and numerous practical considerations still lay ahead. Using a multimedia program, he discussed the restoration of EC-135C aircraft No. 63-8049. Following a historical summary of the aircraft's acceptance in 1994 to its current location on a rear ramp out of public display he described its present condition: wings cut off, not disassembled; exterior paint fading; some interior water leakage; and some mold growth behind the insulation.

Envisioned is the goal of developing an outdoor air park exhibit with 049 prominently displayed and ramps positioned for the public to enter the nose, walk through and exit the tail end. The restoration process is estimated to cost \$50,000-\$75,000 with approximately \$1,000 raised to date. Dr. McGinnis is asking us to donate, spread the word and volunteer. Questions of a time line and a threshold on the amount of funding needed to start were raised to which he said he has no answer presently but thought if he had the money, it could be done in as little as a year but three years was more likely.

Member questions/comments included Jay Tressler's regarding contacting former AEAO's, Fred Kemp's noting NMU-SAF restrictions concerning a walk-thru format and Bob Henderson's question on the inclusion of the museum in members' wills.

President Dart thanked Dr. McGinnis for coming (initial trip since becoming director) and his commitment to seeing 049 restored and noted if the museum wrote a letter requesting donations, our organization would consider endorsing it.

Following a brief break, President Dart called the meeting back to order at 1015 hours. The Pledge of Allegiance to the flag followed.

The first order of business was the reading of the minutes of the 2012 meeting by Secretary, Wilton Curtis. A motion by Ed Bowman, seconded by Bob Henderson, to accept them as read was approved unanimously. Current membership stands at 146 members (to include 31 surviving spouses).

The next order of business was the Association's financial status by Treasurer, Steve Leazer. The Treasurer's report included a Balance Sheet and Profit & Loss Statement that were current through 6/15.

The total cash deposited in Bank of America (BoA) is \$20,861.06 prior to the commencement of the reunion. The PACCS Memorial fund subaccount stands at \$1,611.58. Subaccounts for the years through 2018 reflect advance payment of dues in the future and are shown as a liability account since these funds belong to the sender until applied to the current year's dues.

The complete report was presented to a committee consisting of Vice President Ed Bowman and member Bob Henderson who reviewed the contents.

Web Master, Jim Bostick, reported a redesign of the website is underway providing a cleaner approach with less emphasis on graphics that will load faster. A separate page focusing just on aircraft 049 will be included and a blog allowing input by the Board to keep the membership up-to-date is also being planned. President Dart recommended that Dr. McGinnis also have access. Ed Bowman so moved, seconded by Rod Berlin and the motion passed unanimously.

President Dart reviewed the purpose and criteria for the Life Time Achievement Award first presented at the 2012 reunion to Fred Kemp. He requested members contact him with input as to possible future nominees for consideration.



Reunion Planner Rod Berlin complimented the cooperation and coordination of 4ACCS Planner, Mary Hillman, as well as the strong turnout and participation by the SAC ACCA membership. This was echoed by co-planner, Norma Kathman.

President Dart reviewed the purpose and criteria for the Life Time Achievement Award first presented at the 2012 reunion to Fred Kemp. He requested members contact him with input as to possible future nominees for consideration.

President Dart initiated a discussion concerning the \$1,611.58 remaining in our treasury from the 2006 campaign to build the PACCS Memorial Bench at the National Museum of the USAF at Wright-Patterson AFB, Ohio. A motion by John Francis, seconded by Fred Kemp that the fund be redesignated for 049 and that an article in the next newsletter informing those members who had donated to the fund should they object to contact the Board no later than October 31, 2014, passed unanimously.

Under Old Business, future Associational Corporation filings in Florida, because of Jack Gateway's advancing age, will eventually be accomplished by member, Steve Warkaske, a Florida resident, once Jack wishes to relinquish his faithful service of this most important task.

Under New Business, a discussion of the current dues structure and whether to raise them took place. A motion by Norma Kathman, seconded by Fred Kemp, to leave the dues at \$15 annually was passed without objection.

Discussion as to the 2014 Reunion Site focused on two possibilities: Omaha, Nebraska and Tucson, Arizona. A motion by Norma Kathman, seconded by Ed Bowman, that Tucson, Arizona be the location was approved unanimously. Norm Goetz and Clif Sonberg volunteered to be the Planners. Further discussion recommended that the month of September be used and future consideration of possibly going to Omaha in 2018 was noted.

During the Open Forum portion of the meeting, President Dart discussed Dr. McGinnis' very positive "reaching out" to the association and his genuine, committed approach to seeing aircraft 049 restored and recommended that he be made an honorary member of SAC ACCA. A motion to this effect by Jay Tressler, seconded by Bob Henderson, was passed unanimously.

The final order of business was the Election of Officers for 2014-2016. A motion by Fred Kemp, seconded by Norma Kathman to keep the current slate of officers passed unanimously. President Dart then reflected on the death of long term President-Emeritus, Jack Suggs, and proposed that Fred Kemp be his replacement. This was seconded by Ed Bowman and enthusiastically passed.

2014-2016 Board  
President - Jim Dart  
Vice-President - Ed Bowman  
Secretary - Wilton Curtis  
Treasurer - Steve Leazer  
President-Emeritus - Fred Kemp

The meeting was adjourned at 1122 hours following a motion by Jim Bostick, seconded and approved by all in attendance:

Larry Bellville  
Rod Berlin  
George Birch  
Jim Bostick  
Ed Bowman  
Sidney Caston  
Brent Cogswell

Wilton Curtis  
Jim Dart  
Dick Doolittle  
John Francis  
Norm Goetz  
Bob Henderson  
Richard Hutchins

Charlie Jones  
Dennis Kathman  
Norma Kathman  
Fred Kemp  
Steve Kissinger  
Julia Knutson  
Steve Leazer

Michael Makar  
Dr. Mike McGinnis\*  
Clif Sonberg  
Larry Springer  
Jay Tressler  
Steve Warkaske

\* Attended initial period only

Wilton Curtis, Secretary



## The Fiscal Side

By Steve Leazer, Treasurer

From my perspective as Treasurer, we achieved a first at this Reunion in that we ended up with a positive balance in the reunion subaccount for the first time that I am aware of since the 2000 Reunion. This was accomplished largely due to the superb organization and ground work accomplished by the Planners; specifically Rod Berlin and Norma Kathman on behalf of SAC ACCA and Mary Hillman of 4<sup>th</sup> ACCS (Mary and Duane are also members of SAC ACCA.). It is also worthy of note that none of these Planners live in South Dakota so much of this was coordinated via email and telephone calls.

Additionally, the pricing information provided by the hotel and the transportation/ticketing sources was sufficiently detailed to allow accurate pricing of the events. For the most part all gratuities, taxes and incidentals were disclosed early enough to be accounted for in the initial costing. The end result was a positive balance of \$732.25 after all known bills were paid. One check remains out, but is accounted for in the previous stated balance, so unless some surprise jumps out between now and the end of the year report, that is where we stand.

Unless otherwise directed, the balance from this reunion will be applied to the 2016 Reunion after completion of the fiscal report for 2014. Those funds would then be available for those advance deposits required for the 2016 Reunion in Tucson.

You may remember that at the 2002 business meeting it was decided that the hotel cost for the Secretary and Treasurer were to be reimbursed due to the necessity of their being present at the reunion and the reports prepared and presented. When you see the annual report in December you will see that expense shown as a travel expense for SAC ACCA vice a reunion cost. I mention this to clarify those costs considered directly a part of the reunion cost.

And speaking of accounting: We have for some time considered moving the system from Microsoft Money software which has not been supported by Microsoft for some time to Intuit QuickBooks (QB). SAC ACCA has had QB software since 2007, but has remained with Money as it was already set up and fully operational due to the previous Treasurer, George Birch.

The recent crash of my laptop necessitated a change. The availability of hard copy fiscal reports and the soft

software made that change somewhat less painful than it could have been. It did necessitate a considerable amount of manual data entry and drove a crash course on QB. Fortunately, we found a book about using QB in a nonprofit organization and it proved to be sufficient. So, as near as I can tell, that transition is complete though there are yet some intricacies yet to be mastered. Assuming that all goes well, we will update the QuickBooks software later this year.

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## 50th Anniversary Memorial Service

Wilton Curtis

On Saturday, July 12, 2014, approximately 300 people (many local residents, surviving family members of the crew and other interested individuals) attended a memorial service in the small town community of Grantsville, MD to commemorate the crash of a B-52D bomber with two Mark-53, 9 megaton bombs aboard more than fifty years ago. The Strategic Air Command Turner AFB, GA bomber, returning from a Chrome Dome mission, had diverted to Westover AFB, MA for repairs and was headed back to Georgia. Three of the five substitute flight crew died, two from exposure during a blizzard, after ejecting ([www.buzzonefour.org](http://www.buzzonefour.org)).

Wearing SAC ACCA's distinctive, dark blue cap at the service, a number of individuals questioned what the lettering referred to thereby providing the opportunity to acquaint them with a brief history of the legacy of PACCS. Some of those asking questions were three young scouts and their scoutmaster, a retired park service ranger and a Korean War vet and his son. Events such as this provide the opportunity to inform folks about Looking Glass' role in winning the Cold War.



**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: [22<sup>nd</sup> ARS - IP (74-82)], [34ARS - BO (63-66)], [HQ SAC - ABS (69-71)], [2<sup>nd</sup> ACCS - In-flight Maint (69-72)], [55<sup>th</sup> SRW - Staff (72-73)], [(4<sup>th</sup> 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  
Steve Leazer, Treasurer  
5669 Cahuilla Avenue  
Twentynine Palms, CA 92277-1419

**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

**REMINDER: CHECK YOUR DUES STATUS**

Your address label indicates the year paid in parentheses ( ) following your name. Note that after 1 Jan 2015, it should read (15) or later. If it will not, please use the enclosed renewal form in this newsletter to mail the treasurer a check by December 31. Thank you.

EC-135C  
No. 63-8049  
In flight



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