



# The SAC ACCA Flyer

Strategic Air Command  
Airborne Command Control Assn.

*Recording, Preserving and Celebrating the Legacy of PACES*

Volume XI, Issue 3

December, 2005

*Editor's note: During August of this year Harlie Fogle met with Scott Hazelrigg at the Strategic Air and Space Museum to talk about the EC-135 and what members and non-members might be able to do to assist with the restoration project and getting it "launched." After the meeting, Harlie submitted the following article.*

## **"LOOKING GLASS" RESTORATION FUND ESTABLISHED**

A restricted account has been established by the Strategic Air & Space Museum for contributions specifically for the restoration of an EC-135C "Looking Glass" aircraft. A firm date for commencement of restoration cannot be established until hangar space availability and adequate funding have been finalized. (A T-29 aircraft and a B-29 aircraft are currently being restored with completion anticipated in late 2007.)

Contributions can be sent to:  
Strategic Air & Space Museum  
(EC-135 Restoration Fund)  
28210 West Park Highway  
Ashland, NE 68003

If you are interested in making a gift donation toward the restoration process and/

Please see **Looking Glass** on page 2

## **Reunion Reminders**

Please be advised that we have a fixed number of rooms reserved until 5 March 2006. After that date room rates will go from the \$89.00 Reunion rate to the normal room rate of \$189.00. So make your reservation early and avoid this problem. The situation is a matter of contract and largely beyond our control, thus there is little we can do to change that fact.

Note on page 5, that there has been a change in the entertainment schedule for Friday night.

## **UPKEEP AND ME**

By Ken Witkin

I arrived at Hickam Air Force Base (AFB) during July of 1966 for an assignment to the 6486<sup>th</sup> Airborne Command & Control Squadron (ACCS). Shortly after I arrived at Hickam, the squadron designation was changed to the 9 ACCS.

Please see **UPKEEP** on page 3

**Looking Glass** from page 1

or have questions about the process, please call the Museum and ask for Scott Hazelrigg, Executive Director, at 402-827-3100, extension 201. Scott has also provided us with his email address: [scott@strategicalrandspace.com](mailto:scott@strategicalrandspace.com).

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*Editor's note: After I received the information from Harlie, I asked Scott if he would give us some additional perspective as to the costs and plans for the restoration project. He provided the following timely and informative insight. This is a project of some importance to many of us.*

### **EC-135 Restoration**

The Museum's T-29 and B-29 are currently undergoing restoration in the Durham Hangar. With these two major projects underway, there is not immediate plan to restore the EC-135. The Museum does not anticipate identifying a start date for this project because of the many factors that might change, but realistically it will not begin in the coming 5 years.

Total cost for restoration will likely be between \$165,000 and \$300,000, but this would be a preliminary assessment. Reattachment of the wings would be dependent on the construction of a new tarmac in front of Hangar B - behind the pylons that will support the B-1A. This has a cost of approx. \$400,000. Currently, the rear tarmac is used for deliveries, parking, etc and the EC-135 with wings would severely limit those activities that are essential to the Museum operation.

As with all aircraft in the Museum's collection, we have established restricted accounts funds designated for specific projects like the EC-135, ensuring those funds donated to a specific purpose are there when the work is ready to begin. Any gift made toward the 135 would be placed in this account, until needed for this specific restoration project ensuring any

individual gift will be used for the intended purpose.

### **BOARD OF DIRECTORS 2004 - 2006**

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

**Information, general correspondence, changes of mailing address, newsletter articles or recommendations to:**

SAC ACCA  
c/o Steve Leazer, Secretary  
6141 Bagley Ave.  
29 Palms, CA 92277-2502

**Renewals & New Membership to:**

SAC ACCA  
c/o George Birch, Treasurer  
2031 W. Placita de Enero

I had no idea whatsoever what an ACCS was because my flying experience up to that point had been as an airborne radio operator (RO) on C-47s, C-54s and EC-121Ds.

Because I had just gotten married, I immediately went on a one-month leave. My bride of one week and I spent our entire honeymoon in a hotel just off of Waikiki Beach at the expense of the US Government because we were on temporary living allowance (TLA).

After my leave was over, I reported in to the squadron orderly room and after being processed into the squadron, I was informed by our First Sergeant that I was "surplus" and would probably be reassigned to another Pacific Air Forces (PACAF) base. Then I was told to come back the next day for a squadron orientation briefing.

Unfortunately, the next day I got caught in Honolulu traffic and was late for my briefing. When I finally did arrive at the squadron, I took my seat right away and found myself in the middle of an orientation briefing by the squadron operations officer. After the briefing, I was thoroughly chewed out by SMSgt Mike Mahon, the NCOIC of Communications. However, after chewing me out, SMSgt Mahon informed me that he was going to keep me in the squadron instead of reassigning me to another PACAF base. I thanked him and wondered what I had done to deserve this special treatment because at least ten ROs had been declared surplus and were scheduled for reassignment. Then SMSgt Mahon informed me that I was to be assigned temporarily to Base Housing as a base housing inspector and I would be allowed to fly once-a-month to "get my flying time in." I was totally devastated. I had just been reassigned from the 552d Airborne Warning & Control (AEW&C) Squadron, McClellan AFB, California where I was an Instructor RO on the EC-121D and now they were making me a "Base Housing Inspector." After serving three months as a base housing inspector, I was finally allowed to start my RO

upgrade training into the EC-135P airborne command post (ABNCP).

In 1966, the 9 ACCS had five EC-135Ps assigned to the squadron: 58-0007, 58-0011, 58-0018, 58-0019 & 58-0022. All five aircraft served as the Commander-In-Chief Pacific (CINCPAC) ABNCP. Aircraft 58-0007, known as 007, also served as the CINCPAC command aircraft and was used by the squadron to fly Admiral U.S. Grant Sharpe, (CINCPAC), all over the Pacific and sometimes to Washington, DC.

*The mission of the CINCPAC ABNCP was to serve as an airborne extension of the CINCPAC Command Post located on the island of Oahu, Hawaii. The static call sign of the CINCPAC ABNCP was "UPKEEP."*

The EC-135P normally carried a flight crew consisting of a pilot, co-pilot, navigator and boom operator and a communications (comm.) team consisting of an RO-1, RO-2, crypto operator (TTY) and a radio maintenance technician (RMT). The battle staff (back-enders) normally consisted of an O-6 battle staff commander, a battle staff operations officer, a battle staff communications officer and several officer and enlisted command post controllers. The battle staff personnel were assigned to Blue Eagle, the code name for the CINCPAC ABNCP Project.

The first time I walked on board the EC-135P my heart literally skipped a beat and I became pale. The aircraft was so full of electronic equipment that the first words out of my mouth were: "Oh my God, how am I ever going to learn all this equipment?" I soon found out that because there was so much radio equipment and new procedures to learn, the RO position was divided into RO-1 and RO-2. All the RO-2 had to learn was how to use the four ARC-58 high frequency (HF) radios, ABNCP HF radio procedures and RO

emergency procedures. Thus, in less than two months, I was able to check out as an RO-2.

The RO-1 position however, was another matter entirely. The EC-135P had a mysterious device called multiplex (MUX) on board the aircraft. This weird MUX device was able to take a frequency modulated (FM) signal and break it down into 15 channels. Since I had come to the CINCPAC ABNCP from flying on C-47s, C-54s and EC-121Ds, I had absolutely no idea what my instructors were talking about when they tried to explain how a radio frequency could be broken down into 15 different channels. It was just impossible for me to visualize or comprehend this concept even though I had been a licensed amateur radio operator (Ham) since 1959 and built my own HF transmitters and receivers.

The primary mission of the CINCPAC ABNCP was to fly three eight-hour orbits, seven-days-a-week and maintain a good MUX link with the Oahu MUX van. Because there were MUX vans located in Japan, Okinawa and the Philippines, we often flew TDY missions to all three locations. After spending four or five days TDY at Yokota AB, Japan, our aircraft would be loaded to the gills with hibachi pots and after spending four or five days TDY at Clark AB, the Philippines, our aircraft would be loaded to the gills with monkey pod merchandise.

The CINCPAC ABNCP was truly a radio operator's dream. We frequently participated in Polo Hat ABNCP communications exercises and made HF contact with Looking Glass, Silver Dollar, Achieve, Stepmother, Grayson as well as the Navy's TACAMO (Take Charge and Move Out) EC-130 aircraft and ground stations in the PACAF Commando Escort Net, the SAC Giant Talk Net and the Navy's ship-to-shore and ship-to-ship HF Net.

After a year of studying the EC-135P technical (tech) order and loads of supplementary multiplex technical material and

many, many months of one-on-one training with instructors Chuck Sorrento, Ralph Ryon and Bill Clancy, I finally could visualize and comprehend how the MUX equipment worked and I was ready for my RO-1 check ride. My flight examiner was Ralph Ryon who had been one of my instructors and I passed my RO-1 check ride with flying colors. A few months later, I was recommended for the position of Communications Team Chief and passed that check ride also.

For the next two years, I thoroughly enjoyed our many TDYs to Japan, the Philippines and Okinawa, as well as our frequent stopovers at Andersen AB, Guam. Occasionally, we would fly a mission to Offutt AFB, Nebraska or Andrews AFB, Maryland. Unfortunately, all these frequent TDYs came to a screeching halt at the beginning of 1969 when we began pulling alert in the newly built Blue Eagle Alert Facility. Instead of flying three eight-hour orbit missions over Oahu, we all sat in the Blue Eagle alert facility day in and day out waiting for the alert klaxon to sound. If the klaxon did go off, we would run like hell out to the alert aircraft and get ready for takeoff. Most of the time, we were told to return to the alert facility without taking off.

There were a few memorable occasions that stand out during my four years at Hickam. Like the time when engine number one completely fell off aircraft 018 during takeoff and landed in the Pacific Ocean. That event made both Honolulu newspapers. Another memorable occasion occurred during 1968 when I flew a DV (Distinguished Visitor) mission as one of two ROs on aircraft 007, the CINCPAC command aircraft, transporting the new CINCPAC, Admiral John S. McCain, Jr., throughout the Pacific. However, the most memorable flight I had was in 1969 while serving as a communications team chief on board aircraft 011. While on that mission, Air Force One linked their MUX with our MUX during their flight to Southeast Asia.

Unfortunately, all good things must

eventually come to an end and during July 1970, I was reassigned to the 7 ACCS, Udorn Royal Thai Air Force Base, Thailand. My four years flying on "UPKEEP" were finally and sadly over.

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### **Reunion 2006**

Tucson, Arizona

April 2006

Change 1: Fred Kemp recently discovered that the "Sons of the Pioneers" have decided to go on tour prior to and during our reunion, that really put a crimp in our Reunion schedule for Friday night. After some diligent research and ground work on his part, we have a new plan for that night. The treat for that evening is an evening at the "Mystery Dinner Theater." If you haven't attended one of these before, the waiters and waitresses are also the actors in the play. With each scene of the play another of the three dinner courses is served. Even if you are not a "play goer," you will most likely find this to be a most enjoyable evening. The play and dinner will start at 7:00pm. The price remains the same as shown on the registration sheet.

The following list is a distillation of the reunion events. It is a summary of the planned events and the anticipated times of execution.

#### Wed, 5th

10:00am— 6:00pm

Check In— Radisson Lobby and the SAC  
ACCA Meeting room.

7:00pm—10:00pm

Reception and Buffet in the Reddington  
Room.

#### Thu, 6th

9:00am— 4:00pm

San Xavier Mission, Tubac, AZ, Nogales,  
Mexico. Lunch included.

6:00pm— 9:00pm

Dinner at La Fuente paid for by the  
SAC Association (your dues at work).  
Entertainment. included.

#### Fri, 7th

9:00am— 2:00pm

Downtown Tucson tour and Sabino  
Canyon Tram tour. Lunch on your own  
at Sweet Tomatoes.

\* 7:00pm

#### Mystery Theater /Dinner

Dinner includes three courses.

1st Salad — romaine lettuce, roasted  
almonds.

2nd — Chicken breast toulade, wild  
rice, dried cranberries, angel hair  
pasta alfredo, vegetables, buerre  
blanc sauce.

3rd Desert — Cheesecake with carmel,  
chocolate sauce, rolls, two drinks; iced  
tea and coffee.

#### Sat 8th

8:00am— 9:00am

Business meeting

10:00am— 2:00pm

(1) Pima Air Museum, AMARC and  
Titan Missile Museum

— OR —

(2) Shopping Tour of Old Town Artisans

6:00pm— 7:00pm— Cocktail hour in the  
Reddington Room patio area.

7:00pm— 10:00pm— Banquet in the  
meeting room.

#### Sun 9th

9:00am— Memorial service in the  
meeting room.

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*Editor's note: Elsewhere in this publication you will find a copy of a letter we received from Ron Resh regarding the SAC Memorial Project. The following are design pictures of the proposal monument and a verbatim copy of the Fact Sheet which accompanied Ron's letter.*

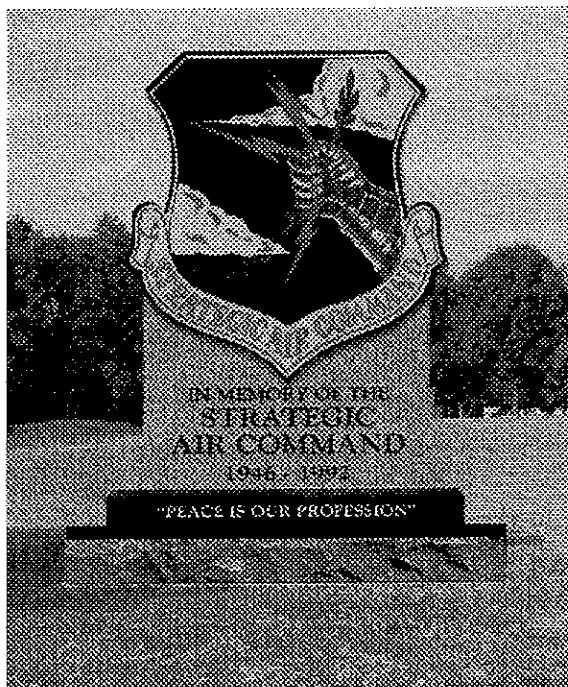
*Please take the time to consider the letter and the project seriously and act according to your personal view of the project.*

## **SAC MEMORIAL PROJECT**

Fact Sheet  
(From Ron's Resh's letter)

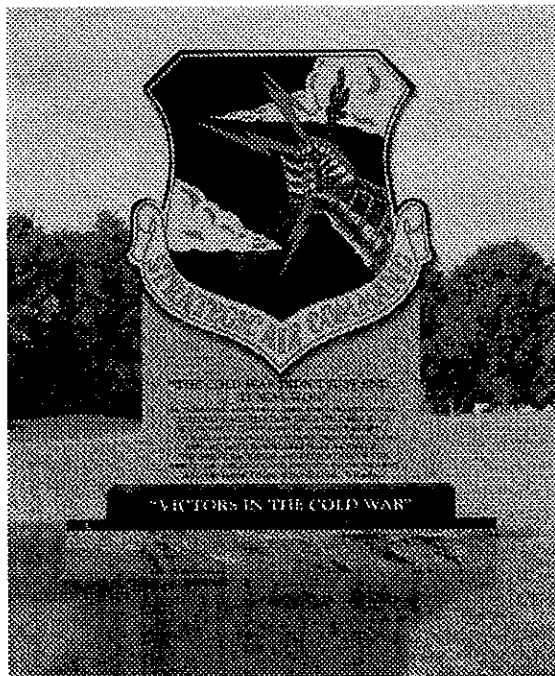
**What** A grassroots effort by individual SAC veterans and SAC component organizations to erect a prominent national memorial to the Strategic Air Command.

**Where** To be located in the Memorial Park at the National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio.



**When** Initial planning and design are completed. The project is now in the

fundraising stage. We hope to finish construction in time for dedication in the year 2007.



**By Whom** As stated, the overall project is a grassroots endeavor by concerned SAC veterans committed to perpetuating the memory and legacy of the Strategic Air Command. A nationally recognized firm, Dodds Monuments of Xenia, Ohio, is doing the design and construction of the memorial. Dodds is well known to many of our SAC component organizations, having been responsible for the majority of the premier monuments located at the NMUSAF.

**Description** The memorial will be a strikingly handsome ten feet tall, six feet wide two-sided granite monument with the SAC emblem displayed as its most prominent feature. Wording on the monument will depict the dates of service and mottos of SAC as well as SAC's role in securing victory in the Cold War.

**Funding Goal** Initial funding needed to proceed with the project is \$25,000.

Payment Checks should be made payable to "Dodds Monuments-SAC Memorial Project." Payments should be sent to "SAC Memorial Project c/o Ron Resh, Coordinator, 10825 Bucknell Drive, Silver Spring, Maryland 20902-4325.

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## ***From the Secretary***

By Steve Leazer

Hopefully, you have read the information regarding the "Looking Glass" Restoration project commencing on page 1 of this newsletter. This information was provided to us courtesy of Harlie Fogle and Scott Hazelrigg. Harlie is, of course, a member of this Association. Scott Hazelrigg is the Executive Director of the Strategic Air and Space Museum at Ashland Nebraska. The information is provided in the hope that members and non-members might consider a contribution.

Between now and the reunion, those of you who will be attending, may want to consider whether or not it is desirable or feasible for SAC ACCA to submit a contribution to the EC-135 restoration fund and/or the SAC Memorial Project. If you, the members, decide that it is desirable then also consider what amount would you deem appropriate? That issue should be brought to the floor at the business meeting in Tucson for discussion and vote. As with everything else in this world, it costs money to get a project like these started. They can't go forward to fruition until the necessary funding is in place. Maybe we as an Association can help. Given the existing timetable mentioned in the article about the restoration, a lot of us may never see the EC-135 brought into the restoration bay, much less its completion. We can, however, do something about the SAC Memorial Project. That is your call.

The addition of the Mystery Dinner Theater should be a real plus for the reunion. In case you have not been to one of these before, I

think you will find it to be a totally different and most enjoyable evening.

On another topic: Perhaps it is not common knowledge among members, but if we (SAC ACCA) negotiate a contract for block of rooms for a Reunion as is our common practice and then reservations do not equal that number, the Association is liable for a significant monetary penalty. This penalty clause is also a common practice at hotels and our current arrangement is no exception. Accordingly, our flexibility is significantly limited.

In case you doubt it, this unhappy situation did, in fact, occur at one of our recent reunions. The penalty in dollars was substantial. Accordingly, we have become much more conservative in the number of rooms we contract for at the Hotel. So that means we must stay on the low side when we estimate the need. Our expected attendance level must be estimated many months before we have any projected attendance data. Thus, the reminder I placed on page one of this "Flyer," Make your reservations now before the set aside block is full. We may or may not have the latitude to get additional rooms at the stated rate before 5 March in the event the initial block is all reserved. It is a relative certainty, however, that we will not get additional rooms at the stated rate beyond 5 March 2006. Therefore, please make your reservations early and avoid this unpleasant situation. Please do not contemplate too long.

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**If you have not sent in your registrations for the Reunion or have not made your reservations at the hotel, now would be a good time to do that.**

**We do get email from time to time...**

From: "Thomas Easley"  
To: "Steve Leazer"  
Subject: EC-135P 58-0022  
Date: Monday, August 22, 2005 12:53 PM

Steve;

The aircraft in the latest SAC ACCA Flyer (August 2005) is EC-135P, 58-0022. The aircraft was one of the five original Looking Glass Phase III aircraft which had the ACC-1 and 2 Frequency Division Multiplexers and SB-1336 manual switchboards, along with 5 ARC-89 systems and 4 ARC-58 Liaison HF radio systems. I can't remember if it had the 4 stand-alone ARC-58 receivers, but I don't think it did. The other original Phase II aircraft were 58-007, 58-011, 58-018 and 58-019 and were designated the EC-135A. The aircraft were originally assigned to Offutt and later to Barksdale (007, 011 and 019). The other two were either assigned to March or Westover, I can't remember. When the EC-135C came along to replace them, the aircraft were upgraded to the EC-135P and assigned to Langley to support the CINCLANT ABNCP.

This isn't the entire saga because four Phase IV Looking Glass aircraft were procured (prototype ATC-1 switching system, additional mux rack, additional HF receivers) and thrown in the middle of the mix until the EC-135C could be fielded. These four aircraft later became the EC-135G.

Hope this helps.

Regards,  
Tom Easley (2BW, 34thARS, HQSAC)

*Editor note: Yes, fellow SAC warriors, there was a manual, cordless switchboard. I didn't remember the designation, but I sure never forgot learning how to operate and troubleshoot that beast. Fortunately, its failures were not*

*frequent. That switchboard was located on the starboard side, just aft of the four huge Lenkurt multiplex bays, then located in the Radio Operators compartment.*

*One other thing I remember about that switchboard was that there was just enough 400Hz multiple ripple in the DC voltage that supplied the lamps on the switchboard that if one happened to be turned so that those lights were seen in the peripheral vision, they appeared to flicker just enough to be annoying. It was not at all noticeable when looking directly at the lamps*

*Some of you may also recall that behind the old multiplex bay was a good place to catch a quick nap (I heard that from someone else, of course) on some occasions. It had the distinct advantage of being about the only place on the aircraft that was warm in flight.. — steve*





# SAC Airborne Command Control Assn.

## REUNION 2006 Registration Form

### Tucson, Arizona: April 5 - 9, 2006

Attendee Name(s): \_\_\_\_\_  
(List all attendees; member, spouse, guest)

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Telephone No. \_\_\_\_\_

Mail Registration form to:  
SAC ACCA  
George Birch  
2031 W. Placita de Enero  
Green Valley, AZ 85614  
Tel: (520) 399-2542

To obtain a reservation at the **Radisson Suites Tucson, 6555 East Speedway Blvd.**, telephone 1-800-333-3333 specify that you are with the SAC Airborne Command Control Association. The cost for a 2-room suite is \$89.00 per night. This rate is good for 3 days before and 3 days after the reunion date. This registration **MUST** be booked no later than March 5, 2006 to assure you a room. Rooms booked after that date will be at the regular hotel rate of \$169.00 per night.

Due to the 2 different tours on Saturday, there will be two Reunion Package prices. They include the Buffet reception (Wed), complimentary dinner (Thurs), Banquet (Sat), all tours, shows and transportation.

Package 1 - Pima Air Museum, AMARC, Titan tours \$270.00 per attendee

Package 2 - Old Town Artisans shopping tour \$228.00 per attendee

Note: You **DO NOT** have to select the package price, you may select individually those items priced out below. Enter the number that will be attending each event and multiply out the total

Registration must be received no later than March 5, 2006. **NO EXCEPTIONS.**

Event Date	Event	No. Persons	Cost Each	Total
<b>April 2006</b>				
	<b>Package 1</b> Total Reunion Package - Includes Wed through Friday events, plus Pima Air Museum, AMARC, & Titan Missile Museum and Saturday Banquet)		X \$270.00	
	<b>Package 2</b> Total Reunion Package - Includes Wed through Friday events, plus Old Town Artisans Shopping Trip and Saturday Banquet		X \$228.00	
Wed 5 <sup>th</sup>	Registration Fee (Member only)	1	X \$15.00	\$15.00
	Reception and Buffet		X \$39.00	
Thu 6 <sup>th</sup>	San Xavier de Bac Mission, Tubac, AZ & Nogales, Mexico. (lunch is included)		X \$42.000	
	Dinner at La Fuente with entertainment		SAC ACCA	
Fri 7 <sup>th</sup>	Sabino Canyon Tram Tour & downtown Tucson tour. (on your own lunch at "Sweet Tomatoes")		X \$36.00	
	Mystery Dinner Theater		X \$60.00	
Sat 8 <sup>th</sup>	Old Town Artisans Shopping Trip (on your own lunch)		X \$14.00	
	Pima Air Museum, AMARC, & Titan Missile Museum. (on your own lunch at the Officers Club)		X \$56.00	
	Banquet ( <b>Specify - Chicken or Beef</b> )		X \$37.00	

Total amount for all events selected: \_\_\_\_\_

Note: Dress code for the banquet is: Western casual or slacks and shirt, no shorts or tank tops.



*Strategic Air Command  
Airborne Command Control Association  
SAC ACCA*

*Recording, Preserving and celebrating the legacy of PACCS*

**Membership Application or Annual Dues**

Name: \_\_\_\_\_ Spouse's name: \_\_\_\_\_

(Last, First, Middle)

Rank/Title: \_\_\_\_\_ Branch of Service: \_\_\_\_\_ Status: \_\_\_\_\_

(Active, Retired, other)

Mailing Address: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Email address: \_\_\_\_\_

Indicate what your affiliation with PACCS was, [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)].

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Amount Enclosed:

Initial Fee (\$10.00)  Annual Dues (\$15.00) Year \_\_\_\_\_  Reinstatement (\$10.00)

**If paying annual dues, please indicate the year for which you are enclosing payment. (The current paid year for your dues will be found enclosed between the parenthesis on the mailing label of your most current newsletter)**

Initial membership requires the payment of the initial fee and dues for the year (\$25.00). Dues are for the period 1 Jan through 31 Dec. Dues 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 preferences regarding the publication of you name and address on membership rosters which may be provided to the membership of ACCA.

I authorize my:  Name and Address to be published on ACCA rosters to the general membership  
 Neither are to be published on ACCA rosters to the general membership.

Send to: SAC ACCA  
George Birch, Treasurer  
2031 W. Placita de Enero  
Green Valley, AZ 85614-5433



## SAC MEMORIAL PROJECT

Ron Resh, Project Coordinator  
10825 Bucknell Drive, Silver Spring, Maryland 20902-4325  
Phone 301-649-2169 Fax 301-649-7302  
E-mail: SACmemorial@aol.com

November 1, 2005

### TO: VETERANS AND FRIENDS OF THE STRATEGIC AIR COMMAND

As some of you might be aware, about a year ago a number of Air Force veterans began to discuss the possibility of erecting a fitting memorial to the Strategic Air Command. The site was to be the world famous National Museum of the United States Air Force at Wright-Patterson AFB, Dayton, Ohio.

What followed were in-depth meetings and discussions with the Director and staff of the Museum, with a premier monument design and construction firm and with individual SAC veterans and various SAC component organizations throughout the Country. We are pleased that we can now share with you final plans for this project.

Included in the accompanying booklet are design pictures and a narrative description of the SAC Memorial. Also included is a fact sheet and other material relating to the overall project.

We are now entering the fundraising phase of this endeavor. Since this is strictly a voluntary grassroots effort, we want to keep the process as uncomplicated and straightforward as possible. In the interest of time and simplicity, we hope that the main fundraising effort can occur through the various SAC component associations. Individual SAC veterans are encouraged to participate through these groups. No administrative costs are involved. All funds received will be strictly earmarked for the design and construction of the memorial.

For further information please contact the Project Coordinator.

Sincerely,

A handwritten signature in black ink that reads "Ron Resh". The signature is written in a cursive, flowing style.

Ron Resh

Enclosure

# SAC MEMORIAL PROJECT

## Fact Sheet

- What** A grassroots effort by individual SAC veterans and SAC component organizations to erect a prominent national memorial to the Strategic Air Command.
- Where** To be located in the Memorial Park at the National Museum of the United States Air Force, Wright-Patterson AFB, Dayton, Ohio.
- When** Initial planning and design are completed. The project is now in the fundraising stage. We hope to finish construction in time for dedication in the year 2007.
- By Whom** As stated, the overall project is a grassroots endeavor by concerned SAC veterans committed to perpetuating the memory and legacy of the Strategic Air Command. A nationally recognized firm, Dodds Monuments of Xenia, Ohio, is doing the design and construction of the memorial. Dodds is well known to many of our SAC component organizations, having been responsible for the majority of the premier monuments located at the NMUSAF.
- Description** The memorial will be a strikingly handsome ten feet tall, six feet wide two-sided granite monument with the SAC emblem displayed as its most prominent feature. Wording on the monument will depict the dates of service and mottos of SAC as well as SAC's role in securing victory in the Cold War.
- Funding Goal** Initial funding needed to proceed with the project is \$25,000.
- Payment** Checks should be made payable to "Dodds Monuments—SAC Memorial Project." Payments should be sent to "SAC Memorial Project c/o Ron Resh, Coordinator, 10825 Bucknell Drive, Silver Spring, Maryland 20902-4325.

*SAC Airborne Command Control Assn.  
Steve Leazer, Secretary  
6141 Bagley Avenue  
Twentynine Palms, CA 92277-2502*

*ADDRESS SERVICE REQUESTED*



**63-8048 at Offutt AFB, Looking Glass Farewell Ceremony 1998  
Photo courtesy of Jim Marshal**