

Association of Air Force Missileers AAFM Newsletter

"Victors in the Cold War"

Volume 13, Number 3

September 2005

Memorable Alerts

We start our series on memorable alerts in this issue, but missile duty is a lot more than alerts by launch crews - if you have a story about a maintenance dispatch, site visit, inspection or any other "trip to the field", we will make it part of this series.



*Predeparture Briefing - Malmstrom, early 1960s
photo by LtCol Clifford Goodie*

Cheyenne 2006

The next National Meeting of the Association of Air Force Missileers is one year away - 27 September to 1 October 2006, at the Little America Resort and Hotel in Cheyenne, Wyoming. Details are included on the back cover of this newsletter and on our web page - get your registration in now for a great meeting at an operational Minuteman base. More on page 16.

Missile Alert Duty - Tours We Remember - by Col (Ret) Charlie Simpson, AAFM Executive

Director

Alert duty - what being a missileer - at least an operator - is all about. Missileers have been "pulling" alert since the 1950s - in Matador, Snark, Mace, Jupiter, Thor, Titan I and II, Atlas D, E and F, Bomarc, Minuteman and Peacekeeper. In the early systems, the alert crew was a large group of people - all men in those days - launch officers, ballistic missile analysis technicians, missile maintenance technicians, a variety of other maintenance specialists and security forces. It took a lot of people to launch the earliest missiles, like Matador and Snark, as well as the early Atlas. Alert crews ranged from a group of twenty or more, to two officers and two to six enlisted members, to the two person Minuteman crew.

Some of our previous AAFM newsletters have had good alert stories, and we have covered many aspects of missile duty related to alert - transportation, uniforms and food, for example. The way we performed alert has been the same for many years - while, at the same time, it has changed in many ways during those same years. It always meant time away from home, time with no sleep, time with lots of boring periods, and time with more excitement than we could stand. This issue starts a new series suggested by one of our members - Memorable Alerts - so we have some good stories in this newsletter.

We pulled (does anyone know where that term came from?) alert at facilities on base, at facilities scattered far from everything and in mobile alert vehicles - remember GLCM? - hiding in the woods or desert. Some of us pulled alert in 24 hour chunks - some for longer periods. We were on alert when the only entertainment was what we could take with us, like card games, chess sets, reading material or books to study. Some of us were fortunate enough to perform alert when we had television, movies and music. For a short time during my Minuteman crew duty in the late 1960s, there was a policy of "no entertainment devices on alert." That edict was defined as including any reading material not directly related to alert - in other words, we could read the emergency war order manuals or the tech order, but we couldn't study our economics or management textbooks used in the Minuteman Education Pro-

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The Mission of the Association of Air Force Missileers -

- Preserving the Heritage of Air Force Missiles and the people involved with them
- Recognizing Outstanding Missileers
- Encouraging Meetings and Reunions
- Keeping Missileers Informed
- Providing a Central Point of Contact for Missileers

Memorable Alerts (Continued from Page 1)

Minuteman LCC Entrance - photo by LtCol Clifford Goddie

gram. And you didn't dare take a Newsweek or a Playboy into the control center. Luckily, that edict was shortlived. Radio and television was available to the crews in the earlier systems, even underground in Titan, but it took a long time to get TV in Minuteman

Sleep was another variable - in the larger crews, like Titan and Atlas, there were enough crewmembers to allow some to rest - as long as at least two EWO trained crewmembers manned the consoles. Minuteman switched gears a couple of times. In Minuteman I, one of the two officers was allowed to "rest" while in the launch control center. Shortly before I began crew duty in late 1965, SAC decided that we had to have two officers fully awake and close to the consoles at all times. For a couple of years, we had three man crews - a commander, a deputy and an alternate (double duty, qualified to sit at either console), and one of the three was topside resting/sleeping while the other two were underground. Then we went to a system with two two-man crews on site, with one resting while the other was on duty, rotating every six or eight hours over a 36 to 40 hour period. System changes in the early 1970s finally got us back to one crew underground, with one of the two officers allowed to rest in the curtain-surrounded bed.

During the peak of the ICBM force, with 1,000 Minuteman and 54 Titan II, we had 416 ops people on alert every day, with 100 Minuteman and 54 Titan LCCs up and running, plus hundreds of security, maintenance, chefs and support folks. Even today, we have 100 Minuteman crewmembers on alert every day. The routine hasn't changed a lot. It starts with predeparture briefing at the base early in the morning of alert duty, with all the wing crews present for the classified briefing. Then comes the trip to the sites, followed by changeover with the offgoing missile crew. Twenty four hours later, it

starts again. We all know that a "24 hour tour" is really more like 30 hours.

During my five years as a crewmember, there were several memorable alerts, but the one that, for some reason, I remember best was my last - because it never happened. I spent my whole five years as an instructor or evaluator, so I pulled far fewer alerts than those of you on line crews - and my last alert in May 1970 would have let me end that part of my career with the number of alerts equaling my crew number - S-116. However, in May 1970, Viet Nam war protestors planned a large gathering and protest near some of our sites at Grand Forks on the weekend my last tour was scheduled. Our commander decided that to minimize the chance of confrontation between protestors and the military, we would forego changeover that weekend. So my 116th tour was canceled, and thirty lucky crews (we still had two crews at each site) got to spend a little extra time on alert in North Dakota that May. Several days of rain had turned our part of the state into mud, and the protest fizzled - so no confrontations, and no alert for me and my deputy.

Keep in mind that there is a lot more to missile duty than alert - maintenance teams, security teams, comm team, civil engineers and many others made thousands of trips to the field every day - and there are some good stories there, too. We have a few "Memorable Alert" tales for you here - and I expect to receive a lot more that talk about all aspects of "life in the field."

Winter Alert in Montana - by Robert Lee, AAFM MbrNo LI87, Colorado Springs, CO

Malmstrom AFB, MT, 12 SMS, Winter 1978/79. It was between Christmas and New Years during the winter of 1978/79, when the day awoke with a classic Montana blizzard. The temperature was 20 degrees below zero Fahrenheit with winds 40 mph plus. We were experiencing Montana's proverbial horizontal snow. Crew change was cancelled. My deputy, Lt Dave Stewart, and I were scheduled for an alert at Fox flight that day. Regardless of the crew changeover cancellation, destiny sent us on alert anyway. A Camper Team was stranded at one of the Fox Launch Facilities (LF) - I believe F07 or F09. The team was running out of food, water and propane. They needed to be relieved in spite of the hazardous weather.

It took several hours to assemble the relief convoy, new camper team, additional security forces, snow blower, etc. We weren't able to get on the road until early afternoon. Led by the snow blower, normally used to clear

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Memorable Alerts *(Continued from Page 2)*

the runways, we slowly progressed westward on the 60 mile trek. Hampered by the near zero visibility and icy roads, the going was slow. Several times we were delayed as the snow blower cleared paths through drifts on the road that covered abandoned vehicles.

By the time we reached the Launch Control Facility (LCF), darkness had set in. The access road was inaccessible due to stalled vehicles and snow drifts, so Dave and I were dropped off at the highway to negotiate the several hundred feet up hill to the LCF gate. We were thankful for our ski goggles as we climbed and stumbled over the drifts, walking directly into the blinding snow. Dave, at one time, realized that he was standing in the bed of a pickup. The issue gloves, leather shells with wool inserts, provided little protection from the severe conditions. By the time we reached the LCF, I had lost all feelings in my fingers. The relief convoy continued on to the LF.

After crew changeover, we contacted the Camper Team. They confirmed that they were out of food, water and propane and had moved into the cab of their pickup for warmth and protection from the potentially deadly snow storm. We cautioned them to keep a window open for ventilation, and started a dialog that lasted throughout the night to make sure they were okay. Our goal was to keep their spirits up while ensuring they were not overcome by carbon monoxide.

In the meantime, the relief convoy was experiencing its problems. Several of their vehicles had gotten stuck in the snow, causing them to shuttle most of the team back to the LCF. Finally, the snow blower broke down. It didn't take long for the crew to realize they would not be able to repair the blower in the howling blizzard. Now our priority turned to getting the men in the snow blower and relief Camper Team back to the safety of the LCF. Unfortunately, they were down to one serviceable pickup. If they got stuck, there would be no resources available to go after them. Coordinating the effort with the Flight Security Controller (FSC) and Facility Manager (FM), we encouraged the pickup driver to use extreme care as he made the several shuttled to get everyone back to the LCF. When we received word that everyone was safely topside, we could relax somewhat. Now we only had to keep in touch with the Camper Team.

The storm finally let up about the time dawn broke. The FM reported that it was calm and clear and very white as far as one could see. I called the Malmstrom Command Post to see if we could get a UH-1 Huey out to

relieve the Camper Team. There were none available at the time, but by late morning one was dispatched to airlift the relief Camper Team and supplies. Since the chopper ride and changeover would take awhile, we ordered cheeseburgers, fries and milk for the Cook to send with the Relief Team. Our stranded Camper Team had more than earned that small gesture of our appreciation.

During that blizzard filled night, the professionalism and teamwork displayed by the entire team at Foxtrot LCF turned a potentially dangerous and life threatening situation into a near routine operation.



A 4ACCS EC-135 over Mt Rushmore

ALCC Alert - by *Matt Sekella, AAFM MbrNo A1868, Williamsburg, VA*

Let's see - my most memorable alert was at Ellsworth AFB, ALCC-1, in late March. I was running the Airborne Launch Control System (ALCS) Operational Readiness Trainer (ORT) at the time and did not regularly pull alert. I agreed to pick up the alert on ALCC-1 on a Monday, just for the day and night. An All-Orbits exercise was scheduled to kick-off early Tuesday. We (one of my instructors and me) would do a quick crew changeover with a Stanboard Crew giving a check during the exercise, and then, we would go back to work in the ORT. It was especially important that we change crews, as my deputy was DNIF (Duty Not including Flying) and the only way he could legally fly was if it was the REAL THING, which was not anticipated. As it turned out many of the other members of the ALCC-1 crew were staff flyers, instructor pilots and house cats, not planning for more than a day's alert.

I woke up at 0630, in the dark, Tuesday morning, one hour late. Feeling like we were way behind the power curve, I jumped up and noticed: Cold, cark, quiet, no electricity and snow over the window at the alert facility! No wonder it was dark! Numerous folks were wandering about wondering what was going to happen

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Memorable Alerts *(Continued from Page 3)*

next. What to do? Call the Wing Command Post (WCP), of course!

Well, the 4th Airborne Command and Control Squadron (4ACCS) participation in the exercise was CNX for WX - canceled for weather. The airfield was closed and, just for good measure, the whole 28th Bomb Wing (BW) Alert Force was V1-ed Off Alert! I'll bet CINCSAC was thrilled about that! Seems as though the snow plows were "pickled" for the summer and it would take some time before CE could get them going - once they got in to work.

Meanwhile, cold and dark, the crews were looking for breakfast. The dining hall was locked, but a bolt-cutter from one of the Operations Maintenance vans worked the problem! We had a gas stove so there was hot food and heat. Needless to say no one went far from that building all day!

Next morning, power came on, but nothing was moving on the base. The WCP directed the crews to dig out their vehicles. But, of course, there was a 50 foot drift across the entrance so even with the parking lot cleared, no one was going far. In the afternoon, for diversion, we went walking to check on the planes. No guards there, but the aircraft were safely surrounded by a snow berm of 20-60 feet width by 3 feet deep. Eventually, it was decided that not even General Nuclear War was going to move ALCC-1, West AuxCP or any of the other alert aircraft. And so, back to the pad.

Day 3. Some nonsense from the WCP about wanting an engine run. (No. Ain't gonna happen, 'cause the fire trucks are still snowed in and should something happen during the engine start....?) Bad idea. My family was living with our neighbors until the power came on. My DMCCC-A's wife and dog were snowed in by a 15 foot drift against the only door. You can imagine the rest of this story. My car was completely buried in a drift outside the alert facility. Since we had seen all the movies at least four times, I went out with a broom pole, looking for the car. I dug down to the door, cleared out enough to get it open enough to get in. Started up just like a summer day, and blasted out of the drift! Left behind a perfect imprint of a '66 Vette.

Day 4. Plows are running around, clearing runways and ramps. Panic calls from home every 15 minutes about no food etc. Call from the Ops Officer: "You guys hang on out there. We are trying to round up a crew to replace you." Yeah, but I happened to speak with some of the folks with whom he had been partying during the past three days and whose snowmobile they were using

to make 'emergency' runs to the Box Elder bar for supplies. I reminded the individual that one of us had been DNIF and now he was DNIA (no Alert duties) and I was going to call the WCP and call the ALCC-1 Line OFF ALERT, unless we had crew changeover by 0900. He caved. We spent the rest of the day digging out our places.

P.S. Three days later, the temp was 65F and the snow was gone. I love Rapid!



Chuck Gordon later as an MCCC

Bringing the Pentagon to Its Knees

- by LtCol (Ret) Charles E. Gordon, MbrNo A1994, Centennial, CO

We were at Hotel, the closest control center to Ellsworth, and it had been a busy day - code change day, a student crew, and a lot of operational requirements. And late in the afternoon we got word that a helicopter had landed with a bunch of dignitaries from the Pentagon. They'd spent the day in the Bomb Wing and had asked a couple of missile questions. So an orientation visit had been hastily arranged. They were now coming down on the elevator.

Like an actor getting ready to go on stage, Capt Charlie Whisenant, my Minuteman I crew commander, snapped on his yellow scarf and tucked it inside his missile whites as he glanced down to inspect his shoes. "Okay, Chuckles, you can let 'em in."

Charlie, a die-hard bachelor from the hills of Tennessee, was not a dashing figure. This country boy was short and wiry, wouldn't weigh 135 pounds soaking wet. But in the late 1960s at Ellsworth there was none better. As I headed for the blast door, he continued, "You mind the store and the rest of code change activities while I entertain our guests."

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Memorable Alerts *(Continued from Page 4)*

I swung open the blast door and welcomed them. With escort officer in tow, a two star general, a high-ranking Civil Servant, and three colonels eagerly ducked through the tunnel because they had never been inside a Minuteman capsule before. I quickly pumped the pins shut because I didn't want to miss a moment of Charlie's performance. Yes, it was a thing of beauty to watch because he had a flair for homespun humor and simplicity, and he could mesmerize anyone, particularly in this setting-sort of like Paul "Bear" Bryant giving a talk about football. I'd seen him charm dozens of students and many other visitors, and I couldn't help wondering, how was he going to do it this time? Aw-shucks, his drawlin' and lollygaggin' mode-he'd put 'em at ease by ticklin' their funny bone and then give 'em somethin' really good to chew on.

In no time Charlie had them eating out of his hand. The general plopped down in the front console chair and the others huddled around, glued to every word Charlie was saying. His spiel was a unique blend of folksiness and down-home calmness. Yet it generated a constant stream of questions, and the discussions got quite lively at times. In the meantime, I sat at my console almost as dazzled as our visitors were. Soon, Charlie had them touching dials and switches as he explained the launch sequence. They were really into it now-like a pack of Boy Scouts visiting a zoo. I thought, he could have this bunch combat-ready in less than a week. I almost laughed aloud when the escort officer motioned toward his watch. The general gave him a look as if to say: "Forget the schedule! This is really good stuff."

In about 30 minutes I received a call that the X and Y code packs had finally been changed in all our launch facilities. It was time to swap launch control panels - to put in the new one with updated codes. I got Charlie's attention and he shifted gears like a slick politician. "Gentlemen, 'scuse me, but we have a little ol' operational matter to attend to." He grabbed the Allen wrench and started removing the launch control panel screws. "Today, the 44th is changin' the launch code for its missiles - a monumental task. That involves. . ." As he worked, he gave them a complete rundown of the wing-wide code change operation: all the components involved, the magnitude of the effort, launch capability considerations for each squadron . . . the works. The civilian helped him slide the unit out of its bay and cradle it on the console counter. When Charlie mentioned the words, "mechanical code units" his ears really perked up. He was an engineer and his interest had spiked sky-high.

He blurted out, "Mechanical? What's the design?"

Charlie tap-danced his way through it as he turned the panel on its side and pointed to the MCUs on the back. "A unique arrangement of small BBs, . . . uh . . . positioned in slots inside the unit . . . ummmm . . . to make the electrical contacts for the programmed code. There's an X and a Y portion." But the guy wanted more, a whole lot more. So Charlie decided to divert his attention away from the design to a more practical one, one that he could handle. "This ol' panel is no longer useful and we hafta dissipate the codes."

"How's that done? Can you show us?" the general asked.

"Yep," Charlie stated. "My deputy will put in the new panel while I'll demonstrate it for ya." He then carried the panel to the back of the enclosure and placed it in the middle of the floor. He got down on his hands and knees. The group hovered over him like vultures. "When I unscrew these bolts and pull the unit out a bit, the BBs are gonna drop outta their assigned slots and this portion of the code will be dissipated."

"Drop out on the floor?" one colonel asked.

"No, no, no," Charlie replied as he made eye contact with the colonel, "into the bottom of the unit, . . . uh . . . makes a little ol' noise."

"Loud enough to hear?" someone asked.

"Yeah. Listen while I do one." Charlie slowly pulled the X MCU and looked up at their faces. "Did ya hear it?"

Everybody echoed, "Nope!" The whine of the motor generator and rush of cooling air through the electronic equipment racks were just too loud.

The general quizzed Charlie, "Captain, did you hear it?"

"Yes sir."

"What did it sound like?"

Charlie searched for an answer. "Well . . . uh . . . ummmm . . . sorta like an ant peein' on a ball of cotton." And laughter erupted all around him. "Ya can hear it too if ya get down here with me."

The entire group collapsed to their knees and stuck their heads right over the panel as Charlie dissipated the second unit. The general bellowed, "By George, it does! Sounds just like an ant. . .!" He stopped and smiled, "captain, this is one of the best orientations I've ever received."

I looked back and smiled, he'd brought the Pentagon to its knees!

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Memorable Alerts *(Continued from Page 5)*

A few minutes later I said goodbye to them as they loaded into the elevator. The escort officer was fidgeting like a horse with a burr under its saddle, as Charlie would say. They were behind schedule for dinner at the Officers' Club. I could read his mind as the elevator disappeared up the shaft. "Why did we have to get Tennessee Ernie Ford, the snake charmer of the 44SMW?"

I grinned and looked back through the tunnel at Charlie. He was already transforming into his normal missileer's role as he yanked off his scarf and headed back to his console. It had truly been a memorable moment. Maybe things would settle down now and we could have a routine alert vigil. But nothing was routine with Charlie.



Where is the 44th Missile Wing's Static Display Missile Now? - by CMSgt

(Ret) Vince Dicks, MbrNo A1991, Fargo, ND

For those of you that were proud members of the 44th Missile Wing (44SMW/44MW), have you ever wondered what happened to the missile that stood so proudly outside the hangar all those years? Well, I'm happy to tell you that it is alive and well in Fargo, North Dakota. Yep, you heard me right, Fargo, North Dakota!

Your old static display is now a part of the Fargo Air Museum and proudly stands at the parking lot entrance. It's quite a story of how it came to be there, so I thought I'd share the Reader's Digest version with you, along with a picture.

Air Force MGen (Ret) Darrol Schroeder, who is a very active volunteer with the Fargo Air Museum, received a call in the spring of 1999 that a missile was sitting in DRMO at Ellsworth. He made a few calls and discovered that if it didn't get picked up ASAP, it would be cut up and disposed of as scrap. Apparently the new SAC museum had expressed interest in it along with the

Park Service and Rapid City Chamber of Commerce, but no takers. It had been sold twice and both deals fell through so after five years, DRMO was ready to scrap it.

Gen Schroeder contacted MGen Phil Killey, who was the Adjutant General of South Dakota, about the possibility of the guard moving the missile to Fargo. The guard had a unit in Brookings that needed some training in heavy transport so they were assigned the job. The museum hired two cranes from Rapid City to load it and on 22 September 1999, it was headed to Fargo.

Upon arrival, the 119th Fighter Wing of the Air National Guard provided ramp space to store the missile. Warren Diederich, Chairman of the Board for Industrial Builders, Inc. of Fargo, and a director on the board of the Fargo Air Museum, offered the services of his company to do the refurbishment, construct the foundation and erect the missile. The CE folks from Grand Forks AFB shared engineering data they had on file from erecting their display missile. In March of 2000, the missile was erected; a very nice plaque mounted at the base, and across the first stage is painted "44th Missile Wing, 1962 to 1994."

If you are ever through Fargo, turn off I-29 onto 19th Avenue North and follow it past the airport. Begin looking on your left and you'll see the missile and the Air Museum. We have a very nice museum and work is under way for an expansion project to make it even better. It will be worth your time to stop.

Help the National Museum of the USAF Preserve Your History - by

Doug Lantry, Research Division

On 19 September 2005, the USAF pulled its last Peacekeeper off alert status - and the National Museum of the US Air Force (NMUSAF), what we used to call the Air Force Museum, will be well on its way toward installing a Peacekeeper in our Hall of Missiles for future generations to learn from. As the Air Force ended the Peacekeeper missile era, it's worth noting that several historic missiles have gone on display lately as the NMUSAF fills out its space and missile exhibits. Thor, Titan I, Titan II, and Jupiter are already up, and Peacekeeper and Thor-Agena are coming soon. After that, Minuteman I, Minuteman III, Atlas, and others are on the schedule. In the not-too-distant future, Titan IV will arrive at the Museum via several C-5 cargo loads. These are all large, impressive vehicles, but we need your help to make them truly meaningful to museum visitors.

An Appeal for Images and Artifacts

This is a call for donations of photographs and
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Museum Donations *(Continued from Page 6)*

artifacts that will bring a human element - people stories - to the machines on exhibit. The museum needs objects and images that will help us fulfill our mission as the "keepers of their stories." Original photographs, negatives and slides featuring people doing their jobs, interacting with one another and with the technology that symbolized missileers' missions, are one element of good historical exhibits. They're also invaluable visual evidence for historical research. Unfortunately, our collection of such images in the realm of missiles and missileers is fairly thin.

Three-dimensional objects, of course, are also historical evidence that can help us understand and interpret Air Force history. Uniform items and equipment specific to the missile and space launch field are very useful in telling a human-sized story among the gigantic artifacts on display; a wide range of archival papers, maps, logs, etc., that illustrate missileer life also help us develop exhibits and aid researchers.

You can help build the USAF's national collection by searching your attics and scrapbooks for those objects and images that will preserve your story for future generations.

How NMUSAF Uses Objects and Images

You may wonder, "What will happen to this stuff when I donate it?" Let me answer by outlining what we do. Any museum professional can tell you that museums do five things: Collect, preserve, study, display and interpret material culture. Material culture is, in short, the things we leave behind that are evidence of our lives and experiences. Titan IV is material culture, and so is your military ID card, your uniform, a SCAPE suit, an annotated checklist, the amusing unit symbol painted on a door, and the pictures of you and your colleagues at work and

play.

When you donate, for example, a photograph, it is placed in an acid-free sleeve and folder, cataloged and placed in a state-of-the-art climate-controlled film vault with many thousands of other similarly preserved images. It is available there permanently for exhibit development and research to aid in interpreting the missileer story. Three-dimensional artifacts get the same professional treatment, being cataloged, photographed and stored properly for study or exhibit.

It's Your History

The NMUSAF is the official national focal point for Air Force material culture preservation. We're now increasingly emphasizing Cold War image and artifact collection because our new Cold War Gallery, Space Gallery and Hall of Missiles are ready for interpretive exhibits that will bring human stories to the machines we preserve. But we need your help to do it. We're here to tell your story-so please take a look in those drawers, trunks, and boxes and see what you have that illustrates the important story of Air Force missiles and space through the Cold War and beyond. Adding compelling material culture to the USAF's permanent memory at the National Museum is the way to keep your story alive.

How to Donate Images and Artifacts

Please send a letter or e-mail detailing what you'd like to donate to:

Mr. Doug Lantry, Research Historian
National Museum of the United States Air Force
Research Division/MUA
1100 Spaatz St.
Wright-Patterson AFB, OH 45433

e-mail: doug.lantry@wpafb.af.mil

website: <http://www.wpafb.af.mil/museum/>

NMUSAF will evaluate your proposed donation to be sure it falls in line with our collecting needs. If your donation is accepted, NMUSAF can pay the cost of shipping by sending you prepaid shipping labels. We also will send a proffer of gift form, which you must fill out and return with your donation. Finally, you will receive an acknowledgment letter detailing the assigned collection number of the objects or images and thanking you for your donation.

If you wish to claim a tax deduction on the value of your donation, you should have the items independently appraised before donating them. The NMUSAF cannot appraise items or recommend individual apprais-

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Museum Donations *(Continued from Page 7)*

ers. Antique and rare book dealers have extensive networks and can recommend an appraiser.

Thank You in Advance

Thank you for considering donating materials to the National Museum of the US Air Force. We realize you've collected and cherished over the years the things that embody your memories of Air Force service-and we very much appreciate your willingness to continue to serve by ensuring that a vital part of our nation's defense story is preserved for future generations.



Former 12SMS crewmember Greg Young

12th Missile Squadron "Red Dawgs" Host Second Reunion - by

1Lt Todd Young, 12 MS Reunion Coordinator, AAFM Mbr No A2362

The 12th Missile Squadron (12MS) celebrated its second Red Dawg Reunion this year from 2-5 March. The event was held at Malmstrom AFB and Great Falls, Montana. 12MS members are affectionately called "Red Dawgs" in reference to their red bulldog mascot. Red Dawgs past and present gathered together to share stories and talk about both the "good ol' days" and how missile operations are conducted today. Each day was full of organized activities but left time for attendees to get out and see what has changed in the Great Falls area. Wednesday, 2 March was the icebreaker and a welcome back to Malmstrom kickoff. The icebreaker lasted into the evening as current and former 12MS members swapped tales and found they had many similar experiences and recollections during their missile tour.

On Thursday and Friday, the reunion attendees received detailed mission briefings from the current 12MS Commander, LtCol Michael Spencer, as well as A-Flight Commander 1Lt Fred Jackson. They also watched a demonstration on missile combat crew procedures by Capt Brett Stevens and 2Lt Greg White as they

underwent a "ride" in the Missile Procedures Trainer (MPT), much like a flight simulator for the missile crews. Following the crew's demonstration, the former 12 MS members were given the opportunity for some hands-on time with the REACT console. 341st Operations Support Squadron instructors Capt Brian McIntyre and 1Lt Zoe Treuer assisted as the reunion members put on a serious face to enable and keyturn on simulated sorties. Attendees also received a tour of the T-9 training Launch Facility by 1Lt Bill McDaniel of the 12 MS and SrA James Coleman of the 341st Missile Maintenance Squadron. Reunion members were able to get up close and personal with a Minuteman III missile and learn about the maintenance perspective to the ICBM mission. One reunion attendee noted he was particularly interested in the LF tour, as he had never had the opportunity during his assignment to see an LF. Another highlight of the reunion was a visit to the Malmstrom AFB Museum. CMSgt (Ret) Curtis Shannon, the museum's curator, led an informative and interesting tour as the reunion members were delighted to find many items from their time at Malmstrom on display. The museum is home to the former Launch Control Center (LCC) console from Hotel-01. Reunion attendees were allowed to go behind the ropes to get their hands on the actual console they had once manned during their crew time at Malmstrom.

In addition to the full reunion itinerary, the Red Dawgs arranged an open lunch on Friday for base Company Grade Officers with the reunion's guest speaker, BGen Ronald Haeckel, currently the senior military officer assigned to the National Nuclear Security Administration, Department of Energy, and the 27th commander of the 12MS from 1991 to 1993. 12MS member 1Lt Kurt Cepeda noted, "It was a great chance to interact one on one with a general officer. The relaxed setting allowed him to address each of our questions individually."

Saturday began with a breakfast at the 341st Services Squadrons Elkhorn Diner. This event organized by Capt Jeff Kochik and TSgt Matthew Dobler was an opportunity for the missile crew members as well as missile alert facility managers and chefs to chat with reunion attendees before deploying to the missile field that day. BGen Haeckel commented, "I've never seen a dining facility this nice." After receiving the morning's 341st Space Wing pre-departure mission brief, the reunion attendees departed for India-01, a Missile Alert Facility (MAF) they themselves had pulled alerts at years before. 12MS Facility Manager SSgt David Rhodes provided a "topside" tour showcasing the equipment and facilities.

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12MS (Continued from Page 8)

Greg Young, John Nichols, Ron Haekel and Steve Ellis at I-01 SrA Bryan Tarantella, AIC William Marshall, AIC Brian Young, and AIC Nathan Cooper, members of Wolverine-5, a Mobile Fire Team of the 741st Missile Security Forces Squadron, provided post-briefings along with a weapons and "HUMVEE" vehicle demonstration. SrA Abel Jimenez, SrA Mathew MacKenzie, and SrA Robert Orosco, members of The 341st Missile Security Forces Squadron posted at India-01, also provided post-briefings along with weapon and equipment demonstrations. Later, the reunion attendees took a trip underground to the LCC manned by 12MS missileers 1Lt Louis Camilli and 2Lt Shane Gwaltney. The crew briefed aspects of current missile operations and equipment in the capsule. Reunion members commented that while many things remained the same, there had been many substantial changes for the better in the capsule such as the bed modification and improved communications capabilities. After returning topside, 12MS chefs SSgt Tyhessia Stephens and AIC Frank Margini treated the group to a genuine MAF meal proving that missile cuisine had come a long way since the 60's and 70's.

The group had a few hours rest after returning to base before the reunion dinner began. With the evenings activities about to commence the Red Dawgs dressed up and headed to the Great Falls International Airport's Air Host restaurant for an outstanding view overlooking the city. The evening included dinner, story telling, and laughter as the past and present 12MS members and guests reviewed their proud achievements both as a flying squadron and as its present day missile squadron. 1Lt Rusty Mardis presented a detailed yet lighthearted unit history. Capt Chris Johnson presented an exciting video presentation showcasing the Minuteman missile system and 12MS personnel past and present. BGen Haeckel spoke about leadership as it relates to the ICBM mission. Finally, after many rounds of thanks and applause, the reunion guests shared in the Red Dawg tradition of eating

a dog bone and were presented with a commemorative gift. All in all, the Red Dawg's enjoyed a fantastic evening. "As a new member to the squadron, it was exciting to hear about all the different accomplishments we've shared and what I have to look forward to," commented 12MS newcomer 1Lt Neil Menzie.

Looking back on the reunion I am genuinely proud to have helped bring former 12MS members back to Malmstrom AFB and Great Falls for this experience. In talking with fellow squadron members it became very evident that every Red Dawg present was excited at this opportunity to talk with missileers who were here winning the cold war before many of us understood what that meant. We're proud to follow in their footsteps and carry on this legacy. One of my most memorable moments of the reunion was during a conversation with former 12MS missileer Capt (Ret) Greg Young of Brighton, CO. Greg told me that when he and the other guests arrived, they didn't know what to expect from this generation of missileers. I was honored when he told me "we've left it in good hands."

The 12MS Red Dawgs would like to extend a large thank you to the reunion attendees for making the trip to this years reunion. Additionally, they would like to thank local businesses for their financial support and the volunteers from across Malmstrom who came together in making this a huge success.

The next 12MS Red Dawg Reunion is tentatively scheduled for July 2007 and will again be held at Malmstrom AFB and Great Falls. We would be interested in hearing from former members of the 12th Bomb Squadron and expanding our next reunion to include the 12th's heritage as a flying unit. If you would like more information about the Red Dawgs and future events or memorabilia, please contact 1Lt Todd Young via e-mail at todd.young@malmstrom.af.mil, or leave a phone message at (406) 731-7255. You can also get information at the reunion website, www.reddawg.s4u.org.

How about a night in a Minuteman LCF?

If you miss those nights in the field at the Launch Control Facility (LCF) - now the Missile Alert Facility, then you need to visit the Juliet 1 Bed and Breakfast, near Faith, SD. This former LCF is open for business and includes the J-1 Lounge and Cafe. Redecorated bedrooms include the Aloha and Western rooms. Close to the town of Opal, the B and B is open Tuesday through Saturday, with meal specials every night.



New Space Badge Update

Air Force Space Command released a Power Point presentation and memo on the new Space Professional Badge, defining the requirements for the new badge and status of the pocket rocket. Basically, everyone in a space or missile billet will wear the new badge in place of the existing space and missile or missile badge. The missile maintenance badge, the pocket rocket without the ops designator, will continue to be awarded to maintainers. Those with the current badges who are no longer in space or missile billets will be allowed to wear the current badges until they leave the service.

Rationale For New Badge

With the recent emphasis on Space Professional Development, and the efforts to nurture an emerging space war fighting culture, one can argue that the time is right to create and implement a new, enduring symbol that communicates the unique role of space in military operations. It is more inclusive and reflective in representing the entire Space Core.

Badge Award Criteria

Basic: Completion of Space 100 (or equivalent), completion of Initial Qualification Training (or equivalent), completion of 5 skill level CDC (enlisted), 12 months of satisfactory performance in a space billet

Senior: Completion of Space 2002, completion of applicable positional training, if required, 72 months of satisfactory performance in a space billet

Command: Completion of Space 3003, CCAF degree (enlisted), completion of applicable positional training, if required, 108 months of satisfactory performance in space billets

Status as of September

The Space Professional Management Office (SPMO), HQ AFSPC/MSPAX, completed the second phase of the process to determine eligibility and initial award of the new Space Badge. An extensive update of Credentialed Space Professional (CSP) SURFs is complete and the next step is preliminary determination of

badge award and the opportunity for CSPs to reclama.

The preliminary badge award list is on the SPMO website, <https://halfway.peterson.af.mil/spacepro/>. Refer to Column C, "SPC (Space Certification) Level": 0=no badge awarded, 1=Basic badge, 2=Senior badge, 3=Command badge. Following the reclama process, AFSPC/CC will release a formal Badge Authorization Order in late October.

Eligibility: The new Space Badge will replace the current Space and Missile Badge and the Missile Badge with Ops Designator. Only members of the CSP Community (CSPC) are eligible for the new badge. The CSPC consists of AFSCs 13S, 61S, 62E, 63A (officers); and 1C6 (enlisted). Enlisted personnel in AFSCs 1N0/2/5 and 3C1 who have served or are serving in 11 SWS, 2 SWS, 3 SPSS, 3 SCS, 4 SPCS, 4 SOPS, 4 SPSS, 5 SWS, 5 SPSS, 76 SPCS, 18 IS (and its detachments) and the National Reconnaissance Office (NRO) are also included. There are some specific NRO rules

Former CSPC members who retrained into a non-CSPC AFSC may continue to wear the current Space and Missile Badge and the Missile Badge with Ops Designator at the level awarded until retirement or separation but are ineligible to wear the new Space Badge. The retraining cutoff for wearing the current badges is 31 Oct 05. Personnel who retrain out of the CSPC after 31 Oct 05 are not authorized to wear the current Space and Missile Badge and the Missile Badge with Ops Designator.

Reserve/ANG personnel are not authorized to wear the new Space Badge until the ARC Space Professional Development Programs have been approved by HQ AFSPC/CC. These programs are currently in development. Award of the new badge to ARC personnel will be addressed later. Note that the preliminary badge award list may inadvertently include some Reserve/ANG personnel in AGR status.

Core Missile Maintainers (AFSC 21M) awarded the current Space and Missile badge or Missile Badge with Ops Designator may continue to wear these badges, but are ineligible for the new Space badge. CSPs that career broaden (core AFSC remains 13S or 6X) in a 21M missile maintenance tour and return to CSP duty will accrue space experience credit for their 21M service.

There are a number of notes and special rules for rated officers, general officers and some other related specialties.

Coming Soon - Signed and Numbered Prints of our Art Project, and small missile badge pins in all six designs



Soviet ABM Site

Red Bear on the Prowl - Strategic Defense in the Soviet Union and Russia - Part I

- by Maj Paul Whitmore, AAFM Mbr No L188, Eielson AFB, AK

This history of Soviet missile defense was originally written by Paul for his UND Master's thesis. His review of Soviet and Russian ABM systems will be presented in two or three parts, with subsequent parts.

Though allies in World War II, through the following 50 years, the United States and the Soviet Union faced off in economic, social, political, and military competition, pitting nations against nations in a Cold War struggle for international mastery and ideological supremacy. Perhaps the one critical factor determining much of the responses between the two nations and governing the lives of hundreds of millions of persons was the arms race, where each nation raced to have the bigger, stronger, more powerful ICBM. Much has been written about the offensive strategic capabilities of both the USSR and US as this has been one of the most significant influence in military and international relations since the end of WWII. Far less understood, however, are the strategic defenses developed and maintained by the two adversaries.

Work on antiballistic missile (ABM) systems began in earnest immediately following the close of the WWII when the American military, in concert with university research institutions, researched options for defending the US against attacks by nations operating long-range offensive missiles similar to the dreaded German V-2 rocket. The Soviets, for their part, did not begin ABM research until after the US began showing promise in its quest for ICBM technology. The Soviets' most immediate goal following the war was a program designed for territorial defense from massed enemy attacks. This program had essentially two major components, defense from fast attack and interceptor aircraft, and surface-to-air missile defense from the ever-growing American long-range intercontinental bomber force. Not until early American successes with the Atlas, Redstone and other missile sys-

tems showed the potential vulnerability of nations far from the North American continent, did the Russians begin a concerted move toward defense from ICBM systems.

In August 1953, the Soviet military's General Staff, including seven Marshals of the Soviet Union, sent a memorandum to the Communist Party Central Committee requesting the party consider the possibility of creating a missile ballistic defense system to counter the growing threat from the US ICBM force. Despite early skepticism, the committee appointed a scientific team led by Doctor of Technical Sciences Grigorii Kisunko, who was one of the foremost leaders in guided missile and homing system technology to recommend a course of action. Within two years, Kisunko offered a proposal for the creation of a prototype system and test range, known as System-A.

In mid-1956, after reviewing the Kisunko's proposals, the Council of Ministers approved work on the ABM system and supported the creation of the experimental range, which would become well known in the US military and intelligence communities as the test-facilities at Sary Shagan, near Lake Balakhash in Kazakhstan's Betpak-Dala Desert. Sary Shagan would ultimately become the largest testing facility for military munitions systems in the former Soviet Union, being host to early warning satellite system, ABM, anti-satellite system, directed-energy weapon, and air defense system experimentation and testing. Finalized in 1959 the Kisunko plan called for a sophisticated arrangement of complex and diverse interceptors, radars, and communications command posts.

In 1960, all of the major components for the full-scale testing the A system were in place. On 24 November 24, the first successful test intercept of a ballistic missile by the A system occurred, albeit with a missile not equipped with a warhead. On 4 March 4 1961, the first true destruction of a ballistic missile by an armed V-1000 interceptor showed the validity of the fledgling Soviet ABM network and gave them hope in their technology to defend their nation against the ever-growing American ICBM force. In this test, a V-1000, armed with a high-explosive fragmentation warhead, located and destroyed an R-12 ballistic missile at an altitude of 25 kilometers. The Dunai-2 radar detected the missile at an extreme range of 1,500 kilometers. Buoyed by the initial success of the A-system trials, Defense Minister Malinovskii declared at the 22d CPSU Congress that, "...I have to report that the problem of destroying missiles in flight has been successfully resolved." The Soviets resolved to develop a

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Red Bear *(Continued from Page 11)*

new operational ABM system for the defense of Moscow and also for another Sary Shagan experimental system.

By June 1961, a draft concept and proposal was established for the establishment of what would be known as the A-35 system, designed to protect Moscow against an aggressive attack by new, more accurate US ICBMs. This system was to have a command post, eight radars encircling the city, and 32 launch complexes. In fact, Nikita Khrushchev, the Soviet General Secretary, was so confident of the success - or perhaps confident of the failure-of this system, that he boasted that Soviet ABM interceptors could 'hit a fly in outer space.'

Part of Khrushchev's bravado was due to the installation and equipping of the Griffon ABM system deployed around the northern Russia city of Leningrad in the early 1960s. An archaic design for an ABM, it seems like the Griffon's anti-ICBM role was secondary to a more probable role as an interceptor for submarine-launched ballistic missiles (SLBM) or high-altitude, fast bombers. By 1963, work was halted on the Leningrad system and was abandoned altogether in 1964. The Soviets most likely realized that the capabilities of the Griffon missile did not adequately compare to the rapidly evolving missiles being employed by the US.

The year 1962 gave rise to a new ABM system for the Soviet military. The defense establishment won approval for the draft plan for the A-35 system. In the latter half of 1962, preparation of and construction for consolidated ABM defenses began around the Russian capital. Soviet doctrine valued Moscow as perhaps the most important resource and city due to its massive bureaucratic network, headquarters, political leadership, and military industrial complexes and the government determined to defend it at all costs. In 1963, actual deployment of the Moscow system commenced even as installation sites in the Leningrad system began to be dismantled due to the Leningrad system's apparent inability to function as either a ballistic missile defense (BMD) or high altitude air defense system. Interestingly, work on the air defense mission of the Tallinn line continued with additional interceptor sites.

In 1964, a new conceptual proposal for the Moscow system appeared. This draft, eventually accepted, called for the replacing of the ABM interceptor's high-fragmentation warhead with a warhead of nuclear design and the concurrent reduction of launch complexes from the previously established 32 to 16. The results of the 1961-1962 'Operation K' Semi-Palatinsk experiments displayed a need for further modification to the system.

These experiments demonstrated that a nuclear warhead would significantly increase the range, kill radius, and effectiveness of the interceptor., which would allow for fewer interceptors to be built. In addition, this proposal also allowed the Soviets to upgrade the other functional principles of their system to allow for new technological advances. This also gave the Soviets greater latitude in near misses as targeting requirements were no longer as stringent. The command and control, tracking, targeting, and battle management systems were also redesigned.

With construction beginning in 1962, work also began on the 'Aldan' system, the A-35 experimental and test facility based at the Sary Shagan test range. This complex, eventually completed in 1967, was an approximate duplicate of the Moscow system and allowed for the testing of all major and relevant portions of the Moscow system prior to its operational deployment around the capital. A-35 system would consist of a main command, control, and computation center; early warning radars; the 'Dog House' large-phased array radar (LPAR) used for tracking and battle management; the 'Cat House' LPAR oriented toward China and Western Europe used for tracking and management; the 'Hen House' network of phased array radars at sites dispersed around the periphery of the country; eight 'divisions' with two fire units, each including a command post, a 'Try Add' radar complex, and associated launching stations; ballistic missile interceptors; and a data transmission system

The first operational ABM interceptor suited for the Moscow system was paraded through Red Square during the November 1964 Communist Revolution celebration. This missile, and its associated systems, were identified by the US as SH-01, SH-04 (missile), ABM-1, ABM-1B (systems) and by the Russians as ABM-350, and became identified as the Galosh missile by NATO identification systems. To this day, the Russians have never shown the Galosh missile outside of its launch container. Only four of eight total launch sites, each with 16 aboveground re-loadable launchers ever became operational due to technical problems and financial costs.

The Galosh interceptor, stored in and fired from its storage container, was an exo-interceptor capable of defending, according to intelligence experts, an area of thousands of square miles. The Galosh was actually deployed in two separate configurations, designated ABM-1 and ABM-1B, during the approximately 13 years of operational existence. The missile was nearly 20 meters long, three meters wide, with a six-meter wingspan. It weighed nearly 33,000 kilograms when armed with its

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Red Bear (Continued from Page 12)

nuclear warhead, which itself contained a yield of two-to-three megatons. Its estimated range—powered by solid fuel in the ABM-1 configuration and by a two-stage solid-liquid system in the ABM-1B version—was over 300 kilometers, effectively making it an exo-atmospheric missile and also a low-altitude anti-satellite (ASAT) missile system. Ultimately, 64 of these missiles were deployed, although that number fell to 16 during the early 80s upgrade of the defense system.

By 1966, priority for ballistic missile defenses seems to have lessened in the view of the Soviet leadership. Statements made by some of the military establishment indicated that an assessment of the realistic capabilities of the ABM system had been undertaken. One such statement, echoed by other leaders in the Soviet Union stated that "...effective...new anti-aircraft missile systems...have been developed and adopted by the armed Forces... [and]... ensure the reliable destruction of any enemy planes and many missiles." This seemed to indicate a shift away from antimissile technology development to anti-aircraft development due to the perceived ability to defend the Soviet Union against the increasing bomber threat and the need for missiles to supply the Vietnamese and the Tallinn Line.

Additionally, this tactical defense buildup, combined with the increasing influence of the Soviet ICBM force structures and the technical difficulties of the Galosh interceptor, likely resulted in the reduction of resources for ballistic missile defense. In fact, for the Galosh, its use of mechanically directed radars and high-yield nuclear weapons limited the effectiveness of the system. Furthermore, the A-35 system was unable to distinguish between any penetration aids, such as decoys or chaff, defeat active jamming, or counter missiles with multiple warheads, all of which were employed on American ICBMs. Admittedly, the Soviet initially devised the system to defend against approximately six to eight ICBMs—a plausible number when the system was devised in the late 50s and early 60s. However, this number ultimately became meaningless by the 1970s due to the high numbers of American ICBMs and the development of multiple independently targeted reentry vehicles (MIRVs).

In June 1968, Soviet Foreign Minister Andrei Gromyko announced that the Soviet Union was prepared to discuss limitations to and reductions of offensive and defensive strategic systems to include ABM systems. This was in response to a query in December 1966 when the

US initially made overtures regarding the limitation of defensive systems—ostensibly because the US couldn't make their system function appropriately. The Soviets rejected this initial foray due to the high-degree of interactivity between the offensive and defensive systems.

Construction progressed, although in late 1968, work efforts came to a near-halt with only about half of the system completed due to the aforementioned lack of technological capability. The radars used for the A-35 system posed a significant problem. For detection, the system utilized the 'Hen House' LPARs and two battle management and tracking radars, 'Dog House' and 'Cat House'. The multiple, mechanically driven 'Try Add' engagement radars performed the role of missile interception. Due to the inadequate rotational speed of the latter radars and the extremely slow computational speed of the 'Dog House' and 'Cat House' data processing computers, the A-35 system revealed itself to be extremely inadequate to respond to a large-scale or even a moderate missile attack.

Furthermore, these large antenna-array systems were extremely vulnerable to the effects of both nuclear blast and electromagnetic pulse (EMP) due to the extremely large surface area of the designed transmitter and receiver buildings. This vulnerability was doubly exacerbated not only due to high-altitude and ground-level bursts from an attack, but also due to the defensive effect designs of the Galosh's nuclear payload, which would cause the same blast and EMP effects in its attempt to destroy the incoming warheads. The Galosh ultimately reached initial operating capacity in the latter part of 1968 at four sites: Klin, Nudol, Turakovo, and Bolchenki. By 1970, the 'Try Add' engagement radar complexes came on line.

Part II will follow in the December 2005 issue.

Peacekeeper Deactivation

 - by SrAnn

Lauren Hasinger, 90SW Public Affairs

The era of the Peacekeeper ICBM came to an end 19 Sept with the final phase of the deactivation process. The deactivation began in October 2002 after President Bush set a plan in motion to reduce the country's missile forces. President Putin agreed to follow a similar plan. Capable of carrying up to 10 independently targeted nuclear warheads, the Peacekeeper was designed to strengthen the ground-based strategic policy of the US. The development of the missile system began in 1979. In 1988, the Peacekeeper became fully operational and 50 missiles were deployed here under operational control of the 400MS.

A Word from the Association

National Meeting - make plans now to join us 27 September to 1 October 2006 in Cheyenne -see page 16 and the back cover for details.

New Space Badge - as you see on page 10, the new badge award process is underway. We are sorry to see the pocket rocket with ops designator go away, and we clearly stated the opinion of the vast majority of our membership to AF leadership, but things change. We'll continue to use the original missile badge, now called the missile maintenance badge, in our logo, but we welcome all those who will wear the new badge, including all those new missile and space officers and airmen who will only know the new space badge as their symbol of missile and space duty.

E-Mail Updates - we encourage you to keep us current with your e-mail addresses. More than 1700 of you get the monthly updates, but I know that many of the addresses I have are not current. For those of you with AOL, MSN and some of the other bigger ISPs, it appears to me that you do not get the updates, but based on comments from many of you, they do get to you in spite of the error messages I get.

Dues Update - I recently sent out more than 750 expiration notices to members more than a year behind in dues. A large number of you have gotten back on current status. Kevin only sends out one notice near your expiration date - watch for it and get your donation in by check or credit card by Paypal. We do send a notice several months later by bulk mail, and keep the newsletter coming for a period after your dues expire, but we need you donations to help us continue our programs. If you think you are noncurrent, call, write or e-mail us.

Newsletters - all of our past issues are available for download and printing on our web page. I should have a new index available in the same area soon, so you can find specific articles or stories. You can use information in our newsletters in your own research or writings - just give proper credit to AAFM if you do.

Letters to the Association

Address your letters to AAFM, Box 5693, Breckenridge, CO 80424, or send by e-mail to aafm@afmissileers.org. Letters may be edited to fit - content/meaning will not be changed.

381SMW - Some months ago I contacted you regarding a reunion for former members of the 381SMW. I am unable to continue this effort and welcomed anyone else to pick it up. I've heard from about 25 former members. At least we know there is some interest. *Larry Kugler, MbrNo A1595, Eden Prairie, MN*

Gen Schriever - Vern Hastings, Dick and Cherry Henry, and Vicki and myself, attended the funeral services on 11/12 July in Washington. The military funeral was 12 July at the Ft Myer Memorial Chapel. There were about ten four-stars in attendance including Generals Myers and Jumper. The military contingent included a band, military pallbearers and honorary guard. Our Old Timers' friend Neil Sheehan and wife, Susan, and the General's secretary, Sue Taskin and her husband were there. The Old Timers friend and helper from the 2003 reunion, Maj Corey Keppler, was not only there, but again helped with many details. Jack Neufeld, editor of Air Power History, former Pentagon historian and friend of the Schriever's was there. Gen Myers gave a brief homily at graveside in which he referred to the Old Timers 2003 reunion and how proud he had been to meet the pioneers of our missiles and space program. Of course, and appropriately, most of his words were in praise of the contributions made by the Boss. There was a cannon salute and four F-16s roared overhead as one peeled away in the traditional salute. After the burial, the attendees went to the Ft Myers Officers' Club. Gen Lord had planned to present Joni with a framed and signed certificate praising the boss and showing in pictures, highlights of his career. However, he had to depart to appear before a committee of Congress. I was asked to step in and make the presentation. The ballroom where the reception took place had a table with many missiles on display, thanks to the diligent efforts of Col Chris Hale and several industry per-

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Letters (Continued from Page 14)

sons. Joni thanked the people for attending. The Boss is buried and so is an era of excitement, accomplishment and professional pride for those who had the privilege to participate. *LtCol (Ret) Bill Getz, A2254, Burlingame, CA*

Cold War Victory Medal - The House has passed the National Defense Authorization Act 2006 with the Cold War Victory Medal included with mandatory language for its creation. The senate is discussing the NDAA. *Scott L'Ecuyer, A2057, Stow, VT*

George Kovach - George had a stroke recently - he is very confident that he will be back home soon and back on the computer. Please keep him in your prayers and send him a get well card. George Kovach, 231 Penny Lane, Sterling, VA 20164. *Georgi Kovach*

First Airman - We had a conversation my being the first airman assigned to the 389SMW at Warren, and to the 308SMW at Little Rock. I know the documents I submitted will be worthwhile additions to the AAFM archives. *SMSGt (Ret) Leo Lester, MbrNo A2218, Knoxville, TN*

The documents were welcome additions to our library

June Newsletter - I am very impressed with the feature articles on the early winged missiles in the June newsletter. You did a remarkable job researching and surfacing relevant historical facts and information, and in composing and articulating the missile stories so well. Also, I liked the way you noted Gen Schriever in Taps for Missileers along with the other remembered officers, NCOs and civilians. I think that Gen Schriever would have been very happy and proud to have been so included. *MGen (Ret) Richard Boverie, MbrNo L070, W Palm Beach, FL*

More June - The last newsletter was even better than usual. I particularly enjoyed your piece on the earliest ICBMs. I can hardly wait to show the Navajo part to my father-in-law, who was the North American honcho at the Cape for that program. Thanks for your efforts. *Col (Ret) Mike Babbidge, MbrNo A0023, Destin FL*

Titan I Help - I am writing a brief history of Titan I missile system under contract with the Organization of American Historians. It is undertaken, if part, due to the transfer of Missile Complex 2A, associated with Lowry AFB. I would enjoy the opportunity to exchange questions via e-mail or conduct phone interviews with any missileers connected with the Titan I program, with a particular - but not exclusive - interest in those associ-

Taps for Missileers

In August, we mailed notices to over 750 AAFM members who were not up to date with dues - we learned that a number of our members have passed away, some as long as three years ago - all are listed here.

LtCol (Ret) Richard Adams, an AAFM member, served in Minuteman in the 44SMW, in Titan II in the 390SMW, and lived in Sherman, TX.

LtCol (Ret) Robert Batchelder, an AAFM member, served in Minuteman in the 1STRAD and 394SMS, and at SAC, and lived in Treasure Island, FL.

Maj (Ret) Kenneth Beaton, an AAFM member, served in Minuteman in the 321SMW and in HoundDog in the 92SAW, and lived in Sacramento, CA.

CMSGt (Ret) John Bodovinac, an AAFM member, served in Atlas D in the 389SMW, in Titan II in the 390SMW, in Minuteman in the 321SMW, in air-launched missiles, and at 15AF, and lived in Virginia, MN.

LtCol (Ret) Harvey Campbell, an AAFM member, served in Minuteman, at SAC, and lived in Topeka, KS.

LtCol (Ret) Norman (Buck) Congdon, an AAFM member, served in Bomarc in the 35ADMS, Atlas F in the 578SMS, Minuteman in the 341SMW, at SAC, and on the Air Staff and Joint Staff, and lived in Albuquerque, NM.

BGen (Ret) Arthur Ernest Exon, in 1960 was chief of ballistic missiles, Directorate of Operations, Hq USAFE, responsible for establishing the Jupiter for NATO in Italy and Turkey.

Col (Ret) Robert Friedmann, an AAFM member, served in Matador in Germany, in Atlas D, in Minuteman in the 321SMW, and at 8AF, the 394SMS and 1STRAD, and lived in Port Charlotte, FL.

Col (Ret) Ted Grossholz, an AAFM member, served in Titan I in the 569SMS, in Minuteman in the 91SMW, at USAFE, and lived in Mt Home, ID.

MSGt (Ret) Johnny Honeycutt Jr, an AAFM member, served in Matador in Germany, in Minuteman in the 44SMW and 351SMW, in the 394SMS, and lived in Omaha, NE.

Col (Ret) William Kottas, an AAFM member, served in Minuteman in the 351SMW, at SAC and the Joint Staff, and lived in Nashville, TN.

Joe Sesto, an AAFM member and longtime friend of the Air Force and Vandenberg, lived in Santa Maria, CA

LtCol (Ret) Leland Turner, an AAFM member, served in Jupiter in Turkey and lived in Gravette, AR.

We'll see you in Cheyenne - 2006

The back cover has the first registration form for our next National Meeting - the first at an operational ICBM base. We have had a number of inquiries already about the upcoming meeting, and you can now sign up.

We will be at the Little America Resort and Hotel on the western edge of Cheyenne, and have a full schedule for attendees. As always, you can come to as many or as few events - sign up for those that you want to attend on the registration form. It's recommended that you get your form in early and make your hotel reservations soon, too. Your hotel room rate includes a buffet breakfast for two each morning. The hospitality suite will, as always, be open any time we aren't doing something else.

Note that we will have several missile units joining us this year - if you want to include your former unit, it isn't too late. Just let us know as soon as you can.

We start on Wednesday, 27 September with registration and a welcome reception at the hotel. Thursday, 28 September will be a full day at Warren, with briefings by the 90SW and 20AF, tours of training launch and launch control facilities and other activities. We will have lunch at the Warren club during the tour. Thursday night, we will have a Mexican buffet at the hotel.

Friday, 29 September gives you the option of golf and lunch at the Warren course or a tour of historic sites in Cheyenne. The tour participants will have lunch at the historic Plains Hotel. That evening, we will go to the Museum of the West for a western dinner.

Saturday starts with our general membership meeting, which will feature several presentations. It will be followed by the board of directors meeting, open to all members. Saturday afternoon, we will offer a tour of an Atlas E site near Greeley.

Our banquet is at the hotel Saturday night, with a featured speaker and active duty guests from Warren. As we did at Vandenberg, we will host a number of young officers and airmen for dinner, giving you an opportunity to spend some time with the folks who currently operate, maintain and support our ICBMs.

Note that some of the events include the cost of a charter bus or facility entry, and that you have a choice for the banquet main course. The registration fee covers the operation of the hospitality suite, name tags, a special memento and other incidental expenses.

We know that you will enjoy our seventh National Meeting and a chance either to return to Cheyenne or see it for the first time.

Letters (Continued from Page 15)

ated with the Lowry sites - and especially the Titan I Missile Complex 2A. Daniel Hoisington, Hoisington Preservation Consultants 1-888-251-6336, djhoisington@edinborough.com

308SMW Members - Tom Patterson, who served as an MFT in the 308SMW, 1967-1970, is trying to find his crew partners, Ronald Detweiler and Richard Pearson. Tom can be contacted at spatterson@atlanticbb.net.



551SMS Bench

During the 551SMS reunion in Dayton in April this year, the members who attended took part in a ceremony dedicating a National Memorial bench at the National Museum of the Air Force.

Reunions

Association of Air Force Missileers - 27 Sept - 1 Oct 2006 - plan now to attend our seventh National Meeting at the Little America Hotel in Cheyenne, with great tours at Warren AFB. Registration information of the back cover and on our web site

556SMS (Plattsburgh Atlas), with us in Cheyenne, contact Mel Driskill at e-mail dgser@earthlink.net or Bruce Ralieg at bralieg@wideopenwest.com.

548SMS (Forbes Atlas), with us in Cheyenne, contact Don Peoples at njpeeps@att.net.

308SMW - Jacksonville, AR, 6-9 October 2005, contact William Leslie, 7097 Bellefontaine Rd, Huber Height, OH 45424, Email william.leslie2@wpafb.af.mil, phone 937-255-2783

390SMW - Williamsburg, VA, 4-8 October 2006, contact John Lasher at elainelasher@aol.com

Strategic Air Command Reunion - 24-27 May 2006, Tucson, AZ, contact Toby Romero, 4918 E Cooper St, Tucson, AZ 85711-3620, 520-327-2224, e-mail jtrome-25@excite.com

"ICBM Gang" Reunion, 30 Jan-2 Feb, Cocoa Beach area, for those involved in ICBM test and development, contact pwaitel@cfl.rr.com.

Reunion Notices should be to AAFM as early as possible for the newsletter, web page and e-mail updates.