

Association of Air Force Missileers AAFM Newsletter

"Victors in the Cold War"

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3901 SMES/MES Patch

Evaluating Missileers, the Past -

by Col (Ret) Charlie Simpson, AAFM Executive Director

Over the seventeen years that we have published this newsletter, we have had articles on almost every aspect of life in missiles. We covered uniforms, food, transportation, alert, maintenance dispatches, inspections and about every other aspect of life in tactical, strategic and air-launched missiles. We have looked at the topics of inspection and evaluation several times, but have never concentrated on a single evaluation unit, The 3901st Strategic Missile Evaluation Squadron (SMES), at Vandenberg AFB. Several of our articles on inspection and evaluation have included stories about the 3901st SMES, but we decided that maybe it was time to look at the history of this specialized unit that was around for 33 years. All of us who served in SAC ballistic missiles, from the earliest Atlas and Titan days to the demise of SAC as a command know about the 3901st - and know what its impact on our lives could be. Many of us served in the unit, and all of us were evaluated by members of the 3901st.

The Origin

Those of you who served in SAC in the days before ICBMs know very well of General LeMay's legacy. Two words that were of extreme importance to

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Our Next National Meeting - by Col

(Ret) Charlie Simpson, AAFM Executive Director

We are now only a few months away from our ninth AAFM gathering, our National Meeting in Tucson coming up on 6 October. More than 100 of you have already registered - we expect a very good crowd for our meeting in Tucson. You will find details and the registration form on page 16, and more information at our web site at afmissileers.com. Make your hotel reservations, register now and join us in October in sunny Tucson.

As in all our meetings, you have the opportunity to attend events relating to Air Force missiles and the local area where we meet. More importantly, you will have time to interact with a lot of fellow missileers. We will be meeting at the Radisson Hotel at the Tucson airport, an all-suite hotel with excellent facilities. Your nightly rate of \$89 includes a full buffet breakfast for two each morning, and there is a manager's reception in the bar each evening for all registered guests. You should call the hotel direct at 520-225-0800 to make your reservations, and make sure you say you are part of the Air Force Missileers meeting. There will be a limited number of rooms available at our special rate for three days before and three days after our meeting for those who want to spend some extra time in the area.

Keep in mind that you aren't required to stay in the hotel - all of our meetings allow you to register for



Radisson Tucson

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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

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just the events that you want to attend, not sign up for a package of all events. You can even join us for breakfast each day by indicating your desires on the registration form and paying the breakfast cost for each day. Dress for all events is casual (business casual, with open collar shirts, coats optional, no jeans for the banquet.)

Registration includes a \$15 Registration Fee, which covers name tags, the hospitality suite and a memento for each attendee. We have a large hospitality suite in the courtyard near the pool that will be open any time we are not involved in other events. The suite is always a popular place to gather, see friends and tell stories.

At least two unit-specific groups will be part of our meeting, veterans of the 579 SMS, the Walker Atlas squadron, and the 487 TMW, the Comiso GLCM unit. A few other units are still considering whether to be part of our meeting and should decide soon.

We start on Wednesday, 6 October, with sign-in in the hospitality suite, with the welcome reception, featuring a standup buffet and pay as you go bar that evening at 1800. Thursday morning, we will gather for breakfast at 0700, and depart by bus for the Titan Museum and Davis Monthan AFB at 0830. Half of those participating will go to the museum and the other half to the base for tours. We will meet at the base for lunch before completing tours for the day. Thursday evening, we will gather for a Mexican buffet at the hotel at 1800, with Mariachi music at dinner.

Friday morning, after breakfast at 0700, you have two options. Golfers will travel to Tubac for a tournament, others will tour the Sonoran Desert Museum and the San Xavier Mission, with lunch at the museum. The tour departs the hotel at 0830 and golfers will depart the hotel at 0800. Friday evening, we will depart the hotel by bus at 1630 for a tour of the Pima Air Museum, including the "boneyard" where thousands of aircraft are stored or



The "Boneyard"



At The Sonoran Desert Museum

are being recycled. We will have dinner at the museum with time for walking tours in the museum.

Saturday, following the 0700 breakfast, we will conduct our General Membership Meeting at 0900, with presentations of interest to missileers and an update on the status of your association. The Board of Directors will meet at 1100, with the meeting open to all members. Saturday afternoon features two optional tours either to Old Tucson or Tubac, or you can relax at the hotel and spend time in the hospitality suite. The tours will depart at 1200 and lunch is on your own. Saturday evening, we will gather at 1800 for the banquet, with a pay as you go bar for one hour and dinner at 1900. Our featured speaker will be Lt Gen Frank Klotz, commander of the new Air Force Global Strike Command, the new home for the Minuteman missile force. We plan to invite some of the young airmen and officers from Davis Monthan to join us as our guests at the banquet.

The Sunday morning breakfast will be your last chance to say goodbye to friends as we depart - and prepare for our 2012 gathering in Great Falls, Montana.

So fill out your registration form now and mail your check so you can be part of another great meeting. We will post a list of attendees on our web page - you will find a link in the Meetings and Reunions section.

Evaluation - (Continued from Page 1)

him were "evaluate" and "standardize." His philosophy was the basis of the idea that, when one is dealing with nuclear weapons, mistakes could not be tolerated. And the best way to ensure we didn't make mistakes was to have very clear, very detailed procedures in everything we did - every action was standardized - we did it one way - the right way - and we all did it the same way - and we used a step by step checklist when we did it. But just having standardized procedures was not enough - he wanted to make sure that we all did it right and followed those procedures. So everything that those involved with nuclear weapons did was evaluated, both at the unit level and by higher headquarters evaluations teams. The air-

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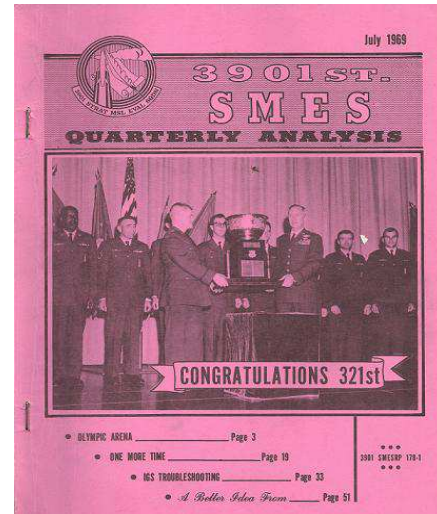
Evaluation - (Continued from Page 2)

craft folks had the Combat Evaluation Group (CEG or CEVG) for operations and the Maintenance Standardization and Evaluation Team (MSET) for maintenance. And there were other teams for other areas. The CEG and MSET each visited each bomb wing at least once per year - and it was a comprehensive, very detailed check of the unit's ability to perform its mission.

So when missiles became part of SAC in the late 1950s, it was no surprise that a new organization was born. It was stood up at Vandenberg but it assigned directly to SAC Headquarters, and it was born in 1961. The unit was originally the 3901st Strategic Standardization Squadron (Missiles), the 3901 SSS (M), and was manned by handpicked specialists from missile operations, maintenance, missile communications and missile facilities. Three months later, it was renamed the 3901st Strategic Missile Evaluation Squadron (SMES). From 1991 until it closed in 1994, the squadron dropped the "Strategic" from the unit designation when General McPeak, the Air Force Chief of Staff, dictated a massive renaming of Air Force units. The 3901 MES survived the move of missiles from SAC to Air Combat Command, but when missiles moved to Air Force Space Command in 1994, the unit went away, with the evaluation function becoming part of 20th Air Force, where it is today.

The Organization

The unit was commanded by a colonel, usually a former wing or wing vice commander, and reported to the Deputy Chief of Staff for Operations in its line of command, but "maintained a close liaison with applicable staff agencies of headquarters SAC." The basic organization changed some in names and functions over the years. In 1979, the organization was described in these terms. The squadron had an Operations and a Maintenance branch, each led by a colonel, along with a Support branch. Operations had a Weapon System section with teams for each missile system, an Emergency War Order section, a Missile Procedures Trainer section and a Codes section. Maintenance had a Weapons section with officer and enlisted experts in every area of missile maintenance, Munitions section, Support section with communications and facilities (the civil engineering tasks) evaluators and a Maintenance Trainer section. Throughout the life of the 3901st, the size and the makeup of the squadron varied some based on which systems were operational, as SAC ICBMs progressed from early Atlas and Titan I to Minuteman I, II and III, the varied modernized options including command data buffer and improved launch control system, and Peacekeeper. A snapshot in 1979, near the

**The Quarterly Analysis Report**

midpoint of the life of the unit, showed there were 45 officers and 71 senior noncommissioned officers in the unit, not including the administration support personnel.

The maintenance branch included the Central Technical Order Control Unit that processed and oversaw changes to missile technical orders. The Maintenance Training section ran the evaluator school at Vandenberg, used to train standardized evaluation techniques for maintenance quality control evaluators.

The Support branch worked for the commander, and was responsible for analysis and the quarterly 3901st reports, which summarized evaluation activity.

The Mission

The unit's major responsibility was to conduct semiannual visits to each missile unit to conduct in-depth evaluations of crewmembers and maintainers, and to report on each unit's capability to perform their assigned mission. Other parts of the mission, including the training of maintenance evaluators in the evaluator school, oversight of the technical order change system, coordination on major modifications to the weapons systems, and, beginning in 1967, conduct of the annual missile competition.

The first area took the majority of the effort. For most of the life of the unit, every operational missile unit, which was mostly independent squadrons in the early Atlas and Titan I days, and wings in the Minuteman and Titan II period, was visited every six months. Since each visit took almost two weeks, that meant a lot of temporary duty time for 3901st evaluators. From 1965 until the phase out of Titan II in the 1980s, it basically meant eighteen weeks of travel every 26 weeks. Not every evaluator went on every trip, but most traveled at least twelve weeks

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each six month period, a lot of time away from home. And that time didn't include the trips required for tech order and system modification meetings, SAC and numbered air force conferences and other related meetings and conferences. Evaluators didn't just visit wings that were specific for the system they were experts in - many traveled as program evaluators to the "other" side. It was not unusual for the Minuteman operations team chief to head a Titan II visit.

At Vandenberg

In the early days, the squadron was located in old World War II buildings near the Vandenberg Officers Club and the 1st Strategic Aerospace Division headquarters building, along the main road coming into the base. Operations and the command section were in one building while maintenance had one building for the staff and one for the school. The tech order unit was located with the contractor and AF Logistics Command/Material Command offices elsewhere on base. In the early 1970s, most of the functions relocated to the base support wing headquarters across the street, and stayed there until moving to facilities nearer the 4315 CCTS and 394 SMS facilities.

Travel

In the first few years, travel was primarily in older propeller driven aircraft assigned to Vandenberg, a couple of modified KC-97 tankers (one had been General LeMay's aircraft when he was CINCSAC) and later two well used C-118s, reputedly previously used to haul cattle in South America. On good days, the team got rides in KC-135 tankers, and on a very rare occasion, in a T-43 navigator trainer or a C-9 or a C-130 transport. The fog and the short runway at Vandenberg both played havoc with schedules, although it seemed that most often, the impact was on the "coming home" part of the trip. Early KC-135s with unmodified brakes often ended up with hot brakes after landing, and had to sit for several hours before taking off again. The lengthening of the runway in the late 1970s, done for shuttle landings that never happened, and brake modifications mitigated that problem. But there were times when the team flew over Vandenberg and the fog bank (and the waiting families) and landed in Santa Barbara or at March, and bused to the base.

Probably the worst case in memory was one from Little Rock in the early 1970s. The runway at Little Rock closed during the 3901st visit for some major maintenance. Part was kept open, but only a T-29 or C-131 (two versions of a Convair two engine propeller transport) could take off. The team was shuttled (three loads) to Barksdale

AFB in Louisiana, where team members waited for a KC-135, a Young Tiger mission on the way to Viet Nam, to pick them up. During the wait, Lt Gen Russ Dougherty, at the time commander of 2nd Air Force, landed in a T-39 and saw a gaggle of folks lounging on pavement outside base operations. Gen Dougherty, who later became CINCSAC and was known for his slogan "one doesn't have to be an SOB to be a good leader", walked up to the first NCO and asked why all of the folks were there. When he was told that the team was waiting for the remainder of the team to arrive from Little Rock for the flight home, he spent over an hour going to each team member to meet him and talk to him.

Unfortunately, the trip was far from over. After the "bag drag" to load the KC-135, a short flight to McConnell AFB in Kansas followed, then the trip home. After another couple of hours in the air, the tanker arrived over Vandenberg, only to find there was no way to land due to the heavy fog. The team diverted to March for an overnight stay, and was told to be on a C-118 first thing the next morning. The team loaded onto the aircraft the next morning and was waiting for the crew when a two-striper walked on board and said "You are on the wrong aircraft - it's the one next door." So there was one final bag drag before the final short flight back home.

The Uniform

Most folks think that the wear of the green bag - the Air Force flight suit - was a new thing a few years ago when it replaced the blue one-piece uniform for operators. Not true - members of the 3901st were issued flight suits, flight jackets, B-4 bags and navigator cases for travel in the 1960s and 1970s. Most likely it was because of the need to spend long hours on slow, very basic transports - few, if any, airline seats and not a lot of comfort. In those days, the team reported to the flight line at Vandenberg in flight gear, flight suits and jackets with the standard blue flight cap. On arrival at the base scheduled for the visit, the team went to quarters (either



KC-97 Transport Similar to the ones used for Travel

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on or off base) and, if there was work scheduled that day, a rarity due to the normal late arrival time, changed to duty uniforms. Officers and some NCO wore the blue service dress in the winter and the tan (khaki) short sleeve 505 or 1505 summer uniform, and later the short sleeved light blue summer shirt. Maintenance evaluators dressed in either fatigues or one piece white coveralls, with most in fatigues. And the team always had winter gear for the northern visits in the cold times. Normal dress for operations evaluations were what were then called the "Class B" uniforms except for the formal out briefs, when the Class A uniform (dress blue blouse, tie, etc.) was required.

The Nickname

In the last few years of the existence of the 3901st, it got the nickname "SMEEZE" based on the SMES abbreviation. During the earlier part of the unit's history - at least until the mid to late 1970s, that kind of slang was not as common - it was either the "3901st" or "the 01st."

A Typical Wing Visit

Throughout most of the life of the unit, the visit concept was pretty stable. Each unit was visited every six months for about 12 days. In the early days, some team members joined the SAC Inspector General team to augment it, since there were no experienced missile inspectors yet. There were a few no-notice visits in the early history, but with a visit to every unit every six months, it was difficult to schedule - and keep the schedule quiet - so the no-notice concept didn't last long. There were some specialized visits, with the most common the "operational test launch" visit, where the team tied the visit to a specific operational test missile and watched the wing remove, prepare and ship the missile, then joined the task force at Vandenberg to evaluate the preparation for launch. But most of the visits stuck to a pretty standard schedule.

There was some standard preparation - checking unit evaluation and inspection reports, preparing evaluation scenarios and scripts and developing a basic schedule for crew and team evaluations. The team usually arrived on a Sunday or Monday afternoon, and was met by the wing staff, with all the requested vehicles parked near the arrival point for the aircraft. Most of the time, once the team was welcomed by the wing staff, there was no more activity that day. The evaluation would start the next day. On some occasions, though, evaluators would head for the field if it was early enough, which was rare.

The next morning, the team chief met with the wing commander while the operations and maintenance team chiefs met with their counterparts. Evaluators headed for their area of expertise. Since the detailed 3901 SMES Evaluation Checklists were provided to all the units, the wings knew exactly what areas to expect evaluators in, and what they were looking for. There were no secrets or surprises in what was to be looked at.

In operations, the crew evaluators developed their schedules for missile procedures trainer evaluations - usually four to six hour sessions using either unit or 3901st scripts, or over the shoulder evaluations watching unit evaluation crews check wing line crews using unit scripts. The ops evaluators saw eight to ten crews the first week and two to four the first part of the second for a total of 12 crews. A couple of these might be on site evaluations instead of MPT checks. With two evals a day for four or five days straight, it was a busy time for crew evaluators. At least once per year, the wing senior standardization crew was evaluated, both as crewmembers and as evaluators checking wing crews. And quite often, the 3901st evaluators would watch a couple of unit standardization crews as they checked unit crews. One technique used was to select two unit standboard crews to conduct back to back checks on the same day using the same script - a real check on standardization. A problem with the evaluator crew performance or a failure by the evaluated crew could mean a long day for all - some lasting over 20 hours from start to finish.

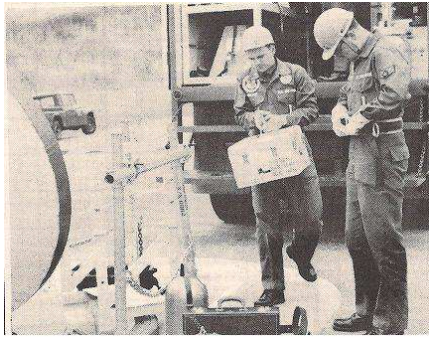
Meanwhile, the operations team chief, the program, codes, MPT and the EWO evaluators were digging into the evaluation and training programs. Training schedules, the personnel reliability program, EWO and weapon system training requirements, tech order distribution, records keeping and every other aspect of the ops programs were carefully reviewed over the next eight or nine days. The ops team chief normally briefed the Deputy Commander for Operations for the wing daily - no ratings were given but the wing leadership was kept advised of basic findings.

On the maintenance side of the house, the effort was similar. Evaluators checked local team members and individuals in every area, including combat targeting, missile maintenance, missile handling, pneudraulics, reentry systems, missile comm and facilities. The wing knew

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Do you have a current email address on file with AAFM?

If not, email us at aafm@afmissileers.org and add yours to our list for monthly updates, latest news and special offers

Evaluation - (Continued from Page 5)*Maintenance LF entry*

how many total tasks would be checked during the visit at the start. And, as in ops, details of all the evaluation and training programs were being carefully reviewed using the detailed 3901st checklists. The maintenance task evaluations included site visits, shop visits and evaluations in specialized facilities like the roll transfer building. The wing maintenance leadership was kept up to speed on the visit progress by the maintenance team chief like his ops counterpart was doing.

It was a far easier visit for all if things went well, which they did most of the time. One or two crew failures and a few task failures in maintenance weren't unusual, and routine problems were found in programs. But when things went bad, the workload for both sides increased dramatically. The 3901st folks had to dig in with more detail, or recheck areas, while the wing counterparts had to be ready to provide access in the areas where problems were found, or provide more crews or maintenance teams for evaluation. It was a lot easier to be a "good guy" than a "black hat." For example, if a program evaluator found a perceived problem in the distribution of changes to a tech order, then the evaluators had to look at many copies of the manual to see if the changes really got properly distributed and posted.

Towards the end of the visit, the team began preparing the written report and the out briefs. The reports were very detailed, with every positive and negative finding clearly spelled out and statistical results included. The team leaders in each area brief wing counterparts, and the operations and maintenance team chiefs conduct formal out briefs with the senior leadership in each area. The final out brief was usually conducted in the base theater, with the overall team chief presenting the briefing using color charts and summarizing the results for each area. Ratings could be Outstanding, Excellent, Satisfactory, Marginal or Unsatisfactory - Blue was good and Red was bad. Fortunately for both the evaluators and the evaluated, most visits went well. Unsatisfactory and

marginal ratings were rare - an obvious indication that paying attention to training and preparation paid off for the units. The vast majority of the time, the 3901st visit just validated the unit program results - if wing operations crew failures were around seven percent, the visit results echoed that. Usually, severe problems were the result of recent major changes in a unit - for example, at the end of the first four year cycle for a wing, the experience level in the wing dropped dramatically and suddenly - all the experienced crews left in a fairly short period. The outcome was that unit evaluators had limited experience and line crews even less. Lack of experience meant more crews failed, and the experience level also showed in the staff areas. The wing was basically starting all over again with inexperienced people, and the results showed it. As the wings aged, this problem went away since there weren't mass changeovers in personnel.

During one three year period in the early 1970s, there were six instances of substandard ratings in operations out of 54 wing visits. And every program in a wing that had a marginal or unsatisfactory rating was not below standard - so the overall failure rate was in the low single digit range. Wing leaders tried hard to excel in the evaluations - and usually did.

The Competition

Keep in mind that while all those evaluators were preparing for and conducting all those wing/squadron visits, they were very busy at home, too. The preparation for the next annual missile competition usually began shortly after the end of the most recent event. Over the months between the competitions, new scripts and evaluation scenarios had to be developed, scoring procedures refined and every aspect checked over and again to ensure that the comp was conducted flawlessly. The task was complicated by the fact that wings had to compete on a level playing ground - not as simple as it sounds when you consider the vast difference in procedures between systems in both operations and maintenance. Main-

*MPT Evaluation in 1969**(Continued on Page 7)*

Evaluation - (Continued from Page 6)

tenance and operations evaluators ran and reran scenarios over and over to ensure timing was perfect, complexity between Titan II and several Minuteman systems was comparative and no single specialty or system had an unfair advantage.

The Result

The involved evaluation process that was the basis of the 3901 SMES mission was only part of the overall process. The wings' day to day programs, the inspector general visits, locally developed programs to do things better and the dedication and hard work of missileers in every unit were as important in the overall scheme of things. We often said that, most of the time, the wings prepared so well for scheduled 3901st visits that a visit could be canceled but the result on the wing would be the same – it would be ready to meet the mission objectives

The 3901st Strategic Missile Evaluation Squadron played an important part in keeping our nuclear deterrent ready and safe, but this historic unit's role was only part of the reason we were so successful in the outcome of the cold war, and continue to provide a strong and safe nuclear deterrent force.

Mace Move

Members of the TAC Missileers are moving a Mace from Wildwood, Florida, to the Indiana Military Museum in Vincennes, Indiana. Max Butler and his team were on site recently to plan the April move. Assisting Max were Joe Perkins, Bob Bolton, George Mindling, John Gibbs, Jack Davis and Roger St. Germain. Max commented, "Wish you could have been with us as we had a wonderful time acting like monkeys on the Mace."

New Sheriff - a USAF press release

The Air Force is establishing a flag-level position to oversee the acquisition of its nuclear systems. This official will lead a new program executive office for strategic systems that will stand up later this year at Kirtland AFB, NM, already home to the Air Force Nuclear Weapons Center that manages the service's nuclear sustainment activities. Exactly what the "strategic systems" rubric will entail is still being discussed. "The portfolio of programs and responsibilities may include all current and future nuclear systems, subsystems, and components as well as systems with a dual nuclear and conventional role," Air Force spokeswoman Marie Vanover said. Brig Gen Everett Thomas, AFNWC commander, told House overseers on 21 January that the new office "will ensure future acquisition efforts are properly aligned with near-term sustainment challenges." He said the Schlesinger nuclear task force recommended its creation.

AAFM Board Vote

Every two years, we elect or reelect four of our twelve board members. Members with email addresses on file were sent electronic ballots and many have voted.

Your nominating committee recommended reelecting the four directors listed on the form below. You can vote for all four of them or vote for any of the four and write in names to give you a total of four board votes.

The committee also recommended to the board that the bylaws be revised to limit each director to a maximum of three terms - the board will finalize this action at the Tucson board meeting in October

Vote Now for your AAFM Board of Directors

Use this form, use a post card or note, or email your vote to us at aafm@afmissileers.org.

We are reelecting four of our twelve directors - we elect four every two years for six year terms.

You can vote for these four, recommended by your nominating committee - the committee has recommended reelecting CMSgt (Ret) Joe Andrew, CMSgt (Ret) Mike Kenderes, Col (Ret) Roscoe Moulthrop and Maj Gen (Ret) Bob Parker. As an option, you can vote for any of them individually and write in one or more names for a total of four names for this election.

I Vote for re-election of Andrew, Kenderes, Moulthrop and Parker

or

I Vote for

Andrew **Kenderes** **Moulthrop** **Parker**

and these write-in votes (4 total names) _____



Atlas Installation in the Gantry

How the First ICBM was Placed on Alert

- by Col (Ret) John Howe, AAFM Mbr No A0695 and former board member, Colorado Springs, CO

Placing the first ICBM on alert might have occurred at a more leisurely pace had it not been that Soviet Premier Khrushchev and his entourage were scheduled to pass through Vandenberg AFB by train in early November 1959. Washington wanted him to be able to see an Atlas D missile with a nuclear warhead standing on alert. My crew was assigned the task.

It was a daunting project. The site had only recently been turned over to the Air Force. There was no tech data because it was still being written. All we had were contractor schematics, procedures and wiring diagrams for the various individual subsystems. There also were no integrated references to trace problems through the complexities of the whole weapons system. However, we did have some outstanding contractor techs who were a great help on their systems. The missile was brought out to site A-1 in late September or early October and mated to the launcher, the gantry was moved over the missile, and the process begun. My crew was divided into two twelve hour, six to six, shifts. I led the day shift with much of the crew. My Launch Control Officer, 1st Lt. Dick Thornber, had the night shift with a smaller crew. They were to finish tasks we had not completed or set up for, even begin, new ones. None of us really knew what to expect, but with about a month to get the job done, it seemed that it shouldn't be that difficult.

However, that was not the case. Nothing was easy. Few procedures worked at first. Lack of tech data was a major issue. Also, we found that "kluges", i.e. "work arounds" had been installed to bypass problems

encountered during site acceptance from the contractors. These had never been resolved and cleared. Progress was painfully slow and days became weeks. Of course, there were no sleeping facilities at the site, change-over briefings often took nearly an hour, and even after we arrived on Vandenberg, to get to the Atlas complex was about a 20 minute drive from the main gate. There were no days off, and we all began to get very tired.

Although there were always more problems, we made steady progress until finally we were nearing the last big task - a full system check with our automated checkout equipment called APCHE. On another crew, that of my good friend and neighbor, Capt Russell Thresher, was MSgt James Mustaine, who was very knowledgeable about and had helped us before with some APCHE tests. So, consideration was given to have Sgt Mustaine help us run the final tests. However, instead of that plan, a decision was made to relieve our crew, give us some days off to rest up, and let Russ Thresher's crew finish the job. We were very disappointed of course, but it clearly was the right decision. We were exhausted, Thresher's crew was fresh, had the right man for the job, and time was running out. We went on home.

Russ Thresher's crew cleared up the several remaining issues and ran the APCHE check with but a few problems that were soon resolved. The missile was put on alert a couple of days later.

The job was done. Khrushchev was able to see our Atlas ICBM on alert when he came through on the train. He may have seen other missiles as well, such as those being readied for test launches, for instance, but there was only one Atlas on alert.

That is as I remember those days over 50 years ago.

Future Articles

We have had several suggestions for articles lately - if you can do an article about any of these topics, get it to us. almost any electronic format works, and photos help.

The Emergency Rocket Communications System, both the early Blue Scout deployed in Nebraska and the modified Minuteman missiles at Whiteman.

President Kennedy's visit to Vandenberg in 1961. Life in Matador and Mace.

Work with any of SAC's airborne missiles, including Hound Dog, Quail, ALCM, ACM or even Rascal.

Life in BOMARC, both day-to-day and during the testing of the system.

Missile communications systems.



Plattsburgh Atlas in early LOX Loading Test

Cold War Warrior, Part II - By John Stone, Mbr No A2721, Orem, UT

I graduated from the Unconventional Fuels and Oxidizers Technical School during June 1961, and received Permanent Change of Station orders for Plattsburgh that read Strategic Air Command (SAC). The base (now closed) was located along the shores of Lake Champlain some 30 miles south of the Canadian border. The base and the lake have a rich military history including the Battle of 1812, continuing with the early United States Army, and finally the Air Force. Upon arrival at the base I was initially assigned to work in my aircraft refueling and maintenance specialty on the flight line (aircraft parking area), because the Atlas F missile silo/sites near the base were still in the early to late stages of construction.

I was temporarily assigned to work with B-47 long range jet bombers, as well as KC-97 propeller powered air refuelers, along with other US and foreign aircraft. The foregoing aircraft would fly to or from Plattsburgh AFB across the Atlantic Ocean, where they would team up along the border of the former Soviet Communist USSR as a deterrent during the ongoing "Cold War". On 24 August 1961, I was assigned to the 820th Aircraft and Missile Support Group to start transition training from aircraft towards working directly with Atlas F missile systems.

Plattsburgh was ringed with twelve Atlas F complexes, surrounding the base within approximately 30 miles. Two sites were located in northwestern Vermont, with the remaining ten in New York.

I will always remember the day when they took all of us who had trained together in Illinois, to the on base Missile Assembly Building (MAB), as part of our orientation. As I walked through the aircraft hanger like door, I saw my first Atlas F mounted in its specialized transporter. Talk about the beginning of commitment to a cause I would come to love and support! - I was awe struck - I was hooked!!! Before the day was over, we had been given a

basic tour with very limited hands on training for familiarization. We were then introduced to the Champlain Site 1 officer and enlisted crew members. Some time later that same missile we had seen was transported to Champlain for placement in the silo.

My next set of orders assigned me to the 820th Missile Support Group in direct support of the 556 SMS. It had now been ten months since we had begun our orientation and we were now initially trained on numerous types and sizes of missile support equipment. We were "pumped" and ready to work! The intensity of training had my spirits, my pride, and yes - commitment - shooting through the roof. Something within me was beginning to change. It's still hard to this day to put my finger on why I feel so strongly about an organization such as the 556 SMS. I believe it goes to the core of "esprit de corps" or pride in being a part of something exceptionally great and groundbreaking. Being a part of a defense system which was on the cutting edge of technology in the early 1960s was something extra special and is hard to describe.

I watched as sites like Champlain went from a huge hole dug in the ground, to the point where an Atlas could rise ever so gracefully on its elevator to launch position.

To feel the camaraderie of my Cryogenic Specialist peers, and have that same feeling with numerous site crews, was the foundation of an Air Force legacy and work ethic for me, which would last through twenty-three years of military duty, throughout several assignments in the continental United States, including Hawaii and the Pacific Basin.

I was soon qualified on the following cryogenic liquid transportation heavy equipment:

The M32A4 and newer M32A4A trailer transporters - 5,000 gallon capacity - approximately 45-50 feet long - used to transport LOX and LN2.



Base LOX Plant

(Continued on Page 10)

**Join us in Tucson
6-10 October 2010
Registration on the back cover**

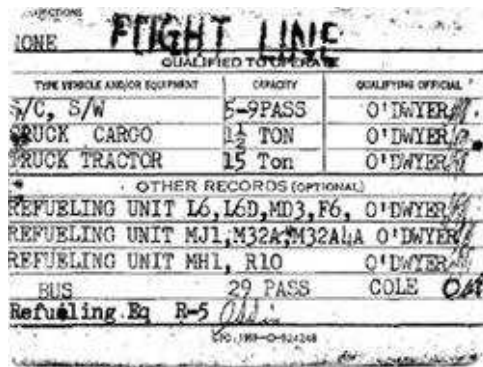
Warrior - (Continued from Page 9)

The MH1 Tube Bank medium sized trailer transporter - numerous high-pressure helium tubes - approximately 30-35 feet long. The R-10 RP-1 trailer transporter, 5,000 gallon capacity. All of the foregoing were towed/transported by either 15-ton Ward La France or 10-12 ton Ford T850 truck tractors. I was additionally trained on semitrailer 25-40 foot low and high boy flat bed trailers. You may wonder how I remember all of the equipment information listed above? All that needs to be done is to refer to the Government Vehicle Driving Permit - Good thing I saved my "raggedy ole" driving permit!

Immediately following this training, I was ordered on temporary duty on 27 September 1962 to Schilling AFB, Kansas, for over-the-shoulder training on of this equipment, and to be further trained on missile site familiarization. This training would be invaluable in the weeks and months to come at Plattsburgh. Now came a lot of hard work, but also having some fun in the process.

Back at Plattsburgh, I was one of the first "out the gate" with my new 15 ton Ward La France tractor and an older M32A LOX/LN2 transporter in tow. I had been assigned the Ward La France tractor 827 as "my own". The M32A had been converted to transport demineralized water to all missile sites, and I was dispatched with a load of water to sites at Champlain and Alburg, and Swanton, Vermont. It was late fall, and the temperature was well below freezing. Well, "ole M32A's" valves and piping froze up. The bosses forgot to add a little insulation, and soon I had water spraying all over I-87 Northbound and Clinton County roads making an instant Olympic sized vehicle skating rink!

I was soon transporting a lot of RP-1 fuel in an R-10 trailer to the missile sites east of the base, but I eventually covered all the others. However, the vast majority of my work was transporting volatile LOX to all 12 sites. The office we worked out of, and were dispatched from, was in the LOX Plant located across the base run-



Air Force Driver's License Back

way on the northwest side. Both LOX and its by-product, liquid nitrogen (LN2) were produced at the plant.

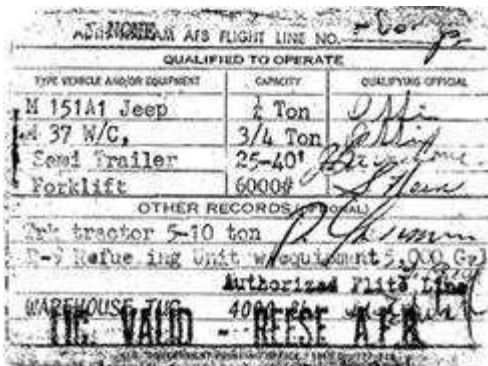
Each of the Atlas and Titan 1 bases had a large LOX plant similar to the one shown in the photos with this article. Most plants were very similar if not identical to this one. We loaded our transporters from the front end of the storage tanks. LOX produced by the plant was stored in the tank closest to the plant, with LN2 being stored in the other.

Our fleet of cryogenic and helium tube bank trailers/transporters, as well as truck/tractors were all kept in a large parking lot west of the plant, with easy access to I-87 and county roads. The R-10 fuel trailer/transporter was not kept at the plant due to the potential for an explosion if the fuel and oxidizer mixed - it was stored with the aircraft refueling vehicles at the Base Fuels facility located along the East side of the base flight-line across the runway from the LOX plant about a mile away.

A crew of from 6 to 8 airmen, including myself, supplied all 12 sites with cryogenic products, helium, and RP-1, even though many of the sites were still under construction and not staffed by Air Force crews. Contractor staff would often update us on what they were working on, and why they needed the deliveries that we were making. I personally found that rewarding for all the hard work. Some sites such as Champlain Site 1 were complete and had Air Force crews, as well as missiles in the silo. Several others did not! Little did we know that a national crisis was brewing and we would become "Cold War Warriors" alongside personnel assigned to the 556 SMS!

As I look back 48 years, there were some pretty unnerving experiences operating and driving oversized "rigs" approaching 70 feet in length and weighing around 35 to 40 tons fully loaded. One of the more interesting and dangerous times happened several months after my initial equipment training. I was assigned to transport LOX with my trailer/transporter 371 (don't ask me how I re-

(Continued on Page 11)



Air Force Driver's License Front

Warrior - (Continued from Page 10)*LOX Trailer and Tractor*

member the number) to the missile sites in the mountains beyond the town of Dannemora and the steep hill above it. My Ward La France truck/tractor had been built on a long fire truck frame (the maker was American La France who made fire trucks). So you can imagine it was a pretty good distance (roughly enough to fit a small car in) from the back of the tractor cab to the front of the transporter. Yes, you guessed it, the whole oversized rig made for wide and tight turns in the small towns. So, here I am "tooling" along Highway 374 westbound between Plattsburgh and Dannemora. All of a sudden both exhaust stacks, including the mufflers that rose above the level of the cab, separated at the joint under the cab. With a large diesel engine and no mufflers you could hear me coming for miles. It was about midnight as I approached the city. I could see house lights coming on as I moved through town gaining speed for the infamous Dannemora Hill above the city. The exhaust was so loud I couldn't hear myself think! I was later told by a resident when I stopped for a break that orange exhaust "flames" were shooting from under the cab as I "launched" the rig through the town. Guess I was driving my own "missile" - oxidizer and all!!!

On one unusually warm October day, I was connecting my assigned truck/tractor to a cryogenic transporter/trailer at the plant following completion of some minor maintenance on them. Out of the corner of my eye, I saw my supervisor, SSgt Quinn, running from the plant office yelling, "Stone! I need you to take an emergency full load of LOX to Alburg Site 2 - the alert status has been increased." It was the start of the Cuban Missile Crisis. Tension had been increasing between President John F. Kennedy and his administration, and Soviet Union Premier Khrushchev. A couple of days later, on 22 October 1962, at 1900 hours, President Kennedy ordered that the military go to DEFCON 3. Our work load would become agonizingly long and intense. We had no days off during the crisis! When we were off duty for a few hours for rest, we were on constant standby for recall to duty which drastically affected family life for those who were married, such as was my case.

Not all of the missile sites surrounding the base had been completed, and contractors were still in the final stages of construction on several of them. Those that were completed and were crewed by the 556 SMS. Sites not yet completed had Air Force crews working alongside contractor staff to bring as many sites on line to meet DEFCON conditions as soon as possible.

At the base, bombers and tankers were on alert and taking off every 2 to 3 minutes. Bombers were dispersed from Plattsburgh AFB to the Burlington, Vermont, airport across Lake Champlain to the east. We were tasked to travel on TDY orders with LOX transporters to the airport on several occasions to provide LOX for conversion to breathing oxygen for the bomber crews. It was amazing to watch the bombers take off with the assistance of Jet Assisted Take Off (JATO) racks mounted to the belly of the fuselage, and bright orange flames coming from the rear of the racks. The JATO got the B-47s off the ground in an amazingly short distance. I was pushing my rig over the speed limit all the way north to near the Canadian border before turning east into Vermont.

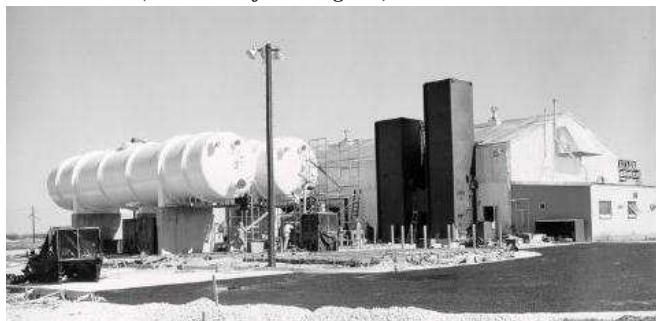
On the morning of 24 October, two other specialists and I departed for Alburg site 2 with one transporter of LN2 and the other of LOX. When we arrived at the site, the transporters were off-loaded first into storage tanks. The site would soon be on alert.

Just as I finished my transfer of a partial load about mid-morning, the site commander advised the missile squadron crewmember standing next to me that the site had just been placed back on alert status.

I spoke with commander, and advised him we still had two LOX trailer/transporters positioned on the silo apron with product still remaining in both units. I tried to convince him that if the site launched its missile, the transporters would explode because of missile exhaust and would very likely destroy the missile. My conversation with the commander was to no avail. Another cryogenic specialist, a security policeman and myself were left locked above ground on the site where we would likely have been killed if the missile would have been launched.

For numerous hours I sat in the Quonset hut at

*Helium Trailer (Tube Banks) and Tractor* (Continued on Page 12)

Warrior - (Continued from Page 11)*Another View of a Base LOX Plant*

the Alburg site with thoughts racing through my mind like, “why couldn’t he allow us to leave or at least let us come to safety in the Launch Control Center along with his site crew”. Would the foregoing experience qualify me as a - “Cold War Warrior?” I’ll let the you be he judge!

On that day, 24 October, readiness was raised, for the first time in history, to DEFCON 2.

I had been working 12 to 14 hour days during the Cuban Crisis, and that didn’t change much following that period until we returned to regular alert status. We transported multiple thousands of gallons of cryogenic products and helium to each of the remaining sites being accepted by the Air Force, so as to maintain a solid defense posture against the enemy. The LOX plant at the base could not keep up to the demand for cryogenic product, so I became a part of a crew, including our supervisor, who traveled in a convoy of three units to a community resource.

I soon found myself at a civilian cryogenic production plant not far from where the Boston Tea Party was held early in our country’s history. As I look back on that trip, I remember something that sounds rather humorous now - but was pretty serious then. My good friend Airman Steve Ruchala was driving ahead of me negotiating the narrow streets of downtown Boston which he was familiar with. As he made a right tight turn with his long rig, the rear dual tires hit and laid down one of the street lights designed like the “Ole Lamplighter” gaslights. The next three years would bring both serious and humorous incidents for Steve and me. To be continued in part 3.

Next: 556th SMS activates all 12 sites, and some comical happenings during the development of a work ethic that produced a 23-year military career.

Donate to AAFM programs - see the inside back cover or go to our Donations/Store center at www.afmissileers.org. New items often.

*The Travis Hound Dog*

Travis Hound Dog

- by MSgt (Ret) Cornelius F. Wood, AGM Project Manager

The restoration work on the loading and transportation trailer is completed. All the hydraulic cylinders were rebuilt, hoses replaced, electric Motor operationally checked, hand pumps rebuilt, inching motors rebuilt and painting completed. To accomplish these tasks, the trailer and associated components were almost completely disassembled, serviced and reassembled.

The missile was transferred to the trailer, which is 99.9 % fully functional. Some shaft seal leakage due to pitting of the inching motor shafts is the main hold back from full functionality.

John Card did the work on the equipment beam and removal and ops check of the electric motor along with many other items. Several other volunteers helped us along the way. Jim Noll applied to the Institute of Navigation (ION) to have the guidance system certified as the first operational inertial navigation system. The certification was accomplished and is now so listed on the ION web site, ION.com

We are still looking for a real Verdan computer. The next task is obtaining a pylon. We are hoping that the National Museum of the USAF will transfer one of the two pylons currently on loan to the Pima Air Museum. It is our intention to display the pylon at eye level with plastic in place of aluminum panels and provide visibility of the Astrotracker and collet release system, much like we have done with electronic equipment beam.

The work we have done to date has gone a long way to present missiles in a favorable manner to the general public and obtain a listing with ION. This added asset would improve our display. Presenting bomber, pylon and missile at one location was one of the points ION considered in making their assessment concerning the units that are on public view.

Schriever Bio

In the last issue of our newsletter, we published a review of Neil Sheehan's "A Fiery Peace in a Cold War, Bernard Schriever and the Ultimate Weapon", a biography of General Schriever that documents his efforts to develop and deploy intercontinental ballistic missiles. We received a letter from Mr. Sheehan about the review. Mr. Sheehan took strong issue with Tom Reed's comments about his treatment of General LeMay and Edward Teller, along with others involved with nuclear weapons development. In his letter to AAFM, Mr. Sheehan defended his treatment of General LeMay as a fair and honest history and disputes some of Tom Reed's other criticisms. We will leave the judgment of who is correct to those who read this book.

Taps for Missileers

Col (Ret) Donald Butler, an AAFM member, served in Titan I in the 851 SMS, Minuteman in the 351 SMW, Space systems, and at SAC/AD, AFSC, SAMSO and the Pentagon and lived in Ladylake, FL.

F. Michael Carroll served as a base legal officer at Whiteman AFB in the early days of the 351 SMW and lived in Scottsdale, AZ

Kevin Deckard served in the 90 MW, 392 MTS, 20 AF and the Air Staff and lived in Virginia.

Capt Joseph M. Gauthier served in the 90 MW at Warren, then became a California ANG Predator pilot, and lived in Riverside, CA.

Lt Col (Ret) Frank McDermott, an AAFM Life Member, served in Minuteman in the 321 SMW, in 1 Strad, 4315 CCTS, 3901 SMES, SACSO and SAC and lived in Ontario, CA.

Col (Ret) Roy Owen, a B-24 pilot in the 44th Bomb Group in WW II, ended his flying career in the SR-71, who worked with AAFM and the 44 SMW to get missileers more involved in the World War II veterans organizations

Col (Ret) Albert J. "Red" Wetzell, a Titan pioneer instrumental in the early development of the system, lived in New Orleans.

Reunions

91 Strategic Reconnaissance Wing Association (includes 91 MW/SMW), 12-17 May 2010, San Antonio, TX. Contact Jim Bard, 3424 Nottingham Road, Westminster, MD, 21157, phone 410-549-1094, email JimBardJr@comcast.net, <http://91stsrw.microway.com/>
390 SMW Memorial Association, 27 - 31 October 2010, San Antonio, TX, contact John Lasher, 520-886-3430, redsnooty@comcast.net.

455 SMW/91 SMW Minot Minuteman I Reunion, 19-23 May 2010, Dayton, Ohio, contact Dave Schuur at djschuur@verizon.net

485th Tactical Missile Wing (GLCM Florennes), 10-13 June 2010, Chicago, IL, contact Paul Arnswald, phone 708-261-2088, email sgtpaul2004@yahoo.com

487 TMW (GLCM Comiso), 6-10 October 2010 with AAFM in Tucson, contact Chuck Vickrey, 915-760-4673, email chuckvickrey@sbcglobal.net

579 SMS (Walker Atlas), 6-10 October 2010 with AAFM in Tucson, contact Terry Doyle at terry.doyle@juno.com

AMMS Alumni Association, 12-16 April 2010, Bossier City and Barksdale AFB, LA, <http://ammsalumni.org>, Contact Tom Hudson, 3223 Caroline Dr, Bossier City, LA 71112, e-mail twhhah@suddenlink.net, phone 318-747-1836 or Buck Leach, 4805 Birdwell Lane, Bossier City, LA 71111, phone 318-747-7779

C7A Caribou Association, 25-29 August 2010, Marriott City Central Hotel, Macon, Georgia, their web site www.c-7acaribou.com, contact Bill Avon, e-mail veteran1@tusco.net, phone 330-878-7451

Hardened Intersite Cable System (HICS) & Minuteman Communications Personnel, 23-26 June 2011, Rapid City, SD, contact Rick French, phone 509-435-5839, email rd_draft@comcast.net

Strategic Air Command Reunion, 25-29 August 2010, Tucson, AZ, contact J T Romero, 520-203-8809, 866-260-9302, jtrome-25@excite.com

SAC Airborne Command and Control Association, 8-12 September 2010, Seattle, WA, contact Wilson Curtis, 804-740-2290 or wcurtis135@aol.com

Association of Air Force Missileers, 6-10 October 2010, Radisson Airport in Tucson. We are encouraging units or other groups looking at a reunion to consider joining us - we make all the arrangements, help you get the word out and make sure you have meeting space or fill any other special requirements. Registration in the newsletters and on our web page.

Join AAFM at our next two National Meetings
Tucson, 6-10 October 2010
Great Falls, Montana - October 2012
"50 years of Minuteman"

A Word from the Association

Board Elections - You will find a ballot on page 7 for those who haven't responded by email to our current vote. The Nominating Committee looked at several volunteers for the four board positions and recommended that we keep the four members named on the board for another term. But the committee also thinks we need to limit board members to no more than three terms. We will discuss this idea at our Tucson board meeting, along with any other recommendations concerning the board. If you have comments or recommendations about our board, its makeup and its responsibilities, let AAFM know so we can add them to the agenda for Tucson.

Member Directory - Every three years, we publish and mail or email a comprehensive directory listing all current, past and deceased members of AAFM. The 2010 directory will be complete by early April. Our directory lists members with addresses as well as sections showing members by system and unit. We will send an email version to all those on the email list and mail a hard copy to those who don't confirm receipt of the email version. Keep in mind that the directory is an expensive product to print and mail, so if you can use the electronic version, please respond when we send that version out. We keep the directory distribution limited - it only goes to members whose dues are current and is never released to other sources.

Minuteman Models - Our supplier has indicated that he will occasionally make some products available at discounted prices. Right now there are a few versions of Minuteman II and III in either white with the SAC stripe or the original real colors. Orders have to come through AAFM and we forward the order to the supplier for immediate shipment. Since availability changes quickly, either call us at 970-453-0500 or go to the Donations/Store on our web page to see what is available. We are still working on other missile models, but the process is slow since we have to proof several samples to get scale, color and details correct.

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.

Strategic Air and Space Museum - We have received your donation in the amount of \$3,000 for the exhibit "And the Rockets Red Glare". Thank you for your support of the Strategic Air and Space Museum. With the support from individuals, businesses, and foundations such as the Association of Air Force Missileers, we are able to serve thousands of adults and students on and off-site through our educational programs. Your support ensures that we can continue to make a difference in our surrounding communities! Thank you for making this possible and for believing in our mission: to celebrate the history of aviation and space, restore our artifacts, and inspire learning through imaginative, innovative, and inspirational programs and exhibits. *Evonne Williams, Interim Executive Director*

Clinton County Historical Association (Plattsburgh) - Thank you for granting our request for \$3,000 for our Cold War Exhibit. The grant will definitely help the Clinton County Historical Association create an exhibit that meets professional museum standards and tells both the local and international story of the Cuban Missile Crisis specifically and the Cold War in general. It will be a privilege to list the members of the Association of Air Force Missileers who have passed away during the last year. We will also send you photos and news coverage of the exhibit and an accounting of how we used the grant. CCHA is most appreciative of your generosity and we hope our exhibit lives up to your expectations. *Carol Blakeslee-Collin, Director/Curator*

The Jacksonville Museum of Military History - We are greatly appreciative of your continuing support of our program to preserve and foster the Titan II legacy in Central Arkansas. We will be diligent in our efforts to wisely use these resources and will keep you informed of our progress. *Maj (Ret) Vincent Maes and Col (Ret) Jimmie Gray, Members, Board of Directors* *(Continued on Page 15)*

AAFAM is a non-profit, tax-exempt organization under section 501(c)(3) of the IRS Code. The Newsletter is published quarterly, printed by Leesburg Printing, Leesburg, FL.

Board of Directors -

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*Association of Air Force Missileers, PO Box 5693, Breckenridge, CO 80424 970-453-0500 www.afmissileers.org
aafm@afmissileers.org or afmissileers@msn.com or afmissileers@q.com*

Letters - (Continued from Page 14)

Mace - I may have found another project that needs our help. I went into Flagler, CO (just west of Burlington), and saw an F-80 Shooting Star or T-33 trainer and its counterpart, a TM-76 missile. Counterpart because they all used the Allison J-33-A-41 turbojet engine, except the Mace had the military throttle stops removed and ran at 103.4 per cent of full throttle (onetime flight, what?). I believe this is the third generation version Mace B (tail number 81463) because I could make out the autocollimator door on her nose, left side. The A-Bird used ATRAN (automatic terrain recognition and navigation) and could not fly over large bodies of water (no features to guide by - we told them the Russkies would water their lawns when WWII started and the A-Birds wouldn't be able to find their targets). The first generation was actually designated the B-61C Matador (B for pilotless bomber) and navigated by radio beam triangulation (when the angle between beam A and beam B equaled x° on course y° it was over the target). Didn't need the precision we enjoy today because most, if not all, of our targets were soft. Regardless, the TM-76B (later, the CGM-13C) signage has been eroded into unreadability. I was hoping we could get some signage like they put on the GLCM display at the Pima County Air Museum in Tucson. They did a "bang-up" job on that and it really made a difference. *SMSgt (Ret) Ray Worden, AAFM Mbr No L0042, Fowler, CO*

Tucson Meeting - I encourage all to attend in October. When I was an Airman in the Test Equipment Shop at Plattsburgh, I remember listening to my favorite singer, Joni James, on the radio. At the Washington meeting, I could not believe it when I heard she was the special guest at the banquet and that she had been married to General Bernard Schriever. During the break, I noticed that General Lord was escorting her, so I boldly asked if I could get picture of Joni, him, and me. It's amazing who you meet at AAFM meetings. *Bruce Raleigh, AAFM Mbr No A0180, Grosse Ile, MI*



Joni James Schriever with Gen Lance Lord and Bruce Raleigh

AF Space Command and AAFM - Just wanted to offer personal thanks for the association's long and dedicated support for Air Force Space Command's awards and recognition programs. The generous contributions made by the association enabled the command to provide our awards recipients with the first class recognition they so richly deserved. As the association turns its support now to Global Strike, I wanted to link you up with Chief Jack Johnson, Global Strike Command Chief. Thanks again for the great support...all the best to you, Lt Gen Kelly, and the entire association membership. *CMSgt Richard T. Small, Command Chief Master Sergeant, Air Force Space Command*

Thanks to Chief Small, we have been in touch with Chief Johnson at AF Global Strike Command so that we can continue our support of the Outstanding Airmen of the Year program, along with other AFGSC recognition programs. We are also working with command representatives to move our support for the Phillips and Payne trophies as well as the missile competition to the new command. Two of our board members, Maj Gen (Ret) Tim McMahon and CMSgt (Ret) Mark Silliman, are involved with the new command daily - Tim as the Air Staff advisor on nuclear matters and Mark as a new member of the AFGSC staff, so we have representation right there.

50th Anniversary of Alert Litho

A number of you have ordered prints of Capt Warren Neary's painting commemorating 50 years of ICBM. Note that Warren has asked me to advise you of a slight change in prices to cover shipping

Large signed and numbered litho, 30"x20" \$4,
Shipping: \$10, Total: \$14.

Small signed litho 20"x16", \$3, Shipping \$9 Total:
\$12.

Send checks or money orders to: 20 AF/HO, 6610
Headquarters Dr., Suite 8, FE Warren AFB, WY 82005.

Missileer Locator

We occasionally get a request to find a missileer, and we publish these requests in our email updates and the newsletter.

Shawn Kroh was stationed at Whiteman AFB in the 351 OMMS as an EMT troop from 1989-1995. He is looking for CMSgt Ron Blankinship, who made Chief at Minot after he left Whiteman. If you have information, contact Shawn at phone number 570-951-6726, email sekroh@geisinger.edu or by mail at by 101 Dey St., Danville, PA. 17821.

AAFM Ninth National Meeting Tucson, AZ, 6-10 October 2010

AAFM's Ninth National Meeting - The members of AAFM will gather at the Radisson Hotel, near the Airport in Tucson, AZ, 6-10 Oct 2010. The hotel is an all-suite hotel.

Registration - You must register using the form below no later than 5 September 2010.

Reservations - Make your hotel reservations directly with the Radisson ensuring you say you are attending the AF Missileers meeting. Convention rate is \$89 per room, including breakfast for two each morning. You must make reservations before 5 September 2010. Call 520-225-0800. A limited number of rooms available three days before or after our dates for the same rate.

Not Staying at the Hotel? - If you are staying in a motor home, other hotel or with friends, or live in the area, you can attend any or all of the events. Complete the reservation form for the events you would like to attend. Note that you can attend the breakfasts for \$13 per day - see the note on the registration form.

Hospitality Suite - Open every day when no other activities are scheduled, with snacks and refreshments. Registration fee covers suite operation and mementos.

Attire - Casual dress for all events. Banquet business casual (open collar shirts, coats optional, no jeans)

Refunds - Registration fees can only be refunded if you cancel by 5 September 2010. Inform us immediately if you have to cancel.

Special Needs - Let us know of any special diet needs, handicapped access, etc.

Schedule of Events -

Wednesday, 6 October

1300 - Registration, Hospitality Suite open 1800 - Welcome Reception - Stand up buffet and pay as you go bar, \$22 per person.

Thursday, 7 October 0700 - Breakfast (included in room rate)

0830 - Depart hotel for tours - Davis-Monthan AFB and the Titan Museum - lunch at the base \$35 for bus, lunch and museum
1800 - Dinner at the hotel - Mexican Buffet - \$28 per person, features Mariachi music

Friday, 8 October 0700 - Breakfast (included in room rate)

Golf Tourney at Tubac - depart from hotel at 0800 - \$65 per player for golf, cart, range balls, box lunch and prizes
Tour of Sonora Desert Museum and San Xavier Mission Depart for tour at 0830, lunch at the museum, return to hotel at 1500, \$35 per person, lunch choice of chicken salad wrap or ham and Swiss sandwich.
1630 - Depart hotel for Pima Air Museum - Tour boneyard and museum, bus and dinner- \$50

Saturday, 9 October 0700 - Breakfast (included in room rate)

0900 - General Membership Meeting 1100 - Board of Directors meeting - open to all. Lunch on your own or during tour.
1200 - Optional Tour to Tubac - \$15 per person - on your own for shopping/tour and lunch, or tour Old Tucson Studio - \$35
1800 - AAFM Banquet with featured speaker - \$33 per person, choice of marinated beef or chipotle chicken

Sunday, 10 October 0700 - Breakfast (included in room rate), Depart hotel

Registration Form - 2010 National Meeting

Mail with check to AAFM, PO Box 5693, Breckenridge, CO 80424

		Number	Amount
Name _____		Registration fee - \$15 each	_____
Address _____		Reception Buffet - \$22 each	_____
City, State, Zip _____		Thursday Tour - \$35 each	_____
Phone _____	Number Attending _____	Thursday dinner - \$28 each	_____
Spouse/Guest Name _____		Friday Tour, lunch - \$35 each	_____
Arrive _____	Depart _____	Lunch choice - Chicken salad	_____ Ham _____
Special Requirements _____		Golf Tourney - \$65	_____
(Enter names as preferred on name tags)		Friday Dinner, tour \$50	_____
		Saturday Tour Tubac \$15	_____
		Old Tucson - \$35	_____
Saturday Banquet choices - Beef _____ Chicken _____		Banquet - \$33 each	_____
Breakfast for non-hotel attendees - \$13 each - number each day			
Thur _____ Fri _____ Sat _____ Sun _____		Total Amount	_____