Association of Air Force Missileers to Visit Tucson - by 12th Air Force (Air Forces Southern) Public Affairs

Members of the Association of Air Force Missileers will gather in Tucson, Arizona, 6-10 Oct, for their ninth national meeting. Highlights of the visit include tours of Davis-Monthan AFB and the Pima Air and Space Museum, a golf tournament at Tubac Golf Resort and Spa, and an evening banquet with featured guest speaker, Lt Gen Frank Klotz, Air Force Global Strike Command commander.

“It is truly an honor to welcome members and spouses of the Association of Air Force Missileers to Tucson,” said Lt Gen Glenn Spears, 12th Air Force (Air Forces Southern) commander. “They are a rich part of Davis-Monthan AFB history, and we are pleased that they are returning to visit an important site of their heritage, after deactivation of the 868th Tactical Missile Training Squadron some 20 years ago. Their heritage and pride lives on today as our 612th Air Operations Center is located in one of the 868th TMTS facilities.”

Ground Launch Cruise Missile (GLCM) personnel were trained at Davis-Monthan AFB by the 868 TMTS beginning in July 1981. Missile crews were trained to operate, maintain and defend the GLCM systems through-

What’s in Your Back Yard? - by Col (Ret) Charlie Simpson, AAFM Executive Director

Your executive director was recently invited to speak at the Denver Museum of Contemporary Art as part of a program they call “Mixed Taste.” The program, which includes ten different sessions, features two speakers at each session with two unrelated topics - for the night I spoke, my topic was “Is There a Nuclear Missile in Your Back Yard?” while my counterpart’s topic was “Alpacas.” At the conclusion of the talks, both speakers joined to answer questions from the audience.

The invitation, and the topic I was asked to speak about, got me thinking about how widespread our deployment of nuclear missiles really was. That fact was really made clear during my research. One of the most definitive works on the topic is the Corps of Engineers book, “To Defend and Deter,” which documents the construction of all of our missile sites.

According to the Corps document, all but seven states had some kind of missile involvement in their “back yard.” Delaware, Kentucky, Mississippi, Nevada, New Hampshire, South Carolina and West Virginia aren’t listed in the Corps’ book. But of those seven, remember that Nevada definitely played a role in the nuclear issue - and
out the European Theater. The 868 TMTS was the only US-based GLCM unit and the primary source of crews for forward deployed wings.

During the height of Cold War tensions, the GLCM was fielded to counter the Soviet Intermediate Nuclear Forces (INF) threat – ultimately forcing the Soviets out of this business. “The GLCM, in part, led to the dissolution of the Soviet Union as a world power,” General Spears said. “The West’s ability to stand firm and carry out the GLCM deployments in the face of repeated Soviet threats convinced the Kremlin that we could not be intimidated.”

“We thought GLCM held a very important place in history,” said retired Col. Doug Livingston, former commander of the 868th Tactical Missile Training Group. “It was one of the key elements that helped win the Cold War.”

On 8 December 1987, President Ronald Reagan and Secretary General Mikhail Gorbachev signed the INF treaty. This resulted in the North Atlantic Treaty Organization members and the Soviet Union agreeing to remove all INF missiles and to verify the action with a rigid inspection program.

Over the next three and a half years, the GLCM missiles were transported to Davis-Monthan AFB and destroyed. Only eight display articles were permitted under the terms of the INF treaty. One of these articles, the BGM-109G Gryphon missile, is currently in the Pima Air and Space Museum inventory.

The 868th TMTG was officially deactivated in May 1990, bringing an end to the GLCM history at Davis-Monthan AFB.

Almost became the home for the MX when we were considering basing modes. New Hampshire had to settle for only nuclear bombers at Pease AFB, and South Carolina was home to the “boomers,” the sea launched ballistic missile submarines. Mississippi played a role in the moon race, but not in the nuclear missile area.

Alabama was the site of early Jupiter training, home for the von Braun effort in the race to the moon, and still a busy place when it comes to missile defense and spacelift. It is now the home of the United Launch Alliance’s manufacturing for launch vehicles. Three of the states listed in the book had limited roles - Oregon was scheduled to be home for a BOMARC unit, but construction was never completed on the sites there. North Carolina was the home of Nike production, not the location of any missile sites. Tennessee was, and still is, the home of the Arnold Engineering Development Center at Tullahoma, an Air Force base with the largest wind tunnel we have, and involved in testing of systems.

Most of us only think of Air Force ICBMs when we talk about missiles - but there were other nuclear systems. Looking at the list above, there are 39 states remaining. The Army had an air defense system that was widely deployed - the Nike. The Ajax version only used a conventional warhead, but the later Hercules version could be armed with either conventional or nuclear versions. Fourteen states, Alaska, Connecticut, Georgia, Hawaii, Illinois, Indiana, Louisiana, Maryland, Massachusetts, Ohio, Pennsylvania, Rhode Island, Virginia and Wisconsin were all home to Nike installations. California, Maine, Michigan, Minnesota, Missouri, Nebraska, New Jersey, New York, South Dakota, Texas and Washington all had Nike along with other systems - meaning that half of our states had Nike at one time.

Some of our members worked in the BOMARC system, the Air Force air defense missile. It was deployed in both the US and Canada. Maine, Michigan,
Idaho was the home to the Titan I squadron at Mountain Home, and was scheduled to be the site of one of the first Nike Zeus, which was canceled early in the construction phase. Iowa was home to one of the Atlas D sites, with three coffins, as part of the unit at Offutt. Kansas had Atlas E in Topeka, Atlas F in Salina and Titan II at Wichita. There were also a few Nike sites on the Kansas side of Kansas City. And Missouri had the Minuteman wing at Knob Knoster in addition to the Nike sites around Saint Louis and Kansas City.

Montana remains the home of Minuteman, with 150 silos still operational. At one time, the state was to be the home of the the second Sentinel/Safeguard Anti-Ballistic Missile (ABM) System, but that Army system was canceled before the Montana site was operational. Massachusetts was also a planned ABM site, and the system was operational for a short time in North Dakota.

Nebraska is another of the states that still has missiles - some of Warren’s Minuteman sites are in that state. Nebraska also was once home to one of Warren’s Atlas E sites, and there was an Atlas D unit at Offutt and an Atlas F unit at Lincoln. While not a “nuclear” system, the Blue Scout was part of our command control network and was also deployed in Nebraska.

New Mexico had the Atlas F at Roswell, and White Sands/Holloman was a center for missile testing for many systems. And of course, Kirtland and Los Alamos were, and are, key parts of the nuclear equation. New York was home to the Atlas F squadron at Plattsburgh, with some of the sites across the lake in Vermont. We all know North Dakota’s role - once home to two Minuteman missile wings and still the home of the 150 missiles at Minot.

Utah, with all its empty space, was home to early testing at Wendover and later Ground Launched Cruise Missile testing at Dugway, Hill AFB at Ogden is still the logistics center for Minuteman, and at one time, we flew missiles from Green River south to White Sands. Washington had Atlas E at Spokane and Titan I at Moses Lake.

Wyoming continues to be home to the Minuteman at Warren, as well as the headquarters for the ICBM force, 20 AF. Warren had Atlas D and E in the early years, and was home to the only Peacekeeper squadron until 2006.

So we missileers have been at home in lots of states - and still are in some. And that doesn’t even consider that a number of our members who worked systems like Rascal, Genie, Hound Dog, Quail, SRAM, ALCM, ACM or other airlaunched systems - but that is another story for a later issue.
Cold War Warrior, Part III - By John Stone, Mbr No A2721, Orem, UT

During the Cuban Missile Crisis, the missile site construction contractors worked hard alongside Air Force crews, as well as support staff such as myself to meet national defense needs. With many of the sites not quite finished during and following the crisis, our team of specialists were not only involved in keeping the sites that had been accepted (approximately four) on EWO (Emergency War Operations) status, but also provided initial cryogenic and fuel product for testing systems and the ultimate full loading of all storage tanks at contractor-controlled sites. We worked our butts off during the crisis, and the pace didn’t change much following it.

Some sites may have been called by two different names. I delivered cryogenic and fuel products to the sites both during the site construction phase and during the Air Force commissioned period ending in 1965. During this time, our staff specialists used varying name designations. We knew some sites by the SAC designations, and others by contractor construction names. The US Army Corps of Engineers Ballistic Missile Construction Office (CEBMCO) oversaw the site construction. The primary contractor was a joint venture: RKMP (Raymond, Kaiser, Macco and Puget Sound). The Plattsburgh sites are described below.

Champlain, Site 1 - off I-87/Adirondack Northway, northwest of Champlain - access at intersection of County Road 17 and Missile Base Road. Champlain was my favorite site because it was surrounded on three sides by heavily wooded areas. One of the most picturesque of all Plattsburgh sites.

Alburg, Site 2 - northeast of Alburg in northwest Vermont - access at intersection of North Main Street and Missile Base Road. This site had an appealing agrarian feel to it, surrounded by farm fields in relatively flat terrain, with a wooded area to the east and north, with the eastern shore of Lake Champlain to the west about a mile away.

Swanton, Site 3 - southwest of Swanton in northwest Vermont - access at intersection of North Main Street and Site Access Road. Surrounded by farm homes and fields less than a mile away.

Willsboro, Site 4 - southeast of Willsboro, NY - access at intersection of Lake Shore Road and Creative Place Road. Near the southwestern shores of Lake Champlain, offering a unique visual experience with a panoramic view of the shoreline, the lake and the mountains to the east.

Lewis, Site 5 (called Boquet, site 10 by the Corps) - northeast of Lewis, NY - access at intersection of Hale Hill Road and Site Access Road west of Hwy 9. On the eastern slopes of the Adirondack mountains. A picturesque and serene site with heavy forested areas. An enjoyable ride up the gently sloping access road to the complex.

Au Sable Forks, Site 6 (Site 5 by the Corps) - northwest of Au Sable Forks, NY - access at intersection of Dry Bridge Road, Buck Hill Road, and Site Access Road. Nestled in a mountain valley surrounded by Adirondack mountain peaks, with forested hills on all sides which made it one of my favorites. The farms fields on the access road added to the appeal of this site.

Riverview, Site 7 (called Sugarbush, site 11 by the Corps) - southwest of Riverview, NY - access at intersection of Dry Bridge Road, Buck Hill Road, and Site Access Road. Nestled in a mountain valley surrounded by Adirondack Park Road. Site was nestled into gently rolling hills of the Adirondacks. Site was sometimes peaceful and always secluded and special in its own way, including a river view (its namesake).

Redford, Site 8 (called Clayburg, site 6 by the Corps)- west of Redford, NY - access at intersection of County Road 1, Standish Road, and New York 17 Way. Like Riverview, it was located in an area where it was surrounded by nature and had a personality all its own.

Dannemora, Site 9 (called Chazy Lake, site 7 by the Corps) - northwest of Dannemora, NY - access at intersection of Hwy 374 and Town Garage Road. Access road had a notoriously steep hill for our equipment to climb, but the exceptional view of Chazy Lake to the east when leaving the site was well worth the effort any time of year. It was almost beachfront property. The panoramic view was absolutely beautiful during the fall with brilliantly colored leaves.

Brainardsville, Site 10 (called Harrigan Corners, site 12 by the Corps) - east of Brainardsville, NY - access at intersection of Old New York Hwy 190 and Adirondack Park Road. Set in the middle of a patchwork
Cold War Warrior - (Continued from Page 4)

of fields and areas of wooded areas, which really made for a special visual experience.

Ellenburg, Site 11 (Corps site 8) - north of Ellenburg, NY - access at intersection of Bull Run Road and Missile Site Road. Ellenburg was located on a plateau above and north of the town, and had an expansive view of heavily forested mountains to the southwest. It was close to the town, which was near a small lake.

Mooers, Site 12 (called Mooers Forks, Site 9 by the Corps) - west of Mooers Forks, NY - access at intersection of Miller Road and Missile Base Road. Another secluded site with farm fields and homes to the east, and forested areas to the west.

As I made the list above, I recalled some serious, yet humorous incidents encountered during our crew’s work traveling to or from some of the complexes.

Airman Steve Ruchala and I were very good friends during our technical school training and Plattsburgh AFB work. We did some pretty crazy things beyond making good time over the posted speed limit. One extremely hazardous trip during icy conditions after a notorious “Noreaster” snowstorm, Steve and I were dispatched to the Mooers Forks site. We had been authorized to take a county road (big mistake) rather than I-87 northbound, which was plowed. With Steve in the lead, we began climbing a fairly steep grade. Steve’s rig began to jackknife (tractor/transporter drive wheels slipping to right). We both turned on our tractor sanders, dropping sand in front of the drive wheels. His underpowered Ford gas driven tractor wasn’t getting enough traction for the heavy LOX load he was pulling. My heavier Ward La France diesel was better suited to handle the same job. I don’t know why I did it to this day, but I pulled up close behind him and soon my rig’s front bumper and his transporter/tractor’s rear bumper were in contact. I was now literally pushing him up the hill. It must have been a real sight for the rural residents seeing two cryogenic rigs bumper to bumper coming up the hill with a combined length of about 140 feet. The drive wheels on both truck/tractors were throwing up “rooster tails” of snow and ice on unplowed road! Some things you never forget.

There were times when a missile site’s cryogenic unloading systems would endanger us topside on the silo cap and apron. At the Swanton site one very cold, clear, (about 10 degrees below zero) and windy winter night, the automatic cutoff valve on the site LOX storage tank nearly 170 feet below me in the silo failed! All of a sudden liquid at 297 degrees below zero, which had come from the tank below, began shooting out of the above ground tank vent valve not far from me. I immediately cut off the supply of product from my trailer/transporter. During off-loading, if the site crewmember or I would have had any grease or other hydrocarbons on the servicing pad or on the soles of our shoes, any small spark would of have caused an explosion. This problem with the valve happened several times on other sites, but the Swanton site was the worst, and left me with frostbite on my ears due to the extreme cold.

Not all of my memories of working in support of the 556 SMS come from the environment of the sometimes overwhelmingly cold winters. Early one relatively warm October 1962 evening, I had been assigned to “top off” the Harrigan Corners, Ellenburg, and Mooers Forks sites with LOX. Because the Cuban Missile Crisis was pushing everyone to the limit, I had been asked to get the three sites topped off with product as soon as possible. To do this, I was taking a county road that had not been used by our rigs, nor had it been scouted out by route schedulers back at Plattsburgh. So, here I am with my trusty truck and transporter moving along at a pretty good clip, when all of a sudden I see a low railroad overpass dead ahead. I am driving a rig taller than 14 feet, and I’ve just passed a sign posted with “Bridge Clearance 13 feet 6 inches”!!! Needless to say, if anyone was within hearing distance, they would have heard all 18 wheels screaming loud and clear as I locked up both truck and trailer brakes on the dry pavement. When I got the rig stopped, the top of the tractor cab and windshield were inches from the lower part of the overpass. If I had been going over the posted speed limit on this unfamiliar road, the results might have been a punctured, burning and exploding LOX transporter resulting in not much more than twisted metal and ashes remaining at the end of the day.

Looking back now, I realize that we very young, lower ranking airman had a huge responsibility driving and operating hazardous materials and products through populated urban areas, as well as less inhabited rural areas. We were very lucky to not have any major site or vehicle explosions, as did other missile bases in the Midwest and elsewhere. Maybe it was luck and maybe

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not! I believe it was the exceptional training of everyone involved including 556 SMS staff, as well as ourselves.

The missile squadron did come close to having a LOX transporter explode one warm summer evening. I had been dispatched “bob-tail” (truck without trailer) to the Chazy Lake site to pick up a transporter that had been left on site for quick top offs as needed during LOX systems checks. I arrived at the site and found that one of the missile squadron heavy equipment drivers had already picked it up and was on his way back to the base in Plattsburgh. Not wanting to go back bob-tail, Chazy Lake site staff said a Gaseous Nitrogen recharging trailer needed to be returned to the base. On my return trip with the recharger, I will never forget the horrible scene as I geared down around a sharp right downhill turn on Hwy 374 eastbound toward the city of Plattsburgh. One of our older LOX transporters was lying on its left side with a Ford Thunderbird pinned beneath it. The car was on fire! A local volunteer fire department was trying to keep the potentially explosive transporter cooled down, while at the same time trying to bring the car fire under control. As I parked the rig I was driving and walked toward the scene to see if my cryogenic skills could be of use, my stomach suddenly became very ill. Inside the car was a man being burned to death. I feel that a major contributing factor to the accident was the 556th driver who caused the accident. He had not been trained to handle the load shift and high center of gravity of our transporters. He survived the accident with minor injuries.

I don’t recall having any close calls when taking the short Helium tube bank trailer/transporters, and the RP-1 fuel tankers to any of the 12 missile sites. Transporting Helium and RP-1 units was mostly done prior to the Cuban Missile Crisis, when site construction contractors needed to test site systems or initially fill storage tanks. I have to mention here that I would get a lot of teasing from my peers driving “Stone’s Bob-tail Rig”. This was a good visual description of my extra long diesel truck/trac-
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Plattsburgh.” Come to think about it, this co-worker never did bother or tease me about anything after that event.

There were times when the snowstorms and drifts between the Mooers Forks and Harrigan Corners sites were so bad that getting to the sites was a real challenge. Conditions got so bad with drifting snow on one cold, clear day that an unplowed county road caused me to turn around and find another way to the sites. The only way I could turn around was to back into the entry road of a farm over a concrete culvert on the north side of the road. You guessed it - my rig had collapsed the culvert over a creek/ditch! Fortunately the Air Force paid to repair the culvert, and I remained unscathed - I was lucky.

That same winter, I was going to either the Chazy Lake or Harrigan Corners site through the town of Dannemora with yet another load of LOX. The very steep hill just above the town had not been sanded. As I turned North on the steepest part of the road shaded by trees, the road turned slick as “snot.” I immediately turned on the sanders, but they only put down sand for a very short time (frozen sand in sander tanks!). Because the road slanted to the right, my tractor and trailer started jackknifing to the right. Soon I was in the lowest gear possible to try and get traction. Thoughts were now racing through my head like “what are you going to do now John?” What I did next might sound foolish, but it worked. Behind the cab of the tractor I stored bags of sand. With the jackknife not quite under control, the tractor drive wheels were still not getting all the traction needed. So out jumps “Johnny” to the road below with an opened bag of sand. As I throw the sand under the “drivers”, slowly but surely this whole accident waiting to happen inches forward - more sand - more speed in “granny” gear - and me slipping on the ice next to the drive wheels on the tractor. What I hadn’t seen was the patch of road ahead where the sun had melted the ice. You are already guessing what happened next. With the “driverless” tractor now moving uphill at a pretty good clip even in the lowest gear, I’m now running alongside this thing to catch up. As I grab the door handle to get in, I look down and sand is again coming out of the sanders, so I move on and deliver the load. You might be asking yourself, you must be kidding - you must be making this up. What other options did I have? None that were good. Like rolling a fully loaded LOX rig down Dannemora Mountain and killing residents in houses directly below? So sanding and running were the best of the options that I had.

Being able to support the needs of the 556 SMS and its missile sites was cementing in me a “Cold War Warrior” ethic, despite the transportation problems (with their humor). This ethic would serve me well in the remaining 15 years of my Air Force career. In the next episode, I will have additional stories of support work following the Cuban Missile Crisis and the decommissioning of the 556 SMS and its 12 missile sites, and my new assignment and work at Vandenberg.

The “Hole” Story - by Maj (Ret) Greg Ogletree, Mbr No L0049, Lompoc, CA

In the USAF missile community, it is pretty much common knowledge that Minuteman missiles first assumed strategic alert status during the Cuban Missile Crisis in 1962. Also well known is the story that President John F. Kennedy referred to the newly deployed Minuteman ICBM as his “ace in the hole” while negotiating with the Soviets during the crisis. These missiles were in the 10th Strategic Missile Squadron (10 SMS), 341st Strategic Missile Wing (341 SMW), Malmstrom AFB, Montana, the very first Minuteman squadron to achieve operational status. The motto on the patch worn by members of the 10 SMS, and its successor unit today, the 10th Missile Squadron, says “The First Ace in the Hole”. It was approved in 1963, the year after the crisis. The story that the unit chose this motto because they were proud of their critical contribution during the Cuban Missile Crisis and because they wanted to pay tribute to the apparent originator of the “ace in the hole” characterization, the President of the United States, has subsequently attained almost mythological status. But, it’s not true. Here is what really happened.

It’s a fact that the unit emblem for the 10 SMS was officially approved on 21 June 1963. It’s also a fact that the proposed ace-in-the-hole motto was approved for the emblem at the same time. Since this was well after the Cuban Missile Crisis, it’s logical to assume that the crisis was the catalyst for selecting this particular motto, especially if the President mentioned it at the time.

But did President Kennedy really utter this now-famous phrase during the Cuban Missile Crisis? Well, (Continued on Page 8)
not exactly. It was actually after, not during, the crisis. In a Presidential news conference in Washington, DC, on 11 November 1962, a couple of weeks after Khrushchev agreed to remove the missiles, Kennedy said, while responding to a question posed by Mr. James X. Fisk of the St. Louis Post Dispatch, “I had confidence in the final outcome of our diplomacy…. Of course, Mr. Khrushchev knew we had an ace in the hole in our improved strategic response forces.”

Our first Jupiter missile site was formally turned over to the Turkish Air Force on 22 October 1962, but even though the event was publicized in Turkey and probably detected by Moscow, US decision-makers apparently were not aware of the action.

Furthermore, because Kennedy used the “ace in the hole” phrase – for reasons that will become evident in a moment – it’s believed he was referring specifically to the Minuteman missile, the first one of which achieved strategic nuclear alert on 26 October, followed by the remaining nine in that flight by the end of the next day – the day before Premier Nikita Khrushchev agreed to dismantle the nuclear missiles in Cuba and return them to the USSR. Indeed, the 341 SMW received the Presidential Unit Citation from Kennedy for its timely posturing of these missiles.

Ironically, the only extant reference to missiles being an “ace in the hole” made during the crisis was a statement on 26 October by a US Senator, and he was referring to the Soviet missiles in Cuba as being Khrushchev’s ace in the hole! The senator was quoted by the Associated Press in articles printed the next day: “The Soviet Union used the cover of Hurricane Ella to move their missiles into Cuba, says Sen. George Smathers, D-Fla., speaking at a democratic rally Friday. Smathers said Premier Nikita Khrushchev wanted to use the missiles as a psychological weapon at a summit meeting in Berlin in December. He wanted to have an ace in the hole that the United States didn’t know about, Smathers said.”

To be fair, though, the President’s after-the-fact metaphor of holding the hand-winning card in a poker game was hardly an original thought, verbalized spontaneously during a press conference. In fact, the “ace in the hole” analogy for the Minuteman weapon system originated well before the Cuban Missile Crisis. The first reference appears to have been in an official USAF Film series called “The Airman’s World” in early 1961. This particular program, hosted by famous actor Jimmy Stewart (Brig Gen, USAFR), was titled “Minuteman: Ace in the Hole” and the term was used twice during the narration, early on, while describing the system’s silo-based deployment: “…powerful missiles in great numbers; their name, Minuteman: our ace in the hole, an important part of our overall strategy…” and in the closing statement, “Always ready, always on guard: Minuteman – our ace in the hole.” But this film was only the initial shot in what ended up being nearly a media blitz about the nation’s newest nuclear missile.

The July 1961 issue of Popular Science contained an article titled, “Minuteman – Our Ace in the Hole.” At the end of that year, Time magazine published a similar article with a nearly identical title: “Ace in the Hole.” And the January 1962 issue of Air Force Magazine carried an article called “America’s Strategic Ace in the Hole.” But the definitive work on the topic was Roy Neal’s book titled, not surprisingly, Ace in the Hole: The Story of the Minuteman Missile. Released by Doubleday in 1962, it chronicled the weapon system from inception through test firings. Although it’s not known precisely when the book hit the stores, it appears to have been sometime in the fall. Copies were being shelved in public libraries during the crisis, and libraries usually get their stock sometime after initial release.

So, even before the very first missile was fielded and armed, the USAF had clearly succeeded in its public relations initiative to make the term “ace in the hole” synonymous with the name Minuteman. And considering all the press during the months leading up to October 1962, it seems highly unlikely that JFK, who immersed himself in briefings, tours, and launch demonstrations of our country’s nuclear arsenal, could have been unaware of the “ace in the hole” references for Minuteman. Indeed, a person would have had to be living on a remote desert island to have escaped learning about our forthcoming ace-in-the-hole missile.
Ace - (Continued from Page 8)

And although some may think Montana is a long way from civilization, it’s far from a desert island. The fact of the matter is that those in the 10 SMS who prepared the application for the unit’s new emblem appear to have been well aware of the ace-in-the-hole description of the new weapon system because “The First Ace In the Hole” was their motto of choice when the package was assembled and submitted on 17 October 196211 - before Kennedy made his statement to the press. While it’s true that 17 October was during the now-famous “13 Days of October” (16-28), it is unlikely anyone at Malmstrom AFB knew anything about the developing crisis on that date. In fact, the 17th was just one day after Kennedy, himself, was briefed that analystys had determined Soviet missiles were deployed in Cuba.12 It took only a few days for word to leak out. When the press queried the President on the 21st about rumors of offensive weapons in Cuba, he convinced them not to publicize the story until after he addressed the nation on the following day. There is no evidence that lower-echelon commanders in SAC, including those at Malmstrom AFB, knew anything about what was happening in Cuba and Washington until the world learned about the crisis on 22 October.13 Immediately after Kennedy’s Quarantine Proclamation that evening, U.S. military forces went to DEFCON 3, and a few days later, to DEFCON 2. These steps generated all nuclear forces to full alert status and there can be no doubt that, in response to these messages, workers in Montana labored around the clock to get as many Minuteman missiles on alert as possible. The Soviets couldn’t have missed the military posturing that resulted from the messages, but as added insurance, the SAC commander-in-chief, General Thomas S. Power, decided on his own authority to have the DEFCON directives transmitted in the clear rather than encoded, as would normally have been done. He believed it was “important for [the Soviets] to know of SAC’s readiness.”14 Khrushchev got the message and acquiesced.

So that’s the way it actually happened: the USAF chose the tagline for Minuteman and gave it wide publicity; then the 10 SMS decided to use the “Ace In the Hole” analogy for its official motto, prefaced with “The First” since they were the very first Minuteman squadron to be activated (2 August 1961) and organized (1 December 1961),15 as well as the first to emplace a Minuteman in an operational silo (A09, 27 July 1962). And then the Cuban Missile Crisis unfolded, during which we generated a flight of Minuteman missiles to alert status, watched as Nikita blinked, and later listened as JFK made his analogous statement to the press.

A much more accurate, though less well publicized, analogy was made the month after Kennedy’s news conference by Lt Gen Thomas P. Gerrity, Air Force Deputy Chief of Staff for Systems and Logistics, during ceremonies at Malmstrom AFB declaring the second flight of ten missiles operational: “Some speak of the Minuteman as an ace in the hole. I prefer to think of Minuteman as a deck of aces in the hands of the President, enabling him to deal from a position of strength which is so necessary for maintaining the peace. Rarely has the act of dealing from a position of strength in international diplomacy been more vividly demonstrated than in the recent Cuban crisis. We salute those who have brought this added strength today.”16

Yes, “a deck of aces in the hands of the President” is a much more fitting comparison, but after initial coverage of the event tapered off, Gen Gerrity’s comment has been quoted only once in all the subsequent years.17 It’s tough for a general to compete with a president, especially one as popular as JFK was! So, even though President Kennedy clearly did not originate the “ace in the hole” term with regard to the Minuteman ICBM, nor did his use of the term even inspire its inclusion in the motto of the first squadron to deploy the missile, there can be no doubt it was he who popularized it.18 And it’s certainly understandable why members of the 10 SMS subsequently chose to capitalize on that publicity. In fact, even the 341st Missile Wing now refers to itself as the “First Aces.” By the way, although there is no official significance for the motto provided in the approval letter, it was stated in the original request for approval: “This motto implies the strength and reliability of the Minuteman to deter any would-be aggressor against the United States.”19 And now you know the whole story—or, so far as aces are concerned, the “hole” story.

As the golden anniversary of both the Cuban Missile Crisis and the initial deployment of Minuteman missiles nears, and we begin seeing and hearing reminders about Kennedy’s accolades for the weapon system that had a pivotal, deterrent role when our nation was on the brink of nuclear war, let us also remember all those who have continued to operate, maintain, protect, and support the weapon system that has been the backbone of our nation’s nuclear arsenal for nearly 50 years - more than five times longer than originally envisioned!

Notes:
1 Lt from HQ USAF to HQ SAC/DPSP, dated 21 Jun 1963.
2 25 Years of Minuteman Deterrence: Malmstrom’s Missiles of October Celebration, 1987 (p.20).

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3 “The Cuban Missile Crisis, A Chronology of Events” (p.367) (www.gwu.edu/~nsarchiv/nsa/cuba_mis_cri/).
5 “Minuteman: Ace in the Hole” (SFP-1121r, 13 min. B&W) – Air Photographic and Charting Service (MATS).
6 “Minuteman – Our Ace in the Hole” by Wesley S. Griswold, Popular Science, Jul 1961 (pp. 62-65, 184)
7 “Ace in the Hole” – Time, Friday, Dec. 29, 1961 (online).
8 “America’s Strategic Ace In The Hole” by Flint DePre – Air Force Magazine, Jan 1962 (pp. 44-51).
10 A note in the Alton (Ill.) Evening Telegraph, 3 Nov 62 stated the city library had just gotten a copy of the book.
11 Ltr, 10 Strat Msl Sq (10 SMS), 17 Oct 1962, Request for Approval of Squadron Emblem.
12 “Presidential Recordings, Tape No. 28, 10/16/62” (www.JFKlibrary.org).
13 The 341 SMW is rumored to have been told earlier to hurry the first flight to alert, but no record has been found.
14 “The Cuban Missile Crisis, A Chronology of Events” (p.371)
15 Fact Sheet, 10 Missile Squadron (www.afhra.af.mil/factsheets/factsheet.aspx?id=9789)
18 The average audience of his televised press conferences was 18 million viewers. (www.JFKlibrary.org)
19 Msg (e-mail) to author from Dr. Daniel L. Haulman, Chief, Organizational History Division, AFHRA, 2 Jun 2010

TAC Missleers “Operation Mace Move” - by Robert Bolton, Editor, TAC Missleers Newsletter

A US Air Force Mace missile has been relocated from its long time setting at Wildwood, Florida, to its new home at the Indiana Military Museum in Vincennes, Indiana. The CGM-13B Mace, which was retired from active duty in 1966, was on display in downtown Wildwood in the early 1970s before being relocated to the Wildwood American Legion Post 18 a few years later. The Mace stood in front of the Legion Post on Highway 44 as a gate guard, where it was referred to as the “Jet”, a landmark, used by locals when they would give folks directions on travel in the area.

TM-76B/CGM-13B serial number 59-4871 was manufactured by The Glenn L. Martin Co., Baltimore, MD, and gained by the Air Force in December 1960. Mace 59-4871 was used at the 4505th Tactical Missile Training Group, Tactical Air Command’s missile school at Orlando AFB, as a training missile for maintenance and launch technicians until retirement in 1966. The Mace’s trip to Indiana was considerably less than its combat range of 1200 miles, and at a significantly slower pace. Similar inertially-guided Mace missiles stood Victor alert for the 498th Tactical Missile Group in Okinawa, and the 71st Tactical Missile Squadron at Bitburg, Germany, from 1962 until 1969, playing an important role in America’s nuclear-capable first response to potential Communist aggression during the Cold War.

This Mace move came about serendipitously, first because of a request made by TAC Missileers member Frank Roales at the July 2009 TAC Missileers reunion in Dayton, OH. On behalf of the Indiana Military Museum, Roales asked the membership for help in obtaining “cold war” artifacts. In February 2010, during a chance conversation in Florida between John Gibbs and Max Butler, Butler became aware of the Wildwood Mace and its need of a new home. Butler, being an Indiana native and very familiar with the Indiana Military Museum, was quick to set things in motion to get the Mace moved from Wildwood to Vincennes. The Wildwood American Legion Post 18 willingly handed over its missile custodial duties to the Military Museum in Indiana as it felt the Post could no longer properly support the aging missile display. The missile still belongs to the Air Force, but officials at the National Museum of the US Air Force okayed a long-term loan to the Indiana Military Museum.

The missile move from Wildwood was made possible through the coordination and effort of Max Butler, who is the Membership Director/Treasurer of the TAC Missleers and other TAC Missleers volunteers, the directors of American Legion Post 18, the Indiana Military Museum, the National Museum of the Air Force and a special move team from the Indiana Air National Guard’s 181st Intelligence Wing (181 IW), of Terre Haute, lead by Tech Sgt Stacey Snow and Tech Sgt William Curtis. The Air Force involvement in the move was coordinated by 1st Lt Randi Brown, the 181 IW executive officer.
Mace - (Continued from Page 10)

Following a preliminary planning and Scope Out meeting, in March when a smaller group of TAC Missilers met at Wildwood to look things over, twelve TAC Missilers volunteers, from as far away as NC, GA and from all over FL, met again at 0900 Wednesday morning, 14 April, to remove the 44 foot-long cruise missile from its brick and iron pedestal. A local commercial crane service provided the lifting power for the project. The wings with their trade-mark finger spoilers, vertical fin and all-flying tail plane were removed from the missile fuselage after the bird was positioned on sandbags on the ground. The fuselage and appendages were then loaded on an Air Force tractor-trailer for the cross-country trip. Master Mace Mover Max Butler and Roger St. Germain had earlier constructed the special shipping cradles using specifications from a 50-year old Air Force manual supplied by George Mindling.

TAC Missilers ably assisting, hands on, in the move at Wildwood were Max Butler, Joe Perkins, Bruce Hynds, John Gibbs, George Mindling, Russ Reston, David Cooper, Roger St. Germain, Bob Bolton, Dennis Fitzsimmons and Phil Veverka. Those TAC Missilers represented all phases of operation and locations where the Mace and Matador missile were deployed. John Gibbs was with the 1st Pilotless Bomber Squadron, the first unit to deploy the Matador to Germany in 1954. Several served on Mace A launch crews in Germany in the 1960s, while others were in Matador launch and missile maintenance on both the Mace A and Mace B in Germany, Okinawa and at the state side Mace school at Orlando AFB. After the missile was safely on its way north, each volunteer was given a TAC Missilers Matador Mace challenge coin and personalized Certificate of Appreciation. As the driving force behind the Mace Move, Max Butler received a plaque proclaiming him the Master Mace Mover.

Family members and interested parties in attendance were, Lois Butler, Sarah Perkins, Irene Coughlin, Post 18 Commander John Dyess, Richard and Lucille Lamb, Phyllis Bethel, and Margaret Schuman. From Graham Trucking, Billy Graham, Robert Pyne and Lindsey Cosby. From Ed’s Crane’s Service, Dennis Hoffman.

On the receiving end of the operation and serving as the welcoming committee were Frank Roales, an active volunteer at the Indiana Military Museum, and Jerry Brenner, both TAC Missilers members. Roales was actually stationed with the 4504th Support Squadron at Orlando AFB during the time this particular missile was in service there. Jerry Brenner was a Nuclear Weapons Specialist on the Mace.

Mace 59-4871 was welcomed to its new home in Indiana when Jerry Brenner picked up the bird as it crossed the Ohio River at Evansville, and he served as an escort from there to Vincennes. When the Mace arrived on site at the location of the Indiana Military Museum’s planned new facility, it was met by Jim Osborne, director of the museum, TAC Missiler and Museum Project Leader for this acquisition, Frank Roales, and half a dozen other museum volunteers, some of whom are Air Force vets. The two hour off-loading, with the help of a local large wrecker service and the Air National Guard’s 181 IW personnel, went off without a hitch. The missile was off loaded and positioned on the cradles used in the move and placed in storage at the new location until restoration can be started. Indiana Military Museum Director Jim Osborne stated that once Mace 59-4871 is refurbished and repainted by volunteers, it will be a welcomed centerpiece and major part of the Cold War display at the Museum.

A Career Diversion - By Denny Lyon, Mbr No A0937, Layton, UT

Careers take different paths; some stay in one discipline (e.g., ICBMs) while others take a circuitous route. This is the story of one of those excursions.

I enlisted in the Air Force in September 1966. After basic training and nine months of tech school, I became an AGM-28B (Hound Dog) Guidance and Flight Control specialist, AFSC 316X1Q. My first assignment was to the 410th Airborne Missile Maintenance Squadron (410 AMMS), at KI Sawyer AFB, MI.

A brief explanation of the AGM-28B is necessary. The Hound Dog was a large cruise missile, two of which were carried by the B-52. Forty four feet long, powered by a J-52 jet engine, it had a digital inertial navigation system, an analog flight control system, a radar terrain clearance system for low-level flight, a barometric system for high flight, and a star tracker. Both organizational and intermediate level maintenance was conducted by AMMS units; organizational on the flight line and in the maintenance hangar, and intermediate in the Guidance Shop, where I worked. We repaired the various line replaceable units (LRUs) brought to us, using a mixture of automatic and operator controlled test equipment. For checking out digital nav system LRUs, we had a test console which held a complete system; we substituted the LRU to be checked and repaired with its

(Continued on Page 12)
Back to my story. Like many who enlisted in the Air Force in the mid-60s, I did so to avoid the draft. While I had no aversion to the military per se (my father was a career Navy man), I did not enlist with the intention of making it a career. I was due to get out in September of 1970, and expected to complete my enlistment at KI Sawyer. With about 18 months to go, however, I got permanent change of station orders. There were at the time several bases throughout the US (plus Puerto Rico) with AMMS units, but I wasn’t going to one of them. Instead, I was being assigned to the 55th Avionics Maintenance Squadron (55 AMS), 55th Strategic Reconnaissance Wing, Offutt AFB, NE, with a reporting date of October 1969.

This assignment was a surprise, both for the timing and because I knew there were no B-52s at Offutt; thus, no Hound Dogs. There was no mention in my orders of cross-training, and no one I asked knew what a Hound Dog guidance troop could possibly do at Offutt. Regardless, off I went to Nebraska, where I found that I would be working on RC-135 aircraft! As I soon learned, the RC-135s based at Offutt had a digital inertial navigation system called the AN/ASN-53. The system was actually a bit of a Frankenstein, in that it was made up of components from different weapon systems. The star tracker was a B-52 MD-1 system, the stable platform was from an F-4, and the brains of the system was a Hound Dog D9A digital computer.

I became one of 15-20 other Hound Dog guidance troops in the 55 AMS who maintained the AN/ASN-53. Why us, you might ask? Of the major components of that system (computer, stable platform, and star tracker) the D9A was the only one on which intermediate level maintenance was performed. Since that was what we guidance troops did at Hound Dog units, it seemed logical that we should maintain the AN/ASN-53. While it may have been logical, it sure didn’t feel natural! Accustomed to comfortable shop environments in AMMS units, at Offutt we handled the gamut of maintenance functions.

On the flightline we did system checkout and repair, which generally meant removing and replacing the major LRUs. All the components were inside the aircraft, just aft of the navigator’s station, and all but the MD-1 star tracker were accessible from inside. To remove the MD-1, we had to get on top of the fuselage via a B-4 stand, and remove a plate secured with several screws. This wasn’t bad in the summertime, but not so much fun in a Nebraska winter! The D9A was not difficult to remove and replace; however, it wasn’t easy to get it into and out of the bird. Normal access was via the crew hatch/vertical ladder. The approved way to get an 82-pound D9A up or down was to haul it using a rope attached to a canvas bag. When haste was necessary, e.g., a scheduled takeoff was in jeopardy (a Red Ball in aircraft parlance), we used the “two-finger” method.” The strongest troop would kneel on the cockpit floor and extend his arm down the ladder while from the ground the tallest would bench press the computer as high as he could. This arrangement allowed the top guy to get two fingers into the D9A’s air inlet nozzle, and yank it up. We reversed the procedure to lower the replaced computer. I utilized this procedure at least a dozen times and we never dropped one! The removed computer would be returned to our AMS shop to be repaired. As I recall, it was not unusual for the same person to work on an aircraft problem, then if it was D9A-related, to help with replacement, and then work on that same D9A in the shop. Another unique (to a shop rat) function we performed was to de-brief navigators after a flight.

At the time, the AN/ASN-53 was a pretty sophisticated system, its key feature being that it provided steering commands to the aircraft’s autopilot system. The navigator would pre-program 2 or 3 “targets” into the digital system, then link one of them to the autopilot. As they neared that destination, they would link to the next desired preprogrammed target, and off they’d go to that location, all hands-off by the pilots. The system, with its inertial measurement unit periodically updated by heading reference inputs from the star tracker, provided a pretty reliable and accurate means of flying the missions performed by the 55 SRW. I don’t know what nav system RC-135s currently use, but I would guess that it is more accurate, reliable, and has more functionality than the AN/ASN-53. For the mid-60s however, we had a pretty neat system!
Career - (Continued from Page 12)

As mentioned, the Offutt-based RC-135s had the AN/ASN-53 system. Other RCs had a newer generation inertial nav system, the Litton LN-16, which also had a stable platform, star tracker, and computer all in one box. Most of the aircraft with this system flew out of bases in Alaska. Maintenance was provided by technicians from my shop, on 90-180 day TDY assignments. I wasn’t there long enough to get trained on the LN-16 system, and thus get into the TDY rotation. Imagine my disappointment at missing quality time at Shemya!

I was only in the 55 AMS for 14 months. As I got closer to what would have been my separation date, I found that life in the Air Force wasn’t too bad - if you weren’t in the Upper Peninsula of Michigan. So, I re-enlisted for base-of-preference, Barksdale AFB, LA, which after KI Sawyer and Offutt was like going to the Tropics. Thus, my career path returned to the Hound Dog. When that system was deactivated in the early 1970s I cross-trained into AGM-120 (SRAM) for about 5 years, got a degree, and was commissioned. I became an ICBM guy, working mostly in maintenance, with a Peacekeeper operations tour.

I mention the latter part of my career because of a tie-in with my RC-135 experience. At the 90 MW, I worked for Col Mike Jackson in both operations and maintenance, and we have since worked together as contractors supporting the ICBM Prime Integration Contract. Mike’s oldest son, Capt David Jackson, is an RC-135 Navigator in the now 55th Wing! The same aircraft I worked on over 40 years ago are still in service, and David has flown in many of them. The navigation systems are certainly quite different now, but the important mission of the 55th continues.

I look back fondly at my RC-135 experience. Had it not been for that “surprise” assignment, I most likely would not have stayed in the Air Force, and thus not gone on to have the 32-year career I enjoyed. If I could suggest a moral of this story for the active duty folks who might read it, it would be that they should be excited if faced with an assignment outside of their comfort zone. The benefits of unique assignments usually outweigh the negatives.

Phillips Award to 625th Strategic Operations Squadron

- by Megan A. Orton, Air Force Global Strike Command Public Affairs

The 625th Strategic Operations Squadron (625 STOS) was recognized as the best missile squadron in the Air Force for 2009. The 625 STOS was eligible to compete for the Phillips Award for the first time this year, after realigning under AFGSC. In the past, only the nine operational missile squadrons were eligible.

Lt Col Ronald Allen, 625 STOS commander, said there are three reasons for the squadron’s win. “First and foremost, we have exceptional personnel,” the colonel said. “We receive outstanding support from the three ICBM wings, the Air Force Personnel Center and local agencies when searching for the right talent to fill vacancies in our squadron.” The colonel cited the squadron’s relationship with AFGSC and 20 AF, pointing out how the unit’s relationship with higher headquarters was beneficial. “As a geographically separated unit with several unique missions, it is absolutely critical for us to maintain close ties with our major command and numbered air force staffs; Lt Gen Klotz and Maj Gen Burg have ensured we are able to do just that,” Col Allen said. Lastly, Colonel Allen said, the win was made possible by the squadron’s “world-class mission partners.”

“Each and every one of our four mission areas require us to work closely with personnel within US Strategic Command, Air Force Space Command and the Joint Functional Component Command for Global Strike, so our success directly hinges on the support we receive from each of these organizations.”

The 625 STOS has a unique mission, including: Airborne Launch Control System training, operations, testing and evaluation; the Strategic Automated Command and Control System; ICBM targeting and targeting system operations; and ballistic missile engineering and trajectory analysis. Lt Gen Frank Klotz, AFGSC commander, recently visited Offutt AFB to present the award. “With units like the 625th, the mission will be successful in the future as we continue ‘To Deter and Assure,’” Gen Klotz said. Colonel Allen said he is extremely happy to see the squadron’s hard work and dedication recognized by winning this prestigious award. “We definitely have an all-star lineup of dedicated professionals; I’m truly honored to be on their team, serving along side each and every one of them,” he said.

The Phillips Award is named after General Samuel C. Phillips. Sponsored by the Association of Air Force Missileers, the award is given annually to recognize the best overall missile squadron. Gen Phillips was the program manager during the development and testing of the Minuteman ICBM system, and many of his ideas and concepts of operations are still in use today. General Phillips retired in 1975 after serving as commander, Air Force Systems Command.
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.

Display Missile - The National Park Service is building a new visitor center at the Minuteman Missile Historic Site, and we are looking for a Minuteman I or II missile. Al Martens, 605-351-4839, alsue39@gmail.com

Cooperstown Museum - We are making great progress on the Northern Plains Cold War Interpretive Center, which is attached and adjacent to the Griggs County Museum. The board purchased an existing 5000+ sq ft building and built a hallway from the current museum to the building. The North Dakota State Historical Society has permanently loaned the museum many of their Cold War exhibits. We have been getting quite a few other artifacts and display materials donated. The Ronald Reagan Minuteman Missile State Historic Site, fondly known as Oscar 0, was given the ND Governor’s award as the Tourism Site of the Year. The Friends of Oscar 0 have planned the next reunion for 5-6 August 2011, and I think we are going to focus on the 321st. Becky Meidinger, Cooperstown, ND

Col Brendle - I was saddened to learn of the passing of Col George Brendle, one of the finest commanding officers a man could ask for, a people person, and his men loved to work for him. During Curtain Raiser, the wing rallied around his effort to be the best in the business. At his insistence, the team chosen was not the Quality Control team but one off the line. I was in targeting and alignment and spent many hours assisting the team prepare for the competition. Later, I was in Wing Plans and Scheduling and had daily contact with Col Brendle. I recall him visiting one of the sites my team was retargeting, and his ability to be very open and friendly as well as being the boss, made a big impression on a young airman at the time that made me a better NCO. Msgt (Ret) James E. Denman, Mbr No A1082, Angola, IN

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Letters - (Continued from Page 14)

First Alert - Col Howe’s article in March was very interesting. I was a member of the 576 SMS at that time, assigned to B-Site where we had similar problems with operational and maintenance procedures and TOs. The Air Force considered ours so serious that all training and operations were suspended and a program called “Operation Golden Journey” was created to completely rewrite everything from scratch. We were divided into teams of three (Tech Rep, Tech Writer, Airman) and worked 3 shifts a day, 7 days a week until the job was done. I don’t remember how many weeks it took, but I wouldn’t want to go through that again. Col Howe was a little off on the timing of Khrushchev’s visit to the US. I can remember like it was yesterday that I was lying on my bunk in the barracks watching his arrival at the White House on TV. I remembered that date as 15 Sep 59. I had just returned from 180 days TDY at General Electric in Syracuse on 9 Sep 59 just in time to see the first Atlas Launch. I watched the speech he gave at the dinner hosted by Mayor Norris Polson at the Ambassador Hotel in LA. Col Howe was correct about sending him by train to SF so he would see the ICBM on alert. But he refused to look in the direction of the missiles. It was reported he did that so he wouldn’t have to show President Eisenhower his missiles when the President visited the Soviet Union. After passing through the base, his train made a stop at San Luis Obispo because he wanted to meet some plain Americans. According to the local newspaper the day was 20 Sept 59. Donald L. Glantz, MbrNo A2036, New Palestine, IN

First Alert II - The article missed one important part - how the reentry vehicle was installed! This event has been retold many times and should be finally made into a written article - we’ll work on it. By the way, working out on the A Pads was a real experience. Pete Taylor, Mbr No A1889, 51 MMS Historian San Jose, CA

ERCS - Did AAFM ever do any articles on ERCS, either Blue Scout or Minuteman II versions? Joe Page II, Mbr No L368, Minot, ND tdrss@hotmail.com

We have had a couple of short articles about these systems, but can always use more from some of you who know the systems.

Reunions

51st MMS, 7-11 July 2010, Florence, AL 35630, 800 593-6450. Contact Dave Burcham at davidburcham@comcast.net or webpage at 51stmms.org

308 SMW, 18-19 September 2010, Little Rock, AR, contact William Leslie, william.leslie@wpafb.af.mil

390 SMW Memorial Association, 27 - 31 October 2010, San Antonio, TX, contact John Lasher, 520-886-3430, redsnooty@comcast.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

556 SMS (Plattsburgh Atlas), 6-10 October 2010 with AAFM in Tucson, contact Al Matzat at amatzat@comcast.net

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

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

Strategic Air Command Reunion, 25-29 August 2010, Tucson, AZ, contact JT 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.

Col (Ret) George Brendle, an AAFM member, was the wing commander when the 351 SMW won the first Blanchard trophy and lived in Delray Beach, FL

MSgt (Ret) Robert Brickner, an AAFM member, served in Atlas in the 551 SMS and Minuteman in the 91 SMW and lived in Huber Heights, OH

CMSgt (Ret) Carmen Malone served in operations in Titan II in the 308 SMW

Col (Ret) Robert Mullin, an AAFM member, served in Atlas E in the 567 SMS and in Minuteman in the 44 SMW and as commander of the 91 SMW, and at 15 AF, and lived in Spokane, WA

Warren Stoppkotte served in Titan II in operations and maintenance in the 390 SMW and worked at Hill AFB

MSgt (Ret) James Tarter, an AAFM member, served in BOMARC and Thor and lived in Pueblo, CO

Maj (Ret) Deither Van Houten, an AAFM member, served in Minuteman in the 44 SMW and lived in Rapid City, SD
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 Missleers 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 - note ID request below

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

Name______________________________________
Address____________________________________
City, State, Zip_______________________________
Phone_____________     Number  Attending________
Spouse/Guest Name___________________________
Arrive_____________  Depart______________
Special Requirements_________________________
(Enter names as preferred on name tags)

Saturday Banquet choices - Beef ____   Chicken____
Breakfast for non-hotel attendees - $13 each - number each day
Thur___ Fri___ Sat___ Sun___

Total Amount ___________________

For Friday Dinner - SSN or Driver’s License No - member___________ guest___________