

Association of Air Force Missileers AAFM Newsletter

“Victors in the Cold War”

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Ground Launched Cruise Missiles - Part II



GLCM GAMA

A Security Policeman asks “How Do You Spell GLCM?” *By Paul E.*

Samulski, Colonel, USAF (Ret), the commander of the Security Police Group at Florennes, Belgium.

Ground Launched Cruise Missile (GLCM) deployment deserves to be recognized as a very significant chapter in missile and Security Police (SP) history. SPs participated in GLCM throughout the life of the program. To have any understanding of the significance of the GLCM weapons system, one has to place him/her self back in the atmosphere of the Cold War. During my assignment at HQ USAFE/SP in the 1979/1980 timeframe, GLCM appeared to be on the back burner of hot problems. The prevailing feeling about GLCM was that deployment probably would not take place! The issue, it appeared, was a political football and most likely just a negotiation ploy. During my last four years in the Air Force I saw how politically intertwined the GLCM deployment was. NATO had agreed to a deployment plan. Besides the US, the primary NATO nations involved were the United Kingdom (RAF Greenham- Common and RAF Molesworth), Italy (Comiso), Belgium (Florennes), Germany (Wueschheim) and the Netherlands (Woensdrecht). While the affected NATO governments had agreed to the deployment plan, their level of enthusiasm was not very high. They were all looking for reasons (or excuses) not to deploy. And scheduled deployment nations watched each other’s deployment progress. If one scheduled IOC (Initial Operational Capability) date would slip, we had to assume that others would ask for extensions to their deployment date.

In every NATO country, internal politics attempted to block deployment. Enormous internal and external pressures were put on the Prime Ministers and other officials. The deployment was power politics at the highest level. Mikhail Gorbachev, General Secretary of the USSR, advocated “Perestroika” and an end to the Cold War. However, by 1979 the Soviet Union had deployed SS-20 missiles. President Reagan wanted to win the Cold War. In an effort to counter the SS-20 threat, NATO agreed on a “dual track” approach. While political negotiations with the Soviets would continue, the military would deploy GLCM at six different locations in Europe.

The deployment of GLCM would be terribly expensive, an economic price Reagan was willing to pay and one that Gorbachev could not afford. Nevertheless, for the Air Force personnel who were assigned to the various Tactical Missile Wings (TMW), our actions were driven by one compelling factor: the scheduled IOC date had to be

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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

GLCM (Continued from Page 1)*Hiding the Vehicles*

met! The first GLCM unit to form was the 501TMW, at RAF Greenham Common. The unit was activated in July 1982. Then in June 1983, the 487TMW at Comiso was activated.

The flight was under the command of the GLCM Flight Commander, usually a former ICBM officer from SAC. The flight had 44 assigned security police, 19 maintenance specialists, four launch control officers, and a medical technician. Under peacetime rules, the SPs provided internal security of the assets while being stored in the GAMA. During increased readiness, SPs assigned to a GLCM Flight would be “chopped” to the GLCM Flight Commander. The Flight Commander reported to the wing Deputy Commander for Operations. We thus had dual missions. When directed to do so, we became an essential and integral component of dispersed assets with an operational wartime mission.

While my assignment was being “worked” by the various PCS agencies, the assignments office at Randolph offered me a “good deal”. I could either go to Florennes for a one year remote tour, or go accompanied for two years. I was also told that the base had no commissary, no BX, or married housing. I would be living in a leased home on the economy. My wife and I decided to go for the two-year tour.

Florennes Air Base was built by the Germans in 1942. In 1956 it was named Base J. Offenberg, in honor of Jean Offenberg, a Belgian fighter pilot who was killed in action during the Battle of Britain. He held the Belgian Croix de Guerre and numerous other decorations. During the period of the GLCM beddown, the base was operated by the Belgian Air Force’s Second Tactical Wing (TW) with M-5 Mirage fighters. This was significant in that the 485 TMW was to operate from an active Belgian Air Force base with two NATO wings with two totally

different missions! The Belgian 2TW was the host, while the 485TMW was the tenant

I arrived at Florennes in July 1984. Belgium was enjoying a beautiful summer. There were approximately 30 recently arrived Air Force personnel on station. This was to change dramatically in the days and weeks ahead. I found the office of the wing commander and reported in to my new boss, Colonel David C. Reed. He told me several critically important bits of information. Our first goal was to prepare for, then successfully pass an INSI (Initial Nuclear Surety Inspection) scheduled for late February 1985. Contingent upon passing the INSI was the declaration of IOC, a date fixed in stone. To add incentive to our task, Col Reed was invited to Patch Barracks in Stuttgart to meet the United States Deputy Commander for US European Command (DUSCINCEUR), General Richard L. Lawson. General Lawson further emphasized to Col Reed the absolute necessity of achieving the scheduled IOC date and that he stood ready to help destroy any obstacles that we might face.

Few people would be able to comprehend the challenge of meeting the IOC date. We had few troops, no dining facility, dormitories, administrative offices, classrooms, SP facilities, BOQs, guns, ammunition nor a firing range. We also had no GLCM vehicles and no GAMA. Due to the deployment schedule, temporary buildings were to be constructed while permanent facilities were constructed at the same time. An old Weapons Storage Area existed, but it had not been used since 1967. And it looked it. Sensors were to be installed (eventually), but we were to make a WSA security plan that would not include sensors! Conversely, we had several things going for us. We could feel the political support coming out of Washington. We were told to immediately raise the red flag if we needed help with anything. We also realized that our very presence at Florennes was being observed by the Soviet Union. On the bright side, we had lots of money. All the other USAFE wings had their budget’s cut 10%. We had no limits. We were not to hesitate to purchase anything we legitimately needed. But, we had a long way to go. My initial office had no electricity. Our training facility was a condemned structure built by the Germans. Our very resourceful Arms and Equipment NCO, TSgt Norm Kurz was a master at getting equipment for our airmen. A few days after I arrived, I noticed my office floor was covered with a wall to wall (well used) shag carpet Kurz had found it in a dumpster in front of the Bitburg Dental Clinic. I was touched by his effort. I then told him to go purchase the best boots he

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could find. for everyone. I also asked him to obtain the new Kevlar helmets that were just being issued in the Air Force. He did.

GLCM had its growing pains. I was never assigned to a SAC missile wing, but I suspect that when manpower experts started building the manpower documents for GLCM wings, they looked for similarities between the two. For better or for worse, the GLCM wings had seven colonels. In late August 1984, the people who lived in our part of Belgium planned a big celebration commemorating the 40th anniversary of their liberation from Nazi occupation in WWII. Our GLCM wings faced various levels of reception depending on the local political climate. Thanks to the US Army, we were very welcome in southern Belgium. The 485TMW was asked to provide senior representation to various functions on the special day.

Col Reed wrote out what I would call a Colonel's Duty Roster. I was selected to spend most of the day in Philippeville, a nearby town. I was to march in a parade, go to a Catholic Mass, and then attend a concert in the town square featuring The Ambassadors, the Glenn Miller sound band of HQ USAFE. Wearing my service dress blue uniform, my family and I were escorted into the church. We were asked to sit in the first row. The flags of Belgium and the Stars and Stripes were on each side of the altar. The Mass soon started, and then the Priest began his sermon, which was completely in French. I did not understand a word of the sermon until the very last sentence when in perfectly clear English he looked at the people and proclaimed, "And God bless the United States of America". It was hard keeping back the tears. That afternoon we were at the concert in downtown Philippeville. During a break in the music, I reached down and picked up our two kids (19 and 4 months old). I turned and faced the audience and tried to visually assure the people that we had come to Belgium not to start a war but to win the peace.

Soon after arriving at Florennes, I took a few minutes to assess where I was. I could not help but think that it had been a long time since my days at K. I. Sawyer. Where was LtCol Gebara when I needed him? I thought about all the SP assignments I had had and how much I had learned over the years. I felt very confident and only hoped that my confidence would rub off on others. Throughout the assignment, I went to guard mounts as often as I could. I was determined that our airmen should know what was going on and how they personally were involved in the power politics of the GLCM

deployment. I thought of the monumental hurdles that the GLCM beddown was facing. I made a list of the tasks that had to be completed prior to IOC. Then I made another list of who would accomplish all these tasks. My list included George Schultz (Secretary of State), Casper Weinberger (Secretary of Defense), General Bernie Rogers (USCINCEUR and the SACEUR), General Richard Lawson (Deputy USCINCEUR), General Charles Donnelly (CinCUSAFE), Major General William Breckner (17AF/CC), my wing commander, and of course, the 485SPG. After a careful analysis that took less than a minute I determined that most of the tasks that needed to be accomplished were the responsibility of the SPs in the 485th SPG! A powerful team was rapidly being assembled to achieve that task.

The AF assignment process again worked very well. While I was still at HQ PACAF, Courtney Mank at Palace Badge called me one day and asked if I would accept Maj Winston Padgett as my deputy at Florennes. I recall BGen Scheidel saying to me one day, "If I had to go to war with just one other person, it would be Win Padgett". Guess who got the job as the 485SPG/CD? I was blessed to have CMSgt Russ Rogge as our Group SP Manager. He was so helpful in so many ways. He consistently provided leadership and solutions to problems. Our Operations Superintendent was SMSgt Tom Idol. I could always count on him as a source of strength. He always kept his cool. He developed a two slide overlay which we used at all our briefings. Slide one showed a picture of an elephant with the caption, "How Do You Eat an Elephant?" Second slide caption, "One Bite at A Time". We all shared many "bites" at Florennes.

Maj Ron Rotzko was the Commander of the

GLCM Convoy on the road

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485MSS. He had spent about half his life flying C-141s, and I could relate to that quite easily. Ron's Operations Officer was Capt Ken Conover. Ken was not the smoothest guy in town, but he was certainly the "right" man for the job. There was no time to waste, and he didn't waste any.

The initial MSS Superintendent was SMSgt Floyd Wieburg. He was instrumental in developing the early security plans and procedures for the WSA (interim GAMA). This task was especially challenging in that the WSA that we were to use was at first completely unusable. I am sure that TSgt Daryl Janicki remembers the long hours and the pressure he was under to meet daily deadlines while writing the SSIs and other procedures for the interim GAMA.

Capt Mike Pasquin came to us from the 501TMW. He was one of the very few members of our unit who had hands on GLCM experience. I also remembered him from my time in PACAF when he was a shift commander at Kunsan AB, Korea. SMSgt Richard Wells was our SPA Superintendent. In addition to managing the standard SPA functions very well, he could speak French. He was an important person. Everyone needed him very often.

Among those assigned to Florennes was SSgt John Chwatal. I remembered him from Suwon, Korea. I told him that all those things that were done in bringing the Suwon Security Police unit on line had to be done here, too. Plus much more! While at Suwon, John prepared and published a Security Police unit yearbook. It was well done. He asked me if he could publish a similar yearbook for our new unit at Florennes. We spoke about the details, and then I gave him the go ahead. I still look at it and think about those who helped make Florennes the first GLCM Wing on the European continent.

New personnel began arriving at the Brussels airport in great numbers. As there were no living quarters on base, the Chief of Services was pressed to obtain leased quarters for everyone. Our personnel were soon scattered all over southern Belgium. Our 485SPS had approximately 40 assigned personnel. It was initially commanded by Capt Chuck Bailey. The Superintendent was MSgt Dave Ybarra and the NCOIC for Law Enforcement was MSgt Don Funk. I remembered him from a visit I had once made to Clark AB. I was happy Don was at Florennes. We determined that we had sufficient capability to bring our Law Enforcement mission on line by 1 August. We had additional motivation, too. There was no 485TMW Command Post as yet. Through a great ef-

fort, Dave Ybarra and Don Funk pulled rabbits out of a hat. The first guardmount of the 485SPG was held at 0700 on 1 August 1984. For a few weeks, our LE Desk also functioned as the wing command post. On the LE Net were the senior commanders of the 485TMW.

On 1 August 1984, we activated the 485TMW, the 485SPG, the 485SPS and the 485MSS. I sent a short message to HQ USAFE/SP and to our sister units at Comiso and Greenham Common informing them that we were on line. Part of our motivation for bringing up the 485SPS Law Enforcement mission was to attempt to educate the Belgian 2TW that we were in fact professional police officers. At first they objected to letting us control base entry at our nearby access gate, nor did they like us doing routine building checks at night. We assured them that we would honor their access procedures, and we did. We began to build an excellent rapport with the Belgian security force, a rapport that was to pay big dividends in the weeks and months to come.

While our LE functions were progressing well, we initially had only limited success in the training of our MSS personnel. The lack of facilities, billeting and dining capabilities was constraining our progress. Then HQ USAFE/SP made an offer we couldn't refuse. We were given the opportunity to send approximately one-third of our security personnel to Davis-Montham AFB for dispersal training, leaving the remaining MSS personnel in Belgium. This was a bit of a gamble, but it paid off. In later months, we would be much more able to demonstrate a highly trained dispersal force. For those who did not deploy to Davis-Montham, their hard work was just beginning.

While a complete GLCM Flight had about 22 vehicles, the special vehicles that made GLCM so unique were the LCCs and the TELs. I shall never forget the late afternoon they arrived. We could see the giant C-5 Galaxy as it held over nearby Philippeville while awaiting landing clearance. Then the huge airlifter was on the ground and stopped. Maj Rotzko and I were in a staff car watching the unloading of the LCCs and the TELs. As they were rolling in front of us, Ron made the comment, "My God, it looks like Red Square on May Day". That was a good description. For us, it was awesome. We did not have the missiles or the warheads yet, but we now possessed the operational vehicles of a GLCM Flight.

Work was now progressing in the interim GAMA at a furious pace. There was not an hour to spare. The clock to IOC was ticking. I assigned Capt Jeff Mackley and SSgt Phil Knorr to the WSA. I told them that if nec-

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essary, get sleeping bags and camp out. I felt that it was essential to have SP monitoring of the actual construction. This was a lesson I learned at RAF Lakenheath, seven years earlier. It was a miserable assignment for them. They experienced lots of mud, and lots of frustration. And we also knew that we would not have a sensor system in place by the time the IG was scheduled to come in late February 1985. But we were making progress.

In November the first interim dormitory was completed. Due to our priority, the SPs took possession. Our airmen moved in, five and six men per room. They were fairly large rooms, but there was zero privacy. And the mud seemed to be ever present. The new base dining facility opened, too. That was a big morale booster. We needed to train inside the WSA, but it was being completely reconstructed from one end to the other. We practiced 30 in 30 exercises, too.

From the start, I made it absolutely clear to everyone who wore the shield that no one was exempt from 30 in 30 recall. While this was a legitimate requirement, I also knew the IG would be coming. A little showmanship would not hurt. During this period, our NCOIC of Training and Quality Control, MSgt Jackson Riling was a pillar of strength. Operating from his condemned building (with holes in the floor), he and his staff made the structure as clean and functional as possible until a new training facility under construction was ready. But we could not wait for the new facility. For a little while longer, we had to continue to use the condemned structure. We had to make IOC.

We had lots and lots of visitors. Several Army and Air Force generals, Navy admirals, and US Government officials came to see us. Every one of them told our commander to let them know if they could help. And they meant it. Senior Belgian officers including 12 members of the Belgian Parliament came to see us. I got pretty good at giving the escort briefing at the WSA entry control point. In January 1985, the WSA was declared "operational". That sounds good, but we had no operational sensors. And it got very cold. Records showed that Belgium was having its coldest winter in 40 years. Defensive fighting positions would sometimes fill with water, which would then turn into ice. It bothered me so much that we didn't have a sensor system, thus requiring us to have additional assessment posts. And a relatively new terrorist group, the Communist Combatant Cells (CCC), began to bomb NATO ground targets in Belgium. The 485TMW declared itself in THREATCON Bravo for all of 1985.



Deployed TEL

A critical event occurred in late January 1985. A HQ USAFE GLCM staff assistance team spent a few days with us. The team's outbrief took place within our new (but temporary) SP administrative facility. We discussed the real problems we were facing in a constructive manner. Then the bomb burst. The team leader concluded his comments by saying something like, "Sir, we don't think you're going to make it." My entire staff was present. For a moment you could have heard a pin drop. I responded by stating that we had just very recently moved into the SP dormitory; that we now had a dining facility; that we had just received approval three weeks earlier to train in the WSA; that we had just taken possession of our Central Security Control facility, and that we were in a max effort to achieve a "Ready" rating from the IG. I admit to being just a little upset at that point, and I said what I said because it was truly the way I felt. Of equal importance, I was not going to end the meeting with my staff hearing the words, "not going to make it". Perhaps also, it was one of the few times I ever played, "colonel". I looked across our conference room, pointed at the Captain, and said something like, "When you go home, you tell Colonel Jones (HQ USAFE/SP) that we will make it and that you can bet on us that we will come through." Looking back, that was the final challenge to all of us.

The USAFE commander, Gen Donnelly visited Florennes on 19 February 1985. Then, the INSI of the 485TMW began three days later. The 485SPG was rated "Ready" in all required areas. While we were proud and happy, the inspection certification placed us squarely on the next plateau. On the morning of 15 March, I was called to the command post where I was told the missiles and the warheads were in the air enroute to Florennes. The deployment came less than 24 hours after the Belgian

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government announced its acceptance of the missiles. Ron Rotzko and I went to three guardmounts that day and informed all flights that when they came to work the following day, the war assets would be in the WSA. There was no more practice. We had achieved IOC.

During the next three months, we worked to improve and fine-tune our operation. The wing conducted a few Salty Nation exercises. By now our relationship with the Belgian base defense force was getting better day by day. During Salty Nation exercises we were able to place an NCO in the Belgian CSC, while we hosted a Belgian NCO in ours. During exercises, we were able to release some of our SPs away from GLCM security to then airbase ground defense (ABGD) role. Our capability to play a supporting role in ABGD was aided by the formal certification of the WSA sensor system during an LNSI from 7 to 8 May. We were able to immediately delete 14 perimeter individual assessment posts. In addition, we could now release those airmen we had trained at Davis-Montham in late summer of 1984 from security duties within the WSA to dispersal operations.

Then on 16 June 1985, the USAFE IG returned to administer a complete Nuclear Surety Inspection (NSI). We were rated overall "Excellent". In addition, the 485SPG was presented with an IG Award of Excellence for outstanding professionalism and motivation. One of the actions we took really impressed the IG. During convoy operations, not only was an SP posted at each road intersection, but also next to our SP was an airman from the Belgian base defense force. Seven Salty Nation exercises later, from 12 to 14 November, the SPs participated in the first dispersal exercise in wing history.

For the next few months, things went quite well. I was very confident. Then the terrible thought hit me. Except for me, every member of the 485SPG was on a short one year tour. July and August 1985 were months of turmoil. It seemed like every time I asked where somebody was, I was told that they had rotated. I looked around one day and hardly recognized anyone. But again, the personnel system worked. As Win Padgett left, Dale Moyer arrived. I said good bye to Ron Rotzko, and welcomed Maj George Shy. Capt Conover left the MSS Operations Officer position and was replaced by Capt Cheryl Dozier. Capt Dennis Ryan had replaced Capt Chuck Bailey a few months earlier and he in-turn was (later) replaced by Capt Bernie Beldin. Chief Rogge left for Colorado Springs and was replaced by CMSgt Lonnie Stephenson. He and I needed no introduction. We had worked together before at Lakenheath and at HQ USAFE.

Mike Pasquin was sent to USEUCOM and in came Capt Bill Peterson. We also had a new Vice Wing Commander. We were happy to welcome Col Fred Miller. Not only had he had a GLCM assignment at Greenham Common as the Deputy Commander for Operations, he had several years experience as a SP officer. And so it went.

As professionals left Florennes for CONUS, quality replacements arrived. It was a very fast moving train. Those in supervisory positions had to jump on fast. And they did. For the next several months, Salty Nation exercises quickly had brought our unit back to full capability. Things were going well. Then one afternoon, I was called to the command post. The wing commander, Col Calvin L. Chasteen had summoned all the colonels for an unscheduled meeting. (Col David Reed had been reassigned due to his selection for BGen). The announcement was brief. We were told that the following morning, the USCINCEUR, dual hatted as the Supreme Allied Commander Europe (SACEUR), Gen Bernard Rogers was going to visit Florennes. There was no schedule, no itinerary, and no clues as to what he wanted to see. Col Chasteen said we would have a wing briefing. I was to give a base defense and security briefing. I asked my boss if he would like us to set up a joint Belgian/US Honor Guard. My rationale was that Florennes had two NATO Wings and the SACEUR was coming. Col Chasteen agreed. I grabbed the nearest telephone I could find and called the office. Capt Dozier answered the phone. I said something like, "Cheryl, do whatever you have to do to set this up, but we need a joint Honor Guard at 1000 tomorrow morning." She did great.

At 1000 the next day, Gen Rogers' helicopter arrived and the joint Honor Guard quickly lined up. It really looked good. Then, there he was, the most powerful, and the most senior general in Europe. The first thing he grunted was something like, "Get rid of that Honor Guard." I determined that this was going to be an interesting day. At the command post, Col Chasteen told Gen Rogers that he would accelerate parts of the briefing to save time. Gen Rogers immediately came back with, "Colonel, I am always on schedule, always on time, and never late. My schedule goes wherever I go, and whenever I go." We were obviously on schedule.

Our wing commander had pulled out all the stops and on extremely short notice had a very nice plaque made for presentation to the SACEUR. The base commander, Col Harry Wilson was sitting next to me and was holding the plaque for presentation. Then, while the general was speaking with someone else, I saw my boss scribble a

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short note. It got passed to me to give to Col Wilson. The message was short and direct. It simply said, "Harry, no plaque". Then the general said he wanted to go to the WSA. I got a quick look from my boss that I interpreted as, "Call the WSA." I called and gave our SPs and the missile maintainers a heads up. I gave my boss a thumbs up, meaning, "message passed". Then Gen Rogers said that he really did not have time today to visit the WSA after all. He then told us that his intention was to pay us a visit, but he did not want us to go make extensive preparations for his visit. But he promised to come back again some other time. We could hardly wait.

We had enjoyable visits from senior SP leaders, too. Col Frank Martin visited our unit when we were selected as the Outstanding USAFE SP unit in group level competition for 1985. BGen Scheidel came to see us, and so did Col Fritz Heiss, the Special Assistant for Security Matters at USEUCOM, at Patch Barracks, Stuttgart, Germany. I'll say more of this in my next article.

We also had relations with another group of people who did not welcome us to Florennes, our local band of protesters. The protesters at Greenham Common were well organized and were highly experienced. They had had years of practice protesting at Upper Heyford, Lakenheath and other UK bases. They destroyed government property, fought with the police and disrupted dispersal exercises. And they were not "non-violent." Conversely, the protesters at Florennes were really no more than a nuisance to us. About seven kilometers down the road leading to our base was a coffeehouse, "The Florenade". It was the headquarters for our local protest group. Between the OSI and the Belgian police, the protesters were under surveillance much of the time. This was a relatively easy task for the Gendarmes in that The Florenade was located directly across the street from the local police station, or Gendarmerie. On weekends, the Gendarmerie was not in operation, The protesters noticed this, broke into the facility, and slopped paint all over the place. The local police had no problem identifying the perpetrators. They merely followed the trail of paint drips that went from the door of the police station to the front door of The Florenade. The protestors also mounted a look-alike traffic advisory sign on the exterior of The Florenade. It said, "Cruise Missles 7 km". Even though the word "missiles" was incorrectly spelled, the sign was a convenient marker for people who came to visit Florennes TDY.

By late August 1986, I had reached the point where I had done everything that I knew how to do at

Florennes. It was once again time to move on to what would be my final assignment. I was being reassigned to USEUCOM where I was to replace Fritz Heiss. Col Jack S. Howe replaced me at Florennes. He and I had worked together at PACAF just a few years earlier. I was absolutely positive that he was now the right man for the job.

Earlier, I said that nuclear security was not a normal part of our agenda. Nor was security of GLCM assets stored under USEUCOM Directive 60-10 criteria. Having said that, in January 1987, the USAFE/SP, Col Frank Martin came to Patch Barracks to present a GLCM briefing primarily concerning the Wueschheim deployment. General Lawson was to receive the briefing. After some discussion between us, it was decided I would attend the briefing. I had never been to Wueschheim, near Hahn Air Base, in the Eiffel region of Germany, but I was still reasonably knowledgeable of GLCM security requirements. The 38TMW was initially formed in April 1985. The problem concerned the sensor system inside the GAMA. The subject brought back unpleasant memories for me. The problem with the sensor system virtually assured a late deployment of GLCM into Germany. General Lawson expressed concern and asked if any workarounds existed. I was sitting behind him. He probably was unaware that I was even in the room. Col Martin was at the podium in the front of the conference room. I looked at him for a moment, and then said something like, "We got through the INSI at Florennes without sensors, but there is very high price to pay. You must compensate for the lack of sensors with a large number of visual assessment posts." General Lawson said he would discuss the matter with the Secretary of Defense. I don't remember the name of the Army colonel who was normally responsible for nuclear requirements, but I recall his office symbol as J-4LW. I tried reaching him, but he was TDY or on leave. I will be the first to admit that I was poking my nose under somebody else's tent flap. I would have been pretty upset if another office did something like that to me. But I don't regret my involvement. On 20 January 1987, I visited the Wueschheim GAMA with Col Martin and the Provost Marshal for HQ USAREUR, BGen Cliff Druitt. The Secretary of Defense had authorized General Lawson to use soldiers to augment Wueschheim's security force in order to keep the deployment on track. USAFE did not have any spare SPs to send TDY to Wueschheim. During the visit, I met the wing Deputy Commander for SP, Col Joe Schang. He had his hands full. I told him that things would get better. I then stepped out of the Wueschheim GLCM deploy-

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ment, and spent the rest of my tour profusely apologizing to the HQ USEUCOM J4-LW. But I still think getting involved was the right thing to do.

One final GLCM anecdote involves Col Martin and the protester in the UK. The UK had outstanding anti-GLCM protestors. They were well trained in the skills of organized anarchy, they came in large numbers, and they were usually filthy in appearance, and in deed. On one particular dispersal training exercise out of Greenham Common they made a big effort to disable some GLCM vehicles. This generated considerable attention at high levels of the chain of command, including HQ USEUCOM. The GLCM deployment plan approved by NATO required the host nation to provide the necessary security and safe passage for the convoy while it was enroute to its respective dispersal training site. At Greenham Common, this was located on the Salisbury Plain. Even though 44 SPs were assigned to each flight, we did not provide the en-route security under peace time conditions. This was the responsibility of the Thames Valley Police (UK), the Carabinieri (Italy), and the National Gendarmerie for the Province of Namur (in Belgium). These police organizations were operating with authority and guidance of their respective governments. Right after the vehicle disabling event, a meeting was scheduled for 10 November 1986 between US representatives and Ministry of Defence (MOD) officials in London. I learned of the meeting and was instructed to be there. I then learned that Col Martin also planned to attend. After a flurry of telephone calls, he and I flew on military air from Ramstein to Rhein-Main. Then from the Frankfurt Flughafen, we flew on to London Heathrow. The next morning, we found the meeting site at the MOD, and were on time. Representatives were present from 3AF, the 501TMW, the Thames Valley Police, and of course, MOD. As I recall, neither Col Martin nor I said very much (if anything). When introduced, it was announced that our attendance at the meeting reflected the concerns of HQ USAFE and HQ USEUCOM. Sometimes, presence alone can carry a strong message. The Thames Valley Police could not make the protesters disappear. But we did receive better enroute security after the London meeting.

In February 1987, I visited the site of the GLCM unit that was to form at Woensdrecht. I met with an old friend from my days in the UK, CMSgt Bob Gallagher. The 486TMW would not form until August of that year, but he was getting ready for activation. In retrospect, as arms negotiations progressed, the missiles and warheads

destined for Woensdrecht were never deployed. But that fact would not be known until later.

The rest is history. A summit conference held at Reykjavik, Iceland in October 1986 failed to produce an agreement. Then in February 1987, the Soviet Union announced that it was ready for new negotiations. By July 1987, agreement had been achieved and the Intermediate-range Nuclear Forces (INF) treaty was signed. The missiles were withdrawn from Europe.

About three years later, I visited Florennes. I was a retiree who was visiting friends nearby. I drove around the deserted area of the old base, the base I knew, and also saw the beautiful facilities that were never occupied. A huge GAMA had been constructed near the WSA where so many SPs had endured so much misery. But there was no one there. And the Berlin wall had just been torn down. We had won the Cold War.

USAFE LG Visits to Comiso - by Col (Ret) Ed Robert, MbrNo A0008, Ft Collins, CO

Late September 1983, the wing a Comiso was starting to take shape with temporary facilities, and initial construction of GLCM equipment facilities. It was time for a visit from the USAFE LG folks to get its look. So about 10 staffers were airlifted from Ramstein on a C-9. The beginning of a series of unplanned events. Security was high and terrorism on the minds of many, particularly when GLCM was involved. Just ask the "ladies" at Greenham Common. Our relaxing flight south turned into a fast turn-around by the crew, headed by pilot LtCol Bill Cole, when word came that the aircraft had to head for Lebanon, due to a terrorism act that caused many casualties in a Marine barracks that was just blown up. So we were quickly pushed off the aircraft at NAS Sigonella. Three rental vehicles were obtained for the next leg of the journey to Calatagirone, and the "famous" Grand Hotel which was in a walled courtyard. Of course, we learned not to drink the water or take pictures of the hotel staff, and that our hunger of all day would have to wait until 2000 when the dining room opened. Thank God for peanuts in the little bar. This is also where we learned that the two channel TV was not showing an American invasion of Lebanon, but the invasion of an island called Grenada. We initially thought it strange for them to frequently use "you're welcome" or "the welcome" during the newscast. Finally dinner that took two hours and a night of sleep. An early rise for the exciting 40 mile trip to Comiso and our first staff meeting at 0930. No problem, since we had a couple of veterans of those roads to

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GLCM (Continued from Page 8)

lead us. First things first, make sure one of your vehicle's occupants thoroughly checks the vehicle for possible bombs, or other devices. We wanted to stay together in a safe convoy. The gate opens, our three vehicles charge off in the dust. Two hundred yards into the town and the rough road turned out to be a flat tire. So much for the thorough security check and the convoy. Being the last vehicle, we were left behind. Back on the road, a torrential rain storm made passage difficult at best and none in our vehicle had driven the route. It took us over two hours to finally reach Comiso a little late for the 0930 meeting, but the others who had been on the roads on other trips should certainly already be in place. As the Comiso cadre, to include Charlie Simpson, greeted us in the meeting room, they asked about the rest of our team. Seems they took different routes, got separated and didn't arrive until just before noon. So much for the "crack USAFE staff". We were not off to a good start. Finding a wonderful Italian restaurant on the return trip that night was a great reward, until we learned the next day that the town of Vittoria was off limits.

Another TDY to Comiso the next spring was better organized and we stayed out of Vittoria, but got lost at night in another mountain top village while low on petrol. Still, the USAFE "heros" returned to inspect the progress of permanent construction. NATO had required each country get the contracts and for Comiso it was the only real job going on the island. Those Italians could really pour the concrete and used it to build most anything. But, in other trades, not so skilled. Our DE and LGB folks came to me asking why telephone lines were coming out of the conduits at most every street corner of the GAMA, and why so many electrical lines were coming out of the floors of the GAMA bays and offices. It was soon apparent that the electrical and telephone laborers were not too familiar with what lines to pull through the conduits. More out country help was again needed and more delays were the rule. Finally the USAFE staff earned their dinner. And on the plus side, the wing at Comiso had the only outdoor theater and hot dog/popcorn machines going in the entire GLCM system and probably the best morale. Dispersal training was a problem, since there were few tall trees, or any trees, within 100 miles. My suggestion to use the many citrus orchards for dispersal and paint lemons and oranges on the TELs and LCCs didn't fly. Don't remember Patton and 3rd Army having those kinds of problems when they passed near Comiso 40 years before.



Atlas LOX loaded at Plattsburgh

An Interesting Countdown - by Maj

(Ret) Fred Wyant, MbrNo A0540, York, NE

My most interesting day on a missile combat crew began with what was supposed to be a routine countdown and actual liquid oxygen loading of an Atlas F missile at site 12 near Plattsburgh AFB, NY in mid-1963. I was a captain at the time.

The missiles were being removed from alert one at a time and modified on-site by contractor personnel. Before we turned each missile over to the contractor, the Air Force was to prove the system was operational by performing a full propellant load and countdown to the point of missile up and locked, ready for ignition and launch.

There was no sense of wasting a good countdown for just turning over the site to the contractor, so it was decided that I would provide a standardization check ride for a new deputy missile combat crew commander (DMCCC). The remainder of our five-man crew on which I was the Deputy would perform the rest of the countdown crew functions. We were crew S-2, the senior standardization crew, and site 12 was our home site for alert duty.

The site was prepared for the countdown by removing the warhead and substituting a dummy. The igniters were removed from the missile, and telephone wire was strung about a quarter-mile to the beginning of the entrance road into the site. At the launch control center, we had television cameras in the silo at strategic points – as I recall, there were four or five cameras. We could swivel them some to look around, but they really didn't show much. We also had an old WWII telephone

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Countdown *(Continued from Page 9)*

hooked up to the wire to the entrance road, so we had some communication with the maintenance folks and other observers there. In the control room, besides our crew and the extra deputy, there were about eight or ten contractor personnel. Both in-house diesel generators were brought on-line and paralleled as a site was supposed to be totally self sufficient during time of countdown. Land telephone lines were tested, as was our HF radio link to the SAC net. Topside wind speed was also checked, as it had to be fewer than fifteen knots before we could raise the missile. The weather was checked, and no thunderstorms were anywhere in the area. The crew commander briefed all present on emergency procedures. All was in order, and the countdown began around 1500.

The countdown proceeded normally through the first minutes of liquid oxygen (LOX) loading. It took about three minutes to load 15,000 gallons of liquid into a missile even with one loading line rated for 5,000 gallons per minute and the second line at 500 GPM. The silo was sealed, as it would be during a nuclear attack, as was the launch control facility connected to the silo by a tunnel with two closed blast doors.

About the time the 5,000 gallon valve should have closed to allow topping off the load at 500 GPM, alarms sounded and our Ballistic Missile Analyst Technician (BMAT) announced in a loud voice that the main load valve had failed to close, the ventilation fan for removing oxygen vapors from the silo had stopped running, and the silo "High Oxygen Level" alarm had sounded – all almost simultaneously! While all this was happening, the emergency alarm horn on the countdown console sounded, signaling failure of the missile pressurization system! That really got our attention!

The Atlas missile, while constructed of stainless steel, was just a large hollow tube with the rocket fuel (RP-1) separated from the LOX by a thin domed bulkhead. The missile was pressurized with helium at a few pounds per square inch, with a few pounds more pressure in the bottom (RP-1) tank than in the LOX tank. The pressure was normally controlled automatically by sensors in the missile, and I never saw or heard of that automatic system failing in daily use. We were taught that if the differential pressure fell below about 1.3 PSIG, the bulkhead would collapse, the LOX would mix with the RP-1, and the resulting explosion would equal around 100,000 pounds of TNT! There was considerable question as to the blast doors being able to keep that sort

of explosion from destroying the launch control center. In any event, we had no desire to find out!

The crew commander (Major Don Baldwin) immediately instructed the deputy to depress the emergency pressure control button and to control the differential pressure manually. The new deputy just sat there, frozen in his chair, with his eyes staring at the differential pressure gauge on the console while the needle moved downward toward the red-line and resulting disaster. I was standing at the back of the console and one look at the deputy's face told me to move! I jumped around the console, shoved the deputy's chair out of the way (it was on castors) and hit the emergency raise button with my right thumb. They told me later that I threw that unfortunate young second lieutenant clear across the room - but I didn't stop to look.

The emergency button did stop the pressure from decaying and raised it back to the normal level, which I maintained by releasing and depressing it as needed. For several minutes, I thought I was going to have to do that for a long time, as whenever I tried to return the system to automatic control of the pressure, it wouldn't control it. Finally, after perhaps ten minutes of manual control, the automatic system again functioned. I was really glad of that; because I quickly learned that manual pressure control would be a very tiresome task! My right thumb had a big dent in it for several hours!

While I was busy controlling the pressure, we smelled something burning! I looked around and asked what I smelled as it smelled like an electrical transformer or fluorescent light ballast. The man at the field phone to the entrance road reported that the phone had burned up! We were very happy that was all it was!

A couple of other squadrons had lost missiles to accidents by then, and the word had come down that when an emergency occurred for which no written procedure existed, we had to contact SAC Headquarters for their instructions on how to proceed. As soon as I could return the pressure system to "Auto," I called SAC and was finally put through to a Brigadier General. Now, I must admit, this didn't make us feel any better about the situation! I explained what had happened and what we wanted to do to secure the missile and silo. We knew we had a LOX spill from overfilling the missile when the valve failed to close when it should. It had closed. No one knew how much LOX had been spilled, or what other damage existed. We wanted to drain the LOX from the missile but couldn't proceed until SAC approved our improvised procedure. The television cameras showed

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Countdown *(Continued from Page 10)*

us the missile was still upright and apparently OK; however, we had no idea as to the condition of the drain system. We wanted to send the BMAT and his backup into the silo wearing their emergency breather packs to access the situation, and if all appeared well, to begin the normal LOX drain procedure.

We waited, and waited, and waited some more. SAC was fulfilling our expectations! Finally, after about 45 minutes, Maj Baldwin told me to, "Tell that SOB that if we don't have his approval in five minutes, I am proceeding on my own as crew commander." I put it a bit more politely, but as soon as I told him, the general said, "Go ahead." We did, and found just minor damage in the silo. The LOX blowing out of the vent valve of the missile had hit and stalled the vent fan (a 40 horsepower fan, I believe) and had buckled some flooring. Otherwise, everything was fine. The valve that had been slow to close worked perfectly for the drain procedure, and we finally wrapped it up around 2000.

The one casualty of the whole thing (other than the phone) was the second lieutenant I was performing the standardization check ride for. I never saw him again, but heard he had been transferred the next day. The BMAT (MSgt Russell Schneider) received the Air Force Commendation medal for his good work that day, and the rest of us got an "attaboy" pat on the back. I also had the satisfaction of learning that I could function quickly and accurately when our lives were in danger in an emergency. That opportunity had never presented itself to me before that and I had wondered how I would react if that time ever came.

An Atlas BMAT - by MSgt (Ret) Richard Somerset, MbrNo A1295, Essex Junction, VT

In the fall of 1960 I traveled with a friend to a neighboring town in Idaho to take the AF Qualification Test to see if we could be members of the US Air Force. A lot of the driving force for me was an alternative education to college, since college took a whole lot of money which I just didn't have. I must have had a lot of lucky guesses on that test since I scored extremely high, placing me in a position to choose almost any AF career field. Remember that 1961 was only 4 years after some very remarkable accomplishments. Werner Von Braun had finally gotten a small satellite into orbit after the Russians had beat us into space. We had intercontinental ballistic missiles that could place a nuclear warhead any point on this planet. In just 4 years technology went from wouldn't work to extreme accuracy. The Air Force had

to find people capable of understanding that technology and train them to the point of being self sufficient at a missile site located 30 to 40 mile from the base. I was an avid reader of science fiction, so when I was offered a position to learn missile autopilot systems, I jumped at the chance. You must remember movies that showed people manipulating levers to guide the rocket to where they wanted it to go? Well, that was for me.

After basic, I traveled to Sheppard AFB for basic electronics. We learned some of that new technology - solid state electronics, transistors, etc. As soon as the 13 weeks of electronics was over we started to learn Atlas D autopilot. That was a system that converted ground based radio signals into commands to tell the engines when to gimbal or move, to steer the missile. Since radio signals could be jammed we went on to study the Atlas F autopilot system, an all inertial guidance system.

Now you would think we were ready to do our part in the defense of our country. I was assigned to Dyess AFB, where they were still constructing the silos. Most of us were placed into On the Job Training (OJT) to witness the site construction. I learned a lot between October and February. Then the Air Force decided to combine the guidance and autopilot career fields. We were given a choice, we could crossstrain into the new career field (I think they only needed 15) and take a chance on staying at Dyess or crossstrain as a Ballistic Missile Analyst and pick a base that had the Atlas F. I had friends from the northeast so we volunteered to train and go to Plattsburgh AFB and be part of the 556SMS.

Training as a BMAT - I mentioned AQE scores earlier...the top score in any category was a 95. Testing was on knowledge of mechanics, electronics, administrative, and general. Noone I knew had a score of less than 80 on any category. We all measured in the 95 percentile.

We went back to Sheppard for 24 weeks of training in every thing associated with the Atlas F. We learned the composition and manufacture of cryogenics, specifically liquid nitrogen and oxygen. We learned the special attributes of LOX and it's affinity with hydrocarbons. We learned how to handle high pressure gasses, safety and how to conduct ourselves and insure others followed safety procedures when in the vicinity of cryogenics or high pressure. We learned every piece of equipment in the silo including the diesels used to supply power. We learned hydropneumatic systems (high pressure gases to assist hydraulic pumps). We learned about air wash dust collectors and the need for clean air in the silo. Some-

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BMAT *(Continued from Page 11)*

times you may hear reference to the 18 footer, a line schematic of all the interfaces between the silo and the missile. It helped to visualize what was occurring during a launch. We learned electronics, Boolean algebra, relay and light logic, and/or gates, binary, decimal, octal and hexadecimal math, chemical reactions, hydraulics and nuclear physics. We even held contests to see who could read a punchcard and determine the expected response from the missile when it was being checked out by the MAPCHE and tell whether we expected a GO or NO GO response. This was the forerunner of the modern computer.

We could replace any member of our crew. We were trained to assist the EPPT (Electrical Power Production Tech) and the MFT (Missile Facilities Tech) We knew every phase of the countdown and every part of the missile and support equipment, we could replace either of the officers. Any good crew trained so we were all overlapping in abilities, except for the one portion of our job. The BMAT was the analyst for all systems. We were trained to mentally compare sequences as they were to occur and make recommendation to corrective action or the need to abort. We were about as close as one can get to being a walking encyclopedia of the missile system. Some were better than others (I only knew one person with a photographic memory) but generally most BMATs conducted themselves with honor and they should all be proud that they were part of such a dynamic force.

In the 1961 to 1963 time frame, there were about 60 of us two strippers (Airman 2nd Class) trained as BMATs. There must not have been enough staff sergeants qualified willing to be crosstrained into this career field so new recruits were trained instead. The position of BMAT on the launch crew called for staff sergeants but many crews had us A2Cs. In the time of Atlas and Titan I, there was a period where an enlisted person (BMAT) could replace an out of commission officer and was authorized to be part of the launch of a nuclear weapon. From 1959 to 1963, all BMATs were trained in launch and launch authority procedures so they could sit at the console. In November 1963 the CINCSAC visited a Lincoln AFB site, saw an A2C sitting at the console and decided that a two striper did not have sufficient rank for that responsibility. After that only a staff sergeant or higher could be trained for this duty.. I still find it ironic...only two BMATs ever made a promotion in my squadron in those 4 years of my enlistment...one was on a Standboard Crew and the other was on an Instructor Crew ...and only as an inducement to reenlist.



The Control Center at Green Valley

Change and Growth for the Titan Missile Museum

- by Yvonne "Yoe" Morris,
Director, Titan Missile Museum, MbrNo A2397

The last two years were a time of significant change at the Titan Missile Museum. After 17 years in a modular building originally used as a construction shack when the missile sites were built, the museum opened the Count Ferdinand von Galen Education and Research Center in November 2003. The building is named in honor of its principal donor, who is also the Chairman of the Board of Trustees of the Arizona Aerospace Foundation, the nonprofit organization that operates the Titan Missile Museum and the Pima Air and Space Museum. The building houses the Jim and Maxine Greenwood Aerospace Education Center, the Click Family Exhibits Gallery and a state of the art archival system. Foundation staff and Titan volunteers wasted no time and have already moved approximately 80% of the museum's archive from level 7 of the missile silo, where it has resided since 1986, to the new archive. The remaining items will be moved to the archive as the inventory and cataloguing process continues.

In August of 2004, Becky Roberts retired from her position as director, after 17 years of service to the foundation. With her retirement, a remarkable chapter in the history of the museum came to a close. Becky began her career with the museum as one of its earliest volunteers. Later, she joined the staff in the gift shop, eventually moving up to the position of director. Preserving this important National Historic Landmark was her passion, and her commitment to the foundation brought it many great rewards.

I was appointed as the director in October 2004. Some of you may remember me as a former Titan II Missile Combat Crewmember with the 390SMW. I started as a

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Deputy Crew Commander in the 570SMS in late 1980, then served on the Senior Instructor Crew. When I was chosen for upgrade to Crew Commander, I went to the 571SMS, even pulling some alerts at the museum site when it was operational. At the inactivation ceremony for the 390SMW in July of 1984, all I could think about was my new assignment as the Chief of Recurring Training for the 1025th Mobile Satellite Communications Squadron at Holloman AFB, New Mexico. I never imagined that I would travel full circle some twenty years later to become the director of the museum. Like Becky, I also started as a volunteer at Titan, serving as a docent, then as a member of the Board of Trustees and Chair of the Titan Missile Museum Committee. I'm looking forward to writing a new chapter in the museum's history.

Restoration of the missile silo continues at a steady pace. The restoration staff is already working on level 7 to restore the areas formerly occupied by the archive. Restoration on level 2 was completed several years ago, and with the exception of some remaining touchup work, the museum has also completed the restoration of level 6 of the silo. Approximately 75% of the restoration work on level 5 is also complete.

The museum has made great strides in its first full year in the new facility. Approximately one thousand school and youth groups participated in programs in the Jim and Maxine Greenwood Aerospace Education Center. In July, the museum introduced of a new ten-minute briefing video produced and donated by Titan volunteer Chuck Penson and his wife, Kathryn Bevacqua. Using Cold War icons like Sputnik, and dramatic film footage from early atomic tests and the Cuban Missile Crisis, this new video puts the Titan II in perspective for visitors by demonstrating the missile's role in the successful conclusion of the Cold War. New programs in development include "Tuesdays at Titan", a program of special tours offered every Tuesday afternoon at the Museum, including the "Director's Tour," and "Crew Tours," given by former Titan II crewmembers. We're also working on a technical tour that will give more visitors greater access to other areas of the silo.

If you haven't visited the museum yet, or if it's been a few years, I encourage you to come take a look at the new facility. I look forward to seeing you.

Missile Models at Sheppard - by Col

(Ret) Larry Elman, MbrNo A2022, Margate, FL

In 1960, when the Missile Fundamentals Course began at Sheppard, I was a 2Lt instructor. The course syllabus as sent down from Hq ATC (with a SAC concurrence) stated that the final day or so of the course must include an intro to "all strategic missiles whether friendly or hostile and particularly emphasizing ballistic missiles." At the time, I had as a desk ornament a Thor on its erector which I had built from a cheap Revell kit. That model was appropriated to start a small collection of models which would be used to satisfy the requirement cited above. Requests through Supply for more models were ignored despite elaborate models on senior officers' desks which had been originally procured as training aids.

Finally one of the captains in our shop decided that I should build a series of models similar to the Thor, getting the kits through our base Hobby Shop. I did so, and was delighted about 10 or 15 years later to meet a former Titan troop who remembered a few of the models as being in use long after I had departed Sheppard. But that isn't the point.

The Training Aids Department continued to ignore our requests, and I continued to build any missile kit the Base Hobby Shop would order. But the Base Hobby Shop (for some bureaucratic reason) was forbidden to order a kit of the Polaris Sub - two such kits (Revell and Renwal) were available then. I asked several times - also I had seen those kits in a store downtown.

Finally, being a naive shavetail, I typed and mailed a letter to our Base Commander. In it I quoted the part of the syllabus that stated "all missiles whether friendly or hostile" and added that, "I have not yet determined whether the US Navy is friendly or hostile, but it has to be one or the other." My commanding officer called me in, chewed me out, and handed me \$20 (an immense sum at the time) which he said was from MWR funds, and ordered me to buy whatever was needed downtown to produce a Polaris as a training aid. But as he was doing so he added, "And one more thing, Lieutenant, never ever under any circumstances write to the general again." My wife claims it was a miracle I got beyond 2Lt.

Support the AAFm Missile Heritage Fund, Enlisted Recognition Fund and Art Project - see details on the two pages of the back cover

A Word from the Association

2004 Finances - AAFM continues to be in strong financial condition, thanks to your generous donations both as dues and for our Missile Heritage, Enlisted Recognition and Art Project Funds. Even with the outlay of \$30,000, we ended the year with only a small deficit, but we can use your donations to offset the mosaic cost. We did not provide our normal museum grants in 2004 because we concentrated effort on the mosaic. 2004 Income, dues \$40,490, donations \$12,418, interest \$1,124, total \$54,033, carried forward from 2003 \$5,737, for a total available of \$5,9771. Expenses, administration (computer/office supplies/equipment, printing, postage, telephone, publications, publicity and logo items, etc) \$11,261, awards \$2,740, newsletter printing \$12,359, newsletter postage \$2,226, directory printing \$1,761, directory postage \$352, grant for art project \$30,000, for a total of \$60,701, for a deficit of \$930. Assets, Checking Account \$10,057, Savings Account \$6,173, Investments \$37,993, for a total of \$54,223. Liabilities (prepaid dues) of \$43,696.

2006 National Meeting - members Bob Mattson, Jim McHugh, Chuck Seniawski and Janet Crowley are all working on our Cheyenne meeting set for 27 September 2006. We met with 90SW folks late last year to talk about tours on base, and are looking at tours of one or more of the old Atlas D and E sites in the area. Several Atlas and Titan units are either planning to or considering joining us. If your unit wants an easy way to hold a reunion, join AAFM in Cheyenne - we have already made the hotel, tour and meal arrangements - all you have to do is encourage your folks to attend and let us know of any special meeting, tour or dinner needs. Registration forms will first appear in the September 2005 newsletter. Mark your calendar now and be part of a great meeting at an operational ICBM wing.

Board Elections - we have four board members whose terms end this year, Burba, Howe, Kelley and Kelchner. If you are interested in being a board member now or later, send us a letter.

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.

SM-73 Goose - I was in Hagerstown recently, and jogged around the airport to see the Goose still parked in a lonely corner where no one is likely to see it. When I took photos several years ago, it was on display on the general aviation side. Sometime after that it was moved to an obscure corner near the old Fairchild plant. I have no idea what is going on with the proposed Hagerstown Aviation Museum, but the Goose remains pretty much out of sight. *Ron Plante, Mbr/No SA015, Bettendorf, IA*

Basic Photos - There is a photo project at Lackland AFB to collect photos of basic training flights from 1947 to date. Go to <http://www.lackland.af.mil/info/flightphoto.asp> or mail to 37TRW/HO, 1650 Carswell Ave, Lackland AFB, TX 78236

341SW Correction - As always, we enjoy every edition of the AAFM Newsletter out here in the field - keep 'em coming. However, in the "Missile and Space Organizations - 341st Space Wing" in the December 2004 edition, it describes us as having four groups ... there are actually five since the stand-up of the Security Forces Group (341SFG) in 2003. All three 20AF wings now have an SFG. Thanks for all you do in support of our rich heritage! *Col Edwin T. "Doc" Parks, Commander, 341OG, Mbr/No A2328, Malmstrom AFB, MT*

BOMARC - It would appear that Bomarc airframes are a vanishing breed as exhibits. I had a phone conversation with Russ Sneddon, curator of the USAF Armaments Museum at Eglin AFB, asking why Bomarc 59-2016 was no longer on display. He tells me that he planned to repaint the missile but was directed by higher authorities not to do anything with it as the thoriated magnesium which makes up a portion of the vehicle's structure is

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considered a hazardous material. It was the burning of this material in the Broken Arrow event at McGuire AFB, New Jersey 7 June 1960 when a Bomarc caught fire that caused the radioactive contamination. Ergo, 59-2016 will no longer be part of the Armament Museum's collection, although at this writing it is still stored at Eglin pending a decision on its disposition. The Bomarc 59-1980 previously displayed in Liza Jackson Park, Fort Walton Beach, was removed from public view for the same reason. I know of two other Bomarcs, one each at Hurlburt and Tyndall, that have also been long-removed from display. The National Museum of the United States Air Force at Wright-Patterson AFB has control over all Eglin displays and will be making final determination about the Bomarcs disposition. Mr. Sneddon told me that the folks at McGuire had initially expressed interest in taking 59-2016 but ultimately decided against it. *Mark Sublette*

Our USNA Member - I wanted to let you know how things are going here at Navy. I will be graduating in June and will be commissioned into the Marine Corps. I interned at Sandia Labs over this past summer and was able to see Maj Sneddon again, who attended the National Meeting in Omaha. My early interest in pursuing a graduate school slot at the University of New Mexico paid off and I will be granted orders to attend school there for two years beginning next fall. It is not the usual career path for Marine officers to go immediately to grad school so I am lucky to have gotten a slot. I will be researching a high powered microwave related topic while I am there. So, it looks as if I will be able to make the next meeting in Cheyenne! I am looking forward to it. *John Topolski, Midshipman I/C, US Naval Academy, MbrNo SA042*

Pad Dad - I was a young "Twenty-Something Pad Dad" at a Titan II Complex south Three Point, Arizona (Yes!! There is such a Place! This is the location that the movie "Lillie's of the Fields" was shot), at Complex 571-8. I was complaining that "I wasn't getting any help from the combat crews in preparation for the (Dreaded and Feared) upcoming 180 Day Inspection!!" I informed the crew commander (a captain and very, very old - over 30 and no gray hair), that "Combat crews were "Unnecessary", and that you guys can be replaced by monkeys who can PUSH a "BIG RED BUTTON" when given a signal!" The captain looked at me and stated "That may

be true! But we will still need a "PAD DAD" to come out, and take care of them, too!" This one comment taught me the following: 1 - It takes cooperation between everyone (Maintenance & Ops), 2 - Not to get excited (as long as no one is going to get (or is) hurt), 3 - I also understand that "One Individual" can't do it all, 4 - What is important to one individual/group (maintenance) isn't to others (operations), 5 - "Murphy's Law" - During a 180 inspection "S*** HAPPENS!", And last, 6. - "If you can do any better - please take over." *Jim Reynolds, MbrNo L166, Tucson, AZ*

Titan II Site

AAFM member George Currie, who was in both the 381SMW and 390SMW has a good Titan II website at www.titan-II.com. He recently added a number of unit emblems and has T-shirts, golf shirts, sweatshirts, magnets, keepsake ornaments, mugs, etc. available with the designs. Just click on APPAREL & GIFTS to go to the on-line store or click on any of the designs at the bottom of the home page.

Hound Dog Renovation

A group of volunteers at the Travis AFB museum, now called the Jimmy Doolittle Museum, is restoring a Hound Dog AGM-28 missile for display. They are looking for more volunteers to help with the project. You can contact the project coordinator, Gary Vostry, at the Doolittle Air and Space Museum, PO Box 1565, Travis AFB, CA 94535. Meanwhile, member Homer Warner is keeping us up to date on another Hound Dog restoration, "Snoopy", he and others are involved in.

Taps for Missileers

LtCol (Ret) Carl Leddy, an AAFM member, served in Titan II in the 390SMW and 381SMW, at Sheppard and SAC, and lived in Fairborn, OH

LtCol Jamie Longino, was in maintenance in Minuteman at Whiteman and Malmstrom, in GLCM at Dugway, Comiso and Weuschheim, 15AF and lived in Tucson

Maj (Ret) Joe Mercer, an AAFM member, served in Minuteman maintenance in the 455SMW/91SMW and in the 1STRAD, lived in Las Vegas, NV.

CMSgt (Ret) Howard Rice, an AAFM member, served in Atlas D, Thor, Mace in the 38TMW, Jupiter at Huntsville and Cigli, Minuteman in the 90SMW and in the 4315CCTS, 3901SMES and at Sheppard, and lived in Batesville, MS

LtCol Harry Strohecker, an AAFM member, was in Minuteman in the 341SMW and lived in Casper, WY

Books by AAFM Members (and others)

REACT, a novel by AAFM member SMSgt (Ret) Oscar Reagan, Jr., who spent seven of his twenty-one year career in Minuteman. The novel follows the adventures of Capt Tony Kirkland and his teammate, Sgt Darren Parker members of a Minuteman Rapid Evaluation and Correction Team (REACT), tasked with keeping the nation's missile force on alert and ready to go and, at the same time, be role models in their community. REACT can be ordered through local bookstores or on-line at www.publishamerica.com/books/3624 for \$19.95.

The First Space Race, published by Texas A&M University Press under the aegis of the NASA History Office, examines the race between the Sputnik, Vanguard, and Explorer teams to launch the world's first satellite. This includes the development of the original ballistic missile programs, since most launchers of the 1950s had their origins in Army and Air Force IRBMs and ICBMs. The foreword is written by Dr. James Van Allen. Matt Bille, an AAFM member, along with MILSTAR engineer Erika Lishock, are the authors.

Explosive Identification Guide, Second Edition, by Mike Pickett, has just been released by Delmar Publishing. The new edition has a chapter on weapons of mass destruction as well as new photos.

Will's Landing, by AAFM member LtCol (Ret) Chuck Gordon, serves up a touching mixture of emotions about a rich white Southerner and a black boy. Will and Joanne Waggoner, a childless middle-aged couple, live on their beautiful estate in central Louisiana in the mid-60s when Otis Jones, an eleven year-old boy, walks into their lives and their hearts.

Spying from Space, by AAFM member David Arnold, tells the story of how military officers and civilian contractors built the Air Force Satellite Control Facility (AFSCF) to support the National Reconnaissance Program. The AFSCF also had a unique relationship with the National Reconnaissance Office, a secret organization that the U.S. government officially concealed as late as the 1990s. Spying from Space fills a gap in space history by telling the story of the command and control systems that made rockets and satellites useful. Those interested in space flight or intelligence efforts will benefit from this revealing look into a little-known aspect of American achievement.

Join us in Cheyenne in 2006

Reunions

Association of Air Force Missileers - 27 Sept - 1 Oct 2006 - still a long time away, but plan now to attend our seventh National Meeting at the Little America Hotel in Cheyenne, with great tours at Warren AFB. Registration will start in mid-2005. Several individual reunions will be part of our meeting - yours can be too. Some are firm and some are in planning. The 556SMS (Plattsburgh Atlas) will be there, contact Mel Driskill at e-mail dgser@earthlink.net or Bruce Ralieg at braleigh@wideopenwest.com. 381SMW (McConnell Titan II), Larry Kugler is working to organize this unit to join us or meet elsewhere, e-mail lkugler@mn.rr.com

TAC Missileers - Nashville, TN, 1-3 June 2005, Airport Embassy Suites Tel 615-871-0033, contact Joe Perkins, 904-282-9064, e-mail perkster@fcol.com

551SMW (Atlas) - 20-23 April 2005, Dayton, Ohio at the Fairborn Holiday Inn. Contact Ken Fisher at e-mail sms551@aol.com

308SMW - anyone interested in participating in a reunion of the Little Rock Titan II wing, possibly with the 390SMW in 2005, contact William Leslie at William.Leslie2@wpafb.af.mil

485TMW (GLCM) - Cheyenne, WY, 2-5 June 2005, contact Dan Clark, (307)631-3960, dclark485@hotmail.com

455SMW, (Minot early Minuteman) - 6-10 April 2005, Tucson, AZ, contact Royce Brownfield at (480)671-0962 or e-mail Royce.brownfield@mchsi.com or Jim Kunkle at (480)575-7087 or e-mail luckyjim4@cox.net

490MS (Malmstrom Minuteman) - Heritage Celebration, 8-11 June 5, 2005, Malmstrom AFB, MT. Seeking prior members who would like to make their part of the 490th's story known. For information or to share a story, contact the 490MS unit historian, Lt Ben Bourcy at (406) 731-6509 or Benjamin.Bourcy@malmstrom.af.mil.

Possible 579SMS (Walker Atlas) - contact Fred Mortimer, email fmortimer@tampabay.rr.com, Phone a727-734-3487, 1610 Amberglenn Drive, Dunedin, FL 34698

341SMW Maintenance Reunion - 2-4 June 2005, Great Falls. Contact Lt Adam Rector at 406-731-7015 or email adam.rector@malmstrom.af.mil

Possible 576SMS/FLTS Reunion (Vandenberg), contact Edwin R. Floyd at 512 447 2201 and/or edntex@hotmail.com.

Reunion Notices should be to AAFM as early as possible so we can list them in the quarterly newsletter, on our web page and in our monthly e-mail updates.