

Mace/Matador

MISSILEER NEWS

"SERVING THE TACTICAL MISSILE CREWS AND SUPPORT PERSONNEL WHO FOUGHT AND WON THE COLD WAR"

Volume 2, Issue 3

Jul-Aug-Sep 2000

AFTER THE BALL IS OVER

Wow!...and whew! Yes, that about sums up my thoughts on our just-ended get-together in Grapevine, Texas.

While I was having a nerve attack prior to the event because of the light attendance, we happily discovered it didn't affect the degree of fun at all. In fact, we probably set a laughs-per-minute record for senior citizens, if anyone is keeping track.

I was concerned there would be disappointment, but that wasn't the case at all. If anything, the smaller than expected turnout provided the opportunity to spend more quality time with old and new friends.

The Embassy Suites hotel proved to be a good selection. Our hosts were extremely courteous and helpful, the facilities beautiful, clean and comfortable, and the food outstanding!

Friday night, we enjoyed a delicious selection of meats, cheeses and salads, and then while we finished our decadent deserts and coffee, the DJ set up his equipment.

A few selections from Glen Miller set the mood, and by the time we got to Kenny Rogers and Willie Nelson, the rug-cutters were doing their thing. Before the entertainment ended, the talented DJ, Lico Reyes, was doing his Elvis impression and leading the dancers in the Hokey-Pokey.

Saturday night saw us shaking mothballs out of our suits as we at-

tempted to match the sartorial splendor of the ladies.

Following the pledge of allegiance and a few words from our leader, we returned to visiting while the wait-staff served the meal. The banquet consisted of superbly prepared herbed chicken breast and sirloin steak with buttered baby potatoes and steamed carrots. Chocolate cheesecake and coffee topped off the feast. What a meal! Yeah, I know, it couldn't match the mess hall at Metro Tango, but we got by, and I'll probably have to get back on the 5BX program again.

Sunday morning found us gathered for yet another complimentary hotel breakfast and sadly saying our goodbyes. Like all the other hotel meals, the breakfast selections were outstanding. To my disappointment, they didn't have real SOS and I had to make do with country gravy on my toast.

All in all, it was a great event, and everyone I talked to echoed that opinion.

We also achieved a side benefit by proving there was no need to hire an expensive reunion service to be successful. Now we can go on to Orlando with more confidence and experience.

Speaking of which, don't miss next quarter's newsletter, as we are already making plans for October 2001.

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Memories Are Made of This

27 Jan 57

Left Ft. Hampton, NY on troopship, Gen. A.M. Patch for 10 day trip to England. Didn't get into South Hampton until evening. It was drizzling as usual, the people there said. The trip on the ship was fun. Had compartment cleanup in the morning and no details the rest of the day. Some 82nd Airborne troops were on board and they had all guard duty. The daily weather was partly cloudy and cold. The ship rolled and dipped quite a bit, but the crew said they had seen a lot worse. Never got seasick, but there was one guy that spent most of the trip hanging over the rail. The English channel was rougher than the Atlantic. Got to Bremerhaven on 5 Feb 57. Stayed on ship until late afternoon then on train all night to Frankfurt. Then train to Kaiserslautern and bus to Sembach.

Robert Lannon

COMMANDER'S CORNER



JOE PERKINS, CHAIRMAN
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First, let me thank the family members who came to the Dallas get-together and made it a big success. I appreciate your support and I really enjoyed talking with, and seeing everyone.

I am sorry that Richard Pettitt, on the last day, had a medical problem and had to go to the hospital. We wish him the best.

I have decided on 3-6 October 2001 as the date of the next reunion. I will need to know how many members are planning to be there so I may know how many rooms we will require. With this info I can determine the size and location of the hotel. I will need this info as soon as you can tell us (before the end of the year).

When I receive this info I will notify you so you may make reservations. We had a couple of problems in Dallas because of late reservations. It does not cost to make a reservation and then cancel because of an emergency.

I would like to say we are trying to make it as low as possible, cost wise, so the members on a tight budget can attend. We will make an all out effort to help anyone who wishes to attend, who is limited in funds. I believe something can be arranged for you to attend at least one reunion.

That is my goal so if you are in that situation, notify me and I will work with you on a confidential basis. We will send out a newsletter early next year with more details. **START PLANNING NOW.**

EDITORIAL: LOOKING BACK...AND AHEAD TO 2001

GARY SAND, EDITOR
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It's now been over a year since we mailed the first issue of our newsletter, and in that year we have accomplished a lot of things. We have gained over 300 members, and just finished putting on our first "simulated reunion", without the help of a professional service.

On this slightly delayed first anniversary, I'd like to take a look back at what we've done, do a little house cleaning and bring you up to date on our plans for the next year.

We all jumped into this thing with much enthusiasm and good intentions but not a lot of experience in running such an organization. There was no Air Force regulation to read which would guide us in setting up a non-profit, all volunteer group. We had no idea how many people would eventually be on our membership list. Nor did we dream how much of a workload it would be to publish a newsletter, manage the rosters and funds and continue to recruit and retain members. Rather quickly, we discovered ourselves lip-deep in unexpected to-do's!

Joe is the work horse of the this team. He handles all the financial duties, spends loads of time maintaining the web page, tracking former missileers and keeping a collar on the ones we've already found. He also coordinates all suggestions, comments, gripes and kudos, and patiently keeps me on target if I lose the lock-on box...which I've been known to do at times!

I write, print, assemble and mail the newsletter, maintain a master mailing list and publish a membership roster. Trust me, it's been a real learning experience!

Recruiting is going well, and our ranks are growing rapidly. The last newsletter was mailed to a record number 577 people, and we've already added another 20 names since then.

One unforeseen result of the intense recruiting effort, has been to accumulate the names of many members who apparently do not wish to be included in our group. Until now, we've been sending newsletters to everyone on that list without verifying whether they are interested in receiving

them or not. The time has arrived to clean house, so let me explain what's going to occur.

If you have called, written, filled out a survey, made a contribution, or talked to anyone about our group, don't worry; you will remain on our mailing list as an active member. Those who have done none of the above, will be receiving a post card requesting a response to indicate they still want to be included. Approximately 200 names fall into that category. If we have made a mistake, and a member has indeed been in contact, we apologize and this newsletter in your hands indicates that you are already back in the fold.

While we would love to keep everybody in our missileer family, it simply makes no sense when you consider printing costs, postage and the time it takes to assemble and mail out newsletters and other correspondence. If people have no interest in us, we can't force them to become interested.

Now to the future. By the time you read this, Joe will have begun planning our 2001 Orlando reunion. We learned a lot while planning the DFW event, so we're going into "the big one" with a lot more confidence.

At the Orlando meet, we will work on plans to become a registered, non-profit organization. This will allow us to sell memorabilia to offset operating costs, pay a reduced postage rate and keep the IRS out of our hair!

We will also discuss election of officers to take advantage of group synergy, and to spread the workload around.

In that vein, I'd also like to put out a call for my replacement. I agreed to publish this newsletter through 2001, but by then it will be time for new blood. I know there are many of you who can do this job better than I, and it would be beneficial to the organization for this paper to report and comment from another perspective. The groundwork is in place, so all we need is a volunteer.

Keep these things in mind for Orlando.

"Recruiting is going well, and our ranks are growing rapidly. The last newsletter was mailed to a record number 577 people....."

Thank You! Thank You! Thank You!

All of you who contributed items, articles, and photos for our display boards and tables deserve a special thanks. Lots of memories were conjured up while looking at them. If any of you left display items that you want back, Joe has them for safe-keeping. Give him a call if you want them returned before the Orlando reunion. Thanks also to those who helped haul stuff, set up displays, and put in a shift on the registration table. Last, but certainly not least, thanks Arlene and Travis for the great website pictures!

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Several of you have been sending donation checks to me, and while we *greatly* appreciate your generosity, it works much better for us if you send them directly to Joe. I manage to beat out a few words on the computer, but when it comes to bookkeeping, I make a good ditch digger! Joe is the designated financial wizard and official check writer for this team, so I depend on him to keep us solvent. You can help keep me un-confused by sending all donations to him, and only newsletter items to me.

Send to: Joe Perkins
2019 Cornell Rd
Middleburg, FL 32068

Patches

Professionally made, embroidered cloth, Missleer patches, as shown on the back page, are now available. It's a 4" patch in 5 colors and is suitable for your jacket, golf bag or display case. We are requesting a donation of \$5 for each patch to offset manufacturing and mailing costs.

We are looking at getting 3", cap-sized patches, but that will have to be next year, if there is enough interest to order the minimum 100.

Send requests for patches, along with a large, stamped, self addressed envelope, along with your contribution to Joe.

Change of address

If you are moving, please don't forget to notify us. The next issue will include a change of address form to make it easier, but until then, please call, write or e-mail Joe or Gary.

MAIL CALL!



Last issue's request for response from the great silent majority had a big impact on our mail, 'cause I sure got a bunch!

I always enjoy getting a nice handwritten letter. E-mail has become so commonplace that we sometimes forget there are some who don't have computers.

To know someone took the time to write by hand, means a lot.

One of those letters was from Harold Edwards, who related some of his missile experiences. He told about a Matador that tore up the blacktop behind the blast pad during an engine run. I didn't realize that incident had happened before a similar experience with a runaway Mace at Site IV.

Robert Lannon wrote to say he wanted to stay on our mailing list and reminded me that the Matador radio-relay teams were posted at remote sites. I hope one of the Matador folks will write and explain in detail to us Mace guys how their system operated. Sounds like a project for someone....any volunteers? Robert did send several recollections,

some of which are our memories feature this time.

Thanks to D.R. Barker for the CARE packages! He sent photos, articles, items for our memorabilia display and Matador photos of a Libya launch.

I was pleasantly surprised to get an e-mail from Jeff Schiff. He was one of the guys on our long-count team that went to Hahn in October 1960. I had searched for him several times without success. I'm glad to say he's on the team again!

Also had mail from Calvin Farrell, James Denman, Clint Everett, Gene Hogan, James Robertson, Gordon Adams, George Galaush, Charles Martin, Chico Ruiz, Dave Johnston, David Congdon, William Lewis, Robert Bolton and Frank Blackburn.

The names of old friends and new members continue to flow in. Recent additions are: John Bon Tempo, James Bryan, Paul Yardon, Herb Jones, Lee Elder, Jerry McBride, Donald Meek, William Hall and Guy Chaney. Also add George Bennett, Carl Orpurt, Harry Bruno, Bill Krebs and Truman Bass.

I know I've missed somebody, but that's due to my lousy record keeping, not my intentions, so bear with me guys!

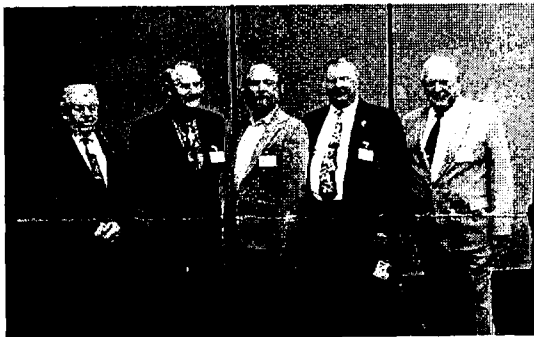


Hahn had the biggest showing , but Chuck Freshour can't figure out what he's doing in this photo with all these old guys!

Here is a small sampling of photos we took. Printing photos takes a lot of time and a lot of ink, so I couldn't show them all here. I've tried to include everyone in at least one, but If I missed anybody, please let me know and I'll get you in a future issue.

Because of house lighting, the pictures we took during the dance came out too dark to copy well, but the participants are probably thankful for that! Well, maybe not. Our leader Joe Perkins and Richard Pettitt looked pretty cool doing the hokey-pokey!

Log on to our website to see many, many more photos. Thanks again to Arlene Alward, Trevis Moss and Judy Brooks for their digital documentation of this momentous occasion.



Kadena's best represented PACAF



Sembach had a good turnout.



Bitburg made it too.



The best for last...our lovely ladies!

History of the Tactical Missile

This is the first in a series of articles condensed from a two-part feature in the Spring and Summer issues of International Plastic Modelers Society/United States Branch, Quarterly. The authors were our own Fred Horky and a Dr. Griffin T. Murphey. Each author had submitted his own manuscripts, but the magazine editor combined them. Fred wants us to know that he does not agree some statements in the story, but he is sharing them "as is".

The story is filled with wonderful photos and sketches. Some I will be able to scan and print, but unfortunately space will not permit using all of them.

The first Matadors, the precursors of the Mace, were called the SSM. The program began in 1946 and perhaps eight or ten flights were made by 1949. The SSM greatly resembled the Matador, with the exception that it had a mid-fuselage mounted instead of shoulder mounted wing.

The TM-61 Matador itself was originally identified as the B-61 pilotless bomber, thus continuing the "B" for Bombardment series of bomber design numbers started with a biplane B-1, continued on through the B-17, B-52, B-58 and B-70, and starting again now with Rockwell's latest B-1B. Other missile systems which originally had design numbers in this series were the SM-65 Atlas, SM-75 Thor, SM-68 Titan, and the HMS-80 Minuteman. All of these bombardment series numbers were changed during the sweeping 1962 identification realignment throughout the DOD. At that time, the Mace became the MGM-13A. At one time, it was considered for use as a photo-recon drone, though we're not certain it was ever so used. Later in its career it was again re-designated, this time due to a mission change, becoming the MQM-13A target drone.

Much of Martin's design development went into the "ZEL" (ZEroLength) system of launching from mobile trailer launchers, instead of the bulky and inflexible launch rail methods used for such systems as the German V-1 of WWII. The ZEL system demanded a high powered booster rocket which developed its thrust extremely rapidly, as success hinged on the fact that at launch the slow-moving missile was supported by the vertical component of the booster's inclined thrust vector (aimed exactly through the combined missile/booster center of gravity), while the horizontal component of the thrust accelerated the missile to flying speed. In other words, it meant balancing the missile on a fixed, sloping rocket while accelerating from zero to 200 knots in less than two seconds! The RATO booster selected was a solid rocket motor manufactured by Thiokol, and rated at some 102,000 lbs. of thrust.

For missile guidance, the earlier Matador used technology derived from WWII and Korean war all-weather bombing systems, using manually controlled ground radar command. These MSQ-1 radar sets (invariably called "Miscue") were located at detachments of the 601st Tactical Control Group, another unit of the Matador's 38th Tactical Missile Wing. These radars were sited on lonely mountain tops between the missile bases and the WARPAC bloc borders and located so that the weapons controllers could acquire the Matador on radar and direct it to its target. Course

changes, weapon arm, and target "dump" signals were manually "beeped" to the missile's autopilot and warhead via an APW-11 transponder in the missile. This same MSQ system was also an integral part of USAF's tactical fighter capability, since airplanes such as the F-84F and F-100 were equipped to be controlled by the "Miscue" controllers in the bad weather which is the norm rather than exception in Europe. The first Matadors arrived in Europe in 1956 just as the Soviets were occupying Hungary, and a crash program was undertaken to assemble and get all of them "on line" within a matter of days.

Since radar control demanded line-of-sight contact, the Matador would thus end its mission at target "dump" at a considerable altitude-40,000 feet and above. Thus it became increasingly vulnerable to air interception as Block air defenses improved. In addition, the necessary ground-to-air radar communications were subject to jamming, not to mention the vulnerability of the radar sites themselves to ground attack. Recognizing this, the USAF sought an improved version of the Matador which would have self-contained guidance as well as low-altitude capability.

The TM-61B Matador actually came later than the TM-61C by about three years. There were two TM-61B versions, the ATRAN guided version (Automatic Terrain Recognition And Navigation) and an inertiality guided variant. Around 1960 or 1961 the Air Force felt the bird was sufficiently different from earlier types to warrant a name change to TM-76 Mace. For a few weeks it was called the Mighty Mace, but this was soon corrupted to "Mickey Mouse" and the brass changed the name simply to Mace. However, as late as January 21, 1957 one such missile still bore prominent "Martin TM-61B Matador" logos when the missile and its distinctive prime mover participated in President Eisenhower's second inaugural parade.

The TM-76A (or Mace A, as it was often called) was procured in three production batches in FY 1956 and 1957. They were 56-713-729 (27 airframes), 56-2883/2902 (20 airframes) and 57-2353/2452 (100 airframes). A further 126 programmed for the 1958 fiscal year were cancelled.

(Continued next issue)

MMI-TERACRUZER

The ultimate SUV, it went where no vehicle had gone before.

This became a familiar view to many of us, especially guys like Orlando MMI Instructor, Sam Williams, who was among those attending the recent gathering in Texas.

Remember how to drive it?

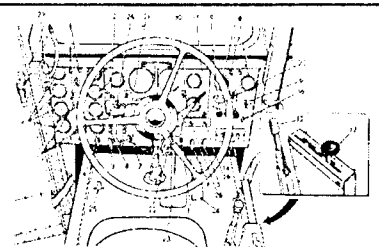
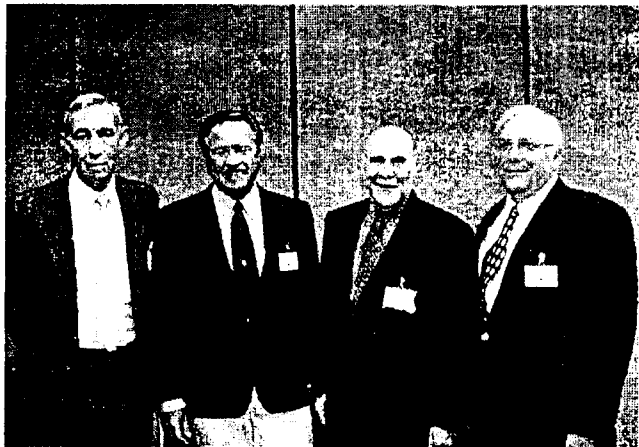


Figure 12. Shows the chassis of the Teracruzer. The engine is a 2-cylinder, 4-stroke, 100cc unit. The transmission is a 4-speed manual. The rear axle is a live axle with disc brakes. The front suspension is a MacPherson strut. The steering is rack and pinion. The chassis is made of steel. The weight is 1,200 lbs. The top speed is 100 mph. The range is 100 miles. The fuel consumption is 100 mpg. The engine is a 2-cylinder, 4-stroke, 100cc unit. The transmission is a 4-speed manual. The rear axle is a live axle with disc brakes. The front suspension is a MacPherson strut. The steering is rack and pinion. The chassis is made of steel. The weight is 1,200 lbs. The top speed is 100 mph. The range is 100 miles. The fuel consumption is 100 mpg.

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The 4-Missileers. Who says you can't go back! Former Hahn buddies, Charles "Marty" Martin, David Maas, Elias "Chico" Ruiz and Julian Esposito were inseparable for the entire event!

Don't forget...we're on the net!

<http://tacmissileers.homestead.com/MISSILEER.html>



EXIT SMILING-RULES OF THE AIR

1. Every takeoff is optional. Every landing is mandatory.
2. The only time you have too much fuel is when you are on fire.
3. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
4. Helicopters can't fly, they are so ugly the ground repels them.
5. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.