



TAC MISSILEERS

MISSILEER NEWS

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

Volume 4, Issue 1

Jan-Feb-Mar 2002

TAC MISSILEERS WE ARE OFFICIAL!

Thanks are in order for our Executive Director Joe Perkins. Starting immediately after the reunion he got busy, jumping through all of the legal hoops and tying up the red tape of filing forms to get our group recognized in Florida. State of Florida, Secretary of State Katherine Harris, remember her, from the last Presidential elections, signed the proclamation in Tallahassee on 29 November 2001. The Articles of Incorporation characterize us as a non-profit organization. Our official name is TAC MISSILEERS CORPORATION. Joe stated that we will soon get our tax numbers from Uncle Sam which will allow the paying membership to deduct their annual membership dues on their next 1040 Schedule A tax forms. Joe will keep

on top of this and let us know then the membership dues are deductible.

Job and Joe Correspond

In October Executive Director Joe Perkins received a cordial letter from Florida Governor Jeb Bush. The Governor expressed his heart felt thanks to the Tac Missileers for holding our reunion as scheduled in the face of the evil events of 9-11. In turn, Joe responded to the Governor, telling him of the Tac Missileers connections to Florida and Orlando in particular.

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MANAGEMENT BUSY WITH DENVER REUNION

With the on site assistance of several of our members in the Denver area our next reunion is already being worked. Preliminary plans are being considered and hotel site surveys are being made. But, the hotels there are pressing us hard to get a firm head count before committing to pricing or price breaks. With that in mind drop this paper right now and contact either Joe Perkins or Max Butler and tell them your plans about going. To quote Joe, " We would like to know how many will attend the Denver reunion next year, so we can make plans to

contact hotels. I was thinking late spring or early summer as the time frame for the reunion because everyone else is having their reunions in October. I think we can get a better deal this time of year, spring or summer, on hotels. I am for a hotel that includes a breakfast with the room price and offers a happy hour. Let us know what your preferences are."

We really need everyone's input, so please send your plans on attending to either Joe or Max right now.

FROM MEMBERSHIP DIRECTORS DESK

Max Butler

To date, we have 113 paid members. Hopefully after this newsletter gets out, it will jog some memories and we will get many more in. I have been talking the reunion up every chance I get, especially to the new members. I do think we will have a great reunion once we really get into gear and get the word out on it. I was thinking about the possibility of sending letters to Legion posts around the country, or better still the possibility of e-mail messages to posts that may have this capability. By doing this I thought maybe there be some members of the posts that may have been in the Matador and Mace pro-

grams, but are not aware of our organization and the reunions. Just another avenue of getting the word out. Of course we need to keep expense in mind also. Another thought would be to send the posts a newsletter. I realize there are many posts around the country, but maybe we could correspond with some of the larger ones. Word of mouth can be a great tool. Let me know what you all think. Don't be afraid you will offend me if its not a good idea. That's how this organization will grow, is by ideas and input.

EDITORIAL

Bob Bolton

Fellow Missileers, I volunteered for the editorial position, first to give Gary Sand a much needed respite and second to serve you and the organization. I feel that my function as the editor of our newsletter is to act as an intermediary to bi-directionally channel information from the executive board to you, and in turn edit and format your individual contributions for your fellow members interest, enlightenment and reading enjoyment.

This is *your* newsletter, without contributions from you I would have to fill up nearly all of the pages with information, data, and articles that I have to dream up or research from my own resources. This is not my newsletter, I do not want it to be a reflection of my personality, feelings, remembrances or thoughts.

Each of the several hundred of you has at least one story to tell. Your recollections may have only a very narrow interest group, just those who experienced that happening with you. Or, that tale might be the hit of the year among the whole membership. So, regardless of how you feel about that little happening or the big event, if it is a story that is meaningful to you it will be meaningful to others as well. Whether that interest group be only a former crew, a squadron, a base or the broad spectrum of every member, don't hesitate in submitting that yarn. Email me, snail mail me or call me with that story. I'll work it into the newsletter.

Everything submitted to the newsletter will be considered for publication. As it stands right now I would include anything you might send in. But, In the future, once you have swamped me with those hundreds of narratives and recollections, I know you will send, I will save and archived for our historical record everything that I can not edit into the quarterly issues. See the Help Wanted Ad for our new Missileers Historian Position.

With our broad based membership, consisting of constituents from missile maintenance, operations, launch crews, weapons specialists, admin, security, dinning hall, fire protection, and ground equipment support you all together have the potential and capability to supply us with meaningful stories as seen from several differing points of view on many subjects or happenings.

A Question Of Style: If you don't care for the way I write or edit the newsletter, please do not sit there and grumble to yourself, give me some feedback on it. After 20 years in the USAF and another 20 years in the electronics industry I am as thick skinned as a rhino and can take it your input. I'm rather new at this public writing thing and want to do a good job for you so let me or any of the Board members know if you want another slant taken with the newsletter. Again, it is yours.

Tactical Missileers is a non-profit organization currently applying for official status in the state of Florida. Membership dues have been established in the amount of \$15 per year to run from January through December. Notifications concerning dues will not be mailed to individual members. Announcements in the *Missileer News* will be the only notification given.

The *Missileer News* is published quarterly as time and finances permit. Articles submitted by members are encouraged and welcome. Subject matter can be anything about the Mace or Matador, or mission support organizations and activities. Articles of approximately 500 words fit best, but anything and everything will be considered.

Officers

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Who's on First?

Due to the realignment of responsibilities and the creation of several officer positions, all correspondence should be directed to the proper individuals. Here is where you should send it:

Newsletter articles and stories go to: Bob Bolton, 2140 Sandown Court, Lawrenceville, GA 30043. E-mail: rbolton@charter.net, 770 339-6836

All **financial transactions** must be sent to: Max Butler, 1220 Smith Rd, Mt Vernon, IN 47620 e-mail: quincey-andnancy@aol.com. Make checks payable to: ***Tactical Missileers***.

Address changes and new member referrals also go to Max Butler.

Questions or comments of a general nature should be sent to Joe Perkins or Julian Esposito. Their addresses are shown on page two.

IMPORTANT DUES NOTICE!**Don't let this be your last Missileer News!**

Annual dues in the amount of \$15 will be due on 1 January of each year. At this time, we do not have multiple year or lifetime memberships arranged, so any amount you send over \$15 will be deposited in the general fund.

If you have recently contributed \$15 or more to the newsletter fund, please let Max Butler know if you wish it to be applied to your 2002 dues. It is very important that you do this as soon as possible so accurate financial records can be established while we work towards attaining non-profit status. Make checks payable to: ***Tactical Missileers***, and please make a note on the check stating that it is for your 2002 dues.

Dues will be considered delinquent on 1 February and if not paid, the first quarter newsletter of that year will be your last issue. Your name will then be moved to the inactive list until dues are received. If you have financial difficulties at the moment and can't pay, contact Max Butler personally, he will arrange for you to continue to receive the Newsletter until you can pay your dues.

New Paid up Members...Welcome!

New members that have joined since 1/11/01.

G. Joseph Snyder,	4601 Valley Vista Rd.	Cameron Park, Ca. 95682
Jim Fredericks,	387 Kenton St.,	Aurora, Co. 80010
Wilber A. Witte,	8704 59 th Ave. CT. SW,	Lakewood, WA.98499-24
Frank Roales,	4585 E. St. Rd. 61,	Vincennes, In. 47591
James Dutcher,	5782 San Antonio St.,	Pleasanton,Ca. 94566
Richard Moffet,	243 McCormack Rd.	Waddy, Ky. 40076-6012
William Parnell,	4346 Sandra Circle	Glendale, Az. 85308
Fred Putnum,	226 Cobblestone Dr.	Colorado Springs, Co. 80906
Tom Shaffer,	802 Snyder St.	Webb City, Mo. 64870
Patrick Warhoe,	1632 Brook Ln.	Cedar Edge, Co. 81413
Roy Goggans,	404 Spanish Hills Ln.	Atoka, Ok. 74525
Gerald "Jerry" Johnston,	75 Shannon Dr.	Newport News, Va. 23608
Roger Lamothe,	110 Stevens St.	Lowell, Ma. 01851
William E. Mabee,	14445 Oakhaven	Dr. Lexington, Sc. 29072
Raymond V. Allin,	222 Bayview Ave.	Berkley, Ma. 02779

This is Cap Gun with a Communications Check.....

Do you remember your call signs....., Lee Kyser, one of my crew mates from the Gruenstadt days does, he reminds me of the call signs related to Sembach and its subordinate sites. According to Lee's sharp memory he recalls the call signs and their locations as being....

Mehlingen Site1 was Char girl 1, 2, and 3
Enkenbach Site 2 was Invent 1, 2, and 3
Gruenstadt Site 3 was Hacksaw 1, 2, and 3
And, Cap gun was the command post.

Guys, let's complete the call sign listing for Europe and Asia, send in those call signs that were assigned to your site or your work locations. While you are at it, send in the stories related to the communications process. I know that there are many funny and serious stories that can be told about the communications procedure that we used and at times suffered under.....Does anyone remember a fictitious Possum Fargo report that was sprung on some unsuspecting new launch crews their first nigh on alert duty, I do, but you need to send in the story for it to be told. I'm certain there are many others tales out there like that.....Let everyone read about them.

ROMEO BRAVO

TAPS

Jim Andrews has passed away after an extended illness. Jim was one of the key personnel in the original group instrumental in the organization and coordination of our first reunion held in Las Vegas in June 1999. Joe Perkins writes in observation of Jim's passing, " We lost a big booster and supporter of the Tac Missileers when we lost Jim, he did not let his handicap get in the way of supporting the organization." We will miss Jim, his ideas, dreams and support for the Tac Missileers organization.

From The Treasurer's Desk

Max Butler has submitted the following financial Report.....

TAC MISSILEER'S FINANCIAL REPORT As of FEBRUARY 17, 2002

BEGINNING BALANCE as of 10/11/01

Reunion Raffle	\$ 618.00
Deposit – Funds transferred from Joe Perkins	6,543.79
Deposit – Donations Received	180.00
Deposit – Dues Paid (106 New Members)	1,590.00
Expenses: Postmaster – Stamps	(34.00)
Newsletter	(612.22)
ENDING BALANCE as of 2/17/02	\$ 8,285.57

US Air Force Matador and Mace History In USAFE

1954....The first Matador surface-to-surface guided missiles arrived in USAFE on May 20. The Matador was assigned to the 1st and 69th Pilotless Bomber Squadrons. The 1st assigned to Bitburg Air Base conducted its first guided missile training launch at Wheelus Airfield, Libya, on 25 October. The 69th was assigned to Hahn Air Base, Germany.

By End of this year 114 Matador Missiles were in Europe.

1955....On June 8, USAFE changed the designation of the 1st and 69th Pilotless Bomber Squadrons, Light. They became the 1st and 69th Tactical Missile Squadrons.

1956....The 7382nd Guided Missile Group (Tactical) was organized on February 1 at Hahn Air Base Germany. The command discontinued the 7382nd on September 15, using the personnel and equipment from the group to form the newly activated 701st Tactical Missile Wing.

On September 15, USAFE collectively reassigned the Matador Missile Squadrons at Hahn, Bitburg and Sembach Air Bases to the newly activated 701st Tactical Missile Wing at Hahn Air Base, Germany --- the first missile wing in the US Air Force. At the same time, three tactical missile groups -- the 585th, 586th and 587th -- were activated. At Hahn the 69th Tactical Missile Squadron was assigned to the 586th; the 1st Tactical Missile Squadron was assigned to the 585th at Bitburg; and the 11th Tactical Missile Squadron was assigned to the 587th at Sembach.

1957....On December 31, 219 Matador Missiles were assigned to operation in USAFE

1958....38th Tactical Missile Wing Formed. On June 18, HQ USAFE inactivated the 701st Tactical Missile Wing; the 1st, 11th and 69th tactical Missile Squadrons and subordinate units. The 38th Tactical Missile Wing was assigned to Hahn Air Base, Germany. Also on that date the 71st, 405th, and the 882nd were redesignated as missile squadrons and assigned the 585th, 586th and 587th Tactical Missile Groups to the 38th Tactical Missile Wing. On December 31, 183 Matador Missiles were assigned to operations in USAFE

1959....The 38th Tactical Missile Wing moved from Hahn to Sembach Air Base in August. The TM-76A Mace Missile began replacing the Matador Missile, first entering the USAFE inventory on August 7, at Sembach with the 587th Tactical Missile Group. On December 31 of 1959, 120 Matador Missiles and 60 Mace Missiles were assigned to operations in USAFE

1960....On December 31, 60 Matador Missiles and 72 Mace Missiles were assigned to operations in USAFE

1961....On December 31, 44 Matador Missiles and 72 Mace Missiles were assigned to operations in USAFE

1962....On September 10, USAFE activated the 89th (Hahn) the 823rd and 887th (Sembach) Tactical Missile Squadrons and assigned them to the 38th Tactical Missile Wing. Two weeks later on September 25 USAFE discontinued the 585th, 586th, and the 587th Tactical missile groups at Bitburg. Hahn and Sembach and transferred their squadrons to the 38th Tactical Missile Wing.

On December 31, 90 Mace Missiles were assigned to operations in USAFE

1963....On December 31, 114 Mace Missiles were assigned to operations in USAFE

1964....On December 31, 112 Mace Missiles were assigned to operations in USAFE

1965....On October 1, HQ USAFE reassigned the 71st Tactical Missile Squadron (Mace B) from the 38th Tactical Missile Wing to the 36th Tactical Fighter Wing, Bitburg.

On December 31, 113 Mace Missiles were assigned to operations in USAFE

1966....By end September the MGM-13A (TM-76A) Mace weapons system had been phased out of the USAFE inventory. The command discontinued the 38th Tactical Missile Wing at Sembach and its 5 squadrons -- the 89th and the 405th at HAHN and the 822nd, 823rd and 887th at Sembach -- on September 25. One CGM-13B (TM-76B) Mace squadron remained in inventory assigned to the 36th Fighter Wing at Bitburg. On December 31 of 1966, 19 Mace Missiles were assigned to operations in USAFE

1967 and 1968....Unspecified number of Mace Missiles assigned to operations in USAFE

1969....Last Mace unit inactivated. The 71st Tactical Missile Squadron at Bitburg Air Base, Germany was inactivated April 30. This marked the end of the surface-to-surface missile era in USAFE which began with the Matador to Bitburg in 1954.

Work cited: Parrish, Patricia.

FORTY-FIVE YEARS OF VIGILANCE FOR FREEDOM: UNITED STATES AIR FORCES IN EUROPE. 1942-1987 Office of history Headquarters, United States Air Forces in Europe Ramstein Air Base, Germany

We want to flesh out the history of the Mace and Matador in service in Asia and the Mace's use as a drone in Florida. Please send in you information so we can continue to refresh our memories and record our history before it is lost in the fog of time.

Recently seen on eBay... A Topping Matador Martin Company presentation model going for a astonishing starting price of \$200.00. Hang on to those old Martin Company presentation models if you still have them, they are literally now worth their weight in gold.

From The Executive Director's Desk Joe Perkins

I am looking forward to the Denver reunion next year and would like members that have any ideas that they would like put forward to communicate with me and express his or her thoughts about the reunion. We plan on having a great get-together and I appreciate the effort already put forward by members to make it happen, thanks go especially to Terry Akre for his tireless effort on getting a great hotel lined up. See you in Denver!

Officer Bios

Shortly after taking on the task of editor I received a similar question from several different members. All of these questions centered on the same theme, wanting to know just who these Missileers were that we voted for in Orlando to lead the group. Thinking this was a good and reasonable question, I subsequently contacted the officers about this topic and they agreed to let me put their biographical information into the newsletter. A couple of autographical Bios follow. Others will be published in upcoming editions.

Max Butler.... Membership Director / Treasurer

I enlisted in the Air Force in **Jan. 57**, and went thru basic at Lackland AFB. From there was sent to Lowery AFB, to munitions school. After Lowery was assigned to Richards Gebaure AFB, at Grandview, Mo. Was a F-102 fighter base at the time. From there was assigned to Hahn AFB, Germany in late **58**. Was on the business end of a Matador crew on sites "A" and "C". Was transferred to Bitburg AFB about early **61**. Re-enlisted while at Bitburg. From Bitburg was sent to Hamilton AFB in Ca.. Stayed at Hamilton for 1 year and two weeks, and was sent to Lakenheath AFB. in England. After tour in England, rotated back to states and left the Air Force. Regretted it for years. Should have gone back in.

Went to work for ADM Milling Co in Mt. Vernon, In. in 1965, and been there ever since. Was promoted to Asst. Terminal Mgr. in late 98.

Have been involved in many community activities over the years, such as 25 years in the local fire and rescue dept., 4 years as the dept chief. Was a volunteer ambulance driver for a number of years. In 94 was appointed Chief Dep. Coroner for the County.

Because of my interest in this line of work, and the experience I have gained the past 8 years, I have decided to run for the office of County Coroner this year, 2002. If I am successful in the election, I will take office Jan. 2003. I intend at that time to retire from the

job that has provided me with a living all these years.

In 2001 at the Orlando reunion, I was elected (volunteered) (everyone said okay) so I surmised that means elected to the office of Tac Missileer membership Director/treasurer. I have not regretted it. Although it takes up some of "free" time, I'm enjoying it and will enjoy it even more after I retire. Had a ball at the reunion.

Been married to my wife Nancy for 25 years, this May. Have 3 sons, a daughter, and almost 11 grandchildren.

Would like to encourage all who are able to plan on attending the 2003 reunion in the Denver area. You won't regret it. Seeing old friends, and making new ones is well worth the trip.

As your Membership Director/Treasurer, please call on me if I can be of any assistance, in any way.

Joe Perkins.... Executive Director

1949-1950- Basic Training and Tech School (Airplane & Power Plant School) Sheppard AFB, Wichita Falls, Texas

1950- A&P Mech. Yokota AB, Japan (F-80 Air Craft)

1950-1951- A&P Mech.. Numerous bases in Korea including the Chosen Reservoir (P-51 AC)

1951-1953- A&P Mech. – Flight Engineer Johnson AB, Japan (C-47 AC)

1953-1959- Flight Engineer Donaldson AFB,SC – Sewart AFB, Tenn – Shaw AFB,SC (C-82 & C-119)

1959- TM-76 Mace Training School Denver, Colorado

1959-1960 TM-76 Mace Missile Training Orlando AFB, FL

1960-1963- Crew Chief Launch Team Site IV and site Site V

1963-1967- Instrumentation Tech.& Range Safety Tech. Vandenburg AFB, Ca., Minuteman, Titan, Atlas

1967- Range Safety Tech. Vandenberg AFB, Ca TITAN III MOL Program

1967-1969- NCOIC Targets & Missile Branch, Armament Laboratory, Eglin AFB, Fl

1969- Retired August 31 1969 Eglin AFB, Fl.

HISTORY OF THE TACTICAL MISSILE...PART 6

This is the fifth in a series of articles condensed from the 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. Griffen T. Murphey. Each author submitted his own manuscript, but the magazine editor combined them. Fred wants us to know that he does not agree with some of the statements in the combined story, but is sharing them "as is".

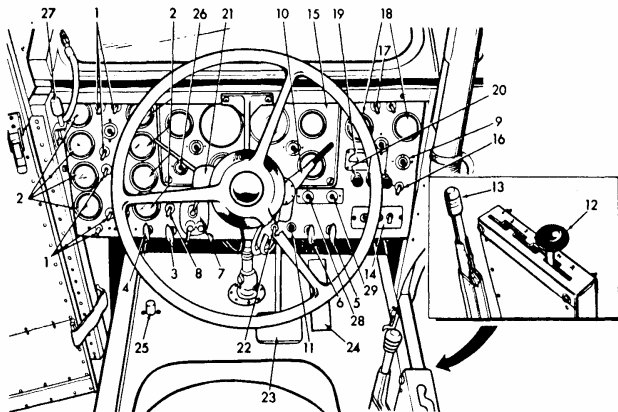


Figure 10: Driver's controls and instrument panel of the MM-1 truck. From USAF tech manual, via A. Corcoran.

- | | |
|---------------------------------|--------------------------------------|
| 1 - Tire pressure switches | 15 - Operating instruments cluster |
| 2 - Tire pressure gauges | 16 - Differential lock switch |
| 3 - Throttle | 17 - Bogie tilt switches |
| 4 - Choke | 18 - Bogie tilt gauges |
| 5 - Starter pinion detent | 19 - Cylinder head temperature gauge |
| 6 - Engine stop | 20 - Windshield wiper controls |
| 7 - Light switch assembly | 21 - Turn signal switch |
| 8 - Power take-off switch | 22 - Ignition switch |
| 9 - Differential lock indicator | 23 - Brake pedal |
| 10 - Trailer brake air valve | 24 - Accelerator pedal |
| 11 - Starter button | 25 - Dimmer switch |
| 12 - Gear selector lever | 26 - High-beam indicator |
| 13 - Parking brake lever | 27 - Map light |
| 14 - Heater switches | 28 - Oil pressure |
| | 29 - Oil temperature |

The Continental engine's power went to the wheels through an Allison semi-automatic transmission with torque converter, which provided four forward and one reverse speeds. A FWD transfer case could shift power to the power take-off used by the various "packs" which could be installed on the flatbed. Power went to the wheels via a center differential between the bogies, and thence through tubular drive shafts to front and rear differentials. The MM-1 featured 8x8 drive, with all eight wheels driven continuously. The TeraTires, sometimes called "pillow tires", made by Goodyear Aviation Products Division of Goodyear Tire and Rubber, were 3.2 feet high and wide, and operated at very low pressure. Panel switches in the cab controlled tire pressure. Each tire could be inflated or deflated individually at any time the engine was running, even while under way, by using air supplied by an on-board air compressor. Each tire had its own switch and pressure gauge, and a master switch to collectively control all eight, to maintain pressure between 3 and 10 PSI, depending on conditions. Air was also used for the air over oil hydraulic disc brakes, which were external to the wheels, mounted in the drive train on each bogie. The front bogie of four wheels was pivoted for steering on a central spindle, movement being controlled by two large hydraulic rams. This was full power steering, not power assisted, and it was quite impossible to steer without

hydraulic pressure. In fact, at extremely slow speeds it was necessary to drag the brakes with the left foot while speeding up the engine with the right foot on the accelerator, to assure sufficient hydraulic pressure to rotate the bogie.

An additional feature of the "walking beam" bogie suspension was a power tilt with which the driver could elevate the front wheels of the front bogie by means of a dash switch controlling two additional hydraulic rams on that bogie. This feature was used in snow and very soft ground for the forward wheels to "pack down" the surface for the back wheels, thus reducing the "snow plow" effect.

The vehicle was unsprung, the soft tires being the only spring action. There were no shock absorbers to snub the undulating ride provided by those soft Tera tires. If the vehicle was driven at a speed that put the natural frequency of the tires in resonance with that of an uneven road, the ride would appear (and feel) like that of a rodeo bull! This was the probably reason for the 25 mph speed limit, and surely the reason for seat belts, which were the first factory-installed belts encountered by author Horky in any vehicle, military or civilian.

While a spare tire mount was positioned opposite the fuel tank, the tire itself was often not installed. With the capability of re-inflating the tire while driving, a spare was not really needed. Also, changing a tire was a major task beyond the capability of the driver.

The Tera Tires were nearly impervious to normal "puncture flats", but were obviously quite a hit more than the routine tire change when they did go flat. Because they were easily pumped up by the on-board compressor, slow leaks were tolerated to a large degree. To prevent a parked truck from listing like a drunken elephant when it settled down with a slow leak, it became standard procedure to place a wooden block under each outside bogie walking beam. These were cut from railroad ties or telephone posts, with their length such that they would just slip under the walking beam when the tires were inflated. Since air pressure was available as soon as the engine was started, a low tire could be re-inflated and the blocks removed even before the engine was warmed up.

The tires always had considerable variation in appearance. Operation on concrete or gravel left the tread contact areas considerably lighter in color than the side-walls. Also, exposure to the elements lightened the color of the whole tire, and only a new, un-mounted tire was anywhere near "black" in color.

With this, chapter 6 of section one, we bring to a close the first of the two part article on the Mace/Teracruz as found in the IPMS Quarterly magazine spring and summer issues of 1986. Part two sorts out the Translauncher and the MM-1 in their various iterations as the Mace support vehicles. Paint finishes and missile markings will be discussed and described. Finally, this fine piece concludes with a detailed review of the old Revel History Makers Mace/Teracruz model kit.

TAC MISSILEERS
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**Postmaster Please Forward
If Undeliverable, Return to
Sender**



Who remembers where this logo was found?
Send us you answers. No prizes involved.

Help Wanted

We Need A Volunteer For The Position Of Organization Historian

The position of Tac Missileers Organizational Historian is now available. We call for an individual who will collect, organize, categorize, safeguard and occasionally report on the many pictures, articles, magazines and other Mace and Matador memorabilia that has already be gathered by the Board members over the past 3 years. We think it likely that the collect will grow and with this growth the demand for an official historian / archivist is now real. Bob Bolton has volunteered for the time being to assume this task. We know that several of you have had experience as squadron and unit historian during your days in the Air Force, so let's see those hands. Please contact the Executive Board and tell them of your eagerness to take over this rewarding Task.