



TAC MISSILEERS

MISSILEER NEWS

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

Volume 4, Issue 2

Apr-May-Jun 2002

2003 Get-Together Set — Tax Free Status Granted

By Joe Perkins I would like to officially announce the dates of the 2003 reunion. They are June 19-21, 2003. We expect to have finished with the selection process of the host hotel by end next quarter. With the hard work of our man on the ground in Denver, **Terry Akre**, we will have the hotel selected real soon and ready to take our reservations. Terry has been working relentlessly with the Denver hotels to get us the finest package possible at the best price.

On June 24th I received notification from the IRS that we have been granted exemption from Federal income tax under section 501(a) of the IRS code. Under this ruling donors can deduct

contributions made to or for the use of our organization.

New Organization Patches

Our newly revised organizational patches are now available. The title has been corrected to read, TAC Missileers. The new patches are available directly from me. If you want to order one or more, send me your self addressed stamped envelope with your order. Patches are priced at \$3.00 for the 3 inch version and \$4.00 for the 4 inch version. Keep your sights on Denver!

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The following article was taken from Vol 1, No. 1 Missileer Feb 1958

Valor With Progress.....Of Missiles and Men

Activation of the 701st Tac Missile Wing in September 1956 — the first operational missile wing in the Air Force was a milestone in this modern missile age. To understand and appreciate the full meaning of the event, one must first know the history of the weapon which the wing pioneered. The Matador guided missile was first conceived on the drawing boards of Glenn F Martin early in 1946. It appeared as a jet propelled missile, similar in appearance to a jet fighter but with one important innovation, the "zero launcher," which was designed to thrust the missile into flight with the aid of a rocket bottle. The zero launcher is the world's shortest runway, with the advantage of being mobile, compact, and practical. Flight tests were under way as early as 1949 at Holloman AFB, New

Mexico., but many observers doubted that this particular missile would ever serve any practical purpose. However, the Air Force began training technicians and filtering them into the test. Crews moved with the Matador to the Air Force missile test center at Patrick AFB, Florida. After two years of testing, the Matador was ordered into production and the first operational missile squadron was activated to utilize this newly designed weapon system. The squadron, designated the 1st Pilotless Bomber Sq, operated and trained for deployment overseas. Movement overseas took place in March 1954. The unit was joined in Europe during September by its sister unit, the 69th Pilotless Bomber Sq, which had been organized on Jan 10, 1952. These units were located in Germany at Bitburg AB and Hahn AB respectively. On Feb 1, 1956, a composite group of officers and airmen from the 1st and 69th Tac Missile Sq, as they had come to be called, organized the 7382nd Guided Missile Gp (Tactical) commanded by Lt Col Robert F. Zachmann.

See Of Missiles and Men, Page 8

BY MAX BUTLER.....MEMBERSHIP DIRECTOR / TREASURER

Email Addresses....I have a request.....that each and everyone of you send me an email message just so that I can confirm I have your latest internet contact information. I get many bounced messages when trying to contact members. Most bounced messages take place because of changing your ISP and afterwards forgetting to forward your new address string to your contacts. Be sure to include your snail mail address when sending that email message to me. My email address is, quincyandnancy@aol.com

Job well done...as of the end of May 2002 we have logged in 249 contributing members. This is a gratifying number. Your collective response to our last quarter's call for membership dues was rewarding, and also we have added 17 brand new members since the end of March. If you happen to reestablish contact with some of you old crew mates please direct them to the organization. As of the last of May we have an even 700 names on our mailing list data base.
We still ask that if you haven't sent in your contribution please do so as soon as possible.

EDITORIAL

BOB BOLTON

Thanks to everyone who took the time to email or call with comments on the last issue of the news letter. I appreciate your input and suggestions. Ray Allin called with a valid argument. Ray served on the Matador at Hahn from 1956 to 1958. He feels that there is a bias in the newsletter toward the Mace. He made a good point and is probability correct in his perception. For the record, I know the Matador and the role it played in our history but I was a Mace A, Missileers and just don't know the Matador from an operational standpoint. In my case the Matador functioned as a Tech school training aid and later for Tac Evals and launch crew proficiency testing. From now on I am making an effort to present a more balanced newsletter. But, to do that, I need Matador Missileer input. A good example of Matador input... Ray took the time to sent us complete copies of his Vol.1 no.1 February 58 and Vol.1 no.6 July 58 edition of the Missileer Magazine.

To those of who ended up in never never land while trying to get to the web site using the address as printed last quarter, my apologies, our printing process left the last letter (L) off of our official web site address. The full address is:

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

This quarter you will notice an interruption in the serialized technical piece about the Mace and its teracruz. We are at a good break point in the article so I've dedicate the space at least for this issue to expand input of the membership. Particularly this time, for I have an abundance of contributions, that's good, please keep on sending me your recollections. Unless I hear a great deal of grumbling about missing the Mace/Teracruz story, from time-to-time, I will use that space for remarks, stories and other contributions from you. Speaking of recollections....what is it with Lee Kyser and Clint Everett and painting? Lee and Clint both sent in two different, un-collaborated stories relating to each other and to them painting things. Read their contributions and a short piece about a big eye and handle bar mustache on a security badge in this issue among other recollections from our membership.

Bob Perkins sent us a Sembach Air Base *Welcomes You*, Pamphlet 190-1-1 that was issued to him when his wife arrived in Germany in 1963. I have scanned the pamphlet and recorded it to CD-Rom for future use here. Thanks for the use of it Bob, I'll make sure a copy of the CD gets to our new historian. It makes for some interesting reading 40 years after it was printed.

The *Tac Missileers Corporation* is registered 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 annual 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. Special editions may be published if necessary. 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.

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By Bob Perkins

I am enclosing the booklet on Sembach, if I remember correctly; they gave it to me when I arrived at the base. It could be they gave it to my wife when she came over to join me also. (Happier days were when senior moments were rare). I'd like it back so make copies. Anyway, I arrived in June of 1963 and left in 1965 (2 year married tour). I was assigned to 38 missile maintenance as a guidance tech. Did time on the sites as a dispatch maintenance crewman (mech 1). We were dispatched from the main base to where needed for both preventative and alert maintenance. When I first got there, I was assigned to site 3 (Grunstadt) and the crew did their job there. Later we traveled to all sites as needed from the main base (flight line). I remember Sergeant Rose was our dispatch NCO at the main site. We were assigned as a five man crew. Four techs and NCO crew chief. We had a guidance tech (mech 1), a flight controls tech (mech 2), two A&E types (mech 3, mech 4) and our boss the NCO. I was an A2C at the time.

I worked for TSgt Hal Kearns at one time and SSgt Stephenson another plus others I can't recall. I can remember the names of quite a few members of the crew who came and went as their enlistments ended or they were reassigned. As I recall Baird was the guy who trained me. My main mech 2 was a guy named Bob Fadness and our mech 3 was Jan Narushof (talked to him the other day). I remember (3) mech 4's (Reed, Torrence and a guy named Tex). We often would stop for brews after a hard day together. We worked 4 days on and 4 days off for 12 hour shifts. If you tried, you could trade shifts with someone with the same skill level to take off for a week or so. Nice if we wanted to go to Amsterdam, Paris or Zurich. Later in my tour they assigned me to help at site 2 where I worked directly for CMSGT Culpepper as daily maintenance scheduler for the site. I spent about 6 months doing that job (I believe it was at site 2). I really enjoyed working with him, he will be missed (I see he's on the Honor Roll:-)

I remember bits and pieces of my tour (long time ago), some really funny and some really serious times. How about the night they lost a missile or the time the JATO Bottle got dropped and rolled down off site 3, or the time a target film was misplaced and I got dragged in by the AP's. (Another crew had misplaced it), or the time Jan slipped sideways on the ice with an MM1 loaded with de-icing fluid and stopped in the "no lone zone" inches from the launch missiles, or the time we painted everything at maintenance building on site 2 (even the motor pool's truck). I also remember working long hours often at night in the bitter cold until we were all "bone tired" and then having a snow ball fight with the AP's on the way to chow hall. I was reassigned to Malmstrom in Montana where I saw some of the gang from Sembach. Later spent 30 some years with IBM.

Neat times they were

TAC MISSILEER'S FINANCIAL REPORT
As of MAY 31, 2002

BEGINNING BALANCE as of 2/17/02	\$ 8,285.57
Deposit – Donations Received	\$ 220.00
Deposit – Dues Paid (138 Members – One Paid Dues Through Year 2003)	\$ 2,070.00
Expenses:	
Robert Bolton	(24.77)
Curtis McKee (Newsletters)	(556.50)
Joe Perkins (Patches)	<u>(600.00)</u>
ENDING BALANCE as of 5/31/02	\$ 9,394.30

New Members We would like to extend a welcome the newest members of our Tac Missileers organization they are: **Frank Sutek, Darrell James, Gary Littrell, Billy Hall, Jack Flynn, Kent Washburn, Tim Lewinski, Tom Provost, Thomas Reed, Cary Gulledege, Tom Sandman, Harold D. Elliott, Kenneth L. Clayton, Jennings O. Raff, Dean Hamilton, George J. Snyder, Tom Balko.** We hope that you all plan to make it to the Denver reunion.

Our Bylaws

A Non-Profit Corporation known as "TAC MISSILEERS". An Air Force Missile Cold War Veterans Group incorporated in the State of Florida, November 28, 2001.

- 1- This Organization is open to all Air Force personnel that were associated with any part of the Mace and Matador Missile Programs regardless of rank or career field.
- 2- To provide Social and Recreational Activities for its members with get-togethers and reunions at least every 2 years.
- 3- To call a general membership meeting to elect or reelect Officers every 2 years.
- 4- To honor the deceased members by articles in the News Letters and during reunions by the membership
- 5- To provide a Web site to display pictures and articles about our members.
- 6- To provide a News Letter to print articles and provide important and timely information to our members.
- 7- To provide funds to Air Force Charities which will be determined by the membership.
- 8- At the demise of said Corporation any and all funds remaining in treasure shall be donated to Air Force Charities determined by the remaining membership .

This is Cap Gun with Further Communication Checks.....

Raymond Pillitteri responded with an input to our call sign request. He gave us the call signs used at Hahn AB, Site 4 **Veronica**, Site 5 **Pot Fuse** (Raymond's work site) and Site 6 **Heroin**. Can someone give us the local names of the Hahn sites that were connected to the call signs? Guys, **this is a standing request**, let's work on compiling the listing for the Europe and Asia sites. Send in the call signs that were assigned to your site or work locations. While you're at it send in any anecdotes related to our communications process. You know that there are many funny, and serious, stories that can be told about the communications protocol that we used and occasionally suffered under.....**Hank Barlow** recalled a bit about the fabricated Possum Fargo report that was sprung on unsuspecting launch crews their very first night on alert duty but he couldn't give the details. I still want someone to relate that Possum Fargo Report story for the membership. Hank also recalls the call sign of **'Yellowtail'** for the command center. In addition, he reminisced about the final message from **"Cap gun"** at midnight August 31st 1966. It was "This is cap gun with a red delta hotel message....proceed with phase out.... and then they sang Auf wiedersehen." I remember that night also Hank, because I stood outside the fence along with many other off duty Missileers and watched as the "A Birds" were lowered and the NTCU noise stopped forever. I know that quiet a few tears were shed on that midnight hour long ago.

Romeo Bravo

TAPS

Elmer Sutarik

Bob Kutulis passed on the following tribute to an old comrade. "One guy who was a big influence in my and many young airmen's careers passed away in May of 2001. I don't believe he was a member of the Missileers, but many members may have known him and would be interested in knowing he passed away. CMSgt Elmer J. Sutarik passed away in May 2001. He lived in Tacoma, WA. He enlisted in the Army at the beginning of WWII. He was in the early Matador missile program and served at Hahn AB, Germany in the mid- 1950's. In 1958 he was reassigned to Lowry AFB as the Missile Maintenance NCOIC. I believe that he was selected for SMSgt on the first selection list and also selected for CMSgt on the first selection list. He later was assigned to the 91st SMW (Minuteman) at Minot AFB. He retired in 1970 (71?) CMSgt Sutarik was an old 'brown shoe' and proud of it. He served his country well and will be remembered by many of us who worked for him through the years, Farewell Chief."

Raymond Berry

We noted the passing of LtCol. (Ret.) Raymond Berry, LO at the 887th. Ray passed away on 4 January 2002. 'G Jerry Good Guy' as those of us who served under his command remember him fondly.

Gordon McManus

Gordon died on April 15, of cancer that was diagnosed shortly after attending the reunion in Orlando. He is mourned by his wife Annalise, friends and many Missileers

TAPS

Joe Morock died on March 23, 2002. He served on the Matador and at Sembach from 1958 to 1961.

Ron Loven

Passing of a Missileer. We have received notification of the Ron's death. He will be missed by family, friends and old comrades

From the Presidents Desk

Julian Esposito

It has been over ten months since the September 11th attack on the World Trade Center and Pentagon. Since the attack, most of the major New York area newspapers have been printing mini-biographies of the World Trade Center victims and most of those newspapers still continue to do so to this day. Usually containing a smiling picture, these sketches provide brief descriptions of the victims and their lifestyles supplied by family members or friends. For the most part, the articles describe someone, probably a lot like you or I, enjoying life, working hard and sharing their lives with their loved ones and friends. The New York Times has released a hard-cover book of these biographies titled "Portraits: 9/11/01" with the profits going to the Times 9/11 fund. A complete collection of biographies called "Portraits of Grief" is available at their web site: ny-times.com/portraits Although sad, these biographies are well worth reading because in a way they reaffirm the importance of living a full life, enjoying a loving family and spending time with old friends.

Tales, Some Unbelievable.....But All True

"Yes, I have and I am definitely getting out!"

By Lee Kyser

I will tell you about a happening that all of the enlisted personnel can relate to in some way. In 1961 at "A" Flight, [Sembach] we were modifying the sites to upgrade from Matador to "Mace" going into the RFML concept [Rapid Fire Multiple Launch]. During this upgrade period, there were quite a few of us newcomers that knew nothing about either program. Therefore, with no specific jobs to do until the changeover was complete, we untrained launch crew members were assigned to any menial tasks that could be found, just to keep us busy. As a 10 year veteran with the rank of SSgt, I was assigned two mechs. Clint Everett as Mech 1 and Joe Razidlo as Mech 2. Both were A2C and were just out of tech school. At one point in time, the word came down for all supervisors to discuss the Air Force as a career with their subordinates and to convince them into reenlisting when the time came for them to make that decision. One beautiful summer afternoon, I was given the responsibility of taking my crew out to the entrance of the restricted area and paint all of the curbs red. So we set out to do the task with paint buckets and brushes in hand. I did some painting also as it just seemed the right thing to do. (Hah) After a few hours of work, I remembered my obligation to play recruiter. So I asked Joe if he had considered the Air Force as a career. He said that he really had not, as yet, since he had only been in for such a short period of time. Then I asked Clint if he had made any decisions yet. Much to my surprised he said, "Yes, I have and I am definitely getting out!" So I asked Clint, "How can you be so sure at this early stage in your enlistment?" Clint replied; Sgt Kyser, here I am in the Air Force for less than two years and am an A2C. Here you are in the Air Force for 10 years and a SSgt and we are here together painting curbs. If this is what I have to look forward to in 8 more years, I think I should be able to do better on the outside!" That was the end of my recruiting efforts. Lee

Lighting of The Neuleiningen Castle

By Ollie

The names of the participants in this escapade have been left out to protect the not so innocent. It is a true story, I was there.

It was a fall evening on the rain swept hillside below combat site III. Haus Sonnenberg was warm, the food had been great and the beer and wine were flowing. The topic of discussion, recalling a trip that past summer to the annual Heidelberg castle illumination, was full of life. Through the rain streaked pictures window

you could just make out the silhouette of the ruins of 'our' castle on the narrow hill top below us, perched over the village of Neuleiningen. The talk and the view sparked an idea with ———, being bored and as usual working up his fellow Grovellers to some mischief, he suggested that we have our own castle illumination, for ever after to be known as **"the lighting of the castle"**.

———'S plan was to 'borrow' a 5 gallon Jerry can of gas from the site QM motor pool pump and douse the old stone walls of the ruins..... strike a match and set alight the castle walls. Those of us less inclined to go out into the storm and rain were to watch and enjoy the lighting of own castle from the comfort, and safety, of Haus Sonnenberg.

Back up the hill to the site ——— and ——— went and the gas was got, they drove back down to the ruins through the narrow winding one way streets of the village. Arriving at the old citadel that had last crumbled at the hands of King Louis XIV in 1690 they started to play out their plan. Fighting the strong wind and rain they lugged that heavy jerry can to the top of the walls of the ruin and splashed that 5 gallons of gas all around themselves.

Because of the rather large quantity of alcohol they had earlier consumed their otherwise sharp missile man minds weren't functioning on all cylinders there on that wet, windy wall top. Standing together in that great puddle of gas they fumbled with one match after another. The matches were each one either blown out before they could be used or were too drenched to ignite.

Only later after humbly returning to the Haus Sonnenberg from their failed mission, soaking wet and reeking of gasoline and telling us why we hadn't been treated to a fantastic spectacle did it dawn on them and us as to the danger that they had been in from getting a good scorching that night. Though the scheme didn't work as planned it never-the-less added yet another chapter to the saga that was life at Grünstadt.

But, not to worry about the failed plans of determined missile men, particularly the one knows as the Grünstadt Grovellers, for I have it on good authority that another more successful less dangerous lighting of the castle did take place but, I wasn't there that evening to witness the event.

Hank Barlow also emailed in to tell us of the late SSgt Bob Lane's 'German definition' of an A-bomb explosion it goes something like,

Eargosplittenloudgaboomin

Thanks, Hank

At Your Request, Officer Bios....Continued

Bob Conrad

Secretary

Enlisted in US Maritime Service June 1944 went to Sheephead Bay, NY for boot camp. Assigned to a Liberty Ship working in the engine room and departed US in September 1944. Made three trips to Europe carrying supplies to Belgium and France. Was in Cherbourg France on V.E. Day, and since we had a load of munitions, they sent us to the Pacific where the war was still going full blast. Through the Panama Canal to Okinawa awaiting the invasion of Japan. War ended in September - finally unloaded the ammunition after transporting to all war zones for seven months. 1952 enlisted in the AF and because of my experience as a water tender and oiler on large steam ships the AF put me into Crash Rescue Boats as an engineer. No steam engines on Crash Boats just gas engines. Spent 4 years at Tyndall AFB FL, Lages Field Azores, and Patrick AFB, FL. Crash Boats were phased out 1956, cross trained to Flight Traffic Specialist from 1956-1965 flying for MATS from Charleston then McGuire AFB. 1965 was grounded and had to cross train so to Denver for Electronic Fundamentals and MACE B Training School. On to Orlando as the last MACE class through the school. To Bitburg summer of 1966 and assigned to Maintenance Area, first in MEMS then GSC. Late 1967 sent to the orderly room as First Sgt of 71st TMS and stayed there when the CGM 13B was phased down and closed out. Stayed in Bitburg as 1st Sgt of the 53rd TAC Fighter Squadron from 1 May 1969 to 1 Aug. 1970. Went to Lockbourne AFB as 1st Sgt of 301st Combat Support Group until Aug 1972 when I retired. Actual time involved in the MACE Missile Program in school, maintenance, and as a 1st Sgt was May 1965 until May 1969.

Curtis B. McKee

Publisher

Enlisted in the Air Force in April 1956 as an A2C, after serving in the Navy for three ½ years. Went to Lowry AFB to attend the Guidance System Mechanic Course on the TM61C Matador Missile. After Tech School, I and three others were designated Special Surplus (meaning they did not need us in missiles, but could not use us any where else because we had just completed the school) and sent to the 818th AC&W Sq. at Randolph AFB, Texas. 10 months OJTing into Radio Relay, almost received a 5 level (needed for promotion), but TAC turned it down because I had not worked as a 311 and could not be retrained. November 1957 was transferred to the 4504th TMW at Orlando. I was given the choice of staying on the Matador and going overseas or retraining on the "NEW BIRD" (the Mace) and staying at Orlando as an Instructor at the school that was being planned. As an A2C with a wife and baby, and not authorized dependent travel the choice was a no brainer! I was a Mech 1 Instructor on the Long Count and later on RFML from February 1958 to April 1962. During this time I had 12 TDY's to Holloman AFB for test firings. In April 1962 I was assigned to Det #1 Holloman as NCOIC of the Controls and Guidance Section. During the period February 1958 and July of 1963, when we closed Det. #1 I was involved in the launch of 27 Mace Missiles and the recovery of half of them. August 1963 to Orlando to attend the school that I had instructed for more than three years and then to Hahn, Site IV where I was Crew Chief for Lt. Duke until shut down nearly three years later. Back to Lowry to

attended PMEL school assigned to the Fairchild AFB. July 1968 received orders to Lowry for crew training on the Mace B and went to Okinawa in November. 1968 as Crew Chief on Launch Crew #14, Site 2 at White Beach. Closed down Site 2 (anybody see a pattern here), made MSgt and returned to States in December 69. Spent 5 years at Edwards AFB in Group Quality Control, one year as PMEL Lab Chief at Kirkland AFB and retired as a SMSgt in August 1975. After retirement from the Air Force I taught AFJROTC for 15 years before retiring the second time.

Julian "Zito" Esposito

President

Born and raised in Brooklyn, NY, lived in a large house with my parents, brothers, Grandfather, uncles and aunts in Brooklyn. It was a typical Italian family and because my Grandfather lived in the house, all the family functions and weekend dinners took place there with plenty of visiting relatives, Italian food, music and homemade wine. I went to a Technical High School in downtown Brooklyn which meant a walk to the subway station and then a half hour subway ride every morning and a subway ride back after school. The final two years of high school included work in the school Aircraft shop, working on the school plane, an old WWII fighter and also working on aircraft engines. After High School, worked while attending a junior College for a while but in February 1963 decided to join the Air Force and started basic in Lackland. In May, 1963 on to Lowery and beautiful Denver where I went to electronics and Mace missile guidance school, met some wonderful residents and great fellow airman. In Orlando from January to July 1964 and then to Hahn, Germany, Site VI. Returned from Hahn late October 1966 and was released from the Air Force 1 November 1966. After a few different jobs, finally found the job I wanted with Pan American World Airways in production control, working on provisioning spare parts for the new Boeing 747 that Pan Am was purchasing. During the following years I got married, started a family and went to College at night (G.I. Bill) resulting in a BA in Business administration from Baurch College, NY City University. In 1981 the fuel crisis and other financial problems were overtaking Pan Am and I was released but then found a job with Sperry Corp. doing logistics work on a US and Spanish Navy program. Over the years the company merged with Burroughs to form Unisys, the defense side of the business then became Loral, and then Lockheed Martin. Throughout the years our plant continued to downsize from thousands of employees to hundreds. I'm still at Lockheed Martin, working on a US Navy Program supporting the Navigation System of the Trident Submarines. The best part of this job is that I've had a couple of tours on some of the Trident subs while they were in port in Puget Sound, Wash. and St. Mary's, Georgia. Currently looking forward to retirement, enjoying the grandchildren and especially June 2003 in Denver

Historian Position Filled

Arthur (Art) Gust volunteered to fill the Tac Missileer Historian position. He has some excellent ideas on the digital archiving, preserving, cataloging and internet posting of the history of the Matador and Mace systems. He is willing to do the job in full or will gladly work in concert with anyone else interested in the project. His idea is for those who are willing to send in their material, have it scanned and then he would return the original back to them. He will most likely write an article for the third quarter 2002 newsletter coaching us on how to digitize our own memorabilia and submitting it to him to be archived. Art, welcome aboard and we look forward to reading the article and seeing some of your other ideas for the preservation of our history.

By Tim Lewinski When I was on Okinawa, I was on a launch crew at site #3. We worked four days of day-shift, two days off, then four days of afternoon-shift, and two days off, then four days of midnight-shift, and four days off and start the whole cycle again. At the beginning of the four day off period, we were usually pretty tired so the standard routine was to go to Koza and get a haircut. These were great because along with the haircut you would get a neck and back massage. No kidding! The barber, usually a girl, would run a hand vibrator up and down your back at the end of the haircut. After the haircut, it was off to the Paris Steam Bath for the full treatment. Now one would think that they could go there for some "recreation" but the Mama-san would beat the stuffing's out of anyone that touched one of her girls. They also had a male bouncer there that we nicknamed "baby Hughie" after the Bugs Bunny cartoon character and for good reason. In any event, a Japanese bath is a wonderful experience. And part of a Japanese style bath is the massage. And the best part of the massage is when the girl walks up and down your back and you can hear you vertebrae cracking and popping ... boy that felt good. At the end of the bath we were so completely relaxed and loose that we almost had a difficult time standing up. After that there was a small "greasy-spoon" restaurant across the street from the Paris where the food was hot, cheap, and good. Well, lets put it in perspective .. it was better than "chow hall" food and hundreds of times better than the rations at the MACE sites. After the meal we felt like human beings again. I went through this process many times during the 18 months on Okinawa. Also, if one were to over-indulge in the local beverages, not that this ever happened, the Steam Bath was a wonderful

By Clint Everett Let me, also, contribute a memoir involving Lee Kyser, myself, and a bucket of paint. In 1962 at "C" Flight Gruenstadt Launch Crew 3-7 (Major Finky, Sgt. Kyser, Joe Razidlo, and me) were doing the standard 12 hour blockhouse shifts, 4 days on and 4 days off. During the 4 days off, we were required to do 1 day of "squadron duty". One sunny, breezy day in early summer Lee and I were given the job of painting a section of rusted chain link fence near the main gate. Even a short section of 8 foot tall chain link fence has hundreds of yards of zigzag wire in it. Looking at the 2 inch paint brushes in our hands, that 20 foot section of rusted fence looked like it stretched on forever. Lee is a resourceful man. He went to the Auto Hobby Shop and borrowed a spray painting rig. I was overjoyed. I had visions of finishing early and going down the hill for beer and schnitzel. The rusted wire was covered with fresh aluminum paint, and I was cleaning the sprayer in less than an hour. The things we had failed to consider were: (1) A chain link fence is about 5 percent wire and 95 percent empty space. (2) It was a breezy day. (3) The direction of the wind was, from our position, directly toward the parking lot. (4) The favored parking spot, closest to the front gate was occupied by the Squadron Commander's dark blue Volkswagen Beetle. I was squirting cleaning solvent through the spray nozzle, thinking about beer and schnitzel, when I heard Lee say "Oh gosh." Or something similar. He was staring in the direction of the parking lot. I caught his meaning instantly and we ran to inspect the damage. There were several cars in the lot, but all of the airborne droplets seemed to have been magnetically attracted to the windward side of the blue Volkswagen. Sometimes you are so lucky that you think God must have plans for you to eventually do something worthwhile. This was one of those times. I

had a can of cleaner wax in the trunk of my car. I ran to the barracks and sacrificed two tee shirts to the project. Lee and I worked like men possessed. Nobody saw what we were doing except the Air Policeman in the guard shack. He pretended not to see. An hour later we were packing up the spray equipment when the Squadron Commander walked by on his way to his car. He returned our salute and paused to look at the fence. "Looks good." He said. "Thank you sir." We said, and waited for him to arrive at his car and question its much improved gloss since arriving that morning. He simply got into the car and drove away. That night I had an extra beer with the schnitzel and mulled over the question of what great future achievement had caused my life had be spared. I still haven't

By Greg LaFavor My wife Kitty and I drove to Las Vegas to celebrate my birthday and on the return trip decided to visit the Grand Canyon. We drove south out of Las Vegas, and east on Interstate 40 to Williams, AZ. Half way between Williams and the canyon we stopped at a café in Valle, AZ (where highway 64 and 180 meet). Walking back to the car I saw a Mator missile across the highway in front of the Flintstone Bedrock City. Photo attached.

Editor's Note, I wish that I could publish this picture in color for everyone to see because, the entire nose of that mator is painted in what my wife tells me is mauve, I call it purple. Either way It's quite a site, I'm sure the missile is embarrassed!



BY Ronald 'Ski' Wiatrowski On one of our night shifts in the block house, while I was taking a much needed rest either from the prior Fest or getting ready for one the next day, Capt. Berry (see TAPS) taped a large picture of an eye on my security badge where my face used to be. It stayed on my badge for a long time. Even the security police let it pass. Sometime after that we had an alert while our crew was on duty. I thought I was going to be hung out to dry again by some dip */@# 2nd luie on the evaluation team. His comment on the report was something like "airman with large eye and long handle bar mustache on security badge etc. etc. etc". I still have the eye on my old AF bag. I get a chuckle out of it whenever I think about it. Spater....

Editor's Note, Ski's handle bar mustache was a sight to behold, if my memory serves, in its prime it would have probably spanned 9" if un-curved . A few others missile launchers tried to compete but no one else even came close to growing such a fine bier filter as his was.

Ski was the first to reply with the correct answer to last quarters quiz as to where the Mace logo was found. He correctly identified it as being on the letter head of stationary sold in the Orlando AFB BX back in our glory days. Ski tells me he still has 25 sheets of this old paper left.

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Of Missiles and Men...

Lt Col. Zimmerman had previously commanded the 69th. The newly formed group was soon joined by a third unit, the 11th Tac Missile Sq which was deployed to Sembach AB. The 11th was not only unique as a missile unit but made history by being the first Air Force unit to be "gyroscoped" in its entirety, including dependents, from the United States to Europe. This move created many problems, but these were soon resolved and the groundwork was laid for a new era in weapon systems, the activation of a missile wing. The organization of the 701st Tac Missile Wing was a dream come true to the many missile men who had pioneered the Matador from its infancy. Three separate groups and a wing headquarters squadron emerged as a result of the wing's activation at Hahn AB. These were designated as the 585th, 586th, and 587th Tac Missile Gaps, located at Bitburg, Hahn and Sembach AB respectively. A portion of each group retained its original designation as a tactical missile squadron, but the remainder of the old tactical missile squadrons broke up into communications and guidance squadrons and support squadrons which adopted the numerical designation of the new missile groups. At last the missile had assumed its rightful place among NATO arsenal of tactical weapons.

Next quarter, 701st Eclipsed by 38th



Tim Lewinski sent us this scan of a towel from the Paris Steam Bath near Site 3, Okinawa. See story on page 7.