



## **TAC MISSILEERS CORP**

# **MISSILEER NEWS**

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

Volume 4, Issue 4  
Oct Nov Dec 2002

## **T-minus 5 and counting...**

Its not "LAST CALL GENTLEMEN" yet, but, its getting close. By the time you read this there will only be about five months until our next reunion. It's in Denver, where many of us learned first hand and for the first time about the meaning of valence electrons, about AC & DC long before it was a rock band or meant going both ways. It's where we learned the care and usage of the ubiquitous AN/PSM-6 multimeter, about pentodes, Coors beer, PATS and KP.

I remember eating my first ever Taco on some badly lit side street downtown near the train depot. Seeing the beauty of Rocky Mountains for the first time, being fascinated by the physics of gimbaled gyros, hydraulics and the whole subject that was missile guidance. The memories keep flooding back and they will for you to when you decide to sign up and attend the reunion with us.

However, don't misunderstand my message because, even if you were never in Denver or ever assigned to Lowry AFB, if you are a Tac Missileer this reunion is for

you! Our organization is all inclusive. Each and every one who served in any AFSC at the missile sites, at group or wing HQ are welcome and we encourage you to attend. If you haven't been to one of the Tac Missileer reunions before it's time to make the commitment and go. You will not regret it. They are fun, rejuvenating and good for the spirit. This will be the 4th get-together and the 3rd official reunion since our inception back in 1999.

The reunion will be what *you* make of it. The time is your to enjoy as you like. It is not structured to control your time. We plan two official evenings and most likely will hold a brief general membership meeting for part of one morning or afternoon. None of these activities are mandatory but, they are great fun to attend. The reunion is yours to enjoy as you desire. Visit with those AF friends that you haven't seen in years, sightsee in Denver or the beautiful Colorado country side. Or, just hang out at the Suites, maybe take one of the tours. It's your call, but our advise for you is to go! This time next year you'll be glad you did. We hope to see you there.

**CALL**  
**1-800-654-4810**

### **Embassy Suites Denver-South Arapahoe Road**

10250 E. Costilla Avenue  
Englewood, CO 80112 US

**CALL**  
**1-800-654-4810**

**Services /Facilities / Amenities:** This all-suite full-service hotel is centrally located within the Denver Tech Center It offers complimentary full cooked-to-order breakfast and evening cocktails/hors d'oeuvres daily. Indoor pool / Jacuzzi, fitness center and on-site restaurant. Features in- room coffee maker, hair-dryer, cable TV, Free Newspaper and room service. Express check cut, golf arrangements, meeting facilities, safe deposit box and laundry.

The Denver South Embassy Suites is located in the south Denver Metro Denver Tech Center area. It is are just blocks from shopping and restaurants. The hotel offers complimentary shuttle service within a six mile radius of the hotel. It is in the heart of South-east Denver Business Centers including Inverness-Meridian Business Park and Panorama Park. The Denver Bronco Training Center—Family Sports Center — Park Meadows Town Center Mall and Dove Valley-Banbury Field Soccer complexes are all located within three miles of the hotel.

**Joe Perkins**, has reported in and is happy to announce that as of the end of December, 65 members have called and reserved suites at the Embassy Suites site. He urges everyone to continue to spread the word about the reunion and try and get those still ambivalent or unenthusiastic members to come down on the side of commitment to attending the get-together as well. We know of a few other members who live in the Denver area who are planning to attend the festivities whose attendance is not showing up on the head count based on hotel reservations. So, it looks like we are well on our way to another great Tac Missileer reunion. Joe hopes to see you there.

**Jack Oliver** was Matador trained but worked the 'A' bird at Hahn, and is now the Treasurer of the Northern West Virginia unit of the Air Force Association. He recently emailed us the following item and several pictures. "Well we got permission to put a display case in the Benedum Airport Terminal in Clarksburg. It showcases planes and pilots memorabilia from this area from WWII until now. I fought for and got the right to include a model of the "A" Bird with Terra Cruiser Launcher. So now the display case has planes and pilots and includes a nice area showcasing the Cold War Era and our missile. It includes a write-up about the performance, capabilities, etc. I even put one of our patches (Tac Missileers) in the case." Jack wants all our members to see the how West Virginia displays and remembers the "missile boys" as the pilots in the WV AFA refer to us.



Although Jack didn't mention it I do know that's his smiling face is in the display case with the Mace. Good job Jack. Ed.

### Sembach Air Base Reunion

The Sembach AB reunion for **ALL** personnel will be held at the Boardwalk Hotel and Casino in Las Vegas, NV. July 14 – 16 2003. All Security Police Vets contact Fred Mignone 631-874-9146, email fed192@juno.com or Roger Motschenbacher 763-535-5931, email rmotsche@harveststates.com. Non Security Police Vets contact Ron Lang 503-874-9146 email ronlang@sembachveterans.org

### For disappointed readers, corrections are inadequate.

You know who is to be held responsible, so just keep on letting me know when you spot something that is botched up. All I can say is I'm sorry for any mistakes that may get printed and I'll put in corrections as needed. For the reader that is affected personally it's no small stuff. It's the most important stuff. In the last issue I mangled some of the HAM radio Call Signs that were sent in by **Bill Russell** for the HAMS that are planning to attend the reunion. ED.

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.

### Officers

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Ever hear of the Air Operations Branch, or the Mavericks or perhaps their better known nickname, SimMissile? At one time the 38th TMW had assigned a small group of officers whose job was to fly, long and hard. They simulated Matador flight path characteristics from launch to the East border to enable checkout of the guidance and control system. Their mission spanned the years 1956 through 1961. I've had the privilege of getting to know about this group of officers through contact with one of their former members Ollie Maier. Ollie and the SimMissile held their reunion in Biloxi recently and they published a 75 page booklet containing many flying and ground stories, from their time in the Tac Missile field. These gentlemen are as much Tac Missileers as any one of us who served only on the ground and we welcome them and hope that some of them will make it to the Denver reunion with us.

## The Martin News Magazine June 1958 Vol. 4 No. 6

## U. S. Power For Peace On Display In Thailand

Citizens of Thailand turned out for the Royal Thai Air Force Day recently and got their first look at a modern U. S. guided missile.

The TM-61 Martin Matador was displayed before a tightly packed crowd at the exhibit after the missile had been airlifted to Don Muang airport at Bangkok from Taiwan, Formosa by the 17th Tactical Missile base.

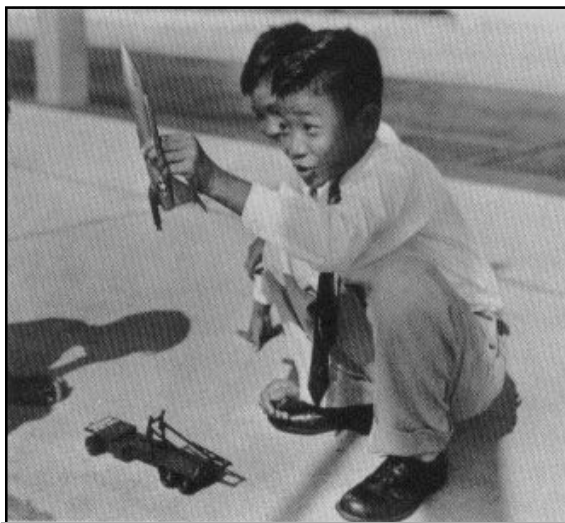
This round trip airlift demonstrated the ability of Pacific Air Forces to transport modern weapons over long distances on short notice.

In addition to proving the mobility of such a weapon, the exhibition presented an opportunity to refute a Communist lie. Peiping Radio had claimed the missile destined for the Thai static display contained a live atomic warhead.

A Matador warhead fully armed would weigh in excess of 3000 pounds. So PACAF missilemen from the 17th Tactical Missile Squadron picked up the nose cone and carried it into a C-124 to prove that it was not armed and that Peiping's claims were false.

A lie-exploding picture of the unarmed warhead being lifted from the plane was arranged by Major General Mathew K. Deichelmartn, who represented Pacific Air Forces at the Thai Air Force celebration.

During this display, a group of Thai youngsters got a kick out of playing with a model of the Matador, and curious robe-clad priests peered into the business end of the missile's booster rocket. After the celebration, the Matador was returned to Taiwan, where it has been assigned as "part of the Free World's deterrent force against Communism," according to General Laurence S. Kuter, Commander in Chief, Pacific Air Forces.



Thai kids get a kick out of Matador model



**Joseph Snyder** contributed this photo of his presentation Matador model received from Lt/Col Thomas Q. Jones, Jr., Commander of the 71st Tactical Missile Squadron, November 1959, during an award ceremony for Joseph who received an outstanding rating on a Wing Standardization Check. He was 1 of 3 recipients from the Squad. He said that he never thought that the model would become a collectors item but, they certainly have. The latest one seen on ebay, had bidding starting at \$300.00.

### This Block house pizza was popular at Grünstadt

Best time to make was any time on alert duty but, preferably nights around 02:00 to 04:00 when the hungriness would really hit.

Lay toaster on side (see toaster in Picture below)

Smear two slices of depot bread with catsup

Sprinkle the slices with any dining hall cheese available

Add a dash of hot sauce, salt and pepper to taste

Carefully insert slices into toaster. Activate toasting process. Stand by to catch when slices eject. Eat, enjoy, make some more.....If you were lucky like I was and had a launch office who occasionally ate tinned smoked oysters and would give me a few to top the pizza, **BAM!!!**...that really kicked it up a notch. Best served with a fine, over brewed, well aged, pungent cup of GI issue coffee.

Ollie

### Anonymous 887th Playboy Squadron Crew



Toaster

## This is Cap Gun with The Last Communication Check.....

Since we've had virtually not response from you in our effort to compile the European and Asia names and call signs of our many sites this will be the last time this feature will be printed. As you can see there are still quite a few gaps, missing call signs, site names, site and squadron numbers. Please send in any information if you have it or corrections if they are needed..

### Sembach AB

Site I 822nd Mehlingen  
*Char Girl*

Site II 823rd Enkenbach  
*Invent*

Site III 887th Grünstadt  
*Hacksaw*

### Hahn AB

Site IV ##### Wüschheim  
*Veronica*

Site V 405th Kirchburg  
*Pot Fuse*

Site VI ##### Hundheim  
*Heroin*

### Bitburg AB

Site VII 585th Rittersdorf

Site ??? ##### Steinborn

Site VIII ##### Idenheim

### Osan AB

Site?? 310th

### Tainan AB

Site?? 868th

### Kedena AB

Site?? 498th

## TAPS

### VETTER

BGen (Ret) Fred W. Vetter, Jr., died on 8 August 2002. While a colonel at Headquarters, U.S. Air Force, he designed the Guided Missile Insignia (our beloved "Pocket Rocket") and later commanded the 585th Tactical Missile Group at Bitburg AB, Germany. General Vetter was born in 1921 and retired 1 August 1970 after commanding the 436th Military Airlift Wing at Dover AFB. He remained in the Dover area after retirement. He wore the Senior Missileman Badge at his retirement.

### WOMBLE

Joe Perkins reported that his launch officer at Hahn Floyd Womble, died on Oct. 23rd. The cause of death was COPD. He had been failing for some time but had hoped to make the Denver reunion.

### KLOPFENSTEIN

John Cardenas a fellow squadron mate of Mikes wrote to report that we lost another Missileer last August 27. His name is Mike Klopfenstein. He was a 59 year old gentleman farmer out of Mt. Pleasant Iowa. His death was caused by a sudden heart attack. He was in the 586th. MMS at Hahn between 1965-67 and worked on the Mace-A as a guidance tech at various launch sites. He is survived by his wife Kathleen and two married daughters and 4 grandchildren. He was a good man and will be missed.

## Martin Service News June 1958



### First Mace Off the Line

First production TM—76A Mace missile is accepted by Lt. Col. A. Warfield, Jr., Air Force Plant Representative, from W. F. Sauers, Mace Operations Manager at Martin, Baltimore. Col. F.W. Vetter, Jr., (at right) (see TAPS) will command the first operational Mace Group overseas.

Air Force personnel are being trained for duty with the Mace at Orlando and Holloman Air Force bases. Launch teams have already conducted several launches of developmental missiles.

The Mace is scheduled to replace the TM—61C Matador missile now in operational use in Germany and Formosa.

## Hermann Knolle and George Bennett Continue Their Story of the Mace B

**GEMS** — This shop provided field-level maintenance for guidance system black boxes and the Gyro Stabilized Platform (GSP). The platform housed three gyros, each about the size of a bread box, and two accelerometers. These components contained “viscous” fluid and therefore had to be heated to maintain a prescribed level of viscosity. It was therefore critical to have power to the GSP at all times. During checkout, repair, or calibration the various checkers, both in the GEMS and GSC areas, provided appropriate power; however, when the GSP was transported it was attached to a “Module B”. The Mod B could convert power from 115 V AC or supply it from a built-in generator. Many of us have experienced certain planes, systems, components, etc. that turn out to be hangar queens”. We experienced a rash of black boxes that were returned time after time to the GEMS shop from the GSC area. Finally, Capt. Cameron our Maintenance officer, directed that these boxes be connected to breakout boxes and be fixed once and for all. And they were!

**GSC** — This shop provided organizational level maintenance for the guidance and air conditioning systems. We started initial assembly checkout and calibration soon after arriving in Okinawa. A couple of AC Spark Plug tech reps had arrived before us and helped us to get started. As for the technical aspects to help us get started, they were invaluable. One of my more vivid recollections is that whenever we ran into problems, they would spread schematics (huge 3x8’ blueprints) all over the floor. We learned a lot from them which later helped those of us being reassigned to Orlando to train replacements. The Guidance System Checker (GSC) unit as a four bay console, to which a nose section would be connected. An external additional unit, the Azimuth Alignment (AAU) unit was also connected to the CSC, the AAU shone a signal through a window in the lower portion of the GSP to provide a yaw reference for the guidance system during checkout. There were four CSC consoles in the GSC area, so four guidance systems could be checked out simultaneously. Major Checkout steps: Self verification 100 series steps: basic power on checks for the console check and calibration functions. Erection and Alignment 200 series steps: Gimbal erection and azimuth alignment, target settings for track and attitude deviations. Coarse memory 300 series steps: coarse checks on memory using GSC meter indications. Drift Run 400 series steps: Guidance system was put through a 90 minute simulated flight. After the sim-flight a printout of the drift and other parameters over time was produced. If slightly out of specification we tried to re-memorize, and run the flight again. If significantly out of specification we needed to trouble-shoot replace black boxes and start over. If lucky a complete calibration and checkout could be accomplished on one shift. Often we ended up cycling through the steps several times, so that it could take several shifts or even days to produce a good nose section.

There was competition among the shifts to produce a good checkout the first time through. However, sometimes the day shift blamed additional duties administration activities, etc., when it took them longer and the night shift was accused of taking shortcuts, when its faster through put seemed to produce poorer drift run results. Fun!

In order for the guidance system to function properly, its environment had to be maintained within a narrow temperature range. For that purpose a ground air conditioning unit provided both high and low temperature air during guidance system checkout. During actual flight the missile would use outside ambient air and mix it with turbine bleed air to maintain the required environment. We had to calibrate the air conditioning controls on the top shelf of the nose section during checkout, something we had been unaware of during out training in Denver or Orlando. Fortunately, some of us who returned to Orlando as instructors incorporated this additional training into our lesson plan. *(I spent 4 years as C Shift Supervisor of the GSC section. George Bennett)*

### Preventing Guidance System Problems at the Launch Sites

To dispatch or not to dispatch maintenance specialists to launch site became a question early on: It was costly, time consuming, and detrimental to operational readiness to return nose sections from a launch site to the maintenance area to verify apparent malfunctions. (I believe Okinawa had three launch sites, all at least ten miles distant from the maintenance area.) So for a while we dispatched specialists to the sites to determine whether the apparent fault was in the guidance system or the site’s checkout equipment. We learned that if we could rule out faults within the sites’ checkout equipment there was precious little we could do to fix anything within the guidance system on site. So the nose sections continued to be returned to the maintenance area.

A frequent problem concerned the Guidance System and Flight Controls Interface — Signals from the guidance system were fed to the flight control system, i.e., azimuth (yaw), track and altitude deviations. One of the critical components in this process was the yaw resolver, mounted at the bottom of the GSP. If it was faulty in any way, the GSC procedures would not catch it and neither would the independently conducted Flight Controls checks. We determined that we could monitor the yaw resolver’s behavior during the early GSC checks, simply by watching a voltmeter while changing azimuth settings on the GSC console. This discovery enabled us to get the GSP fixed more quickly (either in GEMS or the DMF) and saved us numerous wasted GSC runs as well.

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In our next regular edition of the Missileer News Operational Readiness, Emergency Power Snafus, The Cuban Missile Crisis and Reassignment will conclude the story of the Mace B in Okinawa as Herman and George recall it from first hand experience. You may read the story in its entirety on the Tac Missileer Web Site.

March 24, 1959

The Stars and Stripes

By JOSEPH F. McBride, Staff. Writer

### 'SimMissile' pilots engage in friendly competition, with losing group providing free dinners each month

AT THE MOMENT the countdown on a Matador missile reaches zero, a T33 (T Bird) directed by radio zooms over the missile into the blue and exactly simulates the flight the missile would have taken during actual firing.

Handling this delicate assignment is an eager group of 13 pilots who have been dubbed the 'Mavericks' by the Hahn Missileer and who have one of the most unusual jobs in the Air Force.

Led by Capt Olaf B. Zewadski of Tampa FL, the Mavericks are attached to the 38th Tactical Missile Wing at Hahn AB. Simulating missiles in flight is pretty much of a full time job with the group who average about 20 sorties a day.

Essentially what these boys do is to check out the guidance system for the TM61 Matador. They will do the same thing when the wing switches over to the TM76 Mace missile sometime this year. Their mission is to check all the guidance systems for missiles spread throughout Germany.

The official title of the Mavericks is Air Operations Branch, but they are affectionately known as Sim Missile. Their headquarters is in the basement of the operations office and they're ready day and night in any kind of weather to run a mission.

For purposes of competition, the Mavericks are divided into two groups — the goodies and the baddies. At the end of the month, the group boasting the greater number flying hours gets the goodie award which means the bad guys have to take them out to dinner.

At the last count, Flight A took the honors. The team consisted of 1st Lts Ralph Griffiths, The Bronx NY; Robert Tarleton, Aiken, SC; Harry Videll, Brazil, MD; Leonard Zemblowski, Oconto Falls, WI; James Wendland, Princeton, NJ, and 2d Lt Eugene Lambert, St. Paul, MN.

Picking up the tab were the boys in Flight B: 1st Lts Alton Smith, Tampa Fla.; Peter Biddle, Albuquerque, NM; John Lund, Duluth, MN; Eugene McCormack, Spindale, NC; Robert Armbrust, Columbus, OH, and 2d Lt Oliver Maler, Rice, MN.

Capt. Zewadski summed up the group's accomplishments by digging up a few figures. During 1958, the group flew more than 5,000 hours. This averaged out to about 390 hours per pilot. Most of the simulated missions were flown under instrument conditions and during all this time there was not one reportable incident.

I just received a copy of the **SimMissile MAVERICKS Germany 1956-61** Reunion Booklet; a collection of flying & ground stories compiled and produced by **Ollie** and **Gloria Maier** for the Mavericks 2002 Biloxi reunion. It is 75 pages of escapades as related by the 38th TMW flyers while serving in Hahn and Sembach and I've received their okay to publish some of the stories for all Missileers to enjoy. So look for Sim-Missile flyer items in future issues of the Missileer News.

### TAC MISSILEER'S FINANCIAL REPORT

As of December 31, 2002

BEGINNING BALANCE as of 9/30/02	\$	8,577.33
Deposit – Donations Received	\$	132.00
Deposit – Dues Paid (22 Members – 1 Paid Dues For Two Years	\$	540.00
Expenses:		
Curtis McKee Ck# 1012 Newsletter	\$	( 431.20)
Robert Bolton Ck# 1013 Ink Cartridge	\$	(31.79)
ENDING BALANCE as of 12/31/2002	\$	8,591.34

**New Members:** We would like to extend a welcome the newest paid up members of The Tac Missileers Corporation, they are: **Michael P. Brashear, Homer E. Brooks, Harold Greenlee, and Allan Lindblom.** We hope that you all plan to make it to the Denver reunion. On a personal note, to great see **Michael P.**

**Brashear's** name on the list. Mike and I served together at Grünstadt. A bunch of guys from the Hill really hope that you can make it to the Denver reunion Mike.

There are currently 702 personnel on our mailing list with 295 of those being paid up Members in 2002.

Remember that your donations are eligible for deduction if you itemize on your taxes. In February Max Butler will start a New Year's membership dues drive. He hopes to be able to contact each of the 702 on the list personally as a reminder for dues payment this year. It's a daunting task but Max is determined to do it.



**Chuck Winners**, second for left sent in this picture of a B bird launch crew on a launch bay door at Kadena. Can any one out there provide the names of the rest of the Crew?

**Orlando Air Force Base, June 15, 1956**  
**11<sup>th</sup> Airlift Begins Wednesday; Dependents Departing June 25, 1956**

A new chapter in military aviation history will be written at Orlando AFB next week when the Air Force begins movement of an entire unit and of its personnel by air to a new station in Europe. More than 500 persons will be airlifted. The pioneer outfit is the 11th Tactical Missile Sq. Slated for a new assignment at Sembach, Germany, the missile squadron will begin leaving here by MATS aircraft at 7:01 pm Wednesday. MATS airliners of the Atlantic Division will each take 53 military passengers. Only one flight scheduled for June 20, four will take off June 21, four will leave June 22 and two final flights are to depart June 23. All leave from Orlando. Dependents flights from this city are to be via commercial aircraft and are slated for June 25. All together 274 Wives and children will make the trip to Germany. Dependents will land at Landstuhl near Sembach, and travel to their new home on the West side of the Rhine River via bus. Families will leave here at 9 am, 10 am and 11 am June 25. The first group will fly in a DC-6, the second have a Constellation for their plane while the third group, the largest, will travel in a Super-Connie. Arrangements for the trip are as nearly "painless" as the service can provide. All processing will be done at Orlando AFB. Families and military personnel will be handled in the Service Club just a few hours prior to departure. An inspection team from Tactical Air Command will take care of clearances and all necessary paperwork. And to make sure that no one misses a required immunization, medical teams will be on hand to apply a final "shot in the arm." Hold baggage and unit equipment has already preceded the 11th On commercial transportation. By dint of a month's hard labor, packed, crated and sent on the way, everything families or the outfit will need to live and operate at Sembach. Personal effects will go with military personnel and dependents on the plane. Pre-shipped baggage will be at Sembach when they land. MATS plans to use C-118 planes for shipment of military personnel. The first dependent's shipment will be by Slick Airways, the second will be flown by Capitol Airways and Seaboard and Western will be the carrier for the third flight. The 11<sup>th</sup> is presently commanded by Maj. Paul Ireland, he succeeded the original commander, Maj. Robert Burns in October 1955. Equipped with the Martin Matador missile, the unit did all it's training and missile firing at Orlando and Patrick AFB, One of two equipped and operational organizations of its type in the U. S. it will join sister units in Germany as part of the west military forces.

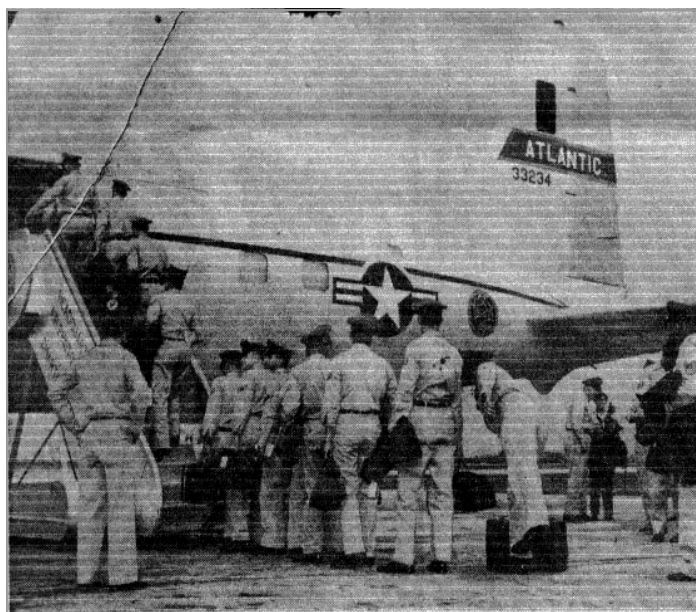
Just one of the many articles Leonard Romanczuk contributed to the Organization. He also has sent others from the 12th AF Review Magazine about the early days of missiles in Europe. Look for more of his material in future issues. Thanks for the input **Leonard**.

**Corrected Listing of the  
Big Ham Radio Contingent At The Denver 2003 Reunion**

- |    |                |        |
|----|----------------|--------|
| 1. | Bill Russell   | WA8RZJ |
| 2. | Gerald Johnson | WB6HYR |
| 3. | Joe Molinaro   | W2FUU  |
| 4. | Ray Lischka    | W9EC   |
| 5. | Ron Baird      | W8AOL  |
| 6. | Mike Goshay    | W6WE   |
| 7. | Tom Baker      | WA0IYW |
| 8. | Bill Rinker    | W6OAV  |

There are at least 2 more that we are working on and they are:

- |    |             |       |
|----|-------------|-------|
| 1  | Duane Durst | K4UW  |
| 2. | Bill Mell   | W4PBI |



Men of the 11thTMS file aboard their C-118 MATS plane for the trip to Sembach, Germany. This, the first of eight flights took 54 Matador missile men on the first ever complete "airborne gyroscope" overseas by an AF operational unit. Dependents will fly to Germany in the following days. Squad. Commander Maj. Paul Ireland and 1st Sgt. Carrol Bell were among those aboard this first flight.



Disembarking 22 hours and 58 minutes later the first flight was met and officially greeted by Sembach AB Commander Col. Whitfield and Base Group Commander Murray. Fanfare welcoming signs and the AB band were also on hand.

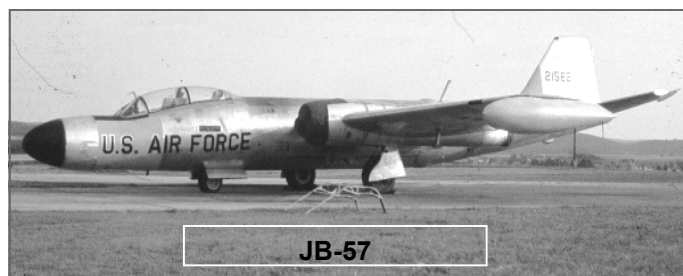


TAC MISSILEERS CORP  
3133 RAVINES RD  
MIDDLEBURG, FL 32088-5759

## What A Big ATRAN Nose You Have



"This plane was flown by a civilian crew from Goodyear Aircraft out of Litchfield Park, Arizona. It flew out of Sembach for about 6 months from January 1960. After that, the crew returned to the states and the plane sat unused. I don't know what finally happened to it. It's official designation was a JT-33 and the serial number was 52-9375. There was a sister ship made also that stayed in Tucson, it's serial number was 52-8919. I flew one mission in the back seat, the most thrilling ride I ever had, before or since. It was all very low level and on a heading of due east toward the east German border." The image is courtesy of **John Donovan**, the crew chief of this aircraft. John's feet are seen just below the other side of the aircraft. *Our Thanks to John Donovan and to John Moore and the Sembach Veteran's Home Page via George Mindling and his 38th Tac Missile Wing Home Page*



I got to fly in the back seat of the JB-57 once at Sembach. I had been stooing around base ops hoping for an extra T-bird "Sim Missile" flight, when the B-57 pilot was looking for his navigator. The latter hadn't shown up for whatever reason, and since I was both on flying status and familiar with the ATRAN as a launch officer and thus qualified to flip the switches and monitor the guidance system from the back seat, he offered me the seat so he could get the mission flown. The target film was for a Site 2 target in Czechoslovakia, and let me tell you, that flight made me a believer in ATRAN! There sure is a lot of difference with studying the system and working on the system and testing the system on the launch pad; to sitting behind it while it rockets along right up to the Czech border. After the autopilot was disconnected from the guidance system for the turn back to Sembach, the ATRAN kept saying (via the gauges in the cockpit) "NO, NO, the target is the other way!" Like I said, I was impressed. **Fred Horky**. *JB-57 photo is from the Fred Horky collection.*