



Volume 13, Number 1

TAC MISSILEERS

NEWSLETTER

"Serving the mace and matador missile crews and all support personnel who fought and won the cold war"



March 2011

Keep in touch with the Organization and stay on top of the latest goings-on by visiting your web site often at www.TacMissileers.org.

2011 Reunion Registration Form on Page 2

Fete Accompli ... It is nailed down ... Complete ... Ready To Go ... However you say it, it's a done deal. **Max Butler** and **Russ Reston** have finalized the plans for the activities in San Diego. Please look over the registration form on page two, that's the next page, and fill it out following the direction, then please mail your form and check to Max so he can give the tour groups the hard numbers.

Here are the planned activities for the reunion

Wednesday, October 12th...

- **Registration Day** — Welcome to San Diego!
- **Happy Hour** — Relax and reconnect with old friends
 - ⇒ 4:00pm to 6:00pm at the hotel (Cash Bar—hotel will provide 'snacks')

Thursday, October 13th...

- Enjoy a pleasant day of sightseeing in San Diego — Choose tour #1, #2 **or** #3
 - 1) **San Diego City Tour** with 1 hour Harbor Excursion
 - ⇒ 6 hours — buses tentatively leave the hotel at 9:30am and return approximately 3:30pm

- 2) **USS Midway Tour** with 1 hour Harbor Excursion

⇒ 5 hours — buses tentatively leave the hotel at 9:15am and return approximately 2:15pm

- 3) **San Diego Zoo**

⇒ 7 hours — buses tentatively leave the hotel at 8:30am and return approximately 3:30pm

- **TAC Missileers Business Meeting**

⇒ 5:00pm to 6:00pm at the hotel

Friday, October 14th...

- **Day free** until 5:30pm — Relax and reconnect with old friends or do some sightseeing!
- **Oktoberfest** — Enjoy authentic German food, entertainment and "Gemütlichkeit!"

5 hours—buses leave the hotel at 5:30pm and return approximately 10:30pm

We hope to see all the old regulars attendees in San Diego and expect to see a lot of new faces from our out west membership. Join the fun.

TAC Missileers - 2011 Reunion Registration

San Diego, California – October 12th, 13th & 14th



Name: _____

Address: _____

Phone: _____

Email: _____

I will be attending the Reunion with: _____

I have made hotel reservations at Holiday Inn Mission Valley Stadium?

☐ Yes ☐ No

I will be staying elsewhere in San Diego?

☐ Yes ☐ No

Activities Selection / Fees

(Tour prices include round trip bus transportation from the hotel.)

Thursday — October 13th

	Per Person	Quantity	Total
1) City Tour with Harbor Excursion (6 hours)	\$ 45	X _____ =	\$ _____
OR 2) USS Midway Tour with Harbor Excursion (5 hours).....	\$ 47	X _____ =	\$ _____
OR 3) San Diego Zoo (7 hours)	\$ 52	X _____ =	\$ _____

Friday — October 14th

a) Oktoberfest (5 hours)	\$ 38	X _____ =	\$ _____
b) Bus transportation to / from Oktoberfest	\$ 15*	X _____ =	\$ _____

Reunion Registration Fee (per TAC Missileers member) \$ **10.00**

Dues Renewal (if applicable—\$15 for 1 year; \$30 for 3 years) \$ _____

Grand Total \$ _____

Please make checks payable to:

TAC Missileers Corp.

Send checks and completed Registration form to:

Mr. Max R. Butler
5625 Pearl Dr., Suite "F" Box 120
Evansville, IN 47712

Please complete and send this registration form, along with your payment, to Max as soon as possible.

— Your registration and payment must be received no later than Aug. 15th, 2011. —

Based on commitments with the activities providers, regretfully, no refunds can be given after Sept. 1st, 2011.

Thanks for your understanding!

Questions? Please call Max Butler at (812) 307-0187 or Russ Reston at (919) 827-1915.

* Subject to fuel surcharge

I got the Tac Missiles book by Bob and George and it's a nice job, but I was somewhat disappointed not to see more about the **58th TMG at Osan, or more about the Guidance and Communications** operations required to deliver the missile. I guess the exploding end is always more glamorous anyway. I've written a short and personal story about my experiences with the **58th** in the first year of it's operation. Not anything scholarly, but I think entertaining and informative anyway. Please consider it for your monthly newsletter. I've included two pictures of news story's at the time*, and an insignia patch I found. I've also found an Auto Track Radar Manual, and a Console manual, and various orders that dealt with the 589th, 588th, and 58th. **Leonard Ances**

(* You can find the interesting newspaper clippings posted on our TAC Missileers website.)

The First year of the 58th TMG from My Viewpoint

By A/2c **Leonard Ances**

I was an A/2c trained in Auto Tracking Radar and assigned to a Guidance and Control Squadron in the 589th and then the 588th TAC MISSILE GP at Orland Air Force Base in 1957 when I was called into the commander's office. I was offered two possible future assignments. If I was willing to extend my enlistment for 6 months I could take a two year assignment to Germany, or if I didn't extend I would likely wind up with a one year assignment in Korea. Since I had, by that time, decided not to make the military my career I turned down the offer of Germany.

Soon thereafter we started our training for leaving for Korea. Since very few, if any, of our people had actually launched a live matador we had a practice launch set up at Cape Canaveral. We convoyed from Orlando to the Cape. I don't remember how many launches we had. Our shoot was to be in the Atlantic off the Florida coast. Our guidance facility was located at the Cape and another guidance unit, which we would transfer control to, was located in Hollywood Florida. I never did get to see a launch because I was working in the radar. During one of the matador flights as our unit was transferring control to the Hollywood unit our controller sent a right turn command at the same time the Hollywood controller sent a left turn command. The missile responded by raising both sets of spoilers on the right and left wing and promptly splashed into the ocean. I don't know, but it might still be there.

We then all had a 30 day leave in March 1958 before departing to Korea. We could tell our family and friends where we were going, but were instructed to not say what type of unit we were in. The move had been classified secret. Two C47 round robin flights were organized for a West Coast and an East Coast return to bring airmen back after the leave. I picked up the flight at Floyd Bennett Naval Air Station in New York I think only one airman on that flight missed the plane and went AWOL. We later heard he was jailed in the States.

We all flew out together on a Naval Transport Super Constellation from the MATS base adjacent to Orlando Air

Force Base. Again we were instructed not to say what kind of unit we were, or even act like we knew each other. I always speculated that perhaps we used a Navy plane as part of the secret deception. The plane flew from Orlando to San Francisco, refueled, flew to Hawaii, refueled, flew to Wake Island, refueled, and finally landed in Tachikawa Japan. The most time I've ever spent in one consecutive plane flight.

We had a few weeks in Tachikawa, and while we were quartered all together we still couldn't identify what unit we were in. On the base we became known as Murphy's Boys. 1st Lt Murphy having the misfortune of being our Administrative Officer. That did give us some leeway with the AP's. If we did get into trouble all we had to announce is that we were one of Murphy's boys and we got treated as VIP's. I have no idea what kind of unit the AP's thought we belonged to, but the special treatment was nice.

One day a meeting was set up at the Tachikawa base theater. The theater was ringed by AP's and everyone's ID was checked. On the stage was a large map of North and South Korea and the various combat forces on both sides. We were told, in no uncertain terms, that our job was to delay any attack, and that we were expected to provide some time for the forces in Japan to react. In other words I was going to spend a year in a position where I was considered expendable. Not a pleasant thought. They also explained that this was the first time we were moving atomic weapons into Korea and didn't know how China and North Korea were going to react.

After that meeting, because they had cordoned off the theater for us, we got even more respect from the AP's since they now really had no idea how important we were.

We eventually flew over to Osan AB in one of the normally scheduled Globemaster flights from Tachikawa. We were assigned two barracks, but our equipment hadn't arrived yet so we remained this unknown group. Since our equipment hadn't arrived yet we had plenty of free time, and I volunteered to drive a vehicle from the motor pool. I always loved driving, and was training on the TerraCruiser in Orlando before being assigned to the 58th. We weren't going to get any TerraCruisers in Korea so I never completed that training. In Korea I drove a jeep, a weapons carrier, and a truck, in addition to the Radar, Control, and Communications Vans when they arrived.

Within a month or two our equipment arrived at Incheon and a group was sent there to escort the equipment, which was to be moved by train, to Osan Air Base. We were assigned a fenced off area on the base, in a diamond shape, just off the runways. It had previously been part of the taxiing area. In that area we had two launch sites, one each in opposite corners, one guidance site and the weapons area were in the other two corners. We also had adjacent to the area an orderly room and a large hanger.

We adapted the motto "Have Missile, Will Travel", which was taken from the popular TV show "Have Gun, Will Travel" (Starring Richard Boone), and painted the knight chess man that was

Continued on page 4

the equipment for transport to Korea, had put some type of flash bulbs in some light sockets so when we first turned the power on, for an instant, we thought the unit was exploding.

Once things settled into a routine we ran guidance



missions using a T-33 aircraft, and the Link Radar Signal Simulator. The T-33 would act as a missile as we sent commands to it. The pilot requested us to put him 12 miles off the Chinese coast since the Chinese were claiming their national waters out to a greater distance. The RSS allowed us to run missions on actual targets since there was nothing in the air to observe. I wound up working on the RSS with a Link company engineer and a tech rep. Since many of the parts were interchangeable with the Link flight simulator I used to go over to borrow equipment and would usually get to play at being a pilot in the flight simulator.

In the year I was at Osan we had two unusual and memorable events. One night the base went on alert. Sirens blared, and everyone went to their stations. We warmed up the radar, ready to direct the missile on its way, and I suppose the launch teams got the missiles ready to go. Fortunately nothing was launched that night, and we later heard that the alert was triggered by some planes flying too close to Japanese airspace. I never did find out if they were North Korean or Chinese planes. Air patrols were a common occurrence, on both sides, and since the 58th TMG area was so close to the runway we could watch the ROKAF F-86's arm at the end of the runway just before they left on patrol. The USAF was flying F-100's at the time.

The other event turned out to be a personnel disappointment for me. When the Chinese started shelling the off shore islands of Quemoy and Matsu in August 1958 our outfit

had sent 3 guidance personnel to Formosa to beef up the Matador missile unit there. I don't remember if any launch personnel were sent. As expected the three guys who wouldn't be missed the most were sent. I was not one of them. They got a week in Japan, coming and going, while they were waiting for a flight, TDY pay, and an R&R to Hong Kong. From Korea we could only take an R&R to Japan. Soon after they had left I was on leave at the army base on Seoul when a huge Army MP asked me if I was Airmen Ances. Not seeing anyone else around in an Air Force uniform I had to admit that I was indeed Airman Ances. He informed me that my First Sergeant wanted to talk to me. I phoned back to Osan and was informed we were sending two more people to Formosa, and I was one of them. They were sending a plane to Kimpo AB to pick me up. When I told the MP that he looked in awe. They were sending a plane to pick up this lowly A/2c.

We grabbed my gear, a Korean policeman (who hung out the side of the jeep yelling at everyone to get out of our way), and raced through the streets of Seoul to Kimpo AB to meet the plane. As it turned out we got there ½ hour early because I had forgotten that the Air Force ran on Japanese time, and the Army was ½ hour earlier on Korean time. When I got back I had already been cleared from Osan and my gear had been packed. A/1c Noel Bledsoe and I were to catch the next Globemaster to Tachikawa Japan, and then go on to Formosa, TDY pay, and an R&R to Hong Kong. We were waiting on the flight line when an office came out of the operations shack calling for "Ances and Bledsoe". Bledsoe asked, "What's the first name on those?" Which pretty much cracked up everyone. Sure enough our orders had been cancelled. It seems that the 58th claimed that if they lost me and Bledsoe they would no longer be combat ready so the orders were cancelled at the highest levels of the Pentagon. So much for Japan, extra money, and Hong Kong.

It was announced in December of 1958 that the UN had moved the atomic capable Matador missile into Korea. The North Koreans complained at Panmunjom, but we stayed.

The second guidance site was moved to a remote location, and eventually it was set up on a South Korean island just off of North Korea. I never got there since by this time I was spending most of my time in the Link RSS, which stayed in Osan, but I was told that some of the people that were there received small arms fire from the North Koreans.

After my Korean tour was up I went to a SAC Radar Bomb Scoring site at the Atlanta, Georgia Airport to finish out my enlistment.

Missileer Dave Mass responded to the Off Base article in the last Tac Missileers Newsletter. Dave submitted the following research on several of the sites. He feels that these sites were the location of some of the Mator SHANICLE guidance sites.

Reisenbach

Reisenbach was past site of U.S. Air Force 2060th / 12th Radio Relay Squadron. This group has a reunion web site at <http://www.reisenbach.com/gi3.htm#From>. Someone from this group may have additional data on these communication units.

Now: Reisenbach Telecommunication Tower (German designation: Fernmeldeturm Reisenbach) is among the tallest structures in the Northern parts of [Baden-Württemberg](#). Only the two masts of [Donebach longwave transmitter](#) are taller in the [Mudau](#) community. As the masts of Donebach transmitter, Reisenbach Telecommunication Tower is

property of [Deutsche Telekom AG](#).

It is a concrete telecommunication tower from the FMT3 type. It is among the tallest standardised telecommunication towers ([Typenturm](#)) of the Deutsche Telekom AG.

Reisenbach Telecommunication Tower was built in 1972. It is situated in the part Reisenbach of Mudau at Kirchstraase. It is used as directional radio tower and for transmitting the program of "sunshine live" on 100 kW with an ERP of 25 kW.

Köterberg

Köterberg is a major triangulation station with the name Lügde, Köterberg

Idarkopf / Stiphausen

Der Idarkopf ist in 746 m hoher [Berg](#) im [Hunsrück](#), [Rheinland-Pfalz](#) ([Deutschland](#)). (Idarkopf is the highest mountain in [Hunsrück](#), [Rheinland-Pfalz](#) region, Germany)

George Mindling reports there is nothing happening so far with our possible rescue of the still working MM-1 Teracruzer from the Last Frontier's gold digs. George has received no responses from the several organizations, including the USAF Museum, he wrote to in trying to enlist help with the project. The MM-1's owner, Steve Lankford, recently said he is getting the old girl primed and ready for another year of work hauling freight to the gold mines now that spring is approaching up there in Alaska. If anything does develop at least we know where we can find an working MM-1 for some lucky museum to display.

Tac Missileers Corporation is a nonprofit, tax-exempt organization under section 501 (c) 19 of the IRS code. The Tac Missileer Newsletter is published several times a year, special editions as necessary. Membership dues are \$15 per year to run from January through December. Notifications relating to dues will not be mailed to individual members. Announcements in the Tac Missileer Newsletter will be the only notice given.

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The German language aviation magazine, **FLIEGER REVUE EXTRA**, Number 32, published March this year, contains a 36 page article, "Nur 15 Minuten bis zum Atomschlag" (**Only 15 Minutes Away From the Nuclear Strike**) featuring the American Matador and Mace missiles in Germany. While the Matador and Mace are old news, the article, researched and written by German military history buffs Stefan Büttner and Klaus Stark offers much, much more. They include an in depth, detailed and richly illustrated look at not only our own missiles facing east, but cover the corresponding Soviet and East German weapon systems that were targeting us as well. Much of the US missile information was acknowledged as being sourced from George Mindling and Bob Bolton's, *U.S. Air Force Tactical Missiles 1949 - 1969 The Pioneers*. Stefan and Klaus gathered information from former West and East German sources, but the archives themselves all are in former West Germany. The documents of former East German espionage groups are in Freiburg. They personally visited all of the old launch site locations, all over Germany and came away with an impressive article of great interest. Uncovering till now, unknown information about the East's missiles systems and tactical aircraft and the strategy of their deployment during the Cold war. The article is richly populated with pictures and graphics, many donated by some of our own TAC Missileers members. Launch Officer **Horky** and Mech#1 **Bolton** are mentioned by name in the broad ranging article while **George Mindling** and **Charles Herring** are spotlighted in sidebar featurettes. Each TAC Missileer who contributed photos or information for the article received a copy of the magazine from Klaus. Hopefully we will have several copies brought to the reunion in October. I will be bring one of my copies to share with all attendees.

Bob Bolton

Harry C. Bosch emailed the following: "After reading Air Force Bases outside USA in The TAC Missileers Newsletter, December 2010, I spotted **Ilmspan Missile Site** where I was stationed for a couple of years. This was a remote detachment in southern Germany.

(part of) 38th Tactical Missile Wing - 585th Tactical Missile Group - 585th Communications and Guidance Squadron, Matador Tactical Missile Guidance - Site Operating Location 18 Ilmspan, Germany

Ilmspan, OL 18 was: Initiated September, 1957 - Closed late 1959

I arrived at the site early in 1958 and worked there as a Guidance Tech until we closed it down and moved all equipment to Bitburg, AFB in late 1959. There were no facilities for housing or mess on the site. We were housed in hotels and Gasthauses in the town Of Lauda, Baden, Germany at first, but later moved to Kirchheim and that was home until we closed the site. We enjoyed living with the German folks and participated in their local fests and made friends with most of them, several of the Airmen married German girls and brought them back to the States.

Shift change was every morning and evening by 6x6 winter and summer. During the winter we would have snowdrifts on the access roads up to 4 feet deep. In the summer it seemed like there was 4 feet of dust on the roads, they were all unpaved.

If you have any questions let me know.

Q: *What Guidance and Control equipment did you have at Ilmspan, MSQ or Shanicle, both or something else?*

A: OL18 was a Shanicle guidance site. The equipment was a transmitter package and a receiver package that was on a hundred foot high tower. The guidance van consisted of transmitting and coding electronics. Of course those days everything was vacuum tubes no transistor chips yet. As I remember the operating frequency was somewhere around 93,000 megacycles.

SHANICLE (Short Range Navigational Vehicle). Our code name was CHEVY, SINALCO or SLIP-

PERY at one time or other. Other code names have long ago been forgotten

Q: *What did your job entail, being a Guidance Tech, we would really like to hear what you actually did in the way of guidance for the Matador.*

A: My job was to guide the Matador to the target. OL-18 was one of a pair of transmitter stations located some distance apart. One was known as the master and the other was known as a slave. Together they would transmit a system of target co-ordinates coded at certain frequencies. the targets were something like a fish net, a target could be at any junction depending on coding etc. Mostly the work was boring except for alerts and stupid questions from M.O.C. (Missile Operations Center). Electronic equipment maintenance and some times guard duty during an alert was the major part of work at the site.

Q: *Do you have any information on the other sites listed in the newsletter?*

A: I also recognize Driedorf, Marsberg, Reisenbach, and Gelchsheim but know very little about them other than they were Guidance Detachments or Com. Sites.

Our site consisted of one guidance van, one communications van, one security van, a weapons carrier several 6x6's, a storage tent for electronic equipment, two Quonset Huts and a power shed for 2 Duietz 40 KW power units. Later we constructed several small buildings for various functions. Personnel consisted of a Commander, medic, 6 communications men, 8 guidance technicians, 6 Air Police for security and a power technician."

Harry has submitted an April 1959 Missileer Magazine clipping that features an article titled "No Boys in Mudville" about OL-18. See it on our Tac Missileers Website.

**ITEM NAME: CLOSE SUPPORT CONTROL
SET TYPE: AN/MSQ-1**

Data From MIL-Hand Book-162A
Section 1 15 December 1965

AN/MPS-9 tracks piloted or non-piloted aircraft and missiles to furnish slant range, elevation angle, and bearings to the AN/MSQ-1. The data is fed to the computing and plotting console of the AN/MSQ-1 (Console OA-132/MSQ1). With the data, the AN/MSQ1 computes horizontal range, height, ground speed, ground course, and steering angle error of the aircraft or missile. In addition, the AN/MSQ-1 computes the distance and the bearing of the target from the aircraft missile. The AN/MSQ-1 may be used for training. When it is, a flight simulating computing console is used with the AN/MSQ-1.

TECHNICAL DESCRIPTION

Frequency: 2700 to 2900 mc
Peak Power Output: 250 kw
RF Power Source: Type 5586 tunable magnetron
Pulse Width: 0.8 usec
Pulse Repetition Rate: 410 pps
Range: 360,000 yd
Vertical Coverage: -4 deg to plus 90 deg
Horizontal Coverage: 360 deg
Antenna Speed: 0 to 20 rpm
System Accuracy:
 Range - plus or minus 25 yd;
 azimuth - plus or minus 1 mi
Beam Width: 2 deg (conical)
Receiver Bandwidth: 4 mc
Intermediate Frequency: 30 mc

Type of Presentation: PPI and 3 J-scopes

Indicator Ranges: 50,000, 100,000, 200,000, and 360,000 yd
Range Marks: 50,000 yd position, 10,000 yd intervals;
100,000 and 200,000 yd position, 20,000 yd intervals
360,000 yd position, 50,000 yd intervals

Aircraft Horizontal Range: 352,000 yd
Aircraft Height Above Sea Level: 250,000 ft (max)
Radar Height Above Sea Level: 15,000 ft (max)
Aircraft Ground Speed: 75 to 2600 knots
X and Y Target From Radar Coordinate: 352,000 yd (max)
Target From Aircraft Distance: 2000 to 352,000 yd
Aircraft Speed on Flight Simulator: 2600 knots (max)

Wind Speed on Flight Simulator: 104 knots (max)
Rate of Change of Aircraft Course on Flight Simulator: 10 deg per sec
Plotting Surface Area: Square with 34.722 in. sides
Map Scales (Ratio to 1): 62,500, 125,000, 250,000, 500,000, and 1,000,000
Plotting Surface Origins Available: Center and corner X and Y parallax (approx 0.5 plotting surface)

Related Equipment:

Radar Set AN/MPS-9;
Communications Central AN/GSC-1;
Control Indicator Group; AN/MSA-2;
Radar Set Group AN/MSA-3

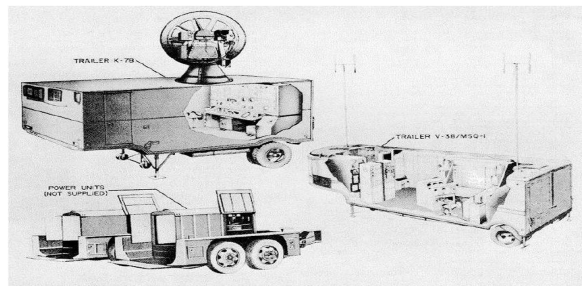
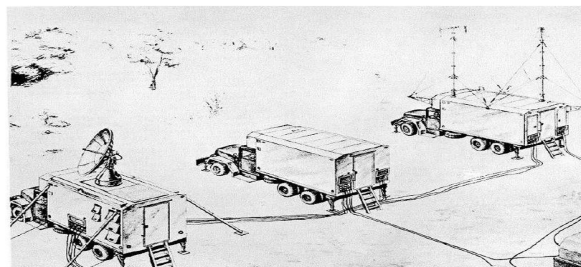
INSTALLATION CONSIDERATIONS
Siting:

Trailers containing equipment and components must be on the highest accessible vantage point equipment must be level and have an unobstructed radar sighting range.

Mounting:

Close Support Control Set AN/MSQ-1 is mounted in trailers.
Radar Set AN/MPS-9 is mounted in Trailer K-78;
Console OA-132/MSQ -1 is installed in Trailer V-38/HSQ-1.
Components of Communications Central AN/GSC-1 are distributed and mounted between trailers.

A C124 type aircraft can transport the AN/MSQ-1.



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Besides the **finalized** information for our October Reunion activities in San Diego, this newsletter contains several articles about those far and away Matador Guidance and Control folks who also were missileers.

Working out in the boondocks at locations in Germany and Asia the C&G guys are finally getting a proper salute from us. Interesting reading in the page 3 article submitted by **Leonard Ances** about his adventures with the 58th in Korea in the late 1950s.

Harry C. Bosch sent in his story, seen on page 6, about serving at the Guidance and Control site at Ilmspan Missile site in Southern Germany from 1957 until close in 1959. Both Leonard and Harry have also submitted clippings about their service at the remote operating sites to

our TAC Missileers Web Guru **Russ Reston** for posting. Look for several old newspaper clippings from Leonard to round out his story and a magazine article from the the April 1959 Missileer Magazine about OL-18 that Harry sent to Russ.

Missileer **Dave Mass** responded to the off base locations in our last edition. On page 5 he gives his thought and speculation on several of the operating locations or sites that were listed.

On page 7 is a one page description of a typical AN/MSQ-1 operating location site setup. Includes some interesting technical details of the G&C equipment that guided the T-33s in practice and the actual Matador flights in Florida, Tripoli and elsewhere.

Bob Bolton