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To: undisclosed-recipients;

Sent: Fri, May 25, 2018 4:56 pm

Subject: EC-135C Aircraft 38049 Restoration at the SAC Museum - update as of 20180525-ALCS

EC-135C Aircraft 38049 Restoration at the SAC Museum - update as of 20180525. Please forward or share with other persons who you think may be interested. Variations of this update will be emailed to interested parties and posted to various SAC related Facebook sites.

The pictures included in this update cover the period from 17 Mar 2018 to 22 May 2018. Comparison of these pictures with the pictures in the last update shows MUCH progress in reinstalling items in the plane.

There are several stories to tell in this update. The most important story is to marvel at the expertise and skill of the Museum restoration volunteers. Although not mentioned in each update, their work is shown in each update picture sequence. If you would review previous update pictures with the pictures in this update, you can see what the volunteers started with and can see the result of their efforts.

In some cases, the volunteer does not have anything to start with. In the picture dated 20180403, Walt Meier displays two emergency exit lights. One was in the aircraft and was cleaned up and restored. Walt built the other light from scratch. Walt is also the guy under the table in the picture dated 20180503. This 87+ years old craftsman hasn't lost a step.

The Air Force removed several pieces of equipment from 38049 before the aircraft was transferred to the Museum. That was understandable since the equipment was still being used on the EC-135Cs that were still in the active inventory. Some of the same equipment was further transferred to the replacement aircraft for the EC-135Cs, the Navy E-6Bs. Now, it's a challenge to find the equipment that is missing on 049. Rick Stone and Norm Williams have been invaluable in knowing what equipment would have been in the open spaces in the equipment racks on 049 and have also been extremely helpful in locating viable sources for the missing equipment.

As soon as the Restoration was announced, Matt Sekella began tracking down an Airborne Launch Control System (ALCS) Code Processor Unit (CPU). Through Matt's efforts, the Museum now has a CPU on loan from the National Cryptologic Museum that will be displayed on 049.

The volunteers have been repairing the corroded aircraft frame and skin from the very beginning. The 20180516 picture with Steve Stevens is an example of the corroded equipment that has been repaired throughout the restoration process. Just recently, it was discovered that the refueling boom had internal corrosion not visible from outside. So again, the volunteer metal experts will come to the rescue.

From the very beginning the main hatch door was corroded and had a hydraulic leak. The volunteers recently overhauled the door, replaced seals and fixed the leak.

As you can see from the pictures, restoration of the equipment inside the aircraft has progressed forward to the radio compartment. All of the chair rails have been reinstalled in the floor and a pattern was made for later carpet installation. The equipment in the Battle Staff area is being reinstalled at a fast clip.

Even though re-installation is going fast, there still is a lot of equipment to be cleaned for re-installation. In the beginning, all of the equipment and insulation was removed from 049 so the volunteers could see and correct any corrosion in the aircraft frame and skin. The equipment that was removed has been stored in five (5) shipping containers behind the Museum. The picture dated 20180419 shows those containers.

Because the pictures below are large files, only the pictures highlighted in bold/underline below are attached to the emails. The other pictures listed are included in the updates posted to the following

Facebook sites: **SAC ACC (Strategic Air Command – Airborne Command and Control)**

4 ACCS PACCS

LOOKING GLASS (SAC ABNCP) AND PACCS

FANS OF STRATEGIC AIR COMMAND SAC

SAC (STRATEGIC AIR COMMAND) TRAINED KILLERS

SAC VETERANS

If you flew on the EC-135s, or significantly contributed to EC-135 missions, and are visiting the SAC Museum, be sure to ask a restoration volunteer to escort you into the Restoration Hanger for a closer look. The Restoration Hanger is an industrial area, safety is always paramount and all visitors should be escorted. But, safety permitting, the volunteers welcome the chance to show former crewmembers how they are restoring your aircraft.

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