

MICHAEL A. WARD

JUNE 10/ 2018

ENCLOSED: ARTICLES - ITEMS YOU MAY FIND INTERESTING
* BUT THIS IS NOT COMPLETE.

A. V. ROE CANADA AVIATION MUSEUM
20-229 AVRO LANE N.W.
CALGARY, AB. T3Z 3S6

THE LOCKHEED SR-71 BLACKBIRD WAS A MOST
EXCITING INTERVIEW OF ALL THE MANY AIRCRAFT THAT I
HAVE BEEN ON BOARD, OF

THE SR-71 I WAS WITHIN 30 FEET OF THE PARKED
STATIONARY POSITION OF THE FENCE THAT WAS TO SHOW
OFF - DISPLAY THE AIRCRAFT TO WE VISITORS AND ONLY ONE
PILOT AND I - HAROLD LESLIE WAS THE ONLY VISITOR FOR
* ABOUT 15 MINUTES. THE ONE OF THE 2 PILOTS WAS VERY
TALKATIVE - ONCE I TOLD HIM I HAD WORKED IN AN AIRCRAFT
PLANT AND I WAS VERY INTERESTED ON ALL AIRCRAFT.

THIS PILOT DESCRIBED TO ME TRIPS.

* ONE TRIP WAS FROM NORTH OF LONDON ~~IN~~ ENGLAND TO HIS
BASE IN CALIFORNIA U.S.A. NONE STOP BUT WAS REFUELED IN
THE AIR. HE ACKNOWLEDGED 2200 MILES PER HOUR AT 100,000 FT.
PLUS

WHEN THEY 2 PILOTS DEPARTED THE AIR SHOW DEPARTING
FAIRCHILD MILITARY AIR BASE WHICH IS ABOUT 10 MILES WEST OF
SPOKANE, WASHINGTON STATE U.S.A. THE PILOT DID A LOW FLY BY
IN FRONT OF THE OFFICERS SEATING. * WE ALWAYS STAYED AS CLOSE AS
WE COULD TO THE OFFICERS SEATING WHICH WAS THE CENTER LOCATION
OF THE AIR SHOW.

THE AIRSHOW OPEN TO CANADIANS (ETC?) IN ~~APRIL~~ OR MAY EVERY
YEAR.

MY WIFE + AND NO. 2 OF 3 SON'S AND I HAROLD HAVE BEEN
INSIDE OF MANY AMERICAN AIRFORCE AIRPLANES.

WHEN WE ATTENDED FAIRCHILD AIRFORCE WITH B.C. AIR CADETS WE
HAD MUCH MORE FREEDOM WITH THE CANADIAN AIR CADETS

OVER

OF OUR 3 SONS MARK LESLIE NO. 2 SON WAS THE MOST
ACTIVE AND INVOLVED. NO. 3 SON WAS ALSO ACTIVE WITH THE
CASTLEGAR AIR CADETS
SON MARK ^{AND TOM} WAS ALSO IN THE CASTLEGAR B.C. AIR CADETS

HERE IS AN EXAMPLE OF 1 - ONE LONG DAY VISIT WITH
THE AREA AIR CADETS TO FAIRCHILD AIR FORCE BASE
THE 2 SCHOOL BUSES WERE FULL AND THERE WAS 4 EXTRA
AIR CADET BOYS. SO WE VALDA + I HAROLD TOOK OUR CAR
AND THE 4 EXTRA AIR CADETS TO AND FROM THE FAIRCHILD
AIR FORCE BASE.

VALDA AND I ATTENDED EVERY EVENT THAT OUR AIR CADETS
WERE GIVEN.

- (1) WENT ABOARD B.52 BOMBER
- (2) " " RE-FUELING AIRCRAFT
- (3) ATTENDED ABOUT A 2 HOUR SCHOOLING ON SURVIVAL IF
YOUR AIRPLANE CRASHED IN THE ^{NORTH} ARTIC AND OR IN
THE SOUTH HOT WEATHER
- (4) VISITED FIGHTER AIRPLANES AND WERE TOLD WHAT THIS
FIGHTER AIRPLANE - AIRCRAFT COULD DO (PERFORM)
- (5) WENT ABOARD A HUGE TRANSPORT AIRPLANE, WHICH COULD
CARRY TANKS - ETC. ON THE TOP LEVEL SEATING FOR 70
PASSENGERS PLUS FLIGHT CREW TO ENTER THIS HUGE AIRPLANE
IT WAS RAMPED AT BOTH ENDS AND HAD MANY WHEELS-TIRES

OUR NO. 2 SON MARK WAS GIVEN A REWART TO BEA GUEST AT
SPRING BROOK AIRPORT (ABOUT 10 KM) SOUTH OF RED DEER ALBERT
AND TAUGHT TO FLY GLIDER AIRCRAFT. MARK AND OUR FAMILY
LIVED AT CASTLEGAR, BRITISH COLUMBIA AT THIS TIME

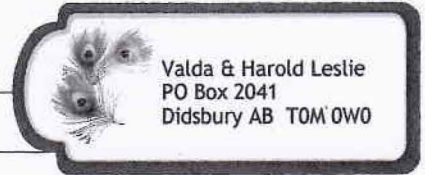
MARK LESLIE AND HIS WIFE VALERIE LIVE IN PENHOLD, AB.
SHOULD YOU WISH TO TALK TO HIM ABOUT AIR CADETS HIS ADDRESS IS
BOX 803 PENHOLD, AB. T0M1 R0. PHONE NO 403) 886-2195
WE ARE IN REGULAR CONTACT AND MARK'S MEMORY IS BETTER
THAN MINE

HAROLD LESLIE
Harold E Leslie

COPY
ADDRESS

Project AVRO ARROW REPLICA

Date OCT 8/2017



MATTHEW WILKINSON,
MISSISSAUGA HISTORIAN
ROBINSON-ADAMSON GRANGE
1921 DUNDAS STREET WEST
MISSISSAUGA, ONTARIO
L5K 1R2

FROM HAROLD LESLIE

VALDA + I HAROLD ARE MEMBERS
OF THE STREETSVILLE HISTORICAL SOCIETY
AND * I AM A DESCENDANT OF THE LESLIE'S
WHO BUILT THE LESLIE LOG HOUSE.

SUBJECT'S (20F) (1) AVRO ARROW REPLICA NONE FLYING BUILT
FROM METAL BUILT AT CANADIAN AIR AND SPACE MUSEUM FORMERLY
LOCATED AT DOWNSVIEW PARK - "AIRPORT" I AND BILL EVANS
FORMERLY FROM STREETSVILLE VISITED THIS MUSEUM AND THE
OLD AVRO WORKERS AND THIS 203 RL REPLICA ARROW. I PREVIOUSLY
WORKED AT AVRO THIS ABOUT 12 PAST WORKERS AND I SHARED
HISTORY STORY'S.

YES I HAVE A COPY OF HERITAGE NEWS FALL 2013
VOLUME 26 ISSUE 3 BY MATTHEW WILKINSON. I GOT MY COPY'S
AT THE LESLIE LOG HOUSE. (IT IS AN EXCELLENT ARTICLE
100% ACURATE) (THE CREDITS OLD MALTON AVRO ARROW) *

* MY WIFE AND I, HAVE MET YOU, WHEN YOU WERE GUEST
SPEAKER AT STREETSVILLE HISTORICAL ^{SOCIETY} MEETING.

WE WERE IN ONTARIO - MISSISSAUGA IN JUNE 2017 AND LOCATED
WHERE THE ABOVE RL203 AVRO ARROW REPLICA IS LOCATED AT THE
NORTH EAST PORTION OF LESTER B PEARSON INTERNATIONAL
AIRPORT ON VEDETTE DR. OFF OF DERRY RD THE ARROW WAS OUT-
SIDE OF A HANGER ON THE EAST SIDE OF THE HANGER.

* I WAS TOLD THAT MISSISSAUGA MUSEUMS WAS OR ARE
BUILDING A NEW MUSEUM TO HOUSE THIS AVRO ARROW. PAGE 1

CALGARY HERALD

MAY 17/04

DID YOU KNOW
ABOUT THIS

High-tech fighter too heavy to fly

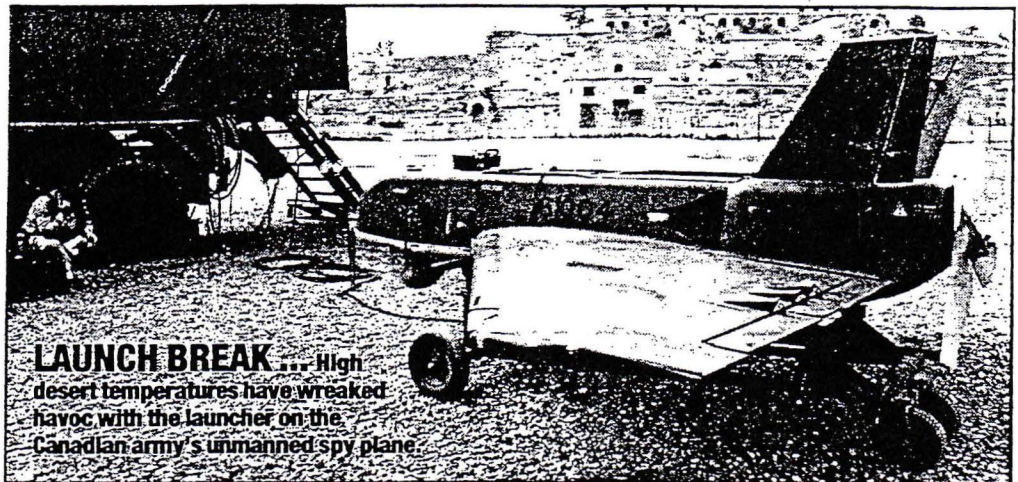
A \$12.2-billion Cdn defence project to supply Britain's armed forces with the world's most sophisticated fighter jet is facing severe problems because the aircraft is too heavy to be flown safely.

The Ministry of Defence admitted it is "concerned" about the problem and said attempts were being made to resolve it so the jet could come into service as planned in 2012.

CALGARY SUN

MAY 17/04

Advertisement: ALL YOU CAN EAT SUSHI & KOREAN BBQ (1222, 16 Ave NW)



— STEPHEN THORNE, CP

Err-craft grounded

Desert too hot for Canadian spy plane

KABUL (CP) — Canada's pilotless spy plane has been grounded for more than a week due to mechanical problems with its launcher.

It is the latest in a series of growing pains since the project was launched in November.

After four accidents and several other technical holdups, the French-made unmanned aerial vehicle, or UAV, just seemed to be hitting its stride when the launcher, a 10-metre-long, compressed-air catapult, failed May 8.

The launcher was borrowed from the French army in January after the first one failed and was returned to the manufacturer.

Like virtually every other snag, the problem is the environment in which it's operating.

"We have been using the launcher at its

maximum pressure, because of the air density at altitude here," Lt.-Col. Dana Clarke, the director of the Canadian UAV project.

"That has stressed the launchers more than they would be if they were operating in the European environment."

Canada has three of the \$2-million aircraft equipped with camera systems to peer into mountain ravines or terrorist compounds.

I DID NOT SEE THIS
AIRCRAFT

HL

Presidents 2016 Annual Report

2015 arrived with promise and there were some challenges which were confronted and resolved with the help of our executive members. We were again patronized with a \$2,000.00 grant from the city of Mississauga and a \$1,437.00 grant from the Heritage Ontario Development Grants program, our thanks to Andrew Douglas, Grants Officer in the Mississauga Arts and Culture Programming department for directing us to the Ontario grant. We have an ambitious archival program at the log house and the archival supplies, which must meet critical standards, are expensive so the grants become increasingly important to us.

Our May tour to the Wellington County Museum and Archives was both interesting and well attended, and we took part in some other interesting activities: The Streetsville Horticultural Society's annual plant sale at the log house, Doors Open in September with 174 guests and Home for the Holidays in December with 94 guests attending. These events will also be part of our 2016 activities. Our euchre nights, arranged by Bernice Cunningham, raised \$1,260.65 to pay our insurance premium and help support the archives; our gift shop sales were \$935.85 with the shop organized by Elizabeth Tothe and assisted by our Treasurer Margaret Chapman. Our Secretary Joanne Krywko records the minutes of our meetings and takes an active role in the archives as do Ann Holmes, Jean Watt and Lois McKinney (we would be in dire straits without these three ladies). Other volunteers working in the archives are Anita Grzesiak, Tahira Farooq and Marnie Campbell. and especially Francine Lewac who has worked many days and hours to get our computer system on track. The archives are overseen by our Archivist Anne Byard who has completed the Ontario Museum Association 4 year certificate and has over 30 year in museum & archives experience.

* Mississauga Historian Matthew Wilkinson, a prominent member of the heritage community, recently commented that ours are the largest archival collection in Mississauga. Although we concentrate on the history of Streetsville we are mindful of the fact that we are part of the city of Mississauga.

In my 2014 report I noted that Berna Tanner, a senior member and a faithful attendee at our general meetings, had moved to Port Dover to be with her daughter. Early in 2015 we heard that Berna had passed away January 16 at the age of 96. We appreciate her extended interest in our society.

THIS IS MY LESLIES
GREAT - GREAT GRAND MOTHER
AND 7 SONS + 1 DAUGHTER
WHO BUILT + LIVED IN THIS
LARGE 1 1/2 STORY'S HIGH -
FULL BASEMENT
SIZE 26 FT WIDE X 36 FT. LONG
LAND SIZE 100 ACRES
STRING FARM IN PEEL COUNTY
ONTARIO



MATTHEW WILKINSON
IS MY CONTACT AS TO
WHERE THE METAL BUILT
AVRO ~~AREA~~ IS PRESENTLY
ARROW LOCATED
AND WHERE IT IS TO BE
MOVED TO

LESLIE LOG HOUSE BUILT IN 1824 NOW OWNED BY MISSISSAUGA, ONT MUSEUMS

Bernice Cunningham, Jovita Nagy, Ann Holmes, Jean Watt, Francine Lewak,
Margaret Chapman, Anne Byard, Malcolm Byard, Elizabeth Tothe and Joanne Krywko.

These volunteers work 3 hrs weekly in the Archives. We still would like to increase these numbers.

At present we need a typist and a person interested in photography.

If you can help us for 3 hours a week call : Anne at (905) 814-5958

Photo taken by Toby Gardner -The Village Times

VALDA + I - HAROLD HAVE BEEN DOING CLAN SCOTTISH SINCE 1973 WHICH INCLUDES
6 TRIPS TO SCOTLAND. WE ARE IN CONTACT REGULARLY WITH 3 FAMILY'S
NO.1 CONTACT REV. LESLIE GOSKIRK - RATHVILLY LAIRGMUIR - LAIRG SUTHERLAND SCOTLAND 4

Harold Leslie

SEE PAGE 4 + 5



STREETSVILLE HISTORIAL SOCIETY

Spring Heritage Tour

*** Peel Art Gallery Museum and Archives 9 WELLINGTON**

Great Peel history and the Art Gallery is amazing ST. E.

*** Brampton * ONTARIO IS A CITY BRAMPTON ON.**

L6W1Y1

Saturday , May 14, 2016

Meeting at the Streetsville United Church 11:30 a.m.

Arriving for Lunch at: **The Pickle Barrel**

Bramalea Center Mall, 25 Peel Centre Drive

Brampton , L6T 3R5

Leaving at 1:00

**THIS IS WHERE THE
ORIGINAL 2 PIECES OF
AVRO ARROW AIRPLANE IS
LOCATED**

Arriving at PAMA at 1:30 p.m.

Tour ends 3:00 p.m.

Cost \$5.00 Adults, \$4.00 Seniors

For more information or to book please call: Anne Byard

Note: if you need a ride or will have room to provide a ride for others.

(905) 814-5958

Maps will be provided

COPY

(232)(5) PAGE(5)

Heather McMillan, her parents Bob and Phyllis Kelly were my parents oldest friends and Heather is like my older sister. She is a widow and has very poor eyesight but gets about very well. We have very few other friends now who share the same memories of growing up in Glasgow, schools, church, holidays (they used to come to Dornoch on holiday) so we talked non stop. Then 2 nights with my friends Willie and Marjorie (from architecture days). One evening I was with them at the ordination and induction of their new ministers at Newton Theatre Church. There were about 300 present, masses of food at the ~~soo~~ social afterwards. Enough cakes for the BB and Linda parties on the next 2 nights and for the after-church tea/coffee on the Sunday. The left over sandwiches were taken the next morning to the

COPY

(6) PAGE (6)

Glasgow Lodging House Mission which serves the homeless and down and outs in the city centre. They were thrilled to get them. It is a disgrace to a nation like ours, still relatively affluent despite austerity that we have such need for food banks and night shelters. Our governments have a lot to answer for. There is a new benefit, Universal Credit. It can take up to eight weeks before the first payment is made. People who lose their jobs may not be able to pay their rent and are made homeless. Meanwhile the bankers vote themselves huge houses on top of their huge salaries.

* The Banks no longer serve the public *

* The Royal Bank is closing 68 branches *

* in towns and villages in Scotland *

* and the Bank of Scotland has done *

* the same. Lloyds Bank closed in Sept *

SUTHERLAND SCOTLAND

COPY

(7) PAGE 7
* A mobile bank comes one afternoon *
and one whole day a week but they
will only accept 6 bags of small cash
to pay in and these must contain
exact amounts. That is no use for
church collections or lunch club
payments and the like. The post office
does but our fine PO building was
closed and transferred to a corner
of one of the grocery stores. They do
a good job but there is very little
space and no privacy. When the Royal
Bank in Tongue, on the north coast,
closes there will only ^{be} two left in the
whole country of Shetland, *
Boys in Tilspe and Leidsdale in
Borra * and no bank at all * on the
west and north coasts between
Ullapool and Thurso. This is really
ridiculous as NC 500 has really taken off
and is very popular. This is the route
from Inverness round the west, north
and east coasts - 500 miles. It has

COPY

(8) PAGE 8

brought a huge increase in tourism with great benefits for hotels, guest house and B+B's and restaurants. It has also brought problems. Some of the roads are still single track and some drivers aren't used to them and can't reverse if they meet an oncoming vehicle. Groups in campervans go in convoy and hold up local traffic going to work - serious for a doctor or ambulance. And now no bank and AT&T for a major part of the route.

Tuesday 2nd January 2018

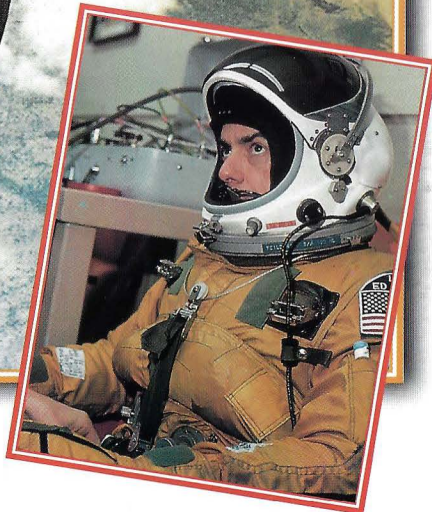
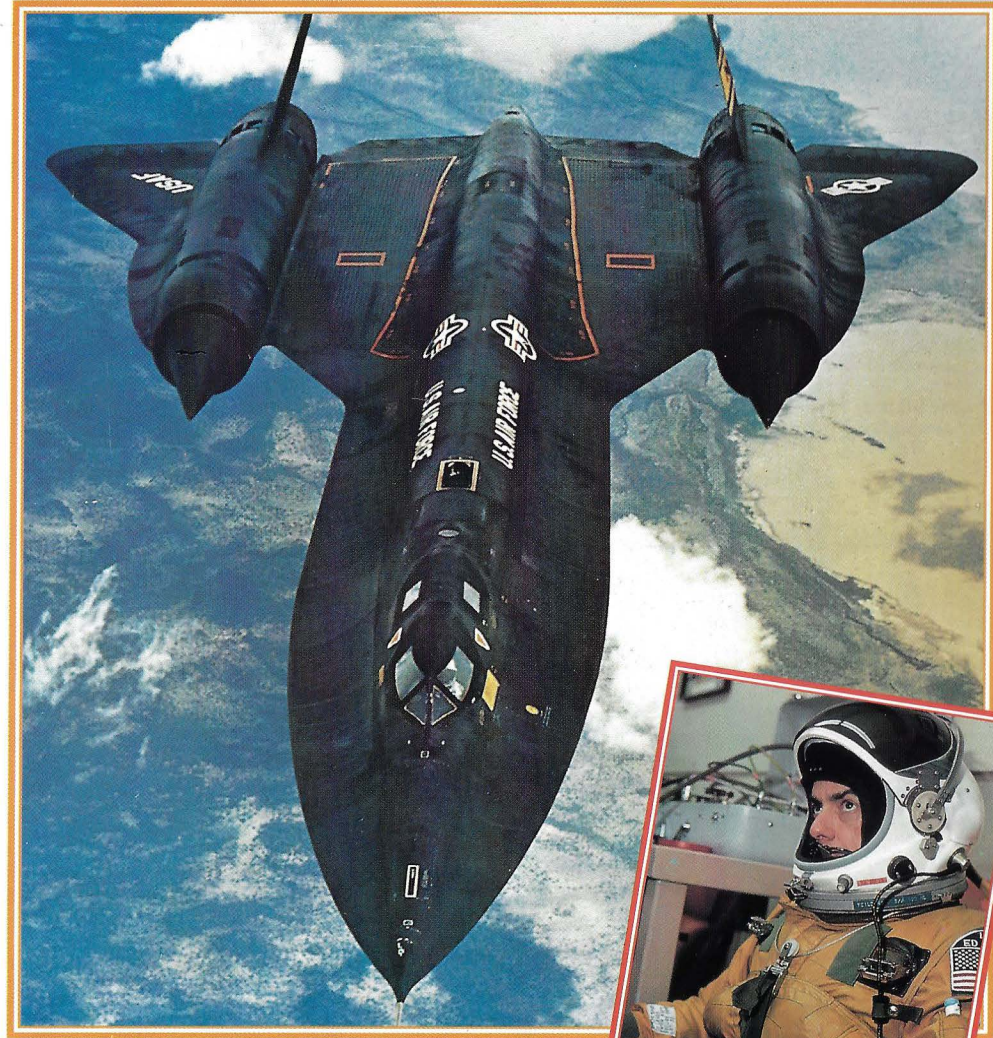
Calum and I were at Christian's on Christmas Day along with Jason's parents. Traisead and Leluis were at his sisters in Dumfermline and Alasdair was in Edinburgh with Liz. We had a crowded church on Christmas Eve at 6.30 pm. It was a joint service with the Episcopal Congregation (very small) and the Christian Fellowship.

New Year was very quiet. I went to bed about 10.00 pm and was asleep by midnight.

LOCKHEED

SR-71 BLACKBIRD

● High-flying reconnaissance ● World's fastest jet

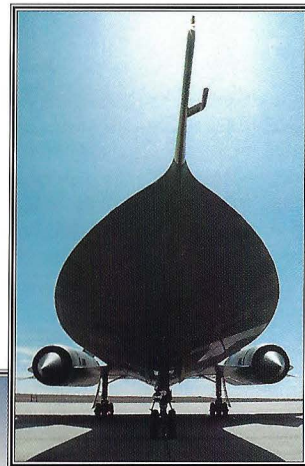


The Lockheed SR-71 Blackbird is the most spectacular performer ever to leave the ground under its own power and spread wings. Thirty years after entering service, the Blackbird is aloft again after a premature retirement. It is still the world's fastest and highest-flying operational aircraft.

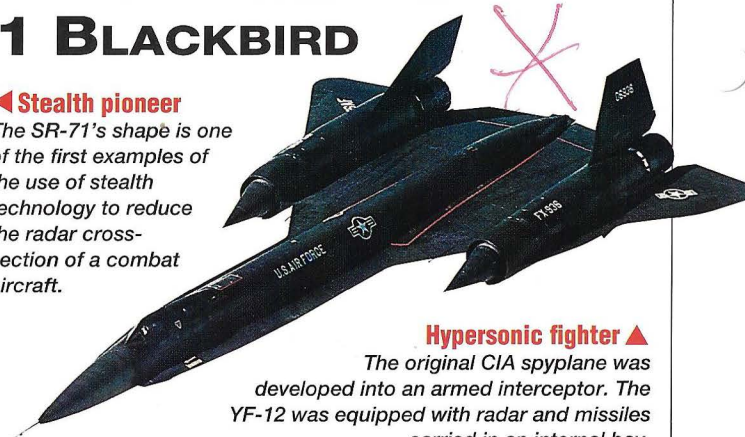
▲ SR-71s operate at the extreme edge of the Earth's atmosphere, and their crews need to wear space suits to have a chance of surviving in the event of an emergency.

PHOTO FILE

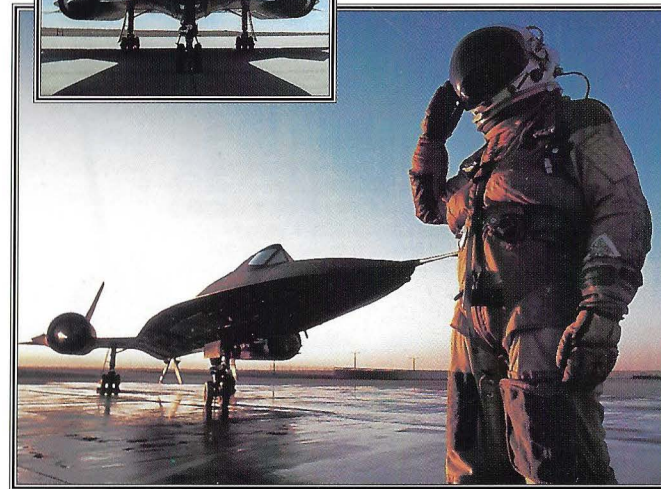
LOCKHEED SR-71 BLACKBIRD



◀ **Stealth pioneer**
The SR-71's shape is one of the first examples of the use of stealth technology to reduce the radar cross-section of a combat aircraft.



▲ **Hypersonic fighter**
The original CIA spyplane was developed into an armed interceptor. The YF-12 was equipped with radar and missiles carried in an internal bay.



▲ **"Skunk Works"**
This unique reconnaissance ship came from Lockheed's top-secret "Skunk Works," the developers of other high-performance aircraft such as the U-2 (shown here).

▲ **Spy in the sky**
In the SR-71's heyday, a pilot could set off from one of its three main bases and get a photograph of any part of the earth's surface within six hours.

▶ **Unique power and fuel**
The SR-71's engines run on JP7, a special low-volatility fuel. A fleet of specifically modified KC-135Q tankers keep the Blackbird in the air.



FACTS AND FIGURES

- ▶ The Blackbird crossed the United States at a record speed of 2,124 m.p.h. in 1990.
- ▶ Blackbird missions over North Vietnam were the fastest ever flown in combat.
- ▶ The pressure suits worn by the crew are identical to those used by astronauts on space shuttle missions.
- ▶ One version of this spyplane carried the D-21 reconnaissance drone, launched in flight at supersonic speeds.
- ▶ At high speed and altitude, friction causes the metal skin of the SR-71 to heat up to 400° Fahrenheit.
- ▶ Of 32 SR-71s built, three are flying today.

HL

PROFILE

Eye in the sky

When it first flew in the 1960s, the black, needle-nosed SR-71 was an amazing performer. Three decades later, the Blackbird's capability continues to be unmatched, and the superfast jet has been pulled out of early retirement to resume reconnaissance flights. A pilot who watched this speedster return to flying condition called it a "magic machine."

But the Blackbird is more than an incredibly spectacular flier. Using cameras and

electronic sensors, the SR-71 can look down from above or peer sideways hundreds of miles into enemy territory with a clarity that no other reconnaissance aircraft can equal. Before the Cold War ended, the SR-71 flew in support of the NATO allies, usually staying on its side of the border while spying on the other side.

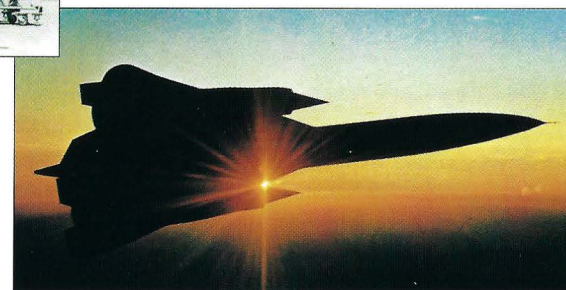
The SR-71 has very powerful engines and uses special fuel, requiring its own tankers for long missions. Though space satellites have taken over many aerial eavesdropping duties, this



Above: It took a lot of effort to keep the SR-71 and its space-suited pilots in the air. One estimate has put the cost of flying the Blackbird at more than \$200,000 per hour.

"eye in the sky" with pilot and observer on board will continue to be used sparingly, like the treasure it is, when a crisis erupts somewhere around the globe.

Below: For many years the U.S. Air Force would say only that the Blackbird cruised "above 80,000 feet." It is now known that the jet can fly at at least 100,000 feet without any difficulty and can probably zoom even higher.



SPECIFICATIONS SR-71A

Type: Two-seat all-weather strategic reconnaissance aircraft with electronic, optical, infrared or radar sensors.

Powerplant: Two Pratt & Whitney J58 turbo-ramjets each delivering 32,500-lb. static thrust with afterburners.

Max speed: Estimated at Mach 3.5 or more than 2,500 m.p.h.; normal operating speed over Mach 3 or 2,000 m.p.h.

Range: More than 2,500 mi. without refueling; intercontinental with aerial refueling.

Operational ceiling: 85,000 ft.; maximum ceiling estimated to be 101,500 ft.

Weights: Empty 60,000 lb.; loaded 170,000 lb.

Dimensions:

Span	55 ft. 7 in.
Length	107 ft. 5 in.
Height	18 ft. 6 in.
Wing area	1,800 sq. ft.



LOCKHEED SR-71A

The 9th Strategic Reconnaissance Wing of the United States Air Force is housed at Beale Air Force Base, California, with detachments to Kadena on Okinawa and RAF Mildenhall in England.

The black paint is highly sophisticated and specially formulated to radiate excess heat while at the same time disrupting incoming radar energy. At operating temperatures and altitudes, it changes color to blue.

To withstand the intense friction-generated heat at Mach 3, over 90 percent of the Blackbird's airframe is made of titanium.

The vertical tails are the only large, flat surfaces on the Blackbird. They are canted slightly inboard in an attempt to deflect the large radar returns they would produce.

The component parts of the Blackbird fit very loosely to allow for expansion at high temperatures. At rest on the ground fuel leaks out constantly, since the six large tanks in the fuselage and wings only seal at operating temperatures. There is little danger of fire, however, since the fuel is very stable with an extremely high flash point.

The nose contains reconnaissance sensors. The entire unit is detachable so that different sensor combinations can quickly be fitted.

Separate cockpits house the pilot and reconnaissance systems officer, known as the RSO. The sensors are largely computer-controlled, but the RSO is responsible for monitoring their operation.

The Blackbird's tires are filled with nitrogen and impregnated with powdered aluminum to enable them to withstand heat.

There are four compartments in the fuselage, which can house panoramic, long-range and infrared cameras, electronic intelligence sensors and side-looking radars.

The huge J58 engines operate as ordinary jets at low speeds, switching to become ramjets at speeds above 2,000 m.p.h.

Blackbird Reconnaissance Profile

1 TAKEOFF: The Blackbird takes off with a light fuel load, climbing subsonically to rendezvous with a tanker about seven minutes later.

2 ACCELERATION: After filling up, the SR-71 dives briefly and accelerates to go supersonic. Then it climbs to around 82,000 feet and Mach 3, where it cruises to the next refueling or the reconnaissance target.

3 MISSION: As the Blackbird approaches the target, reconnaissance sensors are activated automatically by onboard computers tied in with the inertial and stellar navigation systems.

5 RETURN: Another tanker waits well away from the sensitive area, and the Blackbird descends to take on more fuel. For long-range missions the superfast jet might have to refuel three or four times.

4 HIGH THREAT: The Blackbird avoids getting within range of enemy defenses.

ACTION DATA

SPEED

The only aircraft that even approaches the Blackbird's speed is the MIG-25, and it can only sustain Mach 3 for a few minutes, compared to the eight-hour supersonic missions regularly flown by the SR-71. The Anglo-French Concorde is the only other aircraft that can sustain supersonic flight for hours at a time.

LOCKHEED SR-71

Operational speed over 2,000 m.p.h.

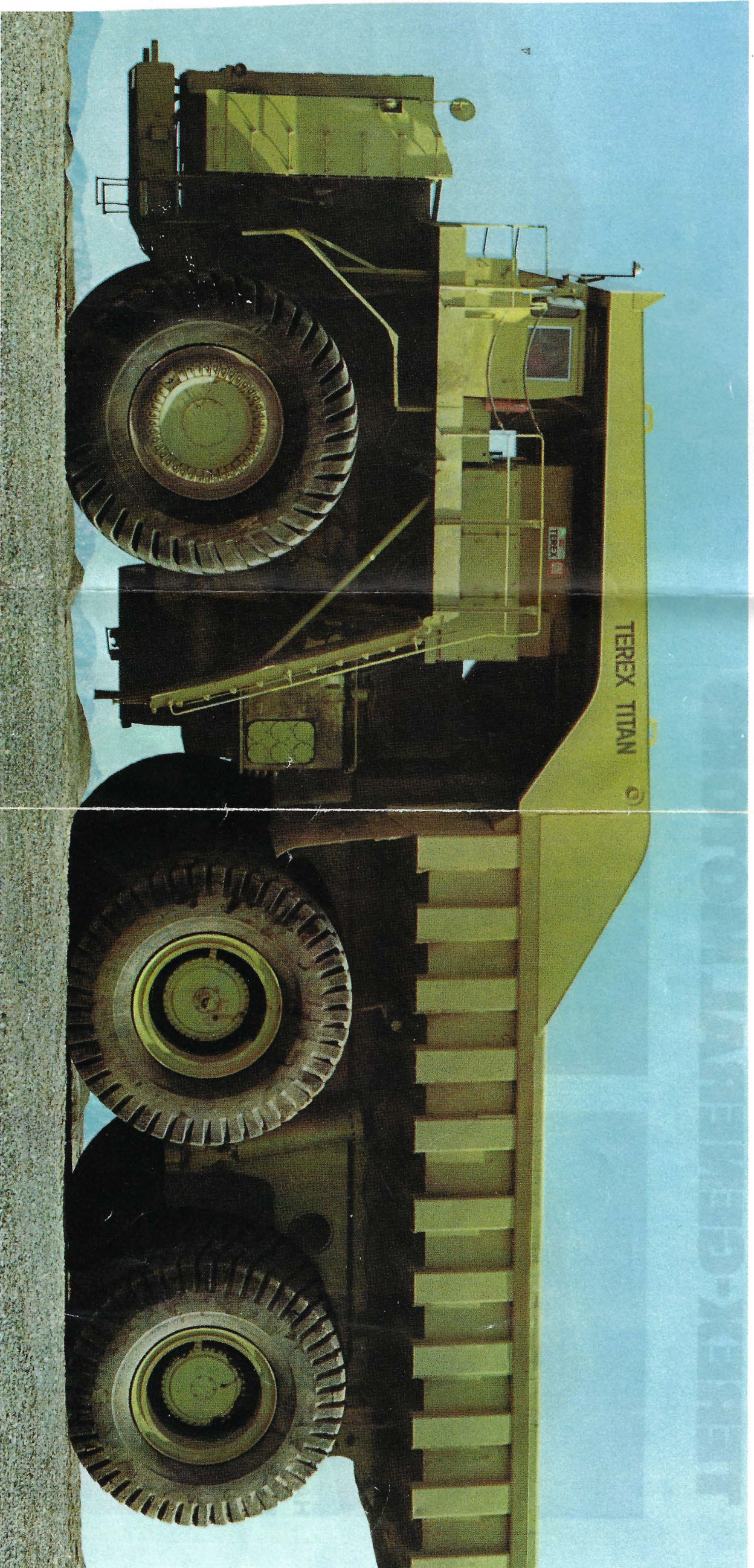
MIG-25R "FOXBAT-B"

Maximum speed 1,800 m.p.h.

LOCKHEED U-2R

Maximum speed 430 m.p.h.

TWO OF MY SONS
HAS. DRIVEN THIS
HUGE TRUCK
AND THESE 2 SON'S
BEING HEAVY DUTY
MECHANICS HAVE
HAVE WORKED ON
THIS TRUCK
SERVICED +
MAINTAINED THIS
TRUCK
LOCATION OF THIS
HUGE TRUCK IS IN
SPARWOOD B.C.
IT REGULARLY
CARRIED 400 TONS
OF A LOAD



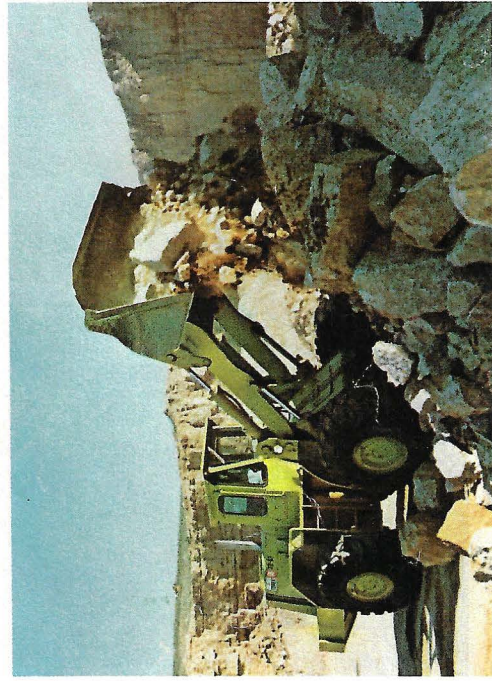
TEREX-GENERAL MOTORS



HAULERS



SCRAPERS



NOTE FULL SIZE CAR

MARCH AIR FORCE BASE

MISSION:

The mission of March AFB is to develop and maintain the capability to conduct air refueling operation in support of National Command objectives in any part of the world, under any conditions of climate. It operates in that role as part of the Strategic Air Command's commitment to world peace through readiness and the deterrence of armed aggression. This commitment also includes supporting the Department of Defense in many contingency situations such as strategic force projection and strategic force mobility.

ORGANIZATIONS AND MANNING OFFICER ENL.

15th Air Force Headquarters	146	169
26th Air Division	91	221
22nd Air Refueling Wing	181	1,145
82nd Flying Training Wing	2	4
22nd Combat Support Group	56	707
33rd Communications Group	23	369
USAF Regional Hospital	150	330
163rd Air National Guard	115	691

AIR RESERVE FORCES

452nd Air Refueling Wing	149	877
303rd Air Rescue & Recovery Sq	35	177
Other Tennant Units	82	207

LOCATION: March AFB, Riverside Calif.
8,000 acres on both sides of I-215.

GENERAL/FLAG OFFICERS

15th Air Force Headquarters	2
26th Air Division	1
452nd Air Refueling Wing	1

PEOPLE ASSIGNED TO MARCH

Officers	1,030
Airmen	4,897
Civilians	866
Total	6,793

CREW MEMBER CHARACTERISTICS: (Average)

Average Crew Age	30.6
Aircrew rated service	6.0
Aircrew flying hours	1,674
Officer crew member rank	1st Lt/Capt

MAJOR OPERATIONAL SYSTEMS:

22nd AREFW: 11 KC-10 Extender long range
air refueling tankers. *YES I HAVE BEEN
14 KC-135 Stratotanker medium range air refueling tankers. ON BOARD THIS AIRCRAFT

452nd AREFW: Eight KC-135 Stratotanker
medium range air refueling
tankers.

303rd ARRS: Six HC-130 Hercules cargo/
reserve aircraft.

163rd TFG: 21 F-4C Phantom fighters.

82nd FTW: 4 T-38 Talon training aircraft.

MEDICAL FACILITIES

USAF Regional Hospital with 115 beds expan-
dable to 185 beds staffed by 42 physicians,
68 nurses and 12 dentists.

HOUSING

711 housing units in two areas, Green Acres
on the main base and Arnold Heights across
I-215 in West March. Both locations have
two, three and four bedroom units.

EDUCATION

Persons assigned to March can pursue on-base
and off-base programs ranging from a high
school diploma to a doctorate degree. Schools
offering on-base classes include Riverside
City College, Chapman College, Embry-Riddle
Aeronautical University, Southern Illinois
University, University of Redlands and Univer-
sity of Southern California.

RECREATION

Recreation activities on base include tennis,
golf, bowling, basketball, softball, football
and raquetball. The Arts and Crafts Center
offers classes in ceramics, oil painting and
flower arranging. The Auto Hobby Shop offers
facilities for a variety of automotive main-
tenance.

FAIRCHILD AIR FORCE BASE, LOCATION WEST
SIDE OF SPOCANE U.S.A. WASHINGTON
STATE

*MY FAMILY AND FRIENDS AND AIR CADETS
HOFFTONE VISITED THIS AIR BASE, WHEN WE
LIVED IN CASTLEGAR, BRITISH COLUMBIA
MARCH AIR FORCE BASE

Home of the 22nd Air Refueling Wing



Statistics current as of 17 April 1984

Strategic Air Command

MISSION:

The primary purpose of SAC is to deter war -- nuclear or conventional. To accomplish this mission, SAC has to be responsive to worldwide operational problems -- capable of deploying forces quickly to any part of the world to successfully prosecute any level of conflict necessary to satisfy national objectives.

ORGANIZATIONS:

- 2 Numbered Air Forces
- 12 Air Divisions
- 17 Bombardment Wings
- 9 Missile Wings
- 3 Air Refueling Wings
- 3 Reconnaissance Wings
- 1 Strategic Intelligence Wing
- 4 Strategic Wings (Overseas)
- 1 Air Base Wing
- 1 Combat Evaluation Group
- * 93 Operational Squadrons
- * 3 Air Refueling Groups

MAJOR LOCATIONS:

- SAC Headquarters, Omaha, Neb.
- 8AF Headquarters, Shreveport, La.
- 15AF Headquarters, Riverside, Calif.
- 32 locations in 22 states
- 15 overseas unit locations

SAC-GAINED AIR RESERVE FORCES:

- 128 KC-135 aircraft
- 13 Air National Guard KC-135 units/1 Engineering Squadron
- 3 USAF Reserve KC-135 units
- 2 KC-10 Reserve Associate units
- 3 Reserve Medical Services units

SAC Facts

PEOPLE IN SAC:

Officers	17,900
Airmen	90,500
Civilians	12,700
Total	121,100

GENERAL/FLAG OFFICERS:

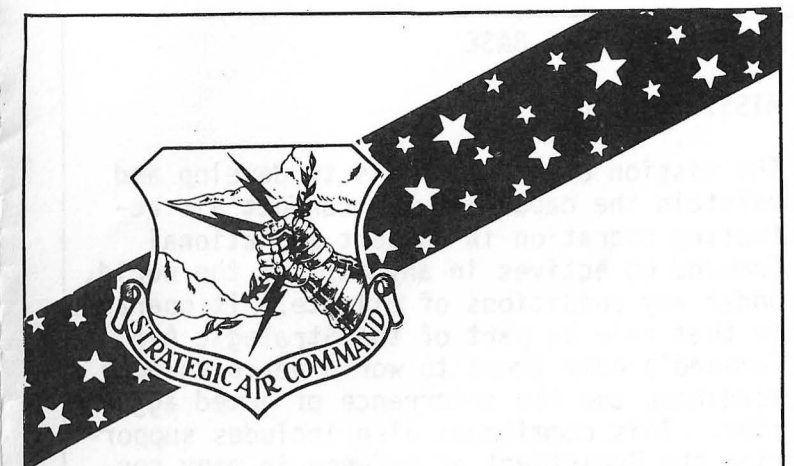
SAC Total	34
Assigned at Offutt	18

CREW MEMBER CHARACTERISTICS: (AVERAGE)

Average crew age	30.3
Aircrew years rated service	6.0
Aircrew flying hours	1,641
Missile crew age	28.1
Officer crew member rank	1st Lt/Capt

MAJOR OPERATIONAL SYSTEMS:

- * Approximately 350 long-range bombers *
(B-52s and FB-111s) I HAVE BEEN ON BOARD OF
- Approximately 600 KC/RC/EC-135 aircraft
(includes Air Reserve forces)
- KC-10 tanker aircraft in build up
- E-4 National Emergency Airborne Command Post aircraft
- SR-71 reconnaissance aircraft
- U-2 reconnaissance aircraft
- TR-1 reconnaissance aircraft
- Titan II ICBMs (in phase-out)
- 550 Minuteman III ICBMs
- 450 Minuteman II ICBMs



SAC
in your
Community

