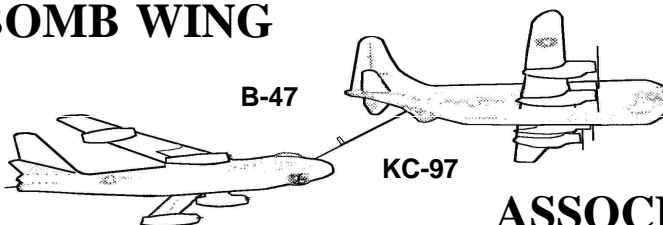


307TH BOMB WING



ASSOCIATION

NEWSLETTER

Minnick Elected Association Chairman At Orlando

Chairman's Report

First I would like to give our thanks to Aulden "Al" Stewart for his two year stint as our head honcho. You did a great job Al. Thanks again.

I do wish all of you had been with us in Orlando. We had a great time. The weather was in the 80's; there were a few drops of liquid sunshine, but not enough to slow down the sightseeing, shopping, golf, eating, and most of all, the comraderie!

We were fortunate to be there during a launch from the Cape. The **NEW Endeavor** (NASA's 47th Shuttle flight) went up as we watched. Many of our group went to the Cape to see the launch up close. I'm told that cars lined the highways and traffic was bumper to bumper. Some of us watched from the hotel parking lot. It was a trail of smoke and a bright light in the sky--**IT LOOKED GREAT--WOW!** And we thought a "JATO" rack had a kick!

I would like to give a big thank you from all of us who were in Orlando to Hank Grogan and his crew for the fine job they did with the reunion. The hotel did a great job for us--space was more than adequate. What a great place the hospitality room is for renewing old acquaintanceships. Faces you haven't seen for 25-30-35 years, and stories you wouldn't believe. MEMORIES--aren't

they great?

I should report to you that we are in transition with the Newsletter. Marjean Gingrich has agreed to be our new Editor and we applaud her for that. As you can see there are a few changes. Mike Gingrich has a laser printer which will enable ready copy to be printed. Mike has the names; Vern will furnish the labels, and we will print and mail from Lincoln. We found Lincoln to be the most competitive in reproduction costs. Please note the new return address which is for your use to obtain information at anytime and to also to keep us posted on your moves and address changes (PLEASE!). A newsletter can only be as good as you make it with your input.

I want at this time to give Helen Ecelbarger a **BIG THANK YOU** for all the work she did as Editor of the newsletters (nine in number) dating from 1988. It was a labor of love for her and she did a magnificent job. As widely spread around as we are--the Newsletter is the glue that holds us together. I'm sure I speak for all in giving Helen our heartfelt thanks for a job **WELL DONE**.

Ethel Dodge has agreed to remain as our Treasurer. I've asked Billy Williams to help us as a member of a planning group of five that I am establishing. This group will include Vern Biaett,

Ethel Dodge, Mike Gingrich, Billy, and myself. "It helps to have someone to talk to for ideas and fine tuning."

When in Orlando, we talked \$\$ Money \$\$ --

- λ Should we charge membership dues?
- λ Should we reduce the number of newsletters mailed? (Currently λ 1,200+)
- λ Should the Newsletter be published only twice a year?
- λ Should we have a subscription fee?
- λ Should we continue as we have with donations only?

During the discussion at the membership meeting in Orlando, several others and I favored dues or a subscription system, while others were not so inclined. Some research to date dictates a "go slow approach" to making any changes, as our **NON-PROFIT** status could be jeopardized if we do not proceed carefully. We will continue to study the problem.

For those our you who do not know, our basic plan is to have our reunions be self supporting, and the Newsletter and administrative costs to be covered by contributions. This will not be easy to accomplish, but it is the goal. We have decided that in the future, donations will be acknowledged by name only. Thank you for your patience and understanding.

Our next reunion is set for Seattle in Summer 1994. Bob King (bless his heart) has agreed (thank you very much) to be Chairman for the Seattle reunion. Good luck Bob, and happy planning.

Thanks for the opportunity to be your Chairman.

Orlando

This should begin with a caveat--it is written from a wife's perspective. There are a couple of possible benefits that might result from attending a 307th Bomb Wing Reunion: you might get to visit someplace you've never been before, or perhaps return to an area where you've wanted to spend more time. Orlando offered the former to me--hard as it may be to believe that there is an Air Force Wife who had never been to Florida.

The Orlando reunion committee chose to limit the number of "official" events because of the wealth of attractions in the Orlando area. One might conclude that they also recognized that any time the bomb wing members get together anywhere, that is an event in itself. This was surely true of the 1992 Orlando Reunion.

307th Bomb Wing B-47/KC-97 Association

Chairman: Tony Minnick, 5920 Robin Court, Lincoln, NE, 68516. Phone 402-423-6848.

Chairman's Committee:

Secretary: Vern Biaett, 9519 W Timberline Drive, Sun City, AZ, 85351. Phone 602-972-7328.

Treasurer: Ethel Dodge, Route 1 Box 35, Waverly, NE, 68462. Phone 402-786-3009.

Editor: Marjean Gingrich, 1525 Edenwood Drive, Beavercreek, OH, 45434. Phone 513-426-5675.

Membership: Mike Gingrich, 1525 Edenwood Drive, Beavercreek, OH, 45434. Phone 513-426-5675.

History Project Coordinator: Sedgefield Hill, 2414 Jefferson Road/Beaver Lake, Plattsmouth, NE, 68048. Phone 402-235-2397.

Seattle Reunion Chairman: Bob King, 420 W Island View Drive, Camano Island, WA, 98292. Phone 206-387-1258.

Billy Williams, 5141 North 72nd St, Lincoln, NE, 68507. Phone 402-466-9301.

The 307th Bomb Wing B-47/KC97 Association is a non-profit veterans organization. The Chairman is elected by majority vote of members in attendance at each business meeting. The Chairman's Committee serves at the pleasure of the Chairman.

Center, and most agreed another day would have been "just fine." In typical Disney style, the park is clean, extremely well organized, and filled with unbelievable exhibits, films, and presentations. We spent the entire day in the International Area, missing entirely the Technology Section.

Another day was spent at **Seaworld.** This park, featuring Shamoo the fantastic, performing whale, is a delight for children and adults alike. It made me wish I'd had grandchildren to help me enjoy, but alas . . . In addition to the dolphins, sea lions, and other marine animals, the park presents shows at various locations throughout the day. Children, especially, would be delighted by the Wild West Waterski Show--a drama worthy of the best of the silent, melodrama movies.

The launch of **Space Shuttle "Endeavor"** coincided with the reunion and attendees were offered a choice of watching from the driveway of the reunion hotel, or making the drive to Cape Canaveral with a group. Because of low clouds, the hotel drive watcher may have seen the launch better than those at the Cape. In addition, the driveway group could see the bungee jumping at a nearby site. Most probably would have agreed to take part in a space shuttle flight before they would agree to take part in bungee jumping.

The committee organized an evening outing to **Church Street Station** which many enjoyed. The **Hospitality Room** at the hotel was open extended hours--longer and more often than the Committee had planned. Guess this is just a hospitable group.

In the reunion registration area (smoothly handled by the committee) a commercial organization offered many SAC and Air Force mementos for sale--a first for a 307th reunion. Available were shirts, buckles, and an excellent video about the B-47 Stratojet.

Tony and Bev Minnick were able to take advantage of nearly everything in the local area, without fear of becoming lost, due to the Global Positioning System (GPS) which was a feature on Tony's rental car. His subsequent election as Association Chairman may have resulted from his reputation of being "a

he is going." Elsewhere in this issue, Tony describes more fully this new "mapping system," which grew out of Air Force "smart weapons" research and development. However, there are always some people who remain unimpressed with the fruits of technological advances--an anonymous former copilot was overheard to comment, "Only a BombNav would need something like that."

Less than a block from the hotel was an intriguing mini-mall called **The Mercado.** Here dinner was available--ranging from excellent seafood to gourmet delights to Mexican specialties. A variety of shops were available for browsing or buying after dinner. Fortunately, despite threats to the contrary, we only browsed in the store with the black leather mini-skirt. Other fine, yet reasonably priced restaurants are available in Orlando--no excuse for anyone to go hungry. The lady next to me on the flight to Florida told me that she and her family drive over an hour to eat Chinese food just a few blocks from the hotel. Shopping was also accessible. Yes, you can get a free ticket to any Disney attraction, as long as you buy some of the famous Florida swamp land which was still available before Andrew. And, the largest outlet mall in the world is in Orlando. I'm not much of a shopper, but I did pick up a couple of Christmas gifts.

The Reunion Dinner featured a choice of entrees, an informative talk by Gene Rocque of NASA, and dancing to the Melbourne Municipal Orchestra Dance Band. We also helped Mr. and Mrs. Don Gostin celebrate their **Fiftieth Wedding Anniversary.** The Reunion Committee: **Ray and Ester Coley, Bill & Gini Darden, Bill & Seraphine Holden, Joe & Vi Hull, Ed & Peg Little, Fred & Ruth Varn, Betty Forgas, and Chairman Hank Grogan** did a great job, and deserve the thanks of all of us. It is no easy task keeping two hundred fifteen people happy, but I think they did.

As with the other reunions we've attended, the nicest feature of this one is that no matter what you wanted to do--sit by the pool, watch the ducks come to work at the Peabody Hotel, visit local attractions, or just relax--at a

307th Bomb Wing reunion, you are always going to find an old friend to join you. I hate to think how many SAC missions were rehashed and enhanced by comrades sitting in the hotel bar.

So, if you were in Orlando, spread the word--**Seattle in 1994** sounds like more of the same--fun, frivolity, and friends!

Marjean Gingrich

Business Meeting Highlights

The business meeting of the 307th Bomb Wing B-47/KC-97 Association held at Orlando, Florida on May 9th, 1992, was opened by Chairman Al Stewart at 0900 hours.

An invited representative from Turner Books explained the Unit History Books published by their company. Those attending voted to proceed with Turner to prepare a history of the 307th at Lincoln. Sedgfield Hill volunteered to be the project coordinator. The books, when complete, are expected to cost in the range of forty to fifty dollars. More information will be provided as the project proceeds.

In the absence of Treasurer Ethel Dodge, the financial report, prepared by Ethel, was presented by Mike Gingrich. In depth discussion of the cost of the newsletter followed. Options discussed were to charge dues, charge a subscription fee, or to continue to finance the organization with donations. Also, discussion was held as to the number of newsletters to be published per year -- two or three. One member offered to pay the cost of a third newsletter if the organization is financially unable to do so. Decisions were deferred to the committee appointed by the new chairman elected later in the meeting.

The meeting was opened for motions to choose the location for the 1994 reunion. Bob King proposed that the next reunion be held in Seattle, Washington, and he also presented a short description of the activities which could accompany the reunion. Seattle was selected by the members in attendance, and Bob King was chosen as Reunion Committee Chairman for Seattle. Because of Seattle weather and hotel rate considerations, Bob was given the

to pick a reunion date.

Several other items were discussed at the meeting. Roger "Bud" Flanik suggested a possible 1996 reunion in Dayton in conjunction with the Air Force Museum. Many reunion groups have established memorials at the museum, either plaques or stone benches with plaques. To do so would require us to raise funds specifically for the memorial. Bud will do further investigation and report his findings to the membership through the newsletter. Another member then raised the possibility of a memorial at the Air Force Academy.

The question was raised whether our association should consider linking up with the other 307th veteran's association groups. It was decided to let the Chairman and his committee explore this idea. Vern Biaett briefly discussed how our activity as a veteran's organization is covered by IRS rules.

Tony Minnick was then elected as the new Chairman of the 307th Bomb Wing B-47/KC-97 Association.

The business meeting was adjourned at 1045 hours.

Orlando Reunion Attendees

The names of the 200 or so people who enjoyed the May reunion in Orlando are shown below. For a number of the attendees it was their first time at a 307th Association reunion, and we are looking forward to seeing all of you in Seattle in 1994.

Dick & Eloise Arens
Adam, Eddie & Lorene Aslaender
Robert Baker
Marty & Trudy Barth
Roger & Dottie Beamer
Ward & Sally Beightol
Vern & Diana Biaett
John & Mel Bibo
Cliff & Carole Bilek
Jay & Alyce Boudreaux
Jim & Carolyn Carlton
Bill & Grace Carrier
Bob & Nancy Corti
Roy Clark
Ray & Ester Coley
Don, Phyllis, & John Daley

Daniels
Bill & Gini Darden
George & Rita
Davis
Bob & Shirley Delaney
Dana Desselle
Mike & Louise Drelling
Helen Ecelbarger
Jim & Jean Evans
Bud & Jan Flanik
Betty Forgas
Karol Franzyszen
Darrell & Lois Gallenberger
Mike & Marjean Gingrich
Frank & Virginia Goetz
Bob & Sue Goodrich
Donald & Marcelle Gosting
Hank Grogan
Merle & Jeanell Hahn
Bob & Pat Hall
Shirley Handel
Bob & Gwen Hansen
Tony & Mozelle Hart
R.G. Hart
Bill & Mary Hathaway
Joe & Elaine Herman
Don & Dottie Hesse
Glen & Lucy Hesler
Ruth Hibdon & Genett Lightfoot
Sedge "Red" & "Willie" Hill
Elmo & Pat Hills
Jerry & Helen Hoffman
Bill & Seraphine Holden
Jack & Arlene Holt
Jim & Jean Houghtby
Joe & Vi Hull
Earl & Sue Johnson
Claude Jones
Harry & Carol Jones
Bob & Elaine Ketchim
Bob & Shirley King
Dan & Carol Kubinski
Glen & Dorothy Lally
Jim & Darleen Lancaster
Jerry & Penny Lanning
Willie & Hazel Lawson
J.D. & Vivian Lehr
Ed & Peg Little
Marvin Lundgren
Kenneth "Mac" Mcgee & Linda Rieck
John & Ester Mattioli
Dick & Marilyn Mckenzie
Janie Marvel
"Red" & Benita Maynard
Frank & Dede Medrick
Bruce & Melba Mills
Tom & Andrea Mills
Tony & Bev Minnick

Continued on page 4

Pete Myatt
Don Nigro

Butch & Diane Nollenberg
Bud Ostgaard
Jerry & Helen Otten
John Parker
Chuck & Bobbi Passante
"Pat" & Norma Patterson
Art & Sue Pearson
Betty Pelletier
E.V. Pence
Marie & Bruce Pettit (Kinyon)
Ralph & Ruth Philbrook
Corinne Philips
Pete & Betty Rawlins
Gerry & Beverly Ridley
Bill & Mary Rogers
Gerry & Lois Rotter
Tom Saltsman
"Sam" & Gloria Samuels
Charles & Ruth Schisler
Clayton & Rose Scott
John & Pat Shiffert
Lee & Margaret Shulgin
Clarence & Charlotte Southerland
Jerry & Joan Sparks
Sherald Speck
Al Stewart
T.R. & Eunice Taylor
"Red" & Pat Thomas
Kenneth & Kathleen Thomas
Noble "Tim" Timmons
Pete & Linda Tisdale
Paul & Lorraine Trudeau
Fred & Ruth Varn
Dorothy Veiluva
Robert & "Liz" Walker
Charley & Betty Watkins
Rudy & Katy Webb
Bob & Carolyn Weidner
Bill & Jean Williams
Jessy Worley
Guy Zeigler.

We are sorry to report that several registrants for the reunion had to cancel at the last minute because of illness. We wish good health and extend our hopes that we will see them in Seattle, to:

Vince & Harriet Kovacich
Keith Nystrom
O E & Kathleen Short.

Driving without a Navigator

Bev and I were involved in an interesting program while in Orlando. The American Automobile Association and Avis were running a test program in one hundred Oldsmobile Tornado's utilizing a system called TRAV-TEK. The program was a Global Positioning System (GPS).

The test car had a screen for navigation and a cellular telephone. Voice communication was available to a control center, 24 hours a day. All of Orlando, street by street, was stored for use, as were local attractions, hotels, restaurants, etc. We could accurately and easily travel around Orlando without a map.

An antenna on the rear fender provided a satellite feed to the car, and positioned the car with seven foot accuracy. The driver entered a destination, and GPS determined how to get there, even to alerting in advance when turns were ahead, by distance and direction. For example, the system would warn, "Prepare to turn left in fifty feet."

This system was in use during Desert Storm. I think everyone's circular error (CE) would have improved with such a

who saw the system and rode in the car thought it fantastic.

Tony Minnick,

Overheard in the Cockpit

The B-47 was cruising at thirty five thousand, 425 knots true, a half hour into the nav leg -

NAV: A/C, this is Nav. The course correction is one degree left, please.

A/C: Nav, if you're gonna give me a course correction, make it worth while. That's too piddling small to bother with!

CP: Yeah, Nav. We're too busy up here to bother with things like that.

One minute later -

NAV: A/C, new course correction. Turn ten degrees right, please.

A/C: That's more like it Nav.

Thirty seconds later -

NAV: A/C, now correct eleven degrees left please.

-307th Bomb Wing anecdote, circa 1959

Treasurer's Report

As of 10/3/92.

ASSETS:

Beginning balance 4/20/92.....	1990.51
Donations since 4/20/92.....	260.00
Operating funds returned.....	95.00
Interest.....	44.80
Orlando reunion receipts.....	4787.35
Voided checks from reunion.....	312.00

Total assets.....\$7489.66

EXPENSES:

Orlando reunion expenses.....	2959.08
Reunion refunds to members.....	753.00
Organization business postage.....	83.38
Organization software.....	96.90
Seattle reunion startup expense.....	100.75

Total expenses.....\$3993.11

ENDING BALANCE:.....\$3496.55

By Ethel L Dodge, Treasurer



Why in the world are we going to Seattle?

Well, here are a few reasons why you might want to visit the most scenic part of the "Lower 48." You can:

λ Ride the **monorail** from Seattle-center to downtown and back. This has been a feature of Seattle since the 1962 World's Fair. Plenty of parking nearby for your car.

λ Visit the **Space Needle and Science Center**. The Space Needle is as high as the St. Louis Arch, and a lot more fun. The view from the observation tower is fantastic and a meal in the rotating restaurant is out of this world.

λ Visit the **Chittendon Locks**. See "Hershel" and his friends (sea lions) as they enjoy a lunch of Northwest Steelhead, much to the frustration of the natives who can do nothing about removing this menace to the fish of the Lake Washington watershed. At the same place, you will see a grand collection of private yachts passing through the locks--perhaps the grandest collection you will ever see. Perhaps you will see a huge barge passing through, as well. These barges are loaded seven stories high, carrying entire oil refinery sections, school houses, and other heavy equipment, as well as containers loaded with the annual supplies ordered by Alaskan households. Supplying and barging play a major role in the Seattle economy during the short shipping season.

λ Visit the **Pike Place Market** where vendors supply the Seattle area with the finest fresh foods available--year round for those of us lucky enough to live here. More than three floors of shops featuring all manner of goods are accessible to everyone--Seattle leads the nation in providing access to those with mobility problems.

λ Visit **Mount St. Helens** and the newly opened observation area. The sight of the latest eruption is awesome, and well worth the hour and a half

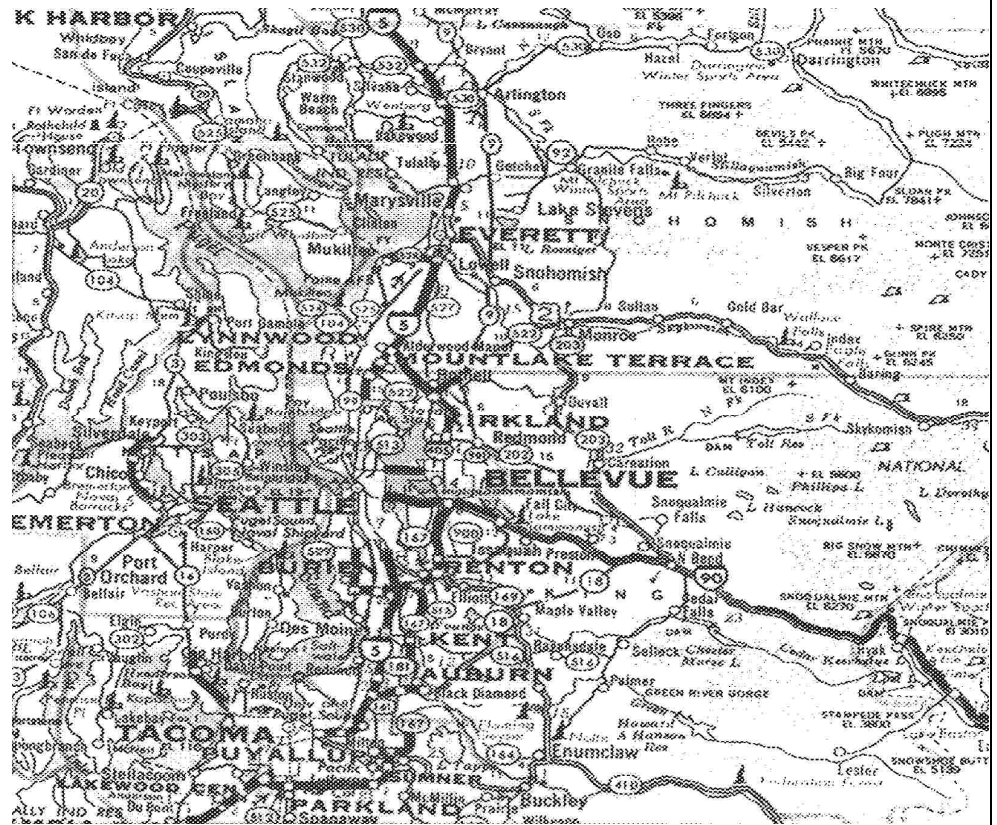
λ Take your bride to **Paradise**. When is the last time you promised her that? Here you can do it with a drive to **Mount Ranier** and the lodge at Paradise. You will be within feet of the snow fields. During the month of May you still could have walked through tunnels under twenty feet of snow as you entered the lodge and observations center. You can see as far south as Mount Hood in Oregon and as far north as the mountains surrounding Vancouver British Columbia.

λ Visit **Victoria British Columbia and Butchart Gardens** via the **CLIPPER**, a high speed boat that leaves in the morning and returns the same afternoon. Learn fascinating facts about Butchart family, particularly the mother

Roslyn where the series "Northern Exposure" is filmed. Shop in "**Ruth Ann's**" general store. See the store front broadcast studio where "Chris" pontificates from the "Minifield" owned radio station, and visit "**The Brick**," a real watering hole where you can sip a beer and listen for conversation from the other patrons about "Cicely" Alaska. Great fun!

λ Visit the **Ste. Michelle winery** in Woodenville and sample some of the finest wine made in this country. There are about sixty five premium wineries in the State of Washington, all within a day's drive of Seattle, if you don't count the "sampling time."

λ Visit one of the many "**micro brew-**



and her bosun's chair. Discover how they began what is now a beautiful garden by developing a limestone quarry.

λ Visit **Snoqualmie Falls** and the hotel featured in the television series, "Twin Peaks." The falls at Snoqualmie drop water from a greater height than do Niagara Falls.

λ Visit **North Bend** and enjoy "a piece of cherry pie and a damn good cup of coffee" at the same coffee shop featured in "Twin Peaks."

eries" in the metropolitan area. Most are collocated with a fine restaurant and some of the best beer brewed in the new world is available for sampling. Each batch is bottled, sold only in-house or locally, and will taste better than and other you've ever had.

λ Take a local ferry ride. Washington has the largest State owned ferry system in the country and destinations are as varied as you could wish. One of the

Continued on page 6

outstanding trips is the departure from **Anacortes, WA.** at approximately three ten in the afternoon, traveling through the **San Juan Islands** and returning that evening at approximately seven fifteen. The scenery is unbelievable.

Whether or not you've accomplished all of this, you should seriously consider a **post reunion cruise of the inside passage to Alaska.** This option will be available at low group rates and is the premier cruise offered in the United States, on either coast. Have you ever panned for gold, dined on baked salmon on the banks of an honest to goodness gold stream, and then panned for gold again following dessert? Have you every stood on a glacier? Have you ever sailed up a fiord that had eleven, yes eleven, glaciers within it? Have you ever come to the end of a fiord and seen a glacier six miles across and three hundred forty feet high? Have you seen humpback whales or eagles so close that it seems you can reach out and touch them? This could be the last cruise you will ever want to take. There is nothing like it anywhere.

Now, you might ask, "**What about the reunion?**" You didn't seriously think we were going to tell you everything at this early date, did you? Stay tuned and **Bob and Shirley King** will . . .

See you in Seattle

The Last of the Line

It was a beautiful autumn morning in October 1975; my six year old son's first soccer game had just begun on the field adjacent to the SAC 17th Bomb Wing Headquarters at Wright-Patterson AFB. Because the action on the field lacked World Cup intensity, my gaze soon wandered to the aircraft parked a hundred feet away, where the SAC wing had a mini-museum. I could see a KC-97, KC-135, B-52, and a B-29, but it was the B-47 which drew my attention.

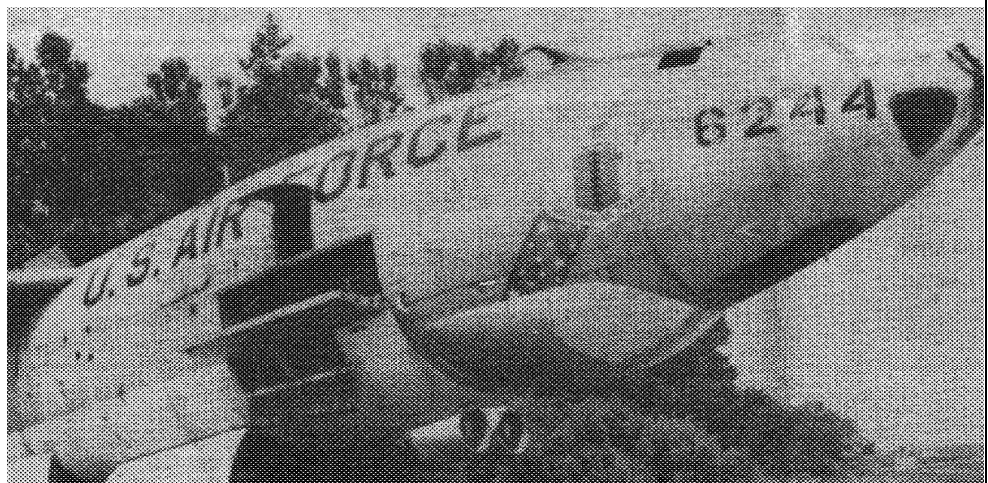
On the tail I saw the familiar green stripe of the 307th Bomb Wing, and below the stripe were the numbers 6244. Closer inspection revealed the

near the nose. The names were all known to me, and memories took over my thoughts. I recalled that 53-6244 was one of the aircraft that crews liked to fly, and that I had flown it several times. A later check of my log book showed that on 9 April 59, Solomon and I returned it to the crew chief slightly bent, as we had shut down number six following its flame out on final approach. But that did not diminish our esteem for the bird. A nearby plaque noted that 53-6244 was the last B-47 produced, and that she had been brought to Wright-Patt in 1965 from Lincoln.

My intention was to return with my camera to take pictures; however, pro-

weekend while the aircraft were moved in convoy fashion. It was, however, a one time deal. He regarded 6244's situation as a loss to Air Force history, as the B-47 wearing SAC colors at the Museum was not a SAC airplane, but an Air Force Systems Command research configured bird, now painted in the SAC scheme. The actual SAC aircraft had been consigned to the base fire department for drills.

Shortly after my conversation with Frey, an article in **The SkyWriter**, (Wright Patt's newspaper), entitled "Stratojet Silently Serving," confirmed Mr. Frey's information. According to **The SkyWriter**, 6244 had been used for battle damage training before being



B-47E Number 53-6244 on Perimeter Road at Wright-Patt in the early 1980s

crastination and events displaced my intentions. Shortly thereafter, the SAC Wing was deactivated, and when I returned with the camera all the aircraft were gone. No pictures! Sometime later, while visiting the Air Force Museum, I engaged the Curator, Royal D. Frey, in a conversation about the aircraft. Mr. Frey told me that the Museum had hoped to put 6244 on display at the Museum, but that there had been no way to move her from the location on the Patterson Field side of Wright-Patt, down the highway to the Museum located on the Wright Field side. Frey explained that when the new Museum site opened in the early 1970s, special provisions were made to move the large aircraft from Patterson to Wright Field. Utility poles and other obstructions along the highway were removed, and

assigned to the fire department. Described as a nesting place for wasps and birds, she had also donated an engine and a strut to repair a tornado damaged Stratojet at the Bradley Museum in Windsor Locks, Connecticut. The picture, from **The SkyWriter**, shows her in disordered repose while parked on Perimeter Road during this period.

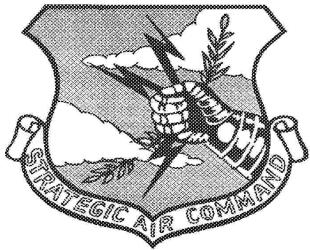
In June 1979, the Property Disposal Office evaluated her at one million dollars. Considering her fly away cost when new of about 2.5 million, she held up pretty well for twenty five years. Let's see ... that's only \$60,000 depreciation per year.

My recent attempt to find her, was unsuccessful, as she is no longer at the location described in the base paper. I can't recall with certainty the crew

names painted on the aircraft, however I believe Hal Todd's name was there. The photo shows that the crest on the side is not that of the 307th, and its legend is too blurred to read. Can anyone identify the crest and legend and tell us why the 307th crest is not there?

It seems fitting that as the last of her line, she managed to avoid the metal slashing guillotine at the boneyard, and continued to serve the Air Force for so long before fading away.

We'd like to hear from the crew who brought her to Wright-Patt, and from the crew chief, or anyone else who can further illuminate her history. If anything interesting turns up, we'll share it



SAC Stands Down

It started in March of 1946 with a few B-29s. Later, in 1948, the B-50 and B-36 came on line. The B-47 was added in 1951, then the KC-97, B-52, KC-135, B-58, FB-111, and finally the B-1B. There were also the missiles: Atlas, Titan, Minuteman, and PeaceKeeper. There were the SAC fighter escort aircraft. The complete list is surely longer. Forty six years of deterrence were SAC's legacy to the nation, to which more than a million people contributed over the years. They contributed in wartime during Korea; during peacetime in the Berlin and Cuban missile crises; and again in wartime in Linebacker and Desert Storm.

They started pulling alert in October 1957, and kept at it for 34 years until 28 September 1991. We were able to witness on TV the champagne bottles uncorked as the crews were released from alert by CINCSAC. It seemed like a graduation celebration of sorts--there was no longer the next alert tour to

The world had changed. There was no longer a Berlin Wall, the Warsaw Pact, or the Soviet Union. Deterrence had worked. **Peace was Our Profession.** The nature of the changes were and are incompletely understood, and will undoubtedly be debated in the political arena for some time to come. But, the change is undeniable.

The winds of change swept the Air Force. On 1 June 1992, the Strategic Air Command stood down. The continuance of the SAC mission would be assumed by the newly created Air Combat and Air Mobility Commands and the US Strategic Command. General McPeak, the USAF Chief of Staff, addressed personnel at Offutt AFB on this occasion:

“Good afternoon. General Powell, we're honored to have you officiate today. This is a big day for the Air Force--a day we retire the colors of our most famous command and take a big step toward integrated air power. I know that for those who have served Strategic Air Command so well for so long, this is a difficult moment. But SAC's warriors did not sign on for the purpose of being in SAC--they signed up to serve the nation. For the nation, deterrence is not an Air Force mission, requiring an Air Force Command. For the nation, deterrence is a joint mission, requiring a joint command. So for all of us, this is a day of progress and promise.

“SAC's role in keeping the peace over the last half century was central to the nation's security. After World War II, for the first time in history, nations could utterly devastate each other on short notice. We depended on SAC to protect our freedom and our very lives. And, because global nuclear war would be a catastrophe for the whole world, it wasn't just Americans but all the planet's inhabitants who relied on SAC to do its job with care and competence.

“Those were the hallmarks of SAC. Alert duty was and is lonely, unglamorous work, but no task was more fundamental to our security. Since 1946, SAC has had to get it right every hour of every day.

“SAC was in many ways the creation of Gen. Curtis LeMay, and it came to

Some may wonder what LeMay would say if he were here today. But we don't need to speculate. LeMay's own words tell the story.

“In 1957, General LeMay proposed combining SAC and TAC into a single offensive command. He put it like this: “whether we choose to recognize it or not, SAC and TAC are bedfellows.... They must deter together through their ability to defeat enemy air power together.” Having a single command would allow the Air Force, in LeMay's words, to achieve “unified control of all air offensive forces... under a single air commander.” Today, thirty five years later, we have at last realized LeMay's vision with the activation of the Air Combat Command.

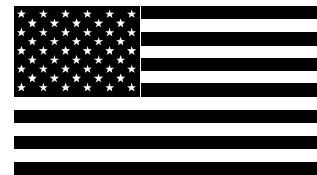
“The list of SAC's commanders over the years reads like a who's who of great airmen. Kenney, LeMay, Power, Ryan, Nazarro, Holloway, Meyer, Dougherty, Ellis, Davis, Welch, Chain. Like SAC, these were and are men to rely on....

“But, most of all, I want to thank the men and women of SAC for their professionalism and their performance over the long years of the Cold War. The heritage you built goes with you into the Air Combat Command and Air Mobility Command and will be with the

Address Lists Available

A limited number of address lists are left over from the Orlando reunion. The list contains the names, addresses, phone numbers, if known, and former 307th units, for the 1200 persons for whom we have mailing addresses. Should you wish to obtain one of these lists, please send one dollar to cover postage and envelope costs to:

Roger Flanik
3207 Zephyr Drive
Dayton Ohio 45414.



Kenneth F Gallagher, 21 Dec 1990
James Jenkins
Robert J Morrison
Alvin W Winzerling, 13 March 1991
Maj Gen Thomas C Corbin, 29 May 1992

General Corbin was commander of the 818th Air Division at Lincoln from 1958 to 1962. Following Lincoln, he was commander of the Special Air Warfare Center at Eglin AFB, and Air Force Director of Legislative Liaison at the Pentagon. According to the Charlotte **Observer**, General Corbin became ill while swimming laps at the Air Force Academy pool, and passed away shortly later. He was 75. Memorials may be made to the USAFA Library, PO Box 188, United States Air Force Academy, CO 80480.

The sympathy of the Association is extended to the families of our departed friends.

From The Book Shelf

Books of interest to members of the 307th and others interested in military aviation.

Morotai: A Memoir of War, by Lt Col John S Boeman, USAF Ret. A history of the 307th Bomb Group during the Pacific campaign of World War II. Published by Sunflower University Press, 1531 Yuma, Box 1009, Manhattan, KS, 66502-4228. \$14.95.

Termite Hill, by Tom "Bear" Wilson. A gripping, factually based novel, about the Takhli based 355th TAC Fighter Wing's role in the air war in Route Pack 6. The author, an F-105 Ironhand EWO systems operator, describes the origin and evolution of the Wild Weasel tactics used against the SAMs surrounding Hanoi. The foundations of the Wild Weasel SAM suppression missions, which performed so well in Desert Storm, are described better here, than in any other source to date.

Brothers to the Wind, by Oliver E Fowler. A former member of the 307th Bomb Wing, Fowler has written a novel described as "a vivid depiction of life in the pre-World War II Army Air Corps" which describes the experiences of a combat pilot. Vantage Press, Inc, 516 W 34th St, NY, NY, 10001, \$13.95 plus \$1.25 for shipping and handling.

Alert Operations And The Strategic Air Command, 1957-1991. Published by the Office of the Historian, Headquarters Strategic Air Command, Offutt AFB. Available from the Air Force Museum Bookstore, Box 33624, WPAFB, OH, 45433 for \$2.50.

We need your input! Please tell us about any books which you think may be of interest to members of our association.

Member News

Since the time of the last newsletter, letters and have been received from Arthur J. Pearson, Marilyn (Mrs. Richard) McKenzie, Carl Germundson, Doris Winzerling, Jim Yandle, Gerry Loughlin, Ernie and Roselle Denecke, Paul Dostalek, Dallas and Julie Crosby, Dede Medrick, Red Hoeningner, Jake and June Jacobs, Jerry Hoggman, Tom Powell, Margaret Shulgin, Marge Gieker, Charlie Akins, Pricilla Taylor, Jerry Post, and Erwin and Sonia Zanetti. Also, Lou Roseling, Frank and Ginny Strom, Joe and Linda Rogers, Burton Brinkman, Doris Coleman, Dottie Myers, Vernon and Sara Cole, Bill Stringfellow, and Bob and Bette Ace. Space does not allow us to print in full all of these letters; we will try to include

here:

Jim Yandle would like to locate Airman First Class James M. (Jim) Gentry and Staff Sergeant Walton (Walt) Fonderhide. (Ranks are of Lincoln vintage). We were able to provide Jim with Walt's address, but Jim Gentry is among our missing members. Anybody know his address?

Ernie and Roselle Denecke spent the Spring in Spain and Portugal with friends from Reflex and PCS days at Moron AB, Spain.

Many members sent regrets that they could not attend the Orlando Reunion, for reasons ranging from conflicts with other veterans' organizations reunions to children's weddings.

Jerry Hoffman asks "Does anyone know what has happened to MSgt Gerald 'Poppasan' Sayers?"

Marge Gieker suggests a future reunion in Colorado Springs.

Joe and Linda Rogers are the second largest ginseng growers in North America, in Kamloops, B.C.

Vernon Cole still flies actively, a V-Tail Beech Bonanza! He and Sara are active in the 307th ARS group, and have suggested that group be combined with the 307th Association. Vernon and Sara winter in Sarasota, Florida, and spend summers and the fall in Lexington, Kentucky. Vernon retired from banking in 1990.

Bill Stringfellow reports that he ran into Norman Menke at a B-58 reunion in Houston during June and learned about the 307th Association at that time. He reports that he and Barbara have three grown children--all employed, quite an

Newsletter Schedule

The 307th Bomb Wing B-47/KC-97 Association Newsletter is published for the benefit of all former members of the 307th Bomb Wing of Lincoln AFB, Nebraska. It is expected to be published three times a year.

Future issues are scheduled to be published during **March, July and November of 1993**, and in **March & June of 1994**. The publication schedule after June 1994 will be determined after the 1994 reunion in Seattle.

Contributions for publication in the newsletter are requested from all readers. Please mail your contribution to the editor to arrive no later than the calendar month prior to the scheduled publication date. Your contribution of material for this newsletter is essential for its success.

accomplishment in these time, and that he and Barbara are fully retired. He would like to know the whereabouts of Sgt. Donald A. Mowry. Unfortunately, Don Mowry is also among our missing persons. We've added "String" to the address list, so he'll be included when the 1994 roster is published. In the meantime for those who would like to get in touch with "String", his address is: Route 5, Box 182, Denison TX 75020. Sorry, we don't have a phone number.

Doris Coleman reports that she takes part in the American Ex-Prisoners of War and American Defenders of Bataan and Corregidor organizations. Since Elbert's death in June 1990, she has had to limit her participation in other groups.

Frank and Ginny Strom attended the 307th Refueling Squadron Reunion in Bossier City, Louisiana, at the same time as our Orlando reunion.

Marilyn McKenzie notes that she has heard from Irene and Ken Snyder. Irene's husband was Robert Morrison, who sadly was killed in a B-52 flight, after his assignment to Lincoln. Ken Snyder was also in the Air Force, but Marilyn says she does not know what squadron or wing he was in. Irene and Ken plan to become active in the 307th Association.

Jerry Loughlin suggested that locations for future reunions could be proposed and promoted by notice in the Newsletter. (Good idea Jerry! We'll be glad to publish any descriptive proposals we receive).

Paul Dostalek reports that he concentrates mostly on activities of the 29th Bomb Group, (B-29s). He adds that only six members of his original eleven man crew are still living. He says that "having had contact with these crew members and their families for all these years--and then losing somebody, makes one aware of our own mortality."

Nearly every letter received included well-deserved compliments to **Helen Ecelbarger** for the excellent job she did editing the Newsletter from 1988 until the present. Everyone appreciates the

herself, and the good job she did keeping us informed about one another.

Note: If you have any of the information requested by these correspondents, please send it along to the editor. We will then forward it to the requesting individual. You can, of course, do this yourself if you wish, and have a roster. But for those who don't have rosters, send the information to be forwarded. All letters to the Editor will be acknowl-

Editor's Notes

Introducing your new **307th Bomb Wing Association Newsletter . . .**

We hope by now that you have noticed that your Newsletter has a new look. We have redesigned it and increased it in size. You will also notice some new features--some of which will be regular features of each issue.

In 1988, after the first reunion in Las Vegas, Helen Ecelbarger volunteered to write, edit, publish, and mail a 307th Newsletter. Since that time, she has undertaken to do so, single-handedly. That she did it in an excellent manner has been made clear both by the many comments at the membership meeting in Orlando, and by the many compliments in letters written to her as Editor. The enormous chore she assumed, and the excellent job she did deserve only praise and admiration. Significantly, to replace Helen has required a committee--the editing and layout will be done in Ohio; printing and addressing will be done in Nebraska, and material will be contributed from wherever there are members. We have found that to do what Helen did alone doesn't seem possible for a single individual. To say, "**Thanks Helen,**" hardly seems adequate.

In planning the new Newsletter, we have decided to emphasize the reunion activities of the Association. This issue includes information about both the Orlando Reunion, and the upcoming 1994 reunion in Seattle, Washington. We also hope to include an increased amount of "Member News." We also plan to publish information and articles about the B-47 Stratojet, the KC-97 Tanker, Strategic Air Command, the United States Air Force, Lincoln Air Force Base, and other topics of interest

Association.

In large part, the success of this endeavor will be **up to you!** To do what we have promised, we will need regular input from members, including:

--Member news

--Historical information (Lincoln, SAC, USAF, B-47, KC-97 etc.)

--Particularly, information about the KC-97/ARS. There are undoubtedly hundreds of anecdotes that crew chiefs and other flight line personnel could tell! Here, finally, is the time and place to tell them.

--Inquiries from the membership

--Personal experiences, travel reports, anecdotes, etc.

--Good quality black and white photos can be reproduced.

The new Newsletter will be a team effort, and we need all of you to be members of the team.

There are no strict deadlines for submission of information, but as a guide line, keep in mind that we will need information approximately a month before the next projected publication date. There is no particular form in which we need your material; we will be using a word processor, desk top publishing system, and a laser printer to prepare camera ready text. So, feel free to use a dull pencil, your crayons, the old Remington, or whatever. If we can read it, we will edit it as necessary (emphasizing such antiquated concepts as correct spelling, good grammar, and readability), and publish it.

Introducing . . .your editor.

Many of you may have been asking yourselves "who is this person and why is she editing my newsletter?" I am, in fact, a native Lincolnite who married at B-47 co-pilot assigned to the 307th Bomb Wing at Lincoln Air Force Base while I was a student at the University of Nebraska. Mike and I have been married ever since (thirty-one years now, although Mike often tells people that he has been married "forever").

I have agreed to edit the Newsletter, but I think all of you should know that Mike is "the publisher." He has

learned the desk top publishing system, done most of the hard work, and managed to parlay his position as publisher into being the owner of a new 486-33 PC, and a new laser printer. These items had previously been on his "nice to have" list, but when we agreed to do the Newsletter, they moved to his "must have" list. (I am suspicious.)

Please help us to make this a success. We want your comments, suggestions, and critiques. Our goal is to make your **307th Association Newsletter** exactly what you want it to be!

Donations

The Association, a nonprofit organization, has only two sources of income to fund its activities and the newsletter. After each reunion, there have been some residual funds (see Treasurer's report). In addition, from time to time, members of the association make unsolicited donations. Because of our status as a tax-exempt, non-profit veterans organization, these donations are essential. There would be no newsletter without them, and it would be difficult to accomplish other Association business. The Chairman and his committee acknowledge and send their thanks to the following members who have made donations in 1992:

λ **January**--Gerald Rotter, William Erickson, Clark Peterson, and John Quirk.

λ **February**--William Crane, Shirley Handel, John Radike, Sherald Speck, James Townsend, Dorothy Vieluva, Adam Aslaender, William Holden, Clifford Bilek, Larry Garrett, Elwood Leonard, Franklin Medrick, Earl Bullock, Armand Durrieu, Gerald Putnam, John Shiffert, Charles Baker, Roland Behnke, and Perry Meixsel.

λ **March**--Dallas Crosby, Ernest Denecke, Paul Dostalek, William Fessler, Carl Germandson, Marjorie Gieker, Jerome Hoffman, James Jacobs, Gerald Loughlin, A. E. Nollenberg, Gerald Post, Thomas Powell, Margaret Shulgin, Priscilla Taylor, James Yandle, Erwin Zanetti, Franklin W. Fish, Rudy Webb, Burton Brinkman, Raymond

Strom.

λ **April**--Thomas Saltsman, Nobles Timmons, Robert Ace, Charles Akins, Vernon Cole, and James Myers.

λ **May**--Richmond Boykin, and C. W. Jones.

λ **September**--William Stringfellow,

USAF Museum Memorial Park

At the Orlando reunion, I spoke briefly about the USAF Museum's Memorial Park and asked our members to consider contributing to a memorial for the 307th Bomb Wing.

Over 1.5 million people visit the museum annually at Wright-Patterson Air Force Base, Ohio. It is the oldest and largest aviation museum in the world and proudly honors the history and heritage of the Air Force.

The first memorial was dedicated on October 23, 1972, to those Americans held as prisoners of war by the North Vietnamese and to those missing in Action during the Southeast Asia conflict. Over two hundred memorials are now in place. The Museum staff has created a living memorial to the valiant service of the men who fought for our country. They now accept only tree/plaque memorials in the Memorial Park or bench memorials on the Museum's main entrance walkway.

The tree program costs approximately \$1,800 to \$2,000, which includes the tree, granite marker, bronze plaque and concrete footer. Bench memorials run anywhere from \$1,000 to \$2,000, depending upon type of bench chosen and the wording on the bench. Two styles of granite benches are approved.

We have the opportunity to insure that the 307th Bomb Wing is not just relegated to dusty archives, but instead becomes a visible part of the museum that proudly honors our distinguished achievements. The 307th was the sum of us all. We were the 307th. Our spouses and children were as much a part of the Wing as we were and often sacrificed "normalcy" for our profession. We all experienced pain with the loss of comrades and shared in the grief. We worked hard, we partied hard, and we each carry special memories of

At the Seattle reunion, we will propose a discussion of participation in this Memorial Program with a vote by our members. I hope that during the intervening months you will consider this issue, ask questions, and vote as each of you believes best.

Bud Flanik

Editor's note: If you readers would like, we could include some photographic examples from the Memorial Park in a future issue. Let us know.

Membership Form

On the opposite page is a blank application for membership in the 307th Bomb Wing B-47/KC97 Association. Since 1988, Newsletters have been sent to all former members of the Wing at Lincoln for whom we have addresses, whether or not these individuals have attended reunions or in any other way expressed or indicated an interest in receiving news and information. **Everyone who wishes to continue to receive the Newsletter and reunion information is encouraged to join the Association! THERE IS NO MEMBERSHIP FEE OR SUBSCRIPTION COST.**

Membership in the Association serves two purposes. First, is to demonstrate a continued interest in receiving mailings. If the time should come that the Association must reduce costs by reducing the size of mailings, the first names to be deleted from the mailing lists would logically be those of individuals who are not members of the Association.

The second purpose of membership is that your completed membership form on file with the Association provides documentation necessary to help maintain our Association's Non-Profit Veteran's Organization status with the IRS.

Your mailing label on this issue of the Newsletter indicates whether or not a membership application from you is on file. If there is an asterisk (*) next to your name, we do not currently have you listed as a member, and you are requested to complete the application form and send it to us.

APPLICATION FOR MEMBERSHIP

307TH BOMB WING B-47/KC-97 ASSOCIATION

First Name

Middle Initial

Last Name

Spouse Name

Deceased: Yes _____ No _____

Address: City, State, & ZIP

Home Telephone (_____) _____ - _____ Bus. (_____) _____ - _____

Approx dates assigned to Lincoln AFB _____

Squadrons assigned to _____

Job assignment at LAFB _____

Non active duty - current occupation _____

Civic and charitable activities _____

Hobbies _____

Mail to:
307th Bomb Wing B-47/KC-97 Association
5920 Robin Court
Lincoln NE 68516

If husband and wife both desire to be active members, both should sign below.

Date

Signature

Signature

BULLETIN BOARD

LATE BREAKING NEWS

Bob King's Seattle Reunion Committee has selected the week before the 4th of July of 1994 as the reunion week. The exact dates will be announced in the next issue of the Newsletter. He has begun discussions with **Donna's Travel and Cruise** concerning special 307th rates for Holland America's **Cruise Alaska** and **Westours Cruise Tour through Alaska**. The cruise would depart on Sunday July 3, 1994, immediately upon conclusion of the reunion. Rates would be Early Bird group rates, and would include airfare to the reunion from most cities throughout the country. For more Early Bird information contact:

Donna's Travel and Cruise, Inc

10424-269th Place

PO Box 1529

Stanwood, WA 98292

or call **1-800-659-1663**. More info next issue.

307th FMS Prop shop personnel, 1958 to 1960. Please contact Donald R Greene, Route 3, PO Box 56A, Walnut Cove NC 27052; phone (919) 591-4530.

Please keep your mailing address current. Send changes to :

307th BombWing B-47/KC-97 Association,
5920 Robin Court, Lincoln NE
68516.

The Post Office charges the Association thirty cents for notification of each item of undeliverable mail or address

Join the 307th Bomb Wing B-47/KC-97 Association. Check your address label on this issue for a * . If there is one next to your name, please complete the Membership Application Form on page 11.

307TH BOMB WING B-47/KC-97 ASSOCIATION
5920 Robin Court
Lincoln NE 68516

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