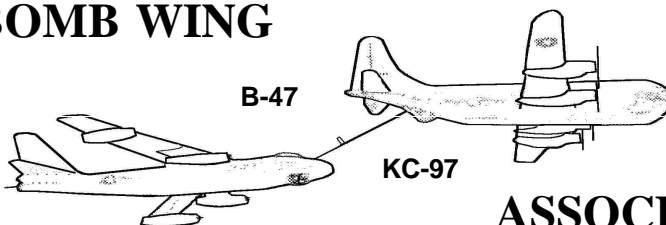




307TH BOMB WING



ASSOCIATION

NEWSLETTER

Donations

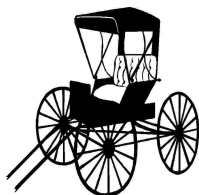
The Wheel Squeaks

Chairman's Report

The letters, notices and articles we receive from you are most welcome. They are important to us personally, and because many things you tell us can be used in the Newsletter. I would like to emphasize that this is **your** Newsletter and that its viability is dependent upon all of us in two very important ways:

- λ First and foremost is your providing information and articles with which Marjean can construct an informative, interesting Newsletter. We need input--how about some "war stories?"
- λ Second is your continued generosity in donations--please keep up the good work! Once again, the Newsletter and minor administrative costs are supported with donations. All reunion meetings are planned to be self-supporting.

Remember the old saying, "The squeaky wheel gets the grease?" Maybe if I squeak loud enough, those of you who are moving will send us a change of address card. I'm sorry to say that thirty- two March Newsletters were returned, some without new addresses, which means we lost these people. PLEASE REMEMBER US WHEN YOU MOVE!!!



The insert in the March Newsletter concerning The Society of the Strategic Air Command apparently generated interest. Many of our Association members must have joined the SAC organization, as we are cited in the June *KLAXON* as one of the three wings with the most memberships. The top three are the 100th, 2nd, and **307th** Bomb Wings.

The two inserts in this Newsletter are really self-explanatory but, I want to emphasize the necessity for **early planning** if you want to go on the Alaskan cruise. Additionally, you will find our first written notice about the history book. Start now writing your biography and **please** try to provide anything you can to Turner Publishing. The more pictures, stories and news articles that we submit, the better our history book will be.

Until next time, Your Chairman,



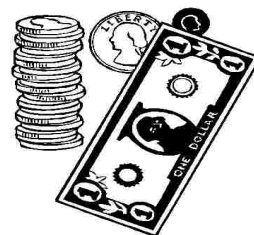
WHERE SHALL WE GO IN '96?

ANYONE WISHING TO HOST, LET US KNOW

WE WILL VOTE IN SEATTLE

Following is a list of members who have made donations to the Association since February 1993. We thank you for these donations which help defer newsletter and administrative costs. Of the amount donated, \$75 has been earmarked for the Wing Memorial Fund.

- Les Walrath
- A E Aenchbacher
- Roderick Clutter
- Donald Shilling
- Stanley States
- Thomas Crocker
- Frank Goetz
- Harry Jones
- Mrs John Phillips
- Robert Hoover
- Roy Clark
- Clarence Elston
- Hank Grogan
- Ward Allen



Back In Touch

Former 307th members who have "reappeared" since our last edition:

Donald Brent Horn, 12014 W 68th Terrace, Shawnee KS 66216.

James D Price, Route 3 Box 848, Quitman MS 39355.

Flight

Does the date December 17, 1947, bring back any memories? Well, it certainly does for Bob Robbins, retired test pilot for the Boeing Company. On that day, after a long period of design, assembly, ground testing, and sweat, Bob flew, for the first time, XB-47-1.

At a recent commemoration of the first flight, Bob recalled those first days of jet aircraft design and flight. He was the test pilot for the thirty seven hours of Phase I Test Flight. Then, he was required to discuss what was wrong with the airplane and what should be incorporated into XB-47-2 and the production "A" model. Bob's boss, the head of the Boeing design team, suggested that this might be a good opportunity for Bob to use his experience

tion engineering.

According to Bob's recollections, at the test-flight debriefing he spent considerable time describing the shortcomings of the test aircraft, until he was interrupted by the question, "Why didn't you tell someone?" He responded, "Because I didn't know how to fix the problems." The reply-- "Don't you know I have a barn full of engineers who know how? Now you get busy and write up these items that need to be fixed. I want it on my desk before you finish in flight test. In the meantime, I'll find you something in production engineering." When Bob finished his "write up" it was five pages, single spaced, full of items to be redesigned, installed, or otherwise necessary to solve the problems he had encountered in the Phase I test program.

Shortly thereafter, the Phase II flight test program began with two XB-47's flying. Bob Robbins was offered a position in the production engineering design office responsible for the work on the B-47A. Upon his introduction to the engineer in charge, he was greeted with a handshake and acknowledgement of his test pilot career. The next statement was, "Bob this is your first project. Some son-of-a-bitch has written a five page memo that we need to get integrated into the production design and you are as well qualified as anyone to do the work, so get busy."

Bob Robbins described his personal disbelief that jet engines really produced the thrust that was claimed. His solution during ground test prior to first flight was to tie down the XB with a cable between the rear gear and the ramp, with a strain gauge installed. He then had the engines run up to 100 per cent rpm and the thrust was recorded. The recorded thrust was displayed on the gauge for everyone to see, including the entire flight test team.

Bob also intrigues his audience by reminding participants how often they had experienced an "engine fire warning light" during B-47 crew duty. For a period of time at Lincoln, it was the number one reason for either aborted

warning indicators may have caused accidents we all remember, and at the least caused ulcers in the control room and at DCO/DCM briefings. They caused lower Wing performance ratings of one degree or another. It probably won't come as much of a surprise to my fellow birdmen, that the first ever attempt at takeoff of XB-47-1 was aborted for the same reason--a fire warning light. After the engine experts and ground crew had thoroughly discussed and analyzed the situation, a second take off attempt was successful, fire warning light shining brightly.

Bob King

Ed. Note: Cecil and Maureen Braeden, Bill and Dottie Barnicoat, and Bob and Shirley King participated in the forty-

Out of Touch

The following people had their November 92 or March 93 Newsletters returned with no forwarding address.

Terry Brooks, V L Ferrara, Robert Gould, Charles W Jackson, Patrick T King, Robert Seymour, Pat Shiffert, Leslie C Swanson, Steve Vensky, Woodrow T Fail, Roger E Hammerli, Joyce Kohlman, Ted Parent, Doris Timmons.

If you know anyone's new address, please notify the Association.

Publication Schedule Change

Please note the revised Newsletter publication schedule in the box on page 3. The March 1994 issue has been slipped to April, and the June 1994 issue until August. These changes will assure timely publication of reunion information and also provide for an issue immediately following the reunion in Seattle. Deadlines for each issue are flexible, but material should be submitted by mid-month of the month before the publication month. For example, material for the November 1993 issue should be submitted by mid-October 1993, and preferably by the beginning of October.

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, Maverly, 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.

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

Founder: Betty Pelletier, 205 West Palma Dr, Green Valley, AZ, 85614. Phone 602-626-2936.

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.



The Last Flight

Wilma Rowena Caudel, 3 May 1993, Temecula, CA.

Robert R Coffey, 307th FMS, 12 Jan 1993, Bossier City, LA.

Gerald A Gerber, 370th BS, 1984.

Richard F Kelsey, 370th BS, 1992, Hillsboro, OR.

Raymond L Mitchell, 11 Jan 1991, Calfsbad, CA.

Harold E Pennington, ARS, 31 Oct 1990, Merced, CA.

Douglas Oliver Smith, 372nd BS & FMS, 19 Mar 1993, Livingston, TX.

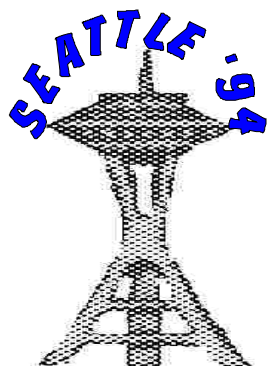
Richard C West, Feb 1963.

airfare if you book it through the same travel agency that is booking the post reunion cruise (if you are over 65 and aren't we all?). [Ed. Note: *Speak for yourself, Bob!*] You do not have to go on the post reunion cruise to take advantage of this discount. It is a benefit of attending the 1994 reunion. Call 1-800-659-1633 for details.

We have made arrangements for brochures to be sent to those who plan to drive to Seattle in RV's. The campground selected includes the full facilities RV travelers expect. Next door are a Mexican restaurant, an ice cream parlor, and a grocery store. Numerous restaurants are within easy driving distance. It is three miles from the Bellevue Red Lion. The same campground has a location in Spokane, four hours drive east of Bellevue. This might be a good stop-over on the way to Seattle. Shirley and I will stay at the Spokane facility while attending another activity and will be able to inform you of the adequacy of that facility as well. Both campgrounds include indoor swimming, laundry, and full hookups. More in a later issue.

A cruise brochure provided by the Holland American Line is enclosed with this Newsletter. This cruise opportunity is open to everyone, not just members of the Association. Several members have asked, "May we invite friends to go along on this cruise for the same price and with the same air fare discounts?" The answer is "Yes." Let's have a grand time sailing up the inside passage. We'll have a drink containing million year old ice chipped from one of the many glaciers in the fjords of southwest Alaska. Until then **Bob and Shirley King** continue to plan to . . .

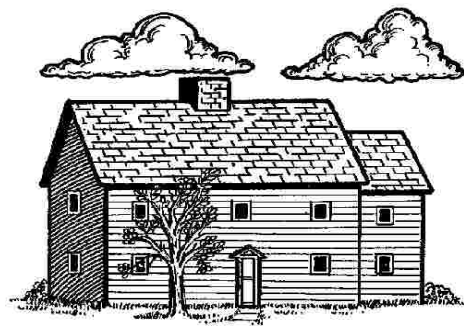
See you in Seattle!



Seattle Reunion Update

Just about a year now until our 1994 reunion will be underway at the Red Lion Hotel, Bellevue, Washington. A future issue of the Newsletter will include a survey to determine your wishes so that we can formulate plans based upon your desires. For now, keep in mind:

If you are going to fly to Seattle, you will



Recollections of Lincoln

In response to the question in the March 1993 Newsletter, "How Did Goat Island get that name?", **Hugh Reid** recalls:

Sometime in 1959, it was decided to put a family of goats on it to keep the grass trimmed. They stayed on the island about a year; then one day I noticed they were gone. I belonged to the 818th sentry dog section from 1957 to 1961, and our kennel was located next to the lake so we had a daily interest in what went on there.

In the Winter, when the lake was frozen, we were also appointed (somewhat to our reluctance) as keepers of the ducks. We had a pen in the corner of the kennel for them. I was one of the many indentured airmen assigned to help build the lake.

In reality, the sentry dog section probably got more use out of the lake than any other group, and most of that use came after dark. I had a set of swim fins and spent a couple hours a night swimming in the lake in nice weather. As the weather cooled I purchased a used wet suit. One Friday night I put the suit and flippers on and swam around the lake. After about an hour, I decided to swim over to the lodge area, as there was a party going on. As I came out of the water at the beach area,

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.

Issues are scheduled to be published during **March, July and November of 1993**, and in **April & August of 1994**. The publication schedule after August 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.

the lights from the lodge kept me from seeing a couple sitting on the beach. When the girl saw me, she yelled, and both took off up the steps to the lodge.

I quickly got back into the water and made it back to the kennel area just in time to see a base police truck, with its light on, heading to Bowling Lodge. Thanks to the gate on the lake side of the kennel fence, I was able to get into the kennel, dry off, and sit down at the desk. About fifteen minutes later, a base policeman came walking along the side of the lake with a flash light. I walked out and asked him what was going on. He said he was looking for someone swimming in the lake. I said, "At two a.m.?" He said, "I doubt it too, I think the couple may have been drinking a little."

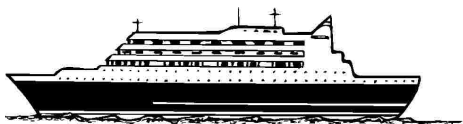
A few nights later, I resumed my swimming, careful to stay away from the lodge area.

My roommate and I married sisters and moved away, but we still go back every few years and walk around what's left of the base. It was for us some of the best years of our lives.

Hugh Reid
275 Castlewood Road
Tyrone, Ga 30290-9658

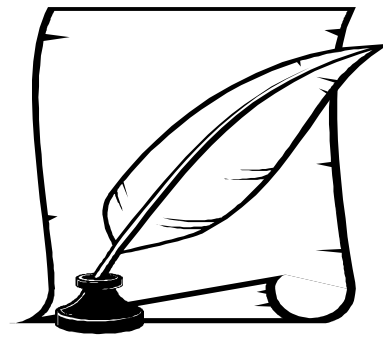
Kit Crooks recalls standing in the New Years Receiving Line, (oops, make that "going through, not standing in,") with **Brooks, John Crook, Jack Crook, and Bob Crooks**. "We would stand and wait until all of us were together. The General's aide was not amused."

Kathleen Wilson Crooks
Robert D. Crooks
2564 Mockingbird Drive
Sierra Vista, AZ 85635



Let's See You in Seattle

June 30-July 4, 1994



Editor's Note

I want to call special attention to the column called "Recollections of Lincoln," which appears for the first time in this issue. **This is exactly the sort of information that we want to receive from all of you!** It is what makes the Newsletter not only fun to publish, but we would think fun to read as well. I included the names and addresses of the submitters on the outside chance that the couple at the lake or the General's aide would like to respond.

Apparently, there were some printing problems with the March issue. If you received a copy with blank pages or too-light-to-read print, please let us know. Our crack circulation committee, headed by the association chairman, has additional copies of that issue, and would be happy to send you duplicates of unreadable pages. If you would like these replacement pages, please write to 307th Bomb Wing B-47/KC-97 Association, 5920 Robin Court, Lincoln, NE 68516.

the sheets you want to have replaced.

Since we started doing the Newsletter, we have begun to receive material from a variety of other Air Force organizations. Among these is *KLAXON*, the newsletter of the **Society of the Strategic Air Command**. Membership in the society is available for an individual contribution of \$20.00. Membership applications can be sent to Society of the Strategic Air Command, Inc., Bank of Bellvue Base Branch Office, Bldg 147, Offutt AFB, NE 68113. The *KLAXON* staff also encourages former SAC personnel and civilian supporters to submit first-person material for publication. This material should be sent to *KLAXON* Editor, P.O. Box 1244, Bellevue, NE 68005-1244. The June 1993 issue of *KLAXON* issues a challenge to former SAC units. As of that publication date, the 100th Bomb Wing Association was "in the lead" signing up new Society members, followed closely by the 2nd Bomb Wing and the **307th Bomb Wing**. We think the **307th** could shortly be in the lead! The gauntlet has been dropped.

Also in the June issue of *KLAXON* is information about the campaign for a SAC commemorative stamp. This is part of the planning for the 50th Anniversary Celebration of the command in 1996. The newsletter editors point out that the U. S. Postal Commission receives hundreds of requests each year for commemorative stamp issues. Less than twenty are selec-

Treasurer's Report

As of 5/31/93.

ASSETS:
Beginning balance 2/03/93..... 3609.17
Unrestricted Donations since 2/03/93..... 376.33
Donations for Memorial since 2/03/93..... 75.00
Interest..... 28.04

Total assets..... \$4088.54

EXPENSES:
Newsletter printing..... 446.24
Newsletter postage..... 173.27

Total expenses..... \$619.51

ENDING BALANCE:.....\$3469.03

By Ethel L Dodge, Treasurer

ed. "Since Elvis was not a member of the command, we will need to work super hard to turn this very worthwhile idea into reality" (*KLAXON*, June, 1993, p. 12). A grass roots effort to ensure that the Committee knows that this stamp is worthy of their consideration is the next step. To support this effort, write to: **United States Postal Service, Citizens' Stamp Advisory CMT, 475 L'Enfant Plaza SW, Rm 5800, Washington DC 20260-6352**. We encourage you to write today, to encourage approval, and to follow up with letters to your Senators and Congressmen to urge their support.

At the end of June, our family will be going to Lincoln to celebrate my father's eightieth birthday, and to attend a family reunion. While we are there, we plan to spend time with some of the other Association members who are still there. One of the great things about returning to Nebraska is catching up with old friends.

Speaking of old friends, **Glenn Lally** recently suffered a severe stroke. "Red" is doing well--stunning his medics and therapists by his motivation and hard work. We thought we would suggest a "card shower," for Glenn, to show him that we are all thinking about him, and supporting him in his battle to recover. A short note telling him about your recent activities, trips, arrests, etc. would undoubtedly brighten his day. Glenn was hospitalized at the Dayton VA for four months and one week, but is now at home. The address is **Glenn Lally, 400**

We've Heard From

Mabel Pennington, the widow of Harold E. Pennington. Mabel is interested in anything regarding the 307th ARS, and any books published about Lincoln AFB. All of Mabel and Harold's four children were born at Lincoln General Hospital between August, 1953 and June 1960. Harold retired from Lincoln.

Leman Herridge who is interested in E-mail possibilities. He included his CompUserve ID number, 72647,175.

Connie (Mrs. John) Philips who thinks the Seattle reunion sounds great, but adds that it is too far for a South Carolinian to

Hank Grogan, who is looking forward to Seattle.

Roland H. Buster who flew C130's with the aviation branch of the U. S. Coast Guard after leaving the Air Force in 1965. Roland retired in 1981 and went to work in commercial construction management. He retired again, and now travels the U. S. in his motor home. Roland is looking forward to the possibility of attending the Seattle reunion. He would like to hear from any members who might remember him. (Roland H. Buster, 3428 Chadwick Avenue, Spring Hill, Florida 34609, (904) 683-5805.) [Ed. Note: Roland also pointed out that he may be listed incorrectly in the Member Roster as Roland Henry.]

Stan States passed along some further information about the names painted on 53-6244. He recalls that "Mitchell, Gerber, and Evans" were the names he saw on the aircraft in 1970 or 1971. He believes that these names were selected because they had been in the Wing for the longest period in the same crew member positions.

Clara Smith, Gene Aenchbacher, Donald G. West, Betty Pelletier, and George Meuse also sent letters or cards, with information you will find elsewhere in the Newsletter.

The Last B-47 Flight?

A B-47 first took to the skies on 17 December 1947 over Seattle. In the years to follow, the B-47 went on to carry the largest portion of the strategic deterrence burden, until phased out in 1966. A few B-47s hung on and served as weather recon birds until the late sixties. Several survived for a while as QB-47s: pilotless, remotely controlled drones. A few were flown by the Navy as EB-47s until the early seventies. Then, fifteen years passed without the sound of six screaming J-47 jet engines splitting the air ... until one day in June 1986.

On that cloudless Tuesday morning, June 17, 1986, the last B-47 flight occurred as B-47E number 52-0166, nicknamed **Spirit**, made her way some 180 miles from China Lake Naval Weapons Center to her new home at the Castle

Merced, California. This is the tale of the events leading to her final journey.

Spirit was delivered to SAC's 9th Bomb Wing at Mountain Home AFB on 25 October 1954. Service with the 509th BW, at both Walker and Pease followed and she wound up with the 40th BW at Forbes AFB. In August 1964 she was retired and transferred to the Navy at China Lake. After being towed some 20 miles out into the Mojave desert, Spirit was used as a ground target for occasional radar tests. Apparently, she was a target for some small arms marksmen, as well.

She languished in a dry wash, almost out of sight, until Spring 1981. Retired Chief Master Sergeant Russell G Morrison, then Director of the Castle museum, was tramping through the desert looking for an airplane that was a candidate for restoration, when he came upon Spirit. She seemed undamaged except for small caliber bullet holes.

Shortly thereafter, Morrison and Mel Hedgpath made plans to "bring it out, and fly it back." Hedgpath, age 61 at the time, a retired March AFB civil service hydraulic specialist, was to become the motivating force behind the restoration effort. By June of 1981, they had towed Spirit from the dry wash back to civilization, and had her transferred to the custody of the Air Force Museum. Hedgpath and Morrison assembled their force which numbered about 160 people, including volunteers from SAC, AFLC and the AF Reserve.

Maintenance technical orders were obtained from Boeing, and all work was performed to current Air Force standards. Needed parts were obtained from museums at other Air Force bases, or from another B-47 hulk at China Lake. CMS Richard Lindsay, who trained on B-47s in the 1960s, and CMS Jim Reeves jointly managed the maintenance effort. An estimated 36,000 hours of labor went into the effort, including 4,000 hours attributed to Hedgpath alone, who made 70 trips from his Turlock home to do his part. Hedgpath's role resulted in his designation as Crew Chief for the flight. (He later went on to become acting

director of the Castle museum.)

By October 1984,

Spirit was ready to go.

But wait. You gotta have an aircrew. How do you find someone current in a bird which hasn't been flown for twenty years? You don't.

Spirit, but summarily declared her to be un-flightworthy, and refused permission for the flight. They suggested that Spirit be cut up and trucked to Castle. The cost to do so was estimated at more than \$183,000.

The many volunteers, who had put so much into the effort, refused to be denied, and returned to work on her, further



US Air Force Photo

Spirit prepares for takeoff at China Lake

JD Moore, Maj General (AFRES), came to the rescue as volunteer aircraft commander. Moore, a reserve assistant to CINCSAC, had last flown the B-47 in January 1962 and had logged 3,200 hours in the bird. His 24,000 hours as an airline pilot added to his credentials. Lt Col Dale E Wolfe, an FB-111 pilot, who was then Chief of Training for the 380th BW at Plattsburg, and who had 2,000 hours in the B-47, stepped up as copilot. Wolfe had last flown a B-47 in December of 1965. Current, these guys weren't! They managed to obtain Dash Ones and data from former B-47 crew members and Boeing, and set about preparing for their self-imposed stan-board.

Takeoff was scheduled for Saturday, 20 October 1984. Twenty four hours early, Gen Moore completed a satisfactory high speed taxi test, declared Spirit "Good-to-Go" and had her fueled up. Then the shoe dropped.

Air Force Logistics Command (AFLC), as parent command of the Air Force Museum, had authority over Spirit.

improving Spirit's state of readiness. Witnesses to events of that time state that many strongly worded messages flowed between SAC and AFLC headquarters concerning Spirit and her future.

Finally, after a year and a half of turf battles, AFLC washed its hands of the matter and transferred Spirit to SAC. SAC, in turn, promptly transferred Spirit to the custody of the 93rd BW at Castle. An airworthiness inspection was performed, and the HQ SAC/DO granted flight approval.

Early in the morning of Tuesday, 17 June 1986, Moore and Wolfe climbed the ladder, strapped in, started her up, taxied, and took off from China Lake. Following their traffic break, they flew a box pattern around the field as two T-33 chase aircraft from the 84th Fighter Interceptor Squadron did a visual check. They rolled out on a direct course northwest to Castle. During the flight Spirit's airspeed indicators failed, so the chase airplanes called airspeed for Gen Moore. Another gremlin appeared when one flaperon

Spirit arrived over Castle where a crowd of several thousand waited. One pass was made over the field, and then Gen Moore set her up for a full stop, deploying his approach chute on downwind. Final approach was hairy, with a crosswind, the recalcitrant flaperon, and having to rely on the T-33 chase plane for the airspeed calls. The touchdown took a bad bounce and the right wing tip briefly dragged the ground, but Gen Moore recovered her, popped the brake chute, and taxied in for a triumphant reception in front of base ops at 1026 AM. Presumably, Moore and Wolfe gave themselves passing grades for their stan-board. It was a job well done.

Such was the last-ever B-47 flight ... unless someone finds another one to restore.

Ed.Note: Thanks to Maj Jeff Sargent, USAF (Ret), Director of the Castle AFB Museum for his assistance in researching this article. Jeff grew up at Lincoln AFB. His father is John Sargent, who was with the 370th and 372nd Bomb Squadrons. Mel Hedgpath, the guiding force behind the Spirit restoration, passed away in February 1993.

Looking For

Below are more names of 307th people we know of, but for whom we have not been able to obtain addresses. If you have any information concerning their whereabouts, please inform the Association.

Clifford Gustason
Clarence W Guy
Robert H Haag
Verle D Habberstad
Hubert Hall
Jack Hall
Donald J Hallager
Leon L Hamilton
William V Hamilton
Roger E Hammerli
James Harmon
John M Harrison
Richard Hartford
Asa C Hartvigsen
Denzal T Harvey
Kenneth Harwood
Benjamin F Hathaway
Frank W Hawkey
Van E Hawkins
John K Hayes
Leo Hayes

Continued on page 7

Jack Healy
 Phil H Heidelk
 Lloyd R Heinze
 William F Heme
 Art Hendrickson
 Frederick P Henry
 Joseph J Herman
 Peter L Hershey
 Bill V Hewitt
 Donald W Hickman
 Benjamin F Hill
 Donald Hill
 Oliver M Hinde
 Glen H Hiner
 Perry M Hoisington
 Kenneth J Holt
 Kenneth P Horne
 Clarence Horton
 Max N Hottell
 Willis G Houdek
 Jack H Hover
 William Howard

James C Hughes
 Maurice J Hughes
 Hale J Husband
 Jon Igleman
 Arthur V Ingle
 Charles W Jackson
 Franklin M Jackson
 Fred H Jackson
 Louise Jenkins
 Tim W Jenkins
 John Jennings
 Charles O Johnson
 Gordon L Johnson
 Ray Johnson
 Robert E Johnson
 Ned T Jones
 Dottie Kane
 Steve A Karafa
 Dave Kassen
 Martin P Keegan
 Brodie O Keene
 Marion Keller
 Robert B Kelley

Stephen M Kianka
 Mike King
 Patrick T King
 Robert C Kirk
 Joe Kisher
 Wilbur Klimp
 Anthony L Kluempers
 John M Kminek
 Glenn W Knapp
 Lyle Knight
 Joyce Kohlman
 Ronald R Kunz
 Linwood Lee
 Albert C Leet
 William R Linkenauger
 Newell G Linville
 Shirley Lipker
 Victor H Lipsey
 Dell W Littlefield
 Archie S Lockee
 Charles H Lockwood
 Homero Lomas
 Darrell D Lowell

MEMBERS NEEDED

If there is an asterisk (*) next to your name on the address label, it means the Association does not have a membership application on file for you. We've made it easy for you. Just fill out the form at the bottom of this page, clip it, and mail it in. That's all there is to it! No cost, no obligation! It's the last good deal you may ever receive in the mail! You can also use this as a change of address form!

Why? As a non-profit Veteran's Organization, we have to keep membership records for the IRS. Your completed form is the record. Also, it indicates your interest in continuing to receive Association mailings. Should financial considerations ever force the Association to cut back on the scope of its mailing, the signed up members will continue to receive all mailings.

APPLICATION FOR MEMBERSHIP / CHANGE OF ADDRESS

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

 First Name Middle Initial Last Name

 Street City State ZIP

Spouse Name _____ Deceased: Yes _____ No _____

Home Phone _____ Bus. Phone _____

Approx dates assigned LAFB _____

Squadrons assigned to _____

LAFB job assignment _____

Current occupation, interests, hobbies, etc. _____

Signature _____

If both husband and wife desire membership, both sign at left.

Signature _____

Date _____

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

Authors Wanted

by the Air Force Museum *Friend's Journal*. The editor, Wayne Pittman, is interested in obtaining articles about B-47 Reflex Operations, an area which is thus far undocumented. He also states there is a general lack of articles for the post-World War II era. Contact: Wayne Pittman, Editor, Friend's Journal, PO Box 1903, Wright-Patterson AFB OH, 45433, or call (513)

Contact

Seeking contact with ground and flight crew members who served with the 371st Bomb Squadron, 307th Bomb Group, at Kadena AFB, from Oct 1952 to Aug 1953. Contact: Whitney J Savoy, 4888 Bridge St Highway, St Martinsville LA 70582, or John W Roach, 46 Read Rd, Williston VT 05495.

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 a 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

Information Needed

Our Association would like to determine what other B-47 and KC-97 organizations are in existence. Also, the Air Force Museum would like to know if a B-47 Historical Society exists. If you have any information on either topic, please write to the Newsletter editor.

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

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