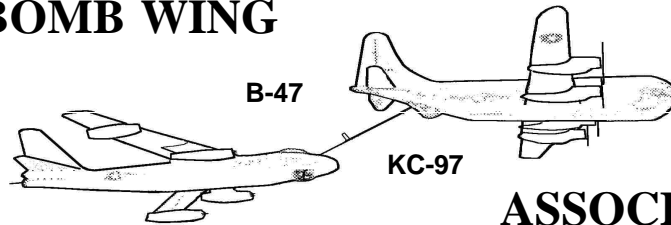


307TH BOMB WING



ASSOCIATION

NEWSLETTER

No Happy Returns!

Chairman's Column

I want to thank Marjean and Mike Gingrich for all of us for their first newsletter. "They did a great job." Don't you think?

The Chairman's message is not long this time--but I wish to discuss the responsibility that we all must share if we are to provide the newsletter in a timely, cost effective manner. We are doing okay on production costs, but mailing costs are another matter. We are **not getting change of address cards!!!** Our non-profit mailing cost per newsletter is 11.1 cents (very reasonable). However, when we do not have a current address--the following happens:

Sixty seven (67) of twelve hundred sixteen (1216) were returned (5.5%)

Initial Cost	.11
Bulk Rate	
Each return	.35
Remailing	
52 First Class	
Second return	.35
TOTAL	\$1.33

It gets expensive real quick. Please, if you are moving send us a **CHANGE OF ADDRESS CARD!**

Sedge Hill is coordinator for our Unit History Book and he reports to me that things are going well. Some decisions we have made to date are:

- λ Cover design will be a takeoff from our newsletter heading with the Wing Emblem and both the B-47 and KC-97 depicted;
- λ Color is to be medium blue with cover accents embossed and printed in silver;
- λ A brochure will be forthcoming from Turner Publishing Company.

All of us should be looking for anything that would help in the preparation of a history book. Historical photos and information about activities at Lincoln will be needed if we are to make our Unit History a success.

Thanks to Bud Flanik for his article on the USAF Museum Memorial Park at Wright Patterson Air Force Base, Ohio--seems a worthy program--and I am happy to inform Bud, along with our other members, we have already received a couple of donations earmarked for a 307th Memorial.

Until next time, your Chairman,

Tony Minnick

Donations

Following is a list of members who have made donations to the Association since November, 1992. We have attempted to include them here in the order received, but please bear in mind that our treasurer has received them in lumps from the individuals to whom they have been sent:

- λ November 1992--**Lawrence C. Hall and Betty Pelletier;**
- λ December 1992--**James W Adams,**

John S Allison, Richard Amenell, Richard Arens, Gordon Brekken, Derald L Cheeney, Richard D Coon, Lyle A Gesch, Donald L Gosting, William C Hathaway, Lloyd A Hild, Sedgefield D Hill, Frederick W Lally, Jarvis H Latham, William E Lawson, Maurice Liebaert, Floyd G McKinney, Arthur Mercer, Robert Miller, Harold C Morrison, Samuel A Myers, William T O'Mara, Gerald F Ridley, Lonnie P Shoop, Raymond A Stefl, Berry P Thompson, Mary Ann Burford Volheim, Phillip R Walters, and James G Watt;

λ January 1993--**Robert D Crooks, "Gene" Earley, Donal E Finn, Larry F Garrett, Joshua M Hinson, and Fred H Varn;**

λ February 1993--**Gerald T Morris and George E Davis.**

These donations generated a significant amount of money to be used for Newsletter publication costs and administrative costs. In addition, \$120.00 has been earmarked for the Wing Memorial at the Air Force Museum.

We've Heard From . . .

. . . **Mary and Dick Coon** who report that they are both doing well. Dick has undergone several major surgeries, but is still working. He has been in automated data processing since leaving the Wing and going to SAC Headquarters in 1965. He now works for the Commonwealth of Virginia in Procurement and Contracting for ADP hardware, software and related services for all the State agencies. His boss is Tom Goodbody. Dick says,

Continued on page 2

“When I was the 307th Wing Scheduling Officer, Tom was my counterpart in the 98th you know that other Wing!! The world does become pretty small at times.” Mary and Dick vacationed in Oregon last fall, and included Portland, Seattle, Vancouver and Victoria, B.C. in their itinerary. [Ed. Note: Sounds like they would be good sources of travel information for those attending the 94 reunion.]

... **Les and Jan Walrath** who spent 1992 “seeing our beautiful country in our motor home. We were lucky enough to have time to get to Canada’s Maritime Provinces, too.” They hope to take a Caribbean cruise on the *USS Universe* if Jan’s rheumatoid arthritis is under control. They hope to attend the next reunion.

... **Ruby Crorey** who sadly informed us that Theron “Ted” passed away in

... **Gene and Betty Aenchbacher** who asked us to announce that their son Jack, (A.E. Jr.) was promoted to Colonel in the Air Force in March 1992. He is stationed at Luke AFB. Gene and Betty are looking forward to the 94 reunion.

... **Betty Pelletier** who passed along the news that **Helen Ecelbarger** has suffered a heart attack. According to Betty, Helen is now at home, and is doing well. Betty is very busy with her art—had a big sale in her carport. She says she has such a houseful of original art work that she is in danger of having to move. But, she adds, “the dumb thing is I keep right on painting and storing.”

... **Darryl Haag** who now lives in Norwood, Minnesota, where he works for Northern States Power Company. Judy (a native Nebraskan) and Darryl have two sons. Darryl Jr. has been in the Air Force for ten years and is a SSgt at Kirtland, AFB NM. Younger son James spent five years in the Army and now lives in Louisiana. Darryl and Judy have five grandchildren, and travel a lot to see them.

... **Sandor Babos** who works for a civilian corporation in the Dallas, Texas area. Sandor’s son is currently a navigator on C-130’s at Little Rock AFB, Arkansas.

... **Mary Collins** who notes that Bob is currently in a re-hab center in Massachusetts after suffering a cerebral hemorrhage and several strokes in 1988.

... **Glenn Lally** says he found out at a reunion that he and **Jim Pumford** were POW’s together in the same German camp during WWII.

... **Buck and Tommie Buchanan** who mentioned how sorry they were to have missed the Orlando reunion. They added that they enjoy reading news of others in the Newsletter. [Ed. Note: All the more reason why we’re hoping that more readers will send us an update.]

... **Lonnie Shoop** who says he can still hear those KC-97 brakes squealing when it was 40 below.

... **Sedge Hill, Roy E. Miller, Bill Evans, Donn Kimmel, Jim Watt, Bernice Peterson, and Joan Abercombie**, many of whom passed along information you’ll find elsewhere in the Newsletter.



The Last Flight

Chris Dotterweich, 307th ARS, Pittsburgh, PA.

Alice Lundgren, Parkville, Mo.

Wendell C Peterson, 307th ARS, 25 Sep 1992, Omaha, NE.

Bertha Pumford, OakLand, AR.

John Render, Panama, NE.

Mary Storr, Spokane, WA.

Arthur Umscheid, 307th FMS, 1987.

Mary Storr was the widow of Dick Storr, who passed away in 1989. Both attended our Las Vegas reunion. Their son, Richard Storr, Jr, is an Air Force Captain and F-16 pilot who was shot down and taken prisoner during the Gulf War. He returned home with the other Gulf War POWs.

“He’s Signed Out To The Lake”

How many times did you encounter **that** when you looked for someone in early 1958? We all did our share of rock picking at “Perry’s Puddle” which became Bowling Lake when it was opened with great ceremony in July. At that time it was the only oasis in the prairie for a zillion miles. We never imagined that some day it would need rehabilitation.

Now, according to the *Lincoln Star*, Bowling Lake is due for a \$150,000 face lift. The Lincoln Airport Authority Board has decided that Goat Island (which functionally defined the left hand traffic pattern for boating but, how did it ever get that name?) in the middle of the lake needs improvements. They are going to remove noxious weeds, build a new concrete path to the island, install picnic tables and grills, build a shelter, provide lighting, and install a handicapped accessible fishing dock! Where were they in 1958 when we needed help?

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, Naverly, 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.

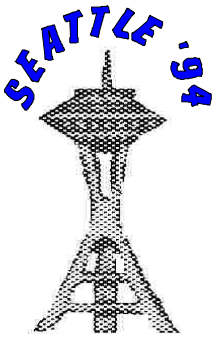
History Project Coordinator: Sedgefield Hill, 2414 Jefferson Road/Beaver Lake, Plattsmouth, NE, 68048. Phone 402-235-2397.

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 Chairmen are elected by majority vote of members in attendance at each business meeting. The Chairman’s Committee serves at the pleasure of the Chairman.



Seattle Reunion Schedule Set

Plans for the 1994 Seattle Reunion are progressing nicely; the schedule is set and final arrangements are being made. Bob and Shirley King have put together a small but willing group of Association Members in Washington who are ready to contribute their time and ideas to fine tuning the plans for a successful get together.

DATES: Thursday, June 30 through Sunday, July 3, 1994.

PLACE: The Red Lion Hotel, Bellevue Washington, a **four star hotel**.

Arrival day is Thursday. Arriving early in the day is recommended, (or even the day before) because on the first night, we are going to the **Boeing Museum of Flight**. We have a corporate sponsor so the only cost to members will be for a dinner buffet.

On the second night, there will be a harbor tour of the Seattle waterfront, followed by a short cruise across Puget Sound to Blake Island. There, we will have a fine Alder baked salmon dinner, followed by entertainment provided by the Tillicum Indians. Those who do not care for salmon will be offered an alternative dinner choice. The entertainment alone will be worth the cost of the cruise. The trip back to the Seattle waterfront will be a feast for the eyes. Few will ever have seen a more beautiful site than the City of Seattle from the water, at late dusk or early evening.

On the third night, Saturday, we will enjoy a first class dinner at the hotel--the official reunion dinner. There will be entertainment, as well.

Each day, there will be ample time to bounce out of bed and take a sight seeing trip hither and yon, yet to return in time for a daily social hour at 1600 hours, prior to the evening's festivities. There

mobility problems, as Seattle leads the way in the nation for services to all citizens, and access to all facilities. Don't stay home because you think you might not be able to participate in all activities.

Check out morning is July 3rd, and a full, four-star complimentary breakfast will be served before your departure. This breakfast has been arranged by the reunion committee, courtesy of the Red Lion Hotel.

For those going on for the Alaska cruise, transportation will meet us at the hotel door and take us directly to the gangplank. So, save your pennies, so you can include this post-reunion treat. You are encouraged to call for cruise details at 1-800-659-1633; the travel company will compile a list of potential cruise passengers, so you will know who else is going whale watching.

Reunion registration forms will be included in a future Newsletter. Until then, **Bob and Shirley King**, continue their plans to . . .

See you in Seattle

How It Began

A History of the 307th Bomb Wing B-47/KC-97 Association

Compiled by the Founding Members

Billy Williams sez:

The idea to have a get together of the enlisted maintenance personnel of the 307th Bomb Wing at LAFB had been discussed off and on for a few years among some of us living in the Lincoln

summer of 1984, **Jim and Darlene Lancaster** were

coming to visit, and I called some of the guys we both knew who lived in the area and had a get together at the DAV Chapter House. Everyone had a great time being together, talking over "old times" and telling "war stories." The idea of a real reunion came up again and again, and everyone decided it should be tried and ALL were willing to do what they could to help out. THAT WAS THE BEGINNING.

Betty Pelletier sez:

During the Christmas holidays of 1986, **Betty Heller, Helen Ecelbarger** and I discussed the idea of having a "get together" of all the former 307th members who lived in the area. We invited everyone in our individual address books, plus people whose names were given to us by those we knew. When we completed the invitation list, we had about sixty people invited, ranging from Washington State, California and Oregon, to Colorado, New Mexico and Texas. Even some Nebraskans attended. We decided on early March, 1987, and it was to be held on Heller's patio. Thirty-five people attended. We all had a great time and the consensus was that we needed to try for a regular reunion. The cry went up!! "Why don't you do that, Betty?!!" With the promise that all would go home and send me the addresses of 307th members that they had in their address books, I agreed to undertake planning a reunion.

Billy continues:

An unofficial committee formed, without whom there would never have been a reunion: **George and Wauneta Nigh, Joe and Janice Bolton, Al and Marilyn Stewart, Billy and Dorothy Hill, and Jean Williams** all worked hard to make our dream a reality. Information and

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 **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.

assistance was also received from **John**

Whittington, Harry Rexroad, and Jim Lancaster. Address books were our primary source of potential attendees, along with responses to many letters written to people at addresses we had, requesting other addresses in their books. Next, old orders were pulled out of storage boxes and the names and serial numbers recorded. The distaff members composed a letter, which was sent to Randolph AFB, with a request that it be forwarded to the addressee, which was possible when the person was on file. The response was good, and most indicated an interest in attending a reunion.

Betty's next steps:

Many people sent old orders from which I could get ID numbers and I sent a list and about 500 printed postcards to the locator system in San Antonio. In addition, I put notices in every military magazine of which I had ever heard. In April, Helen Ecelbarger and I drove to Las Vegas to find a place to hold the reunions. We decided on the Hacienda for a variety of reasons.

Billy's progress:

Once we received favorable answers from those who had received our inquiry, Jean (Williams) and Janice (Bolton) set out to make arrangements for the reunion itself. (At that point, we anticipated about fifty or so people.) A date and location were selected and more publicity was undertaken: we made posters to mail to friends, asking them to put them up in BX's and commissaries. Information was also sent to every veter-

reunion information and a contact person, me. As you may have noticed, there has been no mention so far of any sort of bank account, or other method of financing this shindig, so we decided we had better decide on a method of paying. We decided that attendees would pay a \$5.00 registration fee and for the reunion dinner in advance. The Villager Motor Inn was selected as the site for the dinner, and a "Get Re-Acquainted Party" was planned. Now that we had actually committed ourselves to this event, we were ALL excited.

Betty's group grows:

In the Fall of 1987, we heard from a 307th group in Lincoln that was organizing. This was, of course, the group in Lincoln that Billy and Jean Williams and the others had organized. We added those

Dorothy "solicited" door prizes from Lincoln businesses, with remarkable success. Janice collected information and "goodies" for ditty bags. Everything for this reunion was stored in our family room, so you can imagine how it must have looked. We decided to use the registration fee to provide drinks and snacks in the hospitality room at no charge. Suddenly, the registration list had grown to over one hundred and twenty five. Marilyn was given the responsibility of finding a guest speaker, to welcome everyone back to Lincoln. Dorothy had a ceramic shop in her home and undertook the chore of making coffee mugs with the 307th crest on them, which we sold to help defray expenses. There was still no treasury and all expenses of mailing, printing, phone calls, etc. were paid by committee members. ON TO THE BIG

EVENT! September 27, 28, and 29, 1985 were three days I will never forget! Actually, there are hardly any words to describe how it felt to see "guys" I hadn't seen in twenty to twenty-five years.

It was great! On Friday night, the weather was beautiful and we had the Re-acquainting Party on the lawn. Saturday, people visited former landlords, friends, and favorite eating places (Runza Hut, Tastee Inn, and Valentino's). Some of the early arrivals on Thursday ventured out to Denton to taste the steaks



US Government Photo

US Prisoners of War arrive at Andrews AFB, following their release at the conclusion of Desert Storm. Captain Richard Storr, USAF, circled, is the son of the late Dick & Mary Storr of the 307th BW.

names to our list, and by the time of the reunion we had about twelve hundred names. The first person to call me and offer to help was Mike Gingrich. He had a computer and offered to keep all of the names and addresses for future mailings.

Billy Meets Success:

Soon, word of the reunion had spread so that we now had over one hundred people planning to attend. Plans had to be

and were amazed to see the old place still looked the same. The banquet was great, with one hundred seventy-five attendees. Never have **George Nigh** as your emcee, because he cried through the whole program (ha). The Lieutenant Governor at the time was the guest speaker. Sunday was the end of a great weekend. NEBRASKA welcomed everyone back in traditional manner, with a dramatic example of her un-predictable

weather--warm and beautiful on Friday, rainy and cool Saturday, and SNOW on Sunday.

Betty's planning pays off:

[wrote to several people who were former 307th members and who had risen to star rank, and finally chose General Bernard Randolph to be our speaker. Favors were purchased and boxes shipped. We had received money to sponsor a "free" cocktail hour, but the Hacienda did not provide enough bars to take care of the crowd. The date was April eighth through tenth, 1988, and we ended up with three hundred fifteen attendees. We had a hospitality room on Friday night, which was a beehive of activity as everyone caught up with the news as they met other 307th members. The Saturday night banquet was a gala affair, and on Sunday morning we had a buffet brunch which was well attended. **All I can say now is that the entire effort was worth it to get started as it has now continued and more and more former members from Lincoln have learned of the Association, and we are constantly adding new members.**

Vern Biatt adds:

At the Las Vegas reunion, Billy William's group and Betty's initial group combined to found the 307th Bomb Wing B-47/KC-97 Association. Shortly afterward, we applied for tax exempt status under Chapter 4, Section 501(c)(19) of the IRS Code of 1954. This exemption was to relieve the Association from filing tax returns with the IRS. **This exemption does not make donations to the Association tax deductible for individuals making donations.** To make donations deductible for individuals, more than 90% of the Association members would have to be war veterans. This would severely restrict membership of persons whose service commenced after 31 January 1955 or terminated before 5 August 1964. In addition, memberships for spouses, widows, widowers and civilian employees would be restricted. The Association does not currently meet the criteria to apply for War Veteran status.

Two paragraphs from Chapter 4, Section 501 (c)(19) outline conditions with which the 307th Bomb Wing B-47/KC-97 Association must comply:

of the members are past or present members of the U S Armed Forces, and that at least 97.5% of all members of the organization are past or present members of the U S Armed Forces, cadets, or spouses, widows, or widowers of any of those listed here.

501(c)(19)3 requires that "no part of the net earnings insure to the benefit of any private shareholder or individual."

Last of the Line, Part II

Our November 1992 article, *The Last of the Line*, about B-47E number 53-6244, the last B-47 produced, evoked a great deal of interest and response from readers. We received numerous letters and phone calls from people offering additional information. Also, I did a little more digging at the Air Force Museum and the Air Force Historical Research Agency, so it's time to let everyone know what was found out about the bird.

We heard from or talked with **Darryl Haag, Bill Evans, Donn Kimmell, Sander Babos, Mary K (Mrs Robert) Collins, Pete Todd, Glenn Lally, Dave Roebuck, and Dave Menard** of the AF Museum's Research Division. To all these folks, thanks for your interest and help.

Here's what we learned:

the plane to Wright Patterson on 22 January 1965 was Capt Eugene T Hickman -- Aircraft Commander, Capt Harold W "Pete" Todd -- Copilot, Capt Alfred F Ottaviano - Navigator, and A1C James R Sine -- Crew Chief. This was determined from *Jet Scoop* photos furnished by Darryl Haag, which show 6244 on the ground at WPAFB, with the crew and the Director of the AF Museum, Col William F Curry. The photos also clearly show the 307th Wing Crest to be on the right side of the plane at that time. In an AF Museum press release that day, Gene Hickman states that the plane was "polished so slick, it flew 15 knots faster than it normally does." Gene is also on record as saying his crew was selected for the mission as reward for being the top crew in 2nd Air Force.

According to Glenn Lally, of Enon Ohio, who was director of the SAC Liaison Office at WPAFB at the time, the crew names painted on the side of the plane were Mitchell, Gerber and Evans. My fuzzy memory verifies this despite the fog of CRS.

For display at the 17th Bomb Wing at WPAFB, the 307th crest was removed, and replaced with the crest of the 17th. After all, no self respecting SAC Wing could have another wing's crest on a bird

Continued on page 6

Treasurer's Report

As of 1/31/93.

ASSETS:

Beginning balance 10/03/92.....3496.55
Unrestricted Donations since 10/03/92.... 825.00
Donations for Memorial since 10/03/92.... 120.00
Interest..... 28.33

Total assets..... \$4469.88

EXPENSES:

Newsletter printing..... 447.30
Newsletter postage..... 350.91
Newsletter production (phone, postage).. 62.50

Total expenses..... \$860.71

ENDING BALANCE:.....\$3609.17

By Ethel L Dodge, Treasurer

parked next to their headquarters. The 17th Wing Crest, shown here, can be seen to match the crest faintly seen in the photo of 6244 in the November issue.

**17th BOMBARDMENT WING,
HEAVY**



According to the Air Force Historical Agency's aircraft data records, 6244 was manufactured by Boeing in Wichita, and was delivered to the AF on 24 October 1956, at which time it was assigned to the 40th BW at Smokey Hill AFB, Kansas. In January 57 it was assigned to the 307th, until it went to the depot at Tinker (for Milk Bottle mod?) in July 58. It returned to Lincoln in August 58, but went to the Lockheed plant in Marietta GA in June 59, returning to Lincoln in October. To balance things among the various companies which produced B-47s, it went to the Douglas plant at Tulsa in June 63, and returned in July to the

307th, where it served the remainder of its active life.

Donn Kimmell of La Vista NE, 6244's last Crew Chief, says that a picture of 6244 was used on the title page of all the later tech orders (does anyone still have a Dash One?). Donn also described the intense preparation and polishing of the plane prior to the trip to the Museum. He sent a copy of a letter of appreciation he received from the Wing Commander for his part in the effort. Donn had also heard from an acquaintance that it had been seen in Hawaii in the late 1960s as a WB-47. The AF aircraft data records seem to contradict that rumor.

Others working and crewing 6244 were Bill Evans of Mankato MN, and Darryl Haag, of Norwood MN. Bill says he made a trip to WPAFB in 1972 specifically to see the bird, but was disappointed to find he could not see it up close -- only from across the field. SAC security you know. Darryl also remarked about the month he spent polishing on the bird...the polish was driven out of the rivet holes by

and turned into black tarnish.

Finally, just what was the final demise of good old 6244? I called the WPAFB Fire Department and spoke with Chief Jackson. According to the Chief, 6244 was set afire repeatedly to provide fire suppression and rescue training; after six or seven burns there was not enough remaining to provide further training. So, sometime in the 1979 time frame, her remains were gathered up and sent to the scrap yard. Her demise and failure to get into the Air Force Museum is regarded as a historical tragedy by the Museum staff. The Museum's AFSC impersonator (as Pete Todd describes the B-47 on display) doesn't even have wing tanks, so it will never qualify to become "combat ready". Still, 6244 served her nation well.

It would appear that what began as a trip to a six-year old's soccer game in 1975, has become not only a research project, but a significant generator of nostalgia as well. Many of the letters and phone calls remembered not only 6244, but other vivid recollections of the 307th Bomb Wing, B-47s and Lincoln Air Patch, as well. In short, it has been educational and fun!

-Mike Gingrich

B-47 LOW LEVEL & LABS TACTIC

Back in 1954, a group of Strategic Air Command (SAC) senior officers witnessed the test firing of a Falcon missile at the White Sands Proving Ground. The Falcon, fired at a 30 degree angle off the rear of a QF-80 Drone, locked on and flew straight up the tail pipe, destroying the target on the spot. What scared these officers, including (then) Colonel William "Butch" Blanchard, Deputy Director of Operations, SAC, was the fact that the Falcon was infrared (IR) guided. It was evident to all present that multiplying the IR emissions of an F-80 by six for the B-47 and eight for the B-52, could well add up to the death of high altitude strategic operations.

Lt Colonel Doug Nelson, later to be the SR-71 program manager, was given the job of finding a way to defend bombers against IR guided missiles. After much study of the problem it was agreed that

the survival of the SAC fleet. The staff approached the Boeing Company in Wichita, Kansas and the Air Proving Ground Command (APGC) at Eglin AFB, to develop the necessary aircraft modifications and tactics for employing the B-47 at low altitude. The B-52 was in the early phases of the test program at the time.

Maj General Patrick W. Timberlake, APGC Commander, and Colonel Harry G. Goldsworthy, Director of Operations were briefed by the SAC staff. They then called in Colonel Walter B. Putnam, Commander, Operational Test Center and Major Barnett B. Young, B-47 Senior Project Officer, to hear what SAC was proposing. The entire group sat open-mouthed as they heard Colonel Nelson propose navigating to the target at altitudes below 500 feet and airspeeds of 425 knots, and delivering a nuclear weapon with a "toss bomb" maneuver. (It was eventually decided that a "half-Cuban-eight," with a release near 55 degrees of climb, was the optimum for the airplane.)

Boeing and the APGC personnel participated in the planning and aircraft modification phases of the test. Boeing test pilot, Richard W. Taylor made the first flights with aircraft 52-642, which was the original test B-47. Major Young went to Wichita and flew with Taylor on the final flights of the test. Assured that the aircraft would perform the required maneuver, the team then approached the problem of navigation at minimum altitude.

Major Young selected Major George Gradel as the test navigator and Captain Eugene Murphy as the co-pilot. They selected a series of navigational routes, starting with flights over the flat terrain of Florida performed only in good weather. Modifications to procedures and to the navigational equipment were accomplished as the crew gained experience. Missions were flown over increasingly difficult terrain, in marginal weather and, finally, at night. There were problems, but as experience increased, so did the accuracy of the navigation. Fifteen navigation missions were flown on Phase I and included missions over such severe terrain as the Dakota badlands and the mountains of both Maine and Idaho.

Continued on page 7

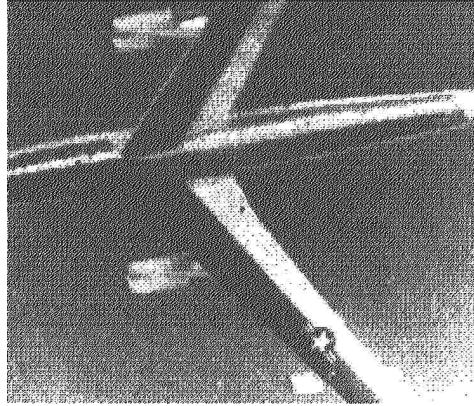
Phase II called for participation by a SAC aircraft and crew. A number of successful missions were flown by both crews in Phase II. The final mission was to be a strike mounted from Kindley AFB, Bermuda, against Sandy Hook, New Jersey's radar and ECM complex to test the over water navigation and the ability of fighter interceptors to locate the incoming aircraft. Major Young and his crew completed the mission successfully without being intercepted; however, the second aircraft crashed after takeoff from Bermuda. It was later determined that the cause was not related to the test mission, but was the first of a series of "drag angle" wing attachment failures. This caused a delay of approximately three weeks while the accident was investigated.

Satisfied that the aircraft structure could stand the punishment of low altitude turbulence and the G-forces necessary to accomplish the weapon delivery maneuver, clearance was given to proceed with Phase III. This was the actual bomb delivery phase.

Boeing pilots demonstrated that the bombs would clear the bomb bay and the APGC crew started the actual tests. Approximately 80 practice bombs were dropped on ranges 52 and 54A at Eglin during the next three months. The navigational test results indicated that the target could be located and the bombing results proved that the accuracy was acceptable. The final drops were made with simulated nuclear weapons of the size and shape planned for the SAC mission.

Briefly, the bomb delivery maneuver called for approaching an initial point (IP) some five miles from the target at an airspeed of 425 knots and an altitude of less than 500 feet. Radar could be used to locate the IP or the target and ranging was determined by the radar navigator. There was also a visual mode which utilized a point a known distance from the target as the "pull-up" point for the maneuver. A timer built into the system allowed latitude in the selection of the IP. Once the timer had run out, a light and needle indication on the LABS (Low Altitude Bombing System) gave the pilot the signal to start the pull-up. A force of 2.5 Gs was applied and held until the

Then the G-force was reduced to keep the aircraft just above the edge of a stall, completing the half-Cuban-eight maneu-



ver, rolling out 180 degrees from the target.

Satisfied that the tactic was both necessary and feasible, SAC ordered three bomb wings to prepare to convert to the low altitude missions. Major Young was transferred to the 22nd Bomb Wing at March AFB and Captain Murphy went to the 310th Bomb Wing at Forbes. (Major Young was later put on TDY to MacDill AFB, where he trained the pilots selected to be instructors in the 305th Bomb Wing.) Crew training progressed satisfactorily, but not without accidents. A MacDill crew crashed on a mission at the Eglin bombing range; it was later determined that this was also a wing attachment failure. One crew at Forbes failed to roll out at the top of the delivery maneuver and attempted to eject at too low an altitude. Later, three instructor pilots at March were lost on a single mission while practicing the maneuver at night off the California coast. The cause of this accident was never determined.

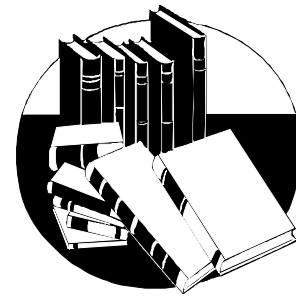
Almost as the last of the crews were reaching a combat-ready status, the entire B-47 fleet began to encounter structural failures. Analysis determined that a modification to the aircraft, which included strengthening the wing attachment fittings (the "milk bottle" modification program) was required. The low altitude navigation missions were continued, but the actual bombing maneuver was put on hold pending further evaluation. It was eventually decided to utilize a "pop up" maneuver with drogue retarded bombs rather than the LABS. Fortunately the B-47 was never called on

weapon against the enemy and went into retirement basically "without firing a shot in anger."

Although the B-47 never used the LABS tactic in combat, intelligence sources indicated that Soviet defense planners burned a lot of midnight oil trying to come up with a defense against it. The training and experience gained during this program was later of great value in the conversion of the entire SAC fleet to a low altitude capability.

-Lt Col (ret) Barnett B Young

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From The Bookshelf

Books of general military aviation interest.

She Went to War: The Rhonda Cornum Story. By Major Rhonda Cornum and Peter Copeland. Presidio Press, 1992, \$19.95.

The saga of a heroic flight surgeon captured during the Gulf War while attempting to rescue a downed F-16 pilot.

Test Flying At Old Wright Field. Collected by Ken Chilstrom. Westchester House, Omaha NE, 1991. "A collection of stories--some long, some short, some significant, some not--about flying..." Air Power History.

Peace, From War To War. By Lt Col John S Boeman, USAF-Ret. Sunflower University Press, 1531 Yuma (Box 1009), Manhattan KS 66502-4228, \$42.50. A sequel to **Morotai: A Memory Of War** (which contains WW II 307th history), it describes the author's experiences in the post-war period through the Korean War.

Continued on page 9

[The following letter was received in January from General Todd. Although we cannot always reprint letters in their entirety, we decided to do so with this one because we felt that it was intended for all members to enjoy--we hope you do].

MAJ GEN HAROLD W TODD (USAF RET)
1250 Big Valley Drive
Colorado Springs, Colorado 80919-1015
(719) 531-5874
January 5, 1993

Dear Mike,

Like many of us, as I get older I find I'm suffering from an advanced case of the CRS (Can't Remember Shit) Syndrome. Almost as disturbing, however, is the discovery that I remember with *increasing* clarity things that never actually happened! Therefore, it reassuring to happen across documentary evidence that confirms recollections of something that really **did** happen. This will explain my special enjoyment of your well written piece in the 307th BW Association Newsletter on the venerable B-47, 53-6244, in whose delivery to Wright-Pat I played a modest but memorable part.

Not only did your article summon up some heavy duty nostalgia of Lincoln, my first operational assignment out of pilot training, but it also partially answered the question that had nagged me for so many years about the fate of the old bird. I'd made several trips to WPAFB since 1965 and was never able to discover why the last B-47 built never made it to the Air Force Museum as we had been told was the intention. Your account of the AFSC impersonator wearing the war paint of a SAC bomber was a particularly ironic twist at the end of the story, but I guess I understand the rationale that led to this masquerade.

Unfortunately, the fog of nearly 28 years has blurred some of the edges of the details, but I can fill in some of the background on 6244's last mission. Maybe someone else will be able to document her final resting place. Like you, I had flown 6244 a number of times and was well aware of her reputation for reliability. (I guess the guys on the assembly line took special pains with the last one through.) During my nearly four years at Lincoln ('61-65), I was crewed with Gene Hickman (who, as you probably know, lost a long and valiant fight with cancer several years ago). Al Ottaviano was our original Nav, (the three of us had gone through training at the CCTS at Little Rock together), but I believe Laurie Bunten was on the crew those final months and it was probably Hickman-Todd-Bunten whose names were inscribed on 6244 as the "delivery boys." My apologies to Al if CRS has caused me to misremember.

I also don't remember exactly why our crew was selected to fly her to Wright-Pat. It may have been a reward for having earlier won the infamous SAC EWO Knowledge Competition or simply the result of Gene Hickman's incessant "politicking," as he liked to call it. Whatever the reason, we had the honor and it was scheduled to be quite an affair.

As I recall, the wing commander had invited a covey of town dignitaries and the press out to the base for the departure ceremony and takeoff. A contingent of hard working young maintenance troops had scrubbed a dozen years worth of oil, hydraulic fluid and other crud off her and polished the fuselage until it shone literally like new. It was truly a thing of beauty. Unfortunately, the Nebraska winter weather didn't cooperate that morning. It was cold, drizzly and overcast, so the full splendor of the shiny warbird didn't blossom until we climbed above the ceiling.

The flight itself was unremarkable, except that the bird was so slick and shiny we actually got about ten knots of extra airspeed out of her at cruise power setting. We landed with no fanfare, Gene signed over the aircraft and we hauled our gear, including parachutes, to a local motel for the night. We flew back to Lincoln via commercial air the next day and got some curious looks and witty comments when we delivered the parachutes as checked luggage. ("You guys know something about this flight that we don't?", etc.)

That was all there was to it. Perhaps Laurie Bunten can fill in and/or correct some of these details if you're in contact with him. I had occasion to deliver other aircraft to the "Boneyard" at Davis-Monthan AFB, but none of those flights carried the thrill or the sense of tradition I felt when we delivered the last-built of a proud line of peacekeeper aircraft to what we thought would be a place of honor. Sorry it didn't work out.

You guys are doing great work with the Association and I hope one of these days to be able to make one of the reunions. It would be great to see some of the people I "soldiered" with and learned from as a young pup.

For the handful of people who may admit to having known me at Lincoln, I retired in the summer of 1989 after a varied and fulfilling career. After Lincoln closed, I went to Plattsburg for less than a year (flew with George Dietrich and Laurie Bunten there), then went to Westover for four years and two Arc Light tours in BUFFs. Through a series of bizarre circumstances too lengthy to detail here, I jumped into staff work in 1970, first as an air training officer at (then) Second Air Force at Barksdale and later as aide to the 2AF Commander, Gen Dave Jones.

He brought me to Europe with him in 1971 when he went to become Vice CINCUSAFE, thereby cutting my cord with SAC for all time. (Years later, when I was looking around for a job in SAC, they'd forgotten my name in Omaha; I had become a "Tactical Weenie" despite over 3000 hours of bomber time! Weird.)

After three years in USAFE, I went to Washington to "broaden my education" (National War College, air staff and joint staff jobs). I emerged six years later with my integrity, sanity and sense of humor miraculously intact and ran a NORAD region at McChord for a couple of years. Then back to Europe for three years in a most interesting NATO position (Chief of Staff of Fourth Allied Tactical Air Force, the NATO organization that would have employed all the US, German and Canadian air assets in the southern part of NATO's Central Region in the event of war).

While in that job, I dodged a bullet in 1984; I survived a massive heart attack (total cardiac arrest and respiratory failure: literally DOA at the emergency room) which I'm convinced was caused by 27 years of cigarette smoking. It was kind of embarrassing; chief of staff are supposed to **give** heart attacks, not **get** them. Besides, the place to get a cardiac is in a pressure cooker like the Pentagon, not the relatively tranquil lifestyle of NATO.

Anyway, the Army medics in Heidelberg brought me back from death's doorstep and my health now is excellent. However, that ended my flying career and took me out of the operational track. I finished my career with a wonderfully challenging and intellectually stimulating four year tour as Commandant of the Air War College, then retired to the front range of the Rockies.

I've managed to earn a few shekels as a consultant and get to do lots of travelling. The big difference is that I've got my *own* hands on the throttle and stick. It's a great feeling.

I appreciate your article. As the man says, "Thanks for the memories." Good luck to you, your family and the Association. Please feel free to use all or any part of this epistle for the newsletter or however else you see fit. Hope to see you again in the not-too-distant future to see what **else** I might remember.

Sincerely,
"Pete" Todd

Bookshelf, Cont'd from page 7

Air Power History, the journal of the Air Force Historical Foundation, has compiled the following list of the more prominent books concerning Desert Storm:

From Shield To Storm: High-Tech Weapons, Military Strategy, and Coalition Warfare in the Persian Gulf. By James F Dunningan and Austin Bay. William Morrow, NY, 1992, \$20.00.

Lines in the Sand: Desert Storm and the Remaking of the Arab World. By Deborah Amos, Simon & Schuster, NY, 1992, \$21.00.

On Strategy II: A Critical Analysis of the Gulf War. By Col (Ret) Harry G Summers Jr. Dell Publishers, NY, 1992, \$4.99.

At War in the Gulf: A Chronology. By Col (Ret) Arthur H Blair, Texas A&M University Press, College Station TX, 1992, \$9.95.

Triumph Without Victory: The Unreported History of the Persian Gulf War. By *US News* Staff. Random House,

NY, 1991, \$25.00.

Guardians of the Gulf: A History of America's Expanding role in the Persian Gulf, 1833-1992. By Michael A Palmer. Free Press, NY, 1992, \$24.95.

Desert Shield - The Build Up: The Complete Story. By Robert F Dorr. Motorbooks, Osceola WI, 1991, \$12.95.

Desert Storm: The War in the Persian Gulf. By the Editors of *Time*. Little Brown and Company, Boston, 1991, \$19.95.

The Shield and the Sabre: The Desert Rats in the Gulf, 1990-1991. By Nigel Pearce. HMSO, London, 1992, \$44.95.

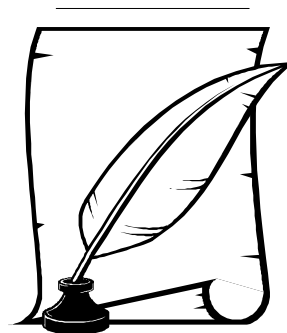
Storm Over Iraq: Air Power and the Gulf War. By Richard P Hallion (now the Air Force historian). Smithsonian Institution Press, Washington DC, 1992, \$24.95.

George Bush vs. Saddam Hussein: Military Success! Political Failure? By Roger Hilsman, Presidio Press, Novato CA, 1992, \$21.95.

Air Power in the Gulf. By James P

Coyne. Air Force Association, Washington DC, 1992, \$21.00.

The better reviews seem to be those given to the books by *US News*, Hallion and Coyne.



Editor's Note

One fringe benefit that derives from editing the Newsletter, is that I get to hear from members of the association all over the country. This column, in each edition, will highlight comments we have heard, and ideas and suggestions passed along.

Continued on page 10

First, concerning donations--as you will note in the Treasurer's Report, we have received a significant number since the last Newsletter. Interestingly, these donations have been sent all over the country, to a variety of different people. Consequently, Ethel Dodge, our treasurer, has received them in bunches. It has occurred on more than one occasion that Ethel has prepared a bank deposit, delivered it to the bank, and returned home only to find another bunch of donations in her mail box, necessitating, of course, another trip to the bank. We do not wish to give the impression that this is more trouble than it is worth! On the contrary, we are all delighted with the donation level.

However, in order to make Ethel's life a little more predictable, or efficient, or manageable, we are henceforth requesting that all donations be sent directly to her:

Mrs. Ethel Dodge
Route 1, Box 35
Naverly, NE 68462

The Chairman's Committee has decided to keep a separate record of all donations designated for the Memorial at the Air Force Museum. We will keep you informed as this special fund grows. Like donations for the newsletter and administrative costs, they should be sent to Ethel, at the address shown above.

The incorrect phone number published last time for the Travel Company organizing a possible Alaskan Cruise in conjunction with the Seattle Reunion was entirely my fault! I am great at transposing numbers, and not great at proofreading. So please note the correct number on this issue's bulletin board, and call them if you are interested. As soon as we have a list of **possible participants**, we will publish it.

As Tony has pointed out, the key to keeping Newsletter costs at a reasonable level is notifying us of all changes in address. In the November issue we published a membership form for the Association. As the result, we now have sixty new members. This brings the total membership to something over four hundred, but there are more than twelve hundred people on the mailing list. As you read this, please check your address

name, **you are not a member of the Association**. If this is the case, please dig the November issue out of your recycling pile, fill in the Membership form, and put it in the mail!

We are still interested in receiving articles and other submissions of interest to the Association membership. We would guess that everyone has a special memory that would be of interest to others. This computer we use fixes things like spelling and punctuation, so all you need to do is get something down on paper, and send it. The article published last time on the last B-47 built generated an unbelievable response. Your article would probably do the same. In future issues, we have planned articles on "The First B-47 Flight," "The Last B-47 Flight," and interesting vocations of Association members. What do you have to add?

-Marjean Gingrich

Remember

Some time ago, I read an article entitled, "The Base That Wouldn't Die," and some of it reminded me of a trip our family made to Lincoln Air Force Base long after the base was closed. Oh, the memories that visit brought back! As you reminisce with me, perhaps you will be reminded of something that makes you chuckle. You may, on the other hand, remember sadder times.

Our visit was a on a cool autumn day. As I stood on the barren concrete ramp with my family, I remembered what had been **my one great assignment**. When I look in the mirror from time to time, I still say, "I was there; I did my best, as God knows we all did--those who survived and those who did not." I stood on that abandoned ramp with a lump in my throat and fought back tears as I remembered those long, exciting years.

Remember, for example, the day that the K-9 dog was loose on the ramp and charged one of our crew chiefs? With one grand leap the always-friendly chief made it to the top of a wing tip and escaped the snarl and the fangs. Only after the K-9 was secured did the chief realize that the wing tank was empty, and the wing tip was a good five and a half

Remember the first mass launch? **Remember** the first time we "generated the force?" **Remember** the ORI in the days before the alert barracks, when we all slept on cots on the floor of the Officers' Club, resting prior to launch time. Some wag had tied a pair of tennis balls in a nylon stocking, placed appropriately in the grasp of the mailed fist of the SAC emblem. **Remember** the mistakes we all made and the lessons we all learned? **Remember** that Godawful day we generated the force, and later the President told the nation that we were in the midst of the Cuban missile crisis?

Remember the Reflex trip to Moron AB, Spain at the time the northern DEW Line system was first activated. We spent hours that day, strapped in, pins removed, engines running, end of the runway. Finally, we were refueled before it was announced that the alert was over. Of course, we were all surprised by the briefing that followed that the cause of our prolonged alert was that someone had failed to program the rising moon into the DEW Line system. What had appeared to be the slowest mass launch imaginable had slowly, but determinedly, risen over the horizon.

Remember when crew chiefs were anxious to get us off the ground so that they could get home to their off base quarters. We were going to England, and the crew chiefs were going home with their hand guns at the ready. When we landed eleven hours later, we were briefed on the exploits of the infamous Charles Starkweather. We were assured that our families were well, but it was an uneasy group of crews who rushed to the phones and burned some "reflex priority" time in order to call home. My family was on Witherbee Street in Lincoln, with the doors locked and the garage door open. My wife watched as mothers and fathers escorted their children home from school with rifles and shotguns in hand. Starkweather was soon captured in Wyoming, but **remember?**

Remember the widow and the little girl. It was a beautiful day for flying. The aircraft made a great sight as it rolled; the AC came up to 100 per cent RPM, hit the water switches, and finally the ATO bottles--all except one. Then, a big alu-

Continued on page 11

BACK IN TOUCH

minum monster with its aft end ablaze, pieces flying left and right. It lasted only seconds, but the bird had passed the “go no-go” point and the burning bird had to be gotten off the ground. At above four hundred feet, he could give the bailout order when he attained the speed required for safe ejection and chute deployment. His crew all got out, including the fourth man, and then he shot into the air, only to have the seat belt release mechanism fail. He landed still strapped in his seat, and died there when he hit the ground. His crew survived with minor injuries. We buried him, and with him, a small part of us all. I did not forget him, but had just set aside his memory until the day I stood on the barren ramp with my family.

Remember . . . How I remember the professionalism of my aircraft commander, and the total respect he commanded. It seems that every problem crew member was assigned to him by Wing Training. He flew with them; he demonstrated to them, and he taught them on the ground. When he signed a crew member off as “trained,” that crew member was trained and capable. Why did our crew get the “tough cases?” Why indeed? Because we were good at what we did. We were among the best they had. Not the fanciest; not the slickest, not the slyest (we never made it to Bomb Comp), but when Wing had a launch scheduled with a twenty to twenty four knot wind involved, we launched on time. When we lost an engine on an ORI we completed the mission 100 per cent. We even got a share of the under-the-table Calcutta based on our performance . . . **remember?**

Remember the night we looked at each other and screamed over and over, “THE WING’S THE THING?” The Wing Commander knew, that night, that he had the best damn wing in the Command, and promptly found himself, atired in his mess dress, in the swimming pool.

Remember? . . . I remember, these things, and so much more. That once bustling base smells like a cornfield again. Never again will it pulse with the activity, the love of country, or the dedication that made me feel proud to stand there with my family . . . **remembering.**

Since the last edition of the *News*, we have added the following “missing” members to our roster:

Donald E Ivie, 7010 Alabama, El Paso, TX 79904.

John V Sargent, 5549 W Fleming Rd, Atwater, CA 95301.

Robert L Wise, PO Box 178, Romayor, TX 77368.

Welcome to the Association!

Help!

The following is a partial list of former 307th BW personnel whose addresses have eluded us. If you know where any of these people are, or can find them, please let us know. As space permits, we will publish more “missing” names in the future.

Alfred L Adams
Charles C Adams
John Aldrich
Melvin S Ames
Neil H Amtmann
John P Anderson
Joseph J Anthony
Bruno Antionette
Henry L Archbold
Anthony P Arena
George F Armstrong
William J Arnold
Lawrence C Arundel
Joseph T Ashby
Charles Bach
Jess Baker
Richard L Baran
Ral W Basinger
Charles B Beagle
David L Beatty
Les Beers
Joseph F Behan
Bobby Bennett
Roland B Bennett
Walter Berg
Mary E Bergman
William L Berry
William Bertram
Alvin Biery
William D Blair
Beth Blount
Charles E Blue
Max Bodenhausen
Robert E Boehme
Lee R Bohlen
Tom Boles
Robert N Bowers
James L Brainard
Elroy Brandt
Willie Brannan
Paul T Brannon
James C Browder
David Brown
Neil C Brown
Ralph Brown
James Brumbaugh
Kenneth J Bunch
James O Bunkley
Patrick Burk
Howard Burkett
Joe A Burkhart
Roland H Buster
John F Butcher

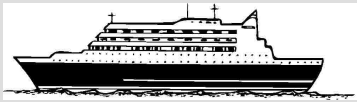
Thomas J Cain
Robert W Cameron
Logan Campbell
James A Carr
Robert D Carson
Jake C Cassel
Frank D Chamberlin
George S Chamberlin
William C Chamberlin
Ray Chappel
Lucius Christian
Ray E Christiansen
Robert W Christy
Norma Clark
Thomas C Cleveland
James D Clevinger
Lyle H Cochran
Peter Coffield
William D Coleman
Carol Selmo Collier
Lew Costello
Robert J Cox
Ruper S Crymes
Harry H Culler
James Cupit
Louis Curl
Paul P Curtiss
Jim Cushing
Richard L Dabney
Richard Dahl
Howard Dallman
Robert G Davidson
Elbert Dean
Hilton J Dease
Henry F Deboest
George W Defacio
Tom Denham
William H Devorss
James DeWit
Gerald A Dollard
David Dubis
Harold E Duffer
Gerald Dunn
Henry W Dynes
James E Eddings
Donald H Edwards
Robert R Elison
Ernest R Ellis
Robert H Engel
Rolland L England
Charles A Erni
Perry E Esping
Jerold L Eustace
Asa L Evans
Robert C Evans
Sylvester J Faszold
Clarence D Fehnel
Jim Ferrell
William E Ferry
Jefferson R Finch
Duane A Fitch
Harold Fitzpatrick
James H Fleming
Kenneth H Fleming
Doyle W Flowers
John Forman
Erwin Frank
L Franklin
Karol E Franzysen
Richard M Freeman
Clarence N French
Richard A Fritz
Terry Gathman
Allan S Gentry
James M Gentry
Gerald A Gerber
Robert L Getty
Charles H Gibson
John A Giessman
James Gillespie
Paul G Giusti
James W Goebel
Richard S Goldstein
Laura Gordon
Michael R Goul
Miller Granger
Dow B Grant
Richard N Gronberg
J C Guiterrez
Gary Gunzenhauser

We Goofed

In the last issue an incorrect phone number for the Seattle travel agency which is handling the post-reunion Alaskan cruise was published. The correct information is:

**Donna's Travel and Cruise, Inc.,
10424 - 269th Place, PO Box
1529, Stanwood, WA 98292.
Phone 1-800-659-1633.**

To insure savings on your cruise prices your deposit must be received before January 1994 for 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 a mailing address. 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.

Electronic Mail

Interested in exchanging computer E-mail with other members of the Association? If you belong to either CompuServe or Prodigy, send a note to the editor with your name and CompuServe or Prodigy address, and we will publish them in a future issue of the newsletter.

Models

Been looking for a B-47 or KC-97 miniature model for your desk or shelf? They're getting hard to find; however, Showcase Model Co still has them. The Showcase miniatures are 1/100th scale, made from Philippine mahogany. The KC-97 has a 16-3/4 inch wingspan, while the B-47 is 14-3/8th inch. Both are priced at \$119.95. You can write to Showcase at PO Box 470, State College, PA 16804-0470 or phone

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

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