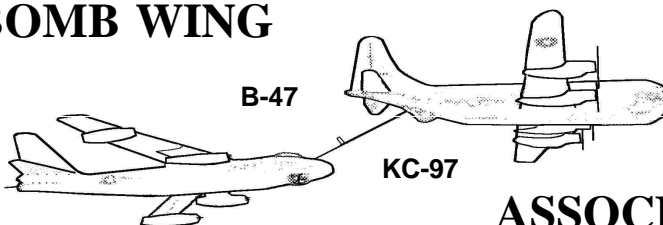


307TH BOMB WING



ASSOCIATION

NEWSLETTER

History Book Volunteer Needed

Chairman's Report

It's time to think "SEATTLE" and it is not too early to start making plans. Look for information elsewhere in this Newsletter. We would love to see all of you here!

I want to thank those of you who responded to the (*) by your name on the address label of your Newsletter. We received over thirty applications for membership after the last issue, but we need more if we are to be safe with our non-profit status. If you have not mailed yours in, please do so now. While on my soapbox, I would like to mention that our donations are not holding pace recently with our expenditures. If you have been thinking about making a donation, it would certainly be helpful if you would do so now.

There are several members who have more than one address during the year. We need to know who you are and your annual schedule. Once you have sent the information to us, we will do our best to send your Newsletter to the right location. As it is now, we get on the average of ten letters back from each mailing with such comments as "Temporarily Away--No Forwarding." We need information only you can provide to make certain you receive the Newsletter, **and** to avoid paying the returned postage fee.

We consider widows and former wives an

integral part of this organization and welcome you to our reunions at any time. It is our intent to keep you on our mailing list as long as you desire.

I want to tell you of an event I attended on September tenth with my son, Doug. The Society for the Strategic Air Command coordinated a special Open House at the Air Museum at Bellevue, Nebraska--just outside the back gate at Offutt AFB. The event included a walk through history around many of our old planes. I won't name them all, but will tell you we were able to enter the B-36, B-47 and B-17, and to mount a ladder to look into the cockpit of the SR71 (Blackbird). We had a good time. **Bill and Jean Williams** were also there. Quite frankly, I don't remember the inside of a B-47 being so small!

Sedge Hill has asked, and I have reluctantly agreed, to let him resign from the history book project. How about a volunteer? It is not a time consuming project but one that needs attention and coordination. By the way, have you sent in your biography yet? Please do so. We want all members to be represented there.

I have asked Roger "Bud" Flanik, and he has agreed, to coordinate our efforts toward placing a 307th Memorial at the Air Force Museum in Dayton. We will accept donations to be set aside for use only for this project.

Some local news--**Donal Finn** (more affectionately known as "Sarge") of

Lincoln has been chosen to be *Grand Chef de Gare Du Nebraska* of the 40-8. Sarge was also Commander of American Legion Post #3 in 1962-63, while on active duty. Congratulations, Sarge!

I am sure others among you are doing or have done things for which recognition might be appropriate. Should this be the case, let us know about yourself or a friend. Who knows, you may end up in print.

Until next time, Your Chairman

Tony Minnick

Back In Touch

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

Joseph T Ashby, 5824 Normont Way, El Paso TX 79912.

Harold Bechtel, Box 135, Winslow NE 68072.

Harold E Duffer, 117 Lake Point Drive, Gallatin TN 37066.

Asa L Evans, Jr, 15 Village Drive, Oviedo FL 32765.

Brodie O Keene, 1016 Woodridge Road, Azle TX 76020.

Marion P Keller, 2315 Oak Trace, San Antonio TX 78232.

Robert F Kelly, 2816 Clay St #2, San Francisco CA 94115

Victor H Lipsey, 2005 W Arbor Rose Drive, Grand Prairie TX 75050.

Gerald J Otten, 4270 Denver St, Montclair CA 91763-3005

Hank Grogan, who mentioned that at the Orlando Reunion last year, he made an appeal to the enlisted troops to make a concentrated effort to locate some of their old buddies and to encourage them to attend the next meeting in Seattle. Hank says, "Those were the guys who kept us in the air, on alert, and on Reflex, not the staff in headquarters." Hank adds, "See you in Seattle."

Bill Rogers, who has located two of the people who were on the "Looking For" list. Bill sent along the information that **Joseph J. (Joe) Herman** and his wife were at the reunion in Orlando, having read about it in their local newspaper--they live in Orlando or one of the suburbs. Bill suggests that another member who has access to an Orlando phone book may be able to find an address for

o-area members?

Bill also sent information about **Benjamin F. Hill**. Bill says, "We last saw him around New Years of 1969 in Portland, OR., at his in-law's home. He was living in Cove, OR at that time, but when the Rogers visited Cove in 1974, no one was at home. Bill adds that Benjamin was badly injured in Vietnam in a plane crash in about 1968, and was confined to a wheel chair when the Rogers last saw him. Anyone have a phone book for Cove, Oregon?"

Bill says that they are looking forward to the Seattle Reunion and invites anyone who is driving and passing through their area (Vida, Oregon) to stop there. They have two spare bedrooms. [Ed. Note: *Reservations should probably be made forthwith.*]

Mabel Pennington who apologizes about providing an incorrect date for when her husband, M/Sgt. Harold E. Pennington, was assigned to Lincoln. She had earlier indicated that he was there from August, 1953 to June 30, 1960. She now realizes that it was the end of July or early August **1954**. Harold was transferred from Smokey Hill AFB in Salina, Kansas to the 307th Air Refueling Squadron as a flight engineer on KC-97s. Mabel also received a collection of souvenir photographs of Lincoln Air Force Base from an association member, which stirred some memories for her. She particularly was reminded of the interest the family took in aircraft taking off and flying so close to their base housing. She says, "It took me a while to know that the black smoke was from the jet engines and not a fire on board--that was a big relief!"

Don Verbeek, who sent along news about another former 307th member, **Harold Bechtel**. Don says that Harold is in Winslow, NE. He adds that Harold is disabled but enjoys hearing about the old group and its aircraft.

Donald B. "Brent" Horn, who reports that he ran into **Bob Delaney** in the Las Vegas airport in June, 1992. "We were taking the same flight to SACTO and had a ball talking over the old times days at LAFB and what we had done since leaving the place. Brent moved back to the Kansas City area after retirement in 1978. His wife, Jeanne, passed away in 1986. He says that he got talked into

1986, and met his present wife, Anne. Brent works in the telecommunications field--Outside Plane Engineering--for a company that contracts out to Southwestern Bell, Sprint, and United Telephone. Brent says he is thankful that he ran into Bob. "It seems I have a lot of catching up to do at the next reunion. I have read and reread the Newsletter you sent me and a lot of the names are coming back to me. He asked about **James W. Adams**, who he thinks was the first copilot he was crewed with at Little Rock in CCTS with **Frank D. Chamberlin** as aircraft commander. Brent says he and Anne are looking forward to the gathering in 94.

Mel Bibo who sent information about John's death (see The Last Flight), and also commented, "We did so enjoy all three reunions. I have many great memories."

Beverly Ridley, wife of Gerry Ridley, who also sent information about her brother, **Robert F. Kelly**, who had been on the "Looking For" list. Bev reports that Bob lives in San Francisco, where he is a corporate pilot (Captain) for "The Gap" stores corporation.

Jerry Otten who was apparently lost from our mailing list and wanted to be certain that he was put back on, particularly because he plans to attend the next reunion.

Bob Elison, who sent along a correction for his mailing label, and also says, "Like most retired people, I got interested in a hobby. One can play so much golf. I got interested in the Experimental Aircraft Association. I went to Oshkosh, Wisconsin to the annual fly-in, and got carried away and bought a kit-built aircraft." The kit will be delivered in the middle of September, and he hopes to have it flying by next April to fly to "sun 'n fun" in Florida, and to the reunion in Seattle.

Frank Harvey who sent information about the death of **Col. Joseph J. Pavlas** (See the Last Flight) and also included some recollections of Joe. Frank says, "I first met Joe at Randolph AFB in April 1954. We had been assigned to the 380th AREFS (later redesignated the 307th AREFS) with crew training at Randolph and then to the Heavy Transport Training Unit of MATS at West Palm Beach AB,

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: Volunteer Needed.

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.

Florida. At Randolph, we were also joined by T/Sgt James M. O'Connor our Flight Engineer. We flew as a crew in B-29s at Randolph and C-97As and Cs at Palm Beach before arriving at Lincoln. We arrived in the heat of August to find our Operations Building to be the very primitive Test Cells at the south end of the flight line. We were one of the first combat ready tanker crews of the 307th. Later, Joe cross-trained to B-47s and I think was assigned to one of the bomb squadrons for awhile. He was last assigned to Blytheville AFB as Chief of Standardization in B-52s. His widow Mary resides in Oakland, California.



1994 Seattle Reunion

Good Stuff from the great Northwest

So that you will know which other members of the Association you may be cruising with, we provide you with the following names of members who have inquired about the post reunion Alaska cruise: the **Veilugas, Arens, Walkers, Neelys, Barths, Aslaenders, McKenzies, Gallenbergers, Ketchums, Worms, Aenchbachers, Oertels, Sutherlands, Evans, Crosbys, Berkowitzs, Hansons, Mills, Cranstons, Rawlins, Hathaways, Fishs, Johnsons, Boggesses, Worleys, Gingrichs, Gostings, Harts, and Bou-dreauxes.**

Won't you join them? Remember, you can bring along your bridge friends, your neighbors, or whomever, and all may take advantage of this special offer. We have selected the **Premier Cruise Line** for the cruise and by calling 1-(800) 559-1633, you may obtain a brochure and more details. There are cheaper, shorter cruises, but **none** better!

We also have been asked about what sort of clothing should be packed for the

cruise. All cruisers should remember that even though it will be July, the southeast Alaska weather can be quite variable. We recommend you plan to dress in "layers;" that is, slacks with a loose sweater and a rain jacket or windbreaker for early morning hours that can be easily removed as the afternoon warms up, and then put back on as the evening cools again. Be sure to bring a comfortable pair of walking shoes for the shore tours. (Experienced travelers recommend that you have two pair of such shoes on board.)

On-board dress is more casual than you might think. Sports jackets for the fellows and comfortable dresses for the ladies are always appropriate. During the day you might want to relax in a jogging suit as you wander around the decks and the casino. The only evening you might want a necktie and jacket or a dressy dress is the evening of the Captain's Party for the 307th Bomb Wing Association.

We had planned to keep the Captain's Party a secret, so that we could offer a pleasant surprise, but that would have been unfair in the event that you ended up on the cruise with nothing you felt appropriate to wear for such an occasion. Plan to dress comfortably while planning for one dress up affair. We know you will have a great time.

Remember, you **do not** have to cruise Alaska to take advantage of the **discounted airfares** to and from Seattle. Call 1-(800) 659-1633 for details. This discount is one benefit we have been able to arrange for Association members.

You may call the Bellevue Red Lion Hotel **now** for hotel reservations, 1-(206) 455-1300. They will be happy to help you. Be sure to ask for the 307th special rates. Your reservations must be arranged **prior** to June 10, 1994.

A reunion registration form and fee

schedule will be included in the Spring Newsletter. The registration fee will include all the following, as well as other events and perks:

- λ Morning coffee each day plus three early evening no-host social hours;
- λ Three complete evenings of entertainment;
- λ Three excellent evening meals. One a standup buffet, one an indoor northwest salmon dinner followed by a sunset cruise back to ground transportation, and one a banquet dinner, plus surprises where you can all strut your stuff;
- λ One huge buffet breakfast Sunday morning before we all depart;
- λ Transportation to and from your first two nights' activities;
- λ Door prizes;
- λ Several wonderful days free for exploring the scenic wonders of the Seattle area, where ninety percent of the beauty and interest is within forty-five minutes driving time;
- λ Registration information about Friday morning golf with your fearless leader, Bob Weidner (does not, of course, include greens' fee); and
- λ Much, much, more!

The 307th B-47/KC-97 Association Memorabilia Collection will be on display at the hotel. **Please check your scrapbooks for items that you could contribute to enlarge and complete the collection.** Information about the wing, the airplanes, Lincoln, and SAC holds great interest for your fellow association members.

We hope you are saving your pennies so that you can come to the reunion to discover the other surprises we have for you. There will be more information in the Spring Newsletter. The entire 307th gang in the State of Washington are excitedly waiting to ...

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 following have had recent newsletters returned with no forwarding address:

Urial W Blacksher, Morris L Butts, Stanley Hendrix, and Tom Pauza.

If you know where any of these persons are now located, please let us know.



The Bookshelf

Falisman: A Collection of Nose Art, by John M & Donna Campbell. Schiffer Publishing Ltd, 77 Lower Valley Road, Atglen, PA, 19130, \$49.95 + 2.95 postage. Photos and tidbits about the planes and their pilots.

Air Force Eagles, by Col Walter J Boyne, USAF retired. Crown Publishers Inc, 201 E 50th St, New York, NY, 10022, \$20.00.

This novel is described as depicting the Korean War era rise of aerospace technology. Author Boyne is a former B-52 aircraft commander, and a former director of the Smithsonian Aviation Museum and writes a good book. Two of his past works are:

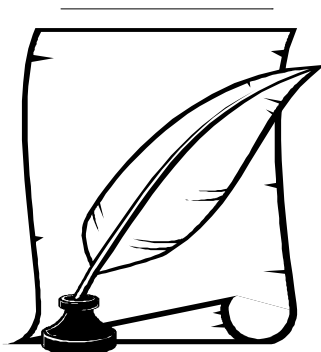
Trophy for Eagles, which deals with the golden age of flying between the world wars... barnstorming and air races, and famous historical figures.

The Wild Blue, with Stephen L Thompson. This novel traces the Air Force from 1947 through several conflicts into the space age, with part of the plot being the development and introduction of the B-47.

Over Here, Over There: The Andrews Sisters and the USO Stars in World War II. By Maxine Andrews and Bill Gilbert. Zebra Books, New York, NY, 1993, \$22.95. Pearl Harbor to VJ Day nostalgia.

sey Across America, by Stephen Coonts. Pocket Books, 1230 Avenue of the Americas, New York, NY, 10020, 1992, \$22.00. From the tailhooker who wrote **Flight of the Intruder**.

The Line of Fire: From Washington to the Gulf, the Politics and Battles of the New Military. By Admiral William J Crowe Jr. Simon & Shuster, 1230 Avenue of the Americas, New York, NY, 10020, 1993, \$25.00.



Editor's Note

You just never know what you are going to learn when you go back to Nebraska! Mike and I were there for a week in late June, early July, for my father's eightieth birthday and for a family reunion. Among other things, I learned that some of my skinny little cousins aren't teenagers any more, which they were when I last saw them, and they aren't skinny anymore either.

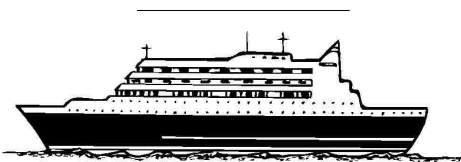
We were pleased to be able to spend an evening with **Hale and Ethel Dodge, and Tony and Bev Minnick**. While we sat around the table after Ethel's delicious dinner, I learned that my reference in the last issue of the Newsletter to Tony being the Chairman of our "crack" circulation committee, was seriously inaccurate. As I listened to the conversation, I learned that Bev deserves credit for that usually thankless job. It is Bev who has gotten on a first name basis with their letter carrier, as she pays him on a regular basis for our returned mail. While I am certain that the letter carrier doesn't mind these visits with Bev, I also learned that our treasurer, Ethel Dodge, would prefer not to have to constantly write checks for return postage for undeliverable Newsletters. So, at the risk of disappointing the letter carrier, please send in changes of addresses as soon as possible. And, thanks, Bev, for the good

ceives a Newsletter appreciates your effort.

Last issue, we asked you to send cards to **Glenn "Red" Lally** to wish him continued recovery from his serious stroke. According to Dot, Red received many, many cards. She said, "It was fun; every day, we picked up the mail and there were more." Dot called at the request of Red, who asked that his "thank you's" be expressed here! Red continues to make progress, with occasional setbacks. We are all impressed and heartened by his fighting spirit.

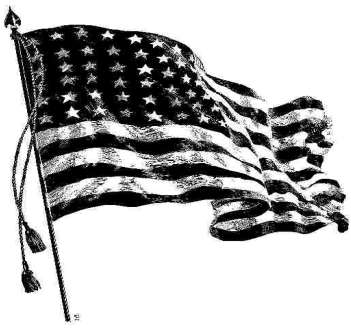
In a few weeks, Mike and I will be going to Spain. Mike, of course, has been there before while on Reflex tours. This will be my **first** trip outside the United States (how's that for "marry the Air Force and see the world?") Over the years, we have had several exchange students from Spain, and now have an invitation from the parents of two of the young men who were here, to visit Madrid. I plan to keep a journal, and will be recording observations on Mike's part about how the country has changed since his visits there in the early sixties. I hope, in a future issue, to be able to share some *Recollections of Spain*, comparable to the *Recollections of Lincoln* article that Tony Minnick wrote for this issue of the Newsletter. I don't, however, plan to keep any record whatsoever of how much money I spend while we're there.

According to a TEAM SCORES box in the September issue of *Klaxon* the 307th is just seven (7) members short of being the leading Wing in Society of the Strategic Air Command membership. It is more than likely that if all 307th alumni who have just procrastinated about sending in their membership applications would do so, by the next issue of this Newsletter, we could report that the 307th is the Number One Wing. We all know of course that this is true, so let's demonstrate our leadership to the Society.



See You in Seattle

June 30 - July 3, 1994



The Last Flight

John J Bibo, 370BS, 371BS, HQS, 19 June 1993. Paris, IL.

John Edward Clark, ARS. Date not known.

Edward Gene Moore, February 1992. Lincoln, NE.

Ted Parent, Universal City, TX. Date not known.

Joseph J Pavlas, ARS, late 1991. Oakland, CA.

Memories ...

John Bibo lost his long and courageous battle with ALS. He is described by one of our members as "always the gentleman, who was more interested in talking about your interests, than his".

The Incredible Flying Machine

The KC-135: 1955 - ? ? ? ?

My first consciousness of corporate aircraft manufacturing was of Boeing, and the product...the P-12.

[was 17 years old. An older friend of mine, Lt Homer Cox, paid a week-end visit to Knoxville and proceeded to beat the place up in a P-12 with dives and zooms and voluminous amounts of noise.

[was enthralled and at that moment said, "That's for me!" I was catalyzed toward a lifetime career that could not possibly have been more rewarding.

Ever since that unforgettable event, I have considered Boeing one of the best. After the P-12 and P-26, they made no more fighter planes, but what they did make was always successful...in most cases unsurpassed in both quality and

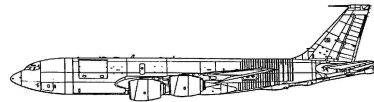
Would it be difficult to render a judgment on their most outstanding product since there are some in both military and civil applications that have not yet completed their full life cycle? **FAR FROM IT.** The 727, 747, 757, 767, B-52 and KC-135 come to mind immediately.

They are all great aircraft, but the one that grabs the most superlatives in my book, in spite of engine insufficiencies, is the KC-135. There are a number of reasons for this. Let me cover just a few in this article.

The rest of the story...

Fixing the KC-135 Fleet Was Absurdly Simple

The first is visionary. The need for a combination tanker and general purpose long-range transport was well-recognized. It was recognized more-over as one which would be of indefinite and ever expanding character.



No matter how the roles and missions unfolded and mutated, it was clear to most people in the requirements business that such a tanker/transport would be a key and very fundamental necessity for all types of operations. "Global Reach, Global Power" underscores the wisdom of this assessment of 40 year ago.

The second reason similarly underscores the vision of Boeing management and engineers in producing a product which

enduring requirement. They did that, and the K-135, in spite of the engine shortcoming mentioned above, has lived up to and beyond the most optimistic multi-mission performance expectations. The airplane was underpowered, and remained so for over 30 years. Part of this was Boeing's fault...part was not.

The fundamental cause of deficient power was not a particular fault of anybody, but rather a simple matter of engine availability.

The J-57 engine was selected after careful analysis of options (but there were not very many); the best assessment of future powering possibilities; and an airframe and structural design that could accommodate the most payload that might be safely handled during an interim period.

The interim period lasted a long time. Boeing and Pratt &

Whitney turned to water injection to provide extra power for heavy take-offs. Water injection added about 9,000 pounds for a total of just under 50,000 pounds of thrust for a maximum gross weight of 150 tons. This is scary stuff, but it is even more scary when you contemplate a related design mistake which was altogether avoidable...a mistake both Boeing and SAC must share.

Continued on page 6

Treasurer's Report

As of 10/1/93.

ASSETS:
 Beginning balance 5/31/93.....3469.03
 Donations since 5/31/93.....495.00
 Interest.....26.16
 Voided check.....104.00

Total assets..... \$4094.19

EXPENSES:
 Newsletter printing..... 361.04
 Newsletter postage..... 195.09

Total expenses..... \$556.13

ENDING BALANCE:.....\$3538.06

By Ethel L Dodge, Treasurer

There were two identical but separate pumping and distribution systems for the water injection. One system powered numbers one and two engines; the other numbers three and four. Obviously, if one system failed, a very undesirable situation immediately arose of asymmetric thrust just when it could be least afforded. Consider the long average moment arm of the inboard and outboard engines, the control problem was very appreciably aggravated. Although system reliability was good, there were failures and it is a great credit to the SAC pilots and their training that there were few losses attributed to those failures.

This condition was not corrected for many years and I will never understand why. In the first place, I cannot conceive of the reasons for this design feature. Why did the engineers approve it? Why did all the mock-up boards, technical compliance boards, operational review boards, et al, not flag it and insist on a correction?

It was not until 1969 that something was done...and the solution was absurdly simple. Rerouting the distribution lines so that one system fed numbers one and four engines and the others numbers two and three was all that was needed to guarantee symmetrical thrust from water augmentation, irrespective of whether one system failed or not.

It was indeed essentially that simple and the modification was made to the whole fleet of over 600 aircraft for just under a half-million dollars.

Of course, it is not known how many lives and aircraft this modification may have saved during the 15-20 years from its implementation to the mid-80s when the big upgrade of the tanker fleet began, but most likely it was several.

In any event, the decision to go for broke to make a fine supporting asset of KC-135s even finer with engines double the thrust and structural modifications that substantially increased the offload, not to mention better fuel efficiency and extended material life expectancy, was a consummately wise move.

In my opinion, the need will not decrease in either qualitative or quantitative terms in spite of overall force reductions, and

all records of military aircraft service tenure (to include the C-47)...as well as many civil aircraft records.

The KC-135 is, has been, and will be a cardinal national asset.

General Bruce K. Holloway

*[This article is reprinted with permission from **Klaxon**, (the newsletter of the Society of the Strategic Air Command, Inc.) June 1993, Vol 1, Issue 3 . The article is one in a continuing series of first-person, never before published stories by former members of SAC. General Holloway is Society member number 186.]*



Recollections of Lincoln

How do you remember Lincoln Air Force Base and the City of Lincoln? We thought you might like to be reminded of a few things in order to test and stimulate your memory.

Nineteen fifty-four was only the beginning for the 307th Bomb Wing at **Lincoln**. A few people returned with the Wing from Okinawa. The majority, however, came out of training schools or from other units and brought knowledge only of other types of aircraft. Jets and their idiosyncrasies were new to most.

Training was the name of the game. It was different, hard, and demanding in the extreme. This was most evident as the ground crews and maintenance personnel learned to maintain B-47 and KC-97 aircraft for flight in some of the most diverse weather conditions imaginable. It seemed it was **hot-hot-hot**, or **soooo very cold**. Do you remember "the ICEBOX?" WOW! I vividly remember ground crews shucking their gloves in below-zero weather to work on an engine or some other part of the aircraft. Their actions were truly beyond the call!

For flight crews, jets were new, although

jets before (some in Korea). Many of our pilots were from reciprocating aircraft. Now we were going higher and faster than ever before. We had to "turn it up a notch." Different engines, radar, fuel systems and navigation equipment. Again, training was the name of the game.

There didn't seem to be enough time to do all that needed to be done, but do it we did! There are so many things to remember that we can only scratch the surface. We went TDY to England--we became combat ready. We trained-trained-trained. SAC Headquarters and Air Force were most demanding, laying on ORI's and special missions. Remember the PACESETTERS? How about 60-9 and 50-8? Those numbers are indelibly burned into our brains. But as much as we struggled with them, the better they made us. Our maintenance became better, our crews became better, and the results we obtained were significantly better. The 307th won a Bombing Competition in 1959. I will not name individuals, but merely call the win a "unit win," as it was the result of excellent overall unit training. We were proud of the crews, air and ground, which gave us such a magnificent win. And then there was the long string of flights by both KC-97 and B-47 aircraft without a cancellation--2327 sorties. A record which will stand for-ever!

Let us not forget the many tours of Alert Duty and TDY's to England and Spain, along with a few to North Africa. We had successes--we had some losses. That comes with the territory. We chose to do what we did and we did it well. All of us can rightly be proud of our time with the 307th Bomb Wing 1954-1966. By the way, the new alert facility which was built for the 307th and 98th has been completely removed to make the Southeast-Northwest runway safer.

It would be wrong to credit only the men. It was also the families and their daily and continuing support that made it possible for us to perform as we did.

Lincoln of Yesteryear had a population of 143,000; Lancaster County's total population was 164,000. The airbase, except for Air Guard and some civilian activity, had not been active since the end of World War II. Lincoln had been a

deployment facility in 1942-1944. Some B-29 flight training took place there. Several airfields in the area were used, including Grand Island and Kearney.

There were Wherry and Capehart housing--and there was Huskerville. Most of the natives were friendly, but some were not--they thought we would steal their laughs, and many of us did just that! Some of us have children who were born and raised in Lincoln. Did you know that we currently mail Newsletters to ninety-three retirees in the Lincoln area?

Some spots we remember in Lincoln are the Esquire Club on Cornhusker Highway, the Steak House, Valentino's, the Cornhusker Hotel with the Intercom Club in the basement, and the Italian Village on East "O." Also, the Windmill, Tastee Inn, Ken Eddy's, King's, Lee's Chicken, Tony & Luigi's, the beautiful State Capitol building, Cool-Crest miniature Golf, and three hospitals--Bryan, Lincoln General, and St. Elizabeth's.

Lincoln Today has a population of 195,628; Lancaster County totals 217,710. Some things are the same, or nearly so, while other places are gone forever. For example, the Capehart and Wherry housing are now privately owned, but Huskerville is no more. Still here are the Steak House, Valentino's (now with eight locations). The Cornhusker, as those of you attending the 1990 reunion know, was demolished, rebuilt on the same site, and made into a larger, more beautiful complex. The Intercom Club has moved to the top floor of the First National Bank Building (now First Tier Bank), and is called the Nebraska Club. The Italian Village (expanded) is now American Legion Post #3, the largest in the United States, with over 8,100 members.

Ken Eddy's is now a Perkin's Restaurant, Tastee Inn has not changed, and there are now only two small Kings's Drive-Inns. Lee's Chicken holds forth on West Van Dorn Street, with a second location at 70th and "P." Tony and Luigi's was torn down just this past summer. The State Capitol building is still beautiful, with a mall of flowers, trees, and fountains running from the north side of the Capitol along 15th Street to "R" Street. Cool-Crest was dismantled this summer after forty-three years.

from 48th and Sumner, north to Cotner Boulevard, East to 50th Street, and is heading all the way to 52nd Street. Lincoln General Hospital is at the same location, but with all new buildings that include a much larger area. St Elizabeth's is now on 70th Street, across from the Veterans' Hospital, and covers a several block area. The Veterans' Hospital is no longer at the edge of town, as housing goes out to 84th Street and beyond. New is Southeast Community College--a large complex on the north side of "O" Street, at 88th.

Lincoln has expanded **east** to 84th--**south** more than a mile beyond Highway 2--**west** to SW 24th Street on the south side of "O" Street, and **north** well beyond Cornhusker Highway. There is a housing area and golf course just east of the airport. We now have a west by-pass from Highway 77, south of Highway 2, which runs northwest (replaces the rickety old bridge) over the railroad yards, and ties into Interstate 80. North 27th Street is also tied into I-80.

Gold's Department store changed to a Brandeis and moved to Gateway Shopping Center as a Younkers. The old building is now called Gold's Galleria and is mostly office space. Miller and Paine changed to Dillard's, and also moved to Gateway. The Miller's building is now an office complex. Sears, Wards, Penney's, and Ben Simons all moved to Gateway. Downtown retail is a thing of the past. Office space, government agencies (federal, state and city), apartments, theaters and parking have taken over. There is an area, called "Haymarket," around the old train station where older buildings (including the station) have been renovated for shops, restaurants, and offices.

Lincoln has a new Center for the Performing Arts, the Lied Center, at 12th Street between "Q" and "R". This is a beautiful, state of the art facility. Lincoln has nine theater complexes with a total of twenty-nine screens. The Stuart Theater is the only original one left. The drive-ins, West "O," Starview, and 84th and "O" are no more, replaced with car lots and apartment buildings. Were you ever at the West "O" drive-in when a group mission took off? Did you ever go back?

It used to be hard to find a good restaurant--not so any longer. You name

yellow pages show more than three hundred eating places.

Our grocery stores are large ones, such as SuperSaver, Hy-Vee, and FoodforLess. They are open twenty-four hours a day, seven days a week. There are still three Hinky-Dinky stores and the Ideal Market on South 27th Street. We have K-Marts, Walgreens, Oscos and Target stores throughout the city. Just recently, a WalMart and a Sam's Club opened up North, at 27th and Superior (one mile North of Cornhusker Highway).

When the airbase closed in 1966, the government sold the land and buildings to the City for \$1.00. Through time, interesting things have occurred. An Airport Authority was formed to be in control. It now operates successfully (and has for years) without benefit of any tax dollars. The same thing has occurred with four public golf courses. All run without tax dollars. A senior can play eighteen holes, during the week, for \$7.48.

The Nebraska Air Guard has been flying RF-4's for several years and now is retraining into KC-135R's. The runway at the airport is still one of the longest in the world at 12,900 feet. Remember S-1 and S-2? How about takeoff, we rolled a long way didn't we?

Now that we have the juices of your memory flowing a bit--write down some of the things you remember. We all remember different things, and your memories could be cherished reminders for other association members. **WE WOULD LIKE TO SHARE YOUR MEMORIES IN FUTURE NEWSLETTERS.**

Tough Act to Follow

On September 28th, **Vern Biaett**, a resident of Sun City, Arizona, made the second hole-in-one of his golfing career at the 8th hole of the Fore Lakes Course in Salt Lake City. Normally, a second hole-in-one for a person who has been shooting golf for over 35 years is not too unusual. But for Vern, this hole-in-one was truly amazing, spectacular, and almost unbelievable. His first hole-in-one was made less than two hours earlier at the Number 2 hole. (*Set 'em up Vern!*)

Association member,

Oliver E. Fowler, is the author of *Brothers to the Wind*, published by Vantage Press in 1987. Recently we spoke to Oliver, asking that he send information about his novel, and how he came to write a book. In response, Oliver sent a copy of the book, inscribed, ***For my comrades of the 307th B.W.--We Kept the peace! Fowler.*** Oliver also sent a note that explains that he originally wrote a poem "to explain to my wife why I was such a fiddle-foot. She said the poem was fine, but I should write a book with that title, so I did." Oliver goes on to say, "I have only a few copies left, but I understand that the Air Force Armament Museum at Eglin AFB still has some copies for sale, if anyone is interested." He adds, "The story is not an autobiography--it is based on some fact, some stretched fact--and a lot of

nize experiences similar to ones they can recall. Please give my regards to all my old comrades of the 307th BW."

The book jacket describes ***Brothers to the Wind***, as follows:

Since his early childhood and grammar school days, flying had always been the exultant dream and passion of Emil Romades. As the years pass, by the late 1930's, Emil finds the dream igniting into reality as he enlists in the U.S. Army Air Corps.

The exhilaration of flying is sharply punctuated by its dangers and the sudden thrill of close calls. Another difficult challenge is presented by the toughening discipline of flight school. Sharing these adventures is Emil's boyhood friend, Gyl Rondan, a full-blooded Cheyenne Indian who has been termed by his flight instructors as a rare 'natural' and a future ace in the imminent war. In 1940, as a newly commissioned second lieutenant

has just won his wings and is now intent on winning the petite Michelle Duchamp.

Here is a novel that offers a vivid depiction of life in the pre-World War II Army Air Corps and the years afterward. Filled with description of the hazards and exhilaration of flying, this gripping story will bring readers sense of the excitement inherent in the life of a combat pilot.

Novelist Oliver E. Fowler writes with authority on the routine and dramatic events in the lives of combat pilots. He was commissioned a second lieutenant and rated a military pilot in 1941. He served in the military for twenty-four years and saw combat in missions flown in B-29s from Guam.

Recognition for outstanding service was accorded when he was selected as the Strategic Air Command "Pilot of the Month" six months before retirement. More recently, he served as Director of Civil Defense of Lafayette, Louisiana, for thirteen years before retiring to Florida with his wife. Writing has been a steady vocation for most of his adult life.

We thought you might also enjoy reading the poem that inspired the writing of this novel.

BROTHERS TO THE WIND

I

*They move from place to place, pause briefly, then are gone;
No mortal keeps them still and nothing holds them long.
Ask them not the question, how did their quest begin,
And do not try to hold them back; they are Brothers to the Wind.*

II

*Their restless spirits gain no peace, from the driving quest;
They know not what they seek nor why, and yet they cannot rest.
They vow to cease their wandering, then comes a still voice from within,
That keeps their souls a-yearning; they are Brothers to the Wind.*

III

*With eyes on far horizons, they're searching for their grail,
And set their course anew each day, on yet another trail,
For they cannot tarry long, ere the call comes from their kin,
Come, brothers, come with me, you are Brothers to the Wind.*

IV

*They still search for an answer, they ask their souls to speak,
Tell us why we wander, tell us what we seek,
If peace is not for us, then where must we begin,
That we may find out why, we are Brothers to the Wind.*

Donations

Following is a list of members who have made donations to the Association since May 1993. The Association thanks you for these donations which help defer newsletter and administrative costs.

Anonymous
Joseph J Anthony
Robert E Baltzell
William J Bedinger
Lloyd P Buehler
Alvin Davis
William G Gillespie
William M Kant
Lucille Kohlscheen
Thomas J Mills
Tony Minnick
Clark Peterson
Hugh Reid
John S Rogers
Gerald D Rotter
Don Verbeek

Proposed Air Force Museum Memorial

We have mentioned the USAF Museum Memorial Park program in past Newsletters and at the Orlando reunion in 1992. Also discussed briefly was a memorial plaque program at the USAF Academy in Colorado Springs.

This article is not an effort to sell one program over the other; rather it is intended to present the most current information we have on the Museum Memorial Park program at Wright Patterson AFB, Ohio, and most importantly, to keep the idea alive in all of our members' minds.

The USAF Museum's Memorial Park is a fitting reminder that our Air Force has seen not only the world's finest aircraft, but the finest people as well. Each Newsletter includes names of our fellow airmen who have passed away since the last issue. The men and women who kept the 307th flying can take pride in their individual contributions. Each and every person was important to the mission. We should never allow the 307th to fade into obscurity.

Mike Gingrich has been taking many photographs at the museum. He and Marjean are preparing an album for display at the Seattle reunion where each of you will have the opportunity to visualize the setting. Time permitting, we also hope to prepare a short video.

nized as the oldest and largest military aviation museum in the world. It is the official museum of the United States Air Force and dates back to 1923 when it was first established at McCook Field, near downtown Dayton. It was relocated to Wright Field in 1927. The museum closed in 1940, due to WWII support requirements and the collection was stored, not to be shown again until 1954. By then, there was an ongoing need for larger more modern museum space. President Nixon dedicated a new \$6 million facility in 1971. In 1988, a major \$10.8 million expansion was funded equally by the museum foundation and the Federal Government.



Flying Tigers Memorial at US Air Force Museum

More than 200 aircraft and missiles are currently on display. Restoration work continues on many other aircraft in the Annex, about one mile from the main museum buildings. In addition, the museum operates an aircraft loan program. More than 10,000 items, including at least 1,400 aircraft and missiles are on

9
military bases around the world. Additional aircraft are added to the museum's inventory from time to time; some from Air Force surplus and others from donations and trades with individuals, other museums, and foreign countries.

The Memorial Park is located immediately adjacent to the museum and features statuary, memorials, plaques, and trees dedicated to organizations and military units. To create a living memorial atmosphere, the museum is now accepting only tree/plaque memorials within the park and bench memorials placed along the walk leading to the museum's main entrance.

Prices vary, depending upon what type of memorial is selected. A good estimate would be approximately \$ 2,500. This allows for modest inflation and a one time Memorial Park Maintenance Fund. There is a specific process that must be followed prior to the museum granting approval for a memorial. Once approval is granted, a strict timetable is set into motion. The group must raise sufficient funds to cover the memorial and its installation. When the money has been raised, the group representative meets with the Museum Staff to select the site for the new memorial. At that time, a letter of intent is signed, indicating fund availability, time schedule, and the group's understanding of the museum's requirements for prior review of text, memorial specifications, etc. Sites will not be held longer than 90 days. The process is complicated but necessary. It ensures that the highest quality is maintained throughout. It also minimizes site disruption for construction to the shortest time frame needed.

We have the opportunity to preserve the heritage of the 307th for future generations to see. It does require a commitment by a large majority of our members to support this effort. Although I believe the money could be raised from a few select individuals, I also believe that we must instead solicit small contributions from many people to make this a true memorial dedicated to the professionalism, dedication and heroism of the men and women who were the 307th bomb Wing at Lincoln AFB, Nebraska.

Roger "Bud" Flanik

Continuing from
where we left off in

the last issue, below are names of 307th persons we have identified, but for whom we have not been able to obtain addresses. If you have any information concerning their whereabouts, please inform the Association. We have had the good luck to turn up two or three more members every time we run additions to this list.

William J Lucas
Ezra K. H. Lum
Robert Mann
Jack D Marks
Juan Marquez
Charles E Marsh
George Marshalk
George T Martin
Samuel D Martin
William E Martin
Pierre A Martineau
Albert R Masserini
Kenneth D Mathew
John F Mattarocchia
Allen L May
Richard McAuliffe
Francis J McCafferty
Douglas H McCallum
Bernie M McDade
Robert L McDonough
McDowell
J L McFarling
Francis R McLean
Frederick E McNally
Edward McNeill
Gerald E Meeks
William D Meikle
Robert J Mellon
Richard Mennell
Roy Merkel
Alfred L Merrell
William F Metcalf
Louis J Meyer
Robert J Meyer
Frank Miller
Gayle C Miller
James R Miller
Joseph W Miller
Phil E Mitchell
Paul Montique
Charles L Moore
Howard T Moore
Bobby B Moorhatch
Jan Morris
John B Morris
Richard Morris
Moses
Donald A Mowry
Samuel A Muers
Ralph D Mullen
Donald J Murfield
Edmund F Murray
Robert L Naylor
Donald F Nendall
Ronald L Newton
Paul Nordstrom

Robert B Nowell
Beverly Nowlin
Charles O'Brien
Jean O'Hern
Gordon G Ohstrom
Kenneth Oleson
Lewis C Olive
Joseph M Olsen
Robert Olsen
Vernon Ordway
Daniel W Otterbein
Benjamin M Overstreet
William G Owensby
Thomas L Package
Forrest W Paige
Leroy L Paller
William R Palmquist
Clarence A Parcell
Ray T Parker
Tom Pauza
William D Payton
Niels Peak
Franklin D Pearce
Kenneth D Pearce
Marie E Pedracine
Charles S W Peters
Donald M Petersen
William B Petrik
Paul Petyo
Myron S Pierce
Paul Plummer
Donald G Pohl
Marvin J Poliquin
Richard C Polus
Arsen Poochigian
Bruce Pope
Marvin Pope
Richard E Poppert
Russell H Pressley
Charles Preston
Glen Probst
Bernard J Procopio
Shirley Pudwill
Charles D Quinn
John Rankin
Howard Reeve
Sam Reid
Timothy Reidy
Carl E Reinke
Paul R Reumont
Arthur C Richins
George W Riley
Lueit Z River
Walter E Robbins
Cliff Roberts
Lon D Roberts
Hugh H Robertson
Sune M Robins
Ralph O Rogers
Marcy Rolf
Jack Ross
Dominic O Runco
John Ruseceks
Rex C Salisberry
Samuel G Sanregret
Gerald Sayers
Elmer Scaggs
Craig E Schnell
Robert L Schuette
Don Schwesinger
Ruth Schwesinger
David R Scott

Walter R Sears
Curtis R Seyler
Robert Seymour
Scott Shannon
Bayard R Sharp
Howard W Sheldon
Orin K Shellhammer
Keats Sherrod
Robert B Shirley
John F Shuminski
Thomas Siegfried
Leon J Siems
Cecil A Simmons
Charles L Simmons
Riley Sine
Alan P Singletery
Calvin Smith
Elwin M Smith
Jerrimy Smith
Samuel R Smith
James W Soderberg
James L Solari
Richard B Sommer
Ralph L Stamps
Harry K Stathos
Jesse Stay
Francis W Stegner
Thomas L Stenstrom
Donald Stiles
Helen Stokes
Cornelius P Stotko
Robert G Streuter
Earl D Stutt
Coleen Sullivan
Douglas E Sullivan
David J Sutcliffe
Leslie C Swanson
Charles T Takacs
Robert L Tanner
Walt Tarakanoff
Howard W Taylor
John B Taylor
Joseph M Taylor
Royal Taylor
Richard A Thibeault
Clifford R Thomas
Harrison F Thomas
Robert P Thomas
Stanley R Thomas
Donald R Thompson
Trelles Tidmore
Joe Tillaman
Doris Timmons
Robert F Titzer
Stanley C Toney
Clarence W Troutman
Donald Tuttle
Harold M Vanleeuwen
Gene D Vanmeter
Everett A Vaughn
Steve Vensky
William Vidal
August K Vilseck
Harry Vlahovic
John H Voss
Jan C Walker
Gary E Walton
Guy B Ward
John R Ware
Robert Ware

The 1994 50th BW B-4//KC-9/ Association Reunion Questionnaire

Good Stuff From The Great Northwest !!!

Our reunion will be held at the Bellevue , Washington RED LION Hotel, a Four Star hotel, June 30, July 1, and July 2, 1994. We would like to know if you are planning to share some quality time with us. Please fill out the questionnaire below and mail it before December 15th 1993, so we can better plan YOUR reunion.

Planning to attend? _____



How many in your party? _____

Your Saturday evening banquet will offer a choice of one of three entree's. For planning purposes please choose one for each attendee.

Beef _____

Chicken _____

Fish _____

Play golf Friday morning? _____

Will you cruise to Alaska? _____

Do you plan to arrive by (circle one) Car Plane Train RV

Will you rent a car? _____

Limo from SEATAC is available

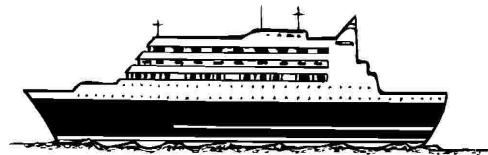
Do you want RV info? _____

Name: _____

Address: _____

Please mail to:
Robert & Shirley King
420W Island View Drive

Phone: _____



Fold Along Line & Staple



Place
stamp
here

Robert & Shirley King
420W Island View Drive
Camano Island, WA 98292

Patches Wanted

Steven E Michaud, 2137 Louella Ave, Venice CA 90291, is looking for 307th Bomb Group/Wing and 371st Bomb Squadron patches from the Korean War B-29 era.

Correction

Despite the statement of Turner Publications, our history publisher, Tony Minnick wishes to assert that he is Chairman, not President, of our Association.



Support the Society of the Strategic Air Command

Send your application to: Society of the Strategic Air Command, Inc, Bank of Bellevue Base Branch Office, Bldg 147, Offutt AFB, NE 68113. Membership dues are \$20 per year.

Show that the 307th is still Number

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.

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

DATED MATERIAL
ADDRESS CORRECTION REQUESTED

NON-PROFIT ORG.

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Lincoln, NE

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