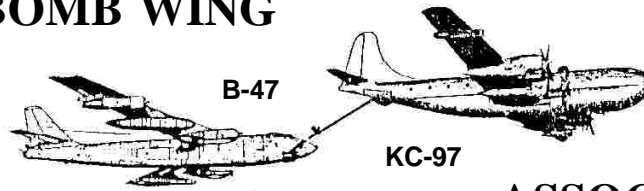




307TH BOMB WING



ASSOCIATION

NEWSLETTER

For all former members of the 307th Bomb Wing at Lincoln AFB, Nebraska

SAC Museum On Schedule

Chairman's Report

I mentioned before, that the SAC Museum which has been located outside the east gate at Offutt by Bellevue, will be moving out along I-80 just west of the Platte River bridge. Those of you in or near Omaha or Lincoln know about it, but those in faraway places do not. Here's a bit of an update.

I drove by the site the 10th of June and the two hanger type buildings are up and they are HUGE! There is to be over 300,000 square feet of enclosed space for aircraft. Most aircraft are planned to be refurbished and then be inside, including a B-36. (Like in the AF Museum at Wright-Patt).

They are in the process of dismantling the aircraft for movement by truck to the new location. For example, the six recips for the B-36 are standing side by side - they are about 15 feet high. A B-52 wing is sitting by itself - the fuselage and 4 pods (eight engines) are in another location - there is a tail section from a B-17 - parts are scattered everywhere from many different aircraft.

I'm told aircraft movement to the new site will start sometime this month. A big amount of the restoration work is being done by a large group of volunteers. We all owe them a debt of gratitude. Things are progressing nicely and on schedule.

Should be open to the public late this year. We plan to visit the new museum in 2000 when our reunion returns to Lincoln.

We know with the number of March Newsletters returned marked "Temporarily Away" some of you were on the move. If you maintain two addresses please let us know the dates you are at each address so we can get the letter to you. Also send us new phone numbers - some area codes are changing - the same is true of zip codes. In fact the time will come when we will need the plus 4 on the zips.

I recently was advised that Charles L. Brown, founder of the B-47 Stratojet Association, died an December 6, 1996 of complications from surgery. The organization plans to continue. Maybe some of you are already members of the group. All correspondence should be addressed to: B-47 Stratojet Association, Mark Natola - Secretary, RR 3 Box 177, Cornish, NH 037545. All B-47 people are invited to join. Their proposed Tucson reunion in May was postponed - new info later. There is a \$10.00 a year membership fee. Mark Natola can be emailed at "mark.natola@hitchcock.org".

Something to look for - there is a commemorative stamp set coming out titled "20 Classic American Aircraft". Among those chosen by Air and Space

founder (and former SAC pilot) Walter Boyne, is the B-47. The stamps go on sale in your local Post Office in July.

With the newsletter, we are trying, when possible, to limit it to ten pages. It seems ten pages weigh exactly one ounce, it's easy to fold for mailing, and it only costs us thirty two cents when one is returned, as opposed to fifty cents when it has more pages.

My last comment this time is to keep those cards and letters coming in. Mike needs info for the newsletter to keep it interesting and the Historians, Bob and Ernie need data, stories and artifacts. "Let's help them out" - it: takes YOU to keep this group flourishing.

Tony Minnick



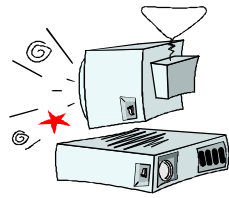
The Last Flight

John DeMaar, ARS, 1996, Ft Walton Beach FL.

Donald C Hesse, 371st, 22 March 97, Littleton CO.

God speed, old friends.

Email Changes



Since the last issue of the newsletter, there have been several additions and changes to the email list.

Additions

Charles J Akins: cakins@ix.netcom.com

Bruce Bradfield: brad@1scd.com

Ann G. King: kingc&a@utech.net

Billy Lyons: blyons@hawkpci.net

Bruce Mills: mebnbruce@juno.com

Jack Stempski: stempski@rapidnet.com

Addresses No Longer Valid

Don Daley

Changes

R T Boykin, Jr: dru_rt93@msn.com

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

Treasurer: Sue Jacob, 4420 N 10th St, Lincoln, NE, 68521. Phone 402-477-6842.

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

Historian: Robert Loffredo, 6004 SW 2nd St, Des Moines, IA, 50315. Phone 515-285-3445.

Historian: Ernie Pence, 2001 A St, Schuyler, NE, 68661. Phone 402-352-5327.

Colorado Springs Reunion Chairman: Robert Schultz, 2706 Northcrest Dr, Colorado Springs, CO, 80918. Phone 719-599-9029.

Air Force Academy Memorial Coordinator: Pete Todd, 1250 Big Valley Rd, Colorado Springs, CO, 80918. Phone 719-531-5874.

Founder: Billy Williams, PO Box 29223, 5141 N 72nd St, Lincoln, NE, 68529-0223. Phone 402-466-9301.

Founder: Betty Pelletier, 205 West Palma Dr, Green Valley, AZ, 85614. Phone 520-625-2936.

The 307th Bomb Wing B-47/KC97 Association is a non-profit veterans organization. All contributions to the Association are gratefully received, but are not tax deductible under IRS code. 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.

Mike Gingrich:

mikegingrich@compuserve.com

Jarvis "Flip" Latham: jlatham73@aol.com

Back In Touch

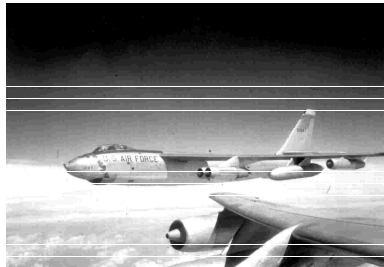
307th members for whom we have obtained addresses since our last newsletter.

Shelley J Donner, 1018 E Tennessee Ave, Oshkosh, WI 54901

Gary McGill, PO Box 61945, Vancouver, WA 98666.

Albert Scott, 3125-205 New London Court, Lafayette, IN 47905

John R Ruehle, 16 Mellor Lane, Bella Vista, AR 72714.



Around the Wing

Our logo picture this issue is courtesy of **Phil Field** of Littleton, Colorado. Phil says it was taken during a Reflex deployment to Greenham Common in 1963, and in addition to himself, the crew was **Bill Sund**, and **Bill Erikson**. The crew flying the wing position is not remembered. This is the best B-47 picture we've received to date. Can anyone top this? Phil also said he retired in May from United Airlines after 32 plus years, so he has some free time on his hands, and wants to help with the Colorado Springs reunion.

Gary McGill, Vancouver, Washington, an ARS type from the 1958-59 time frame, recently learned of our association when **Bill Novetzke** passed our newsletter along. In a phone call, he stated emphatically that there is no such thing as an "action" photograph of the KC-97! Action or not, we need some 97 pictures for our wing collection.

Our resources in Dayton ran dry when it came time to edit the video that recorded

our Memorial Bench Dedication Ceremony at the Air Force Museum last June. **Robert Loffredo**, our Des Moines co-historian plunged into the breach, and agreed to take a crack at the editing. Robert is an avid aviation historian, and has a number of published articles and photographs to his credit. He has completed the editing, and will offer the tape to interested members at cost. Details will be in the next issue.

Pete and Wendy Todd will be visiting Europe this summer following Wendy's excellent recovery from the prescribed course of chemo and radiation treatment. Enjoy!

Hindsight of a reunion chairman: **Mike Gingrich** regrets that he did not have the foresight to tape the remarks of Chaplain **Jan Walker**, and speaker **Pete Todd** at the 1996 Dayton Reunion Banquet. Both gentlemen made simple and stirring expressions of what most of us feel in our hearts, but find difficult to elucidate.

From Galveston, **Jack Haley** reports that he still gets to his office in Omaha about once a month, but is thankful that faxes and email enable him to keep tabs on things from more hospitable climes. Jack flew with the 89th SAM (VIP fleet) for eight years after Lincoln, but says the 307th people are the one's that really count because of the camaraderie formed during some demanding times.

Dru Boykin sent an email to friends and associates, telling us that her husband, **R T Boykin, Jr** had emergency surgery to remove and repair an obstruction. Fortunately, R T bounced back fast, but was trying to figure out how to prolong his recovery period because of the red carpet treatment he was receiving at home from Dru. Don't push a good thing too far, R T.

Betty Pelletier, our association co-founder, had a mild heart attack in late January, with no permanent damage. Betty was driving herself to Davis-Monthan AFB when it occurred, so she just continued on to the base hospital. Hearty ladies, these Arizona gals.

The "Crew Coordination Pheasant" featured in the last newsletter is now resting securely on top of **Billy Lyons'** gun cabinet, looking down on the surround-

ings and happenings in the Lyons household. However, the locale of the Lyons household will change in June '97 when Billy and LaRee move back home to 3600 Pope in North Little Rock. They plan to move back into the house they bought in 1965, and then plan to build after things settle down. Bill tells us another crew pheasant hunt is scheduled for Superior, Nebraska this coming November, to be followed by a Montana elk hunt.

Roland Behnke, 371st BS, of Saint Inigoes, Maryland (Chesapeake Bay Country) writes that he couldn't attend the Dayton reunion because of a conflicting Alaska trip, but he plans to see us all in Colorado Springs. Roland is active with the alumni group of Pilot Training Class 55-Q, and passed along their newsletter. Their group has done an excellent job of tracking down their many members from NATO nations, and rekindling old Allied friendships. Roland is active as the "County Airport Commissioner", upgrading their old airport to accommodate the influx of commuter traffic associated with the huge expansion of the Navy's PAX River base as the Navy consolidates most of their research and testing facilities and people there. He



notes that he originally located there to get away from DC Beltway congestion. As shown in the nearby picture, Roland rubbed in his enjoyment of his bay locale, by sending a picture of his best friend, and their dinnertime catch of rockfish (striped bass to you non-bay people), which weighed in at a measly 25 pounds each. Your newsletter editor fished the bay for four years during his Washington

tour, but was never able to hook anything like those. Some people have all the luck.

A note in the previous newsletter asked questions about the B-17 aircraft based at Lincoln during the 1958 time frame. **Don Verbeck** of Fremont, Nebraska recalls that it was General Nathan Twining's personal aircraft (Twining had relatives at Lincoln), and was plush upholstered in silver material like pickling cloth. It was an early model without a tail gun position or chin turret. On, the other hand, "Squeaky" (no other identification given) says it was converted for spraying and cropdusting. With this disparity of explanations, our historian is certain to tear out his remaining hair. So, those of you who have pity for our historian, and who know something about the B-17, please inform us.

Bruce Bradfield is still heavily engaged in the running of his San Diego based engineering placement firm. Bruce recruits engineers and other technical types for nation-wide placements. He's looking forward to finding someone to take over so he can spend more time on the greens and the slopes.

Bruce and Melba Mills recently joined the email circuit, and Bruce sent some of his first efforts to the newsletter recounting days at Lincoln. Several of his email tries disappeared into the black hole of email land, but he kept at it. Bruce says he hasn't typed for 40 years and hasn't owned a computer since he was ops officer in the Air Force's biggest computer center, and then he had a smart civilian to do all his computer work. He and Melba are heading to Utah to see relatives, where they'll stay in a college dorm for six weeks. Maybe Bruce is gonna take a typing course?

Tony Minnick, and **Hal Struempfer**, were both able to spend a short time visiting with **Don Hesse** in the hospice, shortly before Don passed away in late March. Don attended every reunion faith-

fully and was the instigator of our to-be-completed memorial at the Air Force Academy. He will be missed.

Billy Williams informed us that **Jim and Darlene Lancaster** are mourning the recent loss of their 34 year old daughter, Julie. The Association extends its sympathies to this wonderful family. You can write to Jim and Darlene at PO Box 11831, Tucson, AZ 85734.

Other 307th folks who have checked in by email recently to let us know they are still kicking are Jan Campbell, Hank Grogan, Bud Flanik, and Woody Fail.

Why Reunions?

Jan and I have been fortunate enough to have attended all of the 307th reunions except for the one Bob and Shirley King hosted in Seattle. Last year we were part of the Dayton Reunion host committee.

Each of the reunions seems to draw the same size crowd and most of the names are repeat attendees. The number wavers around the 200-300 figure. Since we have over 1000 former wing members identified, the question keeps coming back to me. Where are the rest of us?

A reunion is an event designed to recall old times and renew old friendships. It takes us back in time and allows us the privilege of reliving some special moments in our respective lives. There is a certain justice in a reunion. Time is the equalizer and no one escapes the aging process. Lines are the enemy to us all. Hair lines, waist lines and age lines. It seems that my forehead has grown almost as fast as my waist. I find that a good sense of humor is increasingly important and use it generously to offset other skills, now faded. At some point in time since those Lincoln days, we have unknowingly passed into a different

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 in March, July, and November.

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.

phase of togetherness. Sure, we've changed. Thank heavens we have.

But, we've also stayed the same over those years.

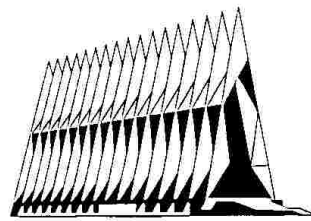
The advantage of the Reunion is that we can get together and see how those changes have affected us all. A reunion is not a social event designed to highlight the successes of a few. It is better described as a vacation way from home with a lot of people around you who share a common bond. Like any vacation, you pick and choose what you do. The host committee goes to great lengths to ensure that you have a great time at the best price possible.

I strongly encourage those of you who haven't been able to attend earlier reunions to join the folks in Colorado for the 1998 bash. The scenery will be spectacular, the programs splendid, and the participants will be some of the best people alive. We are all growing older and, for many, the ability to travel will become difficult. Let's plan on making the Colorado Reunion the "BIG" reunion. (After that, we can then address the importance of the Lincoln Reunion in 2000.)

The 307th Bomb Wing Reunion can only

be successful if you, the members, participate. If you don't make the Colorado reunion, you'll miss a fantastic time with friends. Just ask any of the folks who have attended in the past. If you make the decision now to attend, you won't regret it. Everyone there is a friend who haven't been to a reunion in the past, or have missed some of the recent ones, this column is my special invitation to you to join the rest of us in one great time. You do make the difference!!

Bud Flanik



*Soar to New Heights
Colorado Springs 1998*

307th Bomb Wing Reunion, Colorado Springs, September 23rd to 27th, 1998.

Since our last newsletter in March, we have signed a contract with a hotel, and it is now official. Our reunion headquarters in Colorado Springs will be the Sheraton Colorado Springs Hotel. Our rooms will cost us \$83.00 per night plus 8.1% tax. The hotel features many attractions including a fine restaurant and night club.

Responses to our survey in the March newsletter were most favorable and are still coming in. At this date we have received intentions from 102 persons, which gives us some positive guidance on what to plan. We

are quite certain this figure will more than double when the March '98 newsletter is sent out with application form and costs included. As of 5 June the results shown below are approximate. Most responses included numbers and names, but others responded only by check mark and no number, which precludes an exact count.

- ARRIVAL: 19 by air, 80 by car.
- REGISTRATION: Weds 23rd --68; Thurs 24th --19; Fri 25th --2; Sat 26th --0.

THURSDAY 24th:

- Golf --9.
- Pike's Peak Tour by cog rail, 37; by bus, 23; by POV, 3; hiking, none (are we all chicken?).
- Olympic Training Center & Garden of the Gods --29.
- Flying "W" --73.

FRIDAY 25th:

- Air Force Academy Dedication & tour --73.
- Dedication and lunch only --11.
- Planetarium --19.
- Cripple Creek --51

The planetarium needs 6 more participants if we are to meet the minimum requirement of 25. The show can seat 149 persons. We are confident the final applications will bring that figure up to the minimum needed.

SATURDAY 26th:

- Business meeting --69.
- Royal Gorge --31.
- Banquet --94.
- Dance --50.
- Golf --4.
- Skeet (time and date still not set) --3.

For those who have not responded to the survey, here are the names of your friends who plan to attend. You may wish to once again see them. This is your best and (hopefully) not the last time to get together. The names are listed in the order the surveys were received, and are inclusive as of June 5th.

Tom & Andrea Mills
Stan & Irene States
Joe & Clara Anthony
Marvin & Alice Lundgren
Wally & Peggy Whitehurst
Harold & Dee Struempfer
Pete & Wendy Todd
Mike & Judy DeCarlo
Pete & Christine Peterson



Treasurer's Report 307th Bomb Wing B-47/KC-97 Association

Ending Balance from last report (January 31, 1997): \$7,608.91

	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$5,057.61
Expenses:			
1996 Newsletter production	92.94		
Newsletter postage	321.64		
Office supplies	13.71		
Newsletter printing	388.73		
Other administrative	<u>5.31</u>		
	822.33		-822.33
		4,235.38	4,235.38
Income:			
Donations	165.00		
Interest on account	<u>50.61</u>		
	215.61		4,450.89
Memorial Fund Balance			\$2,551.30
Total balance in bank as of June 2, 1997			\$7,002.19
Sue Jacob, Treasurer			

Bruce & Melba Mills
 Clayton & Rose Scott
 Billy & LaRee Lyons
 Merle & Delta Young and son, Darrel and wife
 Jack & Lillian Stempski
 Bob & Shirley King
 Virgil & Millie Domino
 Bill & Mary Rogers
 Dallas & Judy Crosby
 Wally & Pat Mitchel
 Gerry & Beverly Ridley
 Elvin & Pat Hills
 Ralph & Pearl Utech
 Frank & Kay Ott
 Don & Angle Nigro
 Gerald & Lee Putnam
 Hank Grogan
 Joe Wratten
 Dean & Bonnie Jean Roelle
 Charlie Hooker
 Cliff Bilek
 Harold Morrison
 Vern & Diana Biaett
 Claude & Wanda Williams
 Richard & Beverly Kies
 Mike Gingrich
 Frank & Helen Fish plus 2 guests
 Arnold & Loma Austin
 Harry & Marjie Krebs
 Tony & Bev Minnick
 Joe & Harriet Barron
 Johnny & Gloria Clark
 George & Rita Davis
 George & Alice Iannacoti
 R. Earl & Sue Johnson
 George & Gayle Detrich
 Al Optiz
 Billy & Jean Williams
 Louis Roseling
 Dick & Mary Coon
 Harry & Carol Jones
 Gene & Deanie Earley
 Bob Weidner
 Robert & Betty Loffredo
 Barbara Ekstrom
 Howard & Mary Evans

.... and add those of our committee.... Schultz, Boggess', Brulands, Campbell, Fail, Gieker, McCarthys, Pollard, and the Darrol Youngs, and our numbers increase to over 120 and the survey still comes in. The purpose for publishing these names is to give incentive to the rest of you who are contemplating old friends. We shall have another meeting in Lincoln in 2000.

Colorado Springs offers much. We have packed this event with choices. Some fall rather close together. One is in conflict.... specifically.... the Sat AM Business Meeting and the Royal Gorge Tour. All attendees are encouraged to attend the very important Business Meeting where we map out the future of our association. Often, a few choose not to attend regardless of activities offered. 18 responded to attend both! Of these 18, 4 propose to arrive by air and won't have wheels

except the bus. The Bus tour to the Gorge takes 7 hours and can only be accomplished by leaving at 9 AM to get back for the Banquet. 31 people indicated they wanted the Gorge trip. Those of you with your own car can attend the Business Meeting and drive to the Royal Gorge. By private auto it takes slightly over 4 hours total time. Lunch and Buckskin Joe's would be passed up. You decide!!! We will set up a bus if interest shows more than 10 persons and does not conflict with your desire to attend the Business Meeting. We believe only a few people will be affected and no problem exists. At this time the option shall be included on the '98 application form.

Sunday morning breakfast or brunch is not included. It is felt specific friends would prefer to gather individually for breakfast at diverse times and privately say their farewells,

We do not propose formal photography at this time. Confusion arises in getting specific units together at the proper time, it is time consuming, and in the past the photographers have been remiss in meeting our schedules.... costs are significant for the final product received. It is suggested that those of you who have a video run the gamut.... on all trips, incidents, events, interviews, etc... and if at all possible after the reunion, your film (tape) could be mailed to Bob Schultz for editing and consolidating on a VCR tape that can be purchased for the cost of tape and mailing only. Your personal tape will be returned to you after processing. It is believed the final result will be informative, entertaining, funny, and sentimental. Reproduction is the easy part.

With this in mind au revoir,.... till the November letter, -- any input... comments... from you like Gerry Putnam offered the Air Museum at Pueblo... but time is limited. Many may wish to visit that worthy Air Museum on your way south after the reunion. The Denver museum is one of the worlds best, is convenient and takes 4 to 6 hours. We can not include this either. Bob Schultz and committee will post charts (maps) for your edification pertaining to interesting roads throughout Colorado specifying the degree of difficulty with advice to road condition, type vehicle required, map you should have, and whether or not you should try it. The easier ones may be

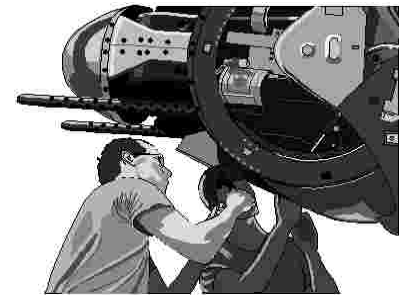
included on your departure home. From your hosts in the Springs.... fondly,

Bob Schultz

Donations

We wish to acknowledge the generosity of those who have recently made donations to the Association General Fund.

Tom Mills
 Larry Garrett
 Richard D Coon
 F C McMullin
 Roland Behnke
 Gary McGill



Chief's Corner

Another day on Alert

A 372nd crew is on alert in Spain and the day's really dragging. Following what seemed like the 85th game of hearts the crew Bomb/Nav walked out of his trailer to the trailer next door occupied by two other 372nd crews and O K Long. Long asks "How's Things?" and the Bomb/Nav makes the error of saying something to the effect, "Terrible, everyone's sick over there". Good old O K Long immediately picks up the hot line phone and tells the Command Post of the emergency. This immediately triggers a response never seen before, and seldom seen since.

Everything from the hospital meat wagon, the flight line fire trucks, to the Air Police armed response vehicle and of course numerous gentlemen of various ranks all inquiring, "What the hell was wrong with Crew ## "(the crew number

shall remain anonymous for the sake of the Nav). After a very short time of fumbling around with a garbled explanation, the response teams disappeared and the crews returned to the respective alert trailers. However it was just a minute or two and the DCO is calling and good old Crew ## is directed to report to his office post haste. He was not in a good mood. All the Bomb/Nav could say was "No Excuse Sir".

The DCO spent several minutes thereafter exercising his vocabulary - - in a loud and forceful manner ending with something like the following. "I know you guys are bored silly but don't let it happen again. Now get the hell out of my office and back to your alert trailer."

It can only be guessed what paper trail that incident created but nothing was directed back at the crew upon their return to Lincoln. It was not however the last time that particular Bomb/ Nav was kicked the hell out of someone's office throughout his career.

The gentleman submitting this anecdote signed his story "Crew## Bomb/Nav, 372nd Bomb Squadron and Damn Proud Of It". I find this attitude typical of all correspondence from the 307th members, that's why we were such a Kick Butt organization.

A Newbee finds his way.

A young Airman 2nd has spent his first 6 months on the flight-line in post docks and MTD school. Adequately trained, he is now assigned to a Crew Chief and is doing his first preflight. It is a quiet morning with a soft snow falling and a 3 inch accumulation already on the ground.

Our stalwart Asst. crew chief is topping off the wing PCU and wondering what it's like to interact with the officers on the flight crew. He's seen a few lieutenants in boot camp and tech school, but has never worked closely with any one of rank. Buried in thought and his duties he hasn't seen the crew arrive. Just as he removes the can of hydraulic fluid from the access panel a large cold object strikes him in the ear neatly removing him from the step ladder and dropping him like a shot. He looks up to see a tall

guy in a flight suit grinning and manufacturing another missile.

Welcome to the 307th and prepare to defend yourself! In this outfit get tough or get out!

Ernie Pence

Reasons Why I Never Got Promoted

by **Bruce Mills**

There are several reasons why I never got promoted during my seven (or was it eleven) years at Lincoln AFB. These reasons, recently declassified, are recounted below, in the hope that it may prevent some eminently promotable younger troop (such as as I was) from falling into evil ways.

Reason #1. We had a no-notice IG inspection (thrill) and although I was the flying training officer, all the aircrews (God bless them), supply, maintenance, and whatever, all passed with flying colors. I and the Base Commander flunked! Melba and I lived out the base gate, up the hill, corner house on the left. The IG said my grass hadn't been cut, and that's why the Base Commander walked around the housing area with a two inch ruler measuring grass. I hereby apologize to all the guys who had to go see the Base Commander about long grass. I swear he measured every blade of grass in the yards, and that was one of the reasons I never got promoted in the eleven, or was it seven years.

To continue, after Lincoln I was transferred to Paris, France and my sponsor, THE Hiroshima navigator, and his wife were showing Melba and I the BX. Low and behold, who should appear but Mrs Base Commander from Lincoln. Any way, Lt Col Abbot introduced us and Mrs Base Commander said, and I quote: "Oh, I know Bruce and Melba Mills - - AND - - WHY DIDN'T YOU CUT THE GRASS?". Bummer. Moral: Cut the damn grass.

Reason # 2. And, I remember him well (Col X). I had been transferred to the 307th from another group on Okinawa. Just before we got transferred back to the

USA, I had completed the regular crew missions and had become an assistant Squadron officer in the other group, and so Col X assigned me to be an assistant operations officer at group Hq, under Major Y, who by the way, said I couldn't write an operations order. But I digress. Major Y put me in charge of getting any remaining pilots their instrument card, if due, knowing full well that we didn't have any airplanes or instructor pilots to give check rides. All the good pilots and crews had flown all the bad old airplanes home to the boneyard in the states. So, the first time I saw Col X I had to brief him on the SAC regulation stating that in these cases the commander could sign a letter - for each pilot- quoting the regulation to excuse the non-compliance. I even had a copy of the letter drafted for his approval. I remember discussing the word "could" for 20 minutes until a SAC Master Sergeant stuck his head in the door and gave his (SAC's) approval. Case and Capt Mills dismissed. Moral: Don't argue with the old man , let a sergeant do it.

Reason # 3. Well, when we all got back to Lincoln from Okinawa, the old B-29 crews went to B-47 pilot or AOB school depending on their religion. (I think they shot the tail gunners - - That's a joke, son). A couple of us had to stay at Lincoln to run the wing. BUT, I didn't want to be a wing weenie, so I pulled strings (like Frankie Sinatra did with the his associates). My brother-in-law (we were cadets together and married sisters - but that is another story) was a Lt Col at SAC Hqs and he lived next door to the Colonel running SAC personnel school assignments. My wife's sister and his wife were really good friends, so, although Col X told me not to worry about my career but to stay where I was and shut up so to speak, I suddenly had SAC orders to go to B-47 Pilot training. I found out later that a Sergeant who befriended me in Okinawa typed the orders up and added AOB school to the orders, so I grabbed the papers and split. My mistake was letting the girls backdoor the orders and I ended back up in Lincoln after schooling, so the sisters could be together. One mandatory year on a crew and, yep, I was back up at wing where guess who endorsed my ER. Moral: You can't, shouldn't, better not - go home again.

Performance Reports - The British Way

In a related anecdote, Bruce Mills told us the reasons why he never got promoted, which leads us to the topic of performance reports . . .

Most of us, at one time or another, have been faced with the unwanted task of writing performance reports on subordinates. In some cases we wanted to make the subject walk on water to an early promotion, in others, the objective was to not promote, without ruining a career. To do this, the proper adjective often made the critical difference, so out came the dictionary and the thesaurus, in the quest to find the most suitable euphemism. The British military seems to have a more prosaic approach as can be seen below. The British Military writes OFR's (officer fitness reports). The form used for Royal Navy and Marines fitness reports is the S206. The following are actual excerpts taken from people's "206's"....

- His men would follow him anywhere, but only out of curiosity.
- I would not breed from this Officer.
- This Officer is really not so much of a has-been, but more of a definitely won't-be.
- When she opens her mouth, it seems that this is only to change whichever foot was previously in there.
- He has carried out each and every one of his duties to his entire satisfaction.
- He would be out of his depth in a car park puddle.
- Technically sound, but socially impossible.
- This Officer reminds me very much of a gyroscope - always spinning around at a frantic pace, but not really going anywhere.
- This young lady has delusions of adequacy.
- When he joined my ship, this Officer was something of a granny; since then he has aged considerably.
- This Medical Officer has used my ship to carry his libido from port to port, and my officers to carry him from bar to bar.
- Since my last report he has reached rock bottom, and has started to dig.
- She sets low personal standards and then consistently fails to achieve them.
- He has the wisdom of youth, and the energy of old age.
- This Officer should go far - and the

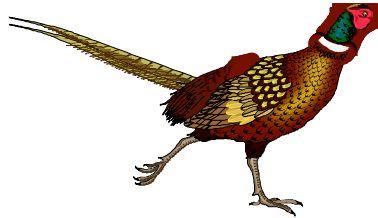
sooner he starts, the better.

- In my opinion this pilot should not be authorized to fly below 250 feet.
- The only ship I would recommend this man for is citizenship.
- Works well when under constant supervision and cornered like a rat in a trap.
- This man is depriving a village somewhere of an idiot.

From the Internet

Yet Another Pheasant Hunting Story

Dim and early one coolish November morning in 1959, Les Swanson and I motored down to Beatrice to join four other squadron comrades for a little pheasant hunting. As we drove, Les told me how before he entered the service he had been a USDA meat inspector. I thought to myself that with knowledge like that he would know how to inspect, dress and clean any game we brought back. My thought turned out to be somewhat misguided.



After meeting up with our friends, Joe Miller, Joe Guerra, Roger Beamer, and another who I can no longer recall, we started tramping the fields. It had rained over night, and was very damp and misty. The pheasants and rabbits were sitting tight in the wet grass. You had to step on them to kick them out. After about an hour of tramping, we had kicked up only three hens, no roosters.

It was all very discouraging...and then...the ground exploded...the sound of beating wings and cackling. The air was full of birds...cocks above us, cocks to the left of us, cocks to the right of us, cocks in front, cocks in back. It was, as the fighter pilots say, a target rich environment, and they all seemed to be roosters.

We all got our guns up, drew our beads

and fired. Six birds went down. 100% effectiveness. Think what that would do for our MCS score! We individually proceeded to our birds and picked them up and held them high for all to admire. All but Swanson, who was standing there staring at his bird on the ground. "Swanny" developed a very chagrined look. His "trophy rooster" was a very old owl.

Mike Gingrich

Fill 'Er Up

By Clay Robson

In April 1955, the 307th ARS reflexed to Goose Bay, Labrador, for about 45 days. Capt. Vic Pavlic's crew was sent up a week or two early to check out our "accommodations" and determine that everything was ready. On the way, they experienced mechanical problems and elected to land at what I thought was Churchill Field, Manitoba, to check it out. Now that I look on a map, I very much doubt that it was Churchill. You'd have to be out of your mind to get way up there going to Goose in the winter. It must have been someplace else a lot further South. Anyhow, they landed on a remote dirt field someplace in Canada as a precaution since they were headed into desolate territory.

You can imagine the excitement that caused when a plane the size of a KC-97 showed up when the usual aircraft is a single engine bush plane. A car rushed up to them and a guy jumped out and offered to pay a dollar a gallon for any aviation gas they could spare. Fuel was hard to come by up there. Gas for your car in the States was less than 20 cents a gallon.

All the KC-97 had in the cargo tanks was JP-4, of course. The crew determined the aircraft was OK to get to Goose, and went on; strewing rocks and all manner of FOD behind them.

Pavlic spent the rest of the time that I knew him trying to figure out how to get a KC-97 full of AvGas to Canada.

Tales of the Early Days, Part II

By Joseph J Anthony

Clay Robson's contributions to "Tales of the Early Days" which appeared in the past newsletter brought back similar memories to me.

Shortly after Christmas 1954, I, along with William "Bill" Bathurst, Frank Goetz, Dick Gronberg, Earl Johnson, and several others, reported into the 307th at Lincoln after completing our navigator B-47 electronic computer (bombing/navigation) training at Mather AFB in California.

Upon my arrival at the 372nd Bomb Squadron orderly room, I was informed that I was the first combat crew navigator to report for duty since the squadron returned from overseas. Because the 307th did not possess any B-47 aircraft, and to justify my base pay, etc., I had to perform some tasks until I could be assigned to a crew and start training for what I was selected to do.

I was assigned to the 307th Air Refueling Field Maintenance office to "shuffle" papers until the 372nd was ready to use my services. After what seemed to be an eternity, I finally met my other crew members, Major Bill Holden, aircraft commander and Captain Carl Germundson, copilot. We were designated as Crew N-61.

Shortly after joining my crew the 307th received its first "worn out" early model B-47E's (the ones that still had the window in the nose just forward of the navigator's left foot). They were equipped with the "K" bombing/navigation system and a six inch APG-23 radar scope. Our next move was to McConnell AFB, Wichita, Kansas, where the pilots received flight training in TB-47s.

We navigators were exposed to ground school only, and understandably so, because the TBs weren't equipped with bombing/navigation systems - - and more importantly, - - they didn't have an ejection seat in the nose compartment. Our combat crew flight training began when we returned to Lincoln. Our first

flights were on a volunteer basis, since they were local area type flights for the benefit of the copilot's training. I believe at this time the 307th had acquired about three or four "instructor crews" from Castle AFB, California, who took us under their wings and taught us all they had acquired as "combat ready" B-47 navigators. The one instructor navigator who I shall long remember was a Captain Frank Leslie. He certainly knew how to instruct!

Wouldn't you know it! - - as soon as my crew and Bill Bathurst's crew accumulated 200 flying hours in the B-47, we were assigned to Standboard! And if ever there was an impetus to learn your trade, it's being thrust into an evaluator role. Since Bill's A/C outranked my A/C, Major "Sully" was assigned as Chief of Standboard, B-47 Section. Over a period of time my original Copilot, Carl Germundson, was reassigned to Major Kohlsheer's crew, and we acquired Captain Leo Beers, one of the copilots transferred from Castle, as our copilot.

We served in the 307th Standboard Section until late September 1957 when, with my A/C and Copilot out in the wilds at Stead AFB, Nevada, attending survival refresher course, Wing Personnel inquired as to why we hadn't started Out Processing.

Unbeknownst to us, our entire crew, L-61 by this time (we had just qualified for "S" Select designation, but that is another story) was being sent PCS to the B-47 Combat Crew Training Wing at McConnell AFB as one of the SAC crews to "assist" in developing a combat crew training program, both flight and ground, for the three crew positions in the B-47. The program would see them through their 51-19 solo ride after which the crew would continue their "advanced" training at their selected bases.

Needless to say, with such short notice of a pending PCS (we were to report to McConnell 10 October 1957 and here it's already late in September) my A/C and Copilot had to be notified pronto. I suspect the Air Force used homing pigeons to notify my crew members because they were out on the "trek" when I got word from Personnel of our PCS.

After the 4347th CCTW disbanded at

McConnell, Colonel Bill Holden was assigned back to Lincoln while I went overseas to Brize-Norton AS in the UK. Since we had four B-47s assigned to Base Flight, I managed to stay "current" in the real front seat. And I occasionally shepherded the 7th Air Division Commander back to Offutt AFB for his stint in the Airborne Command Post. We put in at Lincoln during all of these flights.

My last visit to Lincoln was sometime during late 1963 when we ferried one of our aging B-47s from Brize-Norton to the aircraft boneyard at Davis-Monthan AFB. We rode commercial air to Lincoln and picked up a 53 model B-47 and flew it back to Brize. This was the last time I had rubbed shoulders with my former A/C Col Bill Holden. Also during that visit, I renewed a friendship with a very fine, All-America type ex-Notre Dame football player - Jack Lee. I conducted the 51-19 check on his navigator when Jack was training as an A/C at McConnell.

That's all for this time. As I reflect back through the years, I'll try to whip up more "memories of Lincoln AFB".

AF Form 781

It was August 1967. The B-52D departed Anderson AFB, Guam , enroute to its target in Vietnam. After several hours cruising, a loud scream was heard over the intercom, followed by the tail-gunner's panicked announcement that he was abandoning his compartment in the tail of the bird. It sounded like he was screaming something about a rat. Minutes later, when he calmed down, he stated there was a rat in the compartment, eyeball-to-eyeball with him. He soon collected his courage and reentered the compartment, but the rat was not to be seen. The rest of the mission was completed per ops order. On the ground back at Guam, the aircraft commander made his maintenance writeups in the AF Form 781, and entered "Rat in tail gunner's compartment".

After the maintenance troops stopped laughing, which included some adverse aspersions as to tail gunner's biological species, the troops went out to the aircraft to catch the rat. They removed panels, upholstery, padding, anything a rat could

hide behind or burrow in. No sign of Mr Rat!

The next day, the aircrew was reviewing the 781 during preflight. Discrepancy: "Rat in tail gunner's compartment". Corrective Action: "Cat placed on back-order".

little fun, we are posing a series of questions, to which the answers must come from you. If you think you can establish the record, let us know. We'll compare your answer with others, to see who has established a place in history. Also, let us know if you have any potential "record classes" to add to the list below.

borns while at LAFB?

Who (officer or enlisted) advanced the most grades while at LAFB? (The inverse question will not be asked).

Who spent the most time assigned to LAFB?

Who was the first to arrive at LAFB?

File a claim for your rightful place in history, now!

**307th BW/Lincoln AFB
Record Book**

In an attempt to fill out our unit records and to establish our proper place in historical annals, and also to give us a

Who was the youngest military individual to be assigned to LAFB?

Who was the youngest wife?

Who had the longest TDY away from LAFB?

Who fathered/mothered the most new-

MEMBERS NEEDED

If there is an "at" symbol (@) next to your name on the address label, it means the Association does not have a membership application on file for you. We've made it easy for you. Just fill out the form at the bottom of this page, clip it, and mail it in. That's all there is to it! No cost, no obligation!

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

APPLICATION FOR MEMBERSHIP

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

First Name Middle Initial Last Name

Street City State ZIP

Spouse Name _____ Deceased: Yes _____ No _____

Home Phone _____ Bus. Phone _____

Approx dates assigned LAFB _____

Squadrons assigned to _____

LAFB job assignment _____

Current occupation, interests, hobbies, etc. _____

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

Signature _____ Date _____

Signature _____

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

BULLETIN BOARD

If you want an up-to-date complete email address list for members of the Association, send an email to "mikegingrich@compuserve.com". You will receive the list by return email.

We've Lost Touch

Since the March '97 newsletter, we've lost touch with a number of people, whose names appear below. If you have any information of their whereabouts, please let us know.

- Paul Arquijo
- Leo Cannon
- Donald L Desselle
- Edmond G Little
- June Morton
- Ralph M Philbrook
- Terry Smith
- Kathleen Wells
- William W Wilson

The B-47 Stratojet Association

2,040 Stratojets were built in the days prior to the ICBM, presenting a formidable threat to the Soviet Union. The B-47 served as the Vanguard of the American Nuclear Deterrent Force throughout the 1950s.

We invite former Pilots, Navigators, Ground Crew Chiefs, Maintenance Personnel, Manufacturers and others who admire this revolutionary aircraft to join us as we work to perpetuate the memory of this Cold War Warrior.

For more information, please contact:

The B-47 Stratojet Association
 Mark Natola, Secretary
 RR3 Box 177
 Cornish, NH 03745
 mark.natola@hitchcock.org

or visit our web site at:

nerd.dartmouth.edu/~man

Friends of Delos Richard

William T Howard, 590 Kenwood Ave, Delmar, NY 12054, would like to hear from World War II comrades of Colonel Delos Richard. Delos passed away in 1991, as has his widow, Olga. While at Lincoln, he was commander of the 371st Bomb Squadron. Mr Howard has the A-3 flight jacket which belonged to Delos. In addition to hearing from old associates, he is desirous of obtaining a photo of Delos to display with the jacket.



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