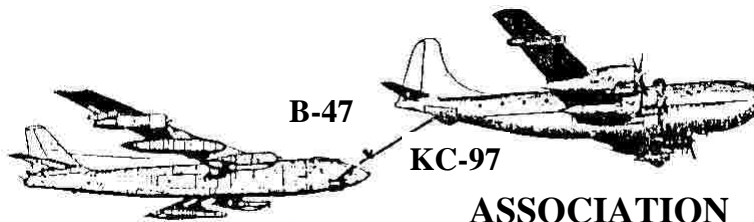
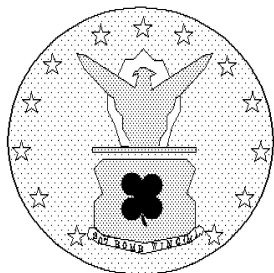


307TH BOMB WING



ASSOCIATION

NEWSLETTER

NUMBER 23

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

NOVEMBER 1997

Air Force 50th Anniversary 1947 - 1997

Chairman's Report

I realize full well many of you have celebrated or known of the Air Force's 50th Anniversary which occurred July 26, 1997. President Truman signed legislation on that date in 1947 authorizing a separate Air Force. It's being played out in many different ways through many publications and events across the nation. Many retired associations held their reunion meetings in Las Vegas at the same time as the Air Force celebration. That had to be one BIG BIG party. Bev and I didn't attend, but some of you surely did - - give us a report. I think it appropriate we note this historic event in our newsletter.

I personally started my career in the aviation cadet program in March 1942. I was thus a member of the Army Air Corps. I was in Germany in 1947 when the Air Force became a separate service. Everyone liked the idea, but frankly not much was made of it at the time. I was in USAFE and flew a few Berlin Airlift flights out of Wiesbaden in C-47's, until C-54's could be relocated.



It was later, after returning stateside and becoming a member of SAC, when the change of roles and missions became clearer. I guess you could say I became SAC uncised - 20 of my 30 years were in SAC. B-36's at the 11th BW at Carswell, B-47's at the 307th BW at Lincoln, and KC-135's in the 4252nd at Kadena. Also, there were nearly 7 years at Offutt. There, I became computerized through the 465L program (SAC's first major attempt at using computer systems on a large scale in all areas, i.e., Command-Control, Operations, Intelligence, Supply, Maintenance etc, etc).

But, I don't want to just tell my story - I really want to stir in you the memories you must have of your days as part of that 50 years in the Air Force. Our historians and all of us would like you to let us in on some of your history. We would invite you to PLEASE sit down and write us about some of the things you did, participated in, saw happen or heard about someone else! Third person reporting is acceptable.

Again, Congratulations Air Force on your 50 Years of Dedication and

Strength in helping our nation and it's people to remain safe through those many years. And THANKS to ALL OF YOU who served so well.

I told you of attending the Society for SAC's 50th reunion anniversary in Omaha - now, a 52nd reunion is underway for January 7 - 9, 1998, at the new Walt Disney World Coronada Springs Resort in Orlando. Information is available by calling Tommy Harrison at 407-886-7433 (TGHarrison@aol.com) in Florida or call Sue at the Society office in Nebraska at 402-293-7433. If you go, give us a report.

Finally let's start thinking about where we should go in 2002. This will be voted on in Colorado Springs. Places mentioned have been California, New Mexico, Nevada and Texas. Come prepared to argue your case.

Tony Minnick

Donations

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

- Marion M Coffey
- Dallas Crosby
- Tony Davis
- Jean Henderson
- Worth D Howard
- James L Kent
- Samuel E Martin
- Robert S Patterson
- J W Shumake, Jr
- John T Twilley



Around the Wing

The photo of 307th B-47 number 53-1844 shown nearby has been provided to us by **Hank Grogan**. Those who have good memories will remember that at the Lincoln reunion in 1990, Hank offered 8x10 color enlargements of this shot to members at cost.

Glen & Lucy Hesler tell us that Glen has retired as a pilot examiner, and is

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

Chairman: Tony Minnick, 5920 Robin Court, Lincoln, NE 68516. Phone 402-423-6848. Email: tonym@inetnebr.com

Chairman's Committee

Secretary & Membership: Vern Biaett, 9519 W Timberline Drive, Sun City, AZ 85351. Phone 602-972-7328. Email: sgdh46a@prodigy.com

Treasurer: Sue Jacob, 4420 N 10th St, Lincoln, NE 68521. Phone 402-477-6842. Email: s.jacob@aol.com

Newsletter: Mike Gingrich, 1525 Edenwood Drive, Beavercreek, OH 45435. Phone 937-426-5675. Email: mikegingrich@compuserve.com

Co-Historian: Robert Loffredo, 6004 SW 2nd St, Des Moines, IA 503115. Phone 515-285-3445. Email: mustang51h@juno.com

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

Colorado Springs Reunion Chairman: Robert Schultz, 2706 Northcrest Drive, 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. Email: petetodd@aol.com

Founder: Billy Williams, PO Box 29233, 5141 N 72nd St, Lincoln, NE 68529-0223. Phone 402-466-9301.

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

The Association is a non-profit Veterans Organization. All contributions to the organization are gratefully received, but are not deductible under IRS Code. The Chairman is elected by majority vote of all members at each business meeting. The Chairman's Committee serves at the pleasure of the Chairman.

quite busy learning how to "play", or how to get the hungry fish to "play". This year they've been flying their airplane on various trips all over the western US. Although they missed the Dayton '96 reunion because of something called an "engine change", they promise to join us in Colorado Springs next year.

Our Colorado Springs reunion chairman, **Bob Schultz**, accomplished a little reuniting himself this year. Bob & Ginny attended the 3918th Upper Heyford reunion in Ft Worth in September.

Mike Fox, of Amarillo, Texas, visited the Air Force Museum in June, and was able to see the 307th Memorial Bench. He found the museum to be very impressive and remarked that the designer of the Bench should be commended for the fine job (Kudos to you, Bud Flanik). He and Linda want very much to make it to Colorado Springs and renew friendships with old friends from "A" Flight.

Mike also submitted his and Linda's claim for the "Record Book" as the youngest married couple at Lincoln. See the details in the Roll of Records, elsewhere in this issue.

Joel J Anthony, a recent contributor of newsletter articles, wrote in to claim the record for the most newborns at Lincoln, on behalf of he and his wife, Clara.

Billy and LaRee Lyons are now back in Little Rock, and have started building a home in nearby Maumelle, which they hope to occupy by Thanksgiving, provided all of Billy's autumn hunting trips don't delay things too much. They are now located at 3600 Pope Ave, North Little Rock, AR 72116, phone 501-791-0164. Their new address will be 103 South Shore Dr, Maumelle, AR 76113. Good huntin' and we hope the

Crew Coordination Pheasant has a suitable home in Maumelle.

Bob and Shirley King, two energetic people not inclined to let any grass grow under their feet, have taken on new responsibilities. Beginning in September, Bob and Shirley became the State Managers for the Holiday Rambler Recreational Vehicle Club of Washington. Bob remarked that it should keep them off the streets for a few years, and said they'd see us in the Springs next year. May there be no more low bridges, Bob.

Our co-historian, **Robert Loffredo** has finished editing the VHS VCR tape of



our Memorial Bench dedication ceremony at the Dayton reunion in 1996. He is offering a copy of the tape to any interested mem-

ber at cost. To get a copy, send Robert six dollars at 6004 SW 2nd St, Des Moines, IA 50315. He will also have this tape available at our Colorado Springs reunion next year, by which time he hopes to add to the tape more photography taken in conjunction with the B-47 Stratojet Association reunion to be held in Omaha next May.

Speaking of tapes, TV, etc., those of you with cable TV who can get the SpeedVision channel, might watch the schedule for "Planes of Fame." This program recently had a one hour segment devoted to the B-47, narrated by Walt Boyne. It includes a glimpse of the 424th Bomb Squadron's **Bob Ace** at the mission planning table. The program has run at least three times during the first half of September, and may likely be repeated at intervals. People who have computers with access to the World Wide Web, can check detailed future SpeedVision schedules at "www.speedvision.com". We intend to have a video of this program available at the next reunion.

Also, you Web Crawlers, don't miss the B-47 Stratojet Association's site at "http://nerd.dartmouth.edu/~man".

(Continued on page 3)

(Continued from page 2)

Mark Natola, the Association Secretary, is building up the web site, and he has a number of good B-47 color photos there which can be downloaded. Similarly, you can get information on the new SAC Museum at www.strategicaircommand.com.

While we're on the nostalgia kick, hustle down to the Post Office and get a sheet of the Classic Airplanes issue. Twenty different all-time classics, as selected by Walt Boyne, including the B-47, are in this beautiful collection.

In our previous issue, **Tony Minnick** informed us that the aircraft would soon start moving from Offutt AFB to the new SAC Museum near Plattsmouth, Nebraska. No sooner was the ink dry on the newsletter, than CNN was showing the parade of birds down State Route 370 from Offutt to the Museum. They haven't all moved yet, so keep watching CNN.

The more things change, the more they stay the same. Of interest to all you guys who took Primary Training in the T-6: The Texan flies again! **Tony Minnick** sent in a clipping relating the Air Force and Navy's selection of a militarized version of the Raytheon Mark II turboprop, to be called the T-6A Texan II, to be the replacement for the T-37 and the T-34. Air Force deliveries will start in early 1999.



"Jimbo" Shumake has asked for addresses for his old Okinawa crew, and provided a picture, shown nearby, of the last 307th B-29 and crew to leave Okinawa. It was Bill Holden's old crew, then headed by Lt Col Benson.

Dix and Dianne Howard of Westwood, Mass, have special incentive to make it to the Lincoln reunion in year 2000. Seems their son, Jeff, is a police officer in Lincoln! Another son, a

West Point grad, stationed at Ft Benning, is on the Majors list.

Co-founder **Betty Pelletier**, back in the pink, recently traveled to Florida for a sorority function. Enroute, she visited **Harry & Carol Jones**, in Sacramento, who kindly baby-sat Betty's car. She'll see us all in Colorado Springs.

We received a very nice letter from **John Twilley**, son of John "Fox" and Ellen Twilley, informing us of the passing of his mother. John tells us he was in junior high school when his parents were at Lincoln, and that from an ex-dependent's perspective he has for the past 18 months found the newsletter to be interesting and enjoyable. He has asked to continue receiving the newsletter, so we have listed him as an associate member. His address appears nearby.

@Marion Coffee finally sent in her membership application form, so from

this moment forward, she shall be known to all as just Marion Coffee, without the @ sign next to her name, per her request. If any of you other

@people want to get a similar name change, just send us a membership form.

Recalling an incident at Lincoln, **Lee Herridge** wonders if anyone other than he suffered any consequences. Seems Lee had house guests including several young children who loved to sit in his lap. Several days later, Lee acquired a slight fever, but continued working as Wing Safety Officer, as some kind of max effort was on-going. During this effort, he spent quite a bit of time in the tower in close contact with all the "wheels" controlling it. A day or so later, Lee became quite ill, and the Flight Surgeon uttered the dreaded word —MUMPS! Was anyone else unlucky enough to share Lee's award?

Chief's Corner, a regular feature of the newsletter, is absent from this issue as its author, **Ernie Pence** mends from recent by-pass surgery. We trust that Ernie will be back in fine form next time...ya can't keep a good guy down.

Others we've heard from in the last several months include Jerry Hoffman, R T Boykin, Ken Mathew, A E Nollenberg, Frank Medrick, Jack Frost, Don & Mary Jo Jordan, Jim Kent, Woody Fail, and Mary McLaughlin,

In case you've noticed changes in format and the lateness of this issue, it's because we've changed the supporting software used to prepare it to MicroSoft Publisher. This was driven by incompatibilities between the underlying hardware, Microsoft Win95 operating system, Microsoft word processing and the previous desktop publishing software. He who owns the operating system, rules the world. Bill Gates wins again!

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 encouraged, and are essential for the success of this newsletter.



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

Our reunion headquarters will be the Sheraton Colorado Springs Hotel, located at 2886 South Circle Drive, Colorado Springs, CO 80906. You can phone the hotel at 719-576-5900. So far, the hotel has not made an 800 number available. The cost for your room will be \$83.00 plus 8.1% tax per night. Those of you who are anxious can make your hotel or airline reservations anytime. To get this room rate *be certain to tell the reservations person that you will be with the 307th Bomb Wing Reunion.*

Recognizing that it's a natural tendency to lose track of past issues of the newsletter, once again let us repeat the events coming up at the reunion.

Wednesday, September 23rd:

- Start of reunion registration.

Thursday, 24th:

- Golf.
- Pikes Peak Tour.
- Olympic Training Center & Garden of the Gods Tour.
- Evening meal and entertainment at the Flying "W" Ranch.

Friday, 25th:

- Air Force Academy Memorial Dedication, Lunch, & Tour.
- Cripple Creek Excursion.

Saturday, 26th:

- Business Meeting.
- Royal Gorge Tour.
- Banquet
- Skeet?

There will be two more issues of the newsletter, in March and *early July* of 1998, before the reunion. In the March 1998 issue, we'll let you know

the final details with the exact schedule of events. We'll enclose the reunion registration forms for you to fill out and return with your money, as well as the hotel registration form which you'll mail directly to the hotel if you choose not to call them. Then in July, as they say on CNN, we'll do it all over again, and send you the forms once more in case you've mislaid them.

Since the last newsletter, we've heard from a number of people regarding their prospective attendance at the reunion: Pat & Norma Patterson, Darrell & Lois Gallenberger, Bob & Shirley Delaney, Gordy & Helen Brekken, Jan & Judy Walker, Jess & Jean Worley, Frank & Dede Medrick, Jay & Alyce Boudreaux, Jim & Dottie Myers, Betty Pelletier, John & Marty Taylor, and R T & Dru Boykin have all indicated their intentions to help us Soar in Colorado Springs!

Quite a few of you have verbally or by e-mail indicated your intention to try to join us at the Springs, but have not yet sent a note to Bob Schultz. *We don't have a system to track reunion intentions, other than by direct communication with Bob Schultz, the reunion chairman.* If this be the case for you, please let Bob know, so he can get a better count of prospective attendance. It will make his job much easier. The major uncertainty, and cause of finger-nail chewing, in planning a reunion of this scale is the attendance projection. Many long-lead time items have to be contracted or purchased based purely upon the early projection - they can't await the accurate count later obtained from the registration forms. This affects the accuracy of the reunion pricing, the adequacy of our providing for you, and the mental health of the reunion chairman. Please, help us out.

Because time passes rapidly, Bob Schultz urges each one of you who plan to attend to get in touch with a friend who has not yet been listed as a prospective attendee, and encourage them to sign up when the application forms are distributed next March and July.

Bob Schultz tells us he was roundly chastised for his omission from the list of reunion committee members appearing in the previous newsletter, of his companion and thinking checker, Ginny Warrell. Our apologies, Ginny, and, if it happens again, please feel free to flog Bob.

Bob had the unpleasant task of informing the Association that one of his committee members, Mrs Arnold (Norma) Bruland, has recently passed away. Everyone joins Bob and his committee in sending their sympathy to Arnold.

Bob anticipates receiving a lot of questions about what goes on for tourists around Colorado Springs, and in this frame of mind, he asked to share the following reprint with everyone. It was written by Dru Wilson, and is reprinted with permission of the Colorado Springs Gazette:

Tourist havens get their share of silly questions

- When do deer turn into elk?
- Is Pikes Peak still there?
- Is the cave tour inside or out?

Those are common questions heard if you work as a tour guide, ranger or gift shop attendant in the Pikes Peak region. Or for that matter, anywhere in Colorado, where the natural-wonders inspire awe and sometimes temporary loss of logic among the visitors who pack local sites and attractions this time of year.

But the guides and attendants don't get annoyed; after all, striking beauty often just leaves people tongue-tied.

"All questions are valid. They (visitors) just don't think about how it sounds," says Grant Carey, manager at Cave of the Winds. "It is really all very logical and sensible when you think about it. When tourists are in a hurry to ask a question, they sometimes abbreviate their thought process."

(Continued on page 5)

(Continued from page 4)

The deer-elk question is as common as the mule deer that roam the foothills. "Sometimes they ask what season do they change, or at what altitude they change," says Dewanna McKay, conductor on the Manitou and Pikes Peak Cog Railway.

In addition to the elk/deer confusion, there are other wildlife misunderstandings, said Andrea Nyquist, public relations director at Royal Gorge. One tourist noticed the hummingbirds swarming around the feeders and said, "My, what big bees you grow here." Another visitor pointed to a big black crow overheard and told his friends how impressed he was with all the bald eagles in the park.

"A lot of people will ask us what we do with the bridge at night. The response depends on who is asked," Nyquist said. "The tendency is to say we un-snap it at one end and roll it up," she says.

Workers at local attractions become adept at figuring out what people really mean to say, says Scott Kerr, manager of Seven Falls. Visitors watching the rushing stream topple down the cliff frequently ask when or if they turn the water on and off, Kerr says.

People also want to know if they can take home one of those cute little chipmunks that scamper about begging snacks. "They are not meant to be stupid questions; it is just that sometimes they are so awed by what they see, they aren't thinking straight and it comes out wrong," Kerr says.

Strangers journeying in a strange land can get a bit mixed up, says Michele Carvell, director of the Manitou Springs Chamber of Commerce. Blame it on the altitude and lack of oxygen if you will. "They ask for the Cliff of the Winds or the Cave Dwellings. It's a natural mistake.

"My personal favorites are those that call and want to know the exact time, down to the minute, when the aspens

turn in the fall. They must think we have a switch we flip or something."

She also recalls the person who called long distance to ask whether or not he should run the Pikes Peak Marathon, that arduous gallop in August up the rocky trail to the 14,110-foot summit. "They are just a voice on the phone. How should we know?" she says. The answer was a tactful "maybe you should ask your doctor."

Carolyn Caplan, a chamber volunteer, remembers being asked, "Is Pikes Peak still there?" It's a tough one to answer and keep a straight face, but that's her job, she says. "I can't say 'No, we moved it last night.' "

"We also had someone call and ask, 'What is Pikes Peak?' " Caplan says.

At the Cog Railway station at the foot of the peak, gift-shop supervisor Norma Schlotfeldt was stunned when a person with ticket in hand stood a few steps from the train and asked, "Where is the train?" That person was perhaps confused by the passenger car names, Aspen and Leadville, she says. "They must have thought those were the destinations."

A favorite of gift-shop cashier Jessica Cottongim is: "I know it goes to the summit, but does it go to the top?"

"Does the penny machine take pennies?" is another.

"Where did all the rocks come from?" is a common query, adds McKay. She once encountered a woman who kept asking, "Which mountain does the train go up?" McKay kept saying, "Pikes Peak." This continued until McKay finally figured out that the woman wanted her to point to the actual peak looming over them.

But none can top Carey's favorite. "How much does it weigh?" tourists have asked the Cave of the Winds manager. Come again? How much does a big hole in the ground weigh? It took a bit of brain work to translate that one, he says. "They were really

asking how much mountain is above them."

Cave tour guides are also asked things like: "Does it snow in the cave?" "Where does it go in winter?" and "Is the cave tour inside or out?" he says.

Locals have to remember that by asking-questions, newcomers are taking a genuine interest in what they see and hear, says Jean Rodeck, superintendent of Florissant Fossil Beds National Monument. Mispronouncing that name leads people to believe the fossils glow in the dark, she says. "There are no dumb questions. We are just glad they are taking an interest, and questions provide springboards for us to get into conversations about the fossils and history of the area," Rodeck says.

"We forget that some stuff that is so common to us may be fascinating to other people, like talking about ponderosa pines because we have so many of them."

These off-the-wall moments serve to break the monotony of daily repetition of local facts. It gives summer workers something to share during coffee breaks.

"We have a good time with them. Sometimes they are a riot," Carey says. The quote of the week is printed in the cave's employee newsletter.

Ron and Linda Landes, a husband and wife team working at the Garden of the Gods Visitor Center, view Pikes Peak and the park's red rocks daily through huge windows. Visitors gazing at the same vista frequently ask, "Where's Pikes Peak?" Linda says.

Ron grins at comments like: "I just got off the plane. What is there to do around here?"

Now that's a question they have no problem answering, he says.

So, everyone line up your questions for Bob Schultz, and help us **"Soar to New Heights in Colorado Springs!"**



Jimmy Stewart - In Memoriam

Brigadier General Jimmy Stewart, USAFR, launched his last flight from his California home on July 2nd, 1997. He had celebrated his 89th birthday several months earlier.

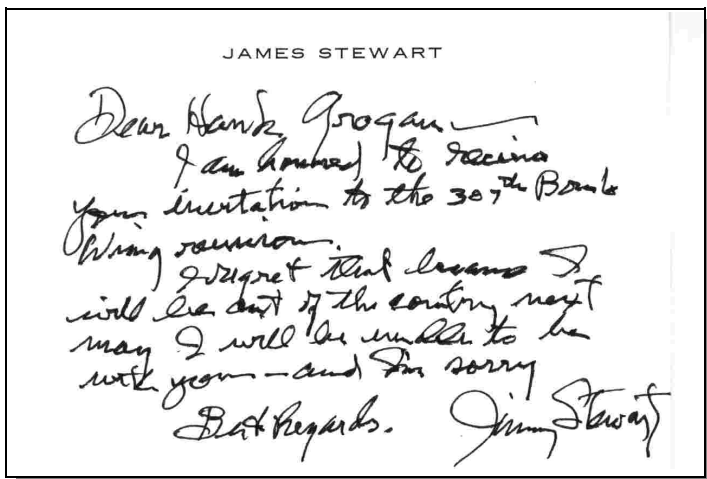
Much has since been written in tribute to this unique American patriot. His example will live on for many. His unselfish role in World War II, his illustrious film career, his serious participation in the Air Force during the early Cold War, will all be remembered by us. Then, there was his film, *Strategic Air Command*, co-starring June Allyson, which brought the B-47 to the public eye. More, recently he and Bob Hope were jointly responsible for organizing the Los Angeles Welcome Home Parade for the returning veterans of Desert Storm.

Unknown to many of us, was Jimmy's association with the 307th. On one occasion he flew a 307th B-47 from Lincoln to the west coast with Bill Burford, Gene Hickman, and a navigator of lost identity.

Also known to only a few, is that we invited Jimmy to be our banquet speaker at the 1992 reunion in Orlando. He declined because of other commitments. Shown here is the text of the letter written to him by Hank Grogan, the Orlando reunion chairman, and a set of "orders", bringing Jimmy to active duty with the reunion. An image of Jimmy's hand written response to Hank is shown.

Although difficult to read, Jimmy's note says: "Dear Hank Grogan --- I am honored to receive your invitation to the 307th Bomb Wing reunion. I regret that because I will be out of the country next May I will be unable to be with you - and I'm sorry. Best Regards, Jimmy Stewart."

As George C Scott said of Jimmy, "They don't make them like that anymore."



HANK GROGAN
United States Air Force Retired
2131 Ridge Road # 92
Largo, FL 34648
(813) 585-2726

5 May 1991

Mr. James "Jimmy" Stewart
Brigadier General, USAF Ret.
Universal Studios
Los Angeles, CA

Dear Mr. Stewart:

Beginning in 1988, the 307th Bomb Wing, which was stationed at Lincoln Air Force Base, in Nebraska, from 1954 to 1966, has held biannual reunions. During these reunions, one common topic of conversation has been that you flew with the wing during the late fifties or early sixties. According to the legend, you flew a B-47 from SAC Headquarters to Los Angeles at the end of an active duty tour. Your crew members were Major Bill Burford, Captain Gene Hickman, and an unknown navigator, all members of the 372nd Bomb Squadron, 307th Bomb Wing, Lincoln.

The Wing's next reunion will be held May 7-10 in Orlando, Florida. As the attached orders obliquely indicate, many members of the group have requested that you be our speaker at the Banquet, Saturday, May 9, 1992. I hope that you will be able to do so.

As a non-profit organization, we lack funds to pay you the sort of fee to which you are entitled. However, we can offer you airline tickets from Los Angeles to Orlando, accommodations at the hotel where the reunion will be held, and reimbursement for your meal expenses.

In addition to offering you the opportunity to speak to a group of airmen and their wives who admire and respect you, we also offer the opportunity for you to reminisce with others who served in the Strategic Air Command during the formative years. Further, we may be able to identify the unknown navigator; there will be undoubtedly be many who would like to be so known.

We hope to hear soon that your and Mrs. Stewart will be able to join us in Orlando next May. Should Elwood P. Doug and Harvey wish to attend, they too will be warmly welcomed. If there is anything else we can do to entice you to come, short of paying you what you are worth, please let me know.

Yours very truly,

Hank Grogan, Chairman
1992 Reunion Committee

Headquarters
307th Bombardment Wing Medium (SAC)
Reunion Group
United States Air Force
Lincoln Air Force Base
1954-1966

SPECIAL ORDERS
NUMBER A-1

5 MAY 1991

- | 1. RANK | NAME | SPECIALTY OLD | SPECIALTY NEW |
|-----------|---------------|---------------|------------------|
| Brig. Gen | James Stewart | Star, movie | Speaker, Reunion |
- Above named officer is awarded change in Air Force Specialty as indicated above, pursuant to the following authority:
 - Named officer is ordered to report to new temporary duty station in Orlando, Florida. Arrival date no later than 7 May 1992, departure date no earlier than 10 May 1992.
 - Above named officer is authorized delay enroute.
 - So much of Special Orders Number 1 dated 5 May 1991 which reads "ordered" is hereby amended to read "cordially invited."
 - BILLETING--Named officer is authorized quarters at the official reunion group hotel as arranged for the 307th Bomb Wing reunion attendees and their dependents.
 - MESS--Above named officer is authorized to submit expenses for meals for reimbursement on a per diem basis.
 - DEPENDENT STATUS--This is an ACCOMPANIED tour, at the option of the named officer. Dependents will be billeted and messed with the assigned officer.
 - SPECIAL DUTY ASSIGNMENT--Officer will deliver a special sit-down briefing consisting of official reminiscences and nostalgia following the evening mess on Saturday 9 May 1992.
 - TRAINING--Air Force records indicate above named officer requires no additional training in order to entertain and delight his fellow airmen and their ladies.

FOR THE COMMANDER:

HANK GROGAN Reunion chairman
United States Air Force Retired



The Last Flight

Clara Anthony, July 1989.

Norma Bruland, July 97, Colorado Springs, CO.

John R Deckinger, AEMS, 23 September 1997, Lincoln, NE.

Neil Farnham, 19 September 1996, Sandy, UT.

Sherman D Martin, 372nd BS, 12 April 97, Orlando, FL.

William H Toon, HQS, 12 May 1997, Oceanside, CA.

Ellen Twilley, 25 October 1995, Los Lunas, NM.

Durand Van-Krevelen, ARS, Enid, OK.

God speed, old friends.

Back In Touch

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

Jon M Igelman, 3424 Winfield Dr, Richmond, IN 47374.

Willard Owensby, 101 Rainbow Dr #3022, Livingston, TX 77351.

John T Twilley, 8 Camillo Rd, Los Lunas, NM 87031

Welcome to the Association.

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

Ending Balance from last report (June 2, 1997): \$7,002.19

	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$4,450.89
Expenses:			
Newsletter printing	363.17		
Newsletter postage	225.07		
Admin/supplies	<u>14.02</u>		
	602.26		<u>-602.26</u>
			3,848.63
Income:			
Donations		235.00	
Interest on account		<u>49.61</u>	
		284.61	<u>+284.61</u>
			4,133.24
Memorial Fund Balance			2,551.30
Total balance in bank as of October 8, 1997			\$6,684.54

307th Roll of Remarkable Records

Youngest Married Couple at Lincoln: Mike & Linda Fox. Married 24 Dec 1962; Mike age 19 (DOB 9/5/43), Linda age 16 (DOB 11/18/46).

Youngest B-47 Combat Crew: Crew R-17, December 1958. Solomon, age 24; Gingrich, age 24; Miller, age 24.

Most newborns while at Lincoln: Joseph J & Clara Anthony, two, daughter born Feb 55, son born Dec 56.

Youngest individual assigned to Lincoln: No claimants.

Longest TDY from Lincoln: No claimants.

Most Time assigned LAFB: No claimants.

First to arrive at LAFB: No claimants.

Most grades promoted at LAFB: No claimants.

**Stake Your Claim and Claim Your
Fame!!**

Reasons Why I Never Got Promoted by Bruce Mills

My reason #4 why I stayed a captain for years and years was sheer stupidity!

As a new crew, I was blessed with two great copilots, Dale Christensen and Larry Garrett. Dale then got his own crew and ended up going to bomb-competition and placed right up there. Larry Garrett could refuel better than I could, even though I had about 1000 hours flying B-17's, usually in the rear diamond position. And then there was Kuko Najera, who sang like Caruso (THAT'S a long way back), and could bomb better with a radar set than most guys could visually.

Anyway, before my crew or the wing was combat ready, the wing was sent to England on Reflex. That mission was used by SAC, if passed successfully, to declare the wing combat-ready: we would all be congratulated, Select crews would get promoted, and the grass would grow. Big deal!

My crew was the last plane in a five plane flight with Brooksie as the flight leader. We were to refuel on coast out of Canada, and, of course, my tanker aborted and didn't show up, and I started back to Goose Bay. Koupsi said "Call Goose Command Post and get another tanker". So I did. Goose said they had a tanker who's bomber didn't show up, and I turned around and made a head-on rendezvous. I hadn't even heard of that maneuver before, but we followed the tanker's directions, and there he was!

We hooked up with the copilot's help, and the tanker pilot said "Open all your tanks - I'm going to emergency over-ride and pump gas fast. The weather at Goose is getting really bad, it's closing in, and I've gotta get back." That son-of-a-gun got me so heavy I swear he had to tow me through the air. When the Boomer said "Breakaway" he disconnected and I dropped like a rock, 5000 feet. He said goodbye and when I finally got flying speed I got all the way

up to 26,000 feet, and when I got to England I was so heavy I had to fly around another hour just to burn gas. So we made bomb runs, one radar, one visual with radar over a solid under-cast. Good old Kuko got one with less than 150 feet CEP!

I crossed the Atlantic all alone, - which was against the rules, - but I had radio contact with Brooksie on HF, so I just kept going. When we landed and pulled up to the awaiting ranks, everyone met me, and Brooks was the first one to say that my flight made the WING COMBAT-READY, AND SHOOK MY HAND. I said "Get me a drink", and Colonel X turned blue. He was a Mormon and he knew I was a Mormon, and he didn't even drink coffee. BROOKSIE GOT PROMOTED; I DIDN'T EVEN GET A DRINK. Another bummer.

Moral: Don't ask for a drink in a crowd. God might hear you.

P.S. They didn't make me combat ready, and Major Sullivan flunked my next (it was a check) ride. He told me later that I flew OK, but he wanted me to read the check list instead of flying by memory or the seat of my pants!

Do Something Civil - Join the Civil Air Patrol By Jan Campbell

Ed: Jan is a former PIO for the 818th Air Division and now, among many other things is a writer and CAP volunteer. She urges us "inactive" AF members to get involved with CAP, to help instill our expertise and values to the future generation of potential Air Force members. What could be more worthy on the 50th Anniversary of the Air Force?

An activity that might be of interest to other 307th BW Members (and I do encourage it): I joined the Civil Air Patrol last year and got promoted to 2Lt in Dec (delay due to the fact that USAF would not accept my fingerprints -not clear). Anyway, CAP is a wonderful

volunteer occupation for anyone, especially ex-military. Our squadron is composite, both seniors and cadets. The kids do mostly ground team work, drill, and some of the older ones are training for flight crew.

I am a Scanner, although not yet qualified for real missions as I have to take an emergency services test first. Every thing CAP does is for the good of others, which intrigues me. We train to help others, our meetings are designed to educate us in first aid, safe flying, etc. A few of our guys own their own planes which they donate to missions, and they fly off to Oshkosh each year. I am also training to be the PAO (PIO to us old heads). This will entail not only news releases, but also being historian (not my favorite part). Our squadron does not have a particularly organized or active PR team, and I am going to agitate for a speaker's bureau to hit the schools, youth groups, church groups, etc. to recruit more quality people, both young AND old(er).

Our unit has very few women!!!! So New? Some of the guys are commercial pilots, two work at Lockheed, there are guys in insurance, a doctor of chiropractic, truck driver, etc. One of our members is learning disabled, but is still active and useful. I love the idea of being helpful, it takes only one evening a week plus occasional flights (and I haven't gotten airsick yet!)

Oh yeah, the scanner sits in back seat, watches out for other aircraft, and once over the search area it is my responsibility to scan for signs of downed aircraft, lost hiker, whatever. We are also available for help in natural disasters. Our squadron was very active during the Olympics, flying surveillance flights over sensitive areas and using the very latest in high tech equipment. Since no former LAFB people seem to live near me, just consider this long-distance recruiting for CAP! Join up -you'll feel good!

(Jan recently participated as a qualified scanner during the first joint Air Reserve/CAP exercise in Georgia. The

(Continued on page 9)

(Continued from page 8)

mission was to locate an ELT - emergency location transmitter, and to set up a ground comm network for the SAR team.)

Recollections

by Clayton W Robson

Rendezvous, One Way or Another

The KC-97 tanker navigator was responsible for directing the rendezvous between the tanker and the bomber. This was accomplished by transmitting headings and range to the bomber pilot over the radio. The rendezvous equipment was adapted from the old WWII Rebecca system and had the characteristic of giving exactly the same display for a wingtip orientation as for the desired nose-to-tail orientation. Obviously a wingtip rendezvous was not going to get the gas transferred expeditiously, and the tanker nav was going to have to experience a lot bad compliments for awhile.

Clearly, then, the tanker nav had an incentive to get the bomber in his tail quadrant as quickly as possible to avoid the embarrassment of directing a

wingtip meet. The bomber and the tanker were not usually on the same course, so the tanker nav would give what appeared to the bomber crew to be a wildly excessive initial heading correction for the most efficient meet. The bomber radar was monitoring the tanker location by receiving the tanker beacon signal. The bomber pilot would often acknowledge the tanker nav headings but follow his own nav's headings, taken from the tanker's radar beacon return, to get there quicker. The rendezvous always came off fine, so everyone was happy. The tanker nav knew the bomber wasn't paying any attention to his headings because the bomber signal on his display never balanced from side-to-side, as it would *if* the bomber was properly following his directions. He was not allowed to turn the tanker beacon off, but if it was already inoperative for some reason, a "standard" rendezvous according to his directions would occur as it was supposed to because the bomber crew then had no better data.

If the bomber was not following the tanker nav's directions, the tanker nav could achieve a reasonably believable beacon failure by turning the beacon on standby for short intervals, then back on for awhile, then on standby for a longer time, and finally on standby permanently. *That always made the tanker's suggested headings of more interest.*

Civic Action Program

When Lincoln AFB was reactivated in 1954, there was some initial strain between the town folks and newly arriving military who had nothing to do evenings and weekends. There were few new recreational resources around Lincoln to fill this need.

On one payday, the Base Commander paid everyone in two dollar bills.

When local merchants got this graphic lesson in how much the base was contributing to the local economy, and the Base Commander offered to close the town to base personnel if things didn't improve, there was a whole new incentive on the town's part to fix things.

A Better Idea

Two hunters were out hunting in Indiana one day, and to their surprise, actually killed a huge 12 point buck. They ran into difficulties, however, when they tried to get it into the back of their pick-up. They struggled for hours trying to drag the heavy beast, but it's huge rack kept getting entangled in the brush. Finally, a lone hunter wearing an Ohio State University ballcap wandered by.

"You know, guys" said the Ohioan, "If you'd go around to the other end and drag that buck by his hind legs rather than by his antlers, he wouldn't keep getting stuck in all these briars." Then he walked off, shaking his head, leaving the hapless Indianians to the task.

Ready to try anything at this point, they took the Buckeye's advice, finding out that it worked quite well. "This is much better." said one to the other. "I guess that fella was pretty nice for an Easterner."

"I dunno about that", said the other. "You notice we keep getting further from the truck?"

Courtesy of Bud Flanik

Email Changes

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

Additions

Lee Herridge: LeeH@SoCa.com
Glen Hesler: glenlucy@cts.com
Jerome E Hoffman: redhead@usit.com
Dix Howard: dixhow@aol.com
Sue Jacob: s.jacob@aol.com
Robert E King: shavetail@sos.net
A E "Butch" Nollenberg: rv244-2@juno.com
Robert Weidner: weidnerc@cet.com

Changes

Charles J Akins: cmakins@tyler.net
H A "Jack" Frost: frosty@TFS.net
Billy Lyons: blyons2655@aol.com

If you would like to have a current list of 307th Email addresses emailed to you, drop a note to "mikegingrich@compuserve.com".

December 7th

Pearl of beauty, pearl of life
Within your channel deep
Rest the men and tools of war
For you and God to keep.

From northern skies
Fell death and strife
As history wrote by early light,
A tearful memory tale.

What valor is there to be found
In tragic human loss?
Man must begin to live as one
No matter what the cost.

For all who died that Sunday morn
We bow our heads and pray.
For them, please grant them peace.
For us...a better way!

Cornelius Douglas

THE PHOTO PAGE



Do You Remember... when we were young and could party all night in Palma de Mallorca... then climb on the Gooney Bird to return to Moron the next morning? This group of worn out revelers pictured in 1959 includes L to R: Pete McKay, Ken Wikle, Joe Miller, Bob Byrom, and Howard Solomon (prone).



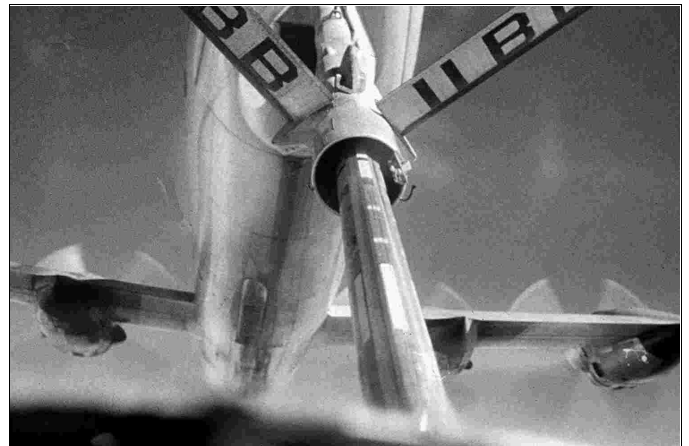
Air Force Factoid

On November 7, 1907, The Signal Corps was allotted \$25,000 to procure an airplane.



Air Force Factoid

The first all jet air-to-air combat took place in Korea, 8 November 1950.



Some time ago, Gary McGill told us there was no such thing as an "action photo" of the KC-97. Well, we managed to locate this photo of a KC-97 in action, as seen from the B-47 aircraft commander's position. Obviously the copilot was doing this fine bit of flying, since the A/C was occupied with his camera. Photo courtesy of B-47 Stratojet Association.

AF Museum Veteran's Registry

The Air Force Museum has established a Veteran's Registry. The registry, available at the Museum's Lobby Information Desk, lists names, ranks, unit(s) served in and MOS. The information is maintained by the Museum's Public Affairs Division and will be provided only to individual requests for information. Information will not be provided for commercial mailing lists.

Veterans may use this registry to locate friends with whom they have lost contact. If you wish to be entered in the registry, fill out the accompanying form and send it to:

**U.S. Air Force Museum, Public Affairs Division,
1100 Spaatz St, Wright-Patterson AFB, OH
45433-7102.**

VETERAN'S REGISTRATION

PLEASE PRINT ALL INFORMATION

NAME: _____

ADDRESS: _____

ORGANIZATION (UNIT/GROUP, ETC): _____

RANK: _____

YEARS SERVED: _____

OCCUPATIONAL SPECIALTY (PILOT, NAVIGATOR, MECHANIC, ETC): _____

PARTICIPATION IN ANY UNUSUAL OPERATION/MISSIONS: _____

ANYTHING UNUSUAL IN YOUR SERVICE CAREER: _____

THE UNITED STATES AIR FORCE MUSEUM IS AUTHORIZED TO RELEASE ANY INFORMATION ON THIS FORM, INCLUDING MY ADDRESS, TO INDIVIDUAL REQUESTERS.

SIGNATURE: _____

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 below, 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 must keep membership records for the IRS. Your completed form is the record. It also indicates your interest in continuing to receive Association mailings.

APPLICATION FOR MEMBERSHIP 307TH BOMB WING B-47/KC-97 ASSOCIATION

First Name	Middle Initial	Last Name
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Street	City	State	ZIP
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Spouse Name _____ Deceased: Yes _____ No _____

Home Phone _____ Business Phone _____

Approx dates assigned Lincoln AFB _____

Squadrons assigned to _____

LAFB job assignments _____

Current occupation, interests, hobbies, etc. _____

Signature member _____

Date _____

Signature spouse _____

if spouse wishes membership

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

BULLETIN BOARD

We've Lost Touch

Since the July '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.

Kenneth Marshall
James D Price



Peace Was Our Profession

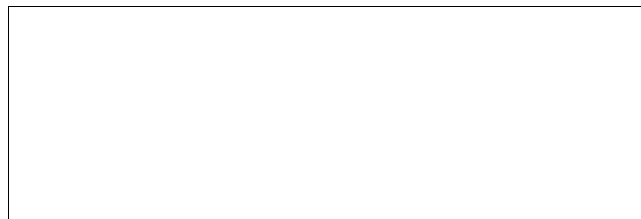
B-47 Stratojet Association

Interested in a multi-chapter history of the B-47? Visit the Association's Web site at:

nerd.dartmouth.edu/~man

For more information about the Association, contact:

Mark Natola, Secretary
RR3 Box 177
Cornish NH 03745
mark.natola@hitchcock.org



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