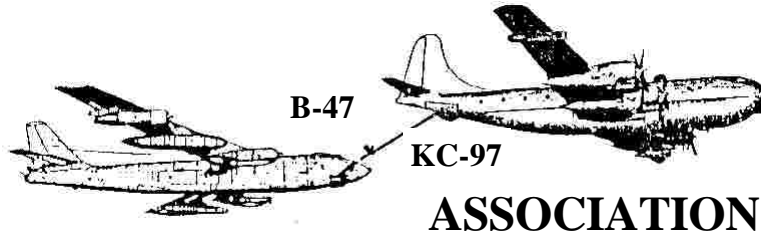
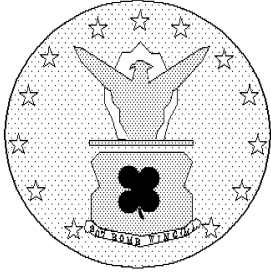


307TH BOMB WING



ASSOCIATION NEWSLETTER

NUMBER 25

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

JULY 1998

SAC Museum Now Open

Chairman's Report

I've made a first visit to the new SAC Museum, which, as many of you know, is just west of the Platte River on I-80, between Lincoln and Omaha - next to Mahoney Park, and approximately 30 minutes either way. The structure is impressive, over 300,000 square feet covered, with many SAC aircraft and missiles displayed, plus many artifacts, movies and equipment, etc. I won't go into great detail, but they do have a B-47, B-29, B-36, KC-97, and many others - no KC-135 as yet. The SR-71 is right out front, under glass, so to speak; it highlights the museum entry. NOTE: We will plan a visit to the museum during our Lincoln 2000 Reunion. In the mean time, those who can should take a look, you will like what you see!

The B-47 Stratojet Association held their First Reunion in Omaha 20-23 May 1998. Bev and I attended some of the activities. Most interesting, was the talk and slide show by the original XB-47 test pilot, Mr Robert M. Robbins. He described in great detail how the project came to be - who was involved, and the problems and difficulties encountered in bringing the 47 on line. The first flight took place December 17, 1947. He talked of many things: i.e., the swept wing, the drag chute, the JATO and much more.

Hopefully, we can have him come speak at one of our reunions in the future. (He lives in Florida).

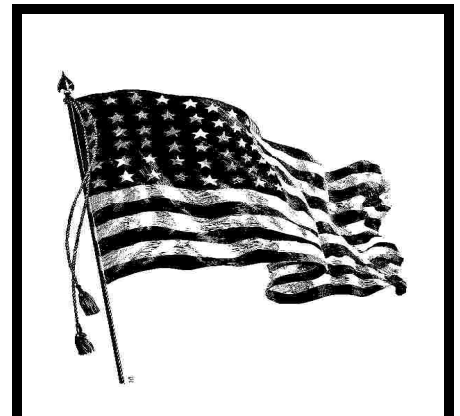
Also, there was a talk by Dale Wolfe, who flew co-pilot for General J. D. Moore in moving a B-47 from China Lake to Castle AFB on 17 June 1986. (See *The Last B-47 Flight?* in our July 1993 newsletter, issue #12). The plane was virtually taken from mothballs and hadn't flown for years. A great many people worked for a very long time to get it ready for that flight. There were pictures of the plane before and after, and even a video tape of it flying and landing at Castle. Suffice it to say, it was a hairy landing. We are attempting to get a copy of the tape - it is unknown if we can.

An El Nino/Golf update - I play in a senior league and we cancelled 3 June for a 34 degree wind chill. I bet many of you would have played - my personal rule is at least 40 degrees.

As you know, we try to keep current addresses and phone numbers. And it can be frustrating!!! YOUR HELP IS NEEDED. Send a change of address card and if you are to be away during a letter mailing send us a post card where you want it sent. Our letter mailings are in middle March, July, and November. WE can work with two addresses, but YOU have to give them to us.

NOW is the time to make your reservations for Colorado Springs. See You There!!!

Your Chairman,
Tony Minnick



The Last Flight

Raymond K Caslow, 372nd/OMS, Columbus OH, 21 December 1997.

Clarence "Jay" Elston, 372nd, Santa Rosa CA, December 1996.

Shirley Gates, Franktown CO.

Samuel E Myers, 372nd, San Antonio TX, 10 Dec 1997.

Peter T Nichols, Fair Oaks CA, 24 June 1997.

Dick Schade, Great Falls MT, 18 August 1997.

Louis G Thorup, Bountiful UT, 1998.

The verse on the SAC Chapel Memorial window says it best:

"And God said who shall we send. I answered I am here, send me."

Isaiah 6:8

Around the Wing

The photo of the B-47/KC-97 refueling shown nearby was donated by **George D Brannon** of Bella Vista Arkansas, who says that although he took it while at Lincoln, he can no longer recall the circumstances. For many of us, that kind of recollection is quite familiar!

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 45434. Phone 937-426-5675. Email: mikegingrich@compuserve.com

Co-Historian: Robert Loffredo, 6004 SW 2nd St, Des Moines, IA 50315. 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.

George Biggs, Albuquerque NM, corrected the newsletter in regard to the mention in the last issue of P J Canney's crash in England. Although the A/C, Canney, and his navigator survived, the copilot, Lt West, was fatally injured when he ejected.

Co-historian **Ernie Pence** has been working on a difficult task for our association for several years. The task: to assemble a list of 307th personnel who lost their lives in aircraft related accidents so that we might properly memo-



rialize them. Ernie started on this before the Dayton '96 reunion, and obtained many old newspaper clippings at the reunion. He also obtained, on microfilm, the official unclassified wing historical documents from the Air Force Historical Agency. He recently was able to obtain a good accounting of those lost on the cargo aircraft returning from England in the mid 1950s, also the crew chief fatalities on the refueling pits when the "Weekend Warrior" aircraft crashed on our flight line. Now he needs your help! He has heard rumors of an accident which occurred before his tour at Lincoln that involved a 51 model B-47 near Ceresco. Also there was a crew chief killed in the hanger at Greenham Common when a 310th bird dropped wing tanks due to engine fires. If you can help Ernie with these, please contact him at 2001 A St, Schuyler, NE 68661,

or phone 402-352-5327. Unfortunately, Ernie, who incidently is in the pink of health after his triple bypass, will not be able to be with us in Colorado Springs because of a scheduled business trip to Germany.

Jim Flavin, Valencia, California, just recently retired from the Los Angeles Police Department, having been with them since 1961. Jim did double duty, as he also retired from the California ANG in 1994. Jim recalled some of the wing's less fortunate incidents and was able to assist Ernie Pence with particulars on the loss of the C-54 off the Azores. Jim, too, will miss the Colorado Springs reunion because of a commitment in Germany. Sounds like a popular place!

From way up in Watersmeet, Michigan, **Marv Nystrom** tells of living among the deer, bears, wolves, and eagles, two miles away from the highway. Marv got his pilots license with the

GI Bill, then went on to commercial multi-engine, flight instruction, crop spraying, and post overhaul functional flight tests on T-38, and T-39 aircraft for the Air Force and Navy.

From Enon, Ohio, **Glen "Red" and Dot Lally** tell us they will be unable to make it to Colorado Springs. Seems they just bought a condo under construction nearby, and the completion/move-in date coincides with our reunion. This will be the first reunion they have missed and we'll surely miss them. Dot says she never, as an Air Force wife, believed she'd ever live in the same house for over thirty years, and she's not looking forward to the packing.

Howard O Evans, of Austin, Texas, and the 370th BS, has claimed a new

(Continued on page 3)

(Continued from page 2)

category for himself in our Roll of Remarkable Records. He claims the most time in the B-47 before being classified as Combat Ready: 4142 hours and 6 years, 2 months. The reason: He was transferred from the UK to McConnell AFB to be an IP, having never previously been in a B-47, although he admits to having seen one on one occasion.

We've had our first displacement on the Roll of Remarkable Records. **Lawrence C Hall** writes from Vacaville, California, that he hates to steal John Traegar's thunder, but he was promoted through four grades at Lincoln - A3C to Tech Sgt! Larry was at Lincoln from November 1954 till July 1962, and was the maintenance team flight chief during our Bomb Comp win in 1959.

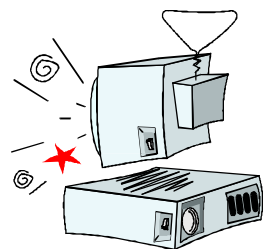
Terry Harpster, Ewing, Nebraska, emailed that he'd like to get in contact with people who were in the 307th Strategic Wing in Thailand during the SE Asia fracas. Seems there is no organization for that reincarnation of the 307th, and Terry would like to see something done about it. To our knowledge, there is one member, **John Yaryan** of Henderson, Nevada, who was in both the Lincoln and Thailand editions of the 307th.

Vern Biaett told us that **Louis G Thorup**, whose obituary notice appears in this issue, was both the last 307th BW Commander on Okinawa, and the first Wing Commander at Lincoln.

"Jimbo" Shumake, Glendale, Arizona, wishes to extend personal regrets from the old group at Kadena and the instructors at Ellington AFB to the family of his former B-29 A/C, **Karl Y Benson**. Benson was pictured on page 3 of the November '97 newsletter with the crew of the last 307th B-29 to leave Okinawa. Jimbo taught Benson Polar/ Grid navigation at Ellington in the Arctic Indoctrination course.

Hey you A&E Guys! Send some news of yourself to the newsletter! **Jim**

Kingsley of Auburn, Indiana, who recently joined our email group, made that appeal. He's just waiting to hear something of his old buddies.



Email Changes

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

Additions

Dudley Bailey: Duddot@compuserve.com

Cecil Braeden: cbraeden@gte.net

James A Flavin: Jflavin414@aol.com

Terry G Harpster: SKOAL33@aol.com

Harry Jones: htjones@ibm.net

Bob Kelly: capnbkelly@worldnet.att.net

Jim Kingsley: milliek@locl.net

Bill Myers: kaybill@ria.net

Donald N Person, Sr: daperson@gctel.com

Walter E Robbins: wrobbin@bellsouth.net

Les Walrath: ljwalrath@MCI2000.com

John Yaryan: RTXS92A@prodigy.com

Judging from emails that have been returned as undeliverable, several of you have either discontinued email service, or have changed your email addresses. If this be the case, please send us an address correction. We plan to distribute a consolidated email list as part of our member roster at the Colorado Springs reunion.

You can have email service at no charge through JUNO. Call JUNO at 800-654-5866, or www.juno.com on the web.

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

Betty Pelletier says she and **Margot Berkovitz** are primed and ready for Colorado Springs, and that she's considering a post reunion side trip to

Branson, Missouri. Maybe to see the 98th BW alumnus, now known as **Box Car Willie**, who performs in Branson?

Billy Lyons has informed us from his new home in Maumelle, Arkansas, that his son, Mitch, will be promoted to Lt Colonel on 31 July at Vance AFB. Mitch flew EF-111s in Desert Storm, and is scheduled to go into the F-117 Stealth fighter this coming November. In the next issue of the newsletter, we will publish Mitch's diary of the Gulf War, entitled, *A Letter From the Desert*. Billy and LaRee will be attending the reunion in Colorado Springs, but Billy says, if he's lucky, he'll be pinched for time on the front end. It seems Arkansas has declared its first ever elk season starting 21 September, and Billy is one of 10,000 who have entered the permit lottery, from which 18 hunting permits will be granted. Billy says he'll have to get lucky again on the first two days of the hunt should his number come up.

From way down in Dallas, **Leroy McMath** never seems to stop looking for new challenges. Several years ago he was ordained in the clergy, and now, he tells us, he was just awarded Black Belt status in Tae Kwon Do. What's next?

Other 307th folks who have been in recent touch are Bob Boulware, Harry Jones, Bob Kelly, Bill Myers, Donald N Person, Al Opitz, Lowell Page Nelson, and Walter E Robbins.

Finally, **Jim Dayley**, formerly of the 370th BS, and now residing in O'Fallon, Illinois, is making plans to write a book about the 307th. The following is a description of its genesis and his plans, as written by Jim:

(Continued on page 4)

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.

OPINION

Experienced B-47 Crews Wanted?

LA Times
2/26/98

B-47s



On Target

By Charles A. Kupchan

WASHINGTON
While U.S. forces continue to mass in the Persian Gulf, President Bill Clinton is giving diplomacy one last chance. U.N. Secretary-General Kofi Annan has gone to Baghdad hoping to avert yet another punishing air attack on Iraq. But unless Annan convinces Saddam Hussein to give U.N. weapons inspectors full and free access, America will soon be at war with Iraq.

President Clinton's approach to the continuing nightmare of Saddam Hussein is sound as policy and responsible as public diplomacy. But are the people behind him?

limited air at go after Hus Bombardmei Hussein's abi It will dest weapons of production ca his internal more likely, t fall from pow Even a gre will not dest mass destruction. i hide and move. I survive and remain did after the Gulf down the road, U.S

■ The Feb. 22 Opinion section's lead piece on the Iraq situation was headed by a photo montage obviously meant to depict our country's formidable military striking power. The bomber pictured is a B-47, the U.S. Air Force mainstay from 1955 to 1965.

Assuming this is a subtle hint, I can tell you, as a B-47 navigator-bombardier, 1958-1962, we can do the job. However, you should understand that it may take a few days to get our airplanes out of mothballs, and the crew members are in their 60s and 70s. My crew's pilot is also ready, and the co-pilot says he is pretty much recovered from the triple bypass, and sure, why not.

KENNETH WIKLE
Calabasas

(Continued from page 3)

"I don't recall how many of you attended the last reunion of the Wing held in Dayton, Ohio in the summer of 1996. For those of you who were not there, let me begin by saying that Mike Gingrich, who was in charge of the big banquet on Saturday night, allowed me to read a dedication statement to my comrades of the 307th Bomb Wing that I had placed in a business book I wrote that was published in 1993. I was very pleased to have had that opportunity. I'll restate it here:

'--- To my old comrades-in-arms of the 307th Bomb Wing of the Strategic Air Command where the motto "Peace is Our Profession" was daily reality.'

I also read the following paragraphs from the introduction of the book:

'I'm disturbed by the pessimism of this present time, yet I know it's just human nature. We fought the Cold War throughout most of my lifetime - and we won! As a young navigator-bombardier, I sat for weeks at a time over a five-year period on Alert - big "H" bombs in our old B-47 Aircraft. I stood ready, willing and able to participate in the mass destruction of humanity. I rejoiced in September of 1991 when the crews of the Strategic Air Command were taken off Alert. I felt like I'd finally come off Alert myself.'

'Now it's time to pound our swords into plowshares and our spears into pruning hooks. It'll take a period of transition, but it's time to move on to the solving of other problems. It is my firm conviction that the discipline we showed in

the past to win the minds of men against communism can be applied to the other challenges of our era.'

Those in attendance applauded politely and, feeling that I'd fulfilled my self-imposed obligation, I returned to my seat. After the program and meal were over quite a few of the attendees came up to me and thanked me for what I'd written. Several added comments that, in essence said, 'Somebody needs to write a book about the 307th. Why don't you do it?'

Well, a book on the 307th had indeed crossed my mind. The success and feedback from the stories I used in my book had led to my getting serious about a novel I'd been playing around with for several years prior. Thus, a

(Continued on page 5)

(Continued from page 4)

project on the 307th began to form in my mind. On the drive back to St. Louis I talked the idea over with my wife. We both laughed and cried about the various events that occurred while we were on the way. We discussed how they might, if properly compiled, make an entertaining saga. Not too long after getting back home I stayed up very late one night just writing down a list of stories/events involved with the happenings I was personally familiar with. The resulting list took up several pages.

Shortly thereafter, my four kids and their families met with us for a family get-together in Southern California. While out there, I made arrangements to drive up to Santa Maria to visit with my ol' AC, Jerry Loughlin. I wanted to run my list of stories by him to see if my memories were consistent with his. I tape recorded several hours of our chitchat about the things I'd jotted down as well as things he added. It was great fun!

With the press of my consulting business and other writing projects as well as the normal family matters, I haven't progressed much further on the project than what I've stated above. However, I've reorganized and simplified my situation somewhat - at least to the point of writing to you guys, via the 'net, to get going on the project again.

So, with the above background being stated, I'd like to see what your reactions are, first to my basic premise for the book and, second, for some inputs from you folks to get some other peoples' thoughts and recollections into the literary mix.

My initial thoughts as to the basic premise of such a proposed book center around what I feel it should not be, i.e., I don't think it should be an expose' or *Peyton Place*-like book. Such a book is, neither warranted nor desirable. My feelings are that a book telling the stories of how a group of dedicated, basically young people, who were part of the only realistic and credible retaliatory threat to ward off the Soviet

Union in the late 50's and early 60's, were able to live their lives under tremendous pressures and accomplish much, and yet have some fun along the way.

In addition, I don't feel that the individual stories need to be the slapstick variety like those in the book, *No Time For Sergeants*. Our mission and our accomplishments were much more serious than that. Our associates and friends who gave their lives flying our old overloaded and underpowered planes around should not be demeaned by making light or fun of what we did and how we did it. However, I do feel they would approve of letting their families, friends and whoever else is interested, read a book that I've, initially at least, elected to call *Air Warriors of the Plains*, know how we coped with the enormous mission that was our honor to achieve. Indeed, we helped in, I believe, the winning of the Cold War.

So, what do I need from you guys? Well, in a word - stories! Stories that tell the life and times of the 307th Bomb Wing."

We'll let you know through the newsletter of further developments with Jim's book.

Look Who We Found!

Charles E Bird, 117 Westridge Ave, Bellevue NE, 68005.

Jack Barron, 342 D.N. Watts Lane, Belton TX, 76513.

Leo D Finfinger, 5 West Brady Lane, Dover DE, 19901.

Welcome to the Association.



Paul Pudwill

Space Shuttle Astronaut Honors 307th BW Hero Father

Dominic Pudwill Gorie, Commander, USN, the pilot on the June Space Shuttle launch which rendezvoused with the MIR space station, paid honor to his deceased hero father on this historic space flight. His father, Captain Paul Pudwill, of the 307th Bomb Wing, was killed when Dominic was five years old.

On January 10, 1963, Pudwill, at the controls of a crippled B-47, ordered his crew to abandon the aircraft, and he then guided the bomber to a clearing between two Wichita, Kansas housing developments. Captain Pudwill was posthumously awarded the Distinguished Flying Cross in recognition of his heroism and sacrifice.

To salute and honor his father, Dominic, a Navy pilot, took his father's DFC into space with him, on his first flight as an astronaut. His mother, Shirley, had safeguarded the medal for years, in her dresser.

Dominic graduated from Miami, Florida's Palmetto High and the Naval Academy. He is a graduate of the Navy's Top Gun School, and flew 38 combat missions in Desert Storm, for which he was also awarded the DFC.

The son flew higher than the father, but not with more valor.



UNSUNG HEROES IN FAIRCHILD TROPHY RACE – Recognition seldom comes to Air Force maintenance men – the men who work all day and all night in all kinds of weather so that a crew can fly with the knowledge that the aircraft is in perfect condition. However, the maintenance crew from the 307th Bomb Wing, Lincoln AFB, Nebr., got much personal satisfaction from the two flights flown by their B-47 in the 11th Annual Strategic Air Command Bombing, Navigation and Air Refueling Competition. They doffed their hats when results at the three-quarter mark showed the 307th Bomb Wing in first place in the race for the coveted Fairchild Trophy which is emblematic of the best overall wing in the competition. Front row, from left, MSgt. Howard L. Thompson, 27, field maintenance supervisor from Marshalltown, Iowa; A/IC Harry C. Shepard, 21, jet engine mechanic from Waterboro, Me.; A/2C Donald C. Sorenson, 24, radio repairman from Blair, Nebr.; SSgt. Raymond L. Pickles, 23, electrician from Kinball, W. Va.; A/IC Henry T. Lessard, 20, camera repairman from Springfield, Mass.; and SSgt. Rudolph L. Nieman, 23, assistant crew chief from Bloomville, Mo. Back row, from left, TSgt. Peter Myatt, 29, Bomb-navigation technician from Willow River, Minn.; A/2C Donald Pukita, 24, auxiliary radar mechanic from Seranton, Pa.; A/IC Fred T. Arifuka, 22, hydraulic system specialist from Parlier, Calif.; TSgt. Ivan L. Harries, 29, auto pilot and compass technician from Marysville, Kan.; A/IC Gaylen O. Brocka, 21, instrument repairman from Dumont, Iowa; TSgt. Robert L. Wise, 32, noncommissioned officer in charge of maintenance team from Marietta, Ohio, and SSgt. Donald D. Foster, 26, bomb-navigation technician from Liberal, Kansas.

GENTLEMEN, YOUR TARGET FOR TODAY...
 By Billy S. Lyons
 Part II

In the previous issue, Billy Lyons began the description of events as he flew his B-52 toward Hanoi on the first night of Linebacker II, December 18, 1972. His description continues from the point of air refueling enroute to the target.

The headwinds after the end refueling point were stronger than forecast and a higher than planned true airspeed had to be flown to make good the critical timing points. The increased fuel consumption resulting from our increased airspeed put us in a situation where we would probably require post target air refueling. The timing was critical because we were to be joined over Laos by a twelve ship B-52D formation from U-Tapao RTAB, Thailand to make a 30 ship wave for the first run against Hanoi that night. Also, our F-4 and F-105 support had to be considered because of the length of their missions and fuel requirements.

We flew across the northern part of South Viet Nam and rendezvoused with the wave from U-Tapao exactly on schedule. From this point we turned northwest and flew up the eastern por-

tion of Laos before turning northeast and heading into North Viet Nam.

Our F-4 fighter escort and F-105 SAM suppression aircraft joined us as we turned into North Viet Nam. They were a welcome addition to the wave and would provide valuable protection and support to our mission. In addition to these aircraft directly attached to our wave, other F-4 aircraft laid protective chaff clouds in the target area. This chaff would help mask our aircraft and complicate the firing problems of the SAM sites. In an attempt to disrupt interception of our wave by MIG fighters based in and around Hanoi, F-111s were to strike the MIG bases prior to our scheduled time over target.

As we approached our initial point (IP) for the bomb run we were able to hear a friendly radar site vectoring an F-4 against a MIG somewhere north of Hanoi. It was night by this time and the F-4 pilot was relying on his radar and vectors from the friendly radar to get into firing position. The radar controller's voice was getting higher and higher each time he vectored the F-4 into a position for the kill and you

(Continued on page 7)

Treasurer's Report			
307th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report (March 1, 1998):		\$6,179.65	
	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$3,628.35
Expenses:			
Newsletter printing	404.17		
Newsletter postage	189.20		
Admin/supplies	<u>24.87</u>		
	618.24		-618.24
			3,010.11
Income:			
Donations		120.00	
Interest on account		<u>30.14</u>	
		150.14	+150.14
			3,160.25
Memorial Fund Balance			2,551.30
Total balance in bank as of June 14, 1998			\$5,711.55
Sue Jacob, Treasurer			

(Continued from page 6)

could sense his tensions as he advised the F-4 pilot that he was cleared to fire and asked "don't you see him?"

The sight as we turned over the IP inbound to our target is one I'll never forget. The red rotating beacons of the three ship B-52 cell ahead of us stood out vividly against the dark night. We were entering the area of known SAM sites and our F-4 and F-105 support aircraft started picking up visual SAMs being fired at our wave. The F-111s were hitting the MIG airfields now and our land and sea radar sites were tracking and informing us of the MIGs as they launched to engage our formation. The calls of visual SAMs from our formation and of SAM site guidance radar lockons from our Electronic Warfare Officer (EW) were almost constant now. The weather in the Hanoi area was forecast for overcast, low clouds and we could see the bright glow through the clouds of SAMs being launched on either side of our bomb run track. After the bright glow of the launch, the SAMs would punch through the clouds and could be detected as a small, bright pencil point of light as they approached our formation at three times the speed of sound. Closer to the target area, a break in the clouds afforded us a view of the intense ground fire that was being thrown up at our aircraft in the Hanoi area. If you could take the largest Fourth of July fireworks display and multiply it a million times you would have an idea of the scene as we approached the final portion of our bomb run.

Since our bomb run would be made by positioning our aircraft from the preceding aircraft, it was imperative that the final stages of the run be in straight and level flight. This was necessary to insure our bombs would be released on the exact heading and at the exact point to hit only the designated target area. The SAM firings, although numerous and in many cases in salvos, had not presented a direct threat to our aircraft until about two minutes before bomb release. Suddenly, my copilot yelled "break left". From having flown the missions to Vinh with him, I knew he

had good cause for wanting me to take the evasive action. I rolled into a 50 degree left bank and was able to move the aircraft just enough so that two SAMs headed at us in crossfire fashion from our right side missed. After the SAMs passed by and exploded harmlessly some four or five thousand feet above our aircraft, I quickly returned the aircraft to our original heading and attempted visual positioning on the preceding aircraft while asking the radar navigator (RN) how was our position for release. He directed some small corrections and we quickly returned to the in trail position. The RN and Navigator (N) downstairs were unable to see outside the aircraft and view the spectacular fireworks going on but they could hear through their headsets the conversation and remarks on our two radios and the interphone. We reached the release point and released our load of sixty-six 500-pound bombs

on our target in the Hanoi area.

We discovered later that as we were evading the two SAMs from our right side some two minutes before release, our number three aircraft in the cell took a hit from a SAM fired from our left side.

Things were hectic after release as we broke to the west to head back into Laos. During the breakaway turn, we were fired upon by several salvos of SAMs. Just as we would break in one direction to avoid a salvo firing, another firing of missiles would come from that side. The Defensive Aerial Gunner (DAG), who rode in the tail section of the B-52D, was invaluable in directing our evasive action during and after the post target maneuvers. His quick responses enabled us to take evasive action to avoid the numerous

(Continued on page 8)

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: Gene and Betty Hickman, four: three sons, one daughter.

Youngest individual assigned to Lincoln: Walter F Johnson, arrived Lincoln 4 Jan 56, age 17 yrs, 5 mo, 7 days.

Longest TDY from Lincoln: No claimants.

Most Time assigned LAFB: Marvin and Betty Pelletier, 12.5 years from December 1954 till July 1966.

First to arrive at LAFB: Marv Nystrom, early 1954.

Most grades promoted at LAFB: Lawrence C Hall, 4 grades from A3C to TECH SGT.

Most houses lived in in Lincoln: Betty Pelletier, ten.

Longest time to become Combat Ready: Howard O Evans, 4,142 hours in the B-47 over 6 years and 2 months.

Stake Your Claim and Claim Your Fame!!

(Continued from page 7)

SAMs fired at our cell during this period. He also reported that our number three aircraft didn't make the post target turn to the west after release but continued south and was lost from his radar scope. We attempted contact with him and after several minutes of fruitless attempts by our cell and the wave leader, we could only assume he had been lost over the target area. Things were quiet as we headed south over eastern Laos to the point where we would turn east across northern South Viet Nam and head back to Guam. Suddenly, we heard a weak call from our number three aircraft. They had taken a hit just prior to release and had been unable to make the post target turn. The pilot informed that all his fuel gages were out, that they had taken a piece of shrapnel through the cockpit windows, resulting in his having glass in his left eye and that he was unsure of his position. His altitude was 10,000 feet, considerably less than his altitude during the bomb run, and stated he thought they were just north of Korat RTAB, Thailand. His intentions were to attempt to land at U-Tapao, RTAB, Thailand, which we found out later he was able to accomplish successfully despite his handicaps.

The headwinds, which forced us to increase our airspeed after refueling on the way to North Viet Nam, placed the B-52D aircraft in our wave in a situation where they would require post target refueling. Our wave leader contacted the command post at Guam and passed our air refueling requirements plus information on our number three aircraft that would be landing at U-tapao. The Guam command post coordinated a refueling track just south of Kadena AB, Japan. Each three-ship cell of B-52Ds would share two KC-135 tankers and each receiver would onload 50,000 pounds of fuel. The refueling track was covered with thunderstorms and it was necessary to move south of the track to make the rendezvous with our tankers. By the time we arrived directly behind the tanker our fuel was down to about 30,000 pounds - not much in an eight-engine jet using fuel at the rate of about 20,000

pounds per hour. We normally didn't refuel at such light gross weights where power management could be a problem. Even though it was some 3 hours after takeoff, I felt alert and confident that we could onload the fuel and return to Guam. The weather in and around Okinawa plus other factors precluded our recovery at Kadena. Our first attempt to get a contact with the tanker failed. Something appeared wrong with our refueling system. A thousand things run through your mind in a few seconds - what if we're unable to get any fuel from the tanker? - Where can we recover? We quickly recycled our refueling system and were able to get a contact with the tanker on the next attempt. After the large onload on the way to the target, this refueling seemed a breeze and we onboarded 50,000 pounds and headed for Guam.

After some delays in the holding pattern waiting for other aircraft to land, we touched down at Anderson AFB, Guam, some fifteen and one-half hours after takeoff. It was a memorable mission and as I later told my crew, one you'll always remember and be proud to have participated in.

Two days later, after acting as ground spare for the second day's launches, we were released to return to home base. Our mission to Hanoi on the first day of the Eleven-Day War was my last mission as SAC aircrew member, and I can think of no more fitting or memorable way to have completed SAC aircrew duty.

Crewmembers:

AC: Major (Lt.Col. Selectee) Billy S.Lyons - Colonel (Retired)
CP: Capt Bob Wolff - Colonel (Deceased)
RN: Capt John Hogwood - Lt. Col (Retired)
N: Capt Jack Driscoll - Major (Retired)
EW: Capt Wayne Shelton - Lt. Col (Retired)
DAG: MSGT Wallace Hartzel -SMS (Retired)



The Chief's Corner By Ernest V Pence

The Saga of Superman

Back in the good ole days before BOMS and MCS, and all the other schemes to turn us into point values on a data sheet, when we were all in Bomb Squadrons, and worked hard on our morale as well as the mission, when it was still fun, the 370th had a new 1st Soldier transfer in. He was a big chap, about six foot, two inches tall and weighed in at about 220 pounds, a rather imposing individual. He wore large black framed glasses, horn-rimmed, I think they called them at that time. This item did not go unnoticed by the troops and he was soon dubbed "Superman"

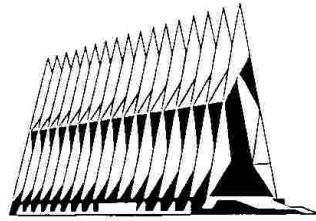
This man had been an Air Policeman his entire career. The seeds of dissent had been planted in a bomb squadron by an obvious error at Personnel. This chap was used to unquestioned authority, spit shined jump boots, starched fatigues, and total regimentation. "Oh My" the battle lines are drawn. He never seemed to grasp the fact that crew chiefs might work all day and all night and then might be found sleeping on top of the bed in crumpled fatigues during the day. Worse yet, he might say "get your @## out of my room or I'll kill you" when awakened.

None of these things were conducive to the loving relationship that is normally found between a first shirt and his troops. Timing was not one of his strong suits. He called for a GI party on a Friday night which happened to be payday, lots of grumbling and questions about his antecedents. While the troops were happily scrubbing down

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the barracks he crossed paths with a pretty salty young A2C that was swabbing the deck in the hall. The 1st shirt made the remark that it would be a good idea if the airman mopped up the 1st sergeants tracks he had just made coming down the hall. There was a moment of silence as their eyes met; all eyes were on the two men, it was a moment of truth and a test of wills. The young airman replied in a command style voice, while glaring directly into the larger man's eyes, "If the sergeant wants those tracks mopped up he should stick the mop in an appropriate place and drag the mop up the hall behind him". Or words to that effect! There was what we call a pregnant pause, neither man moving a muscle or blinking. You could cut the tension with a knife, all eyes were on these resolute men. The sarge broke first, he looked down at the mop handle, looked back into the A2C's eyes, turned and walked away. There was stunned silence throughout the barracks, and a legend was born.



*Soar to New Heights
Colorado Springs 1998*

COUNTDOWN in COLORADO SPRINGS

Beginning Wednesday, the 23rd of September through 24, 25, and the 26th, Banquet time.

We do have a dance band, a superb one, Ray Dewitt, my good friend and neighbor for the past 26 years, and one of the best musicians in this part of the country. Concert Jazz, swing, oldies, and goodies. Variety. You will like this. Shall play 9 till 1200 or whenever the last party poops.

Be here: 307th Bomb Wing Reunion:

Sheraton Colorado Springs Hotel
2886 South Circle Drive
Colorado Springs Co 80906.

**For HOTEL RESERVATIONS
phone: 1 800 981 4012 do it now!!**

We already have 51 signed up, expect well over 200.

Refer past NEWSLETTERS:

March 1997... Layout... quips and quotes...

November 1997... Event descriptions...

March 1998 Your Invitation: Event Sheet, Registration Form.

IN THIS NEWSLETTER: If you are coming, please fill out the Registration Form, check for accuracy, mail with your check. Make my job easy, O.K.??? No error, no problem.

We have intentionally omitted the Hotel's "Advance Reservation Request" Form in this issue to eliminate confusion. Bob Schultz has received a few of

them and he has to truck them 13 miles down south to the hotel. Tough trip if you know Colorado Springs.

Price quoted: \$83.00 plus Tax. Pay no more. Price guaranteed a few days prior to a few days after for all members. **BUT... Specify "307th Bomb Wing Reunion" for this rate.**

When you arrive we shall have one or two lovely hostesses in the lobby to assist your needs on Wednesday and Thursday if needed. Register for your room, then return to the lobby, take the elevator to the 3rd floor and register with the reunion. There we shall have a Display room, and two Hospitality Suites, only one for smoking, that's the "hard cider" room, last one in. An amply supplied bar shall be there for you and your friends on the "honor system"; help, we don't want this to go "bust". Colorado Law!!! Listen please.... Can not walk out of the Hospitality Suite with drink... don't do it. They will shut us down. (At best). We shall post signs and nag like hell for reminder.

When you register you will receive your envelope with another small envelope inside with tickets for which you have paid. Other info shall be included. Check your tickets. If a discrepancy should exist come into the Hospitality Suite and discuss same with the Bob Schultz. I got the facts. Soon as you register we politely request you move to the Rampart Room (Display room), or the Hospitality Suite to eliminate congestion. Meet your friends here. Lots of space, coffee and Tea. Juice and donuts every morning after Wednesday. This includes Sunday till 1000.

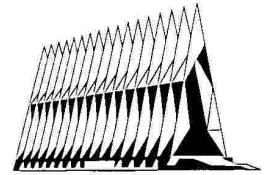
Change: GOLF: Thursday 24 September is changed to 1000 - 3 PM. The AF Academy could only allot 4 Tee times (16 players). Six have already registered. With the many diverse events we may not encounter a heavy golf population, however, if we exceed the 1st 16 then we shall try to set times at Peterson AB or Ft Carson. For your interest I shall post phone numbers in the Hospitality Suite for the various

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Pungent OER Comments

These are asserted to be comments taken from actual military OERs (Officer Efficiency Reports).

- Not the sharpest knife in the drawer.
- Got into the gene pool while the lifeguard wasn't watching.
- A room temperature IQ.
- Got a full 6-pack, but lacks the plastic thingy to hold it all together.
- A gross ignoramus -- 144 times worse than an ordinary ignoramus.
- A photographic memory but with the lens cover glued on.
- A prime candidate for natural deselection.
- Bright as Alaska in December.
- One-celled organisms out score him in IQ tests.
- Donated his body to science before he was done using it.



SCHEDULE OF EVENTS

307th FIGHTER WING

23 - 27 September 1998

Wednesday, 23 September

- Registration – Sheraton Elevator Lobby, 3rd Floor 10 am - 10 pm
- Hospitality Suite – Sheraton, 3rd Floor 10 am - 10 pm
- Display Room – Sheraton Rampart Room, 3rd Floor 10 am - 10 pm

Thursday, 24 September

- Registration – Sheraton Elevator Lobby, 3rd Floor 9 am - 6 pm
- Hospitality Suite – Sheraton, 3rd Floor 7 am - Midnight
- Display Room – Sheraton Rampart Room, 3rd Floor 7 am - 10 pm
- Golf (Air Force Academy, Eisenhower Course) 10 am - 3 pm
- Pikes Peak Trips
 - Via Cog Railway 8:30 am - 1 pm
 - Via Bus 8:45 am - 12:30 pm
- Olympic Training Center and Garden of the Gods Tour 1:30 - 4:30 pm
- Flying W Ranch (Dinner and Entertainment) 5:45 - 10 pm

Friday, 25 September

- Registration – Sheraton Elevator Lobby, 3rd Floor Open
- Hospitality Suite – Sheraton, 3rd Floor 7 am - Midnight
- Display Room – Sheraton Rampart Room, 3rd Floor 7 am - 10 pm
- Air Force Academy Tour and 307th Plaque Dedication
 - Tour, Dedication, Lunch 9:30 am - 2:30 pm
 - Tour, Dedication, Lunch, Planetarium 9:30 am - 3:30 pm
- Cripple Creek Trip 4 - 10 pm

Saturday, 26 September

- Hospitality Suite – Sheraton, 3rd Floor 7 am - 5 pm, 9 pm - Midnight
- Display Room – Sheraton Rampart Room, 3rd Floor 7 am - 5 pm
- General Assembly – Sheraton Theater 8:30 - 10 am
- Royal Gorge Trip 10 am - 4 pm
- Cocktails, Banquet, and Dancing – Sheraton Summit Room, 4th Floor 6 pm Cocktails
7 pm Dinner
9 pm Dancing

Sunday, 27 September

- Breakfast on your own – Sheraton Dining Room Opens at 6:00 am
- Display Room – Sheraton Rampart Room, 3rd Floor 7 - 10 am

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local clubs. The Academy has 36 holes and generally you can get with another pair after 2 PM. The Peterson course is excellent, generally crowded. Ft. Carson is closest and a good course, usually not too crowded.

Change: AF Academy Tour and Planetarium. Times remain the same. However, the Plaque Dedication Ceremony at the AF Cemetery will now take place at 1300 (1 PM, for you flatlanders). Had to move over for a B-24 bronze Dedication Ceremony taking place behind Arnold Hall north of the Chapel. You may get a glimpse of this during our tour. (The 307th BW Group from WWII is one of the groups expected to participate in the B-24 ceremony - - they and other groups are dedicating a 1/4 scale bronze B-24). It takes place at 1000 for 1 hour. Our ceremony shall

take no more than 30 minutes. Then there is another plaque dedication ceremony for a fighter organization at 1600 (4 PM) complete with fly by. We couldn't get a fly by because there "ain't" no mo "47's and '97's in the air. That has it.

ITEMS FOR YOUR ADVICE:

1. Drink a lot of water! Dry Air and altitude. Drink carefully. Also, DON'T DRIVE. Colorado is tough.
2. Alcohol will take its effect quickly at this altitude.
3. Bring warm weather clothes, BUT - - Bring a sweater or light jacket. "Pike Peakers" - - A warm jacket. Cold on top.
4. Cameras or VCR. We have a photographer for memory book and he may want to include some of your shots and.., we have a professional Video

group. I encourage you to bring your videos and I have asked this organization to edit shots from your videos as well. They will mail costs after production. I have seen one of their films and they are excellent.

5. Personal Tours: I shall post maps for your edification. Plan to allow a little extra time to take in one or several of these trips. You will not regret taking the extra time. I shall clearly mark any obstacles, requirements, hazards, and road conditions, or whether or not you should try it.

Northbound: Denver Museum. One of the best ever. Allow 4 hours minimum

- Superb dinosaur exhibit
- Animals of Colorado gems, flora
- Special Events

Southbound:

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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
------------	----------------	-----------

Street	City	State	ZIP
--------	------	-------	-----

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 _____

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

Signature spouse _____
if spouse wishes membership

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- Pueblo Air Museum, compliments Gerry Putnam. 43 miles, at airport, 20 aircraft including a B-47 and a B-29 and "my" B-26, among others.
- Sand Dunes - near Salida. Include Ft Garland and,
- a must, the Twelve Stations of the Crucifixion. Remarkably done in bronze by a local artist. I compare to the works of Michelangelo. This little known work is new, worth millions, and when publicized will attract a huge crowd. Cost: nothing now... but ... This

requires a walk of approximately 1/2 mile rising up about 150 feet along a well laid out trail with many places to rest.

Westbound: I shall post maps showing the easy to the daring. Some pretty rough.

Eastbound: Have a nice day. Oh! however, if you should go east on Rt 94, after you pass Sharon Springs KS. 9 miles, read the Historical Marker at Wallace, proceed a quarter mile east, right on the dirt road about 1/2 mile and visit the Pioneer Cemetery. The headstones (wood) are very interesting.

you do not see their Van in front to your right call 576-5900. Allow about 15 minutes.

WE SHALL SEE YOU WHEN.... THIS IS A GOOD ONE... HIT IT HARD!!!

Now, if you get screwed up it's because you have not read this. Do not pass go ... do not collect your dough. Go back to "square one" and read me once again. Lord knows, it took me a long time to write this.

The Schultz

Donations

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

- George D Brannon
- D L Baily
- H G Johns
- Lawrence C Hall
- Harold Morrison
- Alan Simpkins

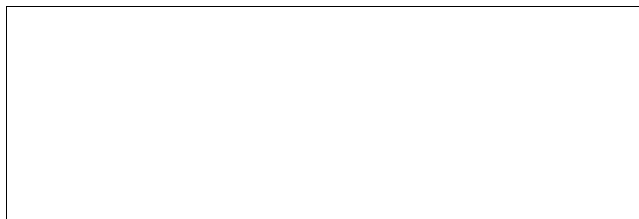
WHEEL CHAIR: At this point in life we may have a requirement and we should be ready to accommodate same. Make note on the bottom of the Registration Form. We will take care of you.

Airport Pickup: complementary, Sheraton Hotel. Let them know when you shall arrive and they will be there. If

Looking For ...

The members listed below have been misplaced: i.e., their mail has been returned as undeliverable, without a forwarding address. If you can tell us anything of their whereabouts, please let us know.

- Adam E Aslander
- Huey Franklin
- William S Guild
- Alfred E Ottaviano
- Donald E Shepard



Dated Material
Address Correction Requested

307th Bomb Wing B-47/KC-97 Association
5920 Robin Court
Lincoln, NE 68516

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