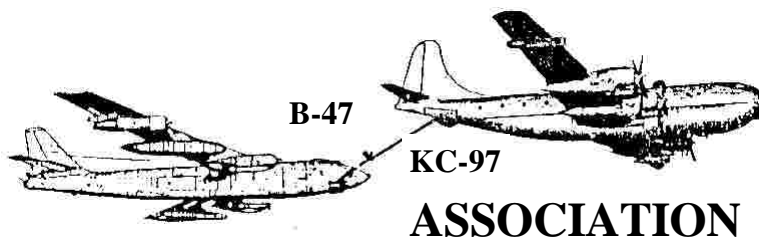
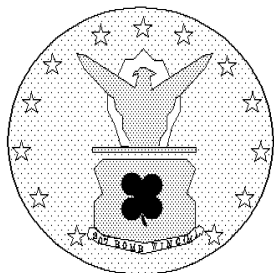


307TH BOMB WING



ASSOCIATION

NEWSLETTER

NUMBER 24

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

MARCH 1998

EL NIÑO 1997- 1998

Chairman's Report

Guess we will be looking back on this year for a long time. Thank goodness El Niño doesn't come along every year. Weather has certainly been different, devastatingly so for many. In October, we in Lincoln had the worst ice storm anyone can remember. Seventy five percent or more of the trees received damage -- the clean up is still underway. We are told it will take years before we can assess the true effect. Following that, we've had a mild winter, to date. Our sympathies need be directed to many of our friends in other places. Heavy and repeated rains in California, with flooding, mudslides and roads washed out. Northeast - - rains, snow and ice in excessive amounts, tornados in Florida... We wish the very best for all of you in areas so affected. If you have a story to tell us about the weather in your area, please send a note.

But to happier thoughts - materials in this letter will enable us to solidify our plans for Colorado Springs SEPTEMBER 23 - 26, 1998. It should be a good time for all as each earlier reunion has been. Robert Schultz and his troops are working up a great schedule for us. For anyone coming for a first time, you will have a great time. The stories told do become embellished a bit but it's your story and should be told with great emotion!

I keep asking, as do the historians, for information about our past daring's do -- a few have responded and for that we are grateful -- we would appreciate more of your participation -- for example, it would nice if we could have a first hand story about the Bomb Comp we won in 1959. Someone actually there and in competition send us a story/report of how you saw it, at the time. Aircrews, ground crews or staff. Some of you were actually there, most of us were not. I've heard by the grapevine that someone had starter switches tied to the ladder and when stepped-on, the engines started before the crew was in their seats. True or False?

By the way, the B-47 Stratojet Association is having it's first reunion in Omaha May 11 - 24, 1998. Bev and I are going to attend as are Robert and Betty Loffredo. Certainly others will but at this time I have no additional names. I'll report later.

Also, the SAC Museum, between Lincoln and Omaha, plans to open April 1, 1998. The formal dedication does not take place until May 16, 1998. Everything should be in great shape for our tour from Lincoln in 2000.

See you in Colorado Springs. A big question there will be where do we go

in 2002? Come prepared to support your location of choice!

Tony Minnick



The Last Flight

Thomas A Bell, Sacramento CA, 24 Jan 97.

Karl Y Benson, Jr, 372nd BS, Austin TX, 14 Sept 1997.

Walter W Berg, Commander 307th BW, 1997.

William "Jay" Boudreaux, 372nd BS, Beaumont TX, 25 December 1997.

Jerry Hawkins, 371st BS, Riverside CA, 9 February 1998.

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

Whom shall I send, Who will go for us? Here I am; send me.
Isaiah 6:8

Around the Wing

Our “feature” photo this issue is of the 424th Bomb Squadron personnel, taken sometime during 1960. **Jim Moon**, of East Tawas, Michigan provided the picture and a little news about himself. After the Air Force, Jim spent 17 years with the Forest Service before starting a charter fishing business on Lake Huron. Captain Jim, and his boat, the *Spirit of Au Sable*, can get you into some of the finest

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 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.

salmon fishing around. Give him a call at 517-739-3072.

We’ve only been able to identify about three fourths of the people in the 424th photo, so we need your help. We’ll bring it to the next reunion, so you can help fill in the names. Incidentally, this is the first squadron photo that the newsletter has received. If you have one of another squadron, can we have a copy? Kinkos, and other copy services are able to make high quality reproduc-



tions of both black and white and color photos, for about a buck each for an 8 x 10 inch photo.

Walter F Johnson, of Oswego, NY, wrote to claim a spot in our 307th Roll of Remarkable Records, as the youngest individual assigned to Lincoln. He arrived as a 17 year old at Lincoln in 1956 and was assigned to the FMS Sheet Metal Shop, and was discharged in late 1959. Walt believes the Sheet Metal Shop is still standing there on the north side of the North Hanger. Can any Lincolnites verify that? According to our 307th files, at one time Walt was equipment manager for the University of Nebraska Big Red football team... now about those season tickets we’ve been wanting...

Writing from Wofford Heights CA, **Betty Hickman** reminisced about life at Lincoln, and her late husband **Gene Hickman**, who passed away ten years ago. Assigned to Lincoln from 1958 to 1965, at the last wing party Gene was named “Perpetual and Permanent MC of the 307th Bomb Wing”, and was awarded a scroll establishing such, which Betty still treasures. Gene’s roll as a showman was later manifested when he sang backup on his son’s first rock and roll album ... said son later going on to much success with three golds and a platinum. Unfortunately, Betty did not identify the group or the

album, so that 307th Rockers could further check it out. Betty concluded her letter by claiming the most newborns while stationed at Lincoln: sons Christopher, Andrew, Matthew, and daughter Ann Marie. Betty, we’d love to see you in Colorado Springs!

Checking in by email, **Jim and Darlene Lancaster** informed us they are now “connected”, and will definitely show up for the Colorado Springs reunion. They visited **Bill and Jean Williams** in Lincoln during November, before going on to Branson MO for the Salute to Veterans Days.

Retiring from a nine year career with the Bank of New York, **John Traeger** decided to get closer to his professional

(Continued on page 3)

(Continued from page 2)

roots, and moved to Wichita Falls where he is now instructing Aircraft Fundamentals to new potential crew chiefs at Sheppard AFB. John would love to see a photo of a B-47 MITO mass launch ... Does anyone out there have one we can publish? During his 1960 to 1963 tenure at LAFB, he also claims the most grades promoted, three, from A3C to SSGT. John's new email address is listed in this issue.

When you see **Betty Pelletier** in Colorado Springs, be sure to ask her how she managed to inadvertently visit a substantial portion of the lower 48 while enroute to her NEWFIES reunion in Florida ... it's complicated! Betty reports that **Bill Gillespie**, an early LAFB base commander, now living in Annandale VA, has Parkinsons, and is doubtful he'll be able to attend the reunion. This is a hint for you early-bird LAFBers to get in touch with Bill and renew old acquaintances. Betty also believes she and husband Marvin were assigned to LAFB longer than anyone else, from December 1954 to July 1966. She has created a new category for our Roll of Remarkable Records, having lived in ten different houses over that time span at Lincoln.

Jerry Kilgore, of Austin TX, and formerly of the 372nd BS, mailed us an obituary for his former squadron commander, **Karl Y Benson**, who passed away in September. Jerry also submitted his potential candidacy for the youngest ever assigned to LAFB at 18 years, 28 days, but his record was trumped by Walt Johnson, as noted earlier. Jerry arrived on 12 Dec 54, and said it was a real shock for a young Texas lad when it snowed on 27 December and didn't melt until April.

Gary McGill sent a Wichita Eagle news clipping which commemorated the 50th Anniversary of the first XB-47 flight on 17 December 1947. The article quotes a retired Boeing VP, **Lionel Alford**, who had been a B-47 instructor at McConnell in 1953-54, who is undoubtedly remembered by those Lincolmites training there.

From deep within the mountains of Oregon, **Bud Timmons** informed us of his email address, and remarked he's now fully retired, and spends his time cooking, baking, trading commodities, and trying not to get too fat. After Lincoln, where he had crew S-03, he went to Command and Staff School, and then Vietnam, before retiring in November 1972.

Bob Byrom tells us that he and wife, **Pat**, are definitely planning to be at the Colorado Springs reunion. Bob tells us that number two son, Jim, born in Lincoln, is now with SHAPE HQ in Belgium, after attending the AF Academy, training as an intelligence officer, and several earlier assignments. Number four son, Chris, is now receiving pilot upgrade training in the C-141 at Altus. Previously Chris had flown the Lear C-21 with the 89th Special Air Mission Wing at Andrews AFB, and acted as right seat IP for General Fogleman, the Chief-of-Staff, whenever the general wanted to fly. Perhaps Chris's attendance at our 1990 Lincoln reunion with Bob gave him some motivation towards an Air Force career. Bob also provided a little member history for us. It seems the first Air Force plane he ever landed was the B-17 Flying Fortress, as a NAVIGATOR. He remarks that the B-17 was a nice primary trainer as it landed like a BIG J-3 Cub. Bob was assigned as a navigator to a Research and Development Command squadron that flew everything from F-80s to B-50s. He then went on to AF pilot training and subsequently flew with the USAFE Acrojet demonstration team (precursor to the Thunderbirds), B-47s, B-58s, and F-4s in SEA.

Bill Bathurst has shed some more light on the occasion of **Jimmy Stewart** flying with the wing. Several days prior to the flight, **Bill Sullivan**, **Joe**

Hanger, and **Bill (Mouse) Bathurst** were alerted to fly Stewart home to California. Unfortunately, Bathurst had Standboard evaluations to give on the day of the flight, so, **Bill Burford**, **Gene Hickman**, and **Walt Hudkins** took Jimmy home. Hudkins, now deceased, was the navigator we were unable to identify in the previous issue's article about Stewart.

Bathurst was looking through his 201 file and ran across orders assigning some of the first navigators to Lincoln. According to SO-67, HQ 3535 Aircraft Observer Training Wing (ARTC), Mather AFB, CA, dated 27 November 1954, these early arrivals were: William Bathurst, Clifford Bilek, Frank Goetz, William Panquist, Robert Weber, Ward Allen, Joseph J Anthony, Richard Gronberg, James Evans, Theron Corey, Richard Johnson, Charles Schisler Jr, and Frederick Shenk. These were a great bunch of navigators and the nucleus of an outstanding wing.

Billy and Jean Williams would like everyone to know that they still live in Lincoln at the same street address. However, their mailing address is now: PO Box 29223, Lincoln, NE 68529-0223. The Post Office will no longer deliver mail to their residence.

The Association now has over 60 members listed on its E-mail address list, which is just about ten percent of the active membership. It was **Pete Todd's** idea several years ago to encourage and start the email listing. The latest changes and additions appear elsewhere in this issue.

An interesting letter was received from **Arthur Williams**, a former 307th / LAFB dependent. Art wrote wondering if it would be possible to put to-

(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.

(Continued from page 3)

gether a list of dependents. Art is now 45 years old, and in all his travels he has never encountered any one he went to school with in childhood, at General Arnold or Whittier Junior High. He says he reads the last names of many of his former classmates in our newsletter, and would like to reestablish contact. So, parents...tell your grown up kids about this and have them contact Art at 6 Cove Point, Bloomington, IL 61704, phone 509-663-0157. Art can be emailed at "Art_Williams@Selig-Forrest.CCMAIL.compuserve.com". Let us know what happens, Art.

In the November issue of the newsletter we published a registration form for the **Veteran's Registry** at the **Air Force Museum**. Well, the Museum has informed us they have gone out of the Veteran's Registry business, and would appreciate it if we don't send them any more registry mail. So be it!

Also in the previous issue was a picture of the last 307th B-29 to fly from Okinawa to Tucson, and its crew, submitted by **James W "Jimbo" Shumake**. Jimbo would like to hear from members of that crew. He can be contacted at PO Box 54, Glendale, AZ 85311, phone 602-931-4503, or by email at the address in this issue's listings.

Marv Nystrom, of Watersmeet Michigan, tell us how he may have been the first 307th person to arrive at Lincoln in early 1954. The barracks floors were still being sanded, there were no blankets for the beds, and the only thing on the airfield was a C-45. We'll accept his claim for now, until someone proves otherwise. Marv wound up being in the FMS engine shop. He wonders if anyone knows anything about the whereabouts of **Donald Lee Green**, who may have been either 307th or 98th. Marv has a friend who urgently needs to contact Green, so any help would be appreciated. He would like to hear from some of his old buddies, 1954 to 1958, with whom he TDYed to Lakenheath, and he also brought back to memory the C-54 lost off the Azores on which many of our personnel were lost. Contact Marv at PO Box 467, Wa-

tersmeet, MI 49969 or email at mnystrom@mail.portup.com.

Jim Daley, of O'Fallon, Illinois, has announced plans to write a book on the 307th, tentatively titled "Air Warriors of the Plains". You can expect to hear more about this in the future. Jim has an investment advisory website you can visit at www.apci.net/~jdaley/



Email Changes

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

Additions

Bill Bathurst: wdbath1@juno.com
Larry Boggess: larryjan@worldnet.att.net
Bob Boulware: bobboulware@juno.com
Jim Dayley: jdayley@apci.net
Bill Erickson: thudf105@ix.netcom.com
W.T. Haley: WTHALEY@MAIL.UNMC.EDU
Jim Lancaster: jim-dar.tucuz@MCI2000.com
Don McCall: McCallIDP@aol.com
Marv Nystrom: mnystrom@mail.portup.com
Jimbo Shumake: JackieHolm@aol.com
Al Stewart: stewartm@lps.org
Lloyd "Bud" Timmons: grayfox@cdsnet.net
John Traeger: TraegerJ@spd.aetc.af.mil
Art Williams: Art_Williams@Selig-Forrest.CCMAIL.compuserve.com

Changes

Anne King: king_c-a@best1.net

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

Who was the first couple to be married in the chapel at the Air Force Academy? That item of distinction belongs to **Dick and Mary Coon**, who were married in 1955 when the

Academy was located at its initial interim site at Lowry AFB in Denver. Dick at that time was an Air Training Officer for the first class of 306 cadets. Dick also has the distinction of flying the very last combat mission of the Korean War aboard a RB-26 with the Blackbird Squadron of the 67th Tactical Reconnaissance Wing. Dick says he's a little bit apprehensive about attending his first 307th reunion in Colorado Springs. The reason? As wing scheduling officer, it was his job to schedule people for 0200 launches, Christmas and New Year duty, and other equally detested events. He is fearful that grudges are still borne by many. Tell you what Dick, at the business meeting we'll vote on whether we should forgive you!

Incidental to purchasing a winter home in Las Vegas, Nevada, **Merle and Oleita Young** did some traveling, including renewing acquaintance with **George Dietrich**, Merle's former copilot. In his newsy letter, Merle recalled **P J Canney's** non-fatal crash in England, as well as some more tragic events during his 6500 hours of flying. He moved on to missiles at Little Rock, where **Bill Bifford** showed up as his wing commander, and then to gunships in Viet Nam. He recently concluded a 21-year career as a human resource manager with several large corporations.

Gerry Putnam, a "Boomer" on **Leroy Kutcher's** KC-97 crew, and resident of Pueblo Colorado, has extended an offer to all those who will attend the Colorado Springs reunion. Gerry is active with the Fred E Weisbrod/International B-24 Museum located at the Pueblo Municipal Airport, some 43 miles south of Colorado Springs. They have twenty aircraft on static display, including a **B-29** and a **B-47**. There is no admission charge to visit the museum, which is routinely open from 10 to 4 on weekdays, 10 to 2 on Saturdays and 1 to 4 on Sundays. By pre-arrangement Gerry could open the museum at other hours, and open the B-29 and B-47 so folks could climb in and reminisce.

(Continued on page 5)

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W T Haley, a former FMSer from Bellevue, Nebraska, wants to see more material about FMS and the maintainer's role in our newsletter. We heartily agree with this objective as this is everyone's newsletter regardless of former organization or rank. All you have to do to get something in the newsletter is tell it to us.

Finally, **Hugh Dell** of Blue Hill Nebraska asks: "What Lt Colonel CO of the 307th gave a safety lecture one Saturday morning, then went home and whacked off part of his big toe with a lawn mower?"

Others who have been in recent contact are **Bruce Mills**, whose odyssey of reasons he wasn't promoted continues in this issue, **Robert Loffredo**, **Woody Fail**, and **R T and Dru Boykin**.

Reasons # 5 & 6 Why I Never Got Promoted

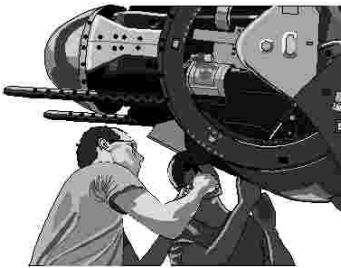
By Bruce Mills

Reason Number 5.

Well, my next mission was with Major Sullivan to get combat ready. I flunked. I think because at the end of a great day, I said "I hear the light and I see the bell". He said, "I flunked you because I don't want you to screw around with the check list." The COLONEL was mad. I went back up to the club for some Irish Comfort. Moral: Like General Curt said, USE YOUR CHECKLIST.

Reason Number 6.

Was when someone drove a motorcycle upstairs in the barracks. I was dunned to help pay for the damages. I said "Heck no, it wasn't even my barracks." The COLONEL said "we all pay." I said, "I can't even ride a motorcycle." He said, "Give Me The Money". I went back to the club for some Southern Comfort. Moral: When you live in the barracks, DON'T EVEN THINK ABOUT JOINING HELL'S ANGELS.



The Chief's Corner By Ernest V Pence

What Goes Round Comes Round

Springtime on the pad with a frog strangling chock washer underway while our crew chief is attempting to launch his bird. He has been given a DNG (Deleted New Guy) to help him out. This poor kid just doesn't seem to have the right stuff.

The chief has the bird buttoned up and is waiting for the copilot to put the alternators on line so he can pull power out and get out of the downpour. The chief gets the word, looks at the DNG and signals him to cut power by drawing his finger across his throat. The chief receives a blank stare, and signals again and the kid nods his head. The chief drops the DC cables and then drops the six-prong AC cable and suddenly is surrounded by a bright blue and white glow. Blue sparks appear to jump from his lower eyelashes to his upper eyelashes. He is rooted to the concrete just vibrating. The DNG is amazed as he has never seen anyone glow before! The chief is still managing to signal for his able assistant to cut the damn power. The reptilian portion of the assistant's brain begins to function and now he realizes he has done something dumb and may be in danger. He and the power cart and cables depart post haste! The chief sees his plane off and can not find his helper anywhere. The chief then finds his section chief and informs him that he never wants to see the DNG again.

Now it's winter, and our chief is working blissfully alone in a nice soft snow preparing his bird for another low level pop-up. The gods of command have decided he needs help... You guessed it. The assistant from hell nobody

wants is once again sent to his aid. The chief sees him coming, ensconced in one of those twenty pound canvas sheep lined parkas that come down to the owner's ankles. No one on the flight line wears one of these garments because a gnome in a tent does not give a flight crew a sense of confidence or competence. No words are exchanged; with an icy stare the chief hands him a broom and points at the wing.

Within three minutes the assistant has exited over the trailing edge by the

Back In Touch

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

Gaylen Brocka, 2529 Kate St, Waterloo, IA 50701.

Gerald Clements, 1656 No 1770 E, Logan, UT 84341.

Louis R Durham, 811-B White Horse Pike, Oaklyn, NJ 08107-1223

Jim Gillette, 8025 Chestnut Lane, Lincoln, NE 68510.

Stanley K Flentje, 310 Sunny Wood Lane, San Marcos, TX 78666-8914.

Glad to have you with us!

outboard engine four times. The chief flags down the radio truck and gets wing jumper a safety harness. The assistant from hell is then tied off to a trailer, with fuel barrels on it, which has been in front of the bird for the last two days. When he needs to move higher up the wing, the chief moves the trailer across the front of the bird. You guessed it again! What has been misplaced by servicing for two days is now the object of a search. A hawk eyed tug driver sees it and hooks up to it. His tug motor noise being covered by the steady drone of the Lycoming engine in the power cart. The chief hears a loud scream and a dull thump, and exits the bomb bay just in time to see the tented body being brutally jerked off of the top of the inboard engines. He is mesmerized: there goes a tug; a trailer and a

(Continued on page 6)

flailing body on a twenty-foot tether. As the tug driver stops to turn west by Ops, a wild-snow-covered-beast drags him from the cab by the throat and is shaking him like a rag doll. Up and down Tango row witnessing crew chiefs are doubled over with laughter. Our chief turns back to his bird with a grin on his face and muses that what goes round comes round, and is amazed at the indestructibility of an A/3C in a big parka.

Those of us who can remember back that far, well remember Linebacker II, which broke the impasse and brought the North Vietnamese to the conference table for serious negotiations. In the following article, the first of two parts, Billy Lyons, formerly of the 424th BS, recalls his experiences as a B-52 aircraft commander on the first night of Linebacker.

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

Gentlemen, your target for today.... sounds like a scene from the movie "Twelve O'clock High" doesn't it? But it isn't. The place: the ARC LIGHT Center briefing room, Anderson AFB, Guam; the date; 18 December 1972; the occasion; the pretakeoff briefing for the first wave of eighteen B-52s to strike Hanoi, North Viet Nam and kick off LINEBACKER II, or as it is now commonly referred to "The Eleven Day War." The slide accompanying this opening remark of the briefing officer, Colonel James R. McCarthy, 43rd Strat Wing Commander, was a blowup of the Hanoi area. Our targets in this area were depicted by the familiar triangle symbol. A murmur ran through the assembled crews. Because of the atmosphere surrounding the two days prior to 18 December 1972, we had suspected something pretty big was coming up. The slide and Colonel McCarthy's opening remark confirmed our suspicions. The events preceding this particular brief-

ing, Colonel McCarthy's opening statement, and the happenings of this mission combine to form a most memorable period of my Air Force career.

On -18 December 1972, I was a B-52D aircraft commander TDY to Anderson AFB from Carswell AFB, Texas. In early December, our crew had completed a four and one-half month tour and would have normally been back at our home station for a twenty-eight day break before starting another four and one-half month tour in the Western Pacific. A shortage of B-52D crews at the time of our projected return to home station delayed our scheduled departure until 16 December 1972. On that date, we had just completed checking in at the transportation center and loading our bags on the truck that would take them out to the KC-135 we would be riding home on, when I received a call from our squadron commander. He informed me that my crew would not be leaving that day and to return to the squadron for further instructions. We learned little after returning to the squadron except that we were being held over for a special mission and that there was no way to determine how long we would

be delayed.

A special briefing for aircraft commanders was held the afternoon of 17 December 1972. Very little additional information was released at this time. The main points were that the mission would be long, that additional flight lunches and water should be taken and that we would probably see a lot of surface to air missiles (SAMs).

After the pre-takeoff briefing, we picked up our flight lunches, water jugs, survival vests and weapons and ammo and proceeded to the aircraft. Our position in the wave would be the number two aircraft in the second three-aircraft cell. This would make us the fifth aircraft in the eighteen-ship formation. Our aircraft was overdue a required check of the bombing navigation system and it would be necessary for us to drop our bombs by flying in trail from the lead aircraft of our cell and timing our release from the start of his release.

At the aircraft, the survival gear, emergency radios, and weapons were checked and double-checked. Our crew

(Continued on page 7)

Treasurer's Report			
307th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report (October 8, 1997):		\$6,684.54	
	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$4,133.24
Expenses:			
Newsletter printing	470.73		
Newsletter postage	193.00		
Postal permit	85.00		
Admin/supplies	<u>72.10</u>		
	820.83		-820.83
			3,312.41
Income:			
Donations		260.00	
Interest on account		<u>55.94</u>	
		315.94	+315.94
			3,628.35
Memorial Fund Balance			2,551.30
Total balance in bank as of March 1, 1998			\$6,179.65
Sue Jacob, Treasurer			

(Continued from page 6)

chiefs and ground support specialists knew that something big was in the air. We had seen maintenance specialists hustling to launch a sortie, but it was nothing compared to their efforts on this day. As we taxied out, the crew chiefs of the aircraft on our parking row saluted and gave the thumbs up as we passed by.

The necessity to launch eighteen aircraft in a relatively short period of time dictated that each aircraft have the capability to move up in the wave in case a preceding aircraft aborted. Manned ground spares were standing by to launch at the end of the stream and fill out the wave. The number three aircraft in our cell aborted takeoff due to an engine problem and the cell leader from the following cell moved up and took his place.

The lead aircraft in our wave launched at 1451 Guam time and by 1615 all eighteen aircraft were airborne and headed west. This first wave was composed of twelve B-52Ds and six B-52Gs. Each B-52D carried sixty-six 500-pound bombs and each B-52G carried twenty-seven 750-pound bombs. Due to the routing and length of the mission, it would be necessary for the B-52Ds to onload more than the normal fuel load received on bombing missions to Viet Nam from Guam (88,000 pounds). The KC135 tankers to refuel our formation and subsequent waves from Guam came from Kadena AB, Japan. Because of the length of their mission to our refueling track, just north of the Philippine Islands, and the large onload for each B-52, four tankers were required for each three ship B-52D Cell. The B-52Gs normally did not refuel on their missions from Guam to Viet Nam but for this and subsequent similar missions they would require extra fuel.

There were, naturally, some tensions earlier as we prepared for takeoff and now after level off at altitude. We refueled some three and one-half hours after takeoff so there was time to think about the mission we were flying - the first B-52 raid on Hanoi. We had previ-

ously flown six missions against Vinh, North Viet Nam between 20-30 November 1972 while flying out of U-Tapao RTAB, Thailand and knew pretty much what to expect. Although we would penetrate far more known SAM sites than we did at Vinh and be exposed to MIG fighters, I had a great feeling of confidence that we would successfully accomplish our mission.

The sun was low in the western sky when we rendezvoused with our tankers. This presented somewhat of a problem because the brightness of the sun made it almost impossible to see the pilot director lights on the underside of the tanker. These lights give the receiver pilot visual cues as to his position relative to the tanker's refueling boom during refueling. To make matters worse, the first tanker we refueled with had an inoperative autopilot. This meant the tanker pilot would have to fly his aircraft manually during the refueling. This fact, coupled with the problem of looking into the sun, made

for a difficult refueling. By making turns back and forth across the refueling track we were able to avoid having to constantly look directly into the sun.

Using this technique, we were able to remain in contact and onload the scheduled 87,000 pounds from our first tanker. We then moved over to our next tanker and received 29,000 pounds to fill out our 116,000 pound onload.

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.

To be continued in the next issue

A former FMS troop, Earl Higgins of Medical Lake, Washington, is reported as becoming blind following a stroke. Most of the wing knew Earl, so get in touch and cheer him up.

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.

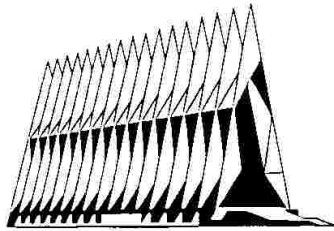
Most Time assigned LAFB: Marvin and Betty Pelletier, 12.5 years from December 1954 till July 1966.

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

Most grades promoted at LAFB: John Traeger, 3 grades from A3C to SSGT.

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

Stake Your Claim and Claim Your Fame!!



*Soar to New Heights
Colorado Springs 1998*

307th Bomb Wing Reunion September 23-27, 1998

Reunion activities described in the March '97 newsletter are summarized below for your edification. Our schedule appears on the accompanying Schedule of Events, and reunion costs may be found on the Reunion Registration Form, which is an insert in this issue.

THURSDAY- GOLF: Eisenhower Golf Course at the AF Academy.

THURSDAY- PIKES PEAK: If you could take one tour while in the region, this has to be it. Pikes Peak is America's Mountain, the best known in the country. It rears out of the plains, apart and alone and so inspired one wonderful lady, Catherine Lee Bates, while sitting on the edge of the lofty mountain late in the 19th century, to write "America The Beautiful". We offer two ways to the top, by Cog Railway or bus. However, please heed our warning - - **DO NOT GO UP THE MOUNTAIN IF YOU HAVE SERIOUS HEART OR BREATHING PROBLEMS!** The mountain rises 14110 feet, is cold (and sometimes windy) at the top, so take a warm jacket.

THURSDAY- OLYMPIC TRAINING CENTER & GARDEN OF THE GODS: The Training Center, located on the old Ent AFB site, is a completely rebuilt athletic training center well worth seeing. This trip is combined with the most photographed site in the U.S., the Garden of the Gods, a natural sandstone phenomenon 260 million years old.

THURSDAY- FLYING W RANCH: Cowboys and Indians, covered wagons, and a real Chuck Wagon dinner... authentic Western Food and lively entertainment. Excellent Barbecued Beef, Baked Potatoes, Flying W Special Beans, Applesauce, Dutch Oven Biscuits, Spice Cake and Coffee, favorite cowboy songs and laughter. Seating is outdoors on benches. The evening air may be cool so wear a jacket or sweater.

FRIDAY- AIR FORCE ACADEMY TOUR AND DEDICATION CEREMONY:

An attractive 307th Bomb Wing Plaque will be dedicated in a ceremony at the AF Academy Cemetery at 10 AM Friday, the 25th of September. Lunch and tour of the Academy will follow. Separate buses will be identified for the AF Academy Planetarium tour participants as required.

FRIDAY- CRIPPLE CREEK: Now a gambling town, one of four in Colorado, Cripple Creek became notoriously famous in the "Gold Rush" days of 1896 through the mid 1930's. Population peaked at 75,000 early in the rush when Colorado Springs had a total of 21,085 people. The old town is still very visible. An old-fashioned train ride through the mining district is available for a few bucks. Our trip by bus is nominally set off by a book of chits we'll receive (offering chips, coins, discount meal) when we get off the bus at the casino. This incentive should amount to \$15.00. The trip is 50 miles each way, some of the road is curvy and the difference is well worth the cost.

SATURDAY- GENERAL ASSEMBLY, ROYAL GORGE. THE BANQUET: The "Gorge" trip will "take off" promptly after the Assembly (business meeting). It must... in order to get back in time for participants to rest and dress for the banquet. We are proud to offer you the speaker at our Banquet, one of our own, General Bernard P. Randolph. Those of you who were at our first reunion in Las Vegas in 1988, will remember that "Randy" spoke to us then, when he was still on active duty

as Commander of Systems Command. Following the serving of the dinner, Ray Dewit and his highly versatile orchestra will provide us with a favorite selection of many tunes and styles dating from the '40's and later. His selection and style is spectacular and well mixed. You'll like what is offered here.

PLEASE READ AND HEED THE FOLLOWING: Your sincere assistance will greatly relieve our burden in putting this show together and making it come off without a "glitch". In this issue we have included a Schedule of Events, a Reunion Registration Form for you to fill out and return, and a Hotel Advance Reservation Request Form. The packet you will receive when you register at the Reunion site will include a Schedule as well as your event tickets, nametags, and other materials.

ADVANCE REGISTRATION REQUEST: Provided herein by the hotel may be used at your option. However, we strongly urge you to telephone your reservation in personally at 1-800-981-4012. In order to get the special reunion rates be sure to state you will be attending the 307th Bomb Wing Reunion. The room cost will be \$83 per day plus tax which is currently 8.1%. **The Reservation CUT OFF DATE is 23 August.** Occupation during this time of year is generally 100% and reasonably the Hotel will not guarantee reservations made after this date.

REUNION REGISTRATION FORM: Your care and accuracy will make our job infinitely less complex. We implore your help! The prices shown are the official 1998 prices. It is suggested you carefully study timing of events. Be prepared. The time between the Pikes Peak event and the Olympic Training Center is very short. The Royal Gorge Tour must move out promptly after the Saturday morning Assembly terminates.

Registration Wednesday and Thursday will take place immediately off the 3rd floor elevator in the lobby leading directly into the Display Room and Hos-

(Continued on page 10)

(Continued from page 9)

pitality Suites. At this point you are urged to "sign in", receive your packet and promptly move to one of the three rooms cited. This is to avoid congestion at the registration desk. At your convenience, check the contents of your folder. Bob Schultz will be available in the Hospitality Suite to resolve discrepancies, if any occur. "The Schultz" abhors a glitch.

TICKETS for the events for which you have applied and paid will be in your packet. The appropriate ticket must be presented when boarding buses. **NO EXCEPTIONS!**

SKEET: Our previous survey showed 5 persons were interested. If you are interested, make a note on the bottom of the Registration Form. Bill McCarthy will direct and coordinate times and transport.

DINNER SELECTIONS FOR THE-BANOUE: Choice of one.

Roast Prime Rib of Beef.

Roasted and Served with Natural Juices and Horseradish Sauce, Chef's Potato, Fresh Seasonal Vegetables, Rolls 6 Butter, Desert, Coffee, Tea, and Milk.

Coco Loco Chicken.

Boneless Breast of Chicken Rolled in Coconut and Macadamia Nuts, Chef's Rice, Fresh Seasonal Vegetables, Rolls and Butter, Dessert, Coffee, Tea, and Milk.

For this event, your ticket must be placed behind your plate so the waiters are able to give you the proper dish.

The Banquet will be held in the Summit Room, directly above the Display and Hospitality Suites on the 4th floor of the Hotel.

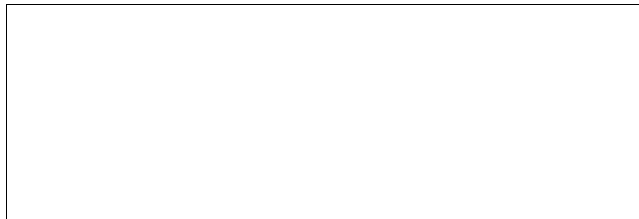
A few more folks have told us of their intention to join us at this reunion. Dick and Mary Coon, Merle and Oleita Young, Al Stewart, Jim and Darlene

Lancaster, and Bob and Pat Byrom, all plan to join in the festivities and **Soar High in Colorado Springs.**

Donations

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

- Clark Peterson
- Karol Franzyshe
- Walter Jackson
- D E Finn
- Merle Young
- Gayle Mulkey
- Max Bodenhausen
- Gerald Custer
- Richard Coon
- Vince Kovacich



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