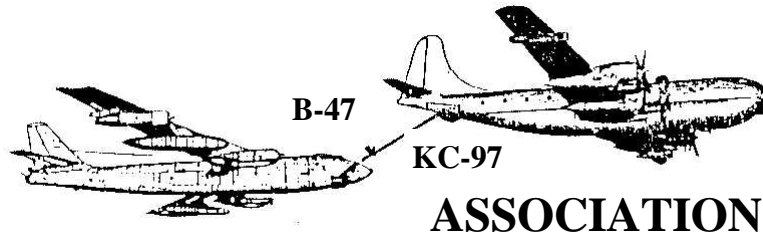
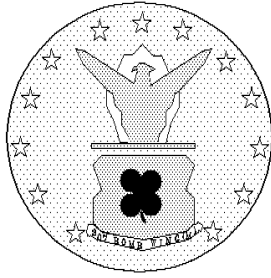


# 307TH BOMB WING



## ASSOCIATION NEWSLETTER

NUMBER 28

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

JULY 1999

## Lincoln 2000 Now Set, 14 to 18 June

**H**i There!! We are well along the way with plans for our second Lincoln Reunion; the first was held in May 1990 at the Cornhusker Hotel. We really had a good reunion. People enjoyed the New Cornhusker and many will remember we ate at Valentino's. The food, as always, was fantastic. More than 1100 of you attended with 388 at the banquet. There is a QUESTIONNAIRE in this newsletter. Please fill it out (right now) and get it back to us QUICKLY -- Your intentions will assist us greatly with planning.

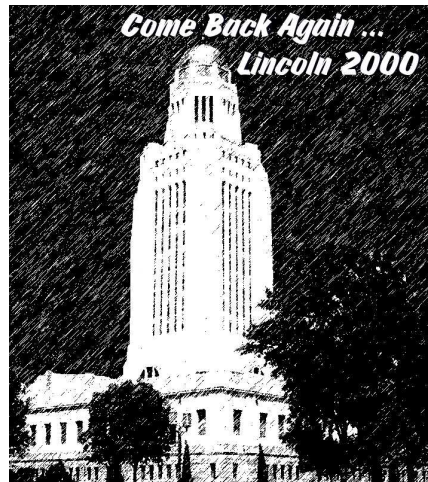
We are planning to dedicate another memorial, this time in the Veteran's MEMORIAL Garden in Lincoln. As you know, we did a Bench in Dayton, a Plaque in Colorado Springs, and it seems only fitting that we would place something permanent in the Veteran's Park. This IS where we did "Our Daring Do" from 1954 to 1965. It so happens, Billy Williams and Bud Ostgaard, of our planning committee, are also members of a board in charge of the Memorial Park. The approval should be a snap!

This is a good place to tell you who our committee is:

Jake & Sue Jacob, Tom & Andrea Mills, Tony & Bev Minnick, Bud & Shelly Ostgaard, Wally & Peg Whitehurst, and Bill & Jean Williams.

I'm told by one of our historians, Robert

Loffredo, there will be more items on display at this reunion, than at anytime earlier. He and his wife Betty have worked diligently to collect memorabilia -- they tell me if you have anything relating to the wing - please send it to them. Pictures, news articles, items of gear or equipment. If requested, we will copy and return things to you, if at all



possible. Their address is:

Mr. & Mrs Robert Loffredo  
6004 SW 2nd St  
DesMoines. IA 50315-5705

The Embassy Suites is our reunion site - it is a new hotel in process, downtown, on the north side of "O" St. Opening in Mar-Apr 2000. There is a capability to sleep four (maximum) per suite. This is an opportunity for some to go double or for singles to pair up. There have been

discussions of our attempting to coordinate or help some to do this. Send us your name and phone number and we will put them in our next newsletter so that you can contact each other to make arrangements. The Embassy serves breakfast with the room, plus cocktails and hors d'oeuvres each evening - Sounds good.

Art Williams, the son of Tom Williams, the former base fire chief, has been busy locating former classmates/dependents. He'd like to see some of the "kids" show up for the 2000 reunion in Lincoln, so they can reminisce and visit their roots. This is a very laudable idea, and we'd like to encourage it. So... Parents, tell your kids of our pending reunion, twist their arms, get 'em signed up, and tell them they can coordinate with Art Williams by email at "arw@seligsealing.com" or by snail mail at 6 Cove Pointe, Bloomington, IL 61704.

This is only a short report about the panoramic pictures that some of us ordered in Colorado Springs. First, there isn't much to report, only 5 people have notified us they didn't get their pictures; some gave us information on their attempts to either get the pictures or to get their money back. No results so far! In the future, we will take a picture of the photographers. Question- did anyone, repeat, anyone receive pictures? Please let us know.

TIME TO MAKE YOUR PLANS -  
COME TO LINCOLN IN 2000. If you

*(Continued on page 2)*

(Continued from page 1)

were stationed with the 307th Bomb Wing in Lincoln and you have not attended one of our REUNIONS, you're missing something Really Great. We'd love to see all of you **Come Back Again ... Lincoln 2000**

Tony Minnick

### Back In Touch

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

**Chuck Bailey**, 5331 SE Highway 40, Tecumseh KS 66542

**William DeAngelis**, RR5, Box 5901, Mohnton, PA 19540

**Francis C Greenlee**, 46 Edison Ave, York, NE 68467.

### 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: vbiaett@aol.com.

**Treasurer:** Sue Jacob, 4420 N 10th St, Lincoln, NE 68521. Phone 402-477-6842. Email: VSJAKE@juno.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.

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

**Co-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.

## Cold War Recognition

The Secretary of Defense has approved awarding **Cold War Recognition Certificates** to all members of the armed forces and qualified federal government civilian personnel who faithfully and honorably served the United States any-time during the Cold War era defined as September 2, 1945 to December 26, 1991.

Individuals requesting a certificate will certify that their character of service was honorable. A copy of your DD214 (discharge certificate) is acceptable documentation of your proof of service.

The easiest way to apply for a certificate is on the World Wide Web at <http://coldwar.army.mil>

Or, you may mail a request to:

COLDWAR

4035 Ridge Top Road  
Fairfax Virginia 22030

Fax: 1-800-723-9262 or 1-703-275-6749.

The US Army is acting as executive agent for this effort for the entire federal government.

### B-47 Chat Room

Go to the B-47 Chat Room at  
["http://www.talkcity.com/chat.html?room=%23boeing"](http://www.talkcity.com/chat.html?room=%23boeing)

You will then see a screen with "#boeing" which has windows for you to type in your Nickname and Password. Immediately below you will see "How can I get a password". For a first time user, click on this, and fill out the resulting form to register a nickname and password. On repeat visits all you have to do is fill in the nickname and password. Select a chat mode - - EZ Chat Lite is suggested as a starter. Then click on the button labeled "Enter #boeing". This will bring up a screen which asks you to select a room. In the window in the lower right hand corner, type in "boeing" and click on "Join"

This will bring you into the chat room and you will see a list of nicknames of others already in the room. Type your message, hit Enter, and your words will be posted for all to read. You are in the conversation!

It's not as complicated as it reads. Try It!!



### The Last Flight

**Willie Brannan**, West Point NE, 7 December 1998.

**Donna Mulleins**, Cumberland VA, 11 July 1997.

**Thomas H Powell**, 370<sup>th</sup>, 424<sup>th</sup>, Albuquerque NM, 21 June 1999.

**Margeret Powell**, Albuquerque NM, March 1999.

**Thomas Sorenson**, ARS, Hammett ID, March 1999.

**James E Townsend**, AEMS, Lincoln NE, 13 October 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

### Donations

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

Karol Franzyszen  
Frank Kisner  
Stephen Mattick  
James Watt  
Clayton Southern  
E.L. Seawards  
William Bifford  
Thomas Lampel  
Donald Gosting  
Donald Nigro  
Lloyd Hild  
Gerald Nolley  
Earl Buys  
Dennis Mueller  
Don R Brandt  
William E Miller

## Around the Wing

This issue, our leadoff picture was submitted by **Robert Mulleins** of Cumberland, Virginia. It shows him as an OMS troop, receiving an bowling trophy from **Col Pete Read**, our wing commander, circa 1958. Robert is directly to the right of Col Read. Unfortunately, the others in the photo are not identified. ...Did any of us really ever look that young?

A wedding is a very rare event at our station in life, however, wedding bells recently pealed for one of our troops! **Woody Fail** took the big step on January 30<sup>th</sup> as he and **Kathy Olsen** were married at the Walden Yacht Club in Montgomery, Texas. Moral support at the wedding was provided by **R.T. and Dru Boykin**, who snapped the nearby photo, and by Woody's mom and his daughter. This marriage was a long time in the making as Kathy and Woody had been high school sweethearts. Woody tells us he has just bought a home on the fairway at Panorama Village, 10 miles north of Conroe, Texas. No more cold Wisconsin winters!

**R T Boykin** went on to have a real downer in May, as he found himself on the receiving end of a triple by-pass. He's snapping back, and as we go to press, the doctor cleared him for chipping, putting and email. Not to be left out, **Wally Mitchell** tells us he had a single by-pass in May also. Wally says everything is going well and he's looking forward to seeing everyone at Lincoln 2000!

A photo in the last issue showed the 370<sup>th</sup> Redcoats posing with **Andy Devine**, with quite a few of the Redcoats unidentified. Well, the guy looking out between **Raleigh D Smith** and Andy Devine, happens to be **Ivens "Buck" Buchanan**. Buck says things are going well in retirement and he has hopes of yet getting away from Rockville, Maryland to make it to one of our reunions. For those of you who missed it in the news when it happened, Buck was the navigator about the B-52

that had a mid-air collision and subsequent loss of a nuclear weapon over Palomares Spain in 1966. Buck rode the ejection seat all the way to the ground and suffered a broken back, which resulted in a lengthy hospitalization. Fortunately, Buck recovered all his dancing nimbleness sufficiently to perform the North Carolina Clog.



mile drive to Oklahoma and Arizona where she was able to visit with siblings and offspring.

Visiting Holloman AFB, **Billy and LaRee Lyons** were able to visit with son Mitch, who is completing his checkout in the F-117 Stealth fighter. Much of Mitch's unit deployed to the Adriatic for the Kosovo war; he remained behind as acting squadron commander and to complete checkout, and had the conflict extended, would have also deployed.

We have a new entry in our 307<sup>th</sup> Roll of Remarkable Records. **Tom Mazuzan**, ARS, claims the shortest assignment to Lincoln AFB at 102 days in 1954! Doesn't seem like that's even enough time to put the base decal on your car.

On the road. We seem to be a very mobile group! Several members have informed us of their recent travels or moves. **Betty Hickman** has recently returned home from a month long 3500

(The remainder of Mitch's "Letter from the Gulf," an EF-111 pilot's chronicle of the Gulf War, appears in this issue).

**Laurie Bunten** has finished his work in Omaha and has just completed a move to Ridgeway, in western Colorado, where he is lining up a contractor to build a new home in Ouray. He and Donna are planning to attend the Lincoln reunion, and he mentioned he is trying to convince **Earl & Dorothy Estabrooks** to do the same, after meeting them at the Cessna 170 fly-in in Du-

*(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)  
rango.

From Naples Italy, where he was consulting, **Jim Gardner** tells us that by now, he expects to be back in Hawaii on the big island near Kailuna-Kona, in a new home. It seems like some folks have to do all the dirty work!

Their usual travel destination being New Hampshire, **Vern and Dianna Bi-aett** recently switched gears and traveled to Alpena, Michigan and Columbia, Missouri to visit granddaughters. We hope that during these travels, Vern's case of golf course separation did not become too acute. You may recall that several years ago, Vern scored two holes-in-one on the same day!

**Art Williams**, whose father was the base fire chief from 1963 to 1965, writes "I've been finding old classmates from Lincoln during the time I was a dependent there. Everybody so far has great memories of LAFB. I ran all over the base. I thought it was mine! I'd like to see an interest in the kids to attend the 2000 reunion. ... I've been using the Military Brats Registry, but most of the time the parents are the key."

Many of you probably noted the recent sudden passing of **Box Car Willie**, the renowned country and western performer of Branson, Missouri. He had been a KC-97 flight engineer with the 98<sup>th</sup> ARS at Lincoln, and if not an Air Force retiree, he had a substantially lengthy AF career. A number of news accounts after his death delved into his past life. One account was that while in Lincoln, waiting for a freight train to pass a grade crossing he noticed through an open box car door, an elderly gentleman hitching a ride who reminded him of his Uncle Willie. Hence, the stage name, Box Car Willie!

Other members who have recently let us know they are still in circulation are **John Quirk, Dale Christians, and Marv Nystrom**. In addition, **Les & Jan Walrath, Jack Haley, Bob & Shirley King, Dave Roebuck,** and **Cec Braeden** have all expressed an interest



Woody & Kathy Fail

for Lincoln 2000.

Our Co-historian, **Robert Loffredo** has announced that the 307<sup>th</sup> Bomb Wing home page on the web is now open for public viewing. You can find it at "[www.geocities.com/Pentagon/Barracks/2747/index.html](http://www.geocities.com/Pentagon/Barracks/2747/index.html)". Robert still has the site under construction, and hopes to soon have the current version of 307<sup>th</sup> history and other information posted...according to his concept it will be a continually growing and changing entity. He intends to provide direct links to other Wings sites and sites of related interest.

Robert also has a B-47 chat channel operating on the web at "[www.talkcity.com/chat.html?room=%23boeing](http://www.talkcity.com/chat.html?room=%23boeing)". This site is for anyone who wishes to chew the fat (with their fingers on the keyboard) about B-47s. His intent is to advertise its availability in the SAC Association's Klaxon magazine and other media sources to attract a community of interest. Current operating hours for the chat channel are Sunday evenings from 8 to 9 PM Central Time. See the sidebar on page 2 for guidance in getting access and started with the chat channel.

To communicate with Robert concerning 307<sup>th</sup> or B-47 matters, please use his dedicated email address at

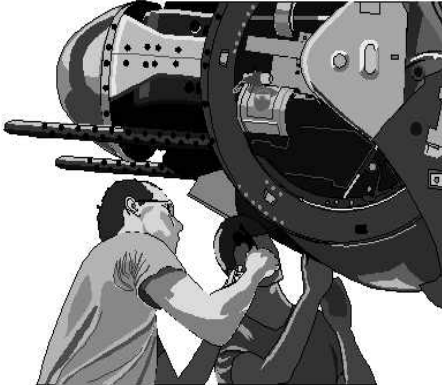
"B-47E307BW@juno.com".

It's worth noting that the number of 307<sup>th</sup> members using email is rapidly growing. About a year ago we had 60 members on our consolidated list of email addresses; we now have 114! Email and the Web are increasingly becoming a part of everyday life, and the older generation is becoming attracted to it as a means of obtaining information, and keeping in touch with children and friends without having to play telephone tag. For those of you who don't wish to bother with computers, an innovative new low cost product called "WebTV" can enable you to send and receive email and browse the web through your television set. A keyboard and ink jet printer to supplement the WebTV will only set you back about \$200!

Way back in July of 1993, this newsletter told you about the last B-47 flight ever made. It occurred in 1986, from China Lake NAS to Castle AFB. Some B-47 aficionados discovered a B-47 wasting away in the desert at China Lake, twenty miles from nowhere. It was towed to the China Lake flight line, where over several years, they restored it sufficiently for a one-time flight to the museum at Castle. We have just obtained a copy of the Air Force produced video documenting this flight, and intend to have it available for viewing at our next reunion. It's relatively short, but shows the towing operation, the takeoff and the landing. The last five seconds of the landing approach and touchdown are quite exciting and hairy in the sense that it would have made a Wing Commander's hair (if any) curl!

## Memories of Lincoln

Some of us loved Lincoln. Some of us couldn't wait to leave. Some of us remained there. As we prepare for returning to Lincoln in 2000, how about jotting down your thoughts and memories of the city, it's people, and the general locale, and send them to the newsletter. We'll publish them. Let's see, there were those terrific steaks in Denton ...



## Salt and Pepper Team by Ernie Pence

A young A/3C is transferred from Amarillo Bomber School to LAFB. He is attached to Post Dock's for final familiarization and training. This young man was raised in the south and had not worked with or gone to school with any black people. When he started to work he was assigned to an A/1C to be schooled in Post Inspection procedures. His trainer was black, as was the next trainer he would be assigned to. During the training process his trainers kept pointing out the importance of each and every item on his inspection check list. Time and again they would say to him, "four men get on this airplane-it's everyone's responsibility to see that they come home safe. You never ever take short cuts, if it means working harder or longer, that's what you do." He was also told to remember that a lot of these people had wives and children that depended on them, and they expected their children's father to come home from work safe and sound. Their training was professional and they supplied the flight line with a responsible and aware airman when he left the dock's to become an assistant crew chief

Several year's later the white airman was once again teamed with his black trainer. The two had become good friends over the last two years. They were on the line the day we lost one of our bird's on an ATO take off. The young airman turned to his friend and said he thought the bird was in trouble. The A1C took one look and began to shout "GET OUT, GET OUT OF THAT SOB": but as we all know, things were stacked against the crew. The two men watched the stricken air-

craft go in and light off.

The young airman turned to his friend and saw that he was ill and in tears. When he was able to talk he asked the young airman if he could borrow his car as he wanted to go to the base chapel. Take a minute and go back in time, remember this was an era when black people rode in the back of the bus, they couldn't drink from a white water cooler or eat in a restaurant with whites! Here was a man ready to sacrifice his life for his country, and was denied rights that white Americans took for granted. The flight crewmembers he was grieving for were white. That mattered not to this fine trooper, they were part of his outfit: that's all that mattered!

This lesson was not lost on the young airman. He learned more about brotherhood, love of your fellow-man and esprit de corps in that moment than he had been taught or would ever again witness in his life. So at this time I would like to say thank you for being my mentor and friend, Joe Carter. Joe, if you see this, or hear about it, call or write, I would love to hear from you. Ernie.

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## Wedge by Bob King

*Webster – wedge: the most simple tool ever invented.*

Crew S-82, Pumford, Forgas and King were levied by the renowned Wing Commander (who used to address us at the club as "fellow goat herders") to resupply his liquor cabinet while on our Reflex trip to Spain. When we arrived home we unloaded all the numerous brown paper wrapped cases out of the bomb bay rack onto the ramp. Unfortunately one case was placed on its side and had a loose cap on one of the interior glass containers (sic), and as things happen it leaked all over the wrapping; there was an obvious wet stain as one glanced at the row of carefully wrapped cases.

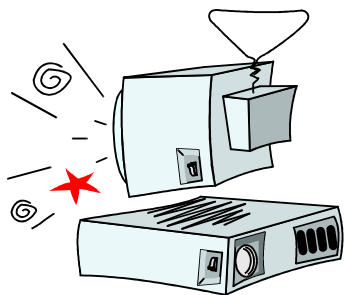
It just happened that our good swagger-stick-bearing Wing Official, sometimes affectionately known as "Wedge 2", had the duty the evening of our arrival and he just happened to be on the ramp to greet the incoming crews. He was observed just about coming out of his gourd as he counted the nearly 15 brown paper wrapped boxes coming from our bomb bay one at a time. He saw that one was stained and wet. He leapt to action and stooped to wipe his hand over the offending wet stain. Then, with an air of disdain, he passed his hand near his nose where he obviously inhaled. At this point he really started to get excited and began to interrogate every member of S-82 as to the meaning of all these offending similar cases. Had we declared their contents...had we paid the duty on the contents, and etc etc?

Just about this time up drove the "Old Goat Herder" himself and we all snapped to and rendered that gentleman the courtesy required, at which time he responded in kind and welcomed Crew S-82 home and asked the AC, "Say Jim, which of these cases are mine?" Well, let me tell you, you never saw three crewmembers leap into action so fast in your life. After loading the correct number of cases in the "Old Goat Herders" car, the Wing Official was seen steaming back to his car with the swagger stick neatly tucked under his arm and the cigarette holder nearly ablaze from the stub of a cigarette. We could not tell which was hotter: the stub of the cigarette, his face, his bald head, the back of his neck, or were they just all beet red?

S-82 continued to provide small supplies of beverages from time to time as the years went on but never again were we interrogated.

### Air Force Factoids

- 2 July 1926. Congress established the Distinguished Flying Cross.
- 8 July 1943. Col Malcolm Grow, 8th AF Surgeon, developed the flak vest.



## Email Changes

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

### Additions

Bob Corti: RNSitroc@aol.com

Jim Gardner:

Jim\_Gardner@compuserve.com

Francis C Greenlee: fg22457@navix.net

Larry Hall: LHall11122.aol.com

Tom Lampel: TomLampel@aol.com

Marvin Lundgren: mlund26106@aol.com

John Quirk: johnq@servcom.com

Tom Saltsman: saltytom@webtv.net

Bill Schwob: Wschwob@aol.com

Jerry Sparks: jerrysparks@mindspring.com

James (Wally) Whitehurst:

whitewal@inebraska.com

### Changes:

Charlie Bird: charlie-b@home.com

Laurie Buntten:

labuntten@ouraycolorado.net

Charlie Dabbs: cbdabbs@mindspring.com

Bob King: shavetail@wa.freei.net

Art Williams: arw@seligsealing.com

Some of you have apparently changed your email addresses, because we've had Association messages returned from the following addressees:

Bill Bathurst: wdbath@juno.com

Pete Shaughnessy:

pvdc57a@prodigy.com

John Traeger:

TraegerJ@spd.aetc.af.mil

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

*Many of us missed the accompanying letter from General Power the first time around. We reprint it here to help us remember where we came from.*

## HEADQUARTERS STRATEGIC AIR COMMAND Office of the Commander in Chief Offutt Air Force Base, Nebraska

9 November 1957

### MEMORANDUM TO: Each Member of the SAC Alert Force

As a member of SAC's Alert Force, you are contributing to an operation which is of the utmost importance to the security and welfare of this nation and its allies in the free world. The purpose of this memorandum is to discuss with you some aspects of this operation and the importance of your part in it. For you must fully understand the reasons for the establishment of the Alert Force in order to believe in what you are doing and, consequently, do it with all your heart and to the best of your ability.

When SAC was organized, less than twelve years ago, its long-range bombers and stores of atom bombs were unmatched throughout the world and, therefore, represented an effective deterrent to aggression. Initiation of hostile action against this country would have been the signal to launch SAC's strike forces for the counterattack within a few days, and little could have prevented these forces from inflicting unacceptable damage upon any aggressor.

But while SAC's basic mission has not changed, there have been radical changes in the factors which affect the manner in which we must accomplish that mission. We no longer have a monopoly in nuclear weapons and long-range bombers. Many of the rapid advances in military technology which are reflected in our weapon systems are also utilized by the Soviets, permitting them to attack us with greater speed, firepower, and accuracy. Our own strike forces are no longer immune to destruction before they can be launched, and continuous improvements in the Soviet's aerial defenses make successful counterattacks more difficult.

None of these problems is insurmountable but we must devote a great deal of effort and talent toward their solution. I am confident that we can cope with them because SAC is not based on any particular weapon system but on an organization of experienced men like you, flexible enough to be readily adaptable to any new weapon system or technique, no matter how revolutionary. This applies, in particular, to the problems posed by the limitations of warning time.

As most of you know, we deal with two types of warning—"Strategic Warning" and "Tactical Warning." Strategic Warning is defined as that kind of long-range warning which gives the field commander enough time to move into fighting position and configuration. Tactical Warning means there is little advance warning of an impending attack that the commander must fight from his present position and configuration.

We received a form of strategic warning of communist aggression as early as 1848 when Karl Marx and Friedrich Engels published the "Communist Manifesto." Ever since, all the top men of the communist hierarchy—from Lenin and Stalin to Khrushchev—have made it clear that the ultimate goal of communism is the liquidation of the capitalist countries and, primarily, of the United States.

As for the Tactical Warning, we can expect the Soviets to use the oldest and most successful military stratagem—surprise, because they surely would want to exploit our weaknesses, not our strengths. Therefore, we cannot count on any warning of overt hostile action against this country until after such action has been initiated. This would give us only a few hours to launch SAC's strike forces for the counterattack. And, once ballistic missiles become operational, the tactical warning period would shrink further to a fraction of an hour.

It stands to reason that the brunt of the initial attack would be directed against SAC because the Soviets know only too well that the price they would have to pay for aggression would be unacceptable to them unless they succeed in preventing SAC's strike forces from being launched. We can get a certain degree of protection against

*(Continued on page 7)*

(Continued from page 6)

overt and covert actions, designed to immobilize our forces, by appropriate means to deal with sabotage attempts, by a limited amount of base hardening, by dispersal, and by similar defensive measures. However, the only way of insuring the survival of some of SAC combat capability, even in case of the most unexpected and massive attack is our Alert Force.

As long as the Soviets know that, no matter what means they may employ to stop it, a sizeable percentage of SAC's strike force will be in the air for the counterattack within minutes after they have initiated aggression they will think twice before undertaking such aggression. For this reason, it is my considered opinion that a combat-ready Alert Force of adequate size is the very backbone of our deterrent posture.

To achieve our goal of maintaining as much as one-third of our strike forces on continuous alert will not be easy, but it can and must be done. I realize that this will entail personal inconvenience for you and your families. But you can be sure that I will do everything possible to ease this aspect of your alert duties. The success of this system depends on you, and I count on you to insure that the Alert Force will always be ready to achieve its vital objectives.

THOMAS S. POWER  
General, USAF  
Commander in Chief

*"To err is human, but it takes a better excuse the second time."*

D.A. Bartlett

*"Provided a man is not mad, he can be cured of every folly but vanity."*

Jean Jacques Rousseau

*"It is foolish to pull out one's hair in grief, as if grief could be lessened by baldness."*

Cicero

*"In three words, I can sum up everything I've learned about life. It goes on."*

Robert Frost

*Most of us no longer wore the Blue Suit in 1987, when President Reagan took time to thank the men and women of SAC for their thirty years of devoted effort. So we wish to share a belated thank you!*

## Pun Fun

Two Eskimos sitting in a kayak were chilly, but when they lit a fire in the craft, it sank, -proving once and for all that you can't have your kayak and heat it, too.

A mushroom walks into a bar, sits down and orders a drink. The bartender says, "We don't serve mushrooms here." The mushroom says, "Why? - - I'm a fun guy!"

This guy goes into a restaurant for a Christmas breakfast while in his hometown for the holidays. After looking over the menu he says, "I'll just have the eggs benedict." His order comes a while later and it's served on a huge fancy chrome plate. He asks the waiter, "What's with the fancy plate?"

The waiter replies, "There's no plate like chrome for the holiday!"



THE WHITE HOUSE  
WASHINGTON

October 9, 1987

**To the Men and Women of the Strategic Air Command:**

**In October 1957, aircrews of the Strategic Air Command went on alert for the first time. From that historic day forward, SAC's demonstrated readiness has been a cornerstone of peace and security for the free world. Today, strategic deterrence is still the foundation on which rest the peace of the world and the protection of freedom.**

**We look with pride on SAC's 30-year alert history. The men and women of SAC mastered the growing challenge of deterrence presented by the Intercontinental Ballistic Missile, by burgeoning technology, and by an expanding Soviet threat. You who serve in SAC today share with your predecessors a noble tradition of dedication to the unrelenting demands of constant watchfulness, instantaneous readiness, and unyielding professionalism.**

**On this, the 30th anniversary of SAC's first alert, I extend to every member of the Strategic Air Command family the appreciation of a grateful nation, along with my personal congratulations on a job well done.**

*Ronald Reagan*

## A LETTER FROM THE DESERT

By Lt. Col. Mitch Lyons

*Immediately following the Gulf War, Mitch Lyons, an EF-111 pilot, mailed a long letter, describing his experiences, home to his parents, Billy and LaRee Lyons. The first half of Mitch's account was published in the March 1999 newsletter; the conclusion follows.*

### 10 Feb 91

Back to Baghdad for the same. Six RAF Tornados, 2 RF-4s, 2 Buccaneers, 2 F-15s and of course, 2 EF-111s and 4 F-4Gs. A very powerful package. Somebody wants this airfield southwest of Baghdad city center pretty bad. The weather is a bit better. F-15s flying close on my left wing - everyone else below me. The enemy radar was up everywhere. The Tornados and Buccaneers are ready to "have a go" - The RAF guys are so "oh, by the way" about all this. Good hits on the airfield - lot of secondary explosions - black smoke - SA-6, SA-8, triple A comes alive. F-4Gs are calling "Magnum" - they're squeezing off everything they've got. The HARMs are impacting between the Tornados passes. Good hits today! We stay as close as we can - the visibility is poor - so much haze and smoke - back up to altitude we stay out of the threat range. "Well done" to the RAF. The RF-4s can't get in. We are out of play-time - Bingo fuel.

### 11 Feb 91

Back to Baghdad - so much black smoke. Flying with the RAF again - same package - III bet the same guys too. Better weather. Duane doing his magic in the right seat - he loves it! We've been using max output on all stations - I don't know if this system was made for this. Nobody shot at us today - the RAF finishes off the two parallel runways; scratch one Iraqi airfield.

### 12 Feb 91

First day off - called Laurie - my parents - washed my clothes - I had been wearing my "cleanest" dirty clothes for some time now. I had a feeling that if I didn't do my laundry all my things would get up and walk away on their own. I even got a haircut!

### 13 Feb 91

Back to Baghdad - same package - different airfield. 100mm triple A at us - constant maneuvering keen lookout. The 100mm can come up to our altitude- and above - we were on top of the clouds - all you see is the black smoke when it explodes. The airfield was due south of Baghdad city center. Bad weather - same story - the Tornados again put the stomp on a bridge on the Tigris River southeast of Baghdad. Saudi F-5 shot down in southern Iraq - no parachute. We heard his mates calling for him...

### 14 Feb 91

Scheduled for 10 AM takeoff - more sleep I thought. Our squadron comman-

der came in at 4 AM and turned on all the lights in our sleeping area and told us we had lost a jet and crew. There were eight of us in a small area - 4 bunks - now there were six of us. They were number 3 of 3 EF-111s going into southwest Iraq to provide EC support for a package of 16 F-15Es. For some reason, they did a threat reaction to an airborne threat. Seconds later, they hit the ground heading southeast, supersonic, wings all the way back. It appeared they attempted to eject before impact - but too late. The Army guys found them. I gave witness to the accident board. We packed up their things.

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## 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.

**Shortest Time Between Blessed Events:** Roy & Catherine Miller, 10 months, 9 hours and 4 minutes in 1957 at Lincoln.

**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.

**Most Reflex Tours from Lincoln:** Hank Grogan, 22 tours to UK & Spain.

**Luckiest Person:** Helen Otten, winner of \$161,000 nickle slot machine jackpot, Colorado Springs Reunion, 1998.

**Shortest Tour at Lincoln:** Tom Mazuzan, 1954 - - 102 days.

## Stake Your Claim and Claim Your Fame!!



*(Continued from page 8)*

Duane was very upset; he and the EW were very close. We didn't fly this day. I called Laurie as soon as I could - I knew the word had already been through the vine at home. Sometimes it takes a while for the names to be released but until then, the wives just have to sit and wait, not knowing anything but the fact a jet and crew had been lost. I didn't tell Laurie anything - just Happy Valentine's Day. She knew I was upset - our conversation was short. Laurie has been a great help to the wives. God bless her.

### 15 Feb 91

Early takeoff - flying with the RAF again, same package - pounding bridges on the Tigris. Pre-strike refueling - in contact position behind the tanker - the control stick wouldn't move in the pitch axis. I throttled back, descending away from the tanker gently turning to the south. I told flight lead I had flight control problems and asked him to fly chase on me. I felt the gradual uncommanded forward movement of the stick - turned off the pitch damper - it got worse - I had to pull with both hands to maintain level flight. Pitch damper back on - not so bad now - still had no nose up or down authority - the stick wouldn't move - roll control was fine. Eventually, I attained some nose down authority after I configured for landing and slowed to 220 knots. I did a controllability check - found I could manage my descent rate with power - and takeoff trim - worked to trim for approach airspeed - 10 degrees angle of attack (AOA) - about 150 knots with 13K fuel. I landed at Gassim Airport in central Saudi Arabia. Duane did a super job with the nav and checklists - and getting all the correct UHF frequencies. Good crew coordination. Gassim is a civilian airport with the RSAF 33rd Fighter Squadron forward deployed from Taif. This is an F-5 unit. The brakes were smoking as I turned off the 8,000 ft. strip - we were a bit heavy for landing - the fuel system wasn't working properly - we couldn't dump fuel to reduce our weight or approach speed. A fine time to discover this. We sat in the hot brake area for a while with



Author Mitch Lyons as he checks out in the F-117 Stealth Fighter at Holloman AFB.

the fire trucks. I think these folks had never seen an EF-111. Taxi, park, and shut down. The unit commander met us and took us to his office. Lt Col Megrin - RSAF - very helpful to us - I wouldn't want to be on his bad list though. We had guns, classified material, chem gear and ammunition - he said we could leave our things in his office - "nobody will touch it". I had no question about it. It was now 8 AM. We met the F-5 pilots - very nice people - a very close unit. I took them out to the EF-111. Lots of questions - a good exchange. We ate lunch in their mess tent - sitting on the carpet eating lamb, rice, greens, and bread with the right hand. The food was good; the company was interesting and fun. We stayed in their visiting officers quarters. Next day our maintenance guys fixed the jet - a sheared connector pin on the forward rod link extending from the pitch damper. Our aircraft maintenance unit has really carried a heavy load - we wouldn't get one inch off the ground without them. My hat is off to them. As we were quietly collecting our gear from the Commander's office, I saw a well dressed man sitting at the Commander's desk - the

office was crowded with officers. I was just going out to do an engine run/flight control check - planned to come back in to say thanks and goodbye. I didn't want to interrupt any thing but Col. Megrin called me in and introduced me to the Central Province Governor of Saudi Arabi, Mr. Al-Mariarr-Marzoog. A very nice man - he was interested in me - wanted to know what I thought - my opinion - the American perspective. I felt like a diplomat from the State Department. Our exchange was sincere and direct. He is a very intelligent man. Duane came in and our conversation turned to another introduction - he expressed his appreciation to all Americans and invited us to his home. I wish we could have gone to his home. He understood we had to return to Taif and offered a sincere "if you ever need anything at all, you call me". We said goodbye and thanked everyone. I invited him to come out to watch us take off. There were four cars full of official people lined up on the taxiway at midfield. We blasted off - I rocked my wings and said "Thank you and Goodbye" in Arabic on the radio. The governor replied from the commander's car; I couldn't understand what he said - it was in Arabic. What a great experience. I'll never forget it.

### 18 Feb 91

Early takeoff - EC support for RSAF F-15s, Tornados, and F-5s in southwest Iraq -H-2 airfield - absolutely fierce triple A. RSAF Tornados delayed, F-4Gs took 10 HARM shots. RSAF Tornados went in for airfield attacks; stores away from medium altitude. We stayed in the area 20 minutes longer due to triple A. No SAM shots.

### 19 Feb 91

Flying with the RAF pounding eastern Kuwait. The Navy F-14s working with us today. First time over Kuwait City - lots of black smoke. Incredible oil slick in the water. We orbit south of Bashra - down to Kuwait City. The burning oil wells produce so much smoke the attack jets can't get in. The Navy jets and RAF call it off. We move up to the Iraq/Kuwait border. The Tornados beat up another airfield. Enemy radar up - no-

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body shooting though - only small AAA - real low on fuel - weather bad in tanker track; finally hook up with 5,000 pounds left. Return to Taif.

#### 20 Feb 91

The Army has really dug in along the Kuwait border - several divisions have moved west, I can see their tracks in the sand. We spent four hours jamming south of Baghdad. Heavy pounding all around Baghdad - lots of jets. Nobody shooting at us - I ate two rolls of Life Savers.

#### 21 Feb 91

Surface to Air Missile kills! Baghdad. 12 F-4Gs, 4 F-15s and 2 EF-111s. Duane directing F-4Gs on to the radars. (Our jet picks up better than the F-4G but they can shoot - we can't). Good hits - several launches (SAMs) at first - West Baghdad has no radar left.

#### 23 Feb 91

Support RF-4 photo mission in southern Iraq - uneventful.

#### 24 Feb 91

Back to Baghdad - 12 F-16s blasting airfield in northern Iraq - no defensive systems up at us at all. F-16s do a great job

#### 25 Feb 91

Attacking West and East Baghdad - RAF and USAF - our radar died - no INS (Inertial Navigation System), IFF lamp on - bad weather. I asked AWACS to tell everyone not to shoot at us. Wingman took spacing - lots of jets, multi package support, F-4 almost hit me, IMC conditions. Through all this we remained exactly on our ground track and time. Time, distance, speed, heading - who need a stinking INS anyway? The F-4G package shot everything they had. On the way home I heard an F-18 pilot reporting over 100 soldiers had surrendered to him as he flew around their position. He said "what do you want me to do with them?"

#### 26 Feb 91

Back to Baghdad with the RAF. The F-16s weather abort - eventually, RAF

weather abort; so we went home too. Nobody can get into the target.

#### 27 Feb 91

Back to Baghdad - same package, better weather. RAF pounding another airfield - lots of smoke - we go in low to support - lots of triple A - orange tracers - we are out of range. Duane kicking their radars - F-4G shooting - HARM missiles split between me and Tornados - lots of black smoke. Fuel storage goes up - orange ball of fire - Tornados jinking - out of target area, I climb up - eat a Life Saver. The right generator drops off - Duane goes to minimum load so we won't fry the left generator. We are well north of Baghdad, our electrical system is in a bad way, we lose self protection jamming - the radar dies - reset - won't work. I told Duane to shut it down. I told the mission commander we were out of the fight. We shut everything off that we don't absolutely need. I flew around the west side of Baghdad and went "Taco Bell" (south of the border). High speed egress. Bad weather in the tanker track - no radar. I declared an emergency - asked for a tanker to come down low to pick me up - low on gas - where's the tanker? He must be behind me - 180 degree left turn - visual on tanker! We get gas. Duane gets the right generator back on the line - we limp home.

#### 28 Feb 91

Scheduled to go back to Baghdad - ready to step out to the jet. CNN TV in the squadron - President Bush comes on to announce the cease of offensive operations. President Bush cancelled our mission. I was tired - beginning to fray. I said a short prayer - and thanked God - and went back to bed. Duane was not well - he shouldn't have been flying. We took a well-deserved rest.

#### 5 March 91

Their generals meet with ours to square a deal for a cease fire agreement. We listened to hear the success of the meeting. My last combat mission. 23 Total. I prayed we would be going home soon

#### 15 March 91

Schedule moving very slow - everyone

has just one question - when are we leaving? Who knows - it could be another six months. Even our senior officers don't know. But I study, work out and strive to perfect my tan! I've lost 11 pounds so far - down to 185 - will try to lose another 10. We have a pool, tennis court and weight room. We fly about once a week - all our paper work is complete - just waiting to leave.

I thank God we have such great leaders in our country. President Bush has done an outstanding job. I am so proud to have been a part of all this. We did the right thing - no question about it. We must never leave the principles and values that make our nation great - and must be ready to fight evil forces - like it or not, it's our responsibility. This operation has been one of the greatest team efforts of all time. Like President Bush said "Nobody will ever doubt us again."

I look forward to seeing friends and family again this year. Until then - my very best from Saudi Arabia - God bless you!

Love, Mitch

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## Sacrifice

One can read that politicians have said that the older generation must learn to sacrifice as other generations have done. Eventually someone would ferret out our dirty little secret. We have lived the "Life of Riley" all our lives and now we must pay the piper.

During the depression, we lived it up by dancing to the tune of "Brother Can You Spare a Dime?" Many could choose to dine at one of the country's "Fabulous Soup Kitchens," often joined by parents and siblings.

Then came World War II and our cup was really filled to overflowing. After cruising the beautiful waters near Hawaii in that great, big canoe club called the U. S. Navy and seeing many fireworks, day and night, many of us got to see the "Great Fireworks" display provided by the Japanese on December 7, 1941. We had the chance to visit the capitals of Europe and visit such scenic spots as Bastogne, Malmady, and Monte Cassino. One the most exhilarating strolls was from Bataan to the famous Japanese resorts laughingly referred

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to as Death Camps.

The good times really rolled to those lucky enough to be on the beaches of Normandy for boating and swimming on that pleasant day in June 1944. Even luckier were those who won prize holiday cruises on sleek gray ships to such fun-filled spots as Midway, the Solomons and Murmansk.

Instead of asking "What can you do for your country?" an indulgent government let us fritter our youths wandering through the lush jungles of Burma and New Guinea.

In addition, many of us were pampered and spoiled even more by Korea, Alert, Reflex, Vietnam, Grenada, Panama, Desert Storm, Operation Allied Force, etc.

Yes, it's all true. We are pampered and spoiled rotten. We never did learn what sacrifice meant. Please punish us for failing so that we might learn the true meaning of "DUTY, HONOR, AND COUNTRY."

Extracted from the "Lookout", published by the Ft Worth Chapter of The Military Order of the World Wars

<b>Treasurer's Report</b>			
<b>307<sup>th</sup> Bomb Wing B-47/KC-97 Association</b>			
<b>Ending Balance from last report (February 5, 1999):</b>		<b>\$5,359.52</b>	
<b><u>General Fund Balance</u></b>	<b><u>Expenses</u></b>	<b><u>Deposits</u></b>	<b>\$5,359.52</b>
Expenses:			
Postage	234.19		
Printing	468.52		
Office supplies	9.45		
	<b>712.16</b>		
			<b>- 712.16</b>
			<b>4,647.36</b>
Income:			
Donations		560.00	
Interest on account		<u>36.20</u>	
		596.20	<u>+596.20</u>
<b>Ending Balance, May 22, 1999</b>			<b>5,243.56</b>
<b>Sue Jacob, Treasurer</b>			

### 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!

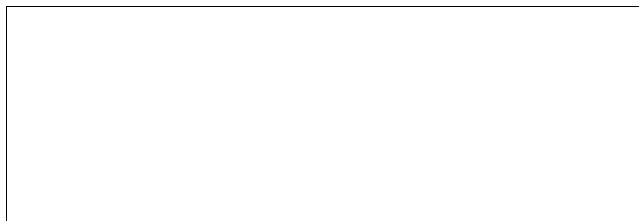
Why? As a non-profit Veteran's Organization, we must keep membership records for the IRS. Your completed form is the record. It also indicates your interest in continuing to receive Association mailings.

### 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:
Signature spouse _____		307th Bomb Wing B-47/KC-97 Assoc
if spouse wishes membership		5920 Robin Court
		Lincoln, NE 68516

## You May Be a Redneck Pilot, If...

- Your stall warning plays "Dixie".
- Your cross country flight plan uses flea markets as checkpoints.
- You think sectional charts should show trailer parks.
- You've ever used moonshine as Avgas.
- You have mudflaps on your wheel pants.
- Your toothpick keeps poking your mike.
- You've ever just taxied around the airport drinking beer.
- You wouldn't be caught dead in a Grumman Yankee.
- You use a Purina feed sack for a wind sock.
- The side of your airplane has a sign advertising your septic tank service.
- You constantly confuse Beechcraft with Beechnut.
- You think GPS stands for Going Perfectly Straight.
- You refer to formation flying as "we got us a convoy".
- You're matched set of luggage is three grocery bags from SafeWay.
- You've ever fueled your airplane from a mason jar.
- You've got a gun rack on the passenger window.
- You have more than one roll of duct tape holding your cowling together.
- Your preflight includes removing all of the clover, grass, and wheat from your landing gear.
- You figure the weight of the mud and manure on your airplane into the CG calculations.
- You siphon gas from your tractor to put in your airplane.
- You've never landed at an actual airport though you've been flying for years.
- You've ground looped after hitting a cow.
- You consider anything over 100" AGL to be high altitude flight.
- There are parts of your airplane labeled John Deere.
- You've never actually seen a sectional but have all of the Texaco road maps for your flying area.
- There's exhaust residue on the right side of your aircraft and tobacco stains on the left.
- You have to buzz the strip to chase off the sheep and goats.
- You use your parachute to cover your plane.
- You've ever landed on the main street of town to get a cup of coffee.
- The tread pattern, if any, on your main tires doesn't match.
- Your primary comm. radio has 90 channels.
- You have fuzzy dice hanging from the magnetic compass.
- You put hay in the baggage compartment so your dogs don't get cold.
- Your flight instructor's day job is at the community sales barn.
- You've got matching bumper stickers on the vertical fin.
- There are grass stains on your propeller tips.
- The FAA still thinks you live at your parent's house.



**Dated Material  
Return Service Requested**

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

