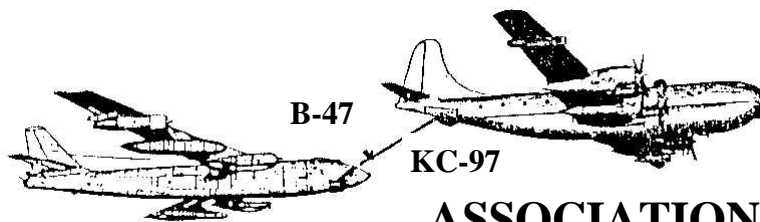
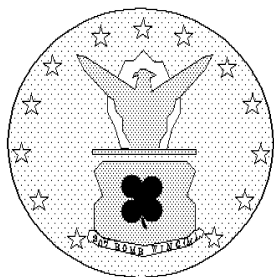


307TH BOMB WING



ASSOCIATION

NEWSLETTER

NUMBER 30

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

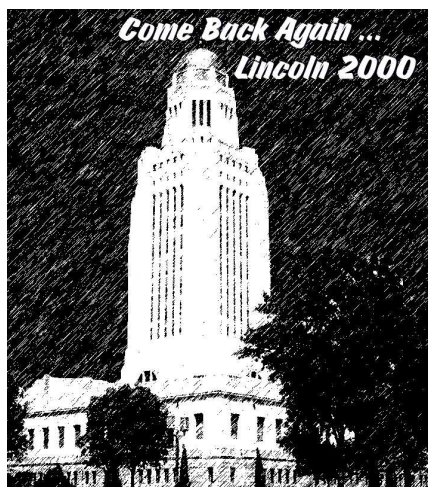
MARCH 2000

Let's Do It - - Lincoln 2000!

Happy Millenium or is it? Which side do you take, was it Jan 1, 2000 or is it Jan 1, 2001? I've heard strong arguments about it. I know, we'll take a vote while you are in Lincoln. Kidding aside, we are really looking forward to your coming to see us in June. We are expecting 325-350 to attend. We are excited about that. Will you be one of them? The details of the reunion are just ahead.

Hotel - Embassy Suites a new hotel, plans opening 1 May. It is located between 10th and 11th and P and Q Streets in downtown Lincoln. Rising nine stories, it has a large atrium with rooms surrounding. The lower level has a garden decor - there is a bar and restaurant in this area. If you have not made your Hotel and Airline Reservations NOW IS THE TIME! !! We have a block of rooms at the EMBASSY SUITES, but The **DEADLINE** for reservations is **21 MAY 2000**. Don't flirt with that date - call early! ! The EMBASSY SUITES PHONE NUMBER IS **1 - 800 - 362 - 2779**. Tell them you are with the 307th Bomb Wing and confirm the **rate** with them of **\$ 89.00 + taxes**. Breakfast and cocktails come with the room. **If you are not registered at the Hotel** there is a cost of \$8.00 for Breakfast and Cocktails are \$ 5.00. Tickets are to be purchased in advance at the 307th registration desk. The hotel Cocktail Time is the only planned get-together before

the banquet Saturday night. There will be a **Cash Bar** during and after dinner. There is a **Phone**, at the airport, from which you can call for a Hotel Van (complimentary). For those with recreational vehicles, a place some of you



have used is Camp A Way, Tele: 402-476-2282.

Wednesday, June 21 - Registration/Hospitality. The 307th desk will be on the 9th floor of the hotel. Both are next to the elevators, easy access. Please register ASAP and pick up your packets. Your **nametag** will be your **ID and Pass for everything**.

Thursday, June 22 - Golfers will be leaving the hotel at 7:00 AM. Sign up with a foursome at registration. Everyone will be finished in time for the last

tour bus in the afternoon.

Tours. We will be using Good Life buses (47 Pax). The plan is to go directly to the Nebraska Air National Guard briefing room for a few minutes, then out on the Flight Line / Ramp for viewing of a **KC - 135** both outside & inside. Stands will be in place and **CrewMembers** will be there to answer questions. After the Guard, we will drive around many Lincoln Air Force Base locations. The hangers are still there, but many buildings are gone, new ones have been built. The Lincoln Airport Authority manages both sides of the airport. Remember Wherry & Capehart housing - several of us lived there. Following this, the tour will continue back into Lincoln. We will drive by many places old and new. Our hope is to create a vision of what Lincoln was and is now. Total time an estimated 2 hours 30 minutes. Thursday evening is free time - your packet has a list of restaurants, many of which are 1 - 2 - 3 blocks close. The Haymarket Area (the old train station is converted) is just to the west.

Friday, June 23 - Veteran's Memorial Park / SAC Museum / Riverboat Casino. As indicated on the reservations sheet there are two choices: Park / Museum or Park / Museum/ Casino. We will be leaving the hotel with 7 or 8 buses. We will dedicate a memorial bench in the park. We're sure you will be pleased with the Veterans Park and the location of our memorial. The park is to be covered with flags and a park

(Continued on page 2)

(Continued from page 1)

representative will be at each location. There will be an honor guard - the ceremony will last approximately 15 or 20 minutes. You will have time to look at the many memorials from most services. It is a small but beautiful park. Before reboarding your bus you are to pick up an IN FLIGHT BOX LUNCH & a drink. We will be eating enroute to the Museum (sounds like a mission)! !

SAC Museum. We should arrive at the museum between 12:00 and 1:00. You are going to enjoy the many displays and aircraft at the museum. One of your first sights will be that of missiles and then a very impressive display of a **SR - 71** at the entrance. I won't go

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: Vbi-aett@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: mikegingri@cs.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.

in to detail of what is there but you will like it. There are 300,000 square feet under cover. After visiting the museum, the buses will be split, some to the casino & others back to the hotel - be sure you get on the right one. They will have Signs. Return times will be determined & in your packet.

Casino. There are two riverboats, we haven't selected one as yet. Both are floating but only move occasionally to comply with Iowa law. Strange isn't it? All types of gambling are available. The only suggestion we have is - spend no more than you are comfortable with. They have wonderful buffets - all you can eat and more, but the lines are long. (There is a snack bar). Enjoy, **Win** and be sure to catch your bus for the return trip. The drivers will return when a bus is full and everyone is accounted for.

Saturday, June 24 - Business Meeting will be at 10:00 AM. Please everyone attend. We don't need a long meeting but must review our financial position and have an election. We want to hear from you of any concerns you have and we need to **select where we are to go in 2002**. We would like to point out, we have not been to our most populous states of California & Texas. Our rule has been, we only go to a location where a local is present to chair the reunion committee. Come prepared to argue for your desired location. I'd be happy with either one. We will be voting. Mike Gingrich has sent me a video of the **Last Flight of a B-47 from China Lake (Naval Weapons Center) to Castle AFB in 1986**. It's exciting, and they almost didn't make it. After the meeting, **pictures** will be taken of **Squadrons & Couples. BE THERE!**

Cocktails. Hours 5:00 - 7:00 PM will be those of the hotel. We will not have a separate cocktail time. If you are not registered in the hotel, you need to buy tickets to attend; they are \$ 5.00 and must be obtained in advance from the 307th registration desk

Banquet 7:00 PM. There will be sign up sheets enabling you to form your most favorite group (**ten to a table**). Entertainment for the evening

will be a large barbershop harmony group: **The Lincoln Continentals** noted area wide. One of our own is in the group, **Wally Whitehurst. Go Wally!**

Dancing. We have a musical group which you will enjoy - **Lots of Golden Oldies.**

Sunday, June 25 - Breakfast & Farewell. Again this is hotel timing 7:00 - 10:00 and if you are not in the hotel, there is a cost of \$ 8.00. Obtain tickets in advance from the 307th registration desk.

Your registration sheet is in this issue. Fill it out and mail it in NOW! See you in June.

Tony Minnick



The Last Flight

Beverly M Clark, Portland OR, date unknown.

Maynard J Davis, Alcoa TN, 11 September 1999.

Jean Evans, Riverside CA, 26 October, 1999.

Walter E Johnson, Lincoln NE, 1991

Victor N Looney, FMS, Ada OK, 1999.

Bruce Mills, 370th BS, Surprise AZ, 18 November 1999.

Charles Mitchell, OMS, 370, HQ, Rantoul IL, 10 March 1999.

John Pettengill, ARS, Magalia CA, 28 April 1999.

Merrill T Powell, 424th BS, Lincoln NE, 1999.

Kenneth E Smith, ARS, FMS, Langley OK, 4 October 1999.

Jeanette Walrath, Dana Point CA, 14 December 1999.

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

"And God said who shall we send. I answered I am here, send me." Isaiah 6:8

Around the Wing

It's always painful to compile the list for the Last Flight. This issue's list contains several names both near and dear to most of us in the 307th. However, the opportunity has presented itself to retract some past pain. In the November 1999 issue, we listed **Ray Normandin** as having departed. Our information came from members of crew J-38, Ray's former crew. We were sadly (but happily) mistaken. See the nearby box for Ray's retraction. Luckily, our error succeeded in finding out Ray's status and whereabouts. Crew J-38 and the newsletter editorial staff will now form ranks to issue their formal MEA CULPA.

At the risk of becoming sentimental, some remarks by **Bud Flanik** regarding the Last Flight are worth passing on: "The sad thing about this is that each of us are rapidly drawing closer to that ending and it's an irreversible process. I think back to those early days at Lincoln and I can recall all of the young bucks so full of piss and vinegar. Even the "older" WW II types retained that certain vibrancy of youth back then. It may be that they had already faced so much peril in combat that they were exercising their rights to a youth they'd lost out on earlier. In any case, my memories are of a group of people who worked damned hard...then played even harder!!! The people remaining must each be saddened when one of ours passes on. We need to keep actively encouraging the widows to attend the reunions. They were (and are) an integral part of that time and need to know we consider them still part of the bigger family."

Many of you have asked about **Earl Higgins**. **Sig Faber** tells us he received a Christmas card from Earl, and invites all to drop a card or note to Earl at 603 N Martin, Box 520, Medical Lake, WA 99022-8412. Earl is unable to drive and uses a walker to navigate due to a balance problem.

Jan Campbell writes: "Please tell **Betty Hickman** that I am with her in the "Trucker's Mom department. Several years ago, my daughter was driving the equipment truck for a young British band called Beautiful South. I flew to Boston to meet her and drove down with her, through New York, D.C. and ending in Atlanta as the resident "mom" groupie." I even helped to unload band gear! She is now driving buses for tours (between jobs at the current time) and there is no further opportunity for me to tag along, but I sure did have fun and wonder at the stamina these drivers have. She also had a cat, Simon, who grew up in a truck, sitting on the dash and watching the world go by - he now resides with me in ATL, living a dignified (?) older cat life - so much for the empty nest syndrome!!!

Frank Eisenbaum provides an interesting letter in which he notes he was a 307th original at Lincoln from 10 July 1954. He married Dina, a Cornhusker, on his last day at Lincoln, and credits her with transitioning him from **Dewey Franklin's** KC-97

navigator to pilot training and a 20 year USAF/SAC career. Frank has nominated himself for two new categories in the **307th Roll of Remarkable Records**, to wit: 1. Earliest crewmember to arrive at Lincoln (10 July 54), and still flying as an active crewmember (as of Oct 1999, DC-10/FEDEX); 2. Shortest time as a married man while in the 307th BW, namely one day, married the day he left, 28 April 1957.

Frank, the 307th Records Committee has minutely scrutinized your claim, and accepts it.

It's possible that **Adam Mizinski** belongs on the **List of Remarkable Records** as well, as he claims he was the last to sign out of the 307th on 17 March 1965. He was so late he had to sign out on the 98th books; even the 307th Vice Commander had signed out before him!

Several years ago, our co-historian, **Ernie Pence**, took up skiing with great passion! Unfortunately, Ernie found out it is a twelve hour drive one way from his home in Schuyler, Nebraska, to his favorite slope at Steamboat Springs, Colorado. Being a mover and shaker, Ernie was not content with that status quo. His solution was to get a pilot's license. With that completed, he is now embarking on assembling a home-built aircraft kit. His GPS black box came equipped with the Steamboat Springs waypoint hard-wired.

Jimbo Shumake wrote from Phoenix, that he was proud to be able to attend the Memorial Service for Bruce Mills at Luke AFB as a representative of the 307th Bomb Wing. He is combating great sadness in his life as his son "Tripp," age 51, was recently killed by a hit and run driver. The perpetrator was caught and is awaiting trial. We all send our condolences, Jimbo.

Maynard Reese, Valdese NC, must be very proud of his wife **Ella**, who recently was personally honored by Governor James B Hunt, Jr of North Carolina, for her three years of extensive hard work as a volunteer at the Hospice of Burke County. Ella is "... a classic example of a person who lives by the Golden Rule..." Way to go, Ella!

Several of the group have been working to get our first edition of the wing history in shape for publication. Our hope is to have it ready for you at the reunion in June.

As the B-47 crew forces grows older and mellows, and as classification restrictions fall by the wayside, a number of adventures, previously known only by word of mouth, are being documented. Some of us have heard some of these stories, others have not. As

(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)

they emerge, we hope in this newsletter to bring them to you. In this issue, we present the story of Hal Austin and his crew during a B-47 overflight of the Soviet Union in the early 1950s.

In the last several months, the number of people we have on our email list has blossomed to nearly 150. We've heard from many recently, including: Lucy Hesler, Gary McGill, Charlie Akins, Stan States, Cec Braeden, John Quirk, Bob Kelley, Harry Krebbs, W T Haley, Bill Rogers, Don Watts, Norm Crocker, Bob Ketchum, Pete Martineau, Joe Rosario, Jerry Hoffman, Jerry Lanning, Woody Fail, Fred Tanner, Dick Baran, T R Taylor, Joe Phelan, Melba Mills, Jim White, Richard Valen, Al Opitz, W T Haley, Bill Schwob, Jim Yandle, Harry Jones, Bill Rogers, Jim Flavin & Lavern Musselman.

Dear Comrades:

A friend forwarded to me a copy of the Bomb Wing November 1999 Newsletter in which it listed a little blurb on aircrew J-38. The article went on to report that I was no longer among the living.

It was a giant surprise to me, since I'm still paying insurance premiums instead of my widow collecting.

Please list me among those who are still with us.

Yours Truly,
Raymond Normandin
828 NW 142nd St
Edmond, OK 73013

Donations

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

Thomas Mills
Carlton Parsons
Carl Reinke
Woodrow Fail
Richard "Doug" Valen
E W Lorson
William Johnson
Richard Reeh

Coming to Lincoln

Below are the members who have returned questionnaires since the last Newsletter. With these, we are at about 350 people who anticipate attending the reunion. As always though, this number decreases when it comes time to actually register.

William & Shirley Adams, Arnold & Loma Austin, Mike & Harriet Barron, Roland & Ele Behnke, Roger & Dottie Beamer, Bob & Pat Byrom, Jan Campbell, Jim & Carolyn Carlton, Jim & Meg Chittendon, Dick & Mary Coon, William & Georgia Crane, James & Suzanne Daniels, Bill & Carole Doetzel, James Evans, Woody & Kathy Fail, Bud & Jan Flanik, Donna Gerstenschlager, Hank Grogan, Jack & Ah-shia Hagelin & Tana, Bill & Linda Hammonds, William & Myrtle Johnson, Claude Jones, Ross & Sharon Jones, Don & Martha Kellum, Bob Kelly, Bob & Elaine Ketchum, Jerry & Penny Lanning, James & Vivian Lehr, Bill & Peg McCarthy.

Peter & Pat McKay, Norm Menke, Bobby & LaVonne Millwood, Bill & Mary Novetzke, Merrill & Loneta Olvey, Clarence & Joyce Padgett, Charles & Barbara Passante, Pat & Norma Patterson, Elzie & Annette Pettis, John & Nancy Puckett, Pete & Betty Rawlins, Richard & Lois Reeh, Carl & Berniece Reinke, Pete & Caroline Rollins, Bill & Mary Rogers, Bill & Merle Seay, Al & Vivian Simpkins, Jim & Twyla Sine, David

& Anastacia Snow, Jerry & Joan Sparks, Tom & Karen Stack, Bob Titzer, Fred & Ruth Varn, C Howard & Sally Vest, Robert & Elizabeth Walker, Rudy & Kathy Webb, Bob & Jean Westervelt, Jess & Jean Worley, Ralph & Pearl Utech.



Proposed New AF Logo

Ed note: The senior Air Force leadership is floating a proposed new logo which would replace the traditional circular star and wings, now referred to as the "Arnold" symbol. The Air Force paid a New York public relations firm \$600,000 to come up with the new symbol and associated symbological interpretation. According to the Air Force Times newspaper, commentary is running four to one against the new symbol. You can [make your opinion known](http://www.af.mil/newspaper/feedback.htm) online to the Air Force at <http://www.af.mil/newspaper/feedback.htm>

by Col. Ron Rand
Director of Air Force Public Affairs

WASHINGTON (AFP)- Four weeks ago, Air Force Online News carried a story about the development and testing of a new Air Force symbol and theme. Although a final decision on the symbol is pending, the secretary of the Air Force

(Continued on page 9)

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

Ending Balance from last report Oct 15, 1999: \$5,096.63

	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$5,096.63
Expenses:			
Postage	520.18		
Printing	516.53		
Office Supplies	50.37		
Telephone	9.40		
Lincoln Memorial	<u>600.00</u>		
	1696.48		-1,696.48
			3,400.15
Income:			
Donations		270.00	
Interest on account		<u>41.05</u>	
		311.05	+ 311.05
Ending Balance October 15, 1999			3,711.20

Sue Jacob, Treasurer

A Cold War Over Flight of the USSR

By Colonel Harold (Hal) Austin, USAF (Ret)

The hot subject on both sides of the Iron Curtain in 1954 was Intelligence gathering. The political/military situation for the time period around May 8, 1954 was that the Cold War was in full swing and the Korean War was nearing the stalemate that has lasted for all of these 40 years. We were quite concerned about the possibility of the Soviets attacking Europe and even the United States with aircraft overflying Canada. Russia was equally as concerned about an attack by the United States.

Some of you will remember that by the 1954-55 time period we had two Strategic Reconnaissance Wings at Lockbourne AFB, Ohio, where my crew was stationed, with ninety RB-47E aircraft plus twenty KC-97 tankers. Also, there were two RB-36 Reconnaissance wings, one at Ellsworth AFB, SD and one at Fairchild AFB, WA. These were the aircraft expected to do the "Open Skies" project which President Eisenhower attempted to negotiate with the Soviet Union. It would have been very interesting trying to cover the entire Soviet Union with those 150 or so aircraft! In 1955 President Eisenhower made a careful evaluation of US policy on disarmament. He invited the other four major powers of the world to join in an agreement for the reduction of armaments and on July 21, 1955, at the Geneva Summit Conference, made his "Open Skies" proposal to ensure peace in the world through the use of aerial reconnaissance.

During 1951-53, my unit, the 91st Strategic Recon Wing (SRW), routinely had about eight RB-45C's and a similar number of KB-29P tankers deployed on temporary duty to England. In late 1953, we transitioned to the new RB-47E for the same job. During these years our "official" job was to do uncontrolled photo mapping work for the US Army over Europe, primarily the Rhine River basin and later all of Spain, so our maps could be geodetically tied into Eastern Europe. This was a very important requirement because ballistic missiles were soon to be deployed to the NATO area. Our real mission with RB-45C's, we found out later, was to occasionally furnish them to the RAF. (As a matter of interest, a flight of RB-45C's, with RAF crews had been over Moscow the night of April 29, 1954, just a few days earlier than our day photographic mission.)

Electronic Intelligence (ELINT) RB-29's, RB-50's and later RB-47 aircraft, were also doing periphery work around the Soviet Union, primarily to keep the Soviet Radar Order of Battle up to date. I believe our overflight on May 8, 1954 was the first with the RB-47E visual photo aircraft.



On this particular TDY, my crew, Carl Holt, Co-pilot, and Vance Heavilin, Navigator, and myself, had been in England about two weeks, when on May 6 we launched a "feint" of seven RB-47E's toward the USSR's "Northern Exposure." Taking pictures of the Spitsbergen Islands, Northwest of Norway, we were well above 75 degrees north latitude. Although we didn't know it at the time, this "feint" was to set up our mission of the 8th of May. On the 8th of May, the three RB-47E crews for the mission were briefed separately and apart by two SAC Intel Colonels. Our particular mission was to penetrate Soviet airspace and take pictures of 9 Soviet airfields to find out for General LeMay if the "new Migs" (MIG-17's) were deployed to the area. The other two aircraft were to proceed with us to a point about 100 miles north of Murmansk and then return to base.

Our flight of three RB-47s departed RAF Fairford about 7 AM, refueling with our KC-97's off Norway as we had done two days earlier, flying one mile separation using station-keeping technique (very loose formation) to a point about 100 miles north of Murmansk. The other two aircraft reversed course, as briefed at that point to return to the UK. Our first Soviet airfield targets were two large airfields near Murmansk. We coasted in at 12 noon at nearly 40,000 feet over Murmansk and the Nav turned on his radar cameras and started the three K-17 large area visual photo cameras. The weather was clear as a bell across the entire Western part of the continent, perfect for our K-17 and K-38 cameras.

About the time we finished photos of the second airfield, we were joined by a flight of 3 Soviet Migs. I still don't know whether or not they were armed, but they stayed a couple hundred yards to half a mile off our wing, making visual identification, I guess. About 25 minutes later, a flight of six Migs showed up. I guess this flight confirmed we were the bad guys, because a few minutes later another two flights of three, a total of six Migs, arrived behind us, with obvious

intent to try to shoot us down. By this time, we had covered two more major airfield targets near Arkhangelsk and were turning to the Southwest toward our last two targets. We had been over Soviet territory an hour and were at 40,000 feet. We had been briefed by Intel that the Mig-15 would not be able to do any damage to us at 40,000 feet

with our true air speed on the order of 440 knots.

Well, you can imagine what we called those Intelligence weenies as the first Soviet Mig-17, not Mig-15, made a firing pass at us from the left rear, and we saw cannon tracer shells going both above and below our aircraft. And, the Mig was still moving out rather smartly as he passed under us in front. So enough of this 40,000 feet stuff, I pushed the RB-47 over,

(Continued on page 6)

(Continued from page 5)

descending a couple thousand feet picking up about 20 knots indicated airspeed in the process. The second Mig-17 made his firing pass and I don't care who knows, it was scary watching tracers go over and under our aircraft. This guy had almost come up our tailpipes. The Co-pilot turned around backward to operate our tail guns after the first Mig shot at us. It was typical for the two remotely controlled 20mm cannons not to fire. I told Holt he'd better kick them or something because if our guns don't fire the next SOB would come directly up our tailpipes. Fortunately, when the third Mig started his pursuit pass, our guns burped for a couple of seconds. General LeMay did not believe in tracers for our guns, but the Soviet pilots must have seen something because the third guy broke off his pass and the flight of six, and the next flight which joined us later, stayed out about 30 to 40 degrees to the side, out of the effective envelope of our guns. Of course, the Migs didn't know that our guns would not fire again, even though the Co-pilot pleaded, and I believe he did, at least, kick the panel trying to get them to work.

The fourth Mig of this flight made a firing pass and made a lucky hit through the top of our left wing, about 8 feet from the fuselage through the wing flap. It exploded into the fuselage in the area of the #1 main tank and knocked out our intercom. We felt a good whap and all three of us were a little bit anxious (scared) but doing our mission as briefed, basically because of habit. I firmly believe that's what good, tough, LeMay-type, SAC training did for his combat crews. Later we also found out, it hit our UHF radio in a way that it would not channelize but was stuck on channel 13, our command post common.

By now we had covered our last photo target and had turned due west toward Finland to get the hell out of there. That flight of six ran out of range I guess and, we were near the Finland border. Real soon another three Migs showed up. Two Migs of this flight made individual firing passes but our added speed obviously made it a bit tougher or I am pretty sure I would not be here writing about this mission today. After those two made passes, one of the Migs came up on our right side, close enough to shake hands and sat there for two or three minutes. Two more Migs tried firing passes, but without hitting us, by this time we were well out of Soviet territory. At the debriefing in Omaha, General LeMay asked, "Why were you not shot down?" My answer was that there was no doubt in my mind the Mig-17 pilots could have shot us down, if they had been willing to come right up our tailpipes! He made the statement that he was "convinced that most fighter pilots are basically cowards anyway." General LeMay also said, "There are probably several openings today in command positions there, since you were not shot down."

Our excitement for this mission was not over. An airborne stand-by KC-97 tanker was holding for us about 50 miles from Stavanger, Norway. We really weren't sure how the damage to our left wing and fuselage would effect fuel consumption. Initially it didn't look that bad. As we came into radio range of our airborne tanker I heard him calling (garbled) in the blind

Dear Mike (and all)

I appreciate the sad advisory about Bruce Mills. I was doubly saddened by the announcement. First, he was a good friend and role model during my young years in the 307th. Second, it hurts my heart when I lose a friend to stroke. My third career is in the nonprofit world and I'm currently President of the National Stroke Association (NSA). My mission is to reduce the incidence and impact of stroke by changing the way stroke is viewed and treated. (I lost my father to stroke when I was a teenager and, in my current incarnation, I'm at war against this pernicious killer.)

Most people don't know that stroke (we call it "brain attack") is the third leading cause of death in this country and the leading cause of adult disability. Even fewer don't know that most strokes can be prevented or what the symptoms and proper reaction are if stroke symptoms occur. (Short answer: CALL 911!)

Regrettably, most of us 307th Dinosaurs are in the high-risk age group for stroke and don't know enough about it. I invite everyone to call NSA at 1-800-STROKES and ask for free information. What you receive might just save your life--and your brain! Please help us all avoid more announcements like the one about Bruce, Glen Lally, and too many others.

Warm regards,
Pete Todd

Dear 307th Alumni

Pete Todd has hit the nail on the head very eloquently in the note above. As your association chairman, I hope we do not lose one more of our friends to stroke when it may have been preventable. Do yourself (and us) a favor and get a "stroke of luck" by looking over the material on the next page. Then **call the NATIONAL STROKE ASSOCIATION at 1-800-STROKES** and ask for the booklet "The Brain at Risk -- Understanding and Preventing Stroke." This will provide much greater detail in telling you about risk reduction and medical prevention treatments.

With best wishes to all, your chairman,...Tony Minnick

on command post common, the only working part of our UHF radio. We were running about 30 minutes behind schedule; I heard the tanker state he was leaving the orbit area at the appointed time. I tried to acknowledge his call but he later said he never heard me transmit anything. Of course they had not been briefed on our mission, but were aware that three B 47's went through refueling areas that morning and only two had returned.

As we coasted out off Norway, it was obvious we had fallen behind the fuel curve. We climbed to 43,000 feet and throttled back to max-range cruise. It did appear however, that we could get to a base in England and we knew there was a strip alert tanker at Brize Norton awaiting our call. My Co-Pilot had spent much of the time since the last Migs departed sitting in the aisle acting as the intercom between me and NAV. You just don't realize how handy the intercom is until you don't have one in a tandem airplane.

(Continued on page 8)

Stroke: A Working Definition

A stroke interrupts blood flow to an area of the brain and occurs when a blood clot blocks a blood vessel or artery, or when a blood vessel breaks. Stroke is a “brain attack.”

When a stroke occurs, it kills brain cells in the immediate area. Doctors call this area of dead cells an “infarct.” Brain cells in the infarct die because they’re no longer receiving the oxygen and nutrients they need to function. These cells usually die within minutes to a few hours after the stroke starts.

While brain cells in the infarct die, other brain cells in the larger, surrounding area of the brain for which the blood supply is compromised, but not completely cut off, can be saved. These cells are in a state of “shock” and can either recover or die depending on what happens in the minutes and hours that follow. Without prompt medical treatment, this larger area of brain cells will also die.

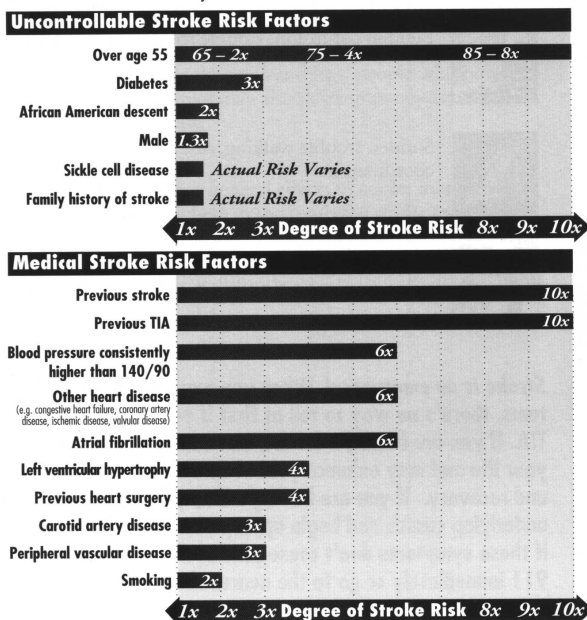
When brain cells die, the body loses control of the abilities that the affected area of the brain once controlled. This includes functions such as speech, movement and vision. The specific abilities lost or affected depend on where in the brain the stroke occurs and on the size of the stroke (i.e., the extent of brain cell death). For example, someone who has a small stroke may experience only minor effects. On the other hand, someone who has a larger stroke may be left paralyzed on one side or in a coma. Some people recover completely from less serious strokes, while other individuals lose their lives to very severe strokes.

Stroke: How It Can Be Prevented

Unlike many other life-threatening health problems, with stroke, you have the ability to decrease your risk. Let’s take a few minutes to discuss stroke risk factors.

For any health problem, risk factors are the things about you that make you more likely to develop that particular condition.

For stroke, there are two primary types of risk factors: those you can control and those you can’t.



Stroke: Know the Symptoms



Sudden numbness or weakness of face, arm or leg, especially on one side of the body



Sudden trouble seeing in one or both eyes



Sudden confusion, trouble speaking or understanding



Sudden trouble walking, dizziness, loss of balance or coordination



Sudden severe headache with no known cause

Stroke is an emergency! When you experience any of these symptoms, there’s no way to tell at first if you are having a stroke or a TIA. If you are having a stroke, immediate treatment may save your life and may enhance your chances for successful rehabilitation and recovery. If you are having a TIA, your doctor will evaluate the underlying causes and begin appropriate preventive measures. Even if these symptoms don’t cause pain or they go away quickly — call 911 immediately or go to the nearest hospital.

Many strokes are preceded by brief episodes of stroke symptoms, also known as *transient ischemic attacks* or TIAs. These are temporary interruptions of the blood supply to an area of the brain. During TIAs, symptoms identical to those above are experienced. TIAs can appear hours, days, weeks, or months before a full stroke. These episodes usually last only a few minutes. They generally disappear quickly and, unfortunately, are ignored. However, a TIA may be a sign that a severe stroke may follow. Just like full strokes, TIAs require emergency attention.

Stroke Risk Exam Checklist

Here’s a checklist of the things your doctor should be looking for when examining you for stroke risk:

- High blood pressure
- Atrial fibrillation and other heart disease
- High cholesterol
- Clogged blood vessels, especially in the carotid arteries
- Other stroke risk factors: age, race, gender, weight, exercise level, smoking/drinking habits, diabetes, blood clotting disorders, and connective tissue disorders

NSA's Stroke Prevention Guidelines

These guidelines were developed by the country’s leading experts on stroke prevention.

- Know your blood pressure. If it is elevated, work with your doctor to keep it under control.
- Find out if you have atrial fibrillation (also called AF). If you have AF, work with your doctor to manage it.
- If you smoke, stop.
- If you drink alcohol, do so in moderation.
- Know your cholesterol number. If it is high, work with your doctor to control it.
- If you are diabetic, follow your doctor’s recommendations carefully to control your diabetes.
- Include exercise in the activities you enjoy in your daily routine.
- Enjoy a lower sodium (salt), lower fat diet.
- Ask your doctor if you have circulation problems which increases your risk of stroke. If so, work with your doctor to control them.
- If you have any stroke symptoms, seek immediate medical attention.

Remember...many strokes can be prevented! Please discuss the information in this booklet with your doctor and work together to take control of your stroke risk.

(Continued from page 6)

Holt was beginning to panic on the fuel as we reached a point about 150 miles from the Wash. He said all this effort was for naught if we have to bail out of the airplane, and left no film for intelligence to process that would prove where we had been. Within about 100 miles of the Wash, I started calling for the strip alert tanker to launch. Jim Rigley, the tanker pilot, said he heard a word or two, enough to recognize my voice (these were our tanker guys, so we all knew each other). Anyway, he attempted to get permission to launch. Well, as it sometimes goes, the RAF had an emergency working at Brize. Rigley announced that he was launching anyway and did. When he returned to base, the Base Commander threatened him with a court martial and British Air Traffic Control gave him a violation, both situations were later "fixed" by General LeMay.

In all of my nine years of flying up to that time, I was never more thrilled to see another airplane in the air than I was to see that beautiful KC-97 that day. I saw Rigley's airplane and headed for it. We had already decided to try to land if need be at Brize Norton, and were letting down to do just that. Holt said, "We're going to run out of gas." Rigley had his guys looking up for us and caught a glimpse of what they thought was our airplane and leveled off at 3,000 feet heading south. I circled once letting down. As we maneuvered and pulled into contact position, Holt said, "We are taking on fuel." He swears to this day, all tank gauges showed empty when we made contact. I told Holt to tell me when we had 12,000 pounds of fuel. When he said NOW, I punched the boom loose, gave the Boom Operator a salute and headed for Fairford. We buzzed the tower and as we came around, they gave us a green light to land.

When we reached the ramp and parked, the crewchief was first up the ladder, "What the hell kind of seagull did you hit?"

Because of the "need to know" classification, my crew was never allowed to see the pictures we took that day, but General LeMay said they were really good.

If General Curtis E. LeMay was still alive I might have second thoughts on telling about this mission even though its been over 40 years (1954-1994). My crew, Carl Holt, Co-pilot and Vance Heavilin, Navigator, and myself were decorated by General LeMay, then Commander In Chief of the Strategic Air Command, with two DFC's, each in lieu of the Silver Star for a single RB-47E visual photo recce overflight of the Soviet Union. When General LeMay presented our DFC's he apologized, stating that the recommendation for the Silver Star had to be approved in Washington which could cause two problems; first they'd get the thing screwed up, and; second, and I quote, "I'd have to explain this mission to too damn many people who don't need to know."

About the Author:

Colonel Harold (Hall R. Austin retired in December 1976 from the USAF with nearly 34 years of military service. He is a command pilot with nearly 10,000 flying hours in 22 different

types of military aircraft.

Born in Sweetwater, OK, Austin went on to earn a Bachelors Degree from the University of Nebraska at Omaha and later a Masters Degree from George Washington University in Washington DC. He was commissioned as a 2nd Lieutenant in the Army Air Corp. and earned his pilot wings on 15 April 1945. Hal graduated from Command and Staff school in 1959 and the Air War College, 1966 at Maxwell AFB, AL.

Military duty has included flying the Berlin Airlift from Frankfurt, Germany; 24 years in the Strategic Air Command as Aircraft Commander; Maintenance Staff Officer; and Commander of the 384th Air Refueling Wing, McConnell, AFB. Austin's career also included Operations Staff Officer at SAC Headquarters and J-3, Office of the Joint Chiefs of Staff at the Pentagon.

After retirement from the USAF, Colonel Austin was employed as a stockbroker and later Director of Marketing for a retirement community. He then joined and purchased interest in a long distance telephone company primarily serving California. Very active in his community, Hal is the past president of the Riverside, CA Chapter of the AF Association; member and past chairman of the Riverside Chamber of Commerce Military Affairs Committee; Club and numerous other civic organizations. Hal has been a Life Member of the Order of Daedalians since 1971. He carries Named Membership #0695, for Founder Member, Don Gilmore, and is a member of 30th Flight (Hap Arnold).

Hal and his wife of over 46 years, Rosemary, reside in Riverside, CA. They have four children and nine grandchildren.

Comments From the Back Seat:

Carl Holt, Co-Pilot

It was a clear day (not a cloud in the sky) as we coasted in to the Soviet Union. Suddenly we started to generate contrails like six white arrows pointing to our airplane. (Not in the forecast!) As we passed over our first recon target, I could see the fighters circling up to meet us and knew it would only be a matter of time before they reached our altitude.

When I saw the flashes of fire from the nose of the fighters I knew it would not be a "Milk Run." I had trouble getting the tail guns to fire and since I was in a reverse seat position I could not eject in case of a direct hit. Also, the radar firing screen would not work so I felt a little like Wyatt Earp, looking out the back end of the canopy and firing at will (visual bore sighting). I did not hit any of the fighters, but it kept them out of a direct rear firing pass. They could only make passes from either side at a greater than 45 degree angle.

Later, after we were hit in the left wing and fuselage, one MIG tried to ram us by side slipping his fighter into our aircraft. On one "ramming" pass he stalled out right under our aircraft and

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our vertical camera took one of the first close up pictures of the new MIG-17. (The Intelligence community was elated at the picture!)

As we coasted out of Finland one of the remaining fighter pilots flew up to our right wing gave us a salute and then turned back toward the Soviet Union.

Having flown combat in WW2 and later recalled during the Korean War, I thought we were in a Cold War with Russia, not a hot one, since all the Reconnaissance plane "shoot downs" had been kept very secret. During our debriefing with General LeMay, I said to him, very innocently, "Sir, they were trying to shoot us down!" Smoking his usual long cigar he paused, leaned back and said "What did you think they would do, give you an Ice Cream Cone?" His aides all smiled, but I was serious.

- (P) Something loose in cockpit
- (S) Something tightened in cockpit
- (P) Evidence of leak on right main landing gear
- (S) Evidence removed
- (P) DME volume unbelievably loud
- (S) Volume set to more believable level
- (P) Dead bugs on windshield
- (S) Live bugs on order
- (P) Autopilot in altitude hold mode produces a 200 fpm descent
- (S) Cannot reproduce problem on ground
- (P) IFF inoperative
- iS) IFF always inoperative in OFF mode (IFF-Identification Friend or Foe)
- (P) Friction locks cause throttle levers to stick

- (S) That's what they're there for
- (P) Number three engine missing
- (S) Engine found on right wing after brief search
- (P) Aircraft handles funny
- (S) Aircraft warned to straighten up, "fly right" and be serious
- (P) Target Radar hums
- (S) Reprogrammed Target Radar with the lyrics

(Continued from page 4)

LOGO

and the Air Force chief of staff are aware of the keen interest throughout the force in its ultimate shape, design and meaning. They also want all members of the Air Force family to understand the motivation behind the development of a new and unifying symbol and theme to represent Air Force people and all the important things they do for our nation.

(Continued on page 11)

Form 781 Squawks (Thanks to W T Haley)

"Squawks" are problem listings that pilots generally leave for maintenance crews to fix before the next flight. Here are some squawks submitted by US Air Force pilots and the replies from the maintenance crews.

(P)=PROBLEM (S)=SOLUTION

(P) Left inside main tire almost needs replacement

(S) Almost replaced left inside main tire

(P) Test flight OK, except autoland very rough

(S) Autoland not installed on this aircraft

P) #2 Propeller seeping prop fluid

S) #2 Propeller seepage normal - #1 #3 and #4 propellers lack normal seepage

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.

First Crewmember at Lincoln and still flying: Frank Eisenbaum, 10 Jul 1954/ Fedex.

Last to Leave the 307th: Adam Mizinski, 17 March 1965.

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.

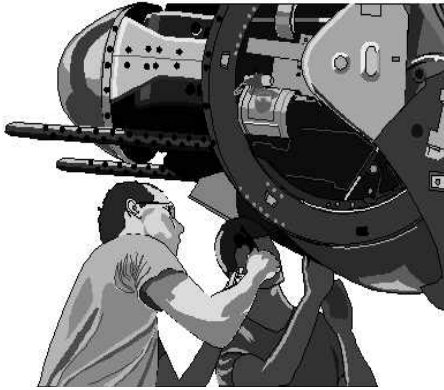
Most Reflex Tours from Lincoln: Hank Grogan, 22 tours to UK & Spain.

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.

Shortest time married in 307th BW: Frank Eisenbaum, 1 day, 28 April 1957.

Stake Your Claim and Claim Your Fame!!



The Chief's Corner SAC Bares All By Ernie Pence

Place: First alert area, South of Base Operations. Combat Crews quartered in BOQ, Crew Chiefs quartered in mini house trailer's adjacent to aircraft, Porta Potty's on site (one week later secured to ground after disgusting incident involving jet blast).

Time: Summer of 1958.

Situation: SAC will display an exercise of power and precision to the world. The Nuclear Strike Force in action. TV cameras shall record the execution of a "COCO" alert. To insure a professional demonstration of power and precision, two Crew Chiefs are assigned to each aircraft.

Harsh Reality: Events in chronological order. Klaxon sounds. Crew Chiefs abandon quarters and move to aircraft in expeditious fashion. Crew's arrive en-train at 20-foot intervals and disperse in orderly fashion to aircraft. Crews mount aircraft. All MD-3s on line prepared to initiate engine start. Aircraft 4222 emits insignificant amount of flame during #6 engine start! Situation in control, Asst. Crew Chief is fireguard on station. A/C continues RPM build up to extinguish flames. Crew Chief assumes worst. In a moment of unprofessional panic, sets course for problem engine. Route in error; route delivers Crew Chief in jet blast zone of engines 4 and 5. Egressing from jet blast area, Crew Chief is momentarily without sight, caused by 90-degree rotation of head set during exposure to jet blast. Initial impetus

carries Crew Chief into wing tank. Crew Chief momentarily stunned. Collar on Crew Chief's B-15 jacket shriveled, emitting smoke. Crew Chiefs face red, missing both eyebrows and sideburn on left side of skull assembly. Asst. Crew Chief egressing #6 engine to fire guard #3 engine start. Asst. halts, initiates unscheduled delay enroute. Observation of smoking Crew Chief triggers onset of fits of uncontrollable laughter, render Asst. temporally immobile. Asst. leads Crew Chief to safe area and continues alert duties. Aircraft egresses alert pad to assault taxiways and runway. Tobacco chewing other Crew Chief enters vacant alert slot of aircraft 4222 to render aid. Delivers stern lecture to dazed Crew Chief on dangers of entering blast zones. Mission accomplished, tobacco chewer unzips fly, exposes bladder vent, and initiates second mission. Staff car arrives and informs aforementioned SAC Professionals that film is on at 1000 hours.

Sitrep: Deterrence, and maintenance of peace mission accomplished. Sleep peacefully, SAC trained killers on watch. With the professionalism and dedication to mission consistently demonstrated by this elite group, there was never any doubt that we would win the cold war!

Memories of Moron AB, Spain By Doug Valen

On what I believe was our first "reflex" trip as a crew, Timmons, Valen, and Menke flew over in formation with Kelsey, Gerber, and States. We were going to the base theater for a movie one night and both crews were departing the BOQ parking lot at the same time. We ended up out on the mainroad side by side and both drivers decided to floor it and race to the corner in front of the theater. Unfortunately, a car was coming in the opposite direction and was forced to take the ditch to avoid a head-on collision. I believe the driver was the daughter of the base commander and so the incident got high level interest. I don't remember for sure, but I'd guess Bud Timmons was driving one vehicle and Stan States the other. In any event,

at the morning briefing the next day, the Reflex Commander brought up the incident and wanted some ideas from the group as to the appropriate punishment. No one responded for several minutes and finally someone in the back of the briefing room suggested that our "hands be slapped !!!" That seemed to end the discussion, but certainly didn't end the antics of the crews involved. I also remember the night that a crew member (possibly Rufus Underwood?) had a few "shooters" after getting off alert on New Years Eve, and threw a table knife at the Santa Claus figure in the corner of the dining room - and was immediately ushered out of the Officers' Club by the Base Commander.

Doug Valen
370th Bomb Sqdn, 1960-1965

Back In Touch

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

Ron Betts, 12651 Baja Panorama, Santa Ana, CA 92705.
Earnie H Dotson, 4108 S.C. Rd 1150 W, French Lick, IN 47432.
Mike Iverson, 627 S Jefferson, New Ulm, MN 56073.
W P Johnson, 13956 -109th Rd, Winfield, KS 67156.
E W (Bill) Lorson, 5013 St Andrews Ct, Leesburg, FL 34748.
Ray Normandin, 828 NW 42nd St, Edmond, OK 73013.
Jack J Olejniczak, 1040 Sheerer, Waterloo, IA 50701.
Carlton L Parsons, 3644 Susan, Sumpter, SC 29154.
Richard Reeh, 2462 Liberty Ave, Missouri Valley, IA 51555.
Robert E Rose, 98 River Forge Rd, Manchester, TN 37355.
Bill C Seay, 238 Waterford Dr, Inman, SC 29349.
Robert F Titzer, 6533 Sharon Rd, Newburgh, IN 47630.
Robert L Westervelt, 881 East Wolf Valley Rd, Heiskell, TN 37754.

Glad to have you with us! Join us in Lincoln!



WAR STORIES

The years pass so swiftly,
How quickly they fly!
As if pushed by the jet stream
In yonder blue sky.

And lately, it seems
I am found more and more,
Retreating to memories
Of past glory and gore.

Which finds me accompanied
By aviators rare,
Their eyes wrinkled and browned
From the suns naked glare.

And I listen to stories
Of War I and War II,
ICD, Korea, DC-I, DC-2.

I am constantly speechless,
Enraptured, in awe

Of War Stories witnessed
That I never saw!

And I wonder, in silence,
These stories of skies:
Which are the truth,
And which are White Lies?

So I developed a system
To sort wheat from chaff,
When to cry silent tears,
And when to just laugh.

You listen, impassioned,
To each sacred word
Of skies full of fire,
Of wounded, sick birds.

But you watch him intently,
A scotch in his hand;
His hat cocked so smartly,
His smile smooth as sand,

One hand on his hip,
(Or somebody's thigh):
Watch his lips; if they move,
Then you'll know it's a lie!

Michael J. Larkin
Captain, TWA (Retired)

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LOGO

This initiative is not about changing or reinventing the Air-Force. It's about ensuring our own people and the public we serve have a clear, consistent understanding of who we are and the value we provide our nation.

Because change always causes turbulence, we expect and welcome criticism and advice. To date, we've received input from all parts of the Air Force family and the general public -- 10,000 people and counting.

The Air Force symbol honors the heritage of our
(Continued on page 12)

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			



Email Changes

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

Additions

Dick Arens: slideoutinc@yahoo.com
 Dick Baran: redbaran1@juno.com
 Bill Barnicoat: wjbarney@uswest.net
 Ron Betts: ronandancy@aol.com
 Don Kellum: kellumd@stiusa.com
 Larry Kessler:
 LAWRENCE.KESSLER@worldnet.att.net

Bob Ketchum: RAKetch@aol.com
 Pete Kraska: pwkraska@msn.com
 Joe Phelan: Joe Phelan@aol.com
 Bill Rogers: rogers@wave.net
 Joe Rosario: raining1@gte.net
 George D Smith: NLAvalos@aol.com
 T R Taylor:
 TREACHRISTY@webtv.net
 Fred Tanner:
 Fred.T@Train-Depot.com
 Doug Valen: richard.valen@nwa.com
Changes:
 Max Bodenhausen:
 maxbo@atlascomm.net
 Sig Faber: loonieballoonie@juno.com
 Pete Martineau: petemrtno@aol.com
 Bill Novetske: bnovetz@hotmail.com
 Clay Robson: Clayrobson922@cs.com

We are looking for current addresses for: Latham, Gates, Bathurst, Erickson, Herridge, Hoffman, Traeger

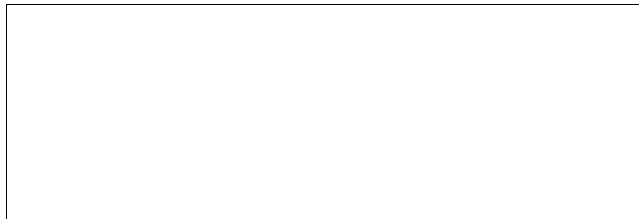
Send your email address in and if you would like to have a current list of 307th Email addresses emailed to you, drop a note to "mikegingri@cs.com".

(Continued from page 11)

LOGO

past and represents the promise of our future. It retains the core elements of our Air Corps heritage -- The "Arnold" wings and star with circle -- and modernizes them to reflect our aerospace force of today and tomorrow.

The symbol has two main parts. In the upper half, the stylized wings represent the stripes of our strength -- the enlisted men and women of our force. They have been drawn with great angularity to emphasize our swiftness and power, and they are divided into six sections which represent our core competencies -- aerospace superiority, global attack, rapid global mobility, precision engagement, information superiority, and agile combat support. In the lower half there is a sphere, a star and three diamonds. The sphere within the star represents the globe. It reminds us of our obligation to secure our nation's freedom with Global Vigilance, Reach and Power. The globe also reminds us of our challenge as an expeditionary force to respond rapidly to crises and to provide decisive aerospace power, worldwide. The area surrounding the sphere takes the shape of a star. The star has many meanings. Its five points represent the components of our one force and family -- our active duty, civilians, Guard, reserve and retirees. The star symbolizes space as the high ground of our nation's aerospace force. The rallying symbol in all our wars, the star also represents our officer corps, central to our combat leadership. The star has been framed with three diamonds, which represent our core values -- integrity first, service before self and excellence in all we do.



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 Lincoln, NE 68516**

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