

ASSOCIATION NEWSLETTER

NUMBER 42

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

FEBRUARY 2004

State of the Association Chairman's Column

In the summer of 2002, I offered an insight into the direction I intended to lead our association between then and the 2004 Reunion. In addition to the obvious "no-brainers" (continuity, solvency, etc.), I pledged three specific initiatives:

• **Analyze the pros and cons of hiring a professional reunion coordinator for the 2004 Reunion.** After considerable research and constructive advice from many of our members, we contracted with Armed Forces Reunions, Incorporated (AFRI) to coordinate our reunion in Las Vegas. Naturally, the "proof of the pudding" will be "tasting" in May, but so far I have been well impressed with AFRI's professionalism, helpfulness and savvy in getting us attractive rates and favorable arrangements.

• **Explore the feasibility of having a first-class, professionally developed and maintained website on the Internet.** Largely due to the support of Tony Wilko (a former Air Force officer who does web design and hosting for a living now) and the technical wizardry of Mike Gingrich, the site has been up and running (www.307BWAssoc.org) virtually flawlessly for nearly a year. We're off to a flying start, but I don't think we've fully exploited the potential of this information nerve center. With your ideas, we have lots of room

for growth.

• **Finally, I told you I wanted to promote a serious discussion about modernizing our governing document, the Association By-laws.** Over time, evolution and fact-of-life changes have occurred and it is time to make minor changes to the language of the by-laws to keep pace.

Other than a few edits for clarity and precision, the changes I propose fall into two categories:

Governance: I have found the prescribed leadership structure to be awkward, out of step with that of most similar organizations and not truly reflective of the way the Association has operated. I propose a more conventional set of officers with separate advisory and/or operating committees as required.

Finance: The current language is very restrictive about the uses to which Association funds may be put. While entirely proper at the time the Association was formed, a strict interpretation would prevent us, for example, from paying the costs of the website.

I have asked Mike Gingrich to publish the text of my proposed revised by-laws side-by-side with the current by-laws, space permitting. If you find it too cumbersome tracking individual changes, please e-mail, call or write me

and I'll send you a line-in/line out version. Most important, if you have any reservation about my proposals or any suggested additional changes, please let me know.

Our 2004 Reunion is less than three months away. Complete reunion information and registration forms are included in this issue. So, it's time to make your plans and reservations to attend. If you can't find what you need in the newsletter or on the website, get in touch with Vern Biaett or me and we'll try to get your questions answered.

As usual, one of the key decisions at our next business meeting will be the site of the next reunion. In 2002, we had some members going to the barricades advocating a cruise reunion for 2004. For most of the past year, I've been haranguing advocates to make your wishes known so we could have a focused discussion in May. Dallas Crosby bravely and generously volunteered to be the traffic cop on the issue (e-mail: JulieDall@aol.com). To date, he's had fourteen, count 'em, **fourteen** responses. That's OK with me, but that option is about to fall off the table as a non-starter if Dallas doesn't receive any more indication of support.

Happy New Year to you and yours!
Let's all get together in Las Vegas in May and Party Hearty!

Pete Todd

Present By-Laws of the 307th Bomb Wing B-47/KC-97 Association

PURPOSE: The 307th Bomb Wing B47/KC97 Association, hereinafter referred to as the "Association" is a worldwide association of current and former members of the U.S. Armed Forces assigned to the 307th Bombardment Wing (M), SAC, at Lincoln AFB Nebraska. The purpose is camaraderie of its members and support of the U.S. Air Force.

MEMBERSHIPS: The Association shall accept membership from those who qualify by definition and widows/widowers of those who qualify without regard to grade or rank. Ethnic background, race, national origin or religious belief shall never be a condition for membership.

OPERATIONS: The Association shall operate as a non-profit veterans organization. It may or may not be endorsed by the U.S. Air Force. The Association shall be apolitical and support no candidate or party for election to public office. No member shall receive compensation except for reimbursement of expenses in behalf of the Association.

MEETINGS: From time to time the Association may conduct reunions for the enjoyment of its members and their guests. Such gatherings shall not exclude any category of members. As an all ranks and grade veterans organization, no reunion, convention or conference shall be conducted solely for a restrictive class of the membership. Nor shall any group of its veterans use the name "307th Bomb Wing B47/KC97 Association" to advertise a gathering that excludes any person eligible for membership.

GOVERNING: The Association shall have no officers. The Association will be governed by the Committee Chairperson chosen by affirmation at the Reunion Business Meeting to serve through the next reunion. The Committee Chairperson shall function as the Executive Officer of the Association and shall be responsible to the membership for the conduct of the Association. The Committee Chairperson shall appoint appropriate committees to serve as Trust Fund trustees, to make arrangements for the next reunion and to publish a periodic newsletter.

DUES, DONATIONS, FEES: The Association shall not levy annual or periodic dues upon the membership. Donations to the Association and reunion registration fees shall be used only to maintain a central locator, to publish and distribute correspondence and newsletters and to plan and activate the program for future reunions.

AMENDMENT & PERPETUITY: These Bylaws may be amended by the affirmative vote of 51% of the membership present at a Reunion Business Meeting, provided that the purpose of the Association and its class of membership shall be inviolate. The Association shall continue in perpetuity until dissolved by a majority vote of the membership.

BYLAWS COMMITTEE APPROVED: 5 MAY 1988

Proposed By-Laws of the 307th Bomb Wing B-47/KC-97 Association

PURPOSE: The 307th Bomb Wing B-47/KC-97 Association, hereinafter referred to as the Association, is a worldwide association of current and former members of the US Armed Forces assigned to the 307th Bombardment Wing (M), SAC, at Lincoln AFB, Nebraska between 1954 and 1965. The purpose is three-fold: to perpetuate the legacy, history and memory of the 307th Bomb Wing, to promote the camaraderie of its members and to support the US Air Force.

MEMBERSHIPS: The Association shall accept membership from those who qualify by definition and widows/ widowers of those who qualify, without regard to grade or rank. Ethnic background, race, national origin or religious belief shall never be a condition for membership.

OPERATIONS: The Association shall operate as a non-profit veterans organization. It may or may not be endorsed by the US Air Force. The Association shall be apolitical and support no candidate or party for election to public office. No member shall receive compensation except for reimbursement of actual expenses on behalf of the Association.

MEETINGS: From time to time the Association may conduct reunions for the enjoyment of its members and their guests. Such gatherings shall not exclude any category of members. As an all ranks and grades veterans organization, no reunion, convention or conference shall be conducted solely for a restrictive class of the membership. Nor shall any group of its veterans use the name "307th Bomb Wing B-47/KC-97 Association" to advertise a gathering that excludes any person eligible for membership.

GOVERNING: The Association shall be governed by an elected President. Other elected officers will be the Vice-president, Secretary and Treasurer. These officers will be chosen by majority vote of the membership present at a Reunion Business Meeting to serve through the next reunion. The President shall function as the Executive Officer of the Association and shall be responsible to the membership for the conduct of the Association. The President shall appoint appropriate committees to make arrangements for the next reunion, to publish a periodic newsletter, and to perform other tasks in support of the Association as may be required from time to time.

DUES, DONATIONS, FEES: The Association shall not levy annual or periodic dues upon the membership. Donations to the Association and reunion registration fees shall be used only to maintain a central locator, to publish and distribute correspondence and newsletters, to operate and maintain the Association website, and to plan and activate the program for future reunions.

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BYLAWS COMMITTEE APPROVED: 5 MAY 1988

AMENDED BY MAJORITY VOTE OF THE MEMBERS, 7 MAY 2004

Aviation Wisdom, Courtesy of Ken Wikle

The only three things a wingman should ever say are:

1. Two's up.
2. Lead, you're on fire.
3. I'll take the fat chick.

...and in a multi-place aircraft, there are only three things the copilot should ever say:

1. Nice landing, Sir.

2. I'll buy the first round.
3. I'll take the fat chick.

As a new copilot on Americam Airlines, I was told to say these three things, and otherwise keep my mouth shut and not touch anything:

1. Clear on the right.
2. Outer (marker) on the double (indicator)
3. I'll eat the chicken. (Crew meals consisted of one steak and one chicken to avoid possible food poisoning of the cockpit crew).

Donations

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

Charles E Bird
Allen Goldblatt
Jane Marvel
Lou Paller

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

Chairman: Pete Todd, 1250 Big Valley Dr, Colorado Springs, CO 80918. Phone 719-531-5874. Email: petetodd@aol.com.

Chairman's Committee

Secretary: Larry Boggess, 4304 Ridgecrest Dr, Colorado Springs, CO 80918. Phone 719-548-8024. Email: larryjan@att.net

Membership: Jan Boggess, 4304 Ridgecrest Dr, Colorado Springs, CO 80918. Phone 719-548-8024. Email: larryjan@att.net

Treasurer: Tony Minnick, 5920 Robin Court, Lincoln, NE 68516. Phone 402-423-6848. Email: tonym@inetnebr.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: mustang51c@mchsi.com

Co-Historian: Ernie Pence, 2001 A St, Schuyler, NE 68661. Phone 402-352-3311. Email: Ernie_Pence@cargill.com

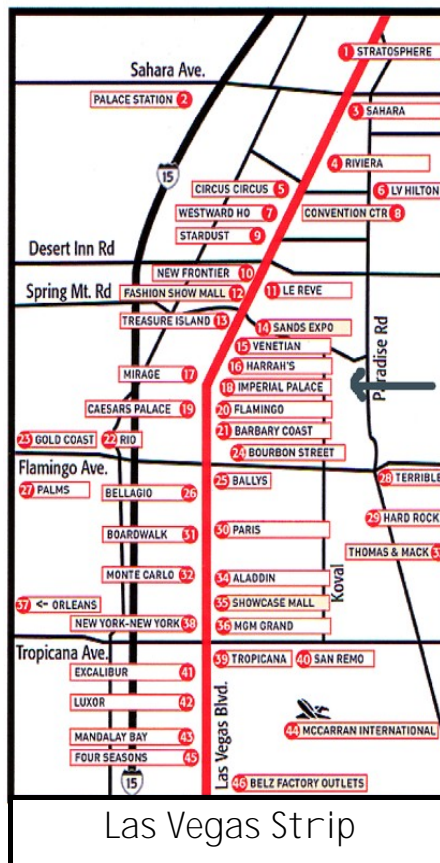
Co-Founder: Billy Williams, PO Box 29223, 5141 N 72nd St, Lincoln, NE 68529-0223. Phone 402-466-9301. Email: wjwbdw@juno.com

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

Las Vegas 2004 Reunion Chairman: Vern Biaett, 13618 N. 98th Ave, Unit F, Sun City, AZ 85351. Phone 623-972-7328. Email: vbiaett@azwest.net

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.

Treasurer's Report			
307 th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report October 31, 2003:		\$4,964.86	
<u>Expenses</u>			<u>Deposits</u>
General Fund Balance			\$4,964.86
Expenses:			
Postage	368.16		
Admin/Equip/Supplies	75.15		
Printing	615.59		
	1058.90		-1058.90
			3905.96
Income:			
Donations		65.00	
Interest on account		1.86	
		66.86	+ 66.86
Ending Balance January 15, 2004			3972.82
Tony Minnick, Treasurer			



Las Vegas Strip

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.

Back in Touch

Raymond L Jay, PO Box 1786, Woodville, WA 98072.

Thomas J Maloney, 5916 S New Haven Ave, Tulsa, OK 74135.

David A McAlister, 1708 Yermo Place, Fullerton, CA 92833.

Lou A Paller, 6508 W 83rd Place, Burbank, IL 60459.

Hugh B Terrell, 3751 Guthrie Circle, Lawrenceville, GA 30044.



The Last Flight

The verse on the SAC Chapel Memorial Window says it best...

Daniel J Doherty, ARS, Bellevue NE, 2 December 2004.

George D Smith, 372nd BS, Orangeville CA, 3 December 2003.

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

307th BOMB WING B-47 KC-97 ASSOCIATION
MAY 2 – 7, 2004
IMPERIAL PALACE, LAS VEGAS

Sunday, May 2

12:00pm -	9:00pm	Hospitality Room
3:00pm -	7:00pm	Reunion Registration Open

Monday, May 3

8:00am -	9:00am	Reunion Registration Open
9:00am -	10:00pm	Hospitality Room
9:30am -	3:30pm	RED ROCK CANYON (description follows)
4:00pm -	6:00pm	Reunion Registration Open. Additional hours will be posted at the reunion if necessary.

Tuesday, May 4

8:30am -	12:30pm	CITY TOUR/LIBERACE MUSEUM (description follows)
3:00pm -	10:00pm	Hospitality Room opens

Wednesday, May 5

8:00am -	10:00pm	Hospitality Room
8:00am -	1:00pm	HOOVER DAM (description follows)
2:00pm -	5:30pm	NELLIS AFB THUNDERBIRD MUSEUM (description follows)

Thursday, May 6

9:00am -	6:00pm	Hospitality Room
9:00am -	12:00pm	Business Meeting
6:00pm -	7:00pm	Cash Bar Reception
7:00pm -	12:00am	Dinner Banquet

Friday, May 7

Farewells and departures



TOUR DESCRIPTIONS

RED ROCK CANYON

Monday, May 3

Start the morning with a scenic drive through the Red Rocks where you can view the Canyon. Time may be allowed for taking pictures of the beautiful scenery along the way. Enjoy the drive through the thirteen-mile scenic Red Rock Loop. See an area once inhabited by Indians and still home to herds of wild horses, burros, and big horn sheep. Enjoy a short stop at the Visitor's Center, where you can take a nature walk on the grounds surrounding the Center. At Old Nevada, see a vivid replica of an old western town. Watch the old-fashioned melodrama in the saloon, followed by the hanging outside. You will also have access to all of the exhibits, a Wax Museum where you will hear Abe Lincoln speak, a Historical Museum, and an Opera House. Enjoy lunch consisting of BBQ Chicken, baked beans, cole slaw, biscuits, and a drink. Time permitting, visit some of the shops.

9:30am board bus, 3:30pm back at hotel
\$45/Person includes bus, guide, admissions, and lunch.

CITY TOUR/LIBERACE MUSEUM

Tuesday, May 4

Begin the day with a sweet tooth, stopping in Henderson to visit the Ethel M. Chocolate Factory and Cactus Gardens. Once you've seen how these candies are hand-crafted, sample your favorites and bring some home from the gift shop. Next, take a quick stroll through the Cactus Garden, blossoming with rare and exotic cacti. Drive by the homes of Wayne Newton and Liberace before you arrive at the Liberace Museum. Tour the museum and see his personal jewel collection, exquisite wardrobe, classic automobiles, custom-made pianos, and other Liberace memorabilia. Take a ride down the Las Vegas Strip into Glitter Gulch, downtown Las Vegas, and hear how Las Vegas came to be what it is today.

8:30am board bus, 12:30pm back at hotel
\$27/Person includes bus, guide, and admission.

HOOVER DAM

Wednesday, May 5

Proceed to visit one of the seven modern wonders of the world. On the way, your guide will entertain you with the history of Hoover Dam. Arrive at the Dam, the Western Hemisphere's highest concrete dam, rising 726 feet above bedrock and 660 feet wide at its base. Enjoy an orientation film on the history of Hoover Dam. The Dam was built to control the sometimes violent flooding of the Colorado River and aided parts of Nevada by offering an inexpensive source of electricity.

Note: *All valuables must be left on the buses – OK to take one camera but no purses.*

8:00am board bus, 1:00pm back at hotel
\$34/Person includes bus, guide, and admission.

NELLIS AFB THUNDERBIRD MUSEUM

Wednesday, May 5

Nellis Air Force Base is home of the world's premier aerial demonstration team, the USAF Thunderbirds. The dynamic aerial demo team, whose red, white and blue jets have been seen by over 280 million people since their debut in 1953, appears at air shows throughout the world. The Museum has a good collection of Thunderbird memorabilia, various items presented to the team through the years, Thunderbird artwork, photographs of all the Thunderbird teams, and photographs of various celebrities, which have been granted rides. The Thunderbird Museum offers a short presentation on colorful history of the team along with videos of past demonstrations, photos and mementos, plus a close-up look at an F-16 static display in POW/MIA Freedom Park which has the aircraft historically associated with the life of Nellis AFB. There is an F-100 Wild Weasel, F-5E aggressor, F-105G Wild Weasel, F-111A, F-4D (with MiG kills) and a F-117.

2:00pm board bus, 5:30pm back at hotel
\$20/Person includes bus and escort.

Driver and guide gratuities are not included in the tour prices.
 Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.

CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee (\$5.00 per person). Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. **Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard Time, excluding holidays.** Please call (757) 625-6401 to cancel reunion activities and obtain a cancellation code. Canceling your hotel reservation does not cancel your reunion activities.

The Ninth Standup
Las Vegas Reunion May 2nd to
May 7th, 2004
It's Reunion Time ...Almost!

It's only a little over three months until we congregate once more, this time at the Imperial Palace Hotel and Casino in Las Vegas, Nevada. So, get on the ball and make your hotel reservations, airline reservations if you need them, and send in your registration form for the reunion.

To help you do this, a complete reunion program and tour description is included here, as well as two slip-in pages in this issue, one for hotel reservations, and the other for reunion registration. Fill out and mail the hotel reservation

form to the Imperial Palace. Of course, you can also call their 800 number for reservations. And, if you want to find out more about the hotel, check their website at www.imperialpalace.com. **The cutoff date to obtain the special reunion rate at the hotel is April first.**

Reunion registration is being done differently this time. Since Armed Forces Reunions Inc (AFRI) is doing all the grunt work for us now, you must fill out the registration form and send it and your shekels directly to AFRI. This will keep our overly enthusiastic on-site association committee from prematurely investing your funds at the casino tables. **Reunion registration cutoff date is also 1 April.**

Once we get there we'll find that Vern Biaett and his committee of Betty Pelletier, the Carriers, the Myatts, and AFRI, have constructed a memorable time for us. Our usual hospitality room will display our memorabilia in Room 2448 on the fifth floor. Sociability and snacks will be found there, but to wet our whistle, we'll have to slog a few feet to the adjacent hotel bar, as organizational dispensation of spirits is prohibited.

Vern has arranged for a DJ to provide three hours of music suitable for dancing during and after our banquet. It's still up in the air if we will have an after-dinner speaker...Vern has a specific speaker in mind, which if we can get him, is certain to be enjoyed by all.

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(Continued from page 5)

As usual, we expect to have a reunion photographer and to offer a memory book which attendees may purchase at the reunion. Unfortunately, there was insufficient demand for organized golf this time, so members who want to chase the little white ball will have to make their own arrangements.

The folks below have indicated an interest in attending the reunion, so look them over and join your friends at the Ninth Standup in Vegas.

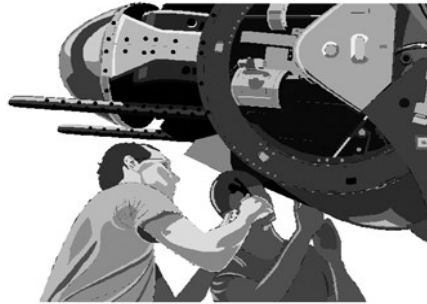
Dick & Eloise Arens, RT & Dru Boykin, Bob & Pat Byrom, Bill & Grace Carrier, Johnny & Joan Clark, Ray Coley (2), Albert & Elaine Cinnamon, James & Barbara Cone, William & Georgia Crane, Don Daley (3), George & Rita Davis, Ronald & Ruth Davis, Bill & Theodora DeAngelis, Mike & Judy DeCarlo, Bob & Shirley Delany, Virgil & Millie Domino, Frank & Dina Eisenbraun, Bill Erikson, H.O. & Mary Evans, Franklin & Helen Fish, Darrell & Lois Gallenberger, Mike & Jan Gingrich, Merle Hahn, Leo & Marly Halpin, Robert Hansen (3).

Russ & Betty Jean Heller, Joseph & Beverly Herman, Glen & Lucy Hesler, Harry & Carol Jones, Ross & Mary Jones, Don & Martha Kellum, Richard & Beverly Kies, Vince Kovacich, Bob & Peggy Jorgensen, Al & Mary Kulikowski, Jerry & Penny Lanning, Flip & Sandy Latham, Butch & Carol Leppi, Marvin Lundgren (2), Billy & LaRee Lyons, Butch Manning (2), Janie Marvel, William & Matgaret McCarthy, Frank & Dede Medrick, Robert Merick, Tom & Andrea Mills, Tony & Bev Minnick, Wally & Pat Mitchell, Adam Mizinski, Michael & Denise Myatt (5), Jim & Dottie Myers, George & Wauneta Nigh.

Don & Angie Nigro, John & Virginia Ogren, Frank & Kay Ott, Gerald Otten (2), Arthur Pearson (2), Pat Patterson (2), Betty Pelletier, Donna Reilly, Clayton Robson (2), Dean & Bonnie Jean Roelle, Bill & Mary Rogers, Jesse Sears (2), Robert Schultz, Bill Schwob, Jo Anne Kroll, James & Judy Shel-

ton, Ray Stefl (2), Pete & Wendy Todd, Noble & Gladys Timmons, Doug & Pat Valen, James Villa (2), Les Walrath, Bob & Carolyn Weidner, Billy & Jean Williams, Wally & Peggy Whitehurst, John & Jeri Yaryan, Merle Young (2)

So, join the Ninth Standup, and we'll soon see you in the casino...



The Chief's Corner by Ernie Pence

Incidents, Some Memorable, Some Not.

Incident #1

Chap replacing a boost pump in the bomb bay, Sunday afternoon, balmy, no one around. If you have to work Sunday, if the weathers nice, no one is bugging you, and you can work at an unhurried pace. That's not too bad.

Tank sumps been drained, circuit breaker pulled, cannon plug cut off, we're ready to proceed. Safety wire cut and removed, gooseneck off, base plate bolts removed. Now we're ready to pry the pump out, and are prepared for the teacup of JP-4 that always sits in the small depression in the pump plate.

Balmy Sunday afternoon, nothing to do, no flights scheduled. Doors propped open on the big American LeFrance crash truck, feet propped up on the dash or windowsill. No one for SuperSaver and his crew to save, just Sunday duty. What's this!!!!? A guy with a toolbox entering the bomb bay of the lone B-47 parked a short distance from a truck full of bored SuperSavers. Here's a situation that bears careful scrutiny. You B-47 types are running ahead on me again!

What's this!!!!!!? A small teacup of some substance raining profusely from the bomb bay! No time to inspect or question, sound

the Alarm, all men to "Battle Stations" in full gear. Silver suits doffed, hose's unreeled in record time, nozzles at the ready. CHARGE!!!!!!!!!!!!

The Crew Chief is just bending over, preparing to set the now removed pump on the B-1 stand, when he is assaulted fore and aft with heavy streams of foam, obviously emanating from an endless source! About to run out of air, the tide that is engulfing him recedes. He clears his eyes, nose and mouth, he has literally been buried in fire fighting foam, main ingredient, animal blood, on a balmy summer day. His demeanor instantaneously trips from shock to the kill mode. Roaring like a lion, a frothy beast armed with some sort of a frothy weapon in each hand lurches from the bowels of the stricken bomber. This creature is obviously intent on dealing death and destruction to whomever it may come in contact with. SuperSavers depart post haste.

Let's recap, quiet man on mission assumes duties in a purposeful fashion, is assaulted by Hero's in need of a victim, not a good combination. Interdepartmental relations in need of repair.

Incident #2

Bomb Nav team working on BNS system. All is now in order; let's have a merry go at the bomb salvo system. Ground observer in place, with ground cord communication to techs in navigator's position. Let's see now, cycle the system, if all goes well the doors will go from closed and latched to full open, U-2 rack automatically cycling open to release the bomb chain, to full closed and latched in approximately .5 second. All clear, good to go, order given, "Cycle the bomb salvo system!"

Crew chief in need of a tool spies toolbox on left side of fuselage. Bends over, reaches for a large wrench, retrieves same, WHAP, is struck a massive blow across the gluteus maximus propelling him end over end at the wing tank. Contact made with target tank. Chief recovers feet, then recovers senses, observers BNS tech, mouth open, eyes wide, squatting beneath belly of bomber now sitting with bomb bay doors closed, as before trip to aforementioned toolbox.

Logic returns to Sergeant Taylor's concrete scraped and bruised brain container. Affable demeanor of tobacco chewing nice guy locks in to axe-murder mode. He still has the large wrench clasped in his right hand. It is not an axe but it will suffice. BNS tech

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(Continued from page 6)

flees for life with crew chief in hot pursuit, intent on beating BNS tech into bad health. Interdepartmental relations dealt a body blow.

Incident #3

Crew Chief Fred Lally has been working long hours, to prepare a broken bird for a take off time that is rapidly closing in on the haggard little man. As he works his way aft, what to his blood shot eyes should appear, a full fledged stream of fuel peeing a great stream of fuel from a boost pump seal vent. Class A! No no, no way Jose you fly today. Fred has heard of the infamous baths given by the Hero squadron, he quickly jams his lead pencil into the pump seal vent stemming the flow. The pencil has done its job well, no more bath inducing emissions.

He flags down the radio truck and has them call Job Control, who will call Wing, who will cancel the flight. We all know things don't always follow the path of common sense and logic in the military! What??? Cancel a flight!!!!!! My God NO, that tank has 4 pumps in it, cut off the cannon plug, pull the circuit breaker, that's why we have so many pumps in these damned tanks! Hummm, don't remember reading that in the book, but, what the hell it's their crew!

Enter the crew, notices normally clean and happy little crew chief has blood shot eyes, needs a shave, uniform dirty, no smile, not

good! Something amiss, this calls for a close inspection of this state of the art sophisticated intercontinental bomber. What was to be a cursory inspection shall have to be an in-depth mother. Panel by panel, step by step the hawk eyed crew make their way around the bird warily. So far so good, just about done, last tank, aft main.

"Hey chief, What the hell is this pencil doing here stuck in the pump seal vent?" Fred replies nondescriptly, "Keeps the fuel from running on the ground, Captain." "Ho ho, ha ha, sure Chief", replies the pilot simultaneously giving the pencil a good tug. Eyes bulging, poking vigorously at the small vent until the target is found, the AC replies, "Yes, quite right, is that standard procedure?" Communication between sacrificial crew and command less than sterling, trust between crew and chief, well he isn't a liar! Still some work to do on interdepartmental relations.

Incident #4

General Jimmy Stewart arrives at our playpen. He will fly 208 back to the land of strange people. The General shows up at the plane, says, "Wel ah, Well ah Chief ah, is she ready to go?" Sutton, proud as punch replies, "Yes sir, General, she's ready to go." General Stewart replies, "Wel ah, Well ah, butt ah, button her up, ah, lets ah, lets ah, get a cup of coffee." Doesn't get any better than this, a General you like, trusts your judgment and integrity enough

to forego the preflight and... wants to get a cup of coffee. Who Yahhh, life in the 370th!

Engine start perfect, assistant gets power cart out of way in record time. Sutton does his best backward 2-step take em out to taxiway trot. Gets the General to the taxiway, snaps a super sharp hi-ball salute on the General, and proudly puffs out his chest as General Stewart taxis to the business end of the runway in his aircraft.

208 takes the runway, engines smoothly accelerate to 100% at the hands of a pilot with combat and command experience. Black smoke suddenly emits from all 6 howling engines when the water alcohol injection boosts the thrust for a high weight take off. The brakes are released, # four engine seizes up and rips itself from the aircraft and falls unceremoniously to the runway. Hell of a way to impress a visiting General Officer. Inter-wing trust, in need of a slight boost. :-)



Around the Wing

Do you think the B-47 was underpowered? Evidently the Cannucks did. The nearby photo shows a B-47 given to the Canadian Defence Establishment as a test bird, where-upon they hung a seventh engine on it, making it the most unusual B-47 configuration seen thus far.

Doug Valen emailed...

One of the favorite crew chiefs from my era at Lincoln, was a **Sgt. Rivers**. I don't remember if he was a Staff, Tech, or Master Sgt., but a great crew chief. Always had a smile and always a positive attitude. Two incidents come to mind when I think of Sgt. Rivers. One happened at Moron AB during an Alert scramble. Our crew (**Timmons, Valen, and Menke**) left the BOQ in our truck and as we entered the Alert Area, stopped to pick up one or more crew chiefs that used to hang out in a small building just inside the area. Sgt. Rivers jumped in the truck and we headed to our aircraft. We apparently came by his aircraft first and without warning, he just jumped out as we passed. We were probably going 30-40 MPH (Menke probably driving). I think he hit



the concrete pretty hard and almost tore an ear off. I don't think he went for medical help until after the alert was completed.

The other incident happened upon arrival at Lincoln AFB after a rotation from Moron AB. We had no enroute stops, so the

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customs guys from Base Ops came out to meet the airplane. Sgt. Rivers was riding the jump seat and had a pretty good load of booze in a B-4 bag in the crawlway. He sat in the jump seat with his feet and the pubs bag covering his booze, and they looked around and went back to Base Ops. Sgt. Rivers was jumping up and down with joy, because he had made it through without getting caught. We then unloaded everything and were waiting for the truck from the motor pool, when we heard the sound of breaking glass. We all turned around and the motor pool truck had backed over Sgt. River's bag and broke every bottle. I thought he was going to cry. That is the first and only time I ever saw Sgt. Rivers look depressed and he was depressed.

On a somewhat related note, Bud Timmons, Norm Menke and I had our entire booze load stolen once, after returning from reflex. It came off the airplane and was loaded on the motor pool truck, but never made it over to the Squadron. It was investigated by the OSI and several months later, a couple airman were charged with the theft and court martialled. They were the drivers of the motor pool truck and had taken it to a storeroom at the club over by the on-base lake. We were never reimbursed, so if there are any funds available, you could send each of us some Crown Royal, Seagrams VO, Beefeaters Gin and several bottles of Rose' Mateus wine. *Doug-Come join us at the Las Vegas Reunion and we'll see what we can do about replenishment!*

Pete D'Angelo says...

Hi, it's been a long long time. I just received the newsletter and for once I decided not to keep putting things off and send some type of notice that I still think of Lincoln. I am Peter D'Angelo of Jamestown NY. I was with the 307th Bomb Wing B47 Flight Line Maintenance, Jan 59 through Jun 63. I was interested in the Biography Book of personnel that I believe never got published. I wanted to go to the reunion in Ohio (I forgot the year) but personal problems prevented that. I can not seem to go to a reunion so far west. I was a close friend of Earl Higgins currently living in Washington State. I just recently received this computer so please excuse any mistakes I may make. Hope to hear from you.

Robert Matich, ret Msgt emailed...

I was a member 10/55 thru 11/58 in the electric shop could I please have a copy of your rouser? Also did you know that the KC-97 was a B-29 with the top deck added? If you get a chance to go to Dayton AF Museum just compare the KB-50 & KC-97 to one another and you will be surprised.

Our association web site is reaching beyond members of the 307th BW, as the 98th -er testifies below...

Greetings,

My name is **Dale R. Osburn Sr.** (A/2c--98th FMS, 1/1960 to 12/1963). My friend Larry Mau sent me the 307th site, which I have just gone through. With Pride of Service at

Lincoln and working along side the 307th, brings back lots of fond memories. If you'll remember (those of you whom lived in the barracks---across the street from the bowling alley... the 98th had the far-end of the upstairs, toward the front gate) which is where my room was and we had in the TV/Game room a CQ-Orderly Section. I knew quite a few of the 307 FMS'ers... Boy this is really taking me back in time!

I am interested in making a few comments to the History Section...If you remember the swimming pool, near the on-base Bank and PX... I was one of the Base Volunteers to work on the building of the Kiddie Pool, which I really enjoyed...Somewhere I may have pictures stored. Also for those of you whom remember the little Base picture books that showed various sites on the Base...I also have two of those that I picked them up at the Rest Area on the Highway North of Town. There was a little Gift Type Shop for Memorabilia. (I drove truck cross-country and passed through).

About the B-47 that went down in DesMoines, Iowa...I have a copy of the Base Paper with that story. As, being a AC Welder (the 98th & 307th Fabrication Branch shop was across from the ORI Pad & Quarters), I was Sent TDY to DesMoines on a Base Transportation Semi-Trailer with a portable welder to cut the remains to pieces small enough to get it to Salvage...quite the task...Titanium does burn, as does Magnesium.

Also mentioned was the downing of Major Meek's B-47... I watched it happen from the Bowling Alley. I'll never forget! When the Cuban Crisis happened, I was TDY (KC-97's) at the Azores... our Primary Mission was to service & fuel planes bound for Europe.

THANKS FOR A GREAT SITE... and letting me rattle on...I now live in Las Vegas, Nv. and wish to meet & discuss the Good Ole Time's of Lincoln in 2004..... I will send by E- the Application. I am truly humbled to you folk's for the site. THANKS AGAIN!

(A/2c) Dale R. Osburn Sr. (dossrfam@aol.com)

Phyllis and I wish all of our friends a Merry Christmas and a Happy New Year . May the New Year be better than the one past...from **Lou and Phyllis Roseling**.

Graham C Andoe, former KC-97 driver and Pan Am Captain writes...

I have the original 2AF Official Photo (color) of a KC-97G making a low pass on runway 18 at Selfridge AFB, with flaps 33, Spring 1964, Graham C. Andoe A/C J-31, flying the bird. If enough interest, I will make copies available at cost. Write to Graham at 4654 Village Court, Dunwoody, GA 30338-5131, or email to GCA747@bellsouth.net.

And from **Jarvis "Flip" Latham**, 371st BS...

I don't remember the Vulcan visit of 1959 because I didn't get to LAFB until January of 1960. But I am familiar with the airplane. On my last reflex tour to Greenham, I and another

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RAF Avro Vulcan Bomber

B-47 copilot, **Art Hood** of the 370th, used our R&R week to visit the RAF base in Lincolnshire. While we were there we each flew a five-hour training mission in the Vulcan with a RAF crew. What most impressed me was how the bird was so much more sophisticated than the '47.

We took off with a full fuel load and climbed immediately to 50-thousand feet and let Lightning fighters attempt to run passes at us. They couldn't touch us at that altitude.



Flip Latham and the Vulcan

I flew the right seat for about an hour. As I remember the controls were standard, but the attitude indicator looked as if it were upside down when it was right side up. When we got back to Greenham, the base commander commented to us, "I've been trying to get a ride in that thing for three years, and you guys did it without even trying. *The nearby photos show the Vulcan was super beautiful and Flip along side it. The Vulcan saw RAF service in the Falklands War and was phased out in the mid 1980s.*

Rob Branting, a high school senior in Lincoln, Nebraska, originated and operates a remarkable website devoted to the

history of Lincoln AFB. It is a must-see site that you will find quite interesting and entertaining. You can find it at www.geocities.com/bigrob685/ and you can email Rob at BigRob685@aol.com. His year end message to site visitors follows below...

The year 2003 has seen many changes, updates and new information come into the website along with re-organization. Moreover, as the website still provides public information much of the data you have provided me over the year has not reached the site. Why? Its been scattered all over the place and I am now getting this information together to help add information to the website in the future. Also, information is also being used in "Thunder Over The Plains" and it is invaluable to the book.

Speaking of which, over 30,000 words on more than 120 pages have been written so far not including pictures. This is up from only 30 pages a year ago. Still needing as much input as I can so if any of you have any more stories to share about the base, off-duty or the city its always welcomed.

I have been in contact with some very helpful groups so far this year including the 307th Bomb Wing Association, especially Mike Gingrich and Pete Todd. I wish to thank them for sending out my questions to experts on the subjects and their help. They've got a great website. Even if you were not with them it's a great site with great people.

The 98th Air Refueling Squadron Association has also been of great help. Lawrence Mau and Jim Rakers have provided me with even more great information and pictures to help. My thanks to these men and also other portions of the 98th Bomb Wing themselves for sharing their history. Check them out at www.geocities.com/arsvets.

Last but not least is the 551st Strategic Missile Squadron. Ken Fisher, Ron Resh and Don Luther whom I've had the privilege of meeting at their reunion in Lincoln this past April, are continuing their work to build the great group of Lincoln missileers. The group's reunion was the first AF reunion I have ever gone to and it was done very well. My thanks to them for bringing the 551st home back to Lincoln. Take a look at our friends underground at www.members.tripod.com/sms551association/index.html

This is only a small diversity of members of all LAFB groups I have been able to be in touch with. And I wish them all good luck with finding more of their members and keeping their organizations strong.

As many of you know, LAA has torn down a few of the base's old buildings this summer and I was fortunate enough to get some photos, inside and out before they were torn down. Otherwise little has changed over the year, the Base Supply building near "Perry's Pond" has been abandoned and several buildings across the base are now for lease. For a list of the torn down buildings or anything you want to know about particular

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buildings still here don't hesitate to ask.

In the future, I believe Bowling Lake will be drained and excavated soon and also the housing boom around the Air Park area continues. South of the base a new development has sprung up parallel to the runway.

This year has been a great one however, I wouldn't trade listening and learning from your stories for the world. And I wish to thank all of you again for your help, the site and the book would not amount to anything without your words.

The story of Lincoln Air Force Base and its fine personnel will be preserved for our future generations. Once more, thanks for serving and Merry Christmas. Semper Paratus.

Another great website is at www.megspace.com/politics/greenham/index.htm, which is devoted to the history and stories of **Greenham Common** Royal Air Force Base, where many of us did tours. The site operator, Brit Jonathan Sayers, tells us he is interested in any photos, stories or tall tales that we can provide. You can reach Mr Sayers by email at salsaking@ntlworld.com.

VA Benefits for Visually Impaired

Within the past few months several of our comrades have told us of their legal blindness or increasing visual impairment. One member told us of the extensive help, aid and training he has received through the Veterans Administration, which has had a beneficial affect upon his situation. With the thought that his experience may be of potential benefit to others, we refer those interested to the VA Central Blind Rehabilitation Center at Hines, Illinois for more information. Their web site at www.va.gov/hinesblindrehab/ offers a complete array of information and references to services available to the veteran.

Bud Flanik writes of the passing of his good friend George Smith...

I knew that George was very sick and his days were numbered. Still, it is hard to lose a good friend. Told Jan at dinner tonight that I'm not sure if I'm sad because another friend has died, or sad because I realize that another of my contemporaries has died and the numbers are whittling away at me.

I know the answer to the above without a doubt. He was the glue that held our B-47 crew together back at Lincoln. Smitty would always manage to smooth things over between us until the next storm, when he would repeat his never-ending chore.

He was truly a "Man's Man". He was a gourmet cook, immaculate housekeeper, great beer drinker, motorcyclist (Big Indian Chief, as I recall), antique car collector (37 Chevy coupe), proud owner of a beautiful white 59 Cadillac convertible (with red leather interior), gun collector (over 100 antique guns), superb bar shuffleboard player, and lover

of fiery hot Mexican foods. He was gentle, he was gentlemanly, he was quiet and he was learned. We were crewed together from 1957 until 1963.

I remember a night, 5 or 6 years later, when he was piloting C-5's and I was piloting C-141's. I was cruising along, somewhere in the Pacific, headed towards Hawaii. I made a position report on the HF radio to Hickam Airways. There was a familiar voice reply that said "Is that you, RJ?" He'd recognized my voice and we discovered we were both heading towards Honolulu. After landing, we got together, went downtown and found a pleasant bar adjacent to the beach at a very classy hotel. The bar was in a tall banyan tree and we sat back for several hours just talking about life. It was a wonderful time. Soon, we both had to get back into crew rest for the next day's flights and our time together ended too soon.

He was a good man and a good person to have as a friend. Jan and I were the only two people at his wedding to Nell. He loved her as much then as he did the last time we spoke, several weeks ago. That love extended out to their 6 boys as well. The notice that they sent out reflects the love they gave him in return.

Say a prayer for him. He was truly a gentleman.

From **Ivan McKinney...**

SAC Reunion

The bi-annual Reunion of the Strategic Air Command will be held at Bossier City, LA, Wed 12 May 04 through Sat 15 May. We realize that this will occur just a week after the 307th Reunion in Las Vegas, but there may be some who can't attend the 307th bash, or others who might like to "bend their return home" in order to go through the Barksdale area for the big SAC gala. Rooms are available until the deadline at the Isle of Capri Hotel, a luxury casino hotel, for \$90 per night Wednesday & Thursday, \$100 per night Friday & Saturday. There will be golf, and a visit to the 8th AF Museum at Barksdale, among other side trips. Many General Officers usually attend, so this could be your one chance to break bread with some of your more senior former commanders. It is anticipated that Saturday night's speaker will be Vice President Dick Cheney.

To receive an invitation by mail, request an invitation from retired Col Steve dePyssler (who runs Barksdale's Retiree Activities Office). His Email is RAO@barksdale.af.mil, or phone (318)456-5976.

Our sons and daughters never fail to be a source of pride to us all, and we continue to enjoy hearing of those who are engaged in the defense of our great nation. **Vince Kovacich**, formerly of the 424th BS, recently told us about his son and daughter...and said he also hopes to see us in Las Vegas...

Commander Kevin J. Kovacich, son of 307th Bomb Wing's Vince and Harriet Kovacich, was recently presented with the Admiral James Bond Stockdale Award for inspirational leadership. This unique Fleet Award was established in honor of Admiral James Bond Stockdale, whose distinguished Naval

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career symbolizes the highest standards of excellence in both personal example and leadership. The award is presented annually to two commissioned officers on active duty who are in command of a single ship, submarine, or aviation squadron at the time of nomination. Candidates are nominated by peers who themselves must be eligible for the award.

The 2003 winners were chosen from among eight outstanding finalists in a review process which included screening at the Fleet Commander level and final selection by a board of senior officers.

During Kevin's tour as Commander of Navy F-14 Squadron VF 211 (2002-2003), the squadron received the 2002 Battle E Award for the best F-14 Tomcat Squadron in the Navy, the Clifton Award for the best Strike Fighter Squadron in the Navy, and the Grand Slam Award for best air to air missile performance in the Navy.

Kevin is currently assigned to the Staff of Chief of Naval Operations, "the Pentagon."

Kevin's sister, Deborah, was also a Naval Aviator, one of the first group of female officers to be selected and complete flight training. Debbie's career included tours of duty at RAF Brawdy, Wales England, P-3 crew duty supporting scientific exploration around the world and Navy ROTC instructor at the college level. After retiring as a Commander USNRES in 1995, she is pursuing a career in education as a teacher.

Kevin is a 1980 graduate of California State Polytechnic University at Pomona with a Bachelor of Science Degree in Accounting working as a Certified Public Accountant before joining the Navy in 1983 through the Aviation Officer Candidate Program.

Commander Kovacich has accumulated over 3000 flight hours and 700 arrested landings in the A-6, F14, and FA-18F aircraft, and participated in Desert Shield and Southern Watch. He is a graduate of both the Air Force Command and Staff College and the Armed Forces Staff College, and holds a MS in Political Science from Auburn University. His awards include the Defense Meritorious Service Medal, two Meritorious Service Medals, three Strike/Flight Air Medals, Joint Service Commendation Medal, three Navy Commendation Medals, Joint Service Achievement Medal, two Navy Achievement Medals and various campaign and service awards.

Commander Kovacich resides in Manassas with his wife, the

former UnHui (Mindy) Kwak of Pusan, South Korea, and their four children, Autumn, Vincent, Elizabeth and Cynthia.



Commander Kevin J Kovacich, USN

From an AREFS conversation about the origin of their squadron patch... **Ivan McKinney** starts... He was referring to the "original" ARS patch, the illegal one that we used early on, & all the way into about 1961, when we were at Selfridge. The IG came in & inspected us, & they found us wearing the patches on our hats & flight suits, & on the noses of all our aircraft. On the outbrief, the IG asked for paperwork which would prove that the patch had been approved by Hq USAF, knowing that we couldn't deliver it (stating that the USAF regs wouldn't allow a patch with liquor, naked women or "gambling devices" on it. And we had a gambling device on our patch -- the DICE!). **Clyde Taylor** was our ARS Commander at that time, & I was the Sqdn Navigator as an "additional duty." Col Taylor called me in & asked that I conduct a "contest" for a new (and

one that complied with USAF Regs) 307 ARS patch. He wanted the drawing, along with the written description of what the patch depicted as a package. So I announced it, & I appointed a couple or three panel members to help me select the winner. Col. Taylor also said that the Sqdn Fund would award the winner the (astounding) stipend of \$25 for his efforts. As I recall, we had only 3 or 4 entries, & the panel selected the entry by Capt **Fred Butcher** as the winner. It WAS an excellent entry, & we filled out the paperwork & sent it thru channels to USAF Hq, & they promptly approved it. As some of you recall, in 1990 we had our reunion at Peachtree, GA; the Osbornes hosted it. By this time, the 307th ARS had been regenerated as a K. I. Sawyer AFB KC-135 squadron, & an invitation had emanated from the Osbornes to the "new" 307th Sqdn to attend our reunion. They accepted, & an ops off or 2, & a very delightful crew flew in to attend our reunion. The crew consisted of 3 really beautiful ladies: AC, CP & Nav were all female, the BO the only male. They ALL had on their flight clothes the same patch, which was approved by USAF, & which Fred Butcher had drawn & submitted for our contest, so many years before! Now, of course, K. I. is closed, & I don't know if there's another sqdn somewhere wearing the patch or not.

H A "Frosty" Frost picks up the chain and branches out with a tale of airmanship... I remember the "illegal" patch well. It appeared at Lincoln in 1955-56 but I can't remember who designed it. But it was probably a joint effort with some help from Haig & Haig and/or a Mr. J. Daniels! **Major Jean Nutty** was probably involved since it was painted on the lower fuselage by the entry stairs of the aircraft assigned to his crew (375?). I've got that shot on a 8 mm movie I took after we got back from the Greenham Common TDY in 1956.

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Speaking of Maj. Nutty, he was briefing officer for the squadron and every planned mission had to be approved by the Wing Commander at the wing briefing on the day before. One day Jean quietly asked me if I wanted to be his co-pilot on a long-range nav flight out to the West Coast and back. Wing policy was that no flights were to go into any Air Defense Identification Zones (ADIZ's), period, even though we flew in and out of the Central ADIZ every day from Lincoln. But he had a scheme. The flight plan showed named fixes all the way to the Denver area and then only the Lat-Long coordinates to Salt Lake City, San Francisco, Los Angeles, the Grand Canyon and at Colorado Springs it reverted back to names again. He briefed it exactly that way and the wing commander approved it, no questions asked. We launched out early the next morning and had crystal-clear weather all the way around. As we were cruising down the west coast enjoying the scenery, Jean decided that

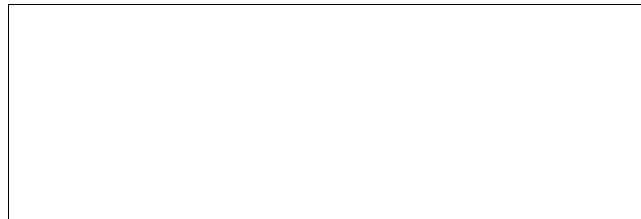
a position report would be in order over March AFB at Riverside CA. How else could anybody know that we had beat the system if we didn't crow a little. (He just couldn't leave it alone!). So as a good co-pilot I made the report to March and asked them to relay it on to the control room at Lincoln.

We were back home by 10 PM that night and since we had night flying we didn't have to come to work till noon the next day. But not poor Jean! His phone rang at 8 AM with orders to be in the Wing Commander's office ASAP. The Colonel ranted and raved but he admitted he had never questioned the Lat-Longs but from that day on, the briefing officer better be ready to point to each one on the wall map! I've got film of that trip too. We flew all the way around without using the autopilot. Jean could trim up the airplane so well it was steadier than that 49-cent autopilot Boeing installed.

307th Statistical Report: Don't know that this will earn us any MCS points, but here's a number of our numbers...

The number of people on our postal mailing list is 1227. This number has remained remarkably stable over the years, as attrition from deaths has been offset by our finding lost members, or them finding us. Quite a few have recently found us through the website! Of the 1227 on the mail list, 678 have signed on as association members. We have 545 who have taken their last flight, and 425 names for which we haven't found addresses. 377 of you have provided your email addresses to us, of which we know 26 are no longer current. On the website, there are an average of 465 visits a week of which an average of 365 are repeat visitors. The password log-on procedure for Newsletter/Download and Event access has proved frustrating for a number of you, but 173 have solved the drill and have succeeded in logging on with personal passwords. Newsletters are the most visited page of the site, and the most frequent download is the History document.

Other troops who have been in contact the past month or so are Dick Amenell, Roland Behnke, W T Haley, Ken Wikle, Don Nichols, Bob Burns, Jim Flavin, Lou Paller, Howard Friedman, Wally Mitchell, Adam Mizinski, Andy Chase, and Bill Erikson.



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