

ASSOCIATION NEWSLETTER

NUMBER 43

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

JULY 2004

Viva Las Vegas President's Column

It wasn't the biggest reunion we've ever had, but it was well attended and brimming with the spirit of camaraderie and shared values that define both our profession and our Association. Las Vegas was HOT—in every sense of the word—and our hotel posed some interesting navigational challenges, but all the minor annoyances paled to insignificance compared with the joy of spending quality time with close friends. Our reunion Chairman, Vern Biaett, ably assisted by our professional reunion organizers, AFRI, put together a superb mix of interesting tour opportunities and time just to relax and visit.

We were especially pleased to welcome Shirley Pudwill and her son, Astronaut Dominic Pudwill Gorie, to the reunion. Shirley's husband, Paul, was one of the authentic heroes of the 307th Bomb Wing and gave his life to save others. Their son reflects the values and wit of his parents and was both a fascinating guest speaker (on *two* separate occasions) and an inspiring example of professional excellence as a US Naval officer. We were honored to have them join us.

Our business meeting addressed a number of topics affecting the future of our Association, so I'll summarize the dis-

cussion and key decisions for those members who weren't able to attend.

Finances: As all of you know, the financial health of the Association depends almost entirely on the generosity of its members. We usually come out a little ahead on our biennial reunions, but that's not enough to cover expenses.

The "bottom line" is that we have been losing ground steadily over the past few years. In October of 2002, the treasury contained over \$7,000. Since then, the numbers have gone like this:

Feb 2003	6,881.09
Jun 2003	5,594.44
Oct 2003	4,964.86
Jan 2004	3,972.82
Apr 2004	2,997.98
Jun 2004	4,497.00 Current Balance

Our biggest recurring expense is the combined cost of printing and mailing the Association newsletter. With our website, we've positioned ourselves to reduce our reliance on a paper newsletter. However, not all our members have Internet access and some who do would still prefer to receive the familiar paper copy. I'm resisting the idea of charging dues, but we don't have the luxury of resorting to deficit financing. What is emerging as the most practical solution is a modest "subscription" charge for

members who want to continue to receive a printed newsletter. Donations have picked up somewhat and we received some very generous contributions during this latest reunion. When we tally our reunion receipts, we'll be in a better position to evaluate the need for and amount of a break-even fee so that we can continue to operate in the black. **This won't happen until I hear from you. I'd appreciate some feedback from the members on this issue. If there's a better way to stay afloat, let's hear it!**

By-laws: the members discussed the proposed by-law revisions and agreed with the approach to update our governance structure and modernize our mission statement. I hope to achieve 501(c)(3) status for our organization, which will allow members' contributions to become tax-deductible. The revised by-laws are published on Page 2.

New Officers: In accordance with the newly approved by-laws, a slate of new Association officers was nominated and unanimously elected. They are:

President: Pete Todd
Vice-President: Mike Gingrich
Secretary: Larry Boggess
Treasurer: Tony Minnick

2006 Reunion: Several sites were proposed and discussed, including a spirited minority in favor of holding the reunion on a cruise ship. After wide-ranging debate and deliberation, the members eventually voted on an

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elegant compromise. The 2006 Reunion will be held in stately Charleston, SC, probably in April to avoid the oppressive heat and humidity of the summer. In addition, if available, an optional cruise will be explored,

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

Officers of the Association:

President: Pete Todd, 1250 Big Valley Dr, Colorado Springs, CO 80919-1015. Phone 719-531-5874. Email: petetodd@aol.com.

Vice President/Newsletter: Mike Gingrich, 1525 Edenwood Drive, Beavercreek, OH 45434. Phone 937-426-5675. Email: mikegingri@cs.com

Secretary: Larry 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

Association Founders:

Billy Williams, PO Box 29223, 5546 Enterprise Drive, Lincoln, NE 68521. Phone 402-438-6061. Email: wjwbdw@juno.com

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

The Association is strongly reliant upon key members who have volunteered their time and effort to keep the wheels running smoothly. They are:

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

Membership: Bev Minnick, 5920 Robin Court, Lincoln, NE 68516. Phone 402-423-6848. Email: tonym@inetnebr.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

Charleston 2006 Reunion Chairman:

Jarvis "Flip" Latham, 1424 Woodlawn Ave, Columbia, SC 29209-1433. Phone 803-766-4294. Email: K4JHL@earthlink.net.

The Association is a non-profit Veterans Organization. All contributions to the organization are gratefully received, but presently are not deductible under IRS Code. The President, Vice President, Secretary and Treasurer are elected by majority vote of all members at each business meeting.

either before or after the main reunion, depending on timing. Flip Latham graciously accepted Chairmanship of the 2006 Reunion Committee and Dallas Crosby agreed to coordinate the cruise effort.

I was gratified by the turnout and the support for this reunion and hope the next one will be even better. Wendy and I wish everyone a healthy and enjoyable summer and look forward to hearing about your travels.

Pete Todd

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 threefold: 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 veteran's educational 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 educational 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.

GOVERNANCE: The Association shall be governed by an elected President. Other elected officers shall be the Vice-President, Secretary and Treasurer. These officers shall be chosen by majority vote of the membership present at a Reunion Business Meeting. In case any officer becomes unable to discharge his duties, the President shall appoint another Association member to replace him until the next Reunion Business Meeting.

The President shall function as the Executive Officer of the Association and shall be responsible to the membership for the conduct of the Association. In case the President is absent or incapacitated, the Vice-President shall be empowered to act in his stead. 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.

AMENDMENT & PERPETUITY: These By-laws 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 APROVED: 5 MAY 1988

AMENDED BY MAJORITY VOTE OF THE MEMBERS, 6 MAY 2004

STAGES OF A PROJECT

1. Wild enthusiasm
2. Disillusionment
3. Panic
4. Hunt for the guilty
5. Punish the innocent
6. Promote those that had nothing to do with it.

Minutes of 6 May 2004 Business Meeting of the 307th Bomb Wing B-47/KC-97 Association

WELCOME

Welcome by Pete Todd. Thanks to the reunion planning committee: Vern Biaett, & Betty Pelletier. Thanks to Bev Minnick, and Jan Boggess for their work on the Database and membership. Thanks to Mike Gingrich for the newsletter and help with the new website. And a thank you to the members who make the reunions possible.

TREASURER'S REPORT

Report was given by Tony Minnick. Our balance is \$2997.98, but the trend is that we're losing money –one year ago we had about \$7,000.00. The newsletter is the main cost, which is about \$2,500 to \$3,000 per year, and that includes remaining costs for returned letters. (KEEP YOUR ADDRESS CURRENT)

OLD BUSINESS

Email and website were addressed by Mike Gingrich who is the "Com Central". About 8 to 10 members present were without Email; we have about 400 members on Email and about 30 are out of date. Most members have dial-up rather than high speed hook-ups, which makes a big difference when downloading things like the newsletter. Mike also asked how many would prefer to get the newsletter online as opposed to regular mail. We may have members fill out a form for that in a future newsletter.

New by-laws were discussed. There is a need for change over time. The thrust of the change is to make the educational process a part of the by-laws and hopefully allow us to seek 501(c)(3) status (instead of our current 501(c)(19) status). This would permit donations to the organization to be tax deductible. Vern Biaett gave a history of the old by-laws, and at that time the thrust was to get a non-profit status. There were questions about future changes to the by-laws covering dissolution of the organization and what to do about the history and other things we have collected. It was agreed to decide those things when the time comes, and that these decisions would be made by those who show up. Motions were made and seconded to accept the new by-laws. A unanimous vote approved them.

NEW BUSINESS

A new memory book was presented by Mike Gingrich. The book would be put together by Mike and Emailed to the publisher, printed and sent to each member who desires one. The book would cost about \$25.00 and would contain a maximum of 40 pages and 160 photos with a little text. Send digital photos to Mike. Order slips will appear in the newsletter. Individual and squadron pictures will both be taken before the cocktail hour tonight.

Leadership structure as required by the new by-laws was

proposed as Pete Todd President, Mike Gingrich vice president, Larry Boggess secretary, and Tony Minnick treasurer. Motion was made and seconded and approved by unanimous vote

2006 REUNION

The discussion started out with these possible sites: Albuquerque, Charleston, New Orleans, San Antonio, Wichita, and a possible cruise. James Villa gave a summary of the Wichita site, mentioning that the B-47 Association is planning a meeting there in September 2006 that we could join or not. They also have a large museum there with at least 20 aircraft. There was a motion and second to go to Wichita, but no vote. Charleston was mentioned by Flip Latham as a site that could offer a reunion and/or a cruise. Several members indicated that they would not like to cruise. That brought up the need for a reunion with a cruise as an extension possibility. New Orleans was then mentioned as a possible combination site. Cruise prices can be estimated on average at about \$100 a day per person; the type of room could increase the cost. There was a motion and second to go to Charleston with a cruise extension possible. The vote was 30 for and 31 against. The discussion then turned to additional sites. Hawaii was suggested by Julie Crosby – cruise 10 to 11 days and use Space A for travel. Wichita is a central location and has a lot to offer. San Antonio was discussed; it was mentioned that it is expensive and that we had just had a reunion in Texas in 2002. Charleston has southern hospitality and the Hunley (a recently recovered Confederate submarine), but a reunion there should be in April (after the 15th) for the spring flowers and before the humidity is severe. Votes for these sites were taken: 4 for Hawaii, 13 for Wichita, 47 for Charleston, 11 for New Orleans, and 1 for San Antonio. Charleston was the clear winner. Flip Latham agreed to be the reunion chairman and Dallas Crosby will look into the possibility of an optional cruise before or after the main reunion.

AFRI

The question is whether to contract with them for future reunions or to try an alternate company. AFRI left out some information that should have been passed on to us regarding hotel policies: (1) Saturday night stays were only available with Friday night as well; and (2) the high cost of refreshments in the Hospitality Room that had to be bought from the hotel (e.g., \$2.50 a can for soft drinks). An alternate service, "Reunion Brats," was mentioned. Pete Todd will provide feedback to AFRI, noting the problems encountered. It was agreed that the leadership team should pick the reunion service for Charleston. It will probably be AFRI, assuming they are responsive to fixing the problems and doing a better job next time.

OTHER

Billy Williams and Betty Pelletier were recognized as the founders of our organization and thanked for their service. Tom Hatten generously provided B-47 prints for a drawing – Dick Arens and Pat Mitchell were the winners.

Meeting Adjourned

Around the Wing

Our Reunion Banquet in Las Vegas commenced with a short, simple, and moving ceremony, with the center of attention focused upon the table shown in the adjacent photo.

NARRATOR:

As you entered the dining room this evening, you might have noticed a small table in a place of honor. It is set for one. The military profession is one filled with symbolism. This table is our way of symbolizing the fact that members of our profession of arms are missing from our midst. They are commonly referred to as Prisoners of War, or Missing in Action ... WE call them brothers and sisters. They are unable to be with us this evening, and so we remember them because of their incarceration.

This table, set for one, is small, symbolizing the frailty of one prisoner alone against his oppressors **REMEMBER!**

The tablecloth is white, symbolizing the purity of their intentions to respond to their country's call to arms ... **REMEMBER!**

The yellow ribbon tied so prominently around the vase is reminiscent of the yellow ribbon displayed and observed by thousands, anxious for the return of our service members in time of war ... **REMEMBER!**

A slice of lemon is on the bread plate to remind us of their bitter fate; and there is salt on the plate, symbolic of the tears shed by those who wait. ... **REMEMBER!**

The glass is inverted, they cannot toast with us this night ... **REMEMBER!**

The chair – the chair is empty – they are not here ... **REMEMBER!**

Remember all of our comrades who are still listed as Prisoners of War and Missing in Action and pledge that we will not forget. Ladies and gentlemen, a toast with water- To our missing brothers and sisters...

Approximately 150 of us showed up in Vegas where we enjoyed the casinos, restaurants, the Hospitality Room, and outings to Red Rock Canyon, downtown Vegas, Hoover Dam, and the Thunderbird hangar at Nellis AFB. We saw the hanging of an outlaw at Old Nevada City, wild burros on the roadside, and reminiscent of the bus ride to the Cincinnati riverboats in 1996, a bus air conditioning failure! But, as our amiable guide pointed out, it was hot, BUT, it was DRY heat! Then, in the Imperial Palace Hotel, many of us had the opportunity to relearn how to use elevators and escalators. Most of us learned how to get from here to there by Wednesday! Our folks who partook of all this were:

Dick&Eloise Arens, Roger&Dottie Beamer, Vern Biaett, Larry&Jan Bogness, Cec&Maureen Braeden, Earl&Ida Buys, Jim&Carolyn Carlton, Bill&Grace Carrier, Al&Elaine Cinnamon, Johnny&Joan Clark, Ray&Esther Coley, Roger&Mary Cronk, Dallas&Julie Crosby,



Don&Phyllis&John Daley, George&Rita Davis, Bob&Shirley Delany, Virgil&Mildred Domino, Barbara Moore, Howard&Mary Evans, James Evans, Darrell&Lois Gallenberger, Jim&Judy Gardner, G'Nell Gilstrap, Mike&Jan Gingrich, Hank Grogan &Jane Shaefer, Merle Hahn, Lawrence Hall, Robert&Gwen Hansen, Tom&Judy Hatten, Tom&Gloria Highland, Dorothy Hill, Brent&Ann Horn, Virgil&Sue Jacob, Harry&Carrol Jones, Robert&Peg Jorgensen, Richard&Beverly Kies, Al&Mary Kulikowski.

Billy&LaRee Lyons, Marvin Lundgren, Jane Marvel, Bob Matich, Bill&Peg McCarthy, Bob Merick, Thomas Mills, Tony&Bev Minnick, Wally&Pat Mitchell, Michael Myatt, George&Wauneta Nigh, Don&Angie Nigro, John&Virginia Ogren, Al&Virginia Opitz, Jerry&Helen Otten, Paul&Grace Palmer, Bob&Norma Patterson, Betty Pelletier, Ralph&Ruth Philbrook, Shirley Pudwill, Thomas&Kathy Reed, Dean&Bonnie Roelle, Bill&Mary Rogers, Jessie&Arlene Sears, Oleah&Ramona Short, Alan Simpkins, Stan&Irene States, TR&Eunice Taylor, Pete&Wendy Todd, Dorothy Veiluva, James Villa&Bobbi Karsteter, Les Walrath, Charley Watkins, Robert&Carolyn Weidner, Wally&Peg Whitehurst, Billy&Jean Williams, and Merle Young.

The nifty nine (Biaett, Carlton, Carrier, Gingrich, Hahn, Minnick, Nigro, Pelletier, Williams) continued their record of perfect reunion attendance.

Assembling this column several times a year is a mixed bag. It is heartwarming and pleasurable in that it leads to renewed contact with many wonderful former comrades-in-arms. But, it is also saddening when it comes time to pass on news of member's illnesses or departures, especially after they have been gone for some time without us being aware. In this context, **Gene Aenchbacher**, residing in Wichita, recently wrote to advise of the death some nine months earlier of **Joseph J Anthony**. Gene reported he learned of Joe's passing when he encountered Joe's daughter at a social function. He goes on to say "the same sort of thing happened with my WWII navigator. He passed away and I learned about it a year or so later when I called him just to say hello. Anyway, I checked

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with other guys and we generally agree that part of our "Last Flight" should be to give the wives and kids a list of who we think might be interested in knowing of our death. Generally, the wives would know, but it would be rare for the kids to know, I think." *A point well taken, Gene.*

Unfortunately, The Last Flight in this issue has many names of people well known to us. We mourn their passing and lament the loss of friends. The Association sends its profound condolences to all their family members.

In recent issues of this newsletter the outstanding feats of a number of our offspring have been mentioned. It continues. **Frank Kisner** has recently informed us that his son, **Col Frank Kisner**, has been selected for promotion to Brigadier General. Although pin-on is several months in the future, last November he was reassigned as Commander of the 43rd Airlift Wing, Air Mobility Command, at Pope AFB, NC, thus continuing his career involvement with special operations forces. We all feel quite proud and send our congratulations to Frank and Frank

Newly found member, **Art Hood**, formerly of the 370th BS, has added a new accomplishment to his career tally. Art, who resides in Ajo, Arizona, has been occupying himself with freelance writing activities, submitting to modeling magazines and other specialty publications. He also builds the models that he evaluates and writes about, to the point that his house is full of airplanes. He has recently published a memoir of his USAF flying experiences, titled, *Holding the Hand of Darkness*, in which he traces his time in the B-47 with the 307th, the B-52, KC-135, and his Southeast Asia experience. It's a good read, published by Llumina Press, and can be reviewed and ordered on the web at www.llumina.com/store/holding2.htm.

Tony Minnick says he has a number of printed association address rosters left over from the Las Vegas reunion, and for three bucks to cover postage he'll be glad to mail you one. You can find Tony's mailing address in the Masthead on Page 2. Alternatively, if you are online with the Association's website, you can download the roster for free.

The nearby illustration is of the proposed design for the Air Force Memorial to be constructed next to Arlington National Cemetery in Washington DC. The Memorial will be at a different site and of a different design than was originally proposed and which met with considerable critical review and opposition. You can see from the illustration that this design is much more reflective of the Air Force spirit than was the earlier proposal.

The Memorial needs the financial support of all active duty and retired Air Force personnel ...you can still become a charter sponsor of the memorial. To find out more, go to www.airforcememorial.org. You can also send a gift to: Air Force Memorial Foundation, PO Box 97026, Washington DC 20077-7193.

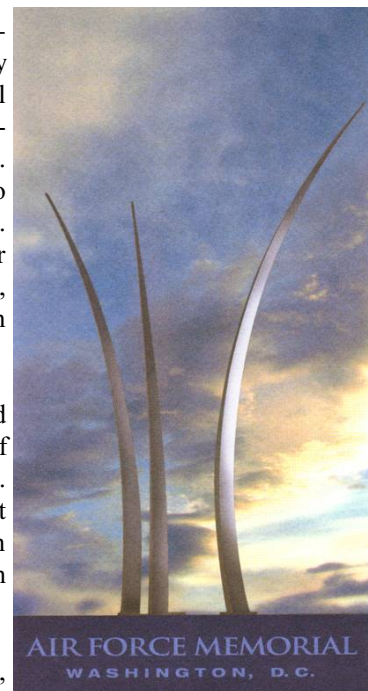
Larry Hall emailed: "I enjoyed looking back at the history of the 307th BW on this website. Thanks for the memories!" It was great seeing Larry again in Las Vegas after missing him for several years.

From **Ben Goza's** wife, **Kazuko**:

I am writing to you on behalf of my husband, Major USAF (Ret) Ben Goza. Several years ago Ben (aka Benny) suffered a stroke which has left him partially paralyzed and unable to speak or read, but he is still able to comprehend everything going on. In fact, on a recent cross country trip, I dozed off at the wheel and Ben saved our lives by steering the car with his working arm towards an uphill exit ramp where it eventually came to a rolling stop. We joke that if given the chance, he could probably still pilot a plane.

Whenever I receive the Newsletter, I read it aloud to him. It always brings a big smile to his face and yes, sometimes even tears. Every now and then he recognizes the name of a friend by

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Treasurer's Report			
307 th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report January 15, 2004:		\$3,972.82	
	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$3972.82
Expenses:			
Postage	278.45		
Admin/Equip/Supplies	130.81		
Shipping & Handling	112.65		
Website	52.57		
Printing	689.79		
	1264.27		-1264.27
			2708.55
Income:			
Donations		1785.00	
Interest on account		3.45	
		1788.45	+ 1788.45
Ending Balance June 10, 2004			4497.00
Tony Minnick, Treasurer			

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smiling and nodding his head. Ben was always a very private man and spoke little about his Air Force career including his Tour of Duty in Vietnam. The kids had always wanted to hear stories about their Dad's TDY's, but time has ultimately caught up with all of us. Now that he can no longer speak, it saddens us that we may never get to hear those stories from a very significant chapter in his life.

If it is possible, we would like to have the following request placed in the next Newsletter: We are wondering if there are old friends out there who remember Ben and might have an old photo or a story they would like to share or just to drop a note to say hello -from Lincoln in the late 50's, Vietnam in the 60's or Japan in the 70's - all would be welcome. If so, please forward those to us at - P.O. Box 141, Jenks, OK 74037 or by email to Kazukog@hotmail.com. I would love to be able to share these with Ben, our Kids and all our Grandchildren too. Thank you very much.

Kazuko Goza (aka Carol)

From **Bob Matich**. skykingf63@wideopenwest.com

I just recently found out about the 307th Association, and regret that I didn't know about it earlier. In 1956, I was with the in route support crew going to Greenham Common. We left a few days before the group left. We waited in Newfoundland for them if they had any problems. When we left Harmon NAF Station, we had our own problem with the C-124. Number 3 engine had a severe oil leak. Before leaving, I brought it to the attention of the flight engineer. He stated it was normal seepage, and it was okay. Well on takeoff we lost number 3 engine at about 300 ft and almost bought the farm. After we left the U.K. we were informed of an accident. We orbited the area for as long as we could. We didn't see any debris in the water. I was acquainted with many people on that C-118. I was an A2C Electrician. My nickname was Shakey, after Elvis's song "All Shook Up". Since then I have retired from Ford Motor Co. with 28 years service, of which 22 years were as an A/C Technician in their corporate flight department. I was also in the Air Force Reserves on the C-130A Model and E models. My job duties were with the engine, prop and flight line as a mechanic. Two years after Desert Storm, I retired with 28 years in the Regulars and Reserves. In Desert Storm, I was a dedicated crew chief on a C-130E, A/C 1844. It was on loan from the Minnesota Air Guard for the seven months we were stationed in the United Arab Emirates. I retired as a MSGT and flight line chief. I hope to be there for the reunion in May 2004 (*he was!*). The newsletter is great. Keep up the fine work. P.S. I am trying to locate Ray Pickles, Don Nichols, Andy Evanko, and Wayne R. Wilson (shop chief) A/C Electricians 1955-1959.

Paul Koski writes that Sgt **Atwood** was General LeMay's copilot in WW2. We regret that our association records have nothing on Sgt Atwood - - anyone know anything?

Paul has recently become a prolific recorder of his memory of

incidents on the B-47 flightline, and we'll be sharing his tales with you in forthcoming issues as space permits. He tells us he has just recently started getting acquainted with the computer and that he's just learning, but in our gradebook he has earned an A+. Paul started in the AF in 1954 and was with the 307th till his discharge in 1963. He went on to a civilian career with Boeing and TWA and retired in 1995 as a master engineer and manager. In 1980 he reupped, joining the ANG and was in Saudi with both Desert Shield and Desert Storm with an air refueling wing. He retired as a SMSgt in 1996. It's dedicated guys like Paul who have made the ANG an elite outfit.

Another website pertaining to LAFB has come to our attention, having photos, a bulletin board, etc. Go to http://groups.yahoo.com/group/Lincoln_AFB/. You'll have to register with Yahoo and get a password before you can get into the Lincoln group.

James D Rusher recently found us through the website. He emailed:

I joined the U.S. Air force in July, 1962. After basic training was over at Lackland A.F.B., I was shipped to Amarillo AFB Texas for training as a crew chief on the B-47 Bomber. After completion of this training in December 1962, I was transferred PCS to Lincoln AFB Nebraska. I was at Lincoln from December 1962 through December of 1965. While there, I started out as an assistant crew chief in the 307th and then on to a crew chief. I started at Lincoln as an airman third class (E2) and was eventually promoted to an airman 2nd class (E3) and then to an airman 1st class (E4)

I traveled from Lincoln TDY to Zaragoza AFB Spain and later to Moron AFB Spain, which is outside of Seville. This was REFLEX duty. After the 307th BW phased out, I was transferred to the 98th BW at Lincoln AFB until it also phased out.

I was there at Lincoln the day the last three 47's left and took 8mm photos of them as they all took off and came around in flight formation one last time for a final fly by. I helped preflight 6244 with the crew chief, Airman 1st class, James Sine.

One of these 47's, tail Number 53-6244 which went to the Dayton Air Museum was the last E model and also the last B-47 built. I had the privilege of helping many days and weeks preparing 6244 for the museum. Airman 1st class James Sine, who I knew well, was also the last crew chief assigned to 6244 which went to Dayton and the other two were the last two to fly on to Davis-Monthan bone yard in Tucson, Arizona.

After all the B-47's and KC-135 tankers and all aircraft were gone at Lincoln, I was re-assigned to work for a Major in a make shift office in one of the big B-47 hangers. My final duties were when transfer orders came in for all the airman on base, I had to contact them and have them report to me and the Major and hand them their transfer orders. I left Lincoln in December of 1965 and was transferred to Dyess AFB in

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Abilene Texas with the 516th troop carrier wing as a crew chief on a C-130 Hercules. I was at Abilene until I was discharged in July in 1966. I personally loved the Strategic Air Command and the B-47 Bombers.

As a personal note that you might find interesting is as follows. My parents divorced after WW2 was over. My Dad was captured by the Germans in January of 1944 and spent the rest of the war as a POW in a Stalag. When he came home things changed and they got divorced. Dad and Mom eventually found new mates and remarried. I was raised by my Grandmother in Southern Illinois and Dad and his new wife moved to Wichita KS, Dad was hired by Boeing Aircraft factory to help build the 47's when Boeing was starting production on the B-47's in the late 1940's. Dad was later promoted to a lead man on the B-47 production line.

Now here is what I think is even more interesting. I got to spend the summer of 1953 with my Dad in Wichita. Dad took me one day to see the brand new shiny B-47's at the factory. I was overwhelmed when I saw them. This was the

very first jet airplane that I ever saw. Little did I know that one day I would be crew chief on one of these magnificent birds that my Dad helped to build and fly on them as a crew chief too!! I still love the 47's to this day!

I am wondering where some of my old buddies ever got to. Like Richard Finke, James Sine, James Villa, Leland G. Coon, Leland Reibkes , James McDaniels and many many more.

In the past this newsletter has published several different versions of how the 307th ARS green patch with the dice was created. At the Las Vegas reunion, **Dottie Veiluva** told us her husband, the late **Ed Veiluva**, designed the patch. She remembers him laboring over the artwork at his desk at home, and that **Frank Strom** can verify this. Dissenting opinions are expected!

As we went to press for this issue, our co-historian **Ernie Pence** told us the distressing news that his wife Genelle has been diagnosed with terminal cancer. It goes without saying that our thoughts and prayers are with the Pence family. Ernie also passed on some thoughts that all of us will likely have cause to draw on in the years to come.

Donations

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

Dick Arens
Vern Biaett
Bill Carrier
Ray Coley
Barbara Moore
Karol Franzyszen
Allen Goldblatt
Merle Hahn
Harry Jones
Robert E Jones
Don Kellum
Richard Keys
Allan Kulikowski
Jerry Lanning
Bernard Manning
Thomas Mazuzan
Tony Minnick
Wally Mitchell
Don Nigro
Clark Peterson
Bill Rogers
Andrew Sorrells
Stan States
Pete Todd
Doug Valen
Les Walrath
Bob Weidner

Back in Touch

Frank Chamberlain, PO Box 423, 108 Nichols Rd, Wheatland, CA 95692.
David J DeCrane, 3525 Archwood Dr, Rocky River, OH 44116-3705.
Arthur C Hood, 71 W 11th St, Ajo, AZ 85321.
Frank Hadl, RD2 Box 2376, Saylorsburg, PA 18353.
Art V Ingle, RR 4 Box 457, Appomattox, VA 24522.
James E Lathrop, 11045 Buckeye Road, Crocker, MO 65452-7344.
Dale R Osburn Jr., 638 E Ribbon Grass Ave, Las Vegas, NV.
Andrew Sorrells, 814 Glendale Ave, Clinton, TN 37716.
Bruce L Stufflebeam, 139 Wampee Curve, Summerville, SC 29485-5230.

Aviation Truism

One of the beautiful things about a single piloted aircraft is the quality of the social experience.

"In all of this tumult we have not lost sight of the fact that because of our service experience we planned a different lifestyle. We saw some of our comrades die so soon in life we understood early on that this life has no guarantee's, and no one knows how long the ticket is punched for. We promised ourselves to put something away for our later years, pay our bills, and have a good time with the rest. God has truly blessed us, I was fortunate enough to earn a good living, she prospered in her business, and we traveled all over the world. We have albums full of memories we can scan through on the bad days, and will continue to use the good days to the fullest of our capabilities with the time we have left. We feel sadness for those not so blessed. We have had our bad moments to be sure, but rest assured we will play the game as before. The good days we will use real hard, the bad days we will take one at a time. Love one another, live life together to the fullest your means allow, when the time comes you will not feel cheated. We have had a long run together, nothing else beyond that has really mattered."

Ernie

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.



The Last Flight

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

Larry R Alexander, ARS, Sioux Falls SD, December 2003.

Joseph J Anthony, 372nd BS, Derby KS, 23 June 2003.

William E Bertram, 307th BW Commander, Tyler, TX, 3 December 2003.

Diana Biaett, Sun City, AZ, 19 January 2004.

Peggy Bullock, Desoto TX, 24 January 2004.

Hale A Dodge, 372nd BS, Waverly NE, 16 March 2004.

Marjorie Gieker, Colorado Springs CO, 8 September 2003.

Donald H Leppanen, AEMS& ARS, Mt Clemens MI, 18 November 2003.

Bill V Hewett, 818th-Flight Surgeon, Huntsville AL, 16 January 2002.

Stephen Mattick, 370th, 371st BS, HQ, San Antonio TX, 6 March 2004.

Robert D Morrissey, 370th BS, Presumptive Finding of Death, F-111 loss, North Vietnam, 7 November 1972.

Lt Gen Gerald J Post, HQ, San Antonio TX, 3 December 2003.

James M Pumford, 372nd BS, Mt Home AR, 2 February 2004.

Pat Roszkowicz, Riverside CA, 11 April 2004.

George Rowland, ARS, Lorimor IA, 7 March 2004.

Rudelle "Rudy" Baxton Webb, FMS, Arlington TX, 4 January 2004.

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

EMAIL THREATS

In email communications to and from Association members over the past year, there have been increasing signs that malicious activity is afoot, activity that is probably unnoticed by the sender or recipient. To prevent this and keep your computer and messages safe, there are several things you must do, and several other optional steps that will add to your comfort and security. 1) A reputable anti-virus program is absolutely necessary. This is the only action for which you must pay real money. Most programs provide weekly downloadable updates needed to keep up with the latest threats created by the community of social misfits. 2) If you are running Microsoft XP, download and install all the free critical security updates as they become available. 3) If you have a broadband connection (cable or DSL), or if you have a dialup connection left connected for more than short periods, you must have a firewall program. There are free downloads for several reputable firewalls, one of which is ZoneAlarm. 4) There are two other categories of free software that will add considerably to your security. Anti-spyware programs such as Spybot, which identify and allow you to eradicate snippets of code that are surreptitiously deposited on your machine and report your info to spying merchants. Last, but not least, are the various pop-up stoppers that block the annoying messages that pop up as you cruise the web. Finally, personal discipline in cruising the web, downloading, and knowing what type of emails to open and what to delete without reading, goes a long way. The reprint below from EWeek discusses a new threat called phishing that illustrates this last point.

A new breed of sophisticated e-mail attack that is difficult to detect and defend against is further proof that cyber-criminals and scam artists are getting more serious about their efforts to steal information.

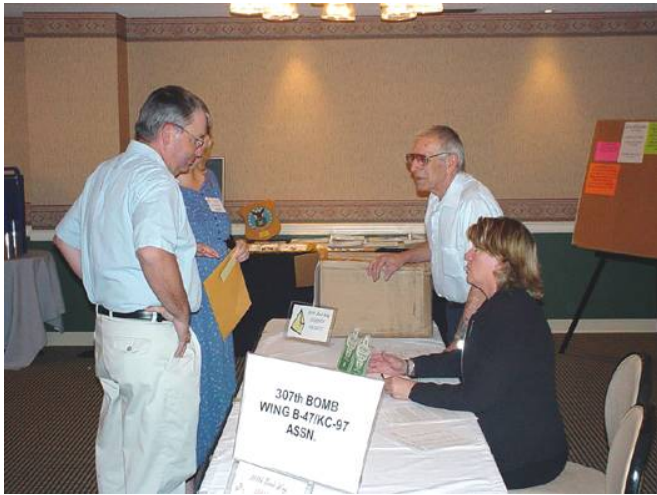
The new attack is an enhanced form of phishing, scams that are defined as attempts to steal credit card data and other sensitive information through social-engineering efforts. Phishing scams typically employ phony e-mail messages that purport to come from banks or popular Web sites such as eBay or PayPal. The messages try to lure recipients into entering account information and passwords into bogus forms hosted on malicious Web sites.

Scammers are now taking phishing to the next level. Instead of relying on victims' gullibility, they are using technological tricks borrowed from crackers and virus writers to exploit software vulnerabilities and plant Trojans on compromised computers.

An example of this new approach is an e-mail message that began circulating recently with the purpose of installing a Trojan known as Sepuc. The e-mail has no subject line and no text in the body of the message. When the user opens the message, code hidden in the e-mail attempts to exploit a known vulnerability in Microsoft Corp.'s Internet Explorer to force a download from a remote machine.

This file, in turn, downloads several other pieces of code and eventually installs a Trojan capable of harvesting data from the PC and sending it to a remote machine, experts say. The most worrisome aspect of this attack is that, unlike previous scams, victims would likely have no idea that they had done anything wrong.

"If it works successfully, it's just a blank e-mail, and you don't see anything else. It's a whole new trend for this stuff," said Bill Franklin, president of Zero Spam Network Corp., in Miami. Franklin has been tracking the new attacks since receiving and thwarting such malicious missives last week. "Having your account information compromised and not knowing it is the scary part. This is the worst thing I've ever seen like this," he said. **YOUR ACTION -- do NOT open eMail from people or addresses you don't know OR that look fishy.**



The 98th BW (Dale Osburn) and Planners Rep, Jody, checked us in.



Beamers & Buys found something wet.

Vistas of Vegas



Pat Patterson & the Daley clan: Phyllis, Don & John.



Gray Haired Bards: Hansen, Gingrich, Whitehurst.



Ann Horn & Peggy Whitehurst found another shop.



The Melodrama at Old Nevada City had oodles of beautiful girls in the cast!



He forgot his buffet ticket at Old Nevada City



Plenty of outdoor wildlife in Vegas

Tales of the Toolbox

By Paul Koski

How I Fell Out Of An A/C While Taxiing

The whole wing had deployed to Lakenheath England. As a new crew chief, I was still learning more about the B-47 through on the job and through painful mistakes, if not embarrassing ones.

We had just completed our mission. Most of the mission went very smoothly except we were to have a fire out of the 20mm cannon; after about 100 rounds the guns jammed and wouldn't move from the down position, we aborted the fire out and returned to the base.

The A/C notified Lakenheath that we would be landing with hot guns. Control wanted to know if we wanted to have someone meet us to put the gun turret switch to the safe position. The A/C said "we have a crew chief on board and he could do it."

The tower said "expedite your egress off the runway since other aircraft are on approach." The A/C told me as soon as we were off the runway to set the turret safety switch.

I opened the cockpit door and stood on the entrance ladder. I was waiting for the aircraft to stop before extending the



Captain Dom Gorie & Shirley Pudwill

ladder. This is where the fun begins. We were off the runway and taxiing when we hit a bump, the ladder jumped out of the latches and there I went, ladder and all, landing on my back. Luckily I had my chute and helmet on; no harm done except some bruised fingers.

I went to back of the aircraft and set the turret switch to safe. Since the entrance to the aircraft was too high for me to get back in, I notified the A/C through hand signals that the switch was set and motioned for him to taxi in without me.

I had about a mile to walk carrying the ladder, parachute and helmet. It seemed like it took me an hour to get to the parked aircraft but was only about

10 min; when I got there they were still trying to get the crew and their equipment off the plane.

They had a B-4 stand and a stepladder in the entranceway. They were having a time of it. They hadn't seen me walk up so I stood there a moment watching this three-ring circus and then asked them if the ladder would help.

The next morning at roll call we were briefed that you don't open the hatch until the aircraft stops, citing me as an example. Did I have a red face?

A Few Moments of Panic

We did a normal preflight and launch. The aircraft was scheduled for an eight-hour mission. We did a normal recovery that night and as we were doing the post flight inspection, I asked the A/C how the flight went. He said. "it was a normal flight and no write ups but the last part of the flight was a little hectic." It seems the copilot was flying the aircraft and would as part of his training make a jet penetration and landing. He pulled back the throttles and lowered the gear, then asked the pilot for the approach chute. The pilot pulled the wrong handle and deployed the brake chute, the aircraft lost a lot of altitude before they were able to jettison the chute. The plane made a normal landing.

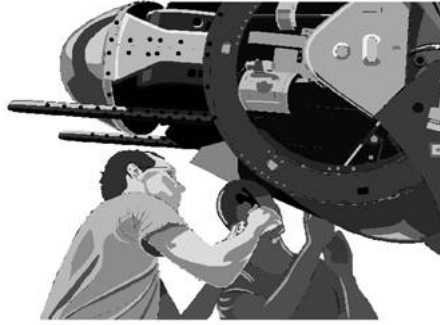
Months later a farmer reported that he had found a chute in his field.

**Patricia M Byrom Forest Preserve
Park Established in Virginia**

Bob Byrom, 424th BS, reported that he and wife, **Pat**, recently gifted 600 acres of mountaintop forest to Albermarle County Virginia, as a forest preserve. The park is located in the historic area of Blackwells Hollow near Crozet, Virginia. Bob and Pat acquired the property in 1969 and made it their retirement residence soon thereafter, and Bob continues to reside on the 200 acres remaining from his initial tract.

The bad news is that Pat, mother of eight, while vacationing in Florida mid-winter, suffered a severe heart attack and stroke, and has been in a coma since. Pat is currently being cared for at the Harrisonburg Rehabilitation Center, attended by Bob, her children and grandchildren. Bob has stated that "this is my toughest combat mission".

Squadron bachelors warmly remember Pat from Lincoln days for the open door to the fellowship of their family. Pat's infectious good humor, her spaghetti dinners, and her sewing-on of patches are all fond memories shared by the troops. The ability to play games with the kids on the living room floor and roll around with Tracy, the gentle German Shepherd, all added a touch of home for those without local ties. She is loved.



**The Chief's Corner
by Ernie Pence**

Teamwork?

I was one of the FNG's (fresh new guy, or something close to that) when it happened. I was working night shift with a friend of mine who had swapped an aircraft carrier flight deck for a chunk of Lincoln's concrete. It was about 0400 hours and we had brought back our last ship for the night from the refueling pits. We had everyone assigned to a different task to insure a quick get away. The plan had been hatched in the back of the Coleman tow vehicle on the way to the parking area. One man would pull the pin on the tow bar, another would disconnect it from

the front main gear. I was assigned the task of closing the canopy and raising the flaps. My friend Howard Barry was going to place the chocks on the front main gear. For some strange reason someone hollered up to close the bomb doors. Those could be closed from the ground, but being the new guy I never gave it a thought. Barry was still in the bomb bay when he felt a nudge in the ribs, to his surprise the doors were closing on him. He gave one a push with both hands, hands don't overcome hydraulics. God must have told me to let go of the switch, for the indicator was still indicating intermediate when I let go of the switch momentarily, after a two count I moved it to the closed position until it indicated closed. I came down and there was Barry sitting on the tow bar so pale he almost glowed in the dark. When I let go of the switch the door fell back a little bit and Barry hit the deck. When they told me what had transpired, I had to sit down on the tow bar.

Gunnery Practice on the deck

Nice warm day, no write-ups other than gunnery failure on the last flight, and

(Continued on page 12)

REUNION MEMORY BOOK ORDER FORM

Orders are now being taken for the Reunion Memory Book for the 2004 reunion at the Imperial Palace Hotel in Las Vegas. The book is 40 pages of color photos on heavyweight glossy stock. It contains all the portraits taken by the professional photographer, and all the group photos. Also included are photos of our various activities taken by our roving band of talented freelance photogs, totalling over 140 photos.

The cost of the book is \$26.00 per copy, including shipping and handling. It will be shipped directly to you by the publisher via US Priority Mail. **Cutoff date for receiving orders is 1 September 2004.** No orders can be accepted after that date. You can expect to receive your copy before October 1st.

Clip and fill out this form, and mail it and your check to **Tony Minnick, 5920 Robin Court, Lincoln, Nebraska 68516.** Checks should be made out to the 307th Bomb Wing Association.

Name: _____

Mailing Address: _____

Number of Copies: _____

Amount Enclosed: _____

(Continued from page 11)

those chaps are hard at it. Merrill Sinclair, alias Nubby, was crewing 4210 and I was his assistant at the time. Captain, at the time, Jack Crook, was flying 210 the next day and had come out to talk to Merrill to see what shape the bird was in. The gunnery guy upstairs was locking on the tower, the water tower and whatever trying to get the firing pins to initiate. His colleague on the ground said he thought he knew what was wrong on the interphone. He hit a release in the turret and pulled the guns down by hand. Cadillac Crook was working his way to Base Operations when there was a very loud bang! The two rounds dug into the concrete about 4 inches then ricocheted over Crook's head. Only the cleaners know how Crook fared. I had never heard a noise like that, it literally scared the hell out of me, for a short while anyway. The gunnery tech was lying on the ramp face down. Nubby turned him over, his eyes were rolled back in his head, out cold. The MMS crew had pulled the ammo cans, cleared the feed

chutes, but had failed to remove the rounds in the chambers. Fortunately no one was killed.

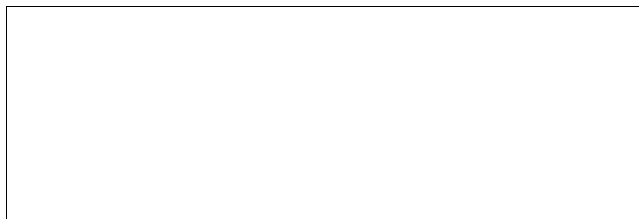
High voltage discharge.

A bomb-nav specialist was working on the BNS system one night. The cover on the big scope was removed as well as some others. In the process of trouble shooting and adjusting things the man became engrossed in his work. For some reason he leaned down beside the scope and his ears supplied a ground for a pronominal amount of voltage. The discharge blew him back down the walkway to the A/C's position. He managed to crawl to the pressure hatch and fell down the ladder. He lost both ears, luckily not his life. Long hours and manpower shortages are a deadly combination. But not to worry, some desk lackey way up the ladder, far from the fray in Air Force Headquarters or some place next to God, had the answer. The all-encompassing SAC MCS point system was the panacea for all ills that would befall a bomb wing. Officers and en-

listed men alike now were no longer people, but point values, and were graded as such. Now we not only contended with the shortage of people, and the abundance of tasks, but had volumes of new papers to fill out on everything we did, and you lost points if the paper work was less than pristine. I read General Yeager's book and laughed when he ranted about some "X-SAC Dummy" installing the MCS system in the Tactical Air Command and royally screwing things up. I rest my case! :-)

B-47 Stratojet Assoc Reunion in Dayton, 23-25 Sept.

The Association will dedicate a B-47 memorial at the AF Museum. Contact Dick Purdum, President, at 404-291-5247 or Email dickpurdum@cox.net . Take a look at our web page B-47.com for more detailed information and a registration form. You can also find out how to join the B-47 Stratojet Association and download an application. We publish a quarterly newsletter and you receive a directory that lists all of our members along with their addresses, phone numbers and E-mail addresses.



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