

## ASSOCIATION NEWSLETTER

NUMBER 49

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

JULY 2006

### President's Column

#### They Just Keep Getting Better!

It's hard to remember a better organized, more action-packed, or more congenial reunion. Flip Latham's "Chairman Skills" (and his Magical Weather Wrench), the Charleston hospitality and the enthusiasm of all the attendees made the 2006 Reunion a truly memorable gathering. It was just plain fun from start to finish. How do we top that?

Well, let's try in Branson, MO, in 2008! Wendy and I have never been there, but lots of people that we know have been and I've never heard anything but positive reports. Many of our members have visited Branson and at our business meeting they spoke in glowing terms about the hospitality, entertainment and support for gatherings large and small. Overcoming years of protective training, Brent Horn bravely **volunteered** to serve as Reunion Chairman, so we are well launched toward yet another fabulous Gathering of the Warriors.

It might seem that Branson was an obvious choice, but it emerged as the consensus 2008 site only after a lengthy and inconclusive discussion about the broader issue of what criteria we should use to select locations for our biennial reunions. With the string of successes we've enjoyed since 1988, you might well feel, "If it ain't broke, why fix it?" So let's look at that string a little more closely.

1988	1990	1992	1994	1996	1998	2000	2002	2004	2006
Las Vegas	Lincoln	Orlando	Seattle	Dayton	Colorado Springs	Lincoln	Fort Worth	Las Vegas	Charleston
315	429	209	187	243	211	341	146	150	136

Several things about this table jump right out at me:

- Except for the 2000 reunion at Lincoln, we have had a slow but steady decline in attendance for the last ten years.
- Lincoln has outdrawn all other locations except Dayton by a wide margin, over 2:1, since 2000.
- The table, itself, raises more questions than the data can answer. Why the decline? Yeah, we're all getting older, there are fewer of us and long trips are harder for some, but there also seems to be at least a loose correlation with location. Is distance a factor? We have over 1200 names in our member database; why is it so hard to draw 15% of that group to a reunion every two years? And so on.

We simply don't have enough reliable information to make informed judgments. We debated long and hard at our business meeting about the pros and cons of choosing a different site every time (variety, but the attendance vector is ominous) or picking a central location (or even a central band of states to choose from). This option suggests better attendance and therefore better leverage on hotel rates, but some say "boring, boring, boring."

It seems to me that it all boils down to two questions: Why do people come to reunions? And why **don't** people come to reunions?

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## 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: pete-todd@adelphia.net.

**Vice President/Newsletter:** Mike Gingrich, 2527 Greenlefe Drive, Beavercreek, OH 45431. 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, 5546 Enterprise Drive, Lincoln, NE 68521. Phone 402-438-6061. Email: wjwbdw@juno.com

Betty C Pelletier, deceased 29 November 2004.

**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: implanenuts@mchsi.com

**Co-Historian:** Ernie Pence, 1301 Lincoln Mall Skypark, Ste 101, Lincoln, NE 68508. Phone 402-317-1180. Email: erniepence@yahoo.com.

### Branson 2008 Reunion Chairman:

Brent Horn, 12014 W 68th Terrace, Shawnee, KS 66216. Phone 913-268-6368. Email: abhorn@everestkc.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.

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These are *your* reunions and it's up to me as your president to ensure that *your* desires are met. I have no predetermined solution in mind, but I will try to frame the discussion in a way that satisfies what I think is the core issue: attracting the most people to come to reunions without undue cost or hardship and with maximum fun.

The flurry of debate at our business meetings about possible reunion sites is always fun, but it doesn't strike me as a very orderly way to determine and to satisfy the needs of the majority of our members. The Association leadership will be conferring in the months ahead to work out a way to gather a reliable consensus. I ask you to think seriously about the issue and be ready to respond when we figure out what questions to ask and how to pose them. And if you have some ideas now, send them in. You know our contact info.

Thanks for your support. Wendy and I wish you and your families a healthy and enjoyable summer.

Pete Todd

## Charleston Business Meeting Minutes

27 April 2006

The meeting opened with the Pledge of Allegiance. President Pete Todd then welcomed and introduced our guest speaker, General Duane Cassidy, as well as Billy Williams (sole survivor of the original founding committee), reunion chairman Flip Latham, and the executive committee. He also introduced our two members who, in their fifties, served in Desert Storm, Paul Koski and Bob Matich

Tony Minnick gave us the Treasurer's Report. We are solvent with \$2,858. Our major costs are printing and mailing the newsletter. The costs are about \$600 for printing and \$200 to \$240 for mailing, depending on how many are returned for bad addresses. Returned newsletters cost us 63 cents each and then we have to re-mail them. The website costs about \$108 per year. Members were asked to please keep their addresses current. Bev Minnick and Jan Boggess were thanked for their work on the membership and the database.

### OLD BUSINESS

501(c)(3) Tax Status Update. This tax status would allow donations to be tax deductible. However, we are not doing enough to fulfill our charter to perpetuate the heritage of the organization to satisfy the IRS. The planned video and printed history projects that we have begun will help keep alive the history of the 307<sup>th</sup> as well as strengthen our case with the IRS. Pete urged all members to participate in both as much as possible (See below).

### History Projects.

R T Boykin brought a DVD he made that tells part of the story of the 307<sup>th</sup> BW. He wants to make additional DVDs. He asked that members dictate their story or reflections on the 307<sup>th</sup> to a video camera and forward the tape to him. When you send pictures, give RT the names if you know them. He can add music to the DVD as it is being made. RT will make as many DVDs as possible limiting them to about 2 hours each. Also, old movies that you have converted to VHS can be used to make the DVDs.

Mike Hill is working on book that will tell the history of the 307<sup>th</sup> Bomb Wing. He has done a lot of research and needs stories and pictures. R T Boykin will forward the

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information he receives to Mike Hill.

**Solvency.** While we are currently solvent, the newsletter is a big expense. If funds become a problem, we may have to mail the newsletter on a subscription basis at about \$10 per year. The newsletter download from our web site would always be available and we have 74 people who now get the newsletter from the web site rather than the mailed copy. If you prefer to get the newsletter from the web site, let Jan Boggess know and she will take you off the mailing label list. Whenever a newsletter is uploaded to the web site, Mike Gingrich sends an automatically generated e-mail notification to our current list of e-mail addresses. The list of e-mail addresses is on the website and is updated about 3 times a year.

**Red Lally Scrapbook.** Red Lally had a nice scrapbook about the 424<sup>th</sup>. After his passing, the book has been updated by Gwen Hansen. She will add new things as they are sent to her.

## NEW BUSINESS

**SAC Memorial.** Ron Resh made a presentation of the proposed SAC Memorial to be dedicated at the Air Force Museum in Dayton, probably in 2008. He had pictures of the proposed monument. (See the photo on page 11, or go to our website for greater detail.) It is a large SAC shield made of black granite and will be 10 feet high and 6 feet wide. It will be next to the B-47 monument with a circular walkway around it. Space has been reserved for it. The project is projected to cost \$25,000 and has been approved by DOD. They have raised \$5,000 already and donations have even come from eastern block countries as they know what a deterrent SAC was. Acquisition of funds will govern the time schedule for completion, and all funds will be from donations.

**Memory Book.** Flip Latham discussed the memory book and mentioned Jill Norman who has been with us taking pictures. He had a sample book that she had done for another organization. The book will be \$30. The schedule for group photos and individual photos was

discussed.

**B-47 Picture.** Tom Hatton gave the 307<sup>th</sup> two copies of the B-47 print that was introduced at the Las Vegas reunion. They will be auctioned off after the banquet. The retail cost of each print is \$125 and one is on display in the hospitality room.

**Election of Officers.** The proposed slate was President Pete Todd, Vice President Mike Gingrich, Secretary Larry Boggess, and Treasurer Tony Minnick. A motion was made and seconded to accept the proposed slate, and it passed unanimously.

### Future Reunions.

Reunion attendance has been declining, so Pete Todd suggested that we survey the membership to see if we could determine why. Are costs too much or travel too far? Would a single permanent site be an advantage? Or is the opportunity for different locations a drawing card? Harry Jones mentioned the B-58 reunion, which is always held in Fort Worth. He said it is the same every time (same location and program) and very boring.

There was a lot of discussion about how we could set up sites in the center of the country to save on the travel distance and still have varying locations. One idea was a strip of states 3 to 6 states wide through the middle of the country. A plan to have an east coast, west coast, and central zone with a 600-mile radius was also discussed.

A review of previous reunions showed the following attendance: 315 Las Vegas (1988), 429 Lincoln (1990), 209 Orlando (1992), 187 Seattle (1994), 243 Dayton (1996), 211 Colorado Springs (1998), 341 Lincoln (2000), 146 Fort Worth (2002), 150 Las Vegas (2004), and 136 Charleston.

Discussions then bounced around as to why people came: whether to see friends or to see a location or both. Someone asked whether we had to decide then where the next location would

be - the answer was yes. Different sites were identified as possible for the next reunion. Majorca, Hawaii and a cruise were even mentioned. Some regular attendees will NOT cruise and it was suggested that it would be a poor idea to exclude those people.

A motion made to rotate the sites was tabled. A motion was made to select the 2008 site and defer until then any decision about a single permanent location vs. rotating sites. The motion was seconded and passed. The sites up for discussion for 2008 were Albuquerque, San Antonio, Wichita, Colorado Springs, Dayton, Tulsa, Branson, Tucson, Austin, Indianapolis, and Lincoln. AFRI would not be available in Lincoln. Dayton was mentioned for 2008 because the new SAC Memorial might possibly be there. Tucson was mentioned but the boneyard (where most of the B-47s went) was discounted.

Several people who have been to Branson spoke favorably about facilities, services, entertainment and central location. Pete Todd reminded us that each reunion must have a chairman, preferably someone who lives in or near the site. We have no members that live in Branson, but Brent Horn volunteered to be the reunion chairman if we selected Branson. A motion was made, seconded and passed overwhelmingly that Branson, MO, would be the site of the 2008 reunion. Charleston Chairman Flip Latham then passed the next reunion chairmanship to Brent Horn by presenting him with the fur-lined pot.

There being no further business for the association, the meeting was adjourned.

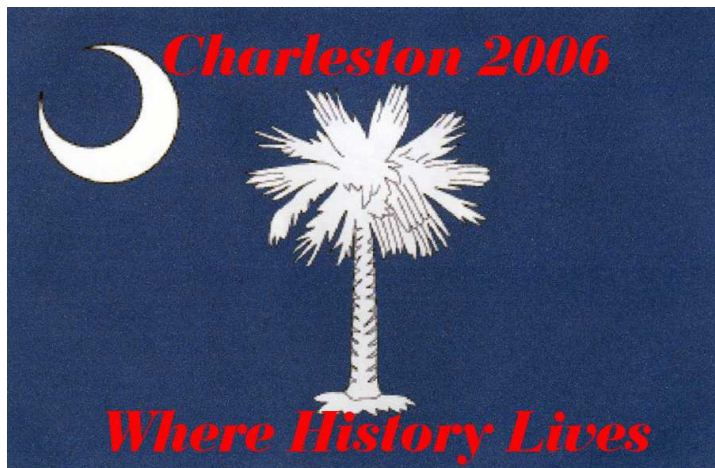


Ya wanna buy your picture?

### **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.



## Charleston's Done, On to Branson

As chairman of the 10<sup>th</sup> Standup in Charleston, I want to thank all 131 souls who participated in our five-day biennial get-together. The Man Upstairs was with us too. The weather cooperated wonderfully, neither too hot or too cold, and the rain held off until Wednesday afternoon just as we were heading back by bus to the Hospitality Suite from Patriots Point.

The highlight events would have to have been the Charleston Harbor dinner cruise, which was elegant, and our final banquet with keynote speaker General Duane Cassidy, former B-47 AC at Lincoln, and later Commander of the Military Airlift Command, and Commander in Chief of Transportation Command.

Thanks, to our Board, Pete Todd, Mike Gingrich, Larry Boggess and Tony Minnick, who gave tremendous support to the planning and execution of the Standup. Most of the heavy socializing, of course was in the Hospitality Suite, staffed by one of the world's great bartenders, Julie Gowey. Thanks to R. T. Boykin for his DVD presentation and to many others who brought new pictures and other 307<sup>th</sup>/B-47 memorabilia.

Armed Forces Reunions, Inc. deserves great credit for attending to the minutiae of getting this Standup organized and the events set up. I would endorse any motion to have AFRI work with us again in 2008.

It was great to see all you old aviators and lovely spouses again. Hope we can do it again in Branson.

Flip Latham

P.S. The news from Charleston can not be properly concluded until we point out all the 307<sup>th</sup> folks who showed up. We were especially excited to see the troops and families for whom this was their first reunion with us, and they are indicated below by

boldface type.

Roger & Dottie Beamer, Vern Biaett & Millie Lamb, Larry & Jan Boggess, R T Boykin, **Ivens Buchanan**, Laurie & Donna Bunten, Jim & Carolyn Carlton, Bill & Grace Carrier, **Duane & Rosalie Cassidy**, Al & Elaine Cinnamon, Jim & Barbara Cone, Bob & Nancy Corti, Dallas & Julie Crosby, Don & Phyllis Daley, George & Rita Davis, Bob & Shirley Delany, **Charlie Dabbs**.

**Bill & Joan Filpula**, Bud & Jan Flank, Don & Pat Fraker, Darrell & Lois Galenberger, Jim & Judy Gardner, Mike & Jan Gingrich, Hank Grogan & Jane Schafer, **Bob & Sue Hagle**, Merle & Shirley Hahn, Bob & Gwen Hansen, **Bill & Linda Hastings**, Tom & Judy Hatten, Tom & Gloria Highland, Elvin & Pat Hills, Brent & Anne Horn.

Jim & Mary Jacobs, Harry & Carol Jones, **Earl & Sue Johnson**, Don & Martha Kellum, **Paul Koski**, Vince & Harriet Kovacich, Al & Mary Kulikowski, Flip & Sandy Latham, Willie Lawson, Marv Lundgren, Billy & LaRee Lyons, Bob Matich, Tony & Bev Minnick, Wally & Pat Mitchell, Don & Angie Nigro.

Al & Virginia Opitz, Vern & Joan Ordway, Gerry & Helen Otten, Paul & Helen Palmer, Bob & Norma Patterson, **Ron Resh, Jim & Helen Rusher**, Jesse & Arlene Sears, **Orin Shellhammer**, Clarence & Charlotte Southerland, Jerry & Joan Sparks, Tom & Karen Stack, **Don & Marilyn Stallard**, Bruce & Evie Stufflebeam, T R Taylor, Noble & Gladys Timmons, Pate & Wendy Todd, Joanne Tuin, **Ed & Georgia Venable**,

Jim Villa & Bobbi Karsteter, Bob Weidner, Wally & Peggy Whitehurst, Billy & Jean Williams.



## The Last Flight

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

**Dene J Canedy**, 307<sup>th</sup>, El Cajon CA, 4 May 2005.

**Harry L French**, ARS, Birmingham AL, 1 March 2006.

**Roger LaFontaine**, 371<sup>st</sup>, OMS, Augusta WI, 24 April 2006

**John Messer**, HQ, Navasota TX, 18 February 2006.

**Floyd R Newberg**, Myrtle Creek OR, 1992.

**Lou Roseling**, 372<sup>nd</sup> BS, Riverside CA, 21 May 2006.

**Carolyn Weidner**, Spokane WA, 21 February 2006.

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

## Back in Touch

Robert J Cox, 13468 Highway 9 Business #8, Lakeside, CA 92040.

Charles C Maxson, 41 Island View Ave, Mystic, CT 06355-2307.

John S Sinclair, 4070 Glider Rd, Placerville, CA 95667.

Donald B Swift, 123 Rutgers Circle, Fairfield Glade, TN 38558.

Kenneth Tarwater, 829 NW 69<sup>th</sup> Terrace, Kansas City, MO 64118

Orin J Volkman, 21830 Thames St NE, Wyoming, MN 55092.

## Around the Wing

**Ken Wikle** wrote..."As you probably remember, Col. Duch, commander of the 424<sup>th</sup> BS had photos of all his crews on his wall. He gave explicit orders that each crew was to have its picture taken in front of a B-47. We, Crew E-10, Byrom, McKay & Wikle, put this photo on his wall, and I remember him saying at roll call, "I see I have one !!&\$\*#? RAF crew in the squadron. Very funny. Now get me a proper photograph on the wall." Which, of course, we did immediately". Left to right, in front of the RAF Vulcan, it's Wikle, McKay and Byrom.

At the Charleston Reunion, **Charlie Dabbs** passed on several wonderful old photos taken at Lakenheath in 1956. Take a look at them nearby.

**Harold Beucus**, (mrducks38@yahoo.com) recently found the association through the web site, and wrote...

"I was very sad to read the deceased list. I knew most all of the flight crews in the 307th ARS from 1955 to 1958 and I saw many of their names as no longer living. I also roomed with several on the list. I was very young as an Airborne Radio Operator and many of my crewmates were much older. I am 68 now so it would make sense that there would be so many who passed away. I can remember all of their faces. I have fond memories of my stay at LAFB and those who were my team mates. I would not have missed it for the world".

*A chance encounter between some from our Charleston Reunion during a tour of Fort Sumpter, and an interested young man, led to the following message being sent to us in the blind through the website...*

Mark Crowder wrote:

I was on a tour to Ft. Sumpter in Charleston on 4-23-06 when I briefly spoke to a couple of gentlemen from the 307th reunion. I lost them when we came ashore and would like to talk more with them. If this note could be sent to the men of the reunion along with my e-mail address



(marksman@markcrowder.com), it would be greatly appreciated. I am a 29 year old male if anyone remembers speaking with me. If not, thank you all for protecting our nation. -Mark A. Crowder, 3218 Post Woods Dr. APT A, Atlanta, GA 30339. Phone 770-402-9553

The complete text of "February Third", **Don Hickman's** memoir, is published on our website. Don has been busy refining and expanding it and says..."*February Third* is now *There I Was...* and is being evaluated for publication as we speak. In book form, it's now a lot more detailed and includes a lot more of my feelings about things as well as some pictures. I'm not holding out for success at publishing it but it's worth a shot I guess".

A photo of a RB-47 in a recent newsletter prompted a response from **Hugh Reid**...

"I believe that RB-47 on page 5 of the March 06 newsletter is a AK model with a #53-200 and higher tail number."

### Getting it straight...

Arlington National Cemetery and the Tomb of the Unknowns is the most hallowed of military shrines. It is faithfully tended by the Honor Guard of the Third Infantry Regiment (The Old Guard). Their watch over the Tomb is legendary, and is of no need of hyperbole or falsehood to enhance their story.

Unfortunately, urban legends concerning the watch on the Tomb have recently sprung up and have been a mixture of both fact and fancy. In our March issue we fell victim to passing some of these on, and fortunately Ken Wikle brought this to our attention.

Specifically, the comments in the newsletter article about Guard's use of alcohol, profanity, and award of the wreath pin, were false. Some other statements in the story stretched the truth. A widely circulated story, allegedly reported by ABC news, said that during Hurricane Isabel, the Guards were ordered to abandon their posts and seek shelter, but they refused the order. This is untrue. No such order was given. The Tombs have been continuously guarded since 1937! The Tomb Guards do have contingency plans should weather ever pose a risk of injury or death.

You can get the true story on the Honor Guard and much more information at the official website [www.tombguard.org](http://www.tombguard.org). Another useful website is [www.tombguard.org](http://www.tombguard.org) (Continued on page 8)

Treasurer's Report			
307 <sup>th</sup> Bomb Wing B-47/KC-97 Association			
Ending Balance from last report February 5, 2006:	Expenses	Deposits	
<b>General Fund Balance</b>			<b>\$3357.71</b>
Expenses:			
Web site	54.01		
Postage	258.55		
Printing	763.11		
Reunion Reimburse	446.50		
	<b>1522.17</b>		<b>-1552.17</b>
			<b>1835.54</b>
Income:			
Donations	2225.00		
Interest on account	2.63		
	2227.63		<b>+ 2227.63</b>
<b>Ending Balance June 20, 2006</b>			<b>4063.17</b>
<b>Tony Minnick, Treasurer</b>			



The Hospitality Room rocked from the very start.

Gloria Highland took the C-17 luxury sleeper flight from McCord to Charleston.



Grogan came in professional dress.



Monday found happy diners! The dinner on the Harbor Cruise was without comparison.

Our Brit barmaid, Julie Gowey, took good care of the troops thirst.



Bright & early Tuesday, we sailed to Fort Sumpter...



...Where the Ranger told us how the Civil War ignited.

# Charleston Clips



Later, the 307th Bubbas & Bubbettes had lunch at Bubba Gumps...



And there was time for baubles, bangles, and beads in the Market...



Or, you could just await the the bus home.



Wednesday, Bill Carrier met another carrier at Patriots Point.



Lyons, Todd, and Latham unveiled the 307th plaque in the Clarion Lobby.



Lathams, Wendy Todd, General & Mrs Cassidy at the banquet.

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www.arlingtoncemetery.net.

Writing from Lincoln, **Donal "Sarge" Finn** tells of his involvement with the *Forty & Eight* of the American Legion, where he is *Sous Chef de Chemin de Fer*. Explaining further, Sarge says this is the second highest office in the 40 & 8, and all such titles are in French. The 40 & 8 is the fun part of the Legion according to Sarge, but they do get serious as their main program is nurses training.

We note the passing of **MGen Perry M Hoisington II**, in Washington DC on April 8<sup>th</sup>. Thanks go to **Buck Buchanan** who sent us the obituary after having spotted it in the Washington Post. The complete obit can be read in the Last Flight section of the 307<sup>th</sup> website. Gen Hoisington was the 818<sup>th</sup> Air Division Commander at LAFB until mid 1958, and saw both bomb wings through their formative years in the B-47. He conceived and oversaw the construction of Bowling Lake, otherwise known by some as "Perry's Puddle", which featured a gala air and water show at its grand opening in July 1958. Gen Hoisington attended our first reunion in Las Vegas in 1988, and was signed up for the 2000 reunion in Lincoln, but had

to cancel because of back problems. We are sad to see this memorable leader pass on.

In exchange for our providing some photos to the Eighth Air Force Museum at Barksdale AFB, they are placing a brick memorializing the 307<sup>th</sup> Bomb Wing B-47/KC-97 Association in their Mall of Memories. You can find out more about the museum at [www.8afmuseum.net](http://www.8afmuseum.net).



L-R: MSgt Baugher, Col Louis Thorup, MSgt Atwood at Lakenheath 1956. Charlie Dabbs photo.



307th FMS troops at the Lakenheath ballfield, 1956. Charlie Dabbs photo.

Then, at the Charleston reunion it was surprising to hear the number of troops who said "It sure would be neat to go back to Palma...what a wonderful pipe dream". Would the Palma CVB remove the welcome mat if they found out who we are?

**Email address changes...** We appreciate everyone who notifies us of their change of email addresses. These changes go into the file that can be downloaded from the website. This particular list is intended to help members keep track of each other by email. The email changes therein do not flow to the database that controls access to the website. **You, the website user, must also change your address on the website.** After logging in with your old email address and password, click

on "My Account" which appears in the upper right hand corner. This brings up a screen where you can change your address and password. This is essential for you to receive the emails sent out by the site when a new newsletter is posted. If you don't change it, such notifications will try to go to your old address and will be eternally lost in the never-never land of the internet.

#### **Bob Matich**

([skykingf63@wideopenwest.com](mailto:skykingf63@wideopenwest.com)) would like to locate the following 307<sup>th</sup> troops. **Andy Evanko, Claude Keaton, Lorance "Sandy" Sanders, Jim Sessions, Tommy Thompson, Wayne R Wilson.** If you have any



Lakenheath Memorial Service for Captain Russell Bowling and crew, 1956. Charlie Dabbs photo.

**Palma is but a dream...** some time ago, our association humorist, **Bud Flanik**, proposed tongue in cheek that we have our next reunion in Palma de Majorca, the lovely Mediterranean isle where many of us spent delightful R&Rs. This suggestion served to bring back memories of *m o t o r b i k e s*, *Mams*, etc, etc.

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clues, please pass them to Bob.

In addition to the foregoing, we've also heard from Hank Paulin, Hank Grogan, Lou Roseling (shortly before his passing), Jim Villa, Harlow Hall, and Mac McCumber.

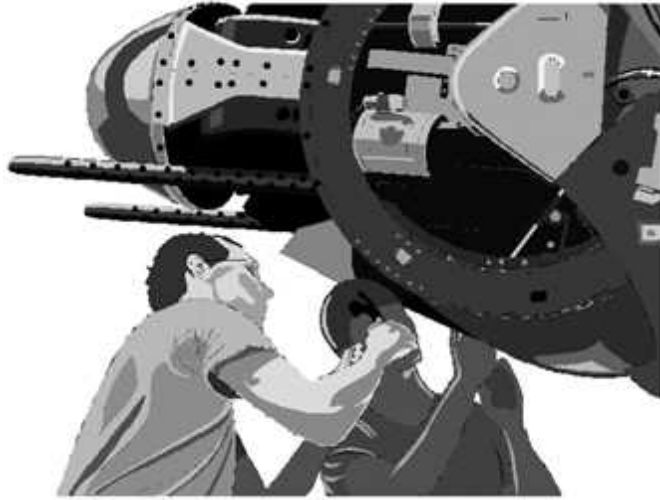


It'll never fly!  
The Yorktown

### Donations

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

Roger G Beamer  
Vernon L Biaett  
R T Boykin  
Ivens "Buck" Buchanan  
Laurie A Bunten  
James E Carlton  
William L Carrier  
D E "Sarge" Finn  
Merle Hahn  
William B Hastings  
Dorothy Hill  
Donald Brent Horn  
Earl Johnson  
Harry T Jones  
Jane (Sutton} Judds  
Paul N Koski  
Vincent J Kovacich  
Allan F Kulikowski  
Gene Lee  
Wally B Mitchell  
George A Nigh III  
Lou A Paller  
Clark W Peterson  
Mavis Pierson  
Louis A Roseling  
Royal G Schrubbe  
Harold "Pete" Todd  
Jo Ann Tuin  
Richard D Valen  
Billy D Williams



### You Might be a Crew Chief IF.....

- You've ever said, "Oh yes sir, it's supposed to look like that."
- You've ever sucked LOX to cure a hangover.
- You know what JP4/JP5 tastes like.
- You've ever used a piece of safety wire as a toothpick.
- You've ever had to say, "My boots are still black!" (or ever spray-painted them black)
- You have ever used soot from the tailpipe to blacken your boots.
- You believe the aircraft has a soul.
- You talk to the aircraft.
- The only thing you know about any city is where the good bars are.
- You know more about your coworkers than you do about your own family.
- You can't figure out why maintenance officers exist.
- You ever wished the pilot would just say, "Great aircraft!"
- You think everyone who isn't a Crew Chief is a wimp.
- You wondered where they keep finding the idiots that keep making up stupid rules.
- You consider 'Moly-B' fingerprints on food an 'acquired taste'.
- You've ever been told to "go get us some prop wash, a yard of flight line or the keys to the jet.
- You have ever jumped inside an intake to get out of the rain.
- Little yellow earplugs are all over your house.
- You have ever preflighted in really bad weather only to learn that the flight was canceled hours ago.
- Your spouse refuses to watch any aviation shows or attend air shows with you.
- You have ever looked for pictures of "your" jet in aviation books and magazines.
- You can't figure out why two weeks of advance per-diem is gone after three days.
- You can sleep anywhere, anytime. But as soon as the engines shut down you are wide-awake.
- You have ever used, wheel chock, or tow bar for a pillow.
- You have ever stood on wheel chocks to keep your feet dry.
- You have ever used a pair of Dykes to trim a fingernail.
- You have ever pulled the gun switch while riding brakes.
- You have ever started a jet inside the hanger!
- You have ever wiped leaks right before a crew shows.
- All you care about is the flying schedule and your days off.
- You have ever had to defuel your jet an hour after fueling it.
- Everyone you know has some kind of nickname.
- You have used the "Pull Chocks" hand signal to tell your buddies it is time to

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- leave..
- You have ever bled hydraulic fluid into a Gatorade bottle or soda can because you are too lazy to go get a hydraulic bucket and the Hazmat keys.
  - If have you ever been tackled, duct taped to a tow bar, covered in PET and sand, egged, sourmilked, peanut buttered and jellied, and slapped under the emergency wash station in 30 deg weather?
  - You know in your heart that your jet is female.
  - You refer to ANY machine as "she."
  - You refer to QA as "the enemy."
  - You hate Ops, Maintenance Control, QA, and cops.
  - You know the international marshalling sign for "pull your head out of your ass."
  - You've ever worked weekend duty on a jet that isn't flying on Monday.
  - You've wanted the jet to start just so you can warm up.
  - You can't remember half of your coworkers' real names... only their nicknames.
  - You fix 30 million dollar jets, but can't figure out what's wrong with your \$150 lawnmower.
  - Your toolbox at home has wheels and foam cutouts, just like the ones at work.
  - Some of the tools in your toolbox at home are etched.
  - If the way you measure the cost of living in other countries is by the price of a beer at a bar.
  - And best of all, you know everybody you know will understand because they were all crew chiefs!

## You Jus Ain't Gonna Believe This...Stuff

*Every week, the Wright-Patt AFB newspaper publishes a column by the Base Commander in which he answers questions and comments from his constituents: military, retirees, civilian employees, area residents, and others. Some of the questions are real howlers, some are whines, and some are bitches, which sometimes give the column a tone of "Dear Abby". Frequent topics are base parking, operating hours, traffic rules and enforcement, work schedules, etc, etc.*

*In his last column prior to his June 2006 retirement, Col Andy Weaver reprinted, without comment, a handful of the more select constituent communications, exactly as they were received. It makes you wonder why Base Commanders don't just run away and hide, and if nothing else makes you appreciate the job they have to do. Read on...*

### Character assassination

Q My name is (withheld). I'm a former employee of (withheld) contracted in 1981 as a janitor. At present time, I am doing a (inaudible) through the wing commander's office on convert level

dealing with Ohio real basic corrections. At this time, I was a base employee at one time. At this time, I'm being , my character is being, assassinated for some reason from Ohio Rehabilitation Corrections. At this present time, I wanted to give my version of my accusations and allegations about what happened. Like I said, again my name is (withheld) my telephone number is (withheld). I am doing nothing but doing cooperating with all law enforcement and federal agencies at this time. Tomorrow at 1800 hours I will give another brief detail of the current events. Thank you.

### Discussion about . . . ?

Q Dear base commander —There has to be a job someplace on regular daytime work hours. I want to remain a friend of Wright-Patterson, and so I'm certain you will assist me in my quest. I want there to be even five different deals available. And I need you to be my friend about it. You aren't supposed to pile up as much correspondence and not have anything to talk and plan about. You should have something successful for us to talk over. We need to confer together long enough concerning new agreements and for the planning as well as the decisions, and no one should've overlook what rightfully need a new deal. We couldn't develop any new plan or program without having

to get together on a deal. It is true that I supposed you could surmise proposed offers you could help me get taking into account. I invite you to have several different deals you would be willing to discuss. Don't you believe that we need sufficient discussion to work out several possible deals?

### Turn it down

Q This is regarding reveille and retreat being played too loud. I have contacted the Fairborn Police, base commander's office, and I am going to city council. I work second shift, and it wakes me up every morning. I appreciate the job you guys do for America. I am a tax paying citizen that needs his sleep. I made nine different phone calls, and no one knows who pushes the button on the voice system; I want to talk to the man that pushes that button every morning! I want to speak directly to the person who does reveille. If something is not done, I am getting ready to call the city manager and go to the court office and get the paper work to drag you into court. If you don't do something, I will take you to court. I am off all day and I will devote my time to get it to go away or turned down - way down! TURN IT DOWN.

### And stuff

Q I have a question and stuff; I go through the gates a lot when I go to the commissary and stuff. I have noticed that when we go through and the security people you have checking our IDs and stuff there are several of them and stuff that don't look at your ID and just glance at it and they hand it back to you and stuff. I feel that they should be doing the same job that the military guys are doing when they are at the gates and stuff to check our IDs and stuff. I don't think we are being really secure with these guys that are doing it, or women at the gates and stuff, for what we pay them; they should do a better job. I really think that something should be done about this, that they should be told that if they are going to look at ID's they really need to exam them correctly and stuff. How is it to say that someone tries to get through a gate that doesn't have the proper ID, and they let them through the gate? I don't feel very safe with that. I wish something could be

(Continued on page 11)

(Continued from page 10)

done and stuff. If you guys could have them go through a training and stuff? Or have someone talk to them about this.

## The Boeing B-47 Stratojet

*The following was extracted from a news release dated 09-10-65, from the News Bureau of the Boeing Company, Wichita Kansas. (It is updated, courtesy of The B-47 Stratojet Association)*

The six-jet, Boeing B-47 Stratojet medium bomber provided a major boost in to the jet era as the first multi-engine airplane in the world to have a speed of more than 600 miles an hour and the first large aircraft to utilize swept-back wings and tail surfaces.

Thousands of changes were made in the "growth" of the B-47 as aviation technology progressed. Included were advancements in power and gross weights. The XB-47, with a weight of 162,500 pounds, was powered by General Electric J35 engines of 4,000 pounds of thrust each. G.E. J47 engines powered the B-47A with a thrust of 5,200 pounds, while the weight went to 185,000 pounds. The J47s on the "B" model provided 5,800 pounds of thrust, and those on the "E" went up to 6,000 and gross weight rose to 230,000 pounds.

There was no B-47C, which having been a design proposal for a four-engine Stratojet, while the "D" model was an experimental turboprop airplane designated XB-47D. Two aircraft were modified into the "D" configuration to serve as test beds for the Curtiss-Wright T49 engine.

There are numerous other B-47 designations. The YB-47F and KB-47G made up an experimental probe-drogue aerial tanker team, the former being the receiver and the latter the world's first jet tanker. Reconnaissance versions were the basic RB-47E, and YRB-47B camera plane, The RB-47H, and the RB-47K weather-photo aircraft. The TB-47B served as a test bed for the Pratt & Whitney J57 engine, the YBD-47E carried the Bell "Rascal" missile, the YB-47J checked out a new bombing-navigation system, and the

QB-47E was a drone.

With the advent of the B-47, sensational flights became commonplace. There having been transatlantic and transpacific flights, flights over the North Pole and others that far exceeded the airplane's announced speed of "in the 600 mile an hour class. On one flight, the Stratojet attained a ground speed of 794 miles an hour.

History of the B-47 dates back to 1943 when Boeing, at the informal invitation of the Air Force, began a study of jet bomber design. In January 1944, a design study for a jet photoreconnaissance type that could readily be converted to a bomber was submitted. Known as the Model 424, it basically resembled the Boeing B-29, except it displayed four jets mounted in two nacelles conventionally attached under the wing. Wind tunnel test results, however, were unsatisfactory.

Model 432 followed with four engines located in the body to permit an aerodynamically clean wing. Boeing was awarded a Phase I study contract on this design, including mockup and wind tunnel models, and the designation XB-47 was assigned to it. At the same time, contracts were awarded to four other manufacturers for the development of experimental prototype designs.

The Model 432, however, wasn't the answer. During the summer of 1945, wind tunnel tests showed that conventional straight-winged design did not use the full potential of the new jet engine.

By this time World War II was over, and three Boeing engineers had returned from Europe where they examined captured German research data. Included in the data was an aerodynamic principle, which had been proposed some 10 years before. The findings indicated that, at speeds near that of sound, air drag of a wing could be reduced by inclining its leading edge at an angle to the air stream.

Given scant attention for years, a quick check in the Boeing wind tunnel verified the validity of the principle. In September 1945, Boeing submitted a design change proposal based on its Model 446, a swept-wing airplane with six jets

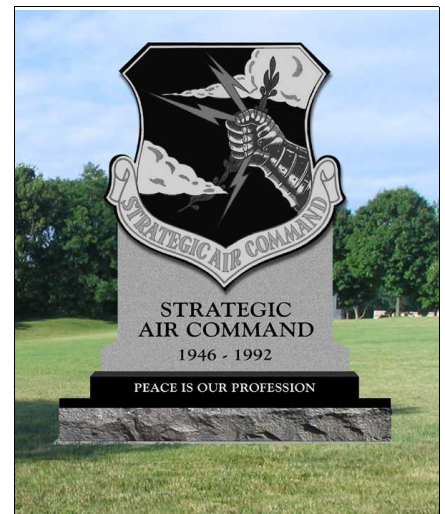
in the body.

There was much concern over the vulnerability to gunfire of such enclosed engines, which brought about a re-examination of all possible engine locations. The power plants were tested in more than 50 locations. It was found that an engine placed well below the wing and forward of the leading edge did not compromise the swept wing's inherent efficiency. Also the new pod arrangement would provide easy maintenance and increased safety.

Boeing called it the Model 450. In October 1945, the design was presented to the Air Force and in April 1946 Boeing received a letter contract supplement providing for construction of two experimental XB-47s which the company built at Seattle for a fixed price. The first XB-47 rolled out on September 12, 1947, and made its maiden flight on December 17, 1947.

A production order was received from the Air Force in September 1948, and a total of 1,372 B-47s were built at Boeing-Wichita. Additional quantities of the Boeing bomber were built under license agreements with two other aircraft firms. In all, 2,041 B-47s were built.

The first production model rolled out at Boeing-Wichita on March 1, 1950.



Proposed SAC Memorial at the National Museum of the United States Air Force.

**The Last Checkride**

I hope there's a place way up in the sky, where old flyers can go  
on the day they die.

A place where a guy can buy a cold beer, for a friend and a  
comrade, whose memory is dear.

A place where no doctor or lawyer can tread, nor an CAA/FAA  
type would 'ere be caught dead.

Just a quaint little place, kind of dark, full of smoke, where  
they like to sing loud, and love a good joke.

The kind of a place where a lady could go, and feel safe and  
protected by the men she would know.

There must be a place where old flyers go, when their flying is  
finished, and their airspeed gets low.

Where the whiskey is old, and the women are young, and songs  
about flying and dying are sung.

Where you'd see all the fellows who'd flown west before, and  
they'd call out your name, as you came through the door.

Who would buy you a drink, if your thirst should be bad, and  
relate to others, "He was quite a good lad".

And then through the mist, you'd spot an old guy, you had not  
seen in years, though he taught you to fly.

He'd nod his old head, and grin ear to ear, And say, "Welcome,  
my son, I'm pleased that you're here.

For this is the place where the true flyers come, when their

journey is over, and their war has been won.

They've come here at last to be safe and alone, from the govern-  
ment clerk, and the management clone, politicians and lawyers,  
the Feds and the noise, where all hours are happy, and they're all  
good ole' boys.

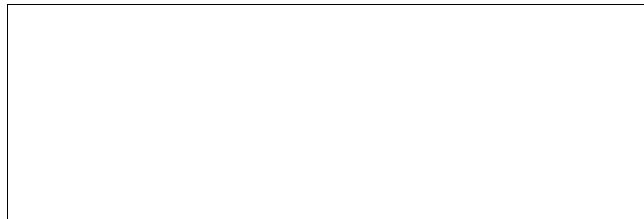
You can relax with a cold one, maybe deal from a deck, this is  
heaven my son..... You've passed your last check!"

And the Captain picks up the tab!

*Thanks to Earl Buys*



Won't that bus ever come?



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