

ASSOCIATION NEWSLETTER

NUMBER 48

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

March 2006

President's Column Time to "Form Up" for the Reunion

Yep, it's decision time! The necessary Reunion schedule and registration forms have been on our website (<http://www.307bwassoc.org>) for a few weeks. Now they're available in hard copy (for those of you receiving the newsletter by snail mail) or digitally (if you want to download the forms directly from the web version of the newsletter).

A few special things to note:

- **Travel:** Although it's a pretty good-sized town, Charleston is neither cheap nor easy to get to. Moreover, our reunion falls within the boundaries of spring break, so seating may be a problem if you air travelers wait too long to book your flights. You might also find you have to contend with late arrivals or early departures in order to keep your flights affordable. Not to worry; the hotel is close to the airport and offers free shuttle service from 0600 to 2300 daily.
- **Hotel:** You will need to make your hotel reservations **directly** with the Clarion Hotel. You may phone or mail in your reservation request (see included form). Please note the 23 March cutoff date to receive the reunion room rate.

- **Photo Coverage:** We have a good arrangement with a local contractor for our squadron photos, couples' portraits, candid snapshots and memory book. The more people purchase memory books, the more pages we get at no additional cost. We'll publish specific times later, but plan on the squadron photos being taken immediately after the business meeting on Thursday morning and the individual and couples photos during the pre-banquet reception that evening.
- **Banquet:** We're honored and delighted that 307th BW "alumnus" and former commander of the Military Airlift Command, General Duane Cassidy, will join us for the reunion and as our banquet guest speaker. The dinner menu offerings are fairly straightforward, but if you prefer a vegetarian or pasta entrée, simply note this fact on the registration form (Disability/Dietary restrictions) and enter \$26 for that selection in the Meals block.

Wendy and I are looking forward to seeing all of you in April. Let's make this the best turnout ever!

Pete Todd



The Last Flight

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

Ruth Grimwood, 7 October 2005.

Donald S Johnson, 424th BS, Riverside CA, 15 December 2005.

Thaddius "Ted" Roszkowicz, 307 AREFS, Riverside CA, 5 December 2005.

James G Watt, 307AREFS, Sunapee NH, 30 September 2005.

Donald "Max" Winter, Minnetonka MN, 21 December 2003.

Charles E Young, AREFS, Grand Junction CO, 16 March 2001.

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

Looking For...

Can you help us reconnect with these folks we've lost track of?

John M Green Sr - last address Grand Island, NE
 Alice Kimberlin - last address Las Vegas, NV
 Arthur V Nurse - last address Columbus, OH
 Ruth Philbrook - last address Redmond, WA

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@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: wjwbw@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

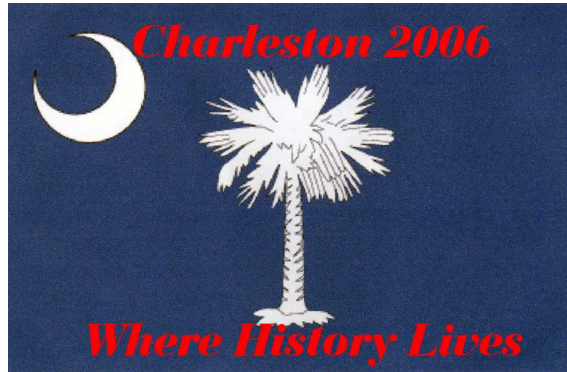
Co-Historian: Robert Loffredo, 6004 SW 2nd St, Des Moines, IA 50315. Phone 515-285-3445. Email: implanenuts@mchsi.com

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

Charleston 2006 Reunion Chairman:

Jarvis "Flip" Latham, 1424 Woodlawn Ave, Columbia, SC 29209-1433. Phone 803-776-4294. 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.



The 307th Tenth Standup Firm for 23 April – 28 April in the Port City of Charleston, South Carolina

Charleston in the spring! Azaleas, dogwood, honeysuckle, jessamine and wisteria will be in bloom. Yes, it's just a matter of weeks before the 307th gathers once again, this time at the Clarion Hotel near the Charleston International airport. If you need airline reservations, now's the time to make them. And get your room(s) reserved and your reunion registration form filled out now.

To help you get the job done, a complete reunion program and tour description is included in this newsletter, as well as two slip-in pages, one for hotel registration, the other for reunion registration. Fill out and mail the hotel form to **the Clarion Hotel Charleston Airport**, or call their number listed on the form. **The cutoff date to get the special reunion rate is 23 March!**

Reunion registration is being handled again this year by Armed Forces Reunions, Inc (AFRI), so you must fill out the registration form and send it and your dollars directly to AFRI. **The registration cut-off date is also 23 March.** There's lots to do and see in the Charleston area, so get your registrations in ASAP.

The great news from the planners is that our guest speaker at the Thursday evening banquet will be General Duane Cassidy (USAF Ret.), former Commander in Chief of the U.S. Air Transportation Command, Commander in Chief of Military Airlift Command, and former B-47 pilot in the 307th at Lincoln AFB. (The General was also a classmate of your reunion chairman in Pilot Training Class 59H at Greenville AFB, Mississippi.)

Again this year we've booked a photographer team to "cover" our reunion and put together a memory book, which may be purchased at the standup.

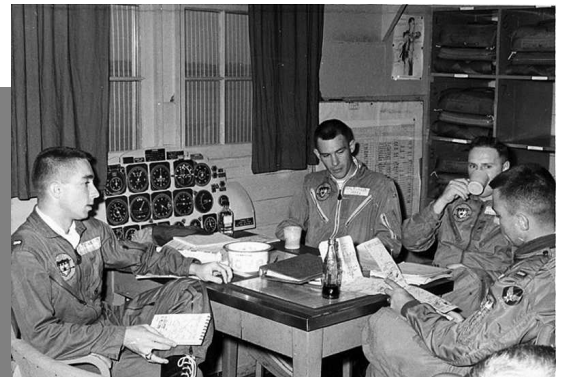
See you in the Hospitality room!

Come Share the History...

Flip Latham

Were We Ever That Young?

1st Lt Duane Cassidy, on the left, with fellow student pilots studying instrument flying at Greenville AFB in 1958.



307th BOMB WING B-47 KC-97 ASSOCIATION
APRIL 23-28, 2006
CLARION HOTEL CHARLESTON

Sunday, April 23

1200-2100 Hospitality Room opens
 1400-1900 **Reunion Registration Open**

Monday, April 24

0800-0900 Reunion Registration Open
 0900-2100 Hospitality Room opens
 0930-1500 **CITY TOUR/ AMERICAN MILITARY MUSEUM** (description follows)
 1600-1730 **Reunion Registration Open.**
 Additional hours will be posted at the reunion if necessary.
 1800-2230 **DINNER CRUISE** (description follows)

Tuesday, April 25

0830-1500 **FORT SUMTER CRUISE/ BUBBA GUMP SHRIMP CO.** (description follows)
 1500-2100 Hospitality Room opens

Wednesday, April 26

0930-1430 **PATRIOTS POINT/ CHARLESTON CRAB HOUSE** (description follows)
 1000-2100 Hospitality Room Opens

Thursday, April 27

0930-1200 Business Meeting
 1200-1700 Hospitality Room opens
 1800-1900 Cash Bar Reception and Pictures
 1900-2400 Dinner Banquet

Friday, April 28

Farewells and Departures

CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee (\$5 per person). Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. **Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard Time, excluding holidays.** Please call (757) 625-6401 or email cancel@afri.com to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation does not cancel your reunion activities

TOUR DESCRIPTIONS
CITY TOUR/ AMERICAN MILITARY MUSEUM

Monday, April 24

Begin the day with a two-hour guided tour of the Holy City, named for its many picturesque churches. Favorite sites include the Battery overlooking Charleston's harbor and Fort Sumter, colorful Rainbow Row, the Citadel, and White Point Gardens. Enjoy lunch and shopping on your own in the Market Area, Charleston's historic marketplace surrounded by restaurants and eateries of all types. During the tour we will visit the American Military Museum, dedicated to our Armed Forces, past, present and future. View hundreds of uniforms, artifacts, military miniatures, covering all branches and all periods, including Iraq, Vietnam, World Wars, Civil War and the Revolutionary War.

0930 board bus, 1500 back at hotel

\$39/Person includes bus, guide, and admissions. Lunch on your own.

DINNER CRUISE

Monday, April 24

Come discover the history, beauty and fun of cruising Charleston Harbor while having dinner aboard the Spirit of Carolina. The evening will consist of great food, entertainment, and fun under the stars as you cruise Charleston's historic harbor. Enjoy a classic four-course dinner starting with the Traditional Charleston She-Crab Soup, SpiritLine Salad, and a choice of five different entrees which could include Grilled Beef Tenderloin, Stuffed Chicken Breast, Selected Fresh Fish, Carolina Crabcakes, or a vegetarian entree. (menu changes seasonally)

1800 board bus, 2230 back at hotel

\$71/Person includes bus, escort, and dinner cruise.

FORT SUMTER CRUISE / BUBBA GUMP SHRIMP CO.

Tuesday, April 25

Begin the day experiencing a relaxing 30-minute cruise through Charleston's historic harbor out to Fort Sumter. The tour is fully narrated and explains many points of interest and historic significance. You will learn about the major events that led to the outbreak of America's most bloody war. At Fort Sumter National Park, historians will provide detailed information about Fort Sumter and its pivotal role in the War between the States. There is a museum with fascinating exhibits and a small gift shop for your enjoyment. After one hour at the Fort, you will cruise back to port, enjoying panoramic views of the Atlantic Ocean and Charleston's bustling harbor. Arrive for lunch at the well-known Bubba Gump Shrimp Co. You'll be given a lunch voucher to exchange for a BBQ Pork Sandwich, Southern Charmed Fried Shrimp, Fish & Chips or Charbroiled Chicken Breast. All lunches are served with Garden Salad, Garlic Bread, beverage and their famous "Strawberry Dream" dessert. Enjoy additional time for shopping after lunch in the Market Area.

0830 board bus, 1500 back at hotel

\$63/Person includes bus, escort, cruise, and lunch.

(Continued on page 4)

(Continued from page 3)

PATRIOTS POINT / CHARLESTON CRAB HOUSE RESTAURANT

Wednesday, April 26

Start the morning touring Patriots Point, home of the largest naval and maritime museum in the world. Visit the carrier USS Yorktown, the destroyer Laffey, the submarine Clamagore, the Coast Guard Cutter Ingham, or the Vietnam Support base. Reboard bus for lunch at the Charleston Crab House. You'll be given a lunch voucher to exchange for a Crab Cake Sandwich, Grilled Chicken Sandwich, Fried Shrimp & Flounder Platter, or Grilled Salmon Salad. All lunches are served with French fries, crab hushpuppies, beverage and dessert.

**0930 board bus, 1430 back at hotel
\$52/Person includes bus, escort, admission, and lunch.**

Driver and guide gratuities are not included in the tour prices.

Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.

All trips require a minimum of thirty people, unless otherwise stated.

Around the Wing

Not much time has elapsed since our last newsletter, consequently we haven't picked up much news from members to relay here. But, since we are rapidly approaching the time for our next reunion, writings that relate to reunions in one form or another, including humorous looks at ourselves in our increasing maturity, have found their way into this issue.

Ron Resh, former 98th and 551st SMS troop, and associate member of our association, has noted that recognition of the Strategic Air Command is noticeably lacking among the memorials found at the National Museum of the United States Air Force (NMUSAF) in Dayton. He has taken it upon himself to do something about it, and has had a design for such a memorial prepared. The design has received the approval of the museum's director and officials at DOD level. A conceptualization of the proposed monument appears nearby, which shows it to be fitting and appropriate. Ron's next step is to line up financing for the memorial, and we hope to report on developments in this regard as they occur.

Dear Friends, *The B-47 Stratojet Association* is holding its semi-annual re-



union in Wichita this September. We would appreciate it if you could help us spread the word to your members

B-47 Stratojet Association Reunion: 21-23 September 2006, Wichita, KS Anyone interested/associated with the B-47 is welcome. For info contact B-47.com or Don Cassiday, 630-859-1922 or colcass@sbcglobal.net.

Thanks for your help. We'd love to see you all in Wichita.

Warm Regards, Don Cassiday, President

From **John Sinclair:**

Who can name this 307th crew, shown here at survival training (Stead) in Jan '54. Hint; they were one of the first 2 instructor crews that formed the 307th, later that year at Lincoln.

Answer: That's Nick Smoltz's crew shown just after completing survival school at Stead in January, 1954. We were crew R-12 in the 310th ARS out of Smoky Hill AFB, Salina Kansas. In the fall of that year we were sent to Lincoln as one of 2 instructor crews to start training crews assigned to the 307th ARS. I believe the other instructor crew was Fletcher?

John also sent the photo of the RB-47 being refueled, and challenges you to identify the model of the RB.

I'm **Lou Roseling's** daughter LouAnn. Lou is still in the Skilled Nursing Facility and will most likely remain there. He was in the hospital after Thanksgiving for peritonitis and went into the SNF for physical therapy. He started

(Continued on page 5)

Treasurer's Report			
307 th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report November 5, 2005:		\$4,069.43	
	Expenses	Deposits	
General Fund Balance			\$4096.43
Expenses:			
Admin/Equip/Supplies	129.54		
Postage	185.30		
Postal Permit	150.00		
Printing	<u>596.23</u>		
	1061.07		-1061.07
			3035.36
Income:			
Donations		320.00	
Interest on account		<u>2.35</u>	
		322.35	+ 322.35
Ending Balance February 5, 2006			3357.71
Tony Minnick, Treasurer			

(Continued from page 4)



307th ARS crew at Stead Survival School, 1954

losing feeling and grip strength in his hands and was unable to do his peritoneal dialysis without help. He has also become very weak and needs more assistance than can be provided at home. He went back onto hemodialysis the end of December.

At this point, he is unable to use his computer so I am occasionally checking his e-mail. Many items are forwarded to him but he is not reading them at this time. I would be happy to print any personal messages and take them to him but I am not printing the forwarded items. I would appreciate it if you remove him from the group send if you send batch items (I deleted 187 e-mails today!).

I know Dad has enjoyed communicating with everyone and would still like to receive personal news. I will try to send updates every now and then. He still has his same phone # 951-567-5961.

Thank you for your friendship and caring for both Dad and Mom while she was with us.

LouAnn Roseling

Friends of **Lucy Hesler** and **Wally Whitehurst** will be happy to know that both are on the mend after recent medical issues.

Back in the days when we were wearing blue suits or gray "body bags", there were any number of events that had a degree of social sensitivity associated and thus were not promulgated as "public" knowledge, but did circulate in the gossip or rumor mill circle. Some of these, revisited, have lost their sensitivity, can now be viewed for their humor and enable us to laugh at ourselves. Such is the short tale told below by **Harlow Hall....**

In 1960, I was reassigned from the 90th SRW to the 307th. As a bachelor, my first Friday night at Lincoln, I ate supper in the Oclub. About 7:30 PM all kinds of women started coming in. They were looking for a party. Really! I found out on Monday morning what happened. Our tanker boys were off having a party in Paris. Someone sent pictures back to his wife showing her the good time they were having. It wasn't what she saw in the foreground that bothered the wives, but you know these cameras also show the background. Those pictures went through those wives like a laxative. If their husbands could have a party with French Dollies then they could also Party, and that Friday night was the night! The Squadron Commander gave us a good talking to that Monday morning.



Can you identify what model RB-47 this is?

We've also heard from Bill Barnicoat, Al Kulikowski, Jim Chittenden, Don Hickman, James Villa, Russ Ely, Richard Roberts, and Dick Amenell.

Why Reunions? By Bud Flanik

Jan and I have been fortunate enough to have attended many of the 307th reunions. Each of the reunions seems to draw the same size crowd and most of the names are repeat attendees. The number wavers around the 150 to 200 figure. Since we have over 1000 former wing members identified, the question keeps coming back to me. Where are the rest of us?

A reunion is an event designed to recall old times and renew old friendships. It takes us back in time and allows us the privilege of reliving some special moments in our respective lives. There is a certain justice in a reunion. Time is the equalizer and no one escapes the aging process. Lines are the enemy to us all. Hair lines, waistlines and age lines. It seems that my forehead has grown almost as fast as my waist. I find that a good sense of humor is increasingly important and use it generously to offset other skills, now faded. At some point in time since those Lincoln days, we have unknowingly passed into a different phase of togetherness. Sure, we've changed. Thank heavens we have. But, we've also stayed the same over those years.

The advantage of the Reunion is that we can get together and see how those changes have affected us all. A reunion is not a social event designed to highlight the successes of a few. It is better described as a vacation way from home with a lot of people around you who share a common bond. Like any vacation, you pick and choose what you do. The host committee goes to great lengths to ensure that you have a great time at the best price possible.

I strongly encourage those of you who haven't been able to attend earlier reunions to join the folks for the forthcoming bash. The scenery will be spectacular, the programs splendid, and the participants will be some of the best people alive. We are all growing older and, for many, the ability to travel

(Continued on page 6)

(Continued from page 5)

will become difficult. Let's plan on making the Charleston Reunion the "BIG" reunion.

The 307th Bomb Wing Reunion can only be successful if you, the members, participate. If you don't make the Charleston reunion, you'll miss a fantastic time with friends. Just ask any of the folks who have attended in the past. If you make the decision now to attend, you won't regret it. Everyone there is a friend who shared the Lincoln experience. If you haven't been to a reunion in the past, or have missed some of the recent ones, this column is my special invitation to you to join the rest of us in one great time. You do make the difference!



Q: Is this the aftermath of a 372nd Bomb Squadron R&R party?

A: No, although typical in appearance, the R&R-ing crews are blameless as it is actually the ruins of a Roman stadium at Italica, near Seville.

Aeronautical Terms

AIR SPEED - Speed of an airplane. Deduct 25% when listening to a retired Air Force pilot.

BANK - The folks who hold the lien on most pilots' cars

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located near the final approach beacon at an airport.

CRAB - A VFR Instructor's attitude on an IFR day.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

A Salute to The 307th's Greatest Generation By Bud Flanik

A short while back, I was sent a recommendation to view a web site at www.managedmusic.com/beforeyougo.html. I did so and found a poignant and moving sound and visual salute to the veterans of World War Two, the men and women who gave so much and endured so much to insure our freedom and liberty. It started me thinking...

...Thinking back to Lincoln, the wind swept plains of Nebraska and the 307th Bomb Wing with the B-47's and the KC-97's and all those people who flew them and maintained them and trained us all.

I invite each of you to think back, if you will... back to the early and mid 50's. Take a moment to put yourself back into that era and remember your comrades. Think of those you totally admired, those you respected, those you scorned as too old. Think of those willing to teach you what they knew, even when many of them thought you were far too young to learn. Teach us all, they did. That ought to keep most of you busy for a few hours.

We, the younger generation, came to Lincoln in the mid and late 1950s, filled with vim and vigor. We came from tech school, OCS, Aviation Cadets, and ROTC. We had received the world's finest training, and were ready to show the Air Force how it should be done.

In my case, I joined the 307th almost 50 years ago, as the greenest of green Second Lieutenant navigators. Sadly I wasn't wise enough back then to fully appreciate the vast wealth of talent, experience, and knowledge that comprised the Wing. I was to find out later I was among men who had survived many missions over Berlin. They had crossed the lonely stretches of the vast Pacific many times. They had endured POW camps. And they had patched shot up airplanes with beer and soup cans. We even had a World War I pilot and a few Sergeant pilots among us! What a conglomerate group of talent and experience we had surrounding us at Lincoln Air Patch.



As I look back on those early days, I realize what an esteemed group of warriors I was fortunate enough to be among. They were the gentlemen who had seen, first hand, the horrors of global war. They had survived the best the enemy could throw at them. They helped bring that enemy to its knees. They didn't strut around, nor brag. They went about their daily routine without the slightest hint to their storied pasts. Sadly, many have died without being properly recognized by those of us who came along later. What a shame so many tales of heroism are going to the grave with

(Continued on page 7)

(Continued from page 6)

them, nevermore to be remembered.

The 307th was my first assignment to an operational unit following several years of Navigator training, Bombardier school, nuclear weapons school, survival school and combat crew training. I was ready to share my vast amount of knowledge with one and all. What a shock it was to discover there were people who really didn't care what I knew, as they knew I had a lot more learning yet to do!

It is difficult to write this piece without mentioning names, but to name a few would be unfair to all of the unnamed others. So I will not use names. The people I'm talking about were too numerous within the 307th back then. I must leave it up to each of you to take a moment to recall your own heroes. Each of them deserves to be remembered.

As we reflect back, we can each see the courage and expertise they imparted to us. I think back to those people I knew who taught me the art of airmanship. They taught me to be a better navigator and a better bombardier. I saw the talent, the absolute genius, of an old flying Sergeant. His raw skills flying an airplane made him an equal to Monet or Rembrandt. An artist in his own medium! Later, when I went on to pilot training, I used that man as my personal phantom mentor. I always tried to match his talents when I flew. And I do believe, to this day, that his talents helped me survive my own later combat experiences in Southeast Asia.

How can I tell a thousand stories about the people we had back then in Lincoln? It's an impossible task. But it becomes possible when each of you take the time to recall your own heroes, your own mentors. They are the unsung heroes who made it all possible for the rest of us to progress in their footsteps.

The people I think of weren't the bigwigs in the Wing. They were the crewmembers in the planes. They were the grunts out on the flight line, working in frigid cold to provide us with the safest plane they could maintain. They worked in avionics, the parachute shop, munitions maintenance. They taught us in the simulators, they briefed us before the missions and de-briefed us upon landing. They gave us intelligence briefings, weather summaries and made sure we had the finest flight gear possible.

There were the slack times in the Alert barracks, in the Squadrons, and in the Shops when we'd all just sit around and talk. We young men sat silent as the older heads held the floor. I recall tales of bombing missions over Germany and the vivid descriptions of those flights by the narrators. Others talked of their experiences in the Pacific theater. Each felt they'd faced the greater danger and there was some gentle chiding about those events. How I wish those tales could have been recorded for posterity. That's when I first realized that Target "M" in Omaha was ever so much easier than

hitting the Ploesti oil fields.

They were old Captains and older Majors. Some were 20 year Lieutenant Colonels, who would never see that Star on their collar, or Tech and Master Sergeants who would never become E-8s or E-9s. They earned their rank and didn't complain when the youngsters started passing them by. I think many of them took pride in seeing the youngsters succeed.

Colorado Springs had not yet graduated its first "future general". The OCS and OTS programs, along with the Aviation Cadet program, supplemented the College ROTC program and the other Service Academies, in providing the Air Force with its primary Officer Corps. I recall many friends from those days who had progressed up the ranks from enlisted NCO into the officer ranks

Today, Colleges and the Service Academies are, in almost every case, the primary route to commissioning. And today, a large percentage of the enlisted personnel are also college graduates... many with advanced degrees. Times have changed. The mission itself has changed. Today's Air Force is totally different than the one we were involved with. We are the dinosaurs, but today's Air Force couldn't be where it is without the skill, devotion and risk taking that preceded. Preceded even us.

These are the heroes who taught us, the next generation, how to survive, thrive and cope with military life.

Each of you who faced the challenges of World War Two and even Korea deserve a standing round of applause from those of us who came later. You paved the way for us and left a legacy for us to strive for. How could we ever thank you enough? We couldn't. But we can take a moment to acknowledge your accomplishments with the deepest humility possible. You did more than even you will ever realize. You not only gave your best when called upon to do so, but you have also provided many of us with the ultimate example of what unselfish devotion and raw talent is. You leave behind a trail of ethics, morality and humility. I think Winston Churchill said it best: **"...Never have so many owed so much to so few..." Thank you.**

Before You Go

The ranks of the World War II veterans are rapidly diminishing as we proceed into the 21st Century. As is told below, a Florida ophthalmologist who moonlights with a musical aggregation called Dr Sam's Managed Care Band, was inspired and put together a moving musical and slide show salute to these vets, which can be viewed and listened to on the web at www.managedmusic.com/beforeyougo.html. The origin of this salute is explained below.

(Continued on page 8)

History Book Plans Taking Shape

(Continued from page 7)

The elderly parking lot attendant wasn't in a good mood!

Neither was Sam Bierstock. It was around 1 a.m., and Bierstock, a Delray Beach, Fla., eye doctor, business consultant, corporate speaker and musician, was bone tired after appearing at an event.

He pulled up in his car, and the parking attendant began to speak. "I took two bullets for this country and look what I'm doing," he said bitterly.

At first, Bierstock didn't know what to say to the World War II veteran. But he rolled down his window and told the man, "Really, from the bottom of my heart, I want to thank you."

Then the old soldier began to cry.

"That really got to me," Bierstock says. Cut to today.

Bierstock, 58, and John Melnick, 54, of Pompano Beach - a member of Bierstock's band, Dr. Sam and the Managed Care Band - have written a song inspired by that old soldier in the airport parking lot. The mournful "Before You Go" does more than salute those who fought in WWII. It encourages people to go out of their way to thank the aging warriors before they die.

"If we had lost that particular war, our whole way of life would have been shot," says Bierstock, who plays harmonica. "The WW II soldiers are now dying at the rate of about 2,000 every day. I thought we needed to thank them."

The song is striking a chord. Within four days of Bierstock placing it on the Web, the song and accompanying photo essay have bounced around nine countries, producing tears and heartfelt thanks from veterans, their sons and daughters and grandchildren.

They've sent the song to Sen. John McCain and others in Washington. Already they have been invited to perform it in Houston for a Veterans Day tribute - this after just a few days on the Web. They hope every veteran in America gets a chance to hear it.

....SKYKING...SKYKING....This is Moonbeam with a Red Dot message for all members of the 307th Bomb Wing B-47/KC-97 Association...BREAK...BREAK.

Hopefully the above has your attention and you will continue to read on. In the last Newsletter on Page 6 there was a brief mention of the new 307th History Book project. It was mentioned that more details were forthcoming. Back in 1995 the Association attempted to gather material and have a unit history published by Turner Publishing. The project had to be cancelled due to several problems. This attempt will be different in several aspects to try and avoid the past problems.

First, let me introduce myself. My name is Michael Hill. I served as a SAC BRAT (military dependent) at Lincoln from 1958 to 1965. My dad **Sedge Hill** served with the Wing in several areas during that time. Like all of you I have a lot of memories of those days at "the patch". Those memories of growing up in Lincoln are very dear to me and I am sure that most of the memories are also very dear to those who served in the Wing. Those hectic days of serving with SAC should be preserved for future generations.

Over the last 15 years I have had the honor of having seven books published by Schiffer Publishing of Atglen PA. They are one of the foremost publishers of military history in the United States. The titles include BLACK SUNDAY, PLOESTI, PEACE WAS THEIR PROFESSION and ROLE CALL, THUD. My dad and I also did a history of the 451st Bomb Group called THE FIGHTIN' 451ST. Later I did a rewrite of the book for Schiffer Publishing and then a history of the 464th BG in World War 2.

With a background of published books behind me, I know how much work goes into a project like this. It is not a thing to undertake without a lot of prior planning, research and thought before sitting down at the computer and hitting the keys. I have been in contact with Schiffer Publishing and they are very interested in doing the book if we can come up with enough material.

First we need enough material to fill between 175 and 250 pages. We also need between 200 and 400 photos to illustrate the work. We have the "official" history on Microfilm from Maxwell AFB. This is the Wing history as written from the daily records and reports compiled by the Wing at Lincoln. If you have ever read this kind of material, then you know that by Page 5 you fell asleep. This is where you, the members of the Association come in. In order to make the history readable and interesting, I need your help to put personality on the pages.

Each of you has a lot of memories of those days when you served with the 307th. These memories are what I need to make the book interesting to read not only for you, but also for future generations. At present I plan to do the history in a year by year chronological order. There will be a short chapter on the 307th before and after Lincoln. The bulk of the book will cover the Wing at Lincoln from 1954 to 1965.

With the above in mind, here is what is needed to accomplish the mission. I need stories from the early days, arriving at Lincoln. Building and training the Wing to combat ready status. When did the first B-47 assigned to the 307th arrive, what was the tail number? I need memories of Reflex, TDY, deployments, ORIs, daily life on the flightline, training missions, and scary moments on the ground or in the air. When was Jimmy Stewart at Lincoln? I need stories from all aspects of the Wing, from flightcrews, crew chiefs, commanders and clerks: you all have memories.

(Continued on page 9)

(Continued from page 8)

Remember the "mass gas" refuelings, "Oil Burner" routes? Remember the Cuban Missile Crisis, what did you do during that near the brink moment?

I also plan to include a listing of the B-47 and KC-97 tailnumbers and what happened to the aircraft. Crew Chiefs, let me know about your bird. Was she a good plane or a "dog"? I know from past projects that it sometimes hard to sit down and clear the cobwebs from the memory banks and set the pen in motion. It doesn't matter if the memory is not earth shattering in nature. If you lived it, then it is part of the History of the 307th and should be put down in the book.

A notice like this in the newsletter is a great way to begin to "generate" the mission. So after you finish the Newsletter and after you make your plans to attend the Reunion, take a few moments and jot down some of your recollections. For those of you who let time slip by and forget to write those memories down, don't be surprised if you get an E-mail or letter asking for help. So there it is in a nutshell. We are going to try it again. This time we are going to chalk up "mission accomplished". After all any Wing that can chalk up over 2,000 sorties without an abort can certainly get a history book written. I really need your help to produce a History of the 307th Bomb Wing that will stand as a tribute to the Wing and to you who served.

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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 CLASS REUNION

(Author unknown, provided by
Wally Whitehurst)

Every ten years,
as summertime nears,
An announcement arrives in the mail,
"A reunion is planned;
it'll be really grand;
Make plans to attend without fail.

I'll never forget
the first time we met;
We tried so hard to impress.
We drove fancy cars,
smoked big cigars,
And wore our most elegant dress.

It was quite an affair;
the whole class was there.
It was held at a fancy hotel.
We wined, and we dined,
and we acted refined,
And everyone thought it was swell.

The men all conversed
about who had been first
To achieve great fortune and fame.
Meanwhile, their spouses
described their fine houses
And how beautiful their children became.

The homecoming queen,
who once had been lean,
Now weighed in at one-ninety-six.
The jocks who were there
had all lost their hair,
And the cheerleaders could no longer
do kicks.

No one had heard
bout the class nerd
Who'd guided a spacecraft to the
moon;
Or poor little Jane,
who's always been plain;
She married a shipping tycoon.

The boy we'd decreed
"most apt to succeed"
Was serving ten years in the pen,
While the one voted "least"
now was a priest;
Just shows you can be wrong now and
then.

They awarded a prize

to one of the guys
Who seemed to have aged the least.
Another was given
to the grad who had driven
The farthest to attend the feast.

They took a class picture,
a curious mixture
Of beehives, crew cuts and wide ties.
Tall, short, or skinny,
the style was the mini,
You never saw so many thighs.

At our next get-together,
no one cared whether
They impressed their classmates or not.
The mood was informal,
a whole lot more normal;
By this time we'd all gone to pot.

It was held out-of-doors,
at the lake shores;
We ate hamburgers, coleslaw, and
beans.
Then most of us laid
around in the shade,
In our comfortable T-shirts and jeans.

By the fortieth year,
it was abundantly clear,
We were definitely over the hill.
Those who weren't dead
had to crawl out of bed,
And be home in time for their pill.

And now I can't wait;
they've set the date;
Our fiftieth is coming, I'm told.
It should be a ball,
they've rented a hall
At the Shady Rest Home for the old.

Donations

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

George D Adams
Louis R Durham
Gary W Easley
Karol E Franzyszen
William R Shelley
Charles S Turner
Phillip R Walters
James W White

Tomb of the Unknown Soldier



1. How many steps does the guard take during his walk across the tomb of the Unknowns and why?

21 steps. It alludes to the twenty-one gun salute, which is the highest honor given any military or foreign dignitary.

2. How long does he hesitate after his about face to begin his return walk and why?

21 seconds for the same reason as answer number 1

3. Why are his gloves wet?

His gloves are moistened to prevent his losing his grip on the rifle.

4. Does he carry his rifle on the same shoulder all the time and if not, why not?

He carries the rifle on the shoulder away from the tomb. After his march across the path, he executes an about face and moves the rifle to the outside shoulder.

5. How often are the guards changed?

Guards are changed every thirty minutes, twenty-four hours a day, 365 days a year.

6. What are the physical traits of the guard limited to?

For a person to apply for guard duty at the tomb, he must be between 5' 10" and 6' 2" tall and his waist size cannot exceed 30." Other requirements of the Guard: They must commit 2 years of life to guard the tomb, live in a barracks under the tomb, and cannot drink any alcohol on or off duty for the rest of their lives. They cannot swear in public for the rest of their lives and cannot disgrace the uniform {fighting} or the tomb in any way. After two years, the guard is given a wreath pin that is worn on their lapel signifying they served as guard of the tomb. There are only 400

presently worn. The guard must obey these rules for the rest of their lives or give up the wreath pin.

The shoes are specially made with very thick soles to keep the heat and cold from their feet. There are metal heel plates that extend to the top of the shoe in order to make the loud click as they come to a halt. There are no wrinkles, folds or lint on the uniform. Guards dress for duty in front of a full-length mirror.

The first six months of duty a guard cannot talk to anyone, nor watch TV. All off duty time is spent studying the 175 notable people laid to rest in Arlington National Cemetery. A guard must memorize who they are and where they are interred. Among the notables are: President Taft, Joe E. Lewis {the boxer} and Medal of Honor winner Audie Murphy, {the most decorated soldier of WWII} of Hollywood fame.

Every guard spends five hours a day getting his uniforms ready for guard duty.

ETERNAL REST GRANT THEM O LORD, AND LET PERPETUAL LIGHT SHINE UPON THEM.

In 2003 as Hurricane Isabelle was approaching Washington, DC, our US Senate and House took 2 days off with anticipation of the storm. On the ABC evening news, it was reported that because of the dangers from the hurricane, the military members assigned the duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment. They respectfully declined the offer, "No way, Sir!" Soaked to the skin, marching in the pelting rain of a tropical storm, they said that guarding the Tomb was not just an assignment, it was the highest honor that can be afforded to a serviceperson. The tomb has been patrolled continuously,

The Truth about Retirees Or, Taking a good look at ourselves

Q. When is a retiree's bedtime?

A. Three hours after he falls asleep on the couch.

Q. How many retirees does it take to change a light bulb?

A. Only one, but it might take all day.

Q What's the biggest gripe of retirees?

A. There is not enough time to get everything done.

Q. Why don't retirees mind being called Seniors?

A. The term comes with a 10% percent discount.

Q. Among retirees what is considered formal attire?

A. Tied shoes.

(Continued on page 11)

(Continued from page 10)

Q. Why do retirees count pennies?

A. They are the only ones who have the time.

Q. What is the common term for someone who enjoys work and refuses to retire?

A. NUTS!

Q. Why are retirees so slow to clean out the basement, attic or garage?

A. They know that as soon as they do, one of their adult kids will want to store stuff there.

Q. What do retirees call a long lunch?

A. Normal.

Q. Why don't retirees know what day of the week it is?

A. To them, everyday is either Saturday or Sunday.

Q. What is the best way to describe retirement?

A. The never ending Coffee Break.

Q. What's the biggest advantage of going back to school as a retiree?

A. If you cut classes, no one calls your parents.

Q. Why does a retiree often say he doesn't miss work, but misses the people he used to work with?

A. He is too polite to tell the whole truth.

Reflections By James Villa

In regard to one of Pete Todd's President's Columns, time sure has passed. It seems just a few months ago we attended the 307th's reunion in Las Vegas. This was the first reunion for me since I found out the 307th Bomb Wing association existed. I had missed the Ft. Worth reunion by just a week!

I'm certainly glad we went to the Vegas reunion because I had the opportunity to meet Betty Pelletier. November, a year

ago, I was shocked to see she had passed on. Betty and all of the others involved in putting the association together deserve an unimaginable amount of thanks.

When we attended the Vegas reunion; Bobbi and I decided to drive out. There are many interesting places we wanted to go and things to do. To make the trip a little more interesting, we decided to drive my 1972 Chevrolet Impala. The thought, if the old car (33 years) played out, we could get a bus home. We didn't have any AC but we didn't suffer. Us Texans are used to HOT! We are also familiar with "rocks and dust" (remember fellas)!

We had some thoughts of how we would fit in with people of so many ranks and job assignments. These thoughts vanished in a very short time. There were thirty-five years of catching up and tales to tell. Before long there were many "remember whens" and new acquaintances made. Some of the hard part was recognizing each other; we had been in our uniforms and flight suits years ago. Plus a "little hair" had vanished, Many people who are now our new friends had moved up in the bomb wing before my time.

The real fun part was moving about the Imperial Palace where our group was staying. The gauntlet was a series of elevator rides and one IP was a wall being remodeled. The clear plastic sheet covering the renovation will be remembered forever. We had to go through the casino just about every time we went somewhere. All in all, I consider the experience a wonderful memory.

We were kept busy! A tour was scheduled everyday and the reunion banquet was held the last night. Naturally we wanted to see what Las Vegas looked like at night. We must have seen about a dozen "Elvis" impersonators. Maybe I shouldn't admit this; I didn't put one coin in a machine (traveling in a 33 year old car is gamble enough).

Vern Biaett did a "top notch" job as the Las Vegas chairman. He soldiered on to carryout the chairman duties despite stressful conditions we understand he was experiencing at this time. Many thanks Vern!!!

I sure wish I had known about the reunion held in Ft. Worth. There were many in attendance who I would sure like to have seen. I have contacted some of them by phone and others by mail. I just recently visited with **R.T. & Dru Boykin**. R.T. and I did some reminiscing. He and I came back by KC-135 during the Cuban crisis. (I experienced weightlessness similar to what the astronauts do in a diving aircraft. We hit an air pocket and I fell off the top of the cargo when the plane dropped. R.T. was one of the guys who picked me up off the floor!).

These reunions are at the top of my list now. Like Pete said, "tomorrow is promised to no one". I'm looking forward to attending the Charleston reunion. I sure hope a lot of others will be able to attend. The day may come I won't be able to travel. At least I can lean back in this chair and think about some of the greatest people I know or have known.

The idea of having the 2008 reunion in Lincoln sounds real good. I have been back to Lincoln several times. I go onto the old air base everytime because I considered it a second home at one time. If Lincoln is chosen, maybe it will be granted I live longer so I can return.

I wish everyone the very best!



Stalag Luft 3 POW Memorial at
the Air Force Museum

From Paul Koski's Talebox

PWI

(Ed: To protect the good name and reputation of our friend and protagonist in this tale, he shall only be known by his initials.)

The whole wing had deployed to Lakenheath RAF Base, England. We had been working hard all week and since it was Saturday night, a bunch of the crew chiefs decided to go to the enlisted club to have a few beers.

It was getting close to closing time so we thought we would take a few beers back to the barracks. The only problem with that was the Sergeant in charge had a standing rule that no beer would be taken out of the club. To enforce that rule, when you bought a beer they opened the can for you.

Being resourceful, TR. said, "Just pass the beer out the window when nobody is looking and he would take it to the barracks." We passed six beers to TR.

and he put them very carefully in his shirt, being very careful not to spill any. He got on his bicycle, took off for the barracks, but half way there he didn't see the bump in the road since it was dark; naturally he crashed. There happened to be a security vehicle that saw the whole thing. TR was a mess, his clothes were full of beer suds. To make a long story short, they gave him a ticket for *peddling while intoxicated.* (PWI)

TR reported to the commander Monday and had a verbal reprimand for his PWI, he could have gotten an Article 15. I think the commander felt sorry for him and as the clerk said "that he was chuckling after TR left."

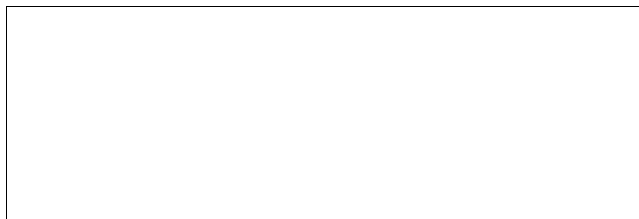
More than one way to get bombed

We had a C-121 land and park in front of base ops. There were VIPs on board, some senators and other high-ranking officials. They were there to see an aircraft generate for alert. They wanted this exercise (dog and pony show), to go off without a hitch. They were

standing around the C-121 watching the equipment arrive. The aircraft had been serviced the night before so they were waiting for the JATO bottles and the bomb,

The JATO, arrived and was uploaded and then came the bomb. This big lumber wagon (yellow hoist, with tall legs and cab on top) came down the street with the bomb cradled underneath, covered with a canvas tarp. As it turned into the row of parked aircraft, the darn bomb rolled out across the ramp, skidding and bouncing in the air. It seems someone had forgot secure it properly, it was a sight to behold since it was headed right at the C-121. All the VIPs scattered like a covey of quail. It did stop before it got to the aircraft but it sure scared everyone.

I understand that the VIPs went to the officers club for a debriefing and lunch, I wonder if the lunch had any liquid refreshments. We never heard of the results of the evaluation.



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