

ASSOCIATION NEWSLETTER

NUMBER 52

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

JULY 2007

President's Column Thanks For The Memories ———Maybe

Over the past several years, few reunion issues have caused more “heartburn” among our members than Memory Books. Problems with price, quality, restrictive contract provisions, late book delivery and even a disappearing photographer have made this seemingly simple memento a source of frequent irritation. Your Association officers and Brent Horn, the reunion chairman, have explored a range of options to resolve this issue, considering everything from a commercial operation to scrubbing the Memory Book entirely. In the end, we decided to follow the old maxim: “If you want something done right, do it yourself!”

We tried this approach once before and the product was pretty good. The problem was that 99% of the work involved with gathering, sorting, selecting and editing the avalanche of photos and publishing the book, itself, fell on one guy, Mike Gingrich. This time, we’re going to spread the workload a little more intelligently.

Mike and I and a handful of volunteers (TBD) will do the actual photography for the portraits and the squadron photos. We’ll need a little “grunt labor” assistance for such tasks as correlating names with photos, but see this as doable. We’ll ask any attendee who takes “candid” photos during the reunion to edit them **and provide a cap-**

tion for each one you send in. A small committee will select the best candid shots for inclusion in the Memory Book based on space available in an economically priced finished product. The book itself will be edited and published using commercially available computer software. We estimate that this procedure will allow us to produce a quality Memory Book for about \$20.

We’re also looking at publishing all the reunion photos as a batch on the Association website and, for those without Internet access, making available a CD at a modest cost to cover production and mailing. We’ll provide details on this at a later date. Meanwhile, if you have any feedback on any of the above, don’t be shy about passing it to any of the leadership.

In case any of you haven’t noticed, the 2008 Branson Reunion is less than a year away! If you haven’t already done so, start making your plans to attend. Brent tells me we have over 80 members who have **already** expressed intent to make the trip. Check out the Association website (www.307bwassoc.org) for a list of your friends who are coming and plan to join them. The website also has more information about the entertainment and activities available. See you there—and have a great summer!

Pete Todd



The Eleventh Standup 11 Month Warning!!

When?? May 13th thru the 18th 2008... Where?? The Lodge of the Ozarks in the Entertainment Capital of the Ozarks – Branson, Missouri. You can see what they have to offer at www.lodgeoftheozarks.com.

Please keep those cards, letters and e-mail coming!! Due to your overwhelming responses, we had to expand the room block from **70 to 90 rooms!!** So far we have received **85** responses / **171** warm bodies stating they are coming or are thinking about coming... This equates to **83 rooms and 2 timeshares!!!** **We still need more warm or near warm bodies to swell the ranks of fun lovers and fill up the remaining rooms we have booked!!**

Let’s fill up the place and show the Lodge how the 307th has a reunion!!!

A list of those who have shown interest

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in attending the Branson reunion follows this article, BUT, you don't have to wait for the next newsletter to get an update! You can always find the latest list on our website, www.307bwassoc.org. Just look on the Home page at "LATEST NEWS/ TABLE OF CONTENTS" which is

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: petetodd59@comcast.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: LarryJanB@gmail.com.

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: jeanbill@windstream.net

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

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

located in the lower left hand corner of the page, and follow the links.

If you don't see your name on the list, you haven't decided to come or failed to contact us.....**We need you!!!**

For the flyers: This is the info I received from AFRI about transportation between Branson and the Springfield/Branson Regional Airport. This was used for their May 2007 reunion in Branson by another military group. This info will be updated and repeated again in the upcoming newsletters.

Three airlines (American, Northwest, and United) service the Springfield Branson Regional Airport. **Classic Shuttle Service** is an independent shuttle service in Branson offering veteran discounts. Please call **417-698-0227** to make your reservations. The current fare for one way service is \$50 for one person, \$65 for 2 people, \$80 for 3 people, \$25 each for a party of 4-10 people. **Happy Trails** offers service to and from the airport; current fare for one way service is \$50 for one person, \$75 total for 2 people; please call for other rates. Call **417-339-3420** to make your reservations and ask to speak with Kim. **Jerry's Shuttle Service's** current fare from the airport to the hotel for one way service is \$70 for one person, \$90 for 2 people, \$100 for 3 people and \$35 for each additional person. To reserve space please call **417-334-5678**. **Reservations need to be made twenty-four hours in advance for all shuttle services.**

The following members have stated they will be flying in:

Janie Marvel, Mike & Jan Gingrich, Lawrence & Kaethe Hall, Robert & Shirley Delany, William & Joan Filpula, Steve & Carol Mattick, Tom & Andrea Mills.

A suggestion I would pass on is - contact the other flyers and see if you can coordinate your ETAs to Springfield & arrange the shuttle times to save some money. It seems to be "more you have, the cheaper it gets", at least on the

Classic Shuttle Service.

Entertainment Section: From the questionnaires/responses we have received to date, your picks are: **Dixie Stampede = 27, Magnificent Seven = 22, Golf = 4, Dick Clark's Theatre = 1.**

In the November 2007 newsletter, I will publish a proposed activities agenda and schedule. Final times and costs will be in the March 2008 newsletter along with room reservation sheet and the reunion signup form..

Remember!!! At our age time flies by rather fast when we are having fun and we tend to forget some of the important things, such as bills and **reunion stuff.**

Sooooo - Keep those cards, letters, questionnaires & e-mails coming!!

See y'all in Branson in 2008!!

Brent and Anne Horn
12014 W. 68th Terr
Shawnee, KS 66216
abhorn@everestkc.net
913-268-6368

Coming to Branson

As of June 2007, Brent Horne reports the following people have expressed an early interest to attend the 2008 Branson Reunion. When guests are included this adds up to 171 people, which promises to be our best attended reunion since Lincoln in 2000.

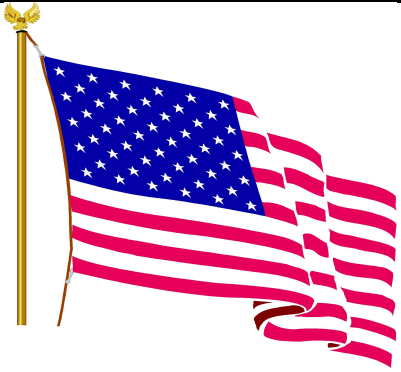
Jim & Bidda Adams, Dick & Eloise Arens, Roger & Dot Beamer, Bill Bendinger, Vernon Biaett, Larry & Jan Boggess, Cecil & Maureen Braeden, George & Patricia Brannon, Arnold Bruland, Jim & Carolyn Carleton, Bill & Grace Carrier, Albert & Elaine Cinnamon, Johnny & Joan Clark, James & Barbara Cone, Neil & Maria Cosentino, Dallas & Julie Crosby, Don & Phyllis Daley, George & Rita Davis, Jim & Shirley Dayley, Bob & Shirley Delaney, Virgil & Millie Domino, Earnie & Suzanne Dotson, H.O. & Mary Evans, William & Joan Filpula,

Treasurer's Report			
307 th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report February 2, 2007: \$6,997.09			
	Expenses	Deposits	
General Fund Balance			\$6997.09
Expenses:			
Admin/Equip/Supplies	32.13		
Postage	236.09		
Printing	684.91		
	- 953.13		- 953.13
			6043.96
Income:			
Donations	825.00		
Interest on account	6.98		
	831.98		+ 831.98
Ending Balance June 27, 2007			6875.94
Tony Minnick, Treasurer			

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"Bud" & Jan Flanik, Mike & Jan Gingrich, Edward & Diane Godec, Hank Grogan, Merle Hahn, Lawrence C. & Kaethe Hall, Harlow C. & Gloria Hall, Robert & Gwen Hansen, Bill & Linda Hastings, Elvin & Pat Hills, Oliver & Dottie Hinde, R. Earl & Sue Johnson, Don & Ginny Johnson, Robert & Peg Jorgensen, William & Paula Kant, Don & Martha Kellum, Allan & Mary Kulikowski...

Jim & Darleen Lancaster, Jerry & Penny Lanning, "Flip" & Sandy Latham, Billy & Laree Lyons, Janie Marvel, Bob & Doreen Matich, Steve & Carol Mattick, Larry & Bobbi Mau, "Mac" & Margret McCarthy, Peter & Pat McKay, F.C. "Mac" & Roseanna McMillin, Robert E. Merick, Tom & Andrea Mills, Tony & Bev Minnick, Wally & Pat Mitchell, George & Wauneta Nigh, Don & Angie Nigro, Albert & Virginia Opitz, Frank & Kay Ott, Thomas & Lori Parson, Pat & Norma Patterson, James & Barbara Powell, Donna Reilly, Gerald & Beverly Ridley, Dean & Bonnie Roelle, Bill & Mary Rogers, James Rusher, Jesse & Arlene Sears, Clarence & Charlotte Southerland, Paul Strump, Jim & Ellen Sutton, Ken & Kaye Tarwater, T.R. Taylor, Noble "Tim" & Gladys Timmons, Pete & Wendy Todd, Jo Tuin, James Villa & Bobbi Karsteter, Les & Emilie Walrath, Frank & Rose Wanek, Charley Watkins, Wally & Peggy Whitehurst, Billy & Jean Williams, Robert & Janice Wise, Joseph Wratten, Merle & Oleita Young.



The Last Flight

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

Patricia Westwood Boulware, Bossier City LA, 8 June 2007.
Barbara Fitzsimmons, Lincoln NE, 12 August 2006.
Michael H Iverson, AEMS, New Ulm MN, 1 September 2006.
Thomas R Lampel, ARS, Ocala FL, 2 February 2007.
Marvin R Lundgren, A&E, Kansas City MO, 10 March 2007.
Robert Rossiter, San Diego CA, 2005.

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

Donations

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

Dallas L Crosby
 Hugh H Dell
 William E Doetzel
 Rolland L England
 William H Filpula
 Larry F Garrett
 Raymond F Hamel Sr
 Brent Horn
 Samuel E Kent
 Donald D Nigro
 M V Ordiway
 Lou A Paller
 Robert S Patterson
 Clark W Peterson
 Geri Roberts
 William R Shelly
 Joseph J Verteramo
 James Villa

Gene Earley, Greenville, Texas, former commander of the 371st BS, sent in a copy of the February 1958 *Combat Crew Magazine* which contained an article describing Gene's "Moment of Fame"...

Third Time's the Charm

IT HAPPENED TO Capt. Leonard E. Earley and his B-47 crew of the 303rd Bombardment Wing at Davis-Monthan Air Force Base. But unlike the previous incidents that required gear-up landings on foamed down runways, Earley and his crew found the solution to their stubborn aft main gear and finally got it "down and locked."

Upon returning from an eight-hour navigator standardization check, the landing gear was lowered for the flight's finale. The aft main failed to extend. After checking the system the

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.

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crew got on the ELGE (Emergency Landing Gear Extension) handle, but much to their dismay it wouldn't move the stubborn gear either. They looked at the fuel gauges and calculated "This might be an interesting night."

The 303rd control room was quickly notified of the emergency while the crew continued their attempts to extend the gear. They tried pulling the outrigger circuit breakers and using the drag gear switch, but this method produced no results. By this time an alert tanker was on the way with a full load of fuel for transfer.

But, like the man said, "The easy ones are no fun!" Earley and his crew had been airborne for nine hours, it was four o'clock in the morning, and he had only recently checked out in the aircraft. Despite these "disadvantages" they took on 42,000 pounds of fuel in a single hookup.

With a little more go-go juice under their belt the crew could settle down to a systematic approach to the problem of getting wheels under their machine.

The supervisor of flying had assembled the wing commander and other specialists in the control room to establish an order of tests for possible solution to the gear problem. Calls were placed to SAC headquarters and to Boeing representatives who were familiar with the B-47 systems and the methods

attempted in the Wichita and Little Rock situations.

Since the aft gear would not release with the ELGE system, it was considered possible that the "up" solenoid was holding constant power to the gear motors. The crew was instructed to pull the main gear circuit breaker, then try the ELGE system for the aft gear (as described in the Combat Crew Little Rock story). It worked! On the very first ELGE attempt after pulling the CB the aft gear came down as though it had never given them any concern. Now, of course, Lt. Evans E. Warne, pilot, had to ELGE all the gear down. To reset the CB would have caused the aft gear to retract again.

Things were going great and everyone was feeling like the problem was whipped until Warne got to the left outrigger: it wouldn't budge with the ELGE. Quickly a new conference supplied the solution from the control room: the crew was instructed to reset the left outrigger CB and use the drag gear switch. That was the final touch. The outrigger came down to make four in the green.

Earley and his relieved troops kept the B-47 airborne a few minutes longer so a tower fly-by could be made in daylight to complete a positive visual check. It looked good.

At 7:20, just 12 hours after takeoff, the B-47 was put on the runway with all gear down. The crash crews rolled their foam trucks back to the station.

Around the Wing

Nothing is sadder than seeing a bunch of once proud warbirds lined up at the Davis-Monthan Boneyard awaiting their fate. We recently received the nearby photo of a 307th bird in the Boneyard and identified it as B-47E 51-17380 which at one time was proudly crewed by **Leo Finfinger**. Ya both served the nation well, Leo.

Apparently there has been some confusion among members regarding "electronic or web delivery" of the newsletter. We discovered that a number of members who had elected "web delivery" had not activated password access to the website needed to download the newsletters, apparently believing the newsletter would be individually emailed to them. This is not the case.

The newsletter is not actually emailed, but all folks registered on the website are notified by email when a new one becomes available. To obtain the newsletter, you must go the website (www.307bwassoc.org), go to the newsletters area, and download it. Accessing the newsletter area requires signing on with a password, so you must have newsletter access authorized.. There is a place to click if you do not yet have a password. Then a screen opens that requests your name and an email address. Your request for access will be processed and you'll receive notification via email when your request is approved. After you have been approved, you will be able to sign on and



view newsletters, rosters, etc. You need to have approved website access in order to receive the automatically generated notification of a new newsletter and also to download it. For more detailed info, look for the notice on the website's home page.

2010 – Dayton Reunion?

We would like to hear your comments pro or con about returning to Dayton for our 2010 reunion. Since 1996 when we reunited in Dayton, the superb Dayton reunion staff has been somewhat depleted by the ravages of age, alcohol, and wild women, and other immoderate behavior, which would force us

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to rely on the efforts of a professional planner to do most of the work. Given that, on the plus side is the fact that the National Museum of the United States Air Force (NMUSAF) in 2010 will be twice the size that it was in 1996. The museum exhibits are almost completely different from those of '96. There is now a completely restored RB-47, a B-2, and an F-22, and by 2010 there will be a Space Shuttle. A speculative agenda for us would include a dinner "under the wings" in the museum, with music by the Air Force Band of Flight, and another riverboat dinner cruise on the mighty Ohio River at Cincinnati. Let Mike Gingrich know your thoughts on this and if it looks favorable we'll see if we can have a solid 2010 proposal to present for consideration at Branson. You can see more info on our website.

Dale Christians' note in the last newsletter about Special Extra Earnings for Military Service (see www.socialsecurity.gov/retire2/military.htm) has brought some feedback from readers. One person reported the person on the Social Security end of the telephone hung up when asked about this. In another instance, the Social Security rep said there was no such thing and that anything about it on the Social Security website was incorrect. Well...we got a letter from **Hugh A. Dell**, one of our former KC-97 crew chiefs from out in Smith Center, Kansas. Hugh says "It's not a hoax, one phone call, and one letter with a DD-214, and two weeks wait netted me \$1900.00 cash and \$30 a month for life...worth doing".

So, if you've been frustrated on this matter, persevere, and remember some of the folks on the other end of the phone call may not be the brightest light bulbs in the world.

Bill Doetzel, a former Bomb Nav guy from A&E writes from Sioux Falls SD to say he enjoys the memories of LAFB evoked by the newsletter. He met his wife when she was a nurse at St E's in Lincoln, and they have maintained life long friendships with buddies and wives from that time, getting together recently in Chicago.

Country Music Fans ...Once again, the diversification of our LAFB family comes to the fore...**Genelle Cox** recently wrote and sent the web address for **Box Car Willie's** web site (www.boxcarwillie.com). You may recall Willie was a flight engineer with the 98th ARS. According to his bio on the website, he served in the Air Force, Reserve and ANG until 1976. Joining the Grand Ole Opry, he opened a theater in Branson in 1987. In real life he was Lecil Travis Martin and he succumbed to leukemia in 1999.

And from **Dave Fehnel**...

After reading all the Reflex tales in the March issue of the newsletter; how many of you recall the days when we started the Home Alert Duty? I cannot recall the exact date; too old and the memory went over the hill, but some of the things stand out more than others.

The alert crews were housed in the BOQ away from the flight line. The crew folders were kept in a safe at the BOQ. We got to the flight line and our bird by a bus from the motor pool. You can see why things had to change.

When the horn went off.. the NAV's and CP's went to the bus, the ACs went to the safe (they were the only ones with the combo to the safe). I recall one event when after about 5 to 10 minutes waiting on the bus a Nav went into see what was going on with the safe opening, and found none the AC's could open the safe. Things had to change.. Then the slow ride to the flight line, and drop off the crews. The 307th had some of the best crew chiefs going, because they would have the dust covers removed and the power unit going by the time the crews got to the bird. Do not know where they were housed? But anyway, then get on the radio and call in to the control room. Verify the type of ALERT, and follow thru. Things had to change...

Do not recall the order of the changes, but a rental car was assigned to each crew, the crew folders were kept in the plane, and things began to improve. Each crew was on its own, no more waiting for the crew kit, it was on the plane, or a slow bus ride to the flight line. The crews could now travel the base in their rental car. Things were getting better

Started out as 3 and 4 day alert cycles, some may recall when they shifted to the 7 day cycle.(I think the troops at Wing level did not like coming out on weekends to change the crews over.) Then there were the 3 types of alerts (A, B, and C), and someone found out the A was worthless and you might as well start the engines and get ready to taxi in case it was a C.

This may start others recalling events of the past..ie... recall drag racing rental cars, passing the card that hung around the neck of the AC to the next crew coming on, setting on the flight line for hours during some problems overseas with power units running, and standing by the radio waiting to go. Recall being told there would not be anymore alerts one day except for the real thing, and then going to the movie theater, and watch the RED light go ON (we did not move as fast that night as we should have with the thought this was it).... Yes, those were the days to recall...

And, from **Bud Martin** in Arvada Colorado...

Hardly any notice is taken of the contribution of B-47 crews who flew proof-of-concept sorties in the several squadrons of the (interim) Post Attack Command Control System that preceded satellite communications. About half of the crews sent to the 307th were from Dyess' 96th and 341st Bomb Wings, who chose to continue flying rather than go to missiles. The mission of the tenant 4362nd PACC Sqdn was to cart around in circles the AN/ARC-89(V) UHF transponders. Similar sorties were launched from other bases, so that the country could be served by reliable communications between SAC and the major AF headquarters. When the Green Dot messages after the klaxon launched a single ship from Lincoln to circle around Lake McConaughy, it was six hours of boredom. At least one old Lt.Col. I flew with was known

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to nap for most of the missions.

Not all flights were uneventful. On one occasion, with the usual dull conversation dwindling, and nothing heard on the HF radio "Ham" band, I noticed "smoke in the cockpit," at least in the nose. I asked the copilot if he was smoking (he had promised to give it up), alerting the rest of the crew to the condition. There was a flurry of activity behind me as I looked over my shoulder. The AC stowed the smoking autopilot (that got more than normal use), but the smoke was still coming out of the inspection holes under his seat. "O.K., Nav, you're the primary firefighter. Come back here and see what you can do." I thought, "Those guys are sitting on ejection seats, and I have to get out of my parachute." Because of the location of the smoke (Where there's smoke, there's fire ... right?), no access to the source could be reached with an extinguisher. So, with a gloved hand inserted through the inspection port, I squeezed the bundle of hot wires serving the autopilot until the smoke dissipated.

Mighty mouse saved the day!

Well, so much for that. We didn't even abort the mission.

However, later, ready for landing, the forward gear indication

was intermediate, and guess who had to get out of his parachute again and open the inspection plate to visually check the position. It looked o.k. to me, but my maintenance experience was with electronics (I was Base MARS officer, and an Aero Club weenie). As we circled the base with the approach chute out, Ace talked with ground about options. I was offered the choice of parachuting, or sitting on the step for landing, as a nose gear collapse would be more dangerous at the navigator's position.. The idea of jumping out of a functioning machine at 0330 dark was not attractive, so I sat next to the copilot's leg while we made a normal landing.

"Those were the days, my friends. We thought they'd never end." But they did. There are a multitude of untold stories.

From **Sue Lampel** concerning the passing of her husband **Tom Lampel**...

I am having Tom's name added to the Memorial Wall at Oshkosh, and he will be honored at the Missing Man Flyover in July. I welcome any notes or remembrances from friends in the 307th Bomb Wing, and the 307th ARS...Sue Lampel, 9158 SW 91st Terrace, Ocala, Florida 34481-7598.

Those who have been in touch recently include Ken Tarwater, Bud Martin, Gene Early, Flip Latham, Doug Valen, Bob Merick, Pete Martineau, Joe Verteramo, and Art Pearson.

Cliff Hanna...In Memorium

The Blue Book says we've got to go out, but it doesn't say a damn thing about having to come back...

Way back in 1959, Lt Clifford E Hanna was the copilot on 371st Bomb Squadron crew R-42, along with AC, Captain John H Allen and Navigator, Harry Jones. Cliff, an extremely affable and competent individual could often be seen at the Aero Club.

Like many B-47 copilots at the time, Cliff was not satisfied with the role of the copilot; he would rather do a different type of flying. His opportunity came when his Air Force commitment expired. He then joined the United States Coast Guard and became USCG Aviator #1061.

In 1967 Cliff was assigned to USCG Air Station St Petersburg, flying U-2G Albatross amphibian search and rescue aircraft (Air Force types...think SA-16). On the evening of 5 March 1967, Lt Hanna and a crew of five were launched into dense fog in Albatross # 1240, which happened to be the first Albatross delivered by Grumman to the CG in 1951. The mission was to come to the aid of the Flying Fish, a 40 foot yacht reported to be disabled and sinking. About 9 PM Cliff succeeded in locating the yacht despite the fog and successfully dropped a dewatering pump to the yacht. The position at the time was some 22 miles east of Appalachicola and 20 miles SSE of Dog Island Light. A few minutes after the drop, the yacht crew heard a loud noise and saw an orange glow about 2

miles SE of their position. The Albatross never returned to station.

For thirteen days, the area was combed by the Coast Guard and Navy, and the bodies of Cliff and two others were recovered, but no aircraft wreckage was ever found. But, there was evidence that Cliff had survived for a while after the crash.

In July of 2006, divers belonging to the Association of Underwater Explorers located a crash site in 60 feet of water near Carrabelle, and the wreckage was later confirmed to be that of Albatross # 1240.

On 29 May 2007, a Memorial Ceremony was held at USCG Air Station Clearwater for the lost crew of Albatross #1240. The ceremony was presided over by Rear Admiral David W Kunkle, and was attended by Congressman Bill Young and other officials. A permanent monument is to be erected at Clearwater in remembrance of the crew, who gave their lives so that others might live.

The ceremony was attended by our Hank Grogan, who remembered Cliff well from Lincoln days. Hank met one old grizzled Chief Petty Officer who remembered the aircrew, otherwise there was no one there with memory going back that far. Although family members of the aircrew were invited, none were present, and apparently there are no current records of family survivors. Hank has told the USCG Commander that should he be able to determine any information concerning

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Cliff's family, he will pass it back. If anyone in the 307th Association has any information whatsoever about Cliff's family, please pass it to Mike Gingrich by phone, letter, or email (mikegingri@cs.com), and it will be passed to Hank and ultimately to the Coast Guard.

For further information, there are several websites: www.military.com/features/0,15240,136811,00.html, and www.uwex.us/uscg1240.htm

Medal of Honor, George Kenton Sisler

As the date of departure for the 307th AREFS from Lincoln AFB drew closer, there were more and more farewell get-togethers for those leaving and those that were staying at Lincoln. One of the young Airmen who would transfer to Selfridge with the 307th AREFS was George Kenton Sisler. His friends in the squadron knew him as "Ken". "I got to know Ken soon after he arrived at Lincoln", remembered Ken Tarwater. "Probably because he was from Missouri. And talking with someone from your home state was a little bit of home. That's just the way it was. I can remember going to his room and watching some of Ken's home movies of him before he joined the Air Force, as a smoke jumper in southern Missouri, parachuting into forest fires that he had taken from a helmet mounted movie camera. I remember him having that camera and taking movies of us. He loved to talk about parachute jumping."

George Sisler went to Selfridge with the squadron and finished his tour of duty in the Air Force. After discharge he went to college and earned a degree. "Ken" heard his country's call to duty again and enlisted in the Army this time. With his college degree he earned a commission. With his experience and love of parachuting, it was natural for him to go to jump school at Fort Benning. After jump school, Ken won the coveted Green Beret, and served with Army Intelligence. Serving with the 5th Special Forces he was sent to the Republic of VietNam.

Lt. George "Ken" Sisler was leading a patrol deep in "Indian Country" on February 7, 1967. While on this patrol, his platoon was ambushed by a company sized enemy force. "Ken" deployed his men for defense and called for air strikes. Being the leader, Ken rallied his men and shouted not only orders, but also encouragement to his men. Two members of his patrol were wounded by enemy gunfire. Without hesitating, Ken left his platoon and ran back to his wounded men while under enemy fire. He grabbed one of them and started carrying him back to the perimeter when he again came under increased enemy gunfire. Ken laid the wounded man down, grabbed his rifle and killed three of the charging enemy soldiers. He then threw a grenade, knocking out a machine gun nest that was firing at his men. Ken ran back to the wounded man and dragged him into the perimeter. By this time, the enemy was

attacking the left side of the position and several more men had been wounded.

Without hesitation, Ken grabbed several grenades and charged the advancing enemy force. He kept throwing grenades and firing his rifle at the oncoming enemy. His action caused the enemy assault to falter, and they began to break off the attack and withdraw. He continued to move around the area, directing his men in the defense of the perimeter and calling in more air strikes on the enemy as they left the area. During the final phase of the battle, Ken was hit by enemy gunfire and mortally wounded.

For his heroic action that day, 1/Lt. George Kenton Sisler was awarded the Bronze Star with V for Valor device attached and the Purple Heart. The story of Ken's valor was not over. Members of his platoon, who were there with Ken, along with fellow Green Berets would not let his story of bravery and self sacrifice fade. They filed after action reports outlining Ken's actions and his heroism.

On June 27, 1968, Secretary of the United States Army, Stanley Resor presided over a presentation ceremony at the Pentagon. The citation read, in part: "For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty...His extraordinary leadership, infinite courage and selfless concern for his men saved the lives of a number of his comrades. His actions reflect great credit upon himself and uphold the highest tradition of the military service." 1/Lt. George Kenton Sisler was posthumously awarded The Medal of Honor. Our nations highest award for heroism was presented to George's wife, Jane and two sons by Secretary Resor on behalf of the President of the United States.

Epilog

On 28 February 1998, there was a commissioning ceremony of U.S. Naval Ship (USNS) Sisler, a large medium-speed rollon-rolloff (LMSR) vessel. 1LT Sisler's widow christened the ship and several other members of his family participated in the ceremony, which took place at the National Steel and Shipbuilding Company in San Diego, California. The naming of a LMSR after Lieutenant Sisler is a fitting tribute to all military and civilian personnel who have played an important role in the history of military intelligence and have paid the supreme sacrifice in their service to the nation.

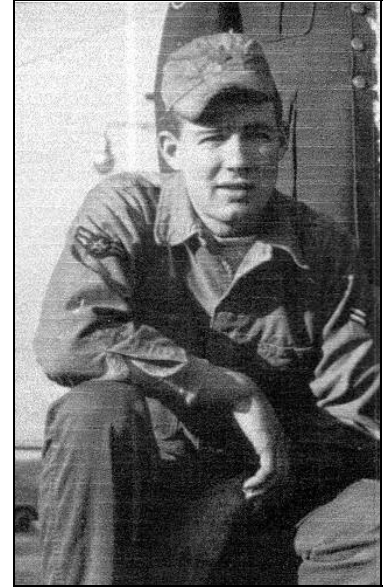
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307th ARS AIRCRAFT AND CREW CHIEFS**KC-97F CREW CHIEFS**

51-375 A1C Russ Giesler/A1C Bobby Moorhatch/Sgt Jack Orewyler
 51-376 Sgt Robert Games/Sgt Claude Harris A1C Francis Vickers
 51-377 Msgt Jack P Wilkins/Sgt ? Conelly A2C Ken Tarwater
 51-378 A1C Robert Staley/Sgt Robert Newman A1c Bernard Jump
 51-379 Ssgt Perry Meixsel A2C Ray Jones
 51-380 Sgt Robert Greenwald/ Tsgt James Blain (Also Barracks Chief)
 51-381 Sgt Gordon Hazzard A2C Gerald Barker
 51-382 Sgt Glen Pinnick / Sgt Melvin Patterson
 51-383 A1c Donald Darling/Sgt Lillard Chadwell A1c William Apper
 51-384 Sgt Don Tubbs/Sgt Arnold Fall/Sgt John Gafford

KC-97G

52-2667 Sgt Donald (Shorty) Grove A1c John Tomaselli
 52-2790 Tsgt Glenwood Johnson A2C Jerry Moulton
 52-2791 A1c Everett Sutherland A2C Bill Tuley
 52-2792 SSgt Paul Sweetman A2c John (Peanut) Lysher
 52-2793 SSgt Donald Goble/SSgt Carl Dobish A2c James Falkner
 52-2794 Sgt Cicle (Ollie) Oliver A2c Robert Jatzcak
 52-2795 TSgt June Thomas/Sgt Oscar White A2c Julius Gator
 52-2796 Msgt John Zlomac/SSgt Ron Ralston A1C Chuck Sweeney
 52-2797 T/Sgt Menno Weims/A1cRichard Miller/SgtThomas Hass
 A2c Connie Manners
 52-2798 Sgt Walt Hege A2C James Samson
 52-2799 Sgt Cliff Gustason/Sgt Delbert Greve A2c Gaylord Back
 52-2800 Sgt Thoms Propes/Sgt Marvin Rogers A2c Stephen Luster
 52-2801 Sgt Leo Halpin
 52-2802 SSgt Dennis Back/Sgt Thamason A1C George Lewis
 52-2803 Sgt Lloyd Foy A1C Elmer Novack
 52-2804 A1C Richard (Dick) Miller/SSgt Sam Sloan
 A1C Ken Tarwater
 52-0919 Msgt Robert Chapin A1C Melvin Furgeson
 52-2833 Sgt Mart Jetton A2C Eugene Shelton



Ken Tarwater, 1958

FLIGHT CHIEFS

Msgt Michael Bitsko
 Msgt Thomas Luther
 Msgt Charles Park
 Msgt Herman Sharp
 Msgt Clifford Story
 Msgt Don View
 Msgt John Zlomac

ENGINE CONDITIONING CREW

Tsgt James Shaffer
 SSgt Charles Grant
 A1C Clyde Peppers

POST DOCK CREW

Tsgt Don Moore
 Sgt Howard Enoch

NCOICO 307th ARS MAINT

M/Sgt Richard Carson

NCOICO 307TH OMS MAINT

Msgt Robert Gould

TOW TRACTOR DRIVER

A1C Timmons Jones

OFFICER IN CHARGE OF MAINT

Major William W. McLennan (Major Mac)
 1Lt. Baxter Turner

PERIODIC DOCK

A1c Dalyn Bloom
 A1c Clark Rudolph

This list was compiled by Ken Tarwater, who would welcome any additions or corrections. You can contact Ken at nanatar@kc.rr.com or at 829 NW 69th Terrace, Kansas City, MO 64118.

B-47 Systems Test

By Doug Valen

- 1 – What was the designation of the B-47 model that came to Lincoln AFB for the PACCS ?
- 2 – What do the letters PACCS stand for?
- 3 – Which engines had a generator? 4 – Which engines had an alternator ?
- 5 – Which engines had a hydraulic pump ?
- 6 – What were the three options on each fuel selector switch
- 7 – What did those letters stand for ?
- 8 – How many total fuel tanks could there be on the B-47 ?
- 9 – What was the diameter of the Approach Chute ? Brake Chute?
- 10 – What was the engine start sequence ?
- 11 - What was required to jettison a wing tank – mechanical, electrical, or hydraulic power?
- 12 – For what practical use to the AC and CP, was the amplifier rack on the left side of cockpit?
- 13 – Why did you have to run up the engines a bit, prior to jettisoning the brake and approach chute?
- 14 - What two components could only be accessed by turning the CP seat around ?
- 15 – Was the aft steering column usable when the CP seat was facing aft ?
- 16 – What did the letters BFS stand for ?
- 17 – How many ATO bottles in a standard load ?
- 18 - The ATO burned for _____ seconds. (_____ before lift-off, and _____ after liftoff)
- 19 – What was the designation of the ECM audio receiver ?
- 20 – What was the full numerical designation of the Weight and Balance form ?
- 21 – What were the designations of the TWO authentication forms ?
- 22 - What was UHF Emergency frequency ? _____
VHF Emerg. Freq ? _____
- 23 – What did the letters IFF stand for ?
- 24 – What was the normal cruise fuel burn in pounds per hour ?
- 25 – What was a normal training mission Take Off trim setting ?
- 26 - What pressurized the brake system with the engines shut down ?
- 27 – Where was the liquid oxygen tank located ?
- 28 – Who were the two marginally sane pilots who, after quaffing a few beers at a party, laid burning Pall Mall cigarettes across the back of their hands, and waited to see who could leave them there the longest?
- 29 – Who was the 370th Ops Officer who threatened to execute Lt. Valen by firing squad, for taking a Comm Kit home after a flight, because the safe combination had been changed?
- 30 – Who was the crew chief who almost lost an ear when he jumped off a moving alert truck at Moron AB, on his way to his acft during an Alert? (Same one whose entire bag of booze was run over on the ramp at Lincoln, by the motor pool truck that arrived to load crew bags!!)

Answers:

- 1- EB-47L
- 2- Post Attack Command Control Sqdn
- 3- All 6
- 4- 1 & 6
- 5- 3 & 4
- 6- TME ME TE
- 7- Tank Manifold Engine
- 8- 7
- 9- 12 ft. 28 ft
- 10- 4 – 5 – 6 – 3 – 2 – 1
- 11- Electrical (explosive bolt)
- 12- Heat up bite size steak in tinfoil
- 13- Keep shroud lines from becoming entangled in guns
- 14- Guns HF Radio (circuit breakers, bomb lock, ECM, etc.)
- 15- No, it would be disengaged
- 16- Best Flare Speed
- 17- 32
- 18- 15 seconds (10 before and 5 after)
- 19- APS – 54
- 20- AF Form 365F
- 21- KAC 72 and KAA 29
- 22- 243.0 121.5
- 23- Identification Friend Foe
- 24- 12,000 pounds
- 25- 6.5 Nose Down
- 26- Accumulators
- 27- Bomb Bay
- 28- Bud Timmons and Frank Fish
- 29- Frank Fish
- 30- Sgt. Rivers

Motor Home Fire

By Genelle Cox

A few years ago Bob and I were driving back to Southern California after spending 6 months in Mexico. We had been full time RV ing for about 6 years and had sold all our possessions, (furniture, dishes, almost everything). All the personal items we owned were in our 32 foot motorhome.

We were about 300 miles south of the U.S. border in Baja California. It was mid-day and Bob was driving at 45 mph, and I was sitting on the couch, when there was a loud BANG. A tire on the left front had blown out and Bob was having a bad time controlling the coach and keeping it on the rough road. I jumped up from my seat, Bob was holding on the steering wheel tight, and smoke was pouring up from around the steering wheel and flames and smoke were licking the front of the windshield. After Bob stopped the coach we both grabbed a fire extinguisher and went outside to the front of the RV. We looked under the front of the coach where gas was pouring out under the engine, and flames were lapping up where the fuel had spilled under our motorhome. Bob surmised that the steel belted Michelin tire had cut the gas line, the wheel then hitting the pavement sparked the

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fire.

I ran back into the coach grabbed my purse and some papers and ran out the door. I lost my sandals jumping out, I was so scared, wanted to get away from the fire, I ran through the cactus and rock barefooted as far as I could go and be safe.

Two young men whom we had met and fished with in the East Cape were following behind us. They had a camera and took pictures. We left our motorhome burning on the highway. Our young friends drove us to Ensenada where we contacted the insurance adjuster of the Mexican Insurance Company to report our loss.



NOT A GOOD DAY!

The adjuster informed us that we would have to go back 200 miles to the south to San Quintin and get a police report from the proper authorities on the accident and fire before he could process our claim. The adjuster drove us back 200 miles to San Quintin in his own car. He took us directly to the Coca Cola bottling company in San Quintin and talked to the coke truck driver. The driver acknowledged that he

had pulled our burned-out motorhome off the road at kilometer 234. Did you know CocaCola has a contract with the Mexican government to clear all wrecks and debris off of all Mexican Federal Highways? The next thing was to find the police so we could secure our accident report. A small young boy from the Coca Cola facility jumped in the car intent on helping us find the Mexican police official. First we went to a bar, then a motel, then a new Corvette with California license plates sped by. The little boy said "There he is, follow that car". The adjuster flagged the Corvette down and he stopped on the side of the road. We had our snapshot of our motorhome fire. He was a macho young Mexican man with a cowboy hat, cowboy boots, red shirt, jeans and a pistol strapped to each hip.

He looked at our photos and said in Spanish "You have damaged our highway, it will cost you \$500.00 cash for a police report." Well, we were flabbergasted. We explained that we didn't have that much money with us. He said he would take \$300.00 cash. We finally mutually agreed on \$150.00 for the police report. He gave us a report and the adjuster a copy. The report stated that we did not damage the road. We drove back to Ensenada with the insurance adjuster to finish processing our claim. What a funny feeling it was, all we were wearing was shorts and a tank top, I had borrowed some tennis shoes from one of the young men that had helped us. We didn't have a toothbrush, just literally the clothes on our back. That was it! We got on the bus in Ensenada and headed for Tijuana.

We crossed the border on foot to San Ysidro, we were so tired we headed for the first motel on the right (east) across the border. We took showers and plopped into bed. It was very difficult to sleep, we could hear the illegal aliens crossing the border under our window into the night, with the choppers overhead. There was the roar of helicopters over our motel all night. Bob exclaimed it sounds like "Welcome to Viet Nam". That is a true statement, it was like a war zone.

After about six months we received a check from the Mexican Insurance Company for the full Kelly Blue book value of our motorhome. We were fortunate that neither one of us were injured or killed in the fire. Just another day in Baja!

Steve Peery is probably the youngest member of our association. He came to Lincoln as a 17 year old assistant crew chief, and was only 20 years old when the base closed in 1966. He only recently discovered the association and the website, which prompted him to write some of his memories of the people and hi-jinks on Reflex.

Steve Peery's Reflex Memories

Let me mention Zaragoza's NCOIC, Sgt Salvador, and how his hat jiggled and his head shook and all but spun around when he found our favorite phrase written on the walls (you can fill in the blank). He was going to take care of the guy who did it! He never seemed to give a thought to the fact that it went on for two years and we were only there for three weeks

at a time! Also, there was the airman who slept so soundly that we had to shake him when the horn went off, we picked up his bed and took it in the alert truck up to Base Ops, set him outside there and blew the horn. The original plan was to put him at the end of the runway, but we chickened out. Then there was the guy who fell asleep while siphoning gas, and yes, carrying my roommate back from downtown after he lost the bet on drinking three Pernod 45s.

When I checked the website first time I saw Al Winzerling on the deceased list. Al was on my first Reflex R&R with me. After that trip I was hooked, and I volunteered to take all the married guys tours over to Reflex. On one tour, I was bumped on the return flight and couldn't get back to Lincoln for seven

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weeks...stuck with no clothes or money!

Al and I were buddies; he filled us in on all the dangers of Spain. He was a great father figure and with his advanced age (mid to late thirties) he had our respect. At the time I was 17 and a very naive country boy. Al let us know we should go on R&R to Copenhagen.

Oh yeah, we went. I soon found out what real Danish pastry was, and it still embarrasses me about what Americans call a Danish. It was on to Sweden, by boat of course. I couldn't believe how my first European adventure was going! Back in Copenhagen we toured the Carlsberg brewery. Thank God for Al...the brewery trusted us to drink all we wanted...Al made certain we could all walk before leaving. We all swore we would come back and work there, since workers could drink beer all day and take a six pack home with them.

It was on to Tivoli Gardens. Disneyworld did not yet exist, and this was a wonderful place. The landscape was wonderous, the rides really neat, and of course, there were beer gardens.

Here we met a Danish guy who invited us to his house for more drinks after closing. His wife was out, but he passed us pictures of his wife. Al's voice was low and smooth, kinda like Mel Torme's. Without hesitation Al passed the pictures and coolly said "she's pretty". Well in those days Hugh Hefner was shocking us with bared women, but this guy's wife would put today's pictures to shame...I'm sure I turned very red. Of course, I wanted to look but I followed Al's example and commented that I too thought she was pretty and I then passed the photos on to Dennis Stotzel. Al had plenty of fun kidding me about that trip. Smooth flying to you, Al - we'll get together again on the big R&R, hold a seat for me!



Peery and His Cohorts on R&R

**Left to right: Weatherby, Don Alford, Al Winz-
erling, Steve Peery, Dennis Stotzel.**

(Continued from page 7)

Sisler, continued.



Ken Sisler



USNS George Sisler

Flying Wisdom -Continued

10. Hovering is for pilots who love to fly but have no place to go.

11. The only time you have too much fuel is when you're on fire.

12. Flying is the second greatest thrill known to man. Landing is the first!

13. Everyone already knows the definition of a 'good' landing is one from which you can walk away.

14. But very few know the definition of a 'great' landing. It's one after which you can use the airplane another time.

15. The probability of survival is equal to the angle of arrival.

16. IFR: I Follow Roads.

17. Those who hoot with the owls by night should not fly with the eagles by day.

18. A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion.

19. Helicopters can't really fly - they're just so ugly that the earth immediately repels them.

20. Pilots believe in clean living. They never drink whiskey from a dirty glass.

21. Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.

22. If God meant man to fly, He'd have given him more money.

23. Flying is not dangerous; crashing is dangerous.

24. A good simulator check ride is like successful surgery on a corpse.

25. Asking what a pilot thinks about the FAA is like asking a tree what it thinks about dogs.

26. Trust your captain but keep your seat belt securely fastened.

27. An airplane may disappoint a good pilot, but it won't surprise him.

28. Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.

29. The friendliest flight attendants are those on the trip home.

30. Good judgment comes from experience and experience comes from bad

judgment.

31. Being an airline pilot would be great if you didn't have to go on all those trips.

32. Aviation is not so much a profession as it is a disease.

33. The nicer an airplane looks, the better it flies.

34. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.

35. It's a good landing if you can still get the doors open.

36. Passengers prefer old captains and young flight attendants.

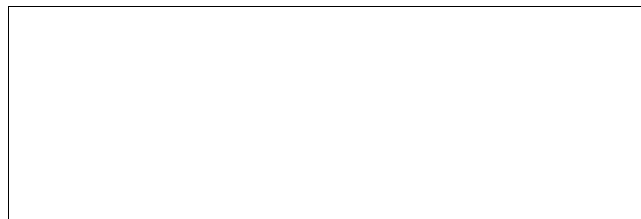
37. The only thing worse than a captain who never flew as copilot is a copilot who once was a captain.

38. It's best to keep the pointed end going forward as much as possible.

39. If an earthquake suddenly opened a fissure in a runway that caused an accident, the FAA would find a way to blame it on pilot error.

40. Any attempt to stretch fuel is guaranteed to increase headwind.

41. A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.



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