

ASSOCIATION NEWSLETTER

NUMBER 60

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

MARCH 2010

President's Column

It's Showtime!

Yes, it's true! We're barely **three** months out from the 12th Standup in Dayton. So colleagues and friends, it's time to commit. And what's not to like? The price is right. The program developed by your Reunion Committee (the self-styled "Frick and Frack") is superb. The preliminary count of the turnout looks promising. So what are we waiting for? Please see the article inside for information on registration and reserving your hotel rooms.

In the past, I've heard some compelling reasons for not attending our reunions. Health is certainly a major factor among our group. Finances can be a problem for some, especially recently. Family emergencies, weddings, funerals and similar obligations round out the list of unassailable reasons for missing these events.

However, the absolutely **worst** reason to stay away that I've heard over the past few years is, "I won't know anyone there". What troubles me about this excuse is that, while seeing old friends is one important purpose of our reunions, it certainly isn't the only one. A broader benefit is honoring and preserving our heritage among people with shared experiences and common val-

ues. Besides, our members are a genial and welcoming group. Sit down at any table in the hospitality suite, introduce yourself and you're instantly among comrades and new friends.

Some wives seem particularly sensitive to the "won't know anyone" syndrome. All I can say about that is that it hasn't been borne out in our experience. Wendy and I weren't married during my Lincoln years, so she "didn't know anyone" at our first reunion in 1996. Yet every reunion from then on has added to the treasure of friends we've made who have enriched our lives.

Finally, I think that, for anyone with the slightest flicker of interest in the history, heritage and artifacts of aviation, a few days in Dayton, Ohio, are their own reward, even if you don't know a soul around you.

My advice: Join us in Dayton in 2010 and you'll find that you know **lots** of people when you come back for our next reunion in 2012, wherever we hold it!

That location, by the way, is one of two important issues that we'll have to decide at our business meeting.

(I exclude the biennial election from serious controversy; we shouldn't anticipate a heated campaign among competing candidates!)

We couldn't reach a consensus in 2008 on whether to continue to select our reunion sites ad hoc or settle on a single locale for all future reunions. Each approach has its pro and cons, so I'd ask each of you to come to the meeting prepared to advocate and decide on where to go for our 13th Standup.

The second key issue for decision pertains to the longer-term viability of the 307th Bomb Wing Association. I've been beating the drum since 2008 about the need to organize a second tier of leadership and members to carry on the heritage of the Association after we Lincoln Originals shuffle off to our reward. A handful of members have vigorously supported this effort, but it hasn't gained much traction among the at-large membership. We need to decide whether the idea is desirable and feasible and, if so on both counts, how to make it happen. I look forward to the discussion. See you there!

Pete Todd



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

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Association Founders:

Billy Williams, 5546 Enterprise Drive, Lincoln, NE 68521. Phone 402-438-6061. Email: bwilliams17@neb.rr.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: LarryJanB@gmail.com.

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

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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.

Around the Wing

All of us have at least seen photos of ancient Indian paintings discovered on the walls of caves by archaeologists. Well, how about wall drawings by "prehistoric" 307th maintenance men? See the photos on page 12 for examples. Well, boys and girls, sit tight and we'll tell you what we know... There is a gentleman from Lincoln, name of Darwin Godemann, who is the archaeologist in this story. Darwin lives a short distance south of the old LAFB housing area, and has worked for Duncan Aviation at the old AFB for 30 odd years. He professes an intense interest in the history of the base and also does historical work in association with the Nebraska Aviation Council. Darwin decided to take a look inside the old nose docks which Duncan currently uses for storage and which are on the books to be torn down, and lo and behold he discovered six such cartoons/paintings. Eager to learn what was behind the cartoons he contacted us through our web site. We are currently arranging for our learned anthropologists, **Billy Williams** and **Sedge Hill**, to meet with archaeologist Godemann to view the digs and see what kind of story they can contrive. Such meeting undoubtedly awaits Nebraska temps to rise above zero. Meanwhile, Darwin is arranging for a professional photographer to capture them all in the same wide angle frame, so we should have good high quality photos before too long. In the meantime, please tell us what you know or remember about this ancient art.

For the past 15 years or so, it has been our practice to place a reunion announcement in the American Legion Magazine, and we did so this year, with a somewhat different result. For past reunions we typically had from 2 to 5 contacts made as a result of the Legion announcement. This year we've had more than 20. ...BUT, half of them were from 98th personnel! A little digging revealed that the 307th BW identification did not get into the announcement, which merely identified Lincoln AFB Nebraska. Needless to say, the 98th guys were deeply disappointed, and we hated to tell them the pending reunion was not built around their old buddies. The 98th does have an association, but with emphasis on WW2 members and very few members from the LAFB days. Somebody ought to do something about that! A number of the calls received were from sons of deceased vets, anxious to find more about what their fathers did and to contact old family friends. Another possible reason for the uptick is, as we grow older, we reflect more about our earlier being and look for other souls with whom to share our reflections.

Ed Godec identified crewmates in a photo for our Mike Hill's history book...

"I pulled out a publication - a history written by a Boeing engineer who was involved with the program - on the B-47 the other day and reviewed it remembering the distinctive screech of the brakes and how underpowered the beast was. Others have mentioned what a great airplane it was, but I always felt it was trying to kill us. It, unfortunately, succeeded in too many instances. **Bob Kretchmer, Tom Dance** and I were Crew 12 and achieved S status eventually. Bob & Tom got spotted to Major - I got spotted zip! I was told the details at the Las Vegas Reunion. You can tell (that there was an intracrew conflict) Bob & I, on the other hand, were good friends and I respected him. It's hard to imagine that that bit of our lives was over 50 years ago. I can still remember bits of it quite well, but much of it has faded away. I eventually ended up working for Air Wisconsin and we started flying between MSP and LNK in the mid 1970's. I remember my first flight into LNK flying the Swearingen Metro, a 19 passenger commuter plane. I experienced a sort of 'flashback' to the SAC era as I touched down and rolled out on Runway 35 but having to add power to get to the mid-field turnoff brought me back to reality. I landed there in later years in a Bae-146, AKA a 'Smurf' jet according to some disrespectful tower guys in Lexington, Kentucky, after we got somewhat bigger. It was a lot more fun than the B-47 and I was finally Aircraft Commander.

"I live just outside of Lodi, WI on 40 acres. Lodi is North of Madison about 20 miles and right on the border of the 'Driftless' unglaciated area of Southwest Wisconsin. We can see the Baraboo Hills from our place - we're on a bit of a hill - and we are only 30 miles from Wisconsin Dells and about 15 miles from Devil's Lake. Check out Devil's

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Lake on Google - it's a very unique geological remnant from the last Ice Age. My only current involvement in flying is reading, remembering, and passing flying stories and pictures around via the internet.”

Ronald Mealka, son of **Jake and Billy Mealka**, called from Arizona, after reading our reunion notice in the Legion Magazine. Jake was a former AC and was in various maintenance positions including DCM before he retired. Jake was at our 1990 Lincoln reunion and died in 1991 of heart failure. Billy is in assisted living with Alzheimer's, which explains why the association lost touch with her. Ron has a twin sister, Tricia Jennings, who is a retired AF Lt Col, and Ron was also AF from 1972-76 as a B-52 mechanic. Ron has email at thecarczar@cox.net. Ron asked many questions about people he had known growing up in base housing and Gen Arnold school, and intends to send in a member application. Talking about his dad, we learned Jake was shot down in a B-25 in the Pacific and spent five days in a life raft before being picked up. Ron has a 30 second film showing the pickup and will burn it to disk from the VHS copy he has.

As time goes by we learn more and more about what our mentors did in WWII. Sadly, we didn't learn these things years ago.

Jan Campbell writes: “The article *May I Salute You* by Patricia Salwei was superb! I have a personal anecdote that seems an appropriate addendum.

“In late Sept., I had a chance to fly to WA (my annual 'escape from home' getaway). On the flight from ATL to SLC I was seated next to an elderly gentleman (mid-late 80's) wearing a cap with WWII on it. We were loaded early and as other passengers boarded, at LEAST 4 folks stopped at our row to shake his hand, thank him for his service, relayed the info that their dads/brothers/uncles had been in the war, too, asked him which branch, etc. He had been in USAF, flew practically everything there was in the air at the time, got to share "war stories" with him (and so did nearby passengers, as he was pretty deaf!). We chatted some more while waiting for our next flights out of SLC and more folks came up to him and shook his hand or just chatted with him. He was flying from FL to SD to visit a war buddy - after all those years, they were still close. His buddy was attending a funeral of a third WWII vet prior to picking up my seatmate at the airport, but my guy was very philosophical about it, just grateful to spend time with his old friend.

“I was so impressed with his upbeat attitude, his graceful acceptance of thanks and praise from others and also the outpouring of gratitude from other passengers (and one flight attendant) that I nearly cried. Hated to part from him - he was a joy to be with and made me sit taller in my seat, proud to be one of his 'descendants'.

The Sunday following Veterans Day at church, Rector asked for hands from those who served; I, of course, raised mine. Maybe only 2 years, but I WAS in the military and proud of (almost) every moment.

“Three or four people came up to me after service, asked which branch and thanked me! Boy, was that a shock, and pleasure”

The following letter came through the auspices of the B-47 Stratojet Association...

Dear B-47 drivers & bomb-navs...

I'm researching a novel centered on B-47s just prior to their phase-out in 1965-66, and need technical & tactical advice. I'm a former F-4 backseater who sat Victor Alert, but our nuclear procedures were different from SAC. Can anyone provide information on the following subjects?

- Alert procedures at a Reflex base (perhaps Moron AB, Spain), especially in the base Ops Center: what was their C2 interface with SAC HQ... alerting signals & messages from SAC HQ to Reflex Ops to Aircraft. Was it possible to generate erroneous launch commands based on human mistakes or communications system faults?
- Operations at Offutt's underground C2 center – Who made decisions? How would they deal with an unfolding crisis like an erroneous GO-message that launched aircraft? What was their WWMCCS capability to work in real time with the Pentagon and the White House?
- Combat operations for EB-47 jammer aircraft – in a general war scenario with nuclear release, would or could they have been used as escort jammers as depicted in “Fail Safe?” If so, what were their procedures? Otherwise, how would EB-47s be used in an all-out war?
- B-47 technical data like attempting a landing on a dry lakebed, crew egress after a crash, etc.

I have access to a B-47 Dash-1 for aircraft systems operation, but I need the aircrew input for real-world procedures, techniques and tactics.

You can contact me at the home number below or at this e-mail or my personal e-mail: blacksheep165@aol.com.
Phone 703/567-3655.

Thanks and Check 6 –

Blacksheep, Mark R. Schwartz

(Ed Note: It looks like he does need help!)

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Ken Tarwater writes...

I am writing today about the mention of "Oak Lake" from the article about Rob Branting's new web site in the last issue. I didn't know that the name of the Lake had been changed from Bowling Lake to Oak Lake. As far as I know it is still Bowling Lake. (Ed- it hasn't changed, it's still Bowling Lake. Just blame the editor's brain spasm for this). When we were in Lincoln this summer for the "Old Gang Social", we toured the ole LAFB including the Lake. I personally had a hand in the construction of the rock walls around the boat ramp way back when. The attached pictures taken from the parking lot of the Lodge show it as it is today and had just been refilled earlier this summer. You can clearly see the vegetation still growing in the Lake. It has been made into a fish and fowl friendly place. I am truly glad that they saw fit to do this and not drain and do away with the lake as they had talked of. The picture is a good picture of the Island at the center of the lake. The other picture is a couple of my friends with Bowling Lake in the background, that I was stationed with at LAFB back in the late 50's, **Richard R. Roberts** on the left was a Radio Operator on **Dewey Franklin's** Crew, who when leaving the Air Force became a control tower operator back in Indiana and started the 307th ARS reunions in the late 80's, on the right is **Howard 'Smokey' Beucus**, also a Radio Operator that flew with Maj Jean Nutty's Crew in particular one day over Greenland when they were Air Refueling a B-47 coming back from taking pictures over Russia. It is a great story and tells what the Flight Crews of SAC sometimes went through. Smokey after the Air Force did a tour in the Navy, after that he went to college, became an engineer and lives in Texas. He has for many years served on the Honor Guard saying Goodbye and Thank You for serving to the vets that have taken their last flight. I am very proud to call Smokey and Richard my friends.



Richard Roberts & Smokey Beucus at Bowling Lake, Summer 2009

Several years ago we republished a Phoenix newspaper article about **Ralph G Vaughn**, a renowned aviator who first flew with the Air Corps in World War I. LAFB knew him as

*Col Vaughn, the 307th Director of Materiel, who retired in 1956. Since publishing, no one until now has spoken of knowing Col Vaughn, let alone knowing we had a World War I pilot in our midst. Recently, new member **Jim Janetzke** mentioned having worked for Col Vaughn, and elaborates below...*



Bowling Lake Summer 2009

"I first met and worked for Col Vaughn on Okinawa in 1953 during the Korean Conflict and worked as his Chief Clerk and Office Manager. When he reported to the 307th Bomb Wing on Okinawa, he could have become the Wing Commander, but instead stated he would take the position of Director of Materiel and Maintenance. When he came in I was happy that he was now my leader. I stayed as his Chief Clerk till I left the Air Force after 4 years and 2 Months. It was a great honor to work for this Man. He and his wife were very good friends. We were assigned a jeep on Base at Okinawa but Col Vaughn brought his own car, a Cadillac for his use. Wow - what a great man he was."

Back when the 307th pulled 90-day TDYs in the UK, our troops met many outstanding Brit gals who would come to the base for dances and parties. Some relationships flowered and some troops found their wives there. Some of the gals decided to try life in the USA and wound up near Lincoln where they had friends at the base. One such adventurous gal was **Ann Wilmot**, who was joined in Lincoln by her back home friend, **Sylvia**, who became **Walt Tarakanoff's** wife. Ann spotted us through the website several years ago and writes occasionally having told us she lost her aviator husband several years ago. Most recently Ann wrote...

"I was going through some papers and found your newsletter so felt a need to make contact. I did email **Tony Minnick** awhile back, however.

"The (enclosed) picture was taken in Prescott, Arizona last May with me and Pierce after our flight on the B-17. He was active

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in WW II as a bombardier. He flew in the bomb-nose whilst I was behind him as the navigator. He was very emotional too. What a wonderful experience -- we both cried. I remember the bombing formations flying over England to Germany as a child, praying for their safety when they left and crying at the spaces upon their return -- I still cry out of gratitude. I guess I am a warrior too.

“God Bless all of you -- we have fond memories and I am proud to have known you. ANN WILMOT (now Kastara Parasava).”



Ann Wilmot & Friend after their B-17 “mission” in Prescott Arizona

Mel Kantor, one of our OMS assistant crew chiefs, left the Air Force after his initial enlistment expired, and went and acquired a technical education. He went on to found and own a very successful precision optical instrument and equipment development and manufacturing company on the leading edge of technology. This company, Tower Optical Corporation, is located in Boca Raton, and you can learn more at the website at www.toweroptical.com. Mel recently found our association by trolling the web. You can email him at mkantor@toweroptical.com or call 561-477-8291. Through email he has filled us in on his activity over the years and of his love for motorcycles, of which he writes below:

“In 1962 while serving in the US Air Force and stationed in Lincoln Ne-

braska, I was sent to England on temporary duty. While visiting London on an off duty day, I walked past a motorcycle shop. On an impulse I bought a used Panther motorcycle for \$50. I had never ridden a motorcycle. One of my buddies who knew how to ride agreed to take it back to our base with me riding behind him. In the evenings we went into an empty aircraft hanger where he taught me how to ride. When my short tour of duty was up I was able to load the bike on a cargo rack that was put in the bomb bay of my returning B-47 bomber.

“After returning to the US with my motorcycle I discovered that it was a side car bike with a lot of power but very little speed. I rode this motorcycle on base and the flight line for several months. At one point I discovered a fuel petcock was leaking and I was not able to get parts for this uncommon motorcycle. I sold it for parts and bought a 1958 Harley Davidson Duo Glide. I had stepped up to a really great motorcycle.

“When I was being discharged from active duty in 1964 my mother persuaded me to sell the bike and not bring it home to New York. After getting married and having a family I put off owning a motorcycle until 1999 when I bought a Honda Shadow. After several years I bought a 2004 Harley Davidson Road King touring bike. Now living in Florida I am able to enjoy riding twelve months a year. After a thirty-five year break I

am once again getting a great deal of pleasure in motorcycle riding. This past summer my wife and I rode in Colorado, South Dakota, Montana and Wyoming.

“I recently found a picture taken in 1963 picturing me on my 1958 Harley (inset on photo of Mel on his current 2009 steed). It brings back wonderful memories of my youth.”

We have a treat coming up as part of our reunion program at the AF Museum “Dinner Under the Wings” Event. Our guest speaker will be **Col Norman D Stuckey, USAF Ret.** He’s a little different than most of us retirees by virtue of having been at Pearl Harbor on December 7th 1941! He was a young aircraft engine mechanic then, drawing down \$17 a month, when he was shaken out of his bunk by the first explosions. Subsequently Norm went through pilot training and wound up as a B-17 pilot with the 8th Air Force in the UK. He had the misfortune to be shot down on 22 Feb 1944 in his aircraft “Jack the Ripper” along with 60 other B-17s and spent the rest of the war as a POW. His varied career later included B-47s and B-52s before retiring in 1964. Norm will walk us through the memorable moments of his experiences.. He and his wife have a well earned retirement on a farm near WPAFB where they show and raise Clydesdale horses.



Mel Kantor, Then & Now

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Vince Kovacich writes that “with the help and cooperation of several doctors, lots of therapy, a hip replacement, and a gluten-free diet, I'm up and running again. Our son, Capt. Kevin J. Kovacich, USN, just recently completed his 4th tour in the Persian Gulf area aboard the Carrier Theodore Roosevelt as Carrier Air Wing Commander. He is now back for a tour at the Pentagon.”

Vince's update on his son brings a reminder with it. For a number of issues we have published a list of Sons and Daughters Who Serve. The list has now grown too long to publish in each and every issue, and it now includes grandchildren sons and daughters--in-law, etc. We have renamed it as Family Members Who Serve. It can now be found on the website on the Newsletter download page.

URGENT As part of his research for our history book, author Mike Hill found a photo in a 1964 issue of the Jet Scoop that has us perplexed. It was a photo of the widow of 1st Lt **Michael Eyre** being presented with a posthumous medal awarded to her husband. The caption stated Lt Eyre had been killed in a Civil Air Patrol crash in September 1964. We have no further information about this and thus far our corporate graybeards have no memory recall. If you have any knowledge of this, please let us know immediately, so it can be included in Mike's history which he is just about ready to send to the publisher.

We've recently heard from Ann Wilmot, Myron Newton, Ron Mealka, Carl Jewitt, Mel Kantor, Jan Campbell, Ed Godec, Bill Barnicoat, and Ken Tarwater,

PUNS ALERT

1. The roundest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.
2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.
3. She was only a whiskey maker, but he loved her still.
4. A rubber band pistol was confiscated from algebra class because it was a weapon of math disruption.



The Last Flight

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

Lawrence Clay Arundel, 371st BS, Shreveport LA, 1 January 2010.

Roland F Behnke, 371st BS, St Inigoes MD, 16 January 2010.

George Joseph Biggs, 370, 371 BS, HQS, Albuquerque NM, 11 Nov 2009.

Helen Brekken, Detroit Lakes MN, 7 June 2009.

Ray Coley, 371st BS, Ormond Beach FL, 19 September 2009.

Leland G Coon, OMS, Round Rock TX, 12 November 2009.

Michael S Drelling, 371st & 424th BS, Fountain Valley CA, 11 December 2009.

Larry F Garrett, 370th BS, HQS, Alamogordo NM, 12 February 2010.

Alton "Bud" Ostgaard, 372nd BS, HQS, Lincoln NE, 4 February 2010.

Joyce Padgett, Oklahoma City OK, 22 July 2009.

Thomas Haley Saltsman, 372nd BS, Fairborn OH, 14 February 2010.

David A Searing, Shreveport LA, 7 October 2009.

Judy Shelton, San Pedro CA, 29 December 2009.

William Sims, FMS, Etowah NC, 17 November 2009.

Wayne Kenneth Snyder, AEMS, Lincoln NE, 7 November 2009.

John S Traeger, OMS, Fife, WA, approx 2005

I heard the voice of the Lord, saying, Whom shall I send, and who will go for us? Then said I, Here I am; 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.

Bruce D Cluck
Louis R Durham
Roland L England
D E Finn
Walter S Jackson
Donald A Kellum
Gene Lee
Jim Lundak
Myron L Newton
Donald D Nigro
Maxine L Reeves
Phillip R Walters

Wisdom of Military Manuals: Courtesy of Al Kulikowski

'If the enemy is in range, so are you.' - Infantry Journal .

'It is generally inadvisable to eject directly over the area you just bombed.' - US. Air Force Manual.

'Tracers work both ways.' - U.S. Army Ordnance .

'Five second fuses only last three seconds.' - Infantry Journal.

'Any ship can be a minesweeper. Once.'

'Never tell the Platoon Sergeant you have nothing to do' - Unknown Marine Recruit.

'If you see a bomb technician running, try to keep up with him.' - USAF Ammo Troop .

'You've never been lost until you've been lost at Mach 3.' - Paul F. Crickmore (test pilot) .

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

'If the wings are traveling faster than the fuselage, it's probably a helicopter.

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 12th Stand UP Dayton Reunion June 14 to 19, 2010

Well folks, it's hard to believe but it's been 24 years since Billy Williams kicked off the first get together of the 307th Bomb Wing Merry Men, and we are now about to have our 12th Stand Up of our Association. Time surely flies when you're having fun (and gittin' older)!

This article will not go into any great lengths about the details of the reunion, as that has all been discussed several times in previous issues. For your convenience we'll summarize the schedule and point out any changes or new stuff and any important things for you to consider. [The reunion registration form is found on page 11 for you to clip out or copy and send.](#) Note that you are to mail it to Woody Fail down Texas way as we now have geographically distributed admin support, and Woody earned his spurs with us at the previous Dayton reunion in 1996. We want to tell you once more that one price covers the entire reunion, and your nametag necklace will be your ticket to everything.

Also, the details about our hotel and reservations are included below.

Our Schedule:

Monday 14 June.

- 1200- Registration begins.
- 1500- Happy Hour begins with cash bar (Association prices), Hotel Welcome Reception and light snacks and music, all in the Hospitality Room.
- Also drawings for door prizes (caveat- ya gotta be there to win).
- Room closes when all decide to retire!

Tuesday 15 June.

- 0700 to 0900- Complimentary Breakfast Buffet for those staying at Hotel.
- 0830- Hospitality Room Opens, Coffee available in Lobby until 0900. Coffee in HR later.
- 0830- Members registered for the Museum Restoration & Research/Presidential Gallery tours load

buses in front of Hotel. Limited by Museum to 82 persons. **See Below.**

- 1200- Buses return from the Museum.
- 1700 - Dinner Under the Wings at the National Museum of the United States Air Force (NMUSAF). Load buses at Hotel at 1645. Cash bar, tour displays, visit gift shop. Buffet dinner features London Broil, Grilled Boneless Chicken Breast, and Stuffed Lemon Sole. The evening's program includes Honor to the Colors by the WPAFB Honor Guard, a patriotic concert by an element of the Air Force Band of Flight, and a short talk by a B-47 Pilot and Pearl Harbor Vet, Col Norman D Stuckey. Buses will depart for the hotel at 2145.

We are most fortunate in having one segment of the Air Force Band of Flight for our reunion this year. Over half of the band will be deployed to less friendly parts of the world during the time of our reunion. In today's world, everyone in the Air Force gets the privilege of deploying and learning how to handle the M-16. The band maintains an extremely busy schedule, with over 800 performances of all types last year. To repeat, we are indeed fortunate.

An explanation regarding the Restoration Hangar and Presidential/Research Galley Tour. The Museum has agreed to conduct a special tour for us, but limits us to two busloads or 82 people. One bus will go to Restoration and the other to Presidential/Research. After an hour the buses and their people will exchange places. Judging from the surveys returned to us it is highly likely more than 82 people would like to take this tour. So, after much rumination and cogitation, here is how we will handle the situation... The first 82 folks indicating a desire for the tour on their reunion registration form will be the lucky winners, as determined by the order of arrival of the registration form in Woody Fail's mailbox. We will list all tour requests over and beyond 82 in arrival order on a wait list as there will undoubtedly be cancellations and mind changes. The list will be posted on the Hospitality Room bulletin board Monday afternoon, so check it immediately after arrival to see where you stand and notify staff about cancellations, etc. Check it again late in the day to see if anything has changed. **Please note: The tour will enter a secure area of WPAFB, so the name submitted to the AF must be IDENTICAL to that on your photo ID. So please be careful, and legible, in filling out the registration form.**

Wednesday 16 June

- Complimentary Breakfast Buffet for those staying at Hotel. 0900- Hospitality Room Opens with coffee in AM. 0900 to 1600- Free time.
- 1615- Load Motor Coaches at Hotel for the RiverBoat Dinner Cruise on the Ohio River at Newport, Kentucky. Our Host will be B&B Riverboats and we will be cruising on the stern wheeler, Belle of Cincinnati. We board from 1800 -1845 and sail at 1900. We will have a cash bar, River Cruzin' Music by a Dixieland Jazz Trio, and a buffet dinner featuring Roast Sirloin

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of Beef, Roast Marinated Chicken Breast, Beer Battered Cod, and Pasta Primavera will begin at 1915. The Belle will return to the dock at around 2130 and we'll arrive back at the hotel about 2300.

Thursday 17 June

- Complimentary Breakfast Buffet for those staying at Hotel. 0830- Hospitality Room Opens.
- 0915- Load buses for Carillon Park ("Wave" 1). 1000- Buses arrive at Carillon Park.
- 1055- Remainder of folks ("Wave" 2) load buses for Carillon Park. Arrive 1130.
- 1000 to 1330- Two 12 passenger vans shuttle from Park to Hawthorn Hill Wright Bros Mansion and back. It takes an hour fifteen minutes start to finish from the park to the mansion and return. Warning – there are no restrooms at the mansion and it is not handicapped accessible..
- 1130 to 1330- Cookout picnic lunch by Culps Café/ Bellyfire Caterers in the Carillon Park picnic pavilion. They are putting out quite a spread for us with hamburgers, hot dogs, grilled chicken breast, sausage with onions and peppers, potato salad, mandarin oranges with salad greens, cookies, brownies, soda, water coffee and iced tea.
- 1330 and 1530 - Buses load for return to Hotel.
- 1600- Hospitality Room reopens with cash bar, music, and more (ya still gotta be there) drawings.

Another explanation! Moving a crowd of people our size in smaller groups of 24 to and from Hawthorn Hill to Carillon Park requires tight timing and scheduling. We will have a group of 24 people departing Carillon Park approximately every 25 minutes. The Dayton History Organization is providing two new 12 passenger buses for our use. So it will be a short, 10 minute, ride each way. When you sign in at registration on Monday you will be asked to sign up with a particular group for the shuttle ride- each group signup sheet will indicate the depart time for that bus.

To minimize unnecessarily long waiting times at Carillon Park, our buses will depart the hotel for Carillon Park in two waves. The first departure, at 0915, will take half of our people to Carillon Park, where they will then break up into the smaller 24 person groups for the Hawthorn Hill tour. The second departure, at 1055, from the hotel to Carillon Park will transport the remainder of our people. We need to fill the buses to ensure that everyone ultimately has transportation to Carillon Park for the Hawthorn Hill tour. So don't be surprised if one of our trained Rottweiler's forcibly drags you to a bus! The return to the hotel will be a retrograde maneuver, with buses departing Carillon Park at 1330 and 1530.

We have a late breaking news item concerning the upcoming Dayton reunion. As a result of some highly classified negotiations, we are pleased to announce that a very special guest will greet us upon arrival at Carillon Park, the jumping off point for our visit to the Wright Brothers home, Hawthorn Hill.

Katharine Wright, Wilbur and Orville's younger sister, will officially greet our people as they arrive at Carillon Park. Katherine will have a casual briefing on the Wright Brothers, the family and the homestead. **The WRIGHT EXPERIENCE!**

Katherine is actually Betty Darst, renowned Wright Brothers historian and frequent portrayer of Katharine Wright, Wil and Orv's younger sister. Dressed as Katharine Wright, she will regale us with little known facts and stories about the brothers, the family, and the origins of aviation. Her knowledge of the family is truly remarkable. If you have a question you would have liked to have asked either Wilbur or Orville, be sure to ask her when you meet her. And, have your camera handy.



Katharine Wright as portrayed by Betty Darst

Friday 18 June

- Complimentary Breakfast Buffet for those staying at Hotel
- 0930 to 1130- Association Business Meeting
- 1130 to 1430- Hospitality room is open. Unit/group photos will be taken starting at 1430.
- 1300 to 1430- Cash bar in Hospitality Room
- 1630- Pre-banquet reception with cash bar (Hotel prices) in banquet room. Couples portraits taken by our own ace photographer. Background music provided by Jim McCutcheon, renowned acoustic guitar virtuoso.
- 1700- Banquet program begins with appropriate ceremonies, announcements, followed by sit down dinner and other ceremonies.
- 2100 to 2300- dancing to the music of the Kim Kelly Quartet.

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Saturday June 19- Complimentary Breakfast Buffet for those staying at Hotel. FAREWELLS AND DEPARTURES. Or, take another day to tour the AF Museum!

Coming to Dayton?

The folks who have responded to our reunion interest survey in past newsletters are shown below in the order in which we heard from them. The question mark in the above title signifies that these are not commitments, because as we are increasingly aware, funny stuff happens on the way to the Forum. So far, 116 individuals have responded representing 216 prospective attendees. Most everyone expects to show up with their better half guiding them, but there are also a few brothers, sons, daughters and grandchildren likely. This level of response is encouraging, as for this point in time it portends what could be one of our biggest reunions...BUT, at Branson we did notice a big difference between the survey count and those who finally showed up. So, let's cross our fingers....

Pete Todd, Mike Gingrich, Tony Minnick, Larry Boggess, Bud Flanik, Robert Loffredo, Roy Lewis, Bob King, Bob Cox, Laurie Bunten, Hank Grogan, Jerry Sparks, Don Brandt, Pete D'angelo, Elmo Hills, Al Kulikowski, Vern Ordiway, Mike DeCarlo, Ernie Dotson, Dallas Crosby, Billy Lyons, Don Campbell, Phil Walters, F C McMillin, Virgil Domino, Bob Delany, Michael Myatt, John Ogren, Noble Timmons, Gerald Otten, George Nigh, Bob Miller, Don Nigro, Wally Mitchell, Dean Roelle, Bob Hansen, Ed Saler, Al Opitz, Jim Cinnamon, Bob Matich, Johnny Clark, Doug Valen, Bill Hastings, Jerry Weiss, Earl Hill, R T Boykin, Don Kellum, Cec Braeden.

Darrell Gallenburger, Flip Latham, Jim Shelton, James Rusher, Elmo Hills, Sedge Hill, Ernie Dotson, Bill Rogers, Willard Owensby, Bob Patterson, Trudy Barth, Dick Finke, Ron Resh, Billy Williams, Bob Byrom, Bill Filipula, Clarence Southerland, Tom Mills, Ken Coonradt, Virgil Domino, Michael Myatt, Norm Tilton, Grace Carrier, Don Johnson, Louis Durham, Ed Saler, Sue Lampel, Jim Cone, Larry Miller, Jim Sine, John H Allen, Paul Shepler, Bob Hanson, Harry Jones, Paul Trudeau, Stan States, Tom Highland, Wally Whitehurst, Pete McKay, Charley Watkins, Brent Horn, Roger Beamer, Joe Guerra, TR Taylor, Bob Corti, Bob Matich.

Lou Paller, Jim Villa, Ed Godec, James Whalen, Neil Cosentino, Jim Carlton, Gordy Brekken, Bernard Randolph, Don Fudge, Carlton Jewett, Rich LeBlanc, Bob Havener, Jim Guilford, Clarence Southerland, Jim Rusher, Bill DeAngelis.

Be well and we'll soon be seeing ya,
Bud & Mike, AKA Frick & Frack
And the Dayton Bunch: The two Jans, Peggy & Charlie
Baker & T R Taylor.

And Now for the Hotel Info ...

**Holiday Inn
DAYTON/FAIRBORN 1-675
2800 PRESIDENTIAL DR
FAIRBORN, OH 45324**

Hotel Front Desk: 1-937-426-7800

Hotel Fax: 1-937-426-1284

Internet: www.holiday-inn.com/fairbornoh

Newly Renovated Fairborn, Ohio Hotel is the Best featuring fresh designs, the latest technology and personalized service, the newly renovated Holiday Inn Dayton Fairborn hotel offers a convenient location that has easy access to I-675 and is close to downtown Dayton, Ohio. Our hotel is near Wright Patterson Air Force Base, Dayton International Airport, Wright State University, Ervin J. Nutter Center and the National Museum of the United States Air Force, and the new National Center for Medical Readiness Tactical Laboratory (Calamityville). We're just 12 miles from Dayton, Ohio and our hotel is perfectly located for a shopping trip to the Mall at Fairfield Commons. (Those of you who attended our 1996 Dayton reunion, will remember being headquartered at this hotel, located across Col Glenn Highway from Wright State University, with I-675 located to the immediate South).

No matter what you're looking for, our hotel's experienced staff and outstanding facilities will make your stay memorable. From our excellent restaurant and lounge to an indoor pool and a well equipped fitness center, our hotel will exceed your expectations.

At a Glance

Check in 3:00 PM, Check out 12:00 PM.

Rental car, van, limo, service available.

Complimentary wireless internet.

Complimentary Breakfast Buffet, 6 till 10:30 AM (see below).

Complimentary coffee in lobby until 9AM.

ACCOMMODATIONS All rooms feature individual climate control, electronic keycard security lock, AM/FM alarm clock radio, remote control TV with CNN, ESPN, Starz, HBO, video games and pay-per-view movies, dual line telephone with voice mail and data port, coffeemaker, hairdryer, iron and ironing board, and room service. McKenna's Grille offers dining and drinks, and features Montgomery Inn Ribs. Within a four minute walk from the hotel are a dozen fast food establishments and two full service restaurants. A five minute drive to the area of the Fairfield Mall easily doubles or triples your dining options.

Make Your Hotel Reservations Before 24 May 2010

We will receive the special rate of \$104 per night which includes the Deluxe Breakfast Buffet with made to order eggs, omelets, and waffles. Note: the tax rate is 12.5%. This special rate is good for three days before and after the reunion. It is recommended that you call the hotel directly at 937-431-4613

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which will connect you directly with the Reservation Manager, Rhonda Webster. Ask for the rate for the 307th Bomb Wing Reunion. Should you happen to call when Rhonda is out or after hours, leave a message and she will call you back forthwith.

Bud & Mike recommend you make your reservation quickly. After 24 May the special rate quoted above is not guaranteed. The hotel recommends if you are unsure about coming, go ahead and make a reservation to lock in the rate. If it turns out you cannot come you can cancel up to 24 hours before scheduled arrival without penalty. Your credit card will not be charged until your check in.

Handy Reunion Related Web Sites:

Holiday Inn Fairborn – see above

National Museum USAF

www.nationalmuseum.af.mil/

B& B Riverboats

www.bbriverboats.com/

Air Force Band of Flight

www.bandofflight.af.mil/

Carillon Park

www.daytonhistory.org/destinations/carillon-park.htm

Kim Kelly Band

www.kimkellyorchestra.com/

About Pilots—from Bill Novetzke

As an aviator in flight you can do anything you want...As long as it's right.... And we'll let you know if it's right after you get down.

You can't fly forever without getting killed.

As a pilot only two bad things can happen to you and one of them is: a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane. b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane..

Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.

There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

More about Rules a. The rules are a good place to hide if you don't have a better idea and the talent to execute it. b. If you deviate from a rule, it must be a flawless performance. (e.g., if you fly under a bridge, don't hit

the bridge.)

About check rides

- The only real objective of a check ride is to complete it and get the bastard out of your airplane.
- It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.

The medical profession is the natural enemy of the aviation profession.

The job of the chief pilot is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-piloted aircraft.

It is absolutely imperative that the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

If you're gonna fly low, do not fly slow! ASW pilots know this only too well.

It is solely the pilot's responsibility to never let any other thing touch his aircraft.

If you can learn how to fly as a private pilot and not forget how to fly by the time you're a seasoned airline transport pilot, you will have lived a happy life.

One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

Treasurer's Report			
307th Bomb Wing B-47/KC-97 Association			
Ending Balance from last report October 31, 2009:			\$6,663.65
	<u>Expenses</u>	<u>Deposits</u>	
General Fund Balance			\$6,663.65
Expenses:			
Postal	416.84		
Printing	612.84		
Admin/Equip/Supplies	32.49		
Reunion Seed Fund	<u>1000.00</u>		
	- 2062.17		- 2062.17
			4601.48
Income:			
Donations	520.00		
Interest on account	<u>3.28</u>		
	523.28		+ 523.28
Ending Balance February 15, 2010			5,124.76
Tony Minnick, Treasurer			



**307th Bomb Wing B-47/KC-97 Association
Reunion Dayton, Ohio, 14 to 19 June, 2010
The 12th Standup
Registration Request Form**

The price of \$250 per person covers all reunion activities. Check for \$_____ is enclosed for _____ persons. Please make your check out to the **307 Bomb Wing Reunion**.

Please complete this form and mail it along with your check to Woodrow Fail, 108 Rolling Hills Drive West, Conroe, Texas 77304, **to arrive NO LATER THAN 6 MAY 2010.**

Please Print Legibly

Last Name _____, First Name/Middle Initial _____

Nickname for Badge _____ Squadron(s) at LAFB _____

Spouse Name/Nick Name for Badge _____

Guest Name(s) for Badge _____

Disability/Dietary Requirements _____

Indicate number of each choice for the Banquet Dinner on Friday Night:

Prime Rib _____ Roast Chicken Breast _____ Salmon Filet _____

Flying or Driving to Dayton? _____

Your Address _____

Your Phone Number _____ Your Email Address _____

Restoration Shop/Presidential Aircraft Gallery Tour Sign Up Instructions

To participate in the Restoration Shop/Presidential Gallery Tour, Security requires that **the names you print below must match that on the photo ID (military or drivers license), including middle name or initial, that will be shown upon entrance to the restricted area of WPAFB.** Because we are allowed only 82 people on the tour we must limit tour participation to the first 82 requests received on this form. We will maintain a space available wait list in case of cancellations or dropouts..

1. _____

2. _____

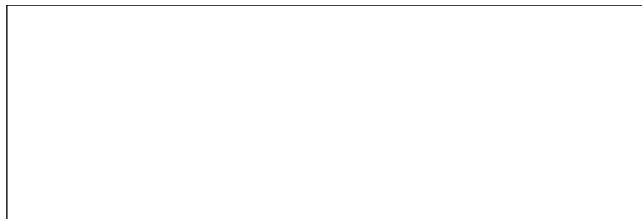
3. _____

4. _____

CLIP OR COPY THIS FORM



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