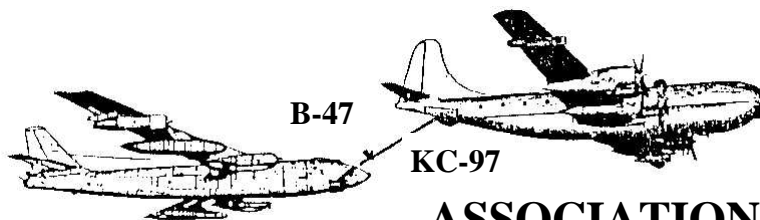


# 307TH BOMB WING



## ASSOCIATION NEWSLETTER

NUMBER 35

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

NOVEMBER 2001

## Time For Reflection

There isn't much one can say which hasn't already been said about the World Trade Center and the Pentagon. Speculation as to where the fourth plane down in Pennsylvania was headed may never be known - a good bet might be the Capitol or the White House! Many heroes have been honored so far and more will be in time. Sadly, we won't know many of them as their good deeds were hidden by destruction beyond belief. I'm reminded of Pearl Harbor, I was 18 at the time, and our people were hurt and angry. Everyone wanted to become involved and they did.

Before Christmas in 1941, I started paperwork for Aviation Cadet training; sworn in 3/27/42; started classes at Kelly Field in June and graduated with Class 43B at Foster Field, TX. Nearly all the young men were either enlisting right away or were soon drafted. Women too, were deeply involved, they became Wacs, Wafs, or Waves, and worked at jobs never before available to them. In short, they maintained the Home Front.

But more about the attacks - we have a great source for information from New York. Ken Fisher, a former member of the 551st Missile Squadron at Lincoln in the 1960s, is a retired boss from fire communications in the NYFD. He has sent some of us poignant expressions of many things which occurred. I'm cer-

tain he would answer questions you might have. His email address is [SMS551@aol.com](mailto:SMS551@aol.com)

Our prayers are much needed for the many families so tragically affected by the terrorist attacks of 9/11. Additionally, we need to support in every way we can our men and women now placed in harms way. Anthrax seems now in play by someone. It appears we are in for a long difficult and treacherous time.

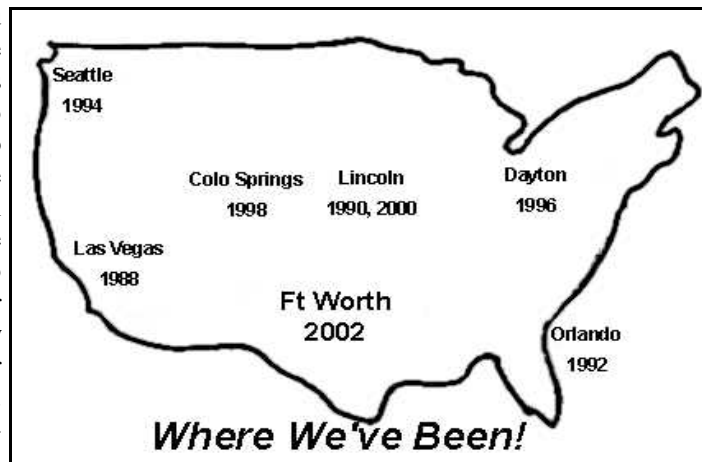
Changing thoughts for a moment...reunion time in Fort Worth is approaching as May 1<sup>st</sup>, 2002 looms ahead as the months on the calendar fall by the wayside. Time seems to pass more quickly, the older we become! Our next issue of this newsletter, nominally scheduled for March, will be the last one before the reunion, and it will contain all the information you need, including the registration forms you will need to mail. In order to give you more time to prepare, we will try to get the newsletter out to you a little earlier than we normally would with our regular schedule. Our current think-

ing is we'd like to get it in postal channels no later than the last week of February.

The holidays will soon be with us, I suggest we hold our loved ones close, give them a hug and a kiss, and if they are miles away, make every effort to get in touch and stay in contact with them. Our moments here can be short lived, love not shared, may never be !

### GOD BLESS AMERICA

Tony Minnick



### 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.

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

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

#### Chairman's Committee

**Secretary:** Vern Biaett, 10201B West Cogins Drive, Sun City, AZ 85351. Phone 623-972-7328. Email: Vbiaett@aol.com.

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

**Treasurer:** Sue Jacob, 4420 N 10th St, Lincoln, NE 68521. Phone 402-477-6842. Email: vjacob@neb.rr.com

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

**Co-Historian:** Robert Loffredo, 6004 SW 2nd St, Des Moines, IA 50315. Phone 515-285-3445. Email: mustang51m@juno.com

**Co-Historian:** Ernie Pence, 2001 A St, Schuyler, NE 68661. Phone 402-352-3311. Email: Ernie\_Pence@cargill.com

**Co-Founder:** Billy Williams, PO Box 29223, 5141 N 72nd St, Lincoln, NE 68529-0223. Phone 402-466-9301. Email: wjwbwdw@juno.com

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

**Ft Worth 2002 Reunion Chairman:** R T Boykin, Jr, 832 Shady Glen, Bedford, TX 76021-4335. Phone 817-571-0356. Email: RTB832@email.msn.com  
The Association is a non-profit Veterans Organization. All contributions to the organization are gratefully received, but are not deductible under IRS Code. The Chairman is elected by majority vote of all members at each business meeting. The Chairman's Committee serves at the pleasure of the Chairman.

## Around the Wing

Some of us are aware that the SAC Museum at Ashland, Nebraska, recently changed its name to the Strategic Air and Space Museum, allegedly to broaden its appeal. The SAC Shield has been removed. The museum director, Scott Hazlerigg, when taken to task by the Offutt Chapter of the Old Crows, stated that people don't know SAC from a paper bag. The renaming followed on the heels of the dissolution of the Society of the Strategic Air Command, an action in which all Society funds were turned over to the museum, and all society members were made members of the museum. These actions produced an outburst of protest from SAC veterans across the nation, and resulted in numerous letters to the editor of the Omaha World Herald. Despite the protests, the museum authorities have remained adamant in their decision. Nearby in this issue is an article "What have you done for me lately?", by Sigmund Alexander, President of the B-47 Stratojet Association. "Alex" addresses the museum situation in his article, and provides the names and addresses of the Museum Board of Directors for those inclined to send their protests or support. What do you think about this? Let us and the museum board know your opinion.

The B-47 Stratojet Association has a new address for its website. You can now find it at [www.b-47.com](http://www.b-47.com). The site also contains additional information concerning the name change of the SAC Museum.

A year or so ago, several of us had the pleasure of meeting **Ken Fisher**, who served at Lincoln AFB with the 551<sup>st</sup> Strategic Missile Squadron. Ken has visited Lincoln several times recently, and has provided numerous photos of the old base. Residing in New York City, Ken retired this summer from a thirty-year career as a firefighter. Service to others runs in his family's creed, as his son Joe is a NYC policeman and an Air Guardsman. Needless to say, they were both in the thick of things

(Continued on page 3)



## The Last Flight

**Jack Andrews**, Lebanon IL, 16 June 2000.

**Fentriss Armmer**, ARS, Indianapolis IN, 12 February 1995.

**Jack Carter**, ARS, Jacksonville AR, 1 December 1993.

**Arley O Flateland**, ARS, Badger MN, 12 September 1996.

**Carson Gallien**, ARS, Shreveport LA, 1 March 1996.

**Theodore A Hagelee**, OMS, ARS, Reynoldsburg OH, 11 December 2000.

**Frank C Harris**, ARS, Harrison Twp MI, 19 October 1994.

**Duane Harstad**, ARS, Bellevue NE, 7 March 2000.

**Frank Hostetter**, ARS, Fairfield CA, 17 April 1993.

**Orville R Jackson**, ARS, Oscoda MI, 3 December 1993.

**Murray V Jett**, ARS, Austin TX, 24 January 1989.

**Archie S Lockee**, 372<sup>nd</sup> BS, Lincoln NE, 23 June 2001.

**Eldridge Loftin**, ARS, Bethesda MD, 15 November 1978.

**Francis J Long**, ARS, Carmichael CA, 15 September 1996.

**Phillip Maxwell**, ARS, Napa CA, 2 February 1995.

**James O'Connor**, ARS, Omaha NE, 24 April 2000.

**Simon Otto**, ARS, Port Angeles WA, 3 August 2001.

**Charles Plant**, ARS, Maryville CA, 11 December 1994.

**DeDe Plant**, Maryville CA, April 2001.

**Pierre G Pollard**, 370<sup>th</sup> BS, Littleton CO, 26 September 2001.

**Stanley Reilly**, 424<sup>th</sup> BS, Escondido CA, 23 June 2001.

**Donald Shilling**, HQ, Scottsdale AZ, 13 September 2001.

**Jesse Worley**, 371st BS, Princeton NC, 28 October, 2001.

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

(Continued from page 2)

following the unspeakable events of 11 September 2001. Ken took the time to email a number of moving first person verbal accounts to several of his 307<sup>th</sup> friends.

For the past year, Ken has been instrumental in founding a veterans association for the 551st SMS, much like our 307<sup>th</sup> group. Thus far he has located 228 former members of the squadron from his list of 850 names. A number of 307<sup>th</sup> and 98<sup>th</sup> personnel, both enlisted and officers, transferred to the 551<sup>st</sup> during its tenure at Lincoln from 1961 to 1965. If you'd like to contact Ken about the association, you can do so by email at [SMS551@aol.com](mailto:SMS551@aol.com), or write him at 2890 Lafayette Ave, Bronx, NY 10465-2231, or by phone at 718-792-2360. Recently, Ken and two of his fellow 551<sup>st</sup> founders visited the Air Force Museum to do research, and lined up for the nearby photo. Left to right are Ken Fisher, president of the association, Don Luther, secretary/treasurer, and Ron Resh, vice president. They are proudly standing behind a US map that has a numbered pin showing the location of each of their association's members. We wish the 551<sup>st</sup> SMS Association well in their organizing effort.

Recently, the Air Force Museum Friends Journal contained an article about the 27<sup>th</sup> Fighter/Escort Wing in Korea. This wing, assigned to 8<sup>th</sup> Air Force, flew F-84E Thunderjets, and had the mission of flying armed reconnaissance, interdiction and bomber escort. The wing tallied eight aerial victories, the first coming on 21 January 1951, when **William Bertram**, CO of the 523<sup>rd</sup> Squadron, shot down a MIG-15. The wing returned to Bergstrom in August 1951 and can be found today at Cannon AFB. Col Bertram continued his SAC career and later became commander of the 307<sup>th</sup> BW at Lincoln AFB.

Another piece in the Air Force Times related a story about the 307<sup>th</sup> Bomb Wing when they were operating B-29s during the Korean War. October 23,

1951 became known as "Black Tuesday" when fifty MiGs tore into a 307<sup>th</sup> formation. Three B-29s were quickly shot down and eight more were damaged. Thereafter, most missions were flown at night. A Navy exchange pilot,



flying an F-84 succeeded in downing one of the attacking MiGs. The pilot ...future astronaut Lt **Wally Schirra!**

**Jimbo Shumake** wrote: ...You must realize the real "cold war" began in 1946 when the first official global mission was assigned to the 46th Recon Sqdn (VLR) at Grand Island, Nebraska. Their aircraft were modified RB-29's, listed as F-13's. I flew in several and enjoyed sitting in the navigator chair looking out the huge plexiglass astrodome which was installed in the place of the front gun turret. During the extreme cold weather, at Fairbanks, 1946-47, and later in the spring and fall, the squadron experienced the loss of four aircraft and 5 rated officers. The above information, some very factual, can be found in the most accurate account about this first SAC unit in the book "The World In Peril" by the author Ken White. Portions of this book were in the last Klaxon (*newsletter of the now defunct Society of the Strategic Air Command*) regarding flights to the North Pole and a photo of the first crew to accomplish this event. I knew and was associated with most of these professional flyers. Several were civilians from Air Force Hqs and SAC. I hope this fills in some void about the demise and hard feelings from some of us about the "old" SAC Museum...

With three cohorts from Sacramento,

**Harry Jones** recently completed a transcontinental bicycle journey from California to Maine. We're certain he will have some good tales to tell at the coming Ft Worth reunion, but he hasn't yet said whether or not he'll be cycling his way to it. While Harry was pedaling, wife **Carol** took part in a more refined vacation by visiting her daughter and family in Germany.

OMS vet **John Traeger** reports: Still going strong here at Sheppard, however I have been elevated from teaching Aircraft Fundamentals to the new enlisted recruits, to instructing our new Maintenance Officers in the AMOC (Aircraft Maintenance Officers Course). The new 2nd Lt.'s coming down the road are really sharp, intelligent, and they are in wonderment at times when I share old SAC stories with them. They can only imagine what it was like to live and work under the pressures of a Nuclear War, Cuban Crisis, etc. True, they now have new pressures, such as AEF, Northern and Southern Watches, etc., and I would not want to be in their shoes either. 2-3 more years to go, then I can "Finally" retire for good. Don't know if I will be able to make it to the reunion as of yet, but will definitely put it in the memory bank. Planning a 2 week vacation to Cebu City, Philippines in January, and ...seems like the older we get, the less time we have to do all we want to do.

From **Bill Schuck**: I was with the 307th ARS when L/Col Thurlow was the CO. My crew was T-24 with Major, now retired Colonel, Nutty. I have several pictures of my crew and some of our accomplishments in Greenland, England, etc, that I have to dig out and review to send to you. We also had a unique crew cap that I have, sort of one of a kind that might be of use--- It is an "engineer's cap embroidered with our position, mine NAV, crew number T24 and unit. We use to starch it so it sat like a stove pipe on our heads.

**Charlie Akins** sent an upbeat note saying he was undergoing treatment for lung cancer after having been diagnosed this past June. Friends can support him

(Continued on page 4)



(Continued from page 3)

by emailing Charlie at "cmakins@msn.com".

It is always saddening when it comes time to assemble the list of names for The Last Flight. Behind every name there is a life story deserving of being told, of which we are seldom aware. Among others, we note in this issue the passing of **Pete Pollard** and **Don Shilling**. Pete was last among us in 1998 at Colorado Springs enthusiastically talking of his golf game, and we were indeed fortunate to see Don at Lincoln in 2000 when his daughters brought him to the reunion.

In recent weeks, we've also heard from Jerry Weiss, George Davis, Flip Latham, Bill Deangelo, Dick Amenell, Al Kulokowski, Stan States, Charlie Bird, and Norm Weinlein.

This is not a happy time to be writing this column. It is impossible not to think about the horrendous unspeakable events of September 11<sup>th</sup>. Mere words are insufficient to express the sadness and anger and the myriad of other emotions. We will not soon know the resolution or outcome, so we must be steadfast and resolute behind our national leaders, our military forces, and those responsible for our homeland security. We also pay tribute to all those who lost their lives and to those who responded so promptly and unselfishly. **God Bless America.**

***The Texas Boys Choir will entertain The 307<sup>th</sup> Bomb Wing B-47/KC-97 Association at The Reunion Banquet Saturday Evening, May 4, 2002 at The Radisson Plasa Hotel Fort Worth. The Texas Boys Choir will sing Patriotic and other contemporary fun selections. This is a show that no one wants to miss.***

## HISTORY OF THE TEXAS BOYS CHOIR

The Texas Boys Choir was once described by famed composer Igor Stravinsky as "the best boys choir in the world." The Choir has earned a well-founded reputation for excellence, from performances in major concert halls to appearances in private venues.

This reputation has its roots in the foundation of the choir in 1946 in Denton, Texas. In that year, George Bragg, the founder and first director of the choir, started the Denton Civic Boys Choir. In 1956, the choir moved its headquarters to Fort Worth, where it remains today. In 1988, the choir built its own rehearsal and educational facility with the help of the Walsh and Fleming Foundations. At that time, the boys attended school only in the spring semester while they toured 9 months. In 1991, The Texas Boys Choir began their own fully-accredited educational system which included a full school year, exceptional educational training, and a beautiful facility in which musical training was being of-

fered. At that time, the school was open for all qualified boys grades 4-8.

After the 1996-97 concert season, The Texas Boys Choir made a significant change in their policy. The decision was made to expand the school to include 9th grade. Each subsequent year, the school added an additional grade until all high school grades were included. Members of The Texas Boys Choir now attend The Fort Worth Academy of Fine Arts where they continue to receive accelerated training and in-depth music study. In the 2000-2001 season, the school graduated their first class of seniors. The school now includes 123 of the most promising young artists in North Texas.

Today, The Texas Boys Choir is the hand-picked top-level group of the Texas Boys Choir organization. The headquarters of the organization is in Fort Worth, Texas. Performing choirs and the tour choir are comprised of singers from the North Texas area and around the country.

The Texas Boys Choir has over 35 recordings to its credit, two of which have won Grammy Awards. The Choir has appeared on all major television networks, as well as on international airways around the world. The Texas Boys Choir received a Bronze Award from the International Film and Television Festival of New York. The Choir's recording of The Star-Spangled Banner welcomes tourists to the National Visitors' Center in Washington, D.C. The Choir has performed at the Kennedy Center, the George Bush, Jr. Inaugural Gala, the World Cup opening ceremonies, and the ground-breaking and opening gala performances for the Nancy Lee and Perry R. Bass Performance Hall in Fort Worth.

The Touring Choir has performed throughout Europe, Japan, and Australia, and gives concerts across the United States each season during its annual national tour. Most recently, the choir was the American Choir Representative at the 3rd Annual International Boys Choir Festival in Riga, Latvia.

(Continued on page 5)

<b>Treasurer's Report</b>			
<b>307<sup>th</sup> Bomb Wing B-47/KC-97 Association</b>			
<b>Ending Balance from last report June 15, 2001: \$3,985.22</b>			
	<u>Expenses</u>	<u>Deposits</u>	
<b>General Fund Balance</b>			<b>\$3,985.22</b>
Expenses:			
Postage	267.15		
Printing	<u>546.88</u>		
	<b>814.03</b>		<b>-814.03</b>
			<b>3171.19</b>
Income:			
Donations		130.00	
Interest on account		<u>23.91</u>	
		<b>153.91</b>	<b>+ 153.91</b>
<b>Ending Balance October 15, 2001</b>			<b>3,325.10</b>
<b>Sue Jacob, Treasurer</b>			

(Continued from page 4)

They were also invited by the Government of Mexico where the choir presented concerts to thousands of school children as part of the country's celebration, "Festival of the Child".

You can see more about the Texas Boys Choir or download their music at [www.boychoirs.org/tbc000.html](http://www.boychoirs.org/tbc000.html)

\*\*\*\*\*

### Back In Touch

307<sup>th</sup> members for whom we have obtained addresses since our last newsletter.

**Al Kulokowski**, 1913 Pawnee Lane, Mt Prospect, IL 60056.

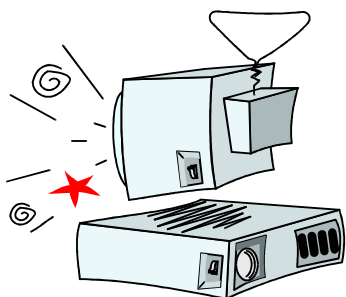
**Norm Weinlein**, 2208 Westminster Manor, Sun City Center, FL 33573.

We're happy to have finally found you!

### Donations

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

Dallas Crosby  
Kenneth Fisher  
Norman Weinlein  
Donna M Reilly  
Marion Coffey



### Email Changes

The following changes to the email list have occurred since the last issue of the newsletter. We now number over 260!

#### Additions

William DeAngelis:

[BILLMDeang@aol.com](mailto:BILLMDeang@aol.com)

Bill Schuck: [bill@oakisland.com](mailto:bill@oakisland.com)

Ernie Pence: [Ernie\\_Pence@cargill.com](mailto:Ernie_Pence@cargill.com)

Al Kulikowski: [dadchgo@earthlink.net](mailto:dadchgo@earthlink.net)

#### Changes/Corrections:

Jarvis "Flip" Latham:

[k4jhl@earthlink.net](mailto:k4jhl@earthlink.net)

Jerry Weiss: [jweiss@knology.net](mailto:jweiss@knology.net)

John S Traeger: [Tsawadee@aol.com](mailto:Tsawadee@aol.com)

Don Stone: [janks3848@aol.com](mailto:janks3848@aol.com)

Art Pearson: [haphazard328@aol.com](mailto:haphazard328@aol.com)

Pete Martineau: [petemrtno@bigfoot.com](mailto:petemrtno@bigfoot.com)

Recent attempts to send out several Last Flight notices as a group email have failed due to a large number of no longer valid email addresses. If you have changed your email address, please let us know at the address below.

Send your email address in and if you would like to have a current list of 307<sup>th</sup> Email addresses emailed to you, drop a note to "mikegingri@cs.com".

\*\*\*\*\*

### What have you done for me lately?

By Sigmund Alexander  
President, B-47 Stratojet Association

In June I received an unsettling letter stating that the name of the Strategic Air Command Museum had been changed to the Strategic Air and Space Museum. This was the culmination of a series of events that have occurred with the museum that have left me wondering what was going on?

At the last reunion of the Society of SAC in 2000, the board of the Society dissolved the Society without the approval of the membership. All assets of the Society were turned over to the Museum without an audit or a disclosure of the amount of funds involved.

Later that same year the museum created the B-47 Legacy Society. There was no coordination with the Stratojet Association regarding the objectives of the Legacy Society. However, if you send them \$250 you can become a member.

With the change of name of the museum it is obvious to me that the present board is not concerned with preserving the heritage of the Strategic Air Command. **You former members of SAC may have spent years on alert preserving the peace and winning the Cold War; but what have you done for me lately?**

The museum inherited a core of aircraft from the old SAC museum and has a fine facility. The board now feels its time to forget the past and move on. However, the past is remembered on the aircraft carriers *Intrepid* in New York City and the *Lexington* in Corpus Christi and on the battleship Texas in Houston. I am not against expanding the mission of the museum in Ashland, its outlook can be expanded while preserving the rich heritage of the past. The museum at Pueblo Colorado is the Fred E Weisbrod Aircraft/ International B-24 Museum. The museum could be named the Strategic Air Command / Nebraska Air and Space Museum. In so doing the past could be remembered as the museum broadens its mission toward the future.

As expected the name change has aroused the ire of SAC veterans. We have two weapons at our disposal to make our views known: letters and withholding funds. The members of the Board urge the members of the Association to send letters to the board of the museum and letters or emails to the Omaha World Herald. The letters should not be combative in any way but should express your views in a polite manner. Listed below are the addresses of the board and the Omaha World Herald.

Chairman Bruce Rohde, 843 So. 96th. St. Omaha, NE 68114

Vice Chairman Robert B. Daugherty, Valmont Industries Inc,P.O. Box 358, Valley, NE 68046-0358

Secretary/Treasurer Kenneth E. Stinson FAX 402-445-8650

Charles W. Durham, 1329 So. 83rd St., Omaha, NE 68124

CMSgt (Ret) of the Air Force James M. McCoy, 13705 So. 22nd Circle Bellevue, NE 68123

C.J. Raffensperger, 681 J.E. Blvd, Omaha, NE 68132



Walter Scott Jr, Penthouse, 1000 Kiewit Plaza, Omaha, NE 68131-3374

Lee D. Seemann, 843 Fairacres Rd, Omaha, NE

(Continued on page 7)

## 2002 Reunion: May 1-5 2001



### 307<sup>th</sup> 2002 Fort Worth Reunion First Round Questionnaire Results

The Reunion Questionnaires are still arriving by email and U. S. Postal mail. Results of the ones that have been received are below. Highest score that any activity can receive is 5. An activity not marked receives a score of 0, which is used in the average. The “% Voted” is the percentage of the questionnaires received that had a score of 1 or higher for the activity.

<u>Activity</u>	<u>Score</u>	<u>% Voted</u>
***Wednesday Night Group “Get Together”	3.25	69%
Longhorn Trolley Unlimited Day Passes	3.19	81%
Air Museums	2.94	86%
Billy Bob’s Texas	2.89	81%
Wander Through the Stockyards National Historic District	2.78	72%
Tarantula Train	2.78	81%
Stroll Through Sundance Square	2.61	78%
Lockheed & NAS Fort Worth JRB	2.61	75%
Cattle Raisers, Cattle Barons and Antique Tour	2.39	69%
Grapevine, Texas Tour	2.33	69%
The Great Parks and Gardens in Fort Worth Tour	2.31	78%
Cowtown Culture Tour	2.14	75%
Bass Performance Hall & Other Live Theatres	2.11	72%
The 6 <sup>th</sup> Floor Museum in Dallas	1.67	53%
Live Thoroughbred Racing at Lone Star Park	1.50	42%
Texas Ranger Baseball	0.94	39%
Shopping Mall Hopping	0.86	28%
Western Shopping Spree	0.67	36%
***Golf Thursday morning	0.64	19%
Poker	0.58	14%
Bridge	0.22	8%

\*\*\* A scheduled activity (done deal)

If you have not mailed or emailed a reunion questionnaire please do it now. A reunion questionnaire is included in this newsletter. The more questionnaires received, the better chance we have of negotiating.

- **Wednesday Night** May 1, 2002 - - Special group dinners at great places within walking distance of our reunion hotel.
- **Longhorn Trolley Passes** allows you to ride on any Fort Worth city bus or trolley as many times each day as you wish. This gives us freedom of travel to and from the exciting places around the city as we please.  
**NOTE:** Charter tour buses will be arranged as needed for our group activities.
- **Air Museums** there are about a dozen in the Fort Worth Metroplex area to choose from. The most popular in our questionnaire responses has been the American Airlines C. R. Smith Museum. Second is the Vintage Flying Museum, the home of “Chuckie” a flyable B-17. Third is Cavanaugh Flight Museum, a collection of vintage warbirds. There is also The DFW Wing of The Confederate Air Force. Now when you send in your questionnaire give us some idea of your “druthers”.
- **Billy Bob’s Texas** is on the trolley route and the last one to our hotel door departs at 11:00 PM. Wednesday is ladies night; Thursday is free dance lessons at 7 PM; Friday is bull riding and a concert by a big name star. Our shindig at Billy Bob’s Texas is planned for Friday Night.
- **Historic Stockyards** are on the trolley route. One can come and go to our Stockyards shindig as they please. The daily longhorn cattle drives are 11:30 AM and 4 PM. Our Group historical walking tour is tentatively planned for Friday morning ending with a BBQ/PICNIC lunch at the Back Forty, complete with all the trimmings.
- **Tarantula Train** A restored 1896 steam train and its six passenger cars that connects the Stockyards to Grapevine.
- **Sundance Square** just step out of the hotel door and you are there. Walking tours can be arranged for us in small groups through out our reunion.
- **Lockheed & NAS Fort Worth JRB** At the moment, due to the war, guided tours of either facility are not being conducted. Things can change fast. We are still working on this. Stay tuned and send us your questionnaire.

- **Cattle Raisers, Cattle Barons and Antique Tour** is tentatively planned for Thursday morning which will include an opportunity for a mid morning snack at the **Secret Garden Tea Room** and lunch at **Uncle Julio's** famous Mexican restaurant.
- **Grapevine, Texas Tour** Most of the folks that selected this tour also chose the Tarantula Train. We are attempting to tie them together. Send us your questionnaire and stay tuned.
- **The Great Parks and Gardens in Fort Worth Tour & The Cowtown Cultural Tour** are still in the running. The attractions on these tours are also on the Longhorn Trolley route. These attractions can be visited at any time the trolley is running.
- **Bass Performance Hall & Other Live Theatres** The Bass and some of the better smaller live theatres are within walking distance of the hotel. Transportation can be arranged to the others. As soon as a schedule of performances is published we will mail a copy to those that are interested. To receive schedules score it in your questionnaire.

The remaining items: **The 6<sup>th</sup> Floor Museum in Dallas, Thoroughbred Racing, TX Ranger Baseball, Shopping Malls, Western Shopping Spree, Poker, & Bridge** received a score less than two, however, there are still a bunch that has not sent in their questionnaire and scores could change.

### HOTEL RESERVATIONS

It is not too early to make hotel reservations for our **May 1- 5, 2002** reunion in Fort Worth. If your plans change your deposit is refundable if the room is canceled up to 72 hours prior to the arrival date.

Our Reunion Hotel is **The Radisson Plaza Fort Worth**. Call the Central Reservation Office at **800-333-3333** or the Reservation Department of the Radisson Plaza Hotel at **817-870-2100** and request the **307<sup>th</sup> Bomb Wing B-47/KC-97 Association group rate**. **To get the group rate reservations must be made by April 1, 2002**. The 307<sup>th</sup> Group Rates are:

<b>SINGLE</b>	<b>\$ 90.00</b>	<b>TRIPLE</b>	<b>\$100.00</b>
<b>DOUBLE</b>	<b>\$ 90.00</b>	<b>QUAD</b>	<b>\$100.00</b>

**Don't miss anything. Make your reservation for a May 1<sup>st</sup>, 2002 arrival.** The hospitality suite will be swinging, and you can enjoy the company of friends and refreshments, browse through 307<sup>th</sup> scrapbooks, photo albums, etc.

**AIRPORTER, Transportation from & to DFW Air Port:** The Airporter operates every half hour from 5 a.m. to midnight and will bring you direct to the Radisson Plaza, and take you back to the airport on Sunday. The one way fare is \$10.00. **Reduced fare for senior citizens (65 or older) or disabled passengers is \$5.00.** Youth ages 16 and under ride free when accompanied by a paying adult.

**At DFW Airport** all buses load and unload on the lower level of each terminal. Wait near the **purple sign** marked "Scheduled Transport" and look for this symbol . The buses will stop in each area.



**RV Parks** there are 19 RV parks in the Fort Worth Yellow Pages. Those interested make a note on your questionnaire and/or email us at [rtb832@email.msn.com](mailto:rtb832@email.msn.com) and we will send you the information.

**Our President wants us to get back to traveling. Lets oblige him by making our reunion hotel reservation and traveling to Fort Worth.** We are looking forward to visiting with Bette & Robert Ace, Clara & Joseph Anthony, Nancy & Sandor Babos, Gertrude Barth, Jan & Larry Boggess, Dru & R. T. Boykin, Helen & Gordon Brekken, Janet Campbell, Grace & William Carrier, Joan & Johnny Clark, Barbara & James Cone, Julie & Dallas Crosby, Phyllis & Donald Daley, Rita & George Davis, Elaine & H. J. Deines, Millie & Virgil Domino, Lynda & LeRoy McMath, Donna Gerstenschlarger, Jan & Mike Gingrich, Merle Hahn, Betty Jean & Russell Heller, Peggy & Robert Jorgensen, Jean & Jim Kent, Sharon & Elwood Leonard, Laree & Billy Lyons, Dorothy & Stephen Mattick, Cathrine & Roy Miller, Beverly & Tony Minnick, Adam Mizinski, Wauneta & George Nigh III, Angie & Don Nigro, Bonnie Jean & Dean Roelle, Kathern & Peter Shaughnessy, Judy & James Shelton, Jr., Lola & Lester Shobe, Dee & Harold Strumpler, Wendy & Pete Todd, Wilma Jean & Billy D. Williams, Diane & "Butch" Nolenberg, Diana & Bill Heald, Dee & Charles Sweeney, Ida & Earl Buys, Kathy & Woody Fail.

**Stay Tuned...  
R T & Dru Boykin**



## The Last of the Line

By Mike Gingrich

*In February 1965, B-47 number 53-6244, the last B-47 produced, was flown from the 307<sup>th</sup> Bomb Wing to Wright-Patterson AFB, where it was to be entered into the Air Force Museum. Unfortunately, it didn't quite work out that way!*

*In 1992 and 1993, articles published in this newsletter described the fate of 6244. Since then, our association has gained many new members who never got to read about 6244, and at our reunions there have been many questions asked concerning her fate. Also, we have recently come into some photos, as well as another historical account, written by a student as a junior high school research project.*

*In order to make our record complete, the original 1990s articles are reprinted below, along with the student's account and photos that were not available at the initial publication.*

\*\*\*\*\*

It was a beautiful autumn morning in October 1975; my six year old son's first soccer game had just begun on the field adjacent to the SAC 17th Bomb Wing Headquarters at Wright-Patterson AFB. Because the action on the field lacked World Cup intensity, my gaze soon wandered to the aircraft parked a hundred feet away, where the SAC wing had a mini-museum. I could see a KC-97, KC-135, B-52, and a B-29, but it was the B-47 that drew my attention.

On the tail I saw the familiar green stripe of the 307th Bomb Wing, and below the stripe were the numbers 6244. Closer inspection revealed the names of the crew painted on the side near the nose. I knew all the names, and memories took over my thoughts. I recalled that 53-6244 was one of the aircraft that crews liked to fly, and that I had flown it several times. A later check of my log book showed that on 9 April 59, Solomon and I returned it to the crew chief slightly bent, as we had shut down number six following its flame out on final approach. But that did not diminish our esteem for the bird. A nearby plaque noted that 53-6244 was the last B-47 produced, and that she had been brought to Wright-Patt in 1965 from Lincoln.

My intention was to return with my camera to take pictures;

however, procrastination and events displaced my intentions. Shortly thereafter, the SAC Wing was deactivated, and when I returned with the camera, all the aircraft were gone. No pictures! Sometime later, while visiting the Air Force Museum, I engaged the Curator, Royal D. Frey, in a conversation about the aircraft. Mr. Frey told me that the Museum had hoped to put 6244 on display at the Museum, but that there had been no way to move her from the location on the Patterson Field side of Wright-Patt, down the highway to the Museum located on the Wright Field side. Frey explained that when the new Museum site opened in the early 1970s, special provisions were made to

move the large aircraft from Patterson to Wright Field. Utility poles and other obstructions along the highway were removed, and the highway was entirely closed for one weekend while the aircraft were moved in convoy fashion. It was, however, a one-time deal. He regarded 6244's situation as a loss to Air Force history, as the B-47 wearing SAC colors at the Museum was not a SAC airplane, but an Air Force Systems Command research configured bird, now painted in the SAC scheme (referred to by some as an "Imposter"). The actual SAC aircraft, 6244, had been consigned to the base fire department for drills.

*(Ed note: In more modern times, the Air Force Museum has removed the wings of larger airplanes, in order to get them to museum premises for restoration. A RB-47 was*

*recently acquired thusly).*

Shortly after my conversation with Frey, an article in *The Skywriter* (Wright Patt's newspaper), entitled "Stratojet Silently Serving," confirmed Mr. Frey's information. According to *The SkyWriter*, 6244 had been used for battle damage training before being assigned to the fire department. Described as a nesting place for wasps and birds, she had also donated an engine and a strut to repair a tornado damaged Stratojet at the Bradley Museum in Windsor Locks, Connecticut.

In June 1979, the Property Disposal Office evaluated her value at one million dollars. Considering her flyaway cost when new of about 2.5 million, she held up pretty well for twenty-five years. Let's see ... that's only \$60,000 depreciation per year.

*(Continued on page 9)*



COL. ARTHUR W. HOLDERNESS JR. (right), 307th Bombardment Wing commander, chats with members of the crew of aircraft 6244 before their departure for Wright-Patterson AFB, Ohio, where the plane was enshrined in the Air Force museum. Crew members were (left to right) Capt. Gene Hickman, aircraft commander; Capt. Al Ottaviano, navigator, and Capt. Pete Todd, co-pilot. This aircraft, the last B-47 built, was accepted by the United States Air Force in 1959 and retired on Jan. 22, 1965.

### 53-6244 Now at AF Museum

Lincoln AFB is about to be returned once again to an inactive status, but one former Lincolnite will remain forever enshrined in the United States Air Force museum at Wright-Patterson AFB, Ohio.

That remnant of history is aircraft 53-6244, a former member of the 307th Bombardment Wing at Lincoln. Aircraft 53-6244 was the last B-47 built for the Air Force. It was built by the Boeing plant in Wichita, Kan., and turned over to the Air Force on Oct. 23, 1959. This was the last of 2,624 Stratojet aircraft built and the 1396th one to roll off the

assembly line at the Wichita plant.

The aircraft arrived at Lincoln Oct. 31, 1959, from the depot at Marietta, Ga., where it had undergone a modification. From its arrival until it left on the final flight Jan. 22, 1965, a total of 1,947.1 hours flying time were logged in it by members of the 307th Bombardment Wing.

All polished and ready for presentation to the public, 6244 left here looking as sleek and formidable as it did when originally accepted by the Air Force in 1959. Crew of the plane on its last flight was composed of Capt. Gene Hickman, aircraft

commander; Capt. Pete Todd, co-pilot; Capt. Al Ottaviano, navigator. Crew Chief of the aircraft was AIC James Sine.

Upon arrival at Wright-Patterson AFB, Captain Hickman turned the aircraft and its records over to Col. William F. Curry, museum director. It will remain permanently in the museum as a representative of the United States Air Force's first all-jet bomber.

The Air Force Museum, an activity of the Air University, is located at Wright-Patterson AFB, and is open to the public every day of the year except Christmas.



(Continued from page 8)

It seems fitting that as the last of her line, she managed to avoid the metal slashing guillotine at the boneyard, and continued to serve the Air Force for so long before fading away.

\*\*\*\*\*



6244 at 17th BW Hq at WPAFB

### Last of the Line, Part II

The November 1992 article, *The Last of the Line*, about B-47E number 53-6244, the last B-47 produced, evoked a great deal of interest and response from readers. Numerous letters and phone calls were received from people offering additional information. Also, I did a little more digging at the Air Force Museum and the Air Force Historical Research Agency, so it's time to let everyone know what was found out about the bird.

We heard from or talked with Darryl Haag, Bill Evans, Donn Kimmell, Sandor Babos, Mary K (Mrs Robert Collins), Pete Todd, Glenn Lally, Dave Roebuck, and Dave Menard of the AF Museum's Research Division. To all these folks, thanks for your interest and help.



Photo 1978 by Bright

Here's what was learned:

The crew that flew the plane to Wright Patterson on 22 January 1965 was Capt Eugene T Hickman -- Aircraft Commander, Capt Harold W "Pete" Todd -- Copilot, Capt Alfred F Ottaviano - Navigator, and A1C James R Sine -- Crew Chief. This was determined from *Jet Scoop* photos furnished by Darryl Haag, which show 6244 on the ground at WPAFB, with the crew and the Director of the AF Museum, Col William F Curry. The photos also clearly show the 307th Wing Crest to be on the right side of the plane at that time. In an AF Museum press release that day, Gene Hickman states that the plane was "polished so slick, it flew 15 knots faster than it normally does." Gene is also on record as saying his crew was selected for the mission as reward for being the top crew in 2nd Air Force.

According to Glenn Lally, of Enon Ohio, who was director of the SAC Liaison Office at WPAFB at the time, the crew names painted on the side of the plane were Mitchell, Gerber and Evans.

For display at the 17th Bomb Wing at WPAFB, the 307th crest was removed, and replaced with the crest of the 17<sup>th</sup> (see photo). After all, no self respecting SAC Wing could have another wing's crest on a bird parked next to their headquarters. (*Perhaps one of our former crewmembers turned lawyer, could sue for deface-*



Photo 1978 by Bright

*ment of 307<sup>th</sup> property?).*

According to the Air Force Historical Agency's aircraft data records, 6244 was manufactured by Boeing in Wichita, and was delivered to the AF on 24 October 1956, at which time it was assigned to the 40th BW at Smokey Hill AFB, Kansas. In January 57 it was assigned to the 307th, until it went to the depot at Tinker for Milk Bottle mod in July 58. It returned to Lincoln in August 58, but went to the Lockheed plant in Marietta GA in June 59, returning to Lincoln in October. To balance things among the various companies that produced B-47s, it went to the Douglas plant at Tulsa in June 63, and returned in July to the 307th, where it served the remainder of its active life.

Donn Kimmell of La Vista NE, 6244's last Crew Chief, says that a picture of 6244 was used on the title page of all the later tech orders. Donn also described the intense preparation and polishing of the plane prior to the trip to the Museum. He sent a copy of a letter of appreciation he received from the Wing Commander

(Continued on page 10)

(Continued from page 9)

for his part in the effort. Donn had also heard from an acquaintance that 6244 had been seen in Hawaii in the late 1960s as a WB-47. The AF aircraft data records seem to contradict that rumor.

Others working and crewing 6244 were Bill Evans of Mankato MN, and Darryl Haag, of Norwood MN. Bill says he made a trip to WPAFB in 1972 specifically to see the bird, but was disappointed to find he could not see it up close -- only from across the field. SAC security you know. Darryl also remarked about the month he spent polishing on the bird...the polish was driven out of the rivet holes by moisture encountered during the flight, and turned into black tarnish.

Finally, just what was the final demise of good old 6244? I called the WPAFB Fire Department and spoke with Chief Jackson. According to the Chief, 6244 was set afire repeatedly to provide fire suppression and rescue training; after six or seven burns there was not enough remaining to provide further training. So, sometime in the 1979 time frame, her remains were gathered up and sent to the scrap yard. Her demise and failure to get into the Air Force Museum is regarded as a historical tragedy by the Museum staff. The Museum's AFSC impersonator (as Pete Todd describes the B-47 on display) doesn't even have wing tanks, so it will never qualify to become "combat ready". Still, 6244 served her nation well.

It would appear that what began as a trip to a six-year old's soccer game in 1975, has become not only a research project, but a significant generator of nostalgia as well. Many of the letters and phone calls remembered not only 6244, but other vivid recollections of the 307th Bomb Wing, B-47s and Lincoln Air Patch, as well. In short, it has been educational and fun!

\*\*\*\*\*

*The author of the following account is Christopher J Bright, who at the time in 1978 was twelve years old, and whose father was assigned to Wright-Patt. Chris is now a PhD candidate in American Diplomatic History at George Washington University, where his dissertation topic is nuclear strategy in the Eisenhower era.*

B-47E, tail number 53-6244 sits quietly amongst sister aircraft of her era. The other aircraft surrounding her are charred, twisted and mangled, some even beyond recognition. But

amazingly, 6244 has not yet met such a terrible, fiery fate. There she sits, at the Aircraft Fire Training Center, her dulled fuselage and wings far from the way they gleamed that day in January of 1965.

I first saw 6244 when driving with my family along a back road on Wright-Patterson Air Force Base. We came upon a clearing, we saw, as described above, the remains of many different aircraft. Ahead loomed this magnificent aircraft. Curiosity was aroused. I knew this aircraft was at least fourteen years old. I wondered where did she serve? What missions did she fly? Why is she now resting here? What about her crewmembers? What is their fate fourteen years later?

I quickly jotted down the aircraft number from the tail section of the aircraft. I thought that I would be able to send this information to the headquarters of the Strategic Air Command for the answers to these questions.

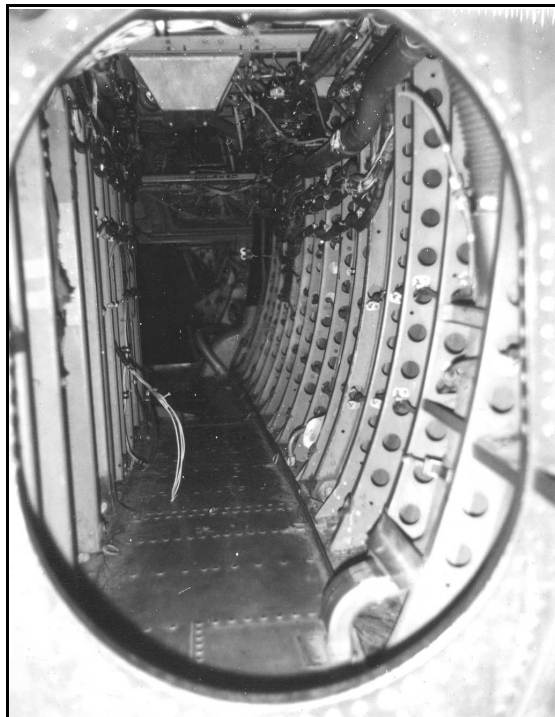
The return letter from SAC was quite disappointing. The letter said that they were unable to answer my questions because they do not keep the records of out of service aircraft. However, they went on to say that they had forwarded my letter to the office of information at Wright-Patterson.

A few weeks later I received a form letter from Sgt. Oscar Seara from this office. Sgt. Seara said, that again my letter had been forwarded, this time to the Albert H. Simpson Historical Center, at Maxwell Air Force Base, Montgomery Alabama. My morale hit an all time low, I thought I would have gotten some sort of information. However, I held out that maybe the historical center could help me.

The response from the historical center came two weeks later. The letter read in part, "We believe the aircraft in your letter, partial serial number 6244 to be the B-47E 53-6244. Manufactured by the Boeing Aircraft Corporation, Wichita, Kansas, it was delivered to the USAF October 24, 1956. For a short time (Oct. 1956-Jan. 1957) it was assigned to the 40th Bombardment Wing (SAC), Smoky Hill AFB Kansas. It was assigned to the 307th Bombardment Wing (SAC), Lincoln AFB Nebraska from January 1957 to January 1965, when it was dropped from the USAF inventory." This letter raised my morale greatly. However, this wasn't enough information to satisfy me, because the historical center had not answered all my questions.

I then decided to send two duplicate letters, one to the Air Force Times, the other to the Air Force Magazine, asking to hear from

(Continued on page 11)



Bomb Bay Crawway of 6244  
Photo by Bright, 1978

(Continued from page 10)

any former crew members or other people associated with this aircraft while it was stationed at either Air Force Base.

The response was terrific. Within two days after my letter was published in the Air Force Times, I had calls pouring in. The first call that I received was from Dan Friedlander, who lives in Columbus. He used to be a mechanic stationed at Moron, Spain. He said 6244 used to, along with the other planes, of the 307th Bombardment Wing, fly Reflex missions to Moron from Lincoln. This meant the plants stayed at Moron for a few weeks on a "special alert". Then they would fly back to Lincoln.

Mr. Friedlander said the reason he remembers 6244 so well is because it rarely needed repair and all the other mechanics looked upon 6244 with great admiration.

Mr. Friedlander recalled one time, after he "launched" the aircraft the landing gear would not retract. Steve Vensky, a crewmember at that time, had to crawl down a special passage way running through the center of the fuselage to check the landing gear system. All this while flying! Mr. Friedlander assured me this was not an easy task. The bomber could not land because of the amount of fuel at this time. The problem was finally corrected, and after a short period of time, the bomber landed.

The second telephone call I received was from Lt. Col. Mike Gingrich, who at the time was a 1st Lt. Although Lt. Col. Gingrich never flew the plane on Reflex missions to Spain, he flew the plane a total of twenty-two hours on simulated bomb runs over the northeast of the United States. He recalls one such flight, April 9, 1959, the day Queen Elizabeth was visiting Chicago they had a "flameout" on number 6 engine over Chicago, -In other words, the engine became inoperative. Lt. Col. Gingrich also told me that he believed the names stenciled on the aircraft under the cockpit are the names of those that won the wing bomb championship. One thing Mr. Friedlander told me in his previous telephone call is the fact that the bomber used to be at the Air Force Museum at Wright-Patterson. Mr. Gingrich confirmed this and said that the names on the airplane are those that were on it when it was at the museum. Mr. Gingrich gave me additional names of crewmembers (I was compiling quite a list).

Things then lulled, just as I was completing my research, I received a very interesting letter from, a Col. Harold W. Todd,

who at the time he flew 6244 was also a 1st Lt. who was fresh from B-47 combat crew training. Col. Todd said that the last B-47 built was "none other than 6244", which was why it was at the museum. Col. Todd and his co-crew members had won a Second Air Force wide "crew knowledge" championship. Because of this, they were chosen to fly the aircraft to Wright Patterson. The weekend before 6244 was to be flown to Wright-Patterson "dozens of young airman, using 500 lbs. of polishing compound" shined 6244 until it looked new. Col. Todd swears that because of the polishing, the aircraft got ten knots more per hour on its flight to Wright -Patterson. Col. Todd said that this day in January of 1965 (ironically the day that Winston Churchill died)

was slated to be the "media event of the season at Lincoln, cameramen, local TV folks, and the whole wing staff was present. However, Col. Todd reports, "Only one Problem. Ever been in Nebraska in January? Well, on this particular day, the fog would have made Londoners green with envy. The bright, sleek machine was dulled by the weather into a barely discernible hulk looming in the murk. The media people were disappointed; the wing commander was apoplectic; the flight crew was just happy the weather lifted enough to let us get off the ground with our treasure".

Col. Todd continues: "Arrival at Wright-Pat was considerably more festive. The airplane was met with all appropriate pomp. We were told very solemnly that our names would be stenciled on the aircraft". (The names on the aircraft are those that won the wing bomb championship, unfortunately, Col. Todd and his other crew members' names are not on the aircraft as Col. Todd believes) "so all the many thousands of visitors to the museum could

marvel at the legendary, intrepid airmen who had harnessed and delivered such a noble steed! We emptied her of checklists and parachutes for the last time and were driven away to town secure in our knowledge that "our" airplane would always stand proudly among the other mint condition examples of American aviation prowess."

If Col. Todd had only known this not to be true; however, rusting at Wright-Patterson she still serves a valuable purpose -to teach some young firemen how to put out an aircraft fire in this era of aircraft. Possibly she will still save some lives in this duty of hers.

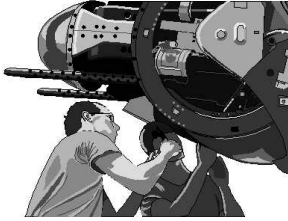
*Ed: In addition to those mentioned above, Chris Bright also heard from Al Kulikowski and Cornelius Cosentino during the course of his research.*



Cockpit of 6244 as it overlooks the fire training site at WPAFB.

Photo by Bright, 1978





## The Chief's Corner The Three Amigos By Ernie Pence

Setting Moron Spain, a bright May weekend. Mission: Recon of the cave in the mountain you could see on the other side of the Spanish Air Base. Many discussions concerning the use of this large excavation could be heard if you were on the balcony of the barracks while the boys were hoisting a few. Some said it was a bombed out area that had belonged to the Republicans during the civil war in the thirties. Others said Gypsies lived there in a large village. Of course, others said they had solid info that it housed the largest Gypsy "Cat House" in Spain! Three stalwart troops took it upon themselves to dispel these unfounded rumors and set the record straight once and for all.

Bright and early (9:00 for these dudes) they arrived at the livery stable to rent horses for the journey. How far could it be, you could see it from the balcony? Two Kentucky boys would have no problem with equestrian transport given their background. The New Yorker would require some accommodation, but these were "SAC Trained Killers", ...adjust, adapt and overcome! The hillbillies looked through all of the saddles and lo what should they find but a large medieval saddle leftover from the crusades. It had a large straight board in the front, and the back was approximately 12" high and 16" across. The bank boards and saddle were covered in thick sheep's wool. Good considerate fellows that they were, they assumed if his New York butt were ensconced in this padded rack, comfort would be the order of the day!

A short Spanish lesson ensued: giddy up was now "undale", and whoa was now "alto". They were not sure if the Spanish steed was trained in the art of neck rein commands, so the city boy was told to pull on left for left and right for right. How hard could it be? The journey begins, three abreast the caballeros set out on this great adventure. Not one to throw caution or a good plan to the winds, they went around the Spanish Air Base and the adjacent gunnery range. Spirits were high as they turned onto the macadam road and set a course for the camera attack at the end of the trail.

It was close to 1300 Zulu when they succumbed to the hot Spanish sun and reduced power to a very slow walk, conserving horsepower for the latter part of the journey.

Gods smile on adventures with a pure heart for around the next curve was a small cantina! The horses were soon tied to a telephone post between numerous trucks and the recon

patrol was inside eating everything the bartender could find. A FEW brews were quaffed to soothe the fevered brow and another plan was formed. To continue on this sortie without adequate supplies would not demonstrate professional leadership or contribute to mission success! Using their considerable language skills and negotiating expertise, they soon acquired a cardboard box with plastic for lining, adequate ice, and 24 bottles of Cruz De Campo cervesa. The difficult thing was to mount this rectangular freight on a cargo rack that was designed for something called saddlebags. (Adjust, adapt, and overcome!). Knights thrown to the rescue. Soon cord was expropriated from one of the trucks and the cargo was secured to the backboard of the City Boy's saddle. Yokes and away!

The tinkle of ice and glass was not exactly conducive to a smooth application of horsepower or speed. The best way to describe the horses gait was to say it appeared to be a sidestepping tap dance down El Camino highway. The pilot of this equipment soon told his compatriots that sideways propulsion was not popular or a best demonstrated practice with a novice at the controls. But after a few minutes he got used to looking for traffic off his left shoulder, however, a firm grip was being maintained with the left hand on the front board as well as the backboard with the right hand. Just as he was relaxing his grip disaster struck! Unbeknownst to the loadmasters there was a small hole in the plastic liner. I am told that the introduction of ice water to a hot horses flank illicit an immediate response. Suffice to say the afterburner was lit and speed was rapidly approaching .7 mach. Mission planning had not anticipated these speeds or the effect it would have on the mobility box. Precious increments of cargo were being ejecting at intervals that would do a bomb rack controller proud.

His wingmen keenly aware that there had to be an immediate change in tactics or the whole mission would be jeopardized. Orders were transmitted in the clear with a "Jumbo Priority", "STOP THE DAMNED HORSE SAVE THE BEER!!" An immediate TWX came back with the terse reply, "SCREW THE HORSE SAVE ME". The wingmen upped the power a notch, pulled into tight formation and affected a rescue. Ninety percent of the cargo expended, city boy shaken but unscathed. The road was virtually impassable, being littered with numerous glass mines. Even pedestrians were not safe, ice everywhere.

Another hour has passed and the mountain seemed farther away then it was when the mission was launched. It is now about 1500 Zulu and a town appears. Time for another mission adjustment and refueling. Horses tied to a tree and the men sulking in their cups coming to grips with the fact that they will have to abort the mission ... insufficient range capability. The bomber drivers are better than they thought and they have taxpayer supported sophisticated equipment. Once you come to grips with failure, things smooth out. Oh Oh, a target of opportunity presents itself.

School has just let out and the children are begging for a horse ride. International relations will be enhanced, citizens will cheer, promotions all around. A queue is formed and backseaters are

*(Continued on page 13)*

(Continued from page 12)

briefed and loaded on board. Several rides are given and all is right in the heavens. The older bolder backseaters are now on board, they must be at least 9 or 10! Soon cries of "Rapido Rapido" break out, and the Spanish mounts comply. Things are going pretty good up the cobble stone street, not much traffic. But something is amiss; the city boy is in the lead and accelerating and has gone to the famous panic grip! The backseater is also beginning to lose control. The wingmen call lead, "SAVE THE KID", immediate terse reply "SCREW THE KID SAVE ME". The little guy looked like a napalm canister gracefully tumbling through the air. Impact was not so graceful, slam-bang thump thump thump scrape. Its amazing the abuse little people can take! He bounced right up, refused a ride back to base and gave the city guy a really nasty look. Ingrate!

Having spread all the good will the schedule called for it was adios and time to get the hell out of Dodge. The sun was drawing low and final nav leg was going slow. One rider even found a way to lie down on the horse and take short naps. Crew fatigue was rampant by the time the mission was close to base. If the planned route were followed touch down would be an hour over.

It was decided that the Spaniards were lousy shots and a deviation through the Spanish gunnery range was in order. Brave souls all! They turn to base and are entering final when the final obstacle is sited. At briefing no one mentioned the fact that roads and grounds would be excavating between the Spanish base and the stables. Forget trying to hold back a livery horse that sees the barn after 10 long hours. It has now become a steeplechase to the hanger. The city boy once again has his world famous death grip on the saddle and is also in the lead, full burner engaged. After dismounting deadly eyes hawked down on the country boys and death threats were issued if ever the word horse was to pass their lips in his presence. He stalked past his compañeros and headed for the barracks. It was then apparent to the boys that in their compassion for a city boy that had never ridden, their saddle selection had been a grave mistake. All of that sheep's wool had made the saddle 20% too wide for the average big man. City boy was a short guy, bad bad combination. Walking away from them he looked like a body sitting on a parentheses with jump boots at the bottom. He was to walk in that fashion for at least a week I am told.

### **Air Force Factoid**

16 November 1959 - Capt J W Kittinger parachuted from an altitude of 76,400 feet.

### **Airline Retiree's Simulator From Jim Gardner**

Here is a home study simulator course for those who still hunger for the romance and adventure of airline flying. It will all come back to you if you practice the following at home:

1. Stay out of bed all night.
2. Sit in your most uncomfortable chair, in a closet, for nine or ten hours facing a four-foot wide panoramic photo of a flight deck.
3. Have two or three noisy vacuum cleaners on high, out of sight but within hearing distance and operating throughout the night. If a vacuum cleaner fails, do the appropriate restart checklist.
4. Halfway through your nocturnal simulator course, arrange for a bright spotlight to shine directly into your face for two or three hours, simulating an eastbound flight into the sunrise.
5. Have bland overcooked food served on a tray midway through the night.
6. Have cold cups of coffee delivered from time to time. Ask your spouse to slam the door frequently.
7. At the time when you must heed nature's call, force yourself to stand outside the bathroom door for at least ten minutes, transferring your weight from leg to leg, easing the discomfort. Don't forget to wear your hat.
8. Leave the closet after the prescribed nine or ten hours, turn on your sprinklers and stand out in the cold and "rain" for twenty minutes, simulating the wait for the crew van.
9. Head for your bedroom, wet and with your suitcase and flight bag. Stand outside the door till your wife gets up and leaves, simulating the wait you usually have while the maids make up the hotel room.
10. When your spouse inquires, "what in the hell have you been doing?" just say, "recalling the allure of all night flying to romantic places," and collapse into bed.
11. If you are a purist, do this two nights in a row.

**TEXAS HUMOR.  
TEXANS LIKE TO LAUGH  
AT THEMSELVES**  
Courtesy of R T Boykin

A land buyer from back East was being shown some West Texas property by a real estate agent.

"What is that?" he asks.

"Bird of Paradise, some folks call it."

"Hell of a long way from home, ain't he?"

A new comer to West Texas asks if the wind always blows so hard.

"No," came the reply, "sometimes it blows like hell."

When asked how much water fell in West Texas during the Biblical Flood, "About a half of inch".

A little Texas Brag : "Texas is so large it's bounded on the north by the Aurora Borealis, the south by the invisible line of the equinox, east by primeval chaos and west by judgment day."

Texas brag does not always go too well outside of Texas. As Gen. Phil Sheridan said, "If I owned Texas and hell, I'd rent out Texas and live in hell."

Of course the Aggie jokes have been around virtually as long as Aggies: An Aggie returns to his room and finds his roommate with bandages on both ears. "What happened?" he asks. "I was ironing my shirt," the roommate says. "And when the phone rang , I picked up the hot iron instead of the receiver."

"So what happened to the other ear?"

"Well, I had to call the doctor."

\*\*\*\*\*

**STAGES OF A PROJECT**

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

\*\*\*\*\*

**FOUND IN A SENTRY BOX OVER  
200 YEARS AGO**

God and the soldier all men adore,  
in time of danger and not before.  
When the danger is past and all things  
righted,

God is forgotten and the soldier is  
slighted.

\*\*\*\*\*

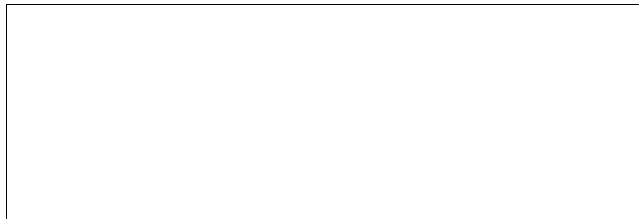
There were three Indian squaws. One slept on a deer hide, the second on an elk hide, and the third on a hippopotamus hide. The first two had baby boys and the third had twin boys. This proves that the squaw of the hippopotamus is equal to the sons of the squaws of the other two hides.

\*\*\*\*\*

A thief broke into the local police station and stole all the lavatory equipment. A spokesman said "we have nothing to go on!"

\*\*\*\*\*

A man rushed into the doctor's office and shouted, "Doctor, I think I'm shrinking!" The doctor responded calmly, "Now settle down! You'll just have to be a little patient!"



**Dated Material  
Return Service Requested**

**307th Bomb Wing B-47/KC-97 Association  
5920 Robin Court  
Lincoln, NE 68516**

