



DR AHEAD



THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION NEWSLETTER

VOL 33, NUMBER 3

LITTLE RIVER, CALIFORNIA

JULY 2017



Senior Airman Logan Chufar, a 36th Expeditionary Aircraft Maintenance Squadron crew chief deployed from Minot Air Force Base, North Dakota, marshals a B-52 Stratofortress at Andersen Air Force Base, Guam, Aug. 24, 2016. The B-52s have served non-stop rotations since 2006, which have been shared between the bomber squadrons from Minot AFB, North Dakota, and Barksdale AFB, Louisiana. U.S. Air Force photo by Airman 1st Class Jacob Skovo.

PRESIDENT'S REMARKS

by Phillip Barber, James Connally 64-04

To the long-term members of **AFNOA**, I'm sure Jim Bannerman's death was an unwelcome shock. The loss of a friend challenges our core beliefs, our reasons for, and our hopes for our very existence. Jim, it seemed, dedicated his scholarship and energy to assisting **AFNOA** in becoming a positive influence in the lives of those that applied for and received scholarships from **AFNOA**. With his passing **AFNOA** has recognized the need to make some changes in the way the scholarships are awarded.

I'm sure most of you now know that **AFNOA** decided that it was unable to award any scholarships in 2017. Jim Bannerman's untimely death left **AFNOA** in a very poor position to receive, evaluate and award scholarships due to the "Brain-Trust" that Jim possessed and departed with.

For the coming year **AFNOA** will face new challenges in that we have to overhaul the way our scholarship program operates and revise it to make it and the association survive as long as possible.

First, we have to draft a new set of rules for the composition of the Scholarship Committee and their selection. Picking a Chairman is not an easy task since there are not many that want it and not everyone that wants it will provide the dedication Jim Bannerman brought to the job.

AFNOA has two outstanding volunteers for the Chairman's position and there are several other outstanding members of equal accomplishment that have volunteered to serve on the scholarship committee. Some of the new volunteers have served for one or more selection

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MEMBERSHIP APPLICATION

AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION

Name _____
 Spouse's Name _____
 Address _____

 City _____
 State/ZIP _____
 Home Phone _____
 Work Phone _____
 Cell Phone _____
 E-Mail Address _____
 Base Name/Class Number _____

Send a Tax Deductible \$15.00 Annual Membership check payable to **AFNOA** to:

Dennis Ehrenberger, **AFNOA** Treasurer
 2783 Glenview Drive
 Sierra Vista, AZ 85650-5734
 Telephone: 520-378-1313

Tax Deductible Life Membership Contribution payable to AFNOA

Under 55	\$190.00	66-70	\$90.00
55-60	\$165.00	Over 70	\$65.00
61-65	\$140.00	Over 80	\$35.00

If you are currently a member, GREAT! Please consider a donation to the operating account, scholarship fund, or both. If you are not a current member, please consider joining and giving a donation to the organization. Thank you.

Membership \$ _____
 Donation to Operating Account \$ _____
 Donation to Scholarship Fund \$ _____
 Total Amount Enclosed: \$ _____

DR AHEAD

DR AHEAD is the official publication of the Air Force Navigators Observers Association; a non-profit, non-political organization dedicated to maintaining the peace and security of the United States of America and a spirit of comradeship among the navigators, observers and bombardiers of the USAAC, USAAF, or the USAF. TENOAF, the forerunner of **AFNOA**, was organized by Clarke Lampard, Ellington Class 50-D, in 1985.

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MANUSCRIPTS are welcomed, especially by E-mail (address: RNNN@mcn.org) or by submittal to the editor on data CDs, IBM-compatible formats only please. All submissions must be signed and must include the address of the contributor; no anonymous material will be printed; however, names will be withheld on request. The editor reserves the right to edit submitted articles for reasons of taste, clarity, legal liability, or length. Originals will be returned only if a self-addressed envelope with sufficient postage is included. The comments and views herein represent the views of the editor and are not necessarily those of **AFNOA**, Inc. Deadline for the next issue is 15 August 2017.

ELECTRONIC SUBMISSIONS are strongly preferred. If you cannot send information through electronic mail or on CD, copy should be typed. Photographs and drawings are also very welcome.

CHANGE OF ADDRESS: Please report changes of address to: **AFNOA**, Inc., 4109 Timberlane, Enid, OK 73703-2825; jfaulkner39@suddenlink.net; 580-242-0526

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rounds and some are completely new.

Second, we have to draft a completely new set of rules for applicants and to make it possible for them to apply via e-mail. This of course requires some standardization of forms to make it easier to provide their non-variable information.

One goal under consideration is whether to provide a means to apply for a scholarship online. I do not know whether that is reasonably possible for 2018, but I hope it can be accomplished. There may be good reasons to do it and good reasons not to do it, but as yet I don't even know if it could be accomplished by the 2018 deadline.

BOOK REVIEW

by Bill Wilkins, Ellington 52-09

THE LOST ART OF FINDING OUR WAY by John Edward Huth, The Belknap Press of Harvard University Press, 2013; 528 pages; illustrations, appendixes, glossary, end notes, index; ISBN 978-0-674-07282-4.

In **THE LOST ART**, John Edward Huth tells how humans travelled from one place to another around the world and over the centuries. His exploration of finding one's way around the world starts by asking, who is more sophisticated, a modern commuter who has a small box that can forecast tomorrow's weather, tell which way is north, and name the brightest star in the sky, but "hide the box and he becomes helpless." But if you could ask a fisherman far at sea 3,000 years ago about those things, "he thinks you are crazy but humors you anyway. He confidently rattles off tomorrow's weather, points north, and tells you a story about the bright star in the sky."

Among his stories, Huth tells how the Norse got to Iceland (where they found Irish monks already living) and on to Greenland and North America. Going even further back, he explores the technology, skills, and courage it took for early Pacific islanders to settle the islands scattered around that vast ocean. Huth also examines early navigations by the people of the Middle East, the Mediterranean and elsewhere.

Huth is not an historian by profession. He is Donner Professor of Science in the Physics Department at Harvard where his primary work is in experimental particle physics. He was among those involved in finding the Higgs Boson, the so called "God Particle."

Huth's intense interest in the art and science of traditional navigation was triggered by being caught in dense fog while rowing in an open stretch of water off the Cranberry Islands in Maine. Suppressing panic, he used his mental image of his surroundings and circumstances to find his way to safety. Then two months later while kayaking

in Nantucket Sound, fog closed in on him again. This time he was prepared, having noticed the direction of the wind and the swell, and the location of a buoy whose sound he could hear. In other words, he had a mental map to orient himself. That same day two young women kayakers died from drowning while lost in that fog. Motivated by that tragedy, Huth set out to learn and teach about what it takes to navigate successfully. Two popular general education courses at Harvard and **THE LOST ART OF FINDING OUR WAY** resulted. The book is dedicated to the lost women.

The first half of **THE LOST ART** covers the skills of what is traditionally thought of as navigation. Dead reckoning, celestial, and other "fixing" techniques are covered in depth. Appendix I is entitled "Major Star Coordinates and Mapping Onto Earth," to which **AFNOA** members will relate with varying degrees of fondness. Less formal ways of navigating are discussed, such as paying attention to surroundings while hiking in an unfamiliar forest, being aware that moss isn't always only on the north side of trees, that all streams don't lead to civilization—some end in swamps—and that individuals lost in the woods are very likely to walk in circles. Precautions for each case are suggested.

The second half of the book takes on other matters that help lead to successful travel: the design of hulls and sails, how to tack into the wind, learning to steer from the direction of the waves and the appearance of the sea, and letting birds help you find your way, among much else. What **DR AHEAD** readers may notice is the lack of attention to techniques more narrowly associated with aviation. For example, there is no mention of pressure pattern navigation.

I was able to borrow the book from the local public library. Hardback versions are available online for just over \$20.00 and paperback for just less than that.

SPECIAL OFFER

by Errol Hoberman, Harlingen 60-09N

A special offer of a complimentary one-year electronic subscription to **DR AHEAD** is offered to all CSO students, graduates and faculty.

DR AHEAD is the official publication of the Air Force Navigators Observers Association (**AFNOA**); a non-profit, non-political organization dedicated to maintaining a spirit of comradeship among the navigators, observers, bombardiers and combat systems officers of the USAAC, USAAF, and the USAF. **DR AHEAD** is published and distributed quarterly. To start your complimentary subscription, please notify Errol Hoberman at afnoa.distributor@yahoo.com of your interest.



Lt Col Joel Jorgensen manually grades a student's fixes and log work following a four hour Advanced Navigation simulator mission. USAF photo by Capt. Devin Vitt. Used with permission.

BACK TO THE BASICS...

UCSOs Trained in Advanced Navigation utilizing a chart and navigator's flight log.

by Capt Evan Hamilton,
Advanced Navigation Phase Manager

In 2012, the United States Air Force Air Education and Training Command found, through an analysis of the Combat Systems Officer (CSO) career fields, that CSO training contained certain deficiencies that needed to be corrected. As a result, the 479th Flying Training Group developed a Top-Off (also referred to as Track) program that occurs at the end of Undergraduate Combat Systems Officer (UCSO) training once the students are assigned a specific airframe. This new Top-Off training enhances UCSO competencies through training tailored for the specific skill-sets students will require in their Follow-on Training Units (FTU).

One of the five newly designated Tracks, Advanced Navigation (AN), is seeking to improve the Undergraduate Combat Systems Officer's (UCSO) understanding of the International Civil Aviation Organization (ICAO) environment

and oceanic navigation procedures utilizing a chart, Navigator's flight log, and the MB-4. Their exposure in AN allows each student to be better prepared for FTUs that still demand a level of proficiency of these fundamental navigation principles. In addition, AN training exposes students to the historically based art of RADAR/NAVAID Fixing, Dead Reckoning (DR), Alter Heading, and MB-4 whiz wheel operation. Like celestial navigation before, these foundational navigational skills and methods have unfortunately faded to near extinction, replaced by satellite-dependent modern computerized navigation systems.

While the use of Global Positioning Systems (GPS) has become the new standard for aircraft navigation, during their AN training, students are shown how to navigate off a manually drawn chart using an inflight log for not if, but when, a complete loss of GPS and other internal navigation systems occurs. Students are shown that not only can they navigate without a GPS but they can actually navigate with a very high degree of accuracy.

Currently, AN training supports multiple airframes that still demand a "navigator", such as the B-52, E-3, E-8, RC-

135, and many C-130 variants. Once selected, or Tracked into one of these aircraft, students begin the AN journey. This consists of 41.5 hours of academics, two computerized Ground Missions, and five simulator events. Students are not only taught foundational navigational principles—using a chart and log, but are also introduced to air refueling procedures, high frequency (HF) radio communications for position reporting, Air Defense Identification Zone (ADIZ) and Flight Information Region (FIR) boundary crossing procedures, Equal Time Point calculations, compass deviation checks, true airspeed (TAS) checks, inflight fuel management, and inflight divert re-planning procedures.

The typical flow for AN allows students a day to manually mission plan using Global Navigation & Planning Charts (GNC) and/or Jet Navigation Charts (JNC). Then, following a day of manual mission planning, all the students brief their instructors, as a group, covering everything from their no-later-than takeoff time to make their Air Refueling Control Time to when and where they will cross ADIZ boundaries. Once in the simulator and leveled off at their final cruising altitude, students begin to really get to work.

Students start with a coast-out fix to initiate their log work. Following their fix, students must then manage and track their fuel status via hourly fuel management, complete a TAS and compass deviation check, all while maintaining centerline navigation, updating timing to make their Air Refueling Control Time, and conducting ICAO mandated position and reporting point radio calls on HF. Arriving at their designated Air Refueling Initial Point, students begin their air refueling checklist and obtain the required fuel to complete the mission that they determined during their mission planning and confirmed with inflight fuel management. After air refueling procedures are completed and they direct their aircraft towards their destination, each student is presented with a scenario that will require a change in preflight plans and possible inflight route changes. This scenario requires the students to make decisions in a timely manner. Those decisions are: do they have enough fuel to make it to their new destination as directed by higher headquarters, determine the suitability of the new landing base, plot their new route on their charts, establish a new clearance, and continue log work to arrive at their new final destination safely.

The Advanced Navigation phase is capable of training up to eight graduates per class and fifteen classes annually. Since the program was implemented in September of 2016, eight classes and 48 CSOs have successfully completed AN training.

The AN program has a steep learning curve. Understanding the concepts behind International Civil Aviation Organization (ICAO) environment, oceanic navigation procedures, and advanced whiz wheel operations are not easy to comprehend for new aviators that work in today's electronic digital world. Feedback from recent graduates who

have moved on to the C-130H FTU at Little Rock Air Force Base has validated the AN training and its applicability to operational execution.

While modern-day aviation continues to rely more on GPS, advanced navigational systems, and computerized flight planning equipment, Advanced Navigation training, at the 479th Flying Training Group, has revitalized the historically based methods of navigation without the “crutch” of modern technology. The lost art of manual navigation has gone through a “momentary deviation from course” over the years. Aviation crews have come to recognize that possessing a solid foundational and important skill-set, such as the art of basic navigation, just might be a saving grace for crews to make it back home to fly another day, especially in today's electronically vulnerable world we operate in.

THE ORI

by Don Wadkins, James Connally 64-10

Only one other three-lettered acronym struck more fear into the hearts of wing commanders than did CEG, and that was ORI, or Operational Readiness Inspection. This was the means by which careers were made or broken. It was the means by which a full colonel, hoping for that elusive promotion to general, was banished to oblivion.

It usually began when a strange plane requested permission to land. At Glasgow, we didn't get many non-scheduled visitors dropping by to play golf. This usually involved evaluations of every unit from the bomb squadron to the kitchen at the Base Cafeteria. When they showed up, all of the crews and aircraft on alert were subject to fly. We first had to take examinations, which proved we understood all about our strategic missions. Then on the next day, we scrambled at the sound of the klaxon and took off one after another with fifteen seconds between aircraft. We tankers offloaded our fuel and the bombers flew missions with simulated bomb runs. It was one of those occasions where you could hardly excel, but you could sure screw up the works. We just flew our missions and waited around to see if anyone else messed up. Nobody did.

NOTIFICATION REQUEST

by Jim Faulkner, James Connally 64-04

One of our members has told us—that if something should happen to him—he has left a listing of people to be contacted. Great planning! Suggest we all consider putting **AFNOA** on that listing.



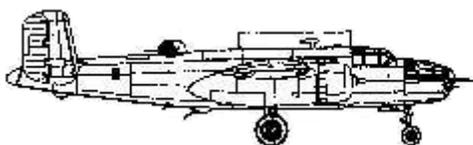
Lt Col Harrison A. Tull USAF Photograph

HARRISON A. TULL, TUSKEGEE AIRMAN

by Joe Racine

Lt Col Harrison Tull was one of the Tuskegee Airmen—the first black American aviators—who flew in Europe during World War II while the military was still segregated. He was trained as a B-25 bombardier. When the war ended he became a navigation instructor. He completed B-29 Superfortress Combat Crew Training, then Electronic Countermeasures Training before serving aboard RB-47 Stratojet and RC-135 aircraft with the 55th Strategic Reconnaissance Wing. Tull also served during the Korean and Vietnam Wars. In 2007, Tull was one of 300 Tuskegee Airmen to be awarded the Congressional Gold Medal, the highest honor that Congress can bestow upon civilians. Tull died in 2009 at the age of 89.

His second Distinguished Flying Cross Citation reads: Major Harrison A. Tull distinguished himself by extraordinary achievement while participating in aerial flight as Electronic Warfare Supervisor, from 3 January 1963 to 2 April 1963. During this period, while partaking in a program of international significance, Major Tull successfully met the exceptional operational requirements under the most hazardous and difficult flight conditions in an outstanding manner. The professional competence, aerial skill, and devotion to duty displayed by Major Tull reflect great credit upon himself and the United States Air Force.



HISTORIAN'S REPORT

by Ron Barrett, James Connally 63-06

We in the ranks are sorry to hear that **AFNOA** ex-president Jimmy Bannerman has passed away. Our sympathy goes to his wife and family. He served with great honor. We are ever grateful for his service, and we will miss him.

AFNOA has recently lost, as have their families, members who brought to our cadre the rich military service life-history of the “navigator.”

AFNOA realizes the term “navigator” is a collective one that includes observers, bombardiers, radar officers, weapons systems officers, electronic warfare officers, and now the combat systems officer (CSO). For all we know, that is “not all” we have been called! Some even became pilots!

Since our last update we have lost a number of members who possessed military histories, navigator histories, pictures and items of interest. Remaining family members did not know what to do with these items. This can lead to a loss to all and has done so.

AFNOA's loss of a navigator comrade in arms is sad, but reality. However the loss can be mitigated by those who plan their final flight departure by doing the following with an estate attorney:

1. Make a list of all internet passwords for your trusted family member so that they can properly handle your internet affairs. Add notes as to which entity each password relates to. Keep this list up to date. This can be a real problem. For example, try keeping **AFNOA's** mailing list up to date.
2. Make a list of those items—with names, places and dates—of pictures and memorabilia that you would want to pass on to **AFNOA**. Specifically, list those items of historical interest. Put colored stickers on them.
3. Write down in detail, the identity of those items you want to go to a specific place—like your local aviation museum. Add Points of Contact names.
4. Write down what monetary gift you would want to go to **AFNOA** to continue its historical mission of preserving our Navigators' History. **AFNOA** is an IRS 501(c)(19) Veterans tax exempt organization and has been for more than thirty years.
5. The U.S. Military—in its base-closure procedures—inadvertently trashes much of our history due to lack of funds and lack of interest in preserving our history. Volunteer to serve on historical preservation groups wherever you live.

At James Connally AFB a few years ago, the last T-29 at the base was sold for trash for a mere \$5,000.00 to a pop-can recycler. What a loss! There is no T-29 or T-43 in the National Museum of the USAF, at Wright-Patterson AFB, Ohio.



The Alamo in San Antonio.

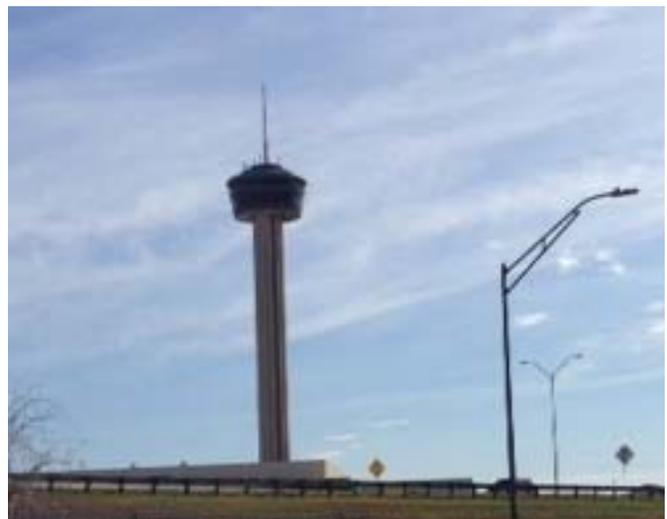


In the hotel.

Tower America

AIRPORT SHUTTLE BUS TO HOLIDAY INN

Jim Faulkner, James Connally 64-04
There is an Airport Shuttle from the Airport to the Holiday Inn on the Riverwalk. The Shuttle is called "Super Shuttle" and the shuttle counter is inside baggage claim. The shuttle departs every 20 minutes to the downtown hotels. We will also include the shuttle information on the confirmation letter that we send out about 30 days before the reunion. The cost is \$19.00 one way and \$34.00 round trip.



The Riverwalk in San Antonio by the hotel.



Our hotel on the Riverwalk at dusk.





AIR FORCE NAVIGATORS OBSERVERS REUNION



**SEPTEMBER 26 & 27, with 28th for SIGHTSEEING
SAN ANTONIO, TEXAS**

NAME _____ PREFERRED NAME ON BADGE _____

BASE/SCHOOL _____ CLASS _____

CURRENT ADDRESS _____

PHONE _____ CELL PHONE _____ E-MAIL _____

GUESTS' NAMES _____ PREFERRED NAMES ON BADGE _____

LIST ANY SPECIAL NEEDS _____

IN CASE OF EMERGENCY NOTIFY _____

REGISTRATION FEES

FULL REGISTRATION PER PERSON _____ NUMBER ATTENDING _____ X \$150.00 = _____

BANQUET SELECTION: BEEF _____ CHICKEN _____ VEGETARIAN _____

PARTIAL REGISTRATION

(If you can only attend for one day, please select below)

TUESDAY, SEPTEMBER 26th _____ NUMBER OF PERSONS ATTENDING _____ X \$75.00 = _____

or

WEDNESDAY, SEPTEMBER 27th _____ NUMBER OF PERSONS ATTENDING _____ X \$75.00 = _____

WED. BANQUET SELECTION: BEEF _____ CHICKEN _____ VEGETARIAN _____

TOTAL ENCLOSED _____

**PAYMENT IS DUE NO LATER THAN AUGUST 26, 2017. SEND THIS REGISTRATION
FORM TO THE FOLLOWING ADDRESS WITH A CHECK MADE PAYABLE TO:**

**THE REUNION BRAT
16817 MOUNTAINSIDE DRIVE EAST
GREENWATER, WA 98022
360-663-2521**

- * Confirmation of registration and schedule will be sent by August 28, 2017.
- * A \$20.00 per person cancellation fee will apply to all cancellations received within 30 days of the event.
- * Cancellations received within 10 days of the event will be non-refundable.
- * Call the Holiday Inn Riverwalk at 210-224-2500 no later than August 26, 2017 to make your hotel reservations.
Be sure to mention that you are with the **Air Force Navigators Observers Association** to receive your group rate of \$119.00 per night, plus tax.
- * These prices are available 3 days prior to and 3 days after the event should you choose to extend your stay.
- * Tours available 26 & 28 September 2017. See flyer for details and costs.



2017 AIR FORCE NAVIGATORS OBSERVERS REUNION



**SEPTEMBER 26 & 27, with 28th for SIGHTSEEING
SAN ANTONIO, TEXAS**

To be held at the Holiday Inn San Antonio Riverwalk Hotel located at 217 North St. Mary's Street, San Antonio, Texas 78205. Room rates are \$119.00 per night, plus tax. The discounted rate for self parking at the hotel is \$12.00 per night. At the time you make your reservations you may be told that parking is \$25.00. This will be changed to reflect the discounted rate of \$12.00 one week prior to arrival. The hotel garage does not accommodate oversized vehicles. There is also a discounted rate of \$10.00 for the All American Breakfast Buffet. The Holiday Inn Riverwalk is located in the heart of downtown San Antonio and has direct access to the Famous San Antonio Riverwalk. The hotel is walking distance to all downtown dining and attractions including the Alamo (3 blocks), Rivercenter Mall (4.5 blocks), La Villita Historic Arts Village (5 blocks), and El Mercado Market Center (7 blocks).

Call the Holiday Inn at 1-210-1224-2500 no later than August 26, 2017 to make your hotel reservations. Be sure to mention you are with the Air Force Navigators Observers Association Reunion to receive the group room rate. The group rate is also available 3 days before and 3 days after the reunion dates based on room availability at the hotel.

Tuesday September 26th

**2:00pm ~ Registration Opens and Hospitality Room Open
5:00pm - 6:30pm ~ No Host Cocktails
6:30pm - 8:00pm ~ Dinner Buffet: Beef & Chicken Fajitas
8:00pm - 10:30pm ~ Hospitality Room Open**

Wednesday September 27th

**7:30am - 9:30am ~ Board Meeting
9:30am - 11:45am ~ Membership Meeting
10:30am - 4:30pm ~ Hospitality Room
4:30pm - 6:00pm ~ No Host Cocktails
6:00pm - 11:00pm ~ Banquet Dinner & Program**

Thursday September 28th

Free day for Sightseeing

**Attendees can plan and schedule tours for Tuesday or Thursday after arrival at the Hotel.
The hotel can assist with the HILL COUNTRY TOUR.**

TOUR DETAILS ON THE OTHER SIDE OF THIS SHEET.

DOUBLE DECKER BUS TOUR (1-210-224-8687)

(Rates as of December 7, 2016)

COST: \$33.00, or \$31.00 for Seniors, with a \$4.00 discount if you see the hotel front desk (concierge) or parking attendant for a coupon.

LOCATION OF TOUR: Bus pickup in the front of the Holiday Inn.

TIME: Starts at 9:25am and buses come by the hotel every 20 minutes. The last bus departs the hotel at 5:00pm

TOUR: Includes a one-hour tour of San Antonio, with hop off–hop on (catch another bus) privileges at the various stops in the city. Examples of places where people might want to use this privilege are the Alamo and the Pearl Brewery.

RIO RIVERWALK BOAT TOUR (1-800-417-4139)

COST: \$10.00 (exceptions: military rate is \$7.00 and over-60 rate is \$7.00)

LOCATION OF TOUR: Exit the Hotel facing the river and go left to the footbridge over the river; cross and go left to the Iron Cactus/Aztec Theatre, go down the stairs to the ticket booth

TIME: 9:00am to 9:00pm

TOUR: Cruise and tour of the Riverwalk area is about 45 minutes in duration.

HILL COUNTRY TOUR FROM SAN ANTONIO (1-210-492-4144)

(Prices as of December 7, 2016)

by

ALAMO TOURS AND CHARTERS

COST: \$89.00 for adults, \$84.00 for Seniors.

LOCATION OF TOUR: Tour starts from the Hotel.

TIME: Full Day - 9:00am — 4:30pm.

TOUR: Sit back and relax as ALAMO SIGHTSEEING TOURS takes you along scenic Hill Country back roads to the charming German community of Fredericksburg, once the edge of the frontier and home to brave German pioneers. You will have the opportunity to enjoy shopping and browsing in the quaint antique shops and gift boutiques along Main Street. There will be time to explore the Admiral Nimitz Museum (the entrance fee to the Nimitz Museum is not included in the tour cost, see Nimitz Museum pricing below) and Historic Center as well as the History Walk of the Pacific War and the Japanese Garden of Peace. Lunch is on your own at one of the many fine restaurants in Fredericksburg.

After lunch the tour will continue to Stonewall, Texas, where you will visit the LBJ Ranch, located on the Pedernales River. Here, we'll see the *Texas White House* and hear tall tales of one of Texas' favorite sons, Lyndon Baines Johnson, and former First Lady, Lady Bird Johnson. Come along and enjoy the culture, beauty and magic of this unique area.

THE ADMIRAL NIMITZ MUSEUM

COST: WWII Veterans: Free

Adults: \$14.00

Senior Citizen (65 or over) or any retired military (with ID): \$12.00

Military, current active duty, Reserve, National Guard: \$10.00

For more information contact:

Jim Faulkner

580-242-0526

jfaulkner39@suddenlink.net

The Reunion BRAT

360-663-2521

thereunionbrat@hotmail.com

COME JOIN US AS WE SHARE OLD MEMORIES AND MAKE NEW ONES!

Blue Skies of Texas

SENIOR LIVING IN THE TRADITION
OF AIR FORCE VILLAGE



Our Air Force Village Tradition continues at Blue Skies of Texas

In 1950-52, Hazel Dillingham, Ethel Kuter, Willda Landon, Jane Metcalf and Maude Twining were serving the executive board of the Air Force Officers' Wives Club (OWC) of Washington, DC, at Bolling Air Force Base. At the time there were no laws providing compensation for military widows in retirement and many dreamed of a safe haven for Air Force widows. Unlike their civilian counterparts, few military families had permanent homes or a place to go when they were suddenly confronted with the death of a spouse. Military widows, regardless of their husband's rank, were often left penniless. Gladys Vandenberg, wife of Air

Force Chief of Staff General Hoyt Vandenberg, discussed her concerns regarding widows in need of assistance. Connie White, wife of General Thomas White, who later became the Air Force Chief of Staff, brought the topic of the widows' needs for discussion at a coffee attended by Kelly Dixon several years later. Soon after, the Village was created because of the continued efforts of these individuals. All six of the OWC members eventually came to Air Force Village to live and all agree that it took Helen LeMay, wife of the Air Force Chief of Staff ten years after Vandenberg, to give the idea wings. Several residents who knew Helen LeMay admired the person who many mentioned was a *resilient* respected woman of her day.

Drawing from an early age, the philosophy of "taking care of our own," Mrs. LeMay began sending "feelers" to Air Force Officers' Wives Clubs (OWC) all over the world. By the end of 1963, LeMay had recruited a 37-year-old widow named Pat Daus, to assist in answering correspondence and promotional efforts. Mrs. Daus, later Pat Ladd, became an Air Force Village resident in 2010. Fundraisers were organized by the OWC on every Air Force installation around the world and the \$1 million goal was achieved to begin construction on the original Air Force Village near Lackland Air Force Base (consisting of a 16 story Hi-Rise apartment building, chapel, dining room and Garden cottages). The land where Air Force Village was established was a donation given by Ray Ellison, a local developer in San Antonio, Texas.

Over the years, the mission of Air Force Village expanded to include retired military officers with their spouses. Due to the growth of military retirees' desire to live in a retirement community, Air Force Village II (located 7 miles from Air Force Village I) was built in 1985. Each community is distinct in landscape and features a variety of floor plans.

Continuing the tradition of 50 years as the retired military officers' retirement community of choice, today the former Air Force Village is now doing business as Blue Skies of Texas, with expanded eligibility to include those without a military service background. In order to enrich the lives of current and future residents, we expanded our family in response to a changing environment, while sustaining a community and culture grounded in our Core Values. Air Force Village I is now Blue Skies of Texas – East and Air Force Village II is now Blue Skies of Texas – West. Despite the changes, due to our growth and name change, the Air Force Village Foundation and its core mission remains, "Service to Widows in Need."

We are proud to continue preserving our legacy and would extend an invitation for you and your guest to tour and/or lunch at Blue Skies of Texas during your attendance at the **AFNOA** conference. Blue Skies of Texas combines an active lifestyle with access to the continuum of health care. Whether you are in the early stages of your retirement planning, or ready to move in the near future, please come to sample our Blue Skies of Texas hospitality. Call 210-568-3200 to schedule your personalized tour with a Marketing Counselor.

HANOI PICK-UP

by Jack O'Connor

A little background first: I had flown in and out of Hanoi twice before—flying out of U-Tapao AB, Thailand—with the peace negotiating team. Both times, we were ordered to wear civilian clothes and be nice to them. They took our pictures as we sat around a table for a briefing. The infamous "Rabbit" was in charge. At least that's who we thought it was. Big ears. They then took us to a hotel and fed us in a banquet room. The food was delicious and we were ordered to drink their beer when offered. It didn't taste too bad and was only about 2% or 3% so the brass weren't concerned about us being able to fly afterwards.

Then they took us to museums—their War Museum on the first mission. They had parts of our warplanes that had been shot down and also showed us the gun where Hanoi Jane Fonda sat for that infamous picture. I don't know if it was the real gun or not—didn't matter—I think they just wanted a reaction. They got none from any of us. We were allowed to take photos of certain areas. They wouldn't let us take pix of their rail marshaling yard which was full of bomb craters and wrecked engines—I got some anyway with my little Minox spy camera.

On the next trip they took us to the Peace Museum. Absolutely stunning!!! Lots of HUGE white jade figures. A beautiful museum. Our bombs never got close to it. Strangely enough—they told us that the wrecked train yard was where they were fixing their engines. If you didn't know better, it could have looked true. There was not a single bomb crater outside of the yard. All buildings were intact! A lot more happened there, but don't want to bore you with all the details. They were very proud of their many manhole covers in the sidewalks which they used to hide from our bombing raids. All three trips were interesting!

Anyway, that was why I was chosen to lead a two ship formation to retrieve our heroes. I just happened to be TDY at U-Tapao from Clark AB where I was stationed. That should set the stage and should help you to understand my involvement.

I was one of only a few crew members on either plane to have been there before. Our mission commander was Col Novas and we had a *one-star* on board with an open line to President Nixon. It was a fairly high priority mission. After stopping in Saigon for a final briefing, our two C-130Es (with augmented crews) left Tan Son Nhut AB and went *feet wet* up the coast of Vietnam. We stayed about thirty miles off the coast so as not to bother anyone. We hit the mouth of the Red River and turned upstream toward our destination—Gia Lam Airport just east of Hanoi.

We were encountering broken clouds which were getting worse. After going over Thuan Nghiep, the river straightens out considerably so I requested we drop to about 1,500 ft so I could better make out the landmarks—on radar but

mainly visual—when I could see the ground. I wasn't about to trust the radio aids from Gia Lam nor Hanoi. Before we descended, we could easily make out Hai Phong harbor on our radar about forty miles to the northeast so we were on track.

We made contact with Hanoi and advised them of our impending approach into their territory. This had all been pre-arranged, so no problem there. It was on up-river that they started screwing around with us and trying to subtly get us confused. They were trying to get us lost and force us to abort the mission so they could say we caused an international incident by not picking up those who died in captivity when everything had been arranged. That's another reason I had been picked to lead. They tried to spoof us on earlier missions by moving the ADF and VORTAC ever so slightly to locations which would cause us to fly into restricted airspace. In fact, a crew a few weeks earlier bought the spoof and was threatened with a "shoot down" if they didn't abort the mission, so that made this mission even more critical. If you were watching closely enough, you could see the needles quiver a little each time they changed location. They were good at it though, so I had the other navigator continually watch for that in case we lost visual or radar contact.

I had my head out the front searching for ground fixes. Then, they really tried to get us fouled up. The second plane was following closely, mainly by keeping us on their radar—depending on us to lead them in. Hanoi Approach Control called us and told us to take up a heading to final. The pilot started to turn and I virtually screamed into the mike "Negative, Negative—Maintain Heading". That was the first of three times they tried to get us to turn too soon. After the second time, Col Novis told the pilot to ignore the tower and go by my direction only. I knew we were still about thirty to forty-five miles out and they were doing their best to get us off course and lost in that bad weather with low ceilings and get us to an area with which we were not familiar. The weather was really bad—the cloud cover was closer to full than "broken". We would get a break in the undercast every mile or so. We descended to about 1,000 feet which helped some.

Now, remember that bridge that they tried so hard to take down during the war? We lost a lot of Thuds and F-4s there. That bridge and a huge sand bar about three miles downstream were my aiming points. I was getting a little concerned when they weren't coming in view as fast as I thought they should. Guess I was just overly anxious. I checked radar and found both about fifteen miles ahead. I alerted the pilot to be ready to turn and he relayed to #2 that we would turn in a couple of minutes. Ground Approach had given up trying to get us to turn early after a few scoldings from them that we were ignoring their instructions. We did not answer.

We descended a little farther so I could get a visual on

both the sand bar and the bridge. I remembered where we had turned on my earlier approaches. We flew about thirty seconds past the sand bar, and with the bridge in sight, I told the pilot to turn to the appropriate heading—I seem to recall it was 335 degrees—but not sure now. Descent was begun and both planes broke out at about 750 feet. There it was—right in front of us. I strapped myself in. The other aircraft radioed a "Tally Ho" so we knew everything was fine—or so we thought.

After we landed, Ground Control took over and marshaled us to the proper area to pick up the remains of our guys. There were two green tents and they were having us come in and turn so that our prop-wash would flow directly on the tents—probably blowing them away. Our aircraft commander called for neutral props and warned the second aircraft to do likewise. Both planes coasted in to a nice easy stop in the right place—I'm sure to the disappointment of the marshaling crews.

Col Novas made the decision on the spot to set up an honor guard in front of each tent. This time, we were in our Class As and were not under orders to associate with the enemy. We all felt better about that. He sent us out two at a time at fifteen-minute intervals, each pair did facing movements to relieve the previous pair as time dictated. The first pair at our tent was Col Novas and our pilot. The tent flaps were tied wide open.

What the first set of honor guards—and ultimately all of us—saw was several stacks of green boxes with a rock on them with white painted names and dates. The sight was shocking and really ticked us off. Unfortunately, I do not remember any of the names. The boxes—which in reality were coffins—were about thirty inches by eighteen inches by eighteen inches. It tore us up to think that our guys who had suffered so much were in those tiny green boxes. We all decided individually and as a team that the Vietnamese would never touch our fallen comrades again.

The honor guard rotation was maintained for well over two hours while the final release papers were being signed at their government offices in downtown Hanoi. Obviously, the North Vietnamese didn't know what to think of the honor guard. We saw the guys who had been our escorts on earlier trips. They smiled and waved at us. We glared back at them. Some civilians tried to get close to watch—they were chased back over the dikes by armed guards.

We were finally given the OK to load our precious cargo onto the waiting C-130s—their cargo ramps open, sat waiting. As the word came that we could begin returning our guys to American soil—in this case our C-130s—the North Vietnamese moved in to begin loading. We immediately formed a cordon around the tents and, though unarmed, we motioned for them to stop and basically dared the armed Northern troops to try us. They stopped with a puzzled look on their faces—but never tried to cross the line. They had touched our heroes for the last time.

It was early evening by then and the General was back and became part of our new makeshift honor guard—set up on both sides of the ramps. I was part of three pairs who tenderly picked up a *coffin* with its *headstone* and proceeded up the ramp. Two more were inside the plane to place an American flag over each man as he came on board. We exited thru the crew door to go retrieve another hero. The general led the others on either side of the ramps in a hand salute as each box of remains passed on board. I don't remember exactly how many bodies we recovered—seems like thirty-six—but each was treated with ultimate respect. We took our time to make sure all were properly honored. It took a considerable amount of time, but we didn't care. We did it right.

We finally all boarded and buttoned up the aircraft. As we were getting all four turning, I noticed the pilot had a wicked smile on his face. I listened on a discreet channel while he suggested to the other pilot to change pitch after they began moving and turn the planes so that the prop-wash would now hit the tents as the Vietnam officials and soldiers gathered around them. The turn was smooth, slow and graceful until the loadmaster gave the word. Suddenly eight turboprops were at full forward pitch for about three to five seconds with the brakes on. They changed the pitch back to the taxi setting but we got turned around in time to see the tents flying and some of the folks we left were on the ground.

We received departure instructions from the tower and thus began an uneventful trip back to Saigon and on to U-Tapao to the identification folks stationed there. The general informed President Nixon that extraction had been completed successfully. Further ID would be performed at Hickam AFB as necessary.

Our heroes were taken to Hickam AFB by C-141s. I have talked to many people about this extraction of our fallen comrades—and to a man they thought that the C-141s did the entire mission. I hope someone will set the story straight someday. In fact, I have never seen anything about C-130s being involved with the extraction of the first of those who died in captivity. Believe me—I know they were.

I may have missed some story about it for I have never heard anything about that mission since. That mission was the best thing I ever did in my twenty-four-year USAF career. Sorry to be so wordy, and focused on "I" and "me", but I'm not sure how else I could tell it with any conviction.

Somehow, I forgot to turn in my log and charts from the mission, and no one else thought about it. I had them for a long time, but they disappeared—probably on my move to CO from AL.

I did meet a woman at one of our reunions whose husband's remains were onboard that day. I was completely speechless as she thanked me.

FILL 'ER UP

by Henri L. Bailey III, James Connally 64-05

This vignette does not concern a mission that we flew. It is an appreciation for some other aircrews that we observed while flying in Steel Tiger. We were flying an early Lamplighter mission and were about midway between Tchepone and the Mu Ghia Pass. We were at a higher altitude and not at the normal 5,000 feet AGL working altitude because it was not quite dark. Alleycat knew we had gone feet wet and called to ask if we were on station.

Lieutenant Colonel Al Holl, our A/C, responded that we were on station but not at working altitude. Alleycat reported that a tanker crew would like to ask us some questions. Would we mind talking to them? Colonel Holl answered that we would be pleased to help if we were able. The tanker contacted us on a UHF working frequency and said they had an emergency call for help from an F-105 coming from Route Package 6 that was leaking fuel and needed a tanker to meet him or he wouldn't make it. Could we give them a current briefing on defenses as they headed north to meet the Thud.

We warned them about the 85mm at the south end of Mu Ghia and the 100mm at the north end and advised them to stay at least 20 miles west of Mu Ghia. We told them that SAMs were mostly to the eastern side of Route Packages 3 & 4. We couldn't guarantee no SAMs in Laos or higher caliber AAA but they would be safer staying over Laos than getting into North Vietnamese airspace. They might definitely encounter 37mm and 57mm AAA. They thanked us and pressed on. We got ready to go to work. Our crew had quite a discussion about flying in contested airspace completely loaded with JP-4.

A little later we heard that the tanker crew had hooked up with the F-105 and had to escort it back to Takhli. They had to cross into North Vietnam into western Route package 4 to snag him and the leak was so bad they had to take him home. The operation had concluded successfully. Tanker crews seldom received kudos. This was one more example of how they hung it out to dry many times and saved a lot of fighter crews. They were heroes to those of us who were flying in contested air space.

CHANGES of ADDRESS, TELEPHONE and E-MAIL

by Jim Faulkner, James Connally 64-04

Over the last few months we have had sixty **DR AHEADs** returned, and more than seventy e-mail addresses were rejected when Errol Hoberman tried to send members the newsletter electronically.

If you wish to get **DR AHEAD** on time advise me at jfaulkner39@suddenlink.net or by mail of your information changes at 4109 Timberlane, Enid OK 73703.

LAST FLIGHTS:

Jim Faulkner, James Connally 64-04

It is always sad to publish this listing, especially when it includes friends and classmates. Please advise Jim Faulkner (see page 16 for address) when you note a Navigator/Observer/Bombardier/EWO or Combat System Officer has passed away. Thanks to the following for monitoring local newspaper obituaries: Harvey Casbarian—EF 57-18, Alfred Conti—HA 53-14, Bill Wilkins—EF 52-09, plus others. The following have made their last flights. Please keep their families in your prayers.

AIR FORCE ACADEMY

Josephson, Edward H. Exeter NH 59-00

CARLSBAD

Osterhout, Russell D. Tempe AZ 44-46

CORAL GABLES

Boyd, Edwin I. Rapid City SD 41-E

ELLINGTON

Davies, Richard B. Houston TX 43-00
 Hlaveaty, John E. Melvindale MI 44-03
 Yourish, Walter P. Latrobe PA 44-04
 Hildebrand Jr., Frederick B. Pittsburgh PA 44-12
 Yanowsky, John L. San Diego CA 44-45
 Logan, Hollis Topeka KS 44-53
 Marshall, George L. Murrieta CA 45-04N
 Farnsworth, Douglas B. Peoria AZ 50-F
 Doane, Elvin I. Tavemier FL 51-04
 Yennie, Eugene V. St Petersburg FL 51-27
 Belknap, Frederick D. Good Hope WV 53-00
 Meek, Donald J. Horseshoe Bend AR 54-06

HARLINGEN

Downs, Harry M. Savannah GA 53-00
 Lipsky, Joseph A. Columbus OH 53-12
 Poplawski, Ronald J. Hillsborough FL 54-03
 Kreppert, Frederick W. Glenarm IL 56-11
 Stewart, Vestal C. Edmond OK 56-11
 Bonderer, Lawrence F. Chillicothe MO 56-14
 Burton, Richard W. San Diego CA 56-14
 Crabb, James W. Las Vegas NV 56-14
 Dennany, James E. Honolulu HI 56-14
 Hurn, William T. San Antonio TX 56-14
 Ingraham Jr., Hubert H. Austin TX 56-14
 Karras, Nicholas P. Montvale NJ 56-14
 Malacarne, Raymond A. Bradenton FL 56-14
 Reece, Harold M. Noble OK 56-14
 Sarchet, Albert H. March AFB CA 56-14
 Shreeve, Stanley E. Manzanita OR 56-14
 Solter, Edward H. Austin TX 56-14
 Stitt, Howard D. Charlotte NC 56-14

Totten, David K. Big Rapids MI 56-14
 Zollars, Daniel L. Shawnee KS 56-14
 Verchuck, Paul R. Sacramento CA 56-16
 Bowers, Robert N. Vienna VA 56-18
 Albers, Robert J. New Baden IL 56-19
 Bermel, Blaine L. Fairfield OH 56-19
 Didamo, Francis A. Bellevue NE 56-19
 Owen Jr., Wilbert P. Georgetown TX 56-19
 Wyant, Dalbert B. Canal Winchester OH 56-19
 Richards, Eldon E. Sumter SC 56-21
 Bibelheimer, Henry F. Southampton NJ 57-14
 Brutton, Michael S. Glasgow MT 58-02
 Bury, William J. Cardiff by the Sea CA 58-05
 Luce, Paul D. Rancho Cordova CA 59-11
 Engel, Richard F. Bakersfield CA 60-07
 Ingersoll, Robert J. Piedmont SD 60-11
 Peavey, Douglas J. Madison AL 60-12
 Chambers, Robert L. Unk. MD 60-14
 Frick, Roland D. La Vista NE 61-04
 Reynolds, Donald J. Seffner FL 61-04
 Hagen, Patrick J. Hot Springs Village TX 61-05
 Canfield IV, Calvert C. Wakefield OH 61-11
 Calhoun III, John H. Atlanta GA 61-15
 Hewitt Jr., Clarence F. Crossville TN 61-19
 Thomson, David A. Anacortes WA 61-20
 Mitchell II, Lyndon B. Kilsap WA 61-21

HONDO

Sullivan, Francis C. Grand Prairie TX 42-02
 Fanta, Jack F. Dallas TX 43-08
 Simonitsch, Jake Independence MO 43-11
 Johnson, Wendell C. Corpus Christi TX 44-07
 Stem, Edward Unk. 44-09
 Hinds, Walter R. Winona MN 44-10
 Bradbury, Julian W. San Antonio TX 44-42

JAMES CONNALLY

Aylward, James F. Hialeah FL 52-21
 Haager Jr., Myron M. Unk. 52-21
 Hudgins, Robert E. Unk. 52-21
 Mooney, Gene A. Unk. 52-21
 Moseley Jr., Charles E. Unk. 52-21
 Sevin, James A. Unk. 52-21
 Spagnola Jr., Joseph C. Sarasota FL 52-21
 Thome, Allen M. Unk. 52-21
 Vinturella, Samuel Metairie LA 52-21
 Blackman, Lawrence H. Niceville FL 52-22
 Bauer, Merle J. San Antonio TX 53-10
 Scott Jr., Curtis W. Fort Worth TX 53-10
 Raneri Jr., Alfred A. Houston TX 54-06
 Berretta, Robert E. Charleston SC 54-16
 Timmons Jr., Leal San Antonio TX 54-16
 Wolf, Anthony E. Benton LA 54-16
 Solemene, William A. Dallas TX 59-11

Trump, Charles E. Grand Prairie TX 61-10
 Sveinbjornsson, Svein C. Medford NJ 61-16
 Miller, Francis D. Spokane WA 61-20
 Lovretich, Robert J. Niceville FL 63-14
 Armstrong, Oscar J. Columbus OH 63-15
 Elder, Norman D. San Antonio TX 63-15
 Bauer, Richard H. Colorado Springs CO 63-17
 Schenk, John C. Snohomish WA 63-19
 Stolp, David A. El Macero CA 64-02
 Owens, Roger G. Mauldin SC 64-10

MATHER

Kirkpatrick, Wallace B. Converse TX 42-09
 Felton, Stuart I. Indianapolis IN 43-03
 Himes, Ralph I. Chelmsford MA 43-14
 Hatch, Andrew M. Destin FL 68-00
 Wells, Earl C. Ashland MO 72-09
 Volk Jr., Kenneth R. Dallas TX 76-00
 Wuench, James D. Minot ND 83-00

SELMAN

Thomas, William H. Marionville MO 42-14
 Syckes, Silas L. Southern Pines NC 43-04
 Crowell, William W. Swansboro NC 43-11
 Hizenski, Jesse S. Williamsburg VA 43-13
 Zagrocki, Eugene Baden PA 43-14
 Faverot, Clifford F. Covington LA 44-08
 Hofer, Robert C. Butler PA 44-08
 Metsky, Leslie Summit NJ 44-09
 Arcudi, Bruno A. Buffalo NY 44-11
 Pechin, Frederick J. Fredericksburg VA 44-12
 Otting, Edward A. Medfield MA 44-13
 Kutack, Jason N. Hattiesburg MS 44-15
 Hoehne, Owen G. Sun City AZ 45-03

SAN MARCOS

Thompson, Abraham Northport NY 43-12
 Hiron, William B. Osprey FL 44-03
 Fargo, Harry L. Indianapolis IN 44-04
 Crowston, Robert H. Melbourne FL 44-05
 Falsetti, Aldo L. Ford City PA 44-05

VICTORVILLE

Metz, Victor T. Arvada CO 44-09

SCHOOL UNKNOWN

Stemler, John H. Atlanta GA 41-00
 Zaremba, Harry Mayfield Heights OH 42-00
 Delao Jr., Peter F. San Antonio TX 43-00
 Thomas, George J. San Antonio TX 43-00
 Wolson, Theodore Tampa FL 44-00
 Favor Jr., William V. El Paso TX 45-00
 Pearce, William F. Lakeway TX 45-00
 Boede, William C. Tucson AZ 51-00
 Shanklin, Kenneth D. San Antonio TX 55-00

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Enid, OK 73703-2825

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