



DR AHEAD



THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION NEWSLETTER

VOL 33, NUMBER 2

LITTLE RIVER, CALIFORNIA

APRIL 2017



Jim Bannerman. Photograph taken at the October 2005 AFNOA Reunion in Albuquerque, New Mexico.

DR. JAMES W. BANNERMAN

Dr James W. Bannerman passed away, with his family at his side, on February 8th, 2017. He was born on May 26th, 1928 in Washington, DC. He was a retired 25-year veteran who served his country in both the Marine Corps and as an officer in the U.S. Air Force. Dr. Bannerman learned aerial navigation at Ellington AFB, Texas, and was graduated with Ellington Class 55-06. While serving in the Air Force, Jim was decorated for his work on the Apollo Space program, including the Apollo 11 mission, mankind's first lunar landing, in 1969.

Jim was also an accomplished academic, earning Bachelor's degrees in Electrical and Mechanical Engineering from the University of Maryland. Jim

earned his PhD in Education Administration from Nova University in 1980 and led the Industrial Engineering Technology Department at Georgia Tech and then the Southern Technical Institute in Marietta, Georgia, for nearly 20 years.

Jim was very active in the Daytona Beach community as the Master of Masonic Lodge 81, a long-time Rotarian, a member of the Board of Visitors at Embry-Riddle University, the Code Enforcement Board of the City of Daytona Beach and as a mediator for the Volusia County Court System. Jim was a generous philanthropist touching thousands of lives as a volunteer, tutor and mentor. He was recognized in 2004 by the United Way as their Volunteer of the Year in Daytona Beach, and by President George W. Bush in 2006 as a "Daily point of light."

A skilled pilot, sailor and proud Scotsman, Jim cultivated so many of his friendships through the organizations he loved, including the Daytona Beach Pipes and Drums, the Confederate Air Force, and The Ancient and Secret Order of the Quiet Birdmen. He served as President and later as Scholarship Chairman of the Air Force Navigators Observers Association. He will always be fondly remembered as a soldier, an engineer, a teacher, a mentor, and philanthropist.

He made his greatest mark as a husband, father and grandfather. Jim is survived by Eleanor, his wife of 58 years, sons Steve and John, daughters Linda and Vicki and grandchildren Caroline, Katy, Elyse, Laurina and Hannah. Services for Jim were held in Daytona Beach on Saturday, February 11. The family has requested donations to the Halifax Humane Society, 2364 W. LPGA Boulevard, Daytona Beach, FL 32124, phone 1-386-274-4703, in lieu of flowers.

TABLE OF CONTENTS

Obituary: Dr. James W. Bannerman 1
 Membership Application Form 2
 President's Remarks, by Phil Barber 3
 Aviation-Related Displays, by Morris Baxter . 3
 Briefly Noted: **The General vs The President, by H.W. Brands**, by Bill Wilkins . 3
 Briefly Noted: **Last To Die, by Stephen Harding**, by Bill Wilkins 3
 Two-ship Formation Flying at Pensacola, by Capt Matt Gilbert 4
 Hack-Proof: Forward to the Past, by Tracy Cozzens 5

Christmas in Bangkok, by Donald Wadkins . 6
 Reunion Registration Form 8
 Reunion Information 9
 AAA at Dak To, by Henri L. Bailey III 11
 Up, Down, Up, Down, by Lou Malucci 12
 A Raven's Story, by Dick Curran 12
 Let's Land on That Carrier, by Joe Lyons . . . 13
 Scholarships Deferred Until 2018
 by James Faulkner 14
 Letters 14
 Last Flights, by Jim Faulkner 14
AFNOA Board & Operating Committees . . . 16

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.

DR AHEAD is published by **AFNOA, Inc.**, 6441 Avenida De Galvez, Navarre, Florida 32566-8911. Presorted 3rd class postage is paid at Fort Walton Beach, Florida.

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 May 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

DR AHEAD STAFF:

Owner		AFNOA
Editor, Richard W. Ahrens		RNNN@mcn.org
Copy Editor, Sue Curran		sue.curran@att.net
Circulation, Jim Faulkner		jfaulkner39@suddenlink.net
Distribution		afnoa.distributor@yahoo.com

PRESIDENT'S REMARKS

by Phillip Barber, James Connally 64-04

On Friday, February 11, I learned that Jim Bannerman, the **AFNOA** Scholarship Committee Chairman, had died on February 8th.

He was killed in an automobile accident. **AFNOA** lost a dedicated man. Jim Bannerman, (Ph.D., navigator, pilot, educator, past **AFNOA** President) worked tirelessly for the preservation and betterment of **AFNOA**. There will be more details and better words of praise in this edition than this small article can address. Our minds should be of one accord; to remember Jim as a friend, and a fine example of an officer and gentleman, plus as a scholar and a valuable member of society.

There were many and now there are few. Few meaning few left that are the real heroes that went (to war), saw (it up close and personal), and conquered (their fears and the enemy). Few also are those with the track record of Jack Spencer, AAF Bombardier. Jack is 92 years old now and lives in Oklahoma. He is one of a very few WW II veterans that are still of sound mind and body. Jack flew bombers over Germany, was shot down and spent several months as a POW in mid 1945. Recently our Treasurer Dennis Erhenberger had a conversation with Jack Spencer and is continuing to encourage him to attend our biennial reunion in San Antonio this coming September 26th, 27th, and 28th. Our hope is that Jack will grace our reunion so that we may personally thank him for his service and sacrifice.

Hopefully we'll see a great turnout for our San Antonio Reunion. I well remember the Sunday morning sunrise of May 10, 1962, as I approached San Antonio for the first time only to drive on through to Medina AB, where I spent the next three months in USAF Officer Training School. My recollection is that I had very little time to actually see and enjoy San Antonio, but that opportunity is coming back around this year. Of course I don't try to enjoy things the way I did way back then but, the memories are still there and I can relive them whenever I visit the past.

If you are planning to attend the reunion in San Antonio, please make your reservations as early as possible. The earlier the better and should we run out of space we can get more so long as we are not in a last minute situation. Please take the time to go ahead and register.

AVIATION-RELATED DISPLAYS

by Morris Baxter Ellington 55-15

Here are some other places people might want to visit while attending the Reunion in San Antonio.

The Texas Air Museum at Stinson Field in San Antonio. This display is not on a par with the Naval Air Mu-

seum or even the Nimitz, but you might find it worthwhile to see. The point of contact is John Tosh, 210-977-9885. The location is 1234 99th Street, which can be reached by going south on Roosevelt. The museum is closed Sundays and Mondays, and open Tuesdays through Saturdays from 1000 to 1700.

For members who are still around on Friday, Lackland AFB always has a basic graduating class parade and review around 1000 on the parade ground. That is the location where many of their aircraft on display are parked. However, there are also aircraft parked all over the base.

BRIEFLY NOTED

by Bill Wilkins, Ellington 52-09

THE GENERAL VS. THE PRESIDENT: MACARTHUR AND TRUMAN AT THE BRINK OF NUCLEAR WAR by H.W. Brands provides a riveting analysis of the circumstances that led President Harry Truman famously to relieve General Douglas MacArthur of his commands at a crucial juncture in the Korean War. Leading up to that action Brands provides very readable reviews of the lives and careers of both leaders as well as a concise account of the war to that point. To understand the reasons for the President's order, Brands quotes the then-classified testimony to the United States Senate and the Secretary of Defense George Marshall, Chairman of the Joint Chiefs of Staff Omar Bradley, Chief of Staff of the Air Force Hoyt Vandenberg, and others who urged that MacArthur was advocating the wrong war, at the wrong time and place, against the wrong enemy. Their "secret testimony," Brands concludes, "damaged MacArthur in ways he never understood."

BRIEFLY NOTED

by Bill Wilkins, Ellington 52-09

LAST TO DIE by Stephen Harding. In the days after Emperor Hirohito proclaimed Japan's surrender to the Allies in August 1945 and before occupation forces began to arrive there, American Army Air Forces crews flew photo recon missions over parts of that country. New-to-the-area B-32s covered greater Tokyo where they were attacked by fighter pilots—who ignored their ceasefire orders—killing a B-32 gunner/photo tech, the last American to die in WWII combat. **LAST TO DIE** by Stephen Harding is a compelling detailed account of those events.



Capt Jon O'Rourke and 2d Lt Zachary White perform a pre-flight inspection on a T-6A Texan II prior to their formation flight. USAF Photo.

TWO-SHIP FORMATION FLYING AT PENSACOLA

by Capt Matt Gilbert,

Top-Off Formation Flight Commander

In 2012 the Air Education and Training Command conducted an analysis of CSO career fields and identified several areas of training that could be improved. In response to the analysis, the 479th Flying Training Group developed a program called Top-Off that helps to prepare graduates for their future roles as warfighters. Top-Off occurs towards the end of CSO training after students receive their aircraft assignment and provides specialized training that will help them in their Follow-on Training Units (FTU).

One of the Top-Off tracks is seeking to improve the continuity between Pensacola's training and the Introduction to Fighter Fundamentals (IFF) course and the F-15E FTU. While pilots arrive at IFF having received a thorough immersion into formation flying, the Weapon Systems Officer (WSO) candidates had previously been arriving to training without official formation experience from the UCSO pipeline.

The 455th Flying Training Squadron flies the T-6A Texan II and is responsible for the primary phase of CSO training. They begin by teaching the students basics of flight principles, but due to the maneuverability of the T-6, they were also put in charge of developing a formation program designed to bridge the gap between UCSO Training and IFF. The new program provides additional training in the basics of formation flying, and provides its graduates with the foundation of airmanship required to be successful as future WSOs.

Upon selection to the F-15E, students return to the 455th FTS for a three-week formation training program that consists of 40 hours of academics, 10 hours of ground training, 4 formation training flights, and a formation check ride. The students are taught the introduction to basic formation procedures and a foundational set of crew resource management skills. These skills enable them to evaluate dynamic situations, develop alternate mission profiles, and execute required changes. Instructor pilots hone a student's ability to accomplish planned maneuvers

expeditiously, manage energy levels, and maintain constrained airspace boundaries, while also re-introducing G-loading, physiological demands, and the critical thinking skillset required of high-performance flight.

The 455th FTS is capable of training up to four graduates per class and fifteen classes annually. Since the program was implemented in September of 2016, five classes have been through the formation training and they have graduated twenty CSOs.

On an average day, formation students prepare for their mission, to include preparing a briefing board, line-up cards, an emergency procedure and threat of the day. Following the briefing, students and their IPs step to their aircraft. After takeoff, the two-ship formation flies to a Military Operating Area located above Pensacola to learn and improve upon basic formation positioning, rejoins, and extended trail. Students also learn about how to overcome losing track of their wingman, called "going blind." Extended trail helps students learn about lead, lag, and pure pursuits. It also reinforces the importance of airspace awareness and energy management. Students fly in both the lead and wing positions, and learn the responsibilities required of both. Following either a pitchout to a full stop or a formation straight-in, students are then debriefed on their successes and failures from the flight.

The program has a steep learning curve, and the feedback from both IFF and the recent graduates has validated the 479th's transition to the new formation Top-Off program. They have seen a significant difference between students who received the Top-Off training and those who had not. Recent graduates have shared that their experiences flying T-6 formation directly correlated to their abilities to better adapt to the fighter mission and environment. The 455th FTS continually evaluates, assesses, and adapts the formation program in an effort to prepare its graduates for their future. The success of formation Top-Off correlates directly to the national defense of the United States and the 455th FTS is dedicated to preparing its graduates for any future challenges.

HACK-PROOF: FORWARD TO THE PAST

by Tracy Cozzens
Managing Editor, GPS World Magazine
www.gpsworld.com
July 2016

Imagine life without GPS. For those of us old enough, that might not be hard to do. For younger people, it's almost unimaginable. Now imagine that GPS—for whatever reason—is suddenly unavailable. What if you're not



Photograph courtesy of GPS World.

on land, where printed maps are filled with landmarks? What else do you rely on?

Before GPS, early explorers navigated by the stars using celestial navigation and a sextant, the same basic techniques that guided ancient Polynesians in the open Pacific and Magellan around the world (the first sextant device was invented in 1757 by John Bird).

As Don Jewell describes in his gripping Defense PNT newsletter column "Lost Over the Pacific," a massive electrical failure on his aircraft caused the crew to rely on his skills navigating with a sextant. "The crew regarded me with some skepticism as they realized I intended to use an old-fashioned sextant to determine the speed and heading and then navigate a multi-hundred-million-dollar modern reconnaissance aircraft," he recalls.

Despite its usefulness when things go sideways, celestial navigation was pulled from the curriculum at the U.S. Naval Academy in the late 1990s, considered "outdated." The course time was replaced with GPS and electronic navigation. Among the fleet, the Navy ended training in celestial navigation in 2006. A similar course at the U.S. Coast Guard Academy ended 10 years ago, but some instruction remains in theories of celestial navigation, and cadets use a sextant aboard the tall ship Eagle.

Now, however, what's old is new again. The Naval Academy has brought back celestial navigation courses, recognizing the importance of giving future naval officers the ability to find their position out at sea in case GPS is unavailable through jamming or hacking.

After all, an old-fashioned sextant can't be hacked.

*This editorial was brought to our attention by ex-USAF engineer Louis J. Bull. Tracy Cozzens is the Managing Editor of **GPS WORLD** magazine (www.gpsworld.com). This editorial, from page 8 of the July 2016 issue is used with permission.*



Bob Hope and Carroll Baker entertaining in Bangkok at Christmas. Photograph by Don Wadkins.

CHRISTMAS IN BANGKOK

by Donald Wadkins, James Connally 64-10

Early in the Vietnam war, all of the KC-135 tanker flights were from the international airport in Bangkok. When we arrived there for the first time, major construction was being done on the runways. There was no heavy machinery, only hundreds of men with picks and shovels. I'll never forget the first ride from the airport past the water buffaloes under the coconut palms into the congestion of the city. When we arrived at the small Federal Hotel where we stayed on all of our Bangkok trips, I had a pleasant surprise. Lou Voit was in the hotel lobby. Lou became a friend of everyone on my crew and was our tour guide to Bangkok. He had his clarinet in Thailand and took it with him when we toured the night spots. It wasn't long before he was playing right along with the bands in the clubs. Before my far east assignments were over I was to run into many of my close friends from navigation school.

Bangkok was a truly wonderful place to visit. All of the people were friendly. We took taxi rides through the narrow little streets, visited the many jewelry shops which were mainly run by Chinese in the city, and toured the elaborate Buddhist temples. We also took water taxi rides along the rivers and canals. Observing the people use this water for transportation, for bathing, cooking, and as a toi-

let was shocking. The floating market with all of the little Thai ladies in big straw hats peddling foodstuff was compelling. We visited a silk factory, where hand and foot powered tools generated the lovely fabric. I had my picture taken on an elephant and with a python from one of the snake farms wrapped around my neck. I was disgusted at some of the American flyboys who only wanted to see the insides of the bars and bordellos. I got tickled at Sergeant Williams when he kicked his enlisted roommate out for bringing a girl home with him. As I recall, his order was something like "You get out of here and take that water buffalo with you!"

We were in Bangkok during the Christmas season and had an opportunity to attend the show which Bob Hope and his troupe presented for the servicemen there. The show was on a high stage set up on one of the parking areas for aircraft. I suspect there must have been five or six hundred servicemen in attendance. I was way in the back of the crowd, and the audio setup was poor. Carroll Baker, Ann-Margret, and Joey Heatherton were there, plus a famous band and about a dozen other stars. I suspect the group put on twenty or twenty-five shows in Vietnam and elsewhere in Southeast Asia that year.



The Alamo in San Antonio.



In the hotel.

Tower America



The red tour bus.



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. 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 1-210-224-2500 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 personnel or parking attendant (conciierge) 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!

AAA AT DAK TO

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

The battle for Dak To in Kontum Province ran from 3-22 November 1967. Our crew was at Ubon Royal Thai Air Force Base (RTAFB) in Thailand performing FAC duty over Laos and North Vietnam. It was monsoon season in South Vietnam but the weather was almost indistinguishable in Laos and North Vietnam. Our job as Blindbat/Lamplighter FACs was to be on station no matter what the weather and to look for holes in the weather where we could observe traffic on the Ho Chi Minh Trail and attack them if resources were available.

It was either the fifth or sixth day of the operation at Dak To in South Vietnam. We received a call from Alleycat asking our status. Lieutenant Colonel Al Holl, aircraft commander (A/C), reported that we were completely socked in, boring holes in the sky, and that we had not found one break in the weather in our assigned area. Alleycat reported that all of North and South Vietnam and Laos were socked in and we were the only FAC airborne. They had received a desperate call from the Army for a FAC with parachute flares to light the area of the jungle 8 to 12 miles north of New Dak To. Could we go there and help out? Colonel Holl said, "Let me check with our navigator and I'll get back with you."

He then said, "Buddha, can you get us there and back?" I checked my bag and I had the appropriate charts to get us there and back. Then I told him, "Colonel Holl, as far as the charts are concerned, I can get us there and back. But remember, in FAC School, we were strictly instructed that we were certified in Laos and North Vietnam, only. We are not certified to FAC in South Vietnam. That poses a problem."

I could hear him suck air through his teeth as he was prone to do when someone reminded him of something that had not come to mind. Colonel Holl called Alleycat and told him that we were equipped to go but were restricted by orders to stay out of South Vietnam. If we were the only resource available, he, Alleycat, would have to call 7th Air Force and ask for Greatcoat. He would have to explain the situation to him and receive a waiver for us to proceed into South Vietnam. Any approval would have to be authenticated back to us. Otherwise we could not go.

Alleycat acknowledged the transmission and said he would get back to us. We did not expect to hear any more from Alleycat and returned to boring holes in the sky. Two hours later, Alleycat called us back. He had a waiver issued by Greatcoat, permission to proceed immediately and authentication that the directive was legitimate. We checked the authentication and it was legitimate. We acknowledged the directive and requested some radio frequencies that we would need to make the appropriate contacts. We then crossed over to Danang after contacting

the appropriate control authorities and proceeded to New Dak To. When we arrived there was a big hole in the clouds and the city of Dak To, Dak To Airport, and New Dak To Airport were all in the clear. Except for a helicopter parked at New Dak To and a couple of light aircraft parked at Dak To, there were no aircraft visible. We contacted the combat controller on one of the FM frequencies we had been given.

The hole in the clouds extended to approximately fifteen miles north of Dak To and three miles south, and was about six miles wide. We set up a circuit eight miles north of Dak To as requested by the combat controller and began dispensing flares. Colonel Holl said, "Buddha, we are in South Vietnam now. You can probably turn off the passive ECM gear." I said, "Colonel, unless that is an order, I would prefer to keep it on. They have been bringing a lot of stuff down the Ho Chi Minh Trail. Just because they didn't have any radar directed AAA in South Vietnam yesterday, doesn't mean they won't have any here today. ECM gear that is turned off is like altitude above you and air speed you don't have." Colonel Holl gave me a look and then said, "What you said makes a lot of sense. Do what you think is best." I said, "Thank you, sir. I will keep it on."

We continued to circle and dispense flares. After approximately 30 minutes, the combat controller asked us if we would mind descending to 4,000 feet AGL. Colonel Holl asked, "Why?" The combat controller said the flares were burning out before they hit the ground. Colonel Holl told him we could adjust the timing for that. We changed the timing to what we used for A-26s and stayed at the same altitude and continued for another 20 minutes. The combat controller still wasn't satisfied, so Colonel Holl agreed to descend to 4,000 feet AGL since we had not experienced any defensive activity. We adjusted the delay on the flares back to standard so that the flares would burn out just as they were reaching the ground. The combat controller thought that was much better.

We were on our fourth racetrack when the passive ECM gear gave an audible warning of a 57mm firecan radar. We had just released a flare. The visual warning showed full expansion, indicating we were in close proximity to the gun. I was standing behind Colonel Holl's seat because it had been quiet to that point. I leapt across the cockpit and turned the ECM gear from standby to active. At about the same time a 37mm shell exploded just off our right wing tip. Then the gun looked like it snapped like a whip and reversed direction and four other shells exploded at our altitude at further and further distances in front of the aircraft. Colonel Holl immediately climbed to 5,000 feet AGL and moved south away from the site. I recorded the position of the radar and noted that it went dark immediately after it was jammed. The ECM gear had done its job.

The combat controller asked what happened and Colo-

nel Holl told him we had drawn AAA fire. He told him that we were back to our standard altitude and would under no circumstances return to a lower altitude. We did give him the georef location of the radar. We changed our patterns to random approaches so that any gunners on the ground would not be able to time our patterns. When we had arrived at Dak To, "Frenchy" our engineer, had computed the fuel required to return to Ubon and we had added the standard 10% reserve. We stayed at Dak To until we reached the fuel level necessary to RTB which was approximately another hour and one-half. During that time, we received no more defensive fire. We returned to Ubon and made an instrument approach.

We debriefed Intelligence and gave them the location of the radar and emphasized the fact that it was a 57mm radar but a 37mm gun. 7th AF Intelligence denied that there were any AAA guns in South Vietnam. The next morning, units of the 4th Infantry Division captured the gun position. The following morning, the Pacific Edition of Stars and Stripes had a picture of the squad that captured them, the gun and radar, and of an Army Specialist who said that the installation was a hybrid. It had a radar usually associated with 57mm AAA but a 37mm gun. Asked why the NVA hadn't used it against helicopters when they airlifted troops into the battle area. He answered the physical link between the radar director and the gun was broken. I cut out the article and picture and glued them to my clipboard. I showed it to Intelligence at Ubon every time I went in to prepare for a mission.

UP, DOWN, UP, DOWN

by Louis J. Malucci, Ellington 57-12

I spent approximately three years at Whiteman AFB, Missouri, as a combat-ready B-47 Bomb/Nav, sometimes referred to as Radar/Nav. The reality was I did both—serving as navigator, bombardier and even as reconnaissance officer as the K-17 camera was my responsibility.

One of our B-47s was on an extended mission up north into Canada. It was very likely a navigation training mission as there would be no other purpose in going up there. Most likely it was a mission practicing the hated "Grid" navigation system. The closer you got to the magnetic north pole, the more unreliable the magnetic compasses were, and so "Grid" was a way of overcoming that. An entirely different map was used employing convergence angles and involved rating the precession of the gyro compass. Enough of that! That part I don't miss from my 28-year career. In fact, it was one of my benign fantasies to sit over the pole and tell the pilot, "turn south." Even the least astute pilot couldn't mess that one up. He literally couldn't go wrong.

One of our flight crews returned from such a training

mission. That is when the real excitement began. On the approach to Whiteman, the pilot called, "Gear down" and the copilot responded, and the landing gear went down. And then came back up! Astounded, the crew recycled the gear again with the same result, e.g., gear down... gear up. They tried all the techniques they knew, like selecting high torque, emergency override, all to no avail. In desperation, the crew contacted Whiteman command post to inform them of the problem. Since after all this, they were now getting low on fuel, especially with the high consumption at low level. Command post dispatched a KC-97 tanker to give them more fuel to give them time to deal with the problem.

Unable to solve the problem, the command post contacted Boeing Aircraft in Seattle and apprised them of the situation. The solution was about as surprising as the source of the problem. On the instrument panel is a red cover-guarded toggle switch labeled "EMERGENCY USE ONLY. DO NOT ENGAGE FOR MORE THAN 3 SECONDS." The purpose of the switch was for an emergency gear retraction, if necessary, in case the gear refused to retract on a EWO, i.e., Emergency War Operation—a launch on a strike mission. It would be used as a last resort such as approaching field boundaries at the end of the runway headed towards danger with brake failure or skidding.

Boeing's solution was to tell the crew to hold this switch up in the "ON" position for ten or more seconds, which the crew did and the gear fell down and locked into place. That emergency toggle switch directed high voltage energy to the electrical up-windings of the landing gear system. By holding the switch ON, it literally burned out the wiring which raised the gear and, unrestrained, the gear came down and thankfully, stayed down.

Part of the training involving Physiological Indoctrination, reference is made to "Illusion" and about how the red light—in the center of a mock-up of a city building with a red light at the top—disappeared when stared at. Staring at it would cause the light to enter the blind spot at the back of the retina. In the interest of the "See and avoid" concept, it was decided to add two rotating red beacons to all aircraft, one on top of the tail and one on the underside of the fuselage. By virtue of bad judgment, they chose to route the wiring through the same cannon plug as the landing gear wiring. The result was, in this case, the shorting out of the wiring in both systems. One wonders what other location would be chosen for Revision B.

A RAVEN'S STORY

by Dick Curran

This story is dedicated to the officers and airmen of the 301st Bomb Wing; 32nd, 352nd, 353rd and 419th Bomb

Squadrons. This was the only wing in SAC to operate a fully functional EB-47E "Raven Manned" Electronic Warfare offensive jamming system.

I joined the USAF in June 1958 and, after basic training at Lackland AFB, Texas, it was off to the Electronics School at Keesler AFB, Mississippi. The Electronic Counter Measures Technician School (AFSC 276x0), was six months long. After school I reported to the 301st Bomb Wing in January 1959.

I was assigned as a crew member trainee in the 32nd Bomb Squadron. When the NCOIC took me into a hanger for my first up close look at a B-47 I was very impressed. Remember that at school all we were told was we were being trained to operate the following equipment: jammers—ALT-13, ALT-15, ALT-22, and QRC-65; receivers ALR-15, ALT-7, APR-14, APR-9, and APS-54; and an ARC-58 HF-SSB Transceiver for both voice and continuous wave. We were not told anything about the operating environment or the mission.

Well once the NCOIC showed me the crawlway and the "capsule" my one and only wise crack was, "What, no windows?" That got me a two-hour tour of duty walking around the big maintenance hangers. Once I was chastised enough I was allowed to finish my familiarization tour. As I recall I was given some manuals to study—all marked TOP SECRET—which could only be read in the operations office.

After several months I qualified as a full time crew member, and some of the fun began. As I found out later there were not a lot of EAB-47Es around, and everything we did was supposed to be a SECRET. Imagine my problems as a S/SGT trying to go to the flight kitchen at the dining hall and trying to order two in-flight lunches for myself and the Raven-1 officer, when cookie knew we all were three-man crews. Until our 1st Sgt. had a heart-to-heart talk with the dining hall NCOIC this was always a circus. Oh yes, as the junior birdman in the aircraft I had the responsibility to be sure that the "Honey Pail" in our capsule was emptied and cleaned after each flight. Did you ever try to slide a porta-john down that crawlway?

I stayed in the 32nd Bomb Sqdn until June of 1964 when our last bird, SN 53-2135, went to the boneyard. It is now at the Pima Air and Space Museum. Since SAC was only accepting officers for EWOs in B-52s I got out. Strange thing though, the B-52 used the same electronics as we did, since the SAM threat was still the same. I never could figure out SAC's logic.

I went to a B-47 website and copied the best description in the world of what the EB-47E was all about and I hope you finally get an understanding of what we did. "The initial EB-47 conversion featured a set of 16 jammers in a removable cradle stored in the bomb bay, plus radar warning receivers and chaff dispensers. These were known as 'Phase IV' or 'Blue Cradle' EB-47Es. The more advanced

'Phase V' EB-47E featured a pressurized module that was stowed in the bomb bay, with 13 jammers under control of two 'Crows' or 'Ravens.' One was an officer and one was an NCO. Since both were black birds, it was a reference to 'black ops,' meaning classified operations.

"While the Phase IV jammer system was broadband—blanketing a wide range of frequencies in hopes of jamming radars operating somewhere within that range—the Phase V jammer system could be selectively tuned to specific radar frequencies by the crows, permitting much higher jammer power on the frequencies that did the most good. A radar jammer tends to announce its presence and location by the radio signals it emits, and EB-47E crews were perfectly well aware that they were unlikely to return from an operational mission into the USSR. If they could cover for B-47 bombers, however, it would be worth the sacrifice. About 40 B-47Es were converted to EB-47Es that could not carry bombs, but did retain the tail turret."

LET'S LAND ON THAT CARRIER

by Joe Lyons, Ellington 50-D

My AC on a B-29 crew, Calvin Hawkins, told this story and I believe that it is true. He was copilot on a B-29 enroute to Tinian during WWII and they were letting down on arrival. It had been a long leg and he saw a CVE—Baby Flat Top—ahead and kidded his AC "Why not land on that carrier?" The answer, "Good idea, let's do it."

They let down further and flew a pattern with flaps and gear down. When they turned base, the carrier began to wake up and lights started flashing, and flags started popping up. When they turned final, the lights were flashing all over and a guy started waving two flags from the stern of the ship, and sailors were scrambling off the flight deck. They held the approach until the last moment, and Hawkins says that as they pulled up and away "That guy on the ship waving the flags at us just jumped over the side!"

Bob Stevens used this story in "There I was..." In the following issue of the Air Force Magazine a letter was printed from a chap who said that he was in the B-29 which made the landing pass on a carrier. He said it was the same as the cartoon except that he did not see anyone jump overboard. He was sure that his plane was the one the story was about.

The Navy has nets covered with mattresses for the Control Officer when he has to jump out of the way of a landing aircraft. I have seen them do it. So Hawkins' story sounds very likely, considering how much of this nonsense went on at the time.

But I wonder, big as that B-29 looked at the time, how would a B-52 look buzzing a carrier? We'll never know. That sort of thing was standard years ago, but no more.

AFNOA SCHOLARSHIPS DEFERRED UNTIL 2018

by Jim Faulkner, James Connally 64-04

AFNOA is deferring the award of any scholarships this year and requests all applicants to apply next year instead. New procedures will be published in later edition of **DR AHEAD**. This action has been taken because Scholarship Chairman Jim Bannerman was lost in an auto accident. Our prayers go out to the Bannerman family.

LETTERS

17 January 2017

I do not know how many WSOs and navigators who only flew in TAC are not part of **AFNOA**. I know there were many navigators and WSOs who flew in TAC, SAC and Airlift who are members of **AFNOA**.

I graduated with Class 53-12 from Harlingen and flew B-36s for three years. Then I went on to pilot training and was assigned to TAC for the rest of my 28 years of service.

So, I am a member of both the Daedalians and **AFNOA**. The Daedalians were a pilot-only organization until last summer. Now any rated officer can become a member. I flew F-111s and we had some great WSO/navigators in the squadrons who could not become members of the Daedalians at the time. I am suggesting that some members of **AFNOA** may want to look into the concept of the Daedalians and see if they would like to join another great organization.

George "Pete" Peterson

LAST FLIGHTS

Jim Faulkner, James Connally 64-04

Please continue to advise Jim Faulkner or Richard Mansfield at jfaulkner39@suddenlink.net if you know of fellow navigators/bombardiers/EWOs/CSOs who have made their last flight. Please continue sending us the obituaries from local papers if the person was a navigator/bombardier/electronic or weapons/combat systems officer. Dick Mansfield does the research for WW II people to determine what class/school they attended. At the next reunion we will Drink a Toast to recognize their contributions to **AFNOA** and the aviation career field.

I am saddened to advise you the following navigators/bombardiers/EWOs/CSOs have made their last flight. Please keep their families in your prayers.

AIR FORCE ACADEMY

Josephson, Edward H. Exeter NH 59-00

CORAL GABLES

Harvey, William H. Largo FL 43-03

ELLINGTON

Loyet, Myron M.	La Mirada	CA	44-03
Luckow, Lloyd H.	Houston	TX	44-04
Jones, Elmer C.	Greensboro	NC	44-09
Love, Joseph B.	Jacksonville	FL	44-09
Beebe, Robert G.	Summerville	SC	44-12
Alfano Jr., Louis P.	Bristol	RI	44-45
Hoffman, Paul J.	San Carlos	CA	44-45
White, Bernard	Tampa	FL	44-53
Ludt, Arthur W.	Tempe	AZ	45-04N
Brown, Arthur W.	Sacramento	CA	50-F
Purvis Jr., Silas W.	San Antonio	TX	50-F
Druding, Frank	Menlo Park	CA	51-20
Patterson, James L.	Pensacola	FL	54-06
Heller, Marvin S.	Raleigh	NC	55-02
Foster, Philip W.	Colorado Springs	CO	55-03
Bannerman, James W.	Daytona Beach	FL	55-06
Nichols, Mearl A.	Mansfield	OH	56-06
Nelson, Harold W.	Reading	PA	57-04
Gerding, Jay D.	Tucson	AZ	58-04

HARLINGEN

Chase, Herbert R.	Carmichael	CA	54-11
Dietrich, Thomas A.	San Antonio	TX	54-11
DiPietro, Liborio S.	Portsmouth	NH	54-11
Graf, Richard A.	Woodstock	CT	54-11
Hensley, John R.	Green Valley	AZ	54-11
Lancaster, Vaughn T.	Oklahoma City	OK	54-11
McVey, John V.	Appleton	WI	54-11
Severson, LaVerne D.	Lincoln	NE	54-11
Trainer, Maxie L.	Shalimar	FL	54-11
Yunge, Herbert H.	Antelope	CA	54-11
Doerr, John L.	Zanesville	OH	56-12
Boone, Roland T.	Pensacola	FL	56-14
Rohde, Roy F.	Eliot	ME	57-05
Adams, Dale C.	Temple Terrace	FL	57-14
Benson, Ronald N.	St. Augustine	FL	57-14
Fowkes, George E.	Oakmont	PA	57-22
Marsh Jr., Bryan B.	Santa Fe	NM	57-22
Penick, Loren C.	Yorkville	IL	57-22
Tibbetts, Larry N.	San Antonio	TX	57-22
Bernardi, James L.	Rockford	IL	58-01
Cabrinha, Richard E.	Carmichael	CA	58-01
Cotter, John P.	Marietta	GA	58-01
Flaniken Jr., Bevolvy C.	Unknown		58-01
Hollopeter, Dewey R.	Anderson	IN	58-01
Jordan, Jerry D.	Columbus	OH	58-01
Kerr, John S.	Edmund	OK	58-01
Landis, Clifton F.	Portland	OR	58-01
Opsahl, Roy A.	Lakemont	GA	58-01
Raley, William A.	Golden	CO	58-01

Aird, Donald W.	Sands	MI	58-01N
Aldrich, Richard C.	Merrimack	NH	58-01N
Alves, Moses L.	Elizabeth	NJ	58-01N
Ballot Jr., Charles J.	Mascouath	IL	58-01N
Bilek Jr., Edward	Brewster	MA	58-01N
Bryant, Richard Guy	Green Valley	AZ	58-01N
Edinger, Robert G.	Santa Clara	UT	58-01N
Gerred, Donald L.	Washington	DC	58-01N
Hixon, Allen Dell	Warfordsburg	PA	58-01N
Keeter, George Lane	Gassville	AR	58-01N
Kirker, Kenneth A.	Papillion	NE	58-01N
Lukstat, Richard H.	Unknown	VA	58-01N
Philbin, Edward J.	Denver	CO	58-01N
Scheppler, Charles H.	Chicago	IL	58-01N
Slevin, John H.	Lillian	AL	58-01N
Taaffe, Robert H.	Foreman	AR	58-01N
Young, Lauren E.	Lexington	NC	58-01N
Palrang Jr., Edward J.	Imperial	CA	58-06
Milam, Bobby L.	Puyallup	WA	58-07C
Anders Jr., William T.	Statesville	NC	59-01
Dozier, James C.	California City	CA	59-01
Lee, Roland E.	San Mateo	CA	59-05
Yeates, Richard V.	Shreveport	LA	59-06
Bowers, Robert N.	Ocean Springs	MS	59-08
Ogg, Lawrence H.	Ardmore	OK	59-08
McCullough, Frederick W.	Fairborn	OH	59-11
Riley, Michael R.	St. Louis	MO	59-15
Dana, Ronald E.	Fontana	CA	60-17
Booth III, John W.	Bald Knob	AR	60-18
Delles, Gerald K.	Yorktown	VA	60-19
Crockett, James H.	Rockville	MD	60-22
Iger, Robert S.	Rancho Mirage	CA	61-07
Kraig, Robert E.	Huntington Beach	CA	61-10

HONDO

Nash, Edward A.	San Antonio	TX	42-00
O'Donnel, James R.	Houston	TX	43-16
Holloway Jr., Leo D.	Knoxville	TN	44-06
Levin, Edwin F.	Tampa	FL	44-12
Bellamy, Heyward C.	Wilmington	NC	45-15

JAMES CONNALLY

Heggen, Ronald A.	W. Des Moines	IA	54-00
Laux, Billy W.	Downieville	CA	54-16
Lucas Jr., Wilbur J.	Birmingham	AL	54-16
Marek, Jack E.	Tucson	AZ	54-16
Gohan, Robert	Unknown		55-00R
Heller, John J.	Merritt Island	FL	56-04
Heminger, Virgil G.	Auburn	WA	57-00
Cromer Jr., John A.	Lincolnton	NC	58-03
Dizek, Stephen G.	Kettering	OH	59-08
Roberts, Paul F.	Grove	OK	59-20
Maran, Carl C.	Unknown		60-00R
Danielson Jr., Raymond W.	Merced	CA	60-03

Louderback, Johnnie I.	Winlock	WA	60-19
Gaffney, John E.	Redlands	CA	63-05
Depp, Raymond L.	Williamsport	PA	63-11
Porter, Jimmie	Seguin	TX	63-12
Ruppel Jr., John L.	Riverbank	CA	63-12
Lacefield, John S.	St. Charles	MO	63-21
McKenzie, Eugene H.	Lancaster	OH	63-21
Engelauf, Robert E.	Eatonton	GA	64-04
MacEoin, Donald	Ashburn	VA	64-04
Watson, Brian D.	Akron	OH	65-09
Allen, John R.	Kerrville	TX	65-16
Siravo, Robert A.	Sacramento	CA	65-22
Adams, Thomas R.	Goldsboro	NC	66-07
Merrill, John K.	Palm Coast	FL	66-07
Willems, Richard L.	Richland	WA	66-07
Peach, Ernest B.	Gadsden	AL	66-18

LOWRY

Burke, John R.	Albuquerque	NM	41-02
----------------	-------------	----	-------

MATHER

Young, Douglas	Jupiter	FL	66-20
Campbell, Buford W.	San Antonio	TX	78-00

SELMAN

Shanken Jr., Courtney D.	Highland Park	IL	43-11
Legrow, William G.	Bloomfield	CT	44-04
Lukasiewicz, August F.	Harwick	MA	44-07
Davis, Robert L.	Irvine	CA	44-12
Gordon, Harry S.	Clearwater	FL	44-12
Gill, Edward B.	Westport	CT	44-13
Milne Jr., Gordon	East Lansing	MI	44-15
Lurhman, Henry L.	Lake Clarke Shores	FL	45-11

SAN MARCOS

Panas, John N.	Harrison	NY	43-16
Lott, Harrison D.	Twin Bridges	MT	44-06
Schwartz, Leon	Silver Spring	MD	44-06
Sockrider, Donald D.	Paysan	AZ	44-11
Sims, Andrew M.	Pensacola	FL	44-43

SCHOOL UNKNOWN

McMahon, James F.	San Antonio	TX	41-00
Saltarelli, Cedio S.	Clearwater	FL	42-00
Schofield, Jack J.	South Pasadena	FL	42-00
Patman, William E.	Orlando	FL	43-00
Dunn Jr., Ralph O.	Houston	TX	44-00
Lowdermilk, John M.	Waynesboro	VA	44-00
Poulin, David N.	St. Petersburg	FL	45-00
Strain, John F.	Odesa	FL	47-00
Greer, Harry T.	Land O Lakes	FL	53-00
Belgau, Steve	Fort Worth	TX	54-00

THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION
4109 Timberlane
Enid, OK 73703-2825

Change service requested

PRSR STANDARD
U.S. POSTAGE PAID
PERMIT 182
FROM ZIP CODE 32548

THE AFNOA BOARD & OPERATING COMMITTEES

President Phillip D. Barber
8120 Poplarwood Lane
Nashville, TN 37221
615-310-9004 president.afnoa@gmail.com

1st Vice-President, Membership, and Director
James Connally Affairs James R. Faulkner
4109 Timberlane
Enid, OK 73703-2825
580-242-0526 jfaulkner39@suddenlink.net

2nd Vice-President Leon Poteet
203 Wagon Way
Bastop, Texas 78602
512-985-6277 a26nimrod@austin.rr.com

Secretary Lloyd Ward
8121 34th Avenue, Unit 206
Bloomington, MN 55425-1646
952-854-4110 mellowa@comcast.net

Treasurer E. Dennis Ehrenberger
2783 Glenview Drive
Sierra Vista, AZ 85650-5734
520-378-1313 edefiji@aol.com

Immediate Past President, Historian, Museum Committee
Ronald P. Barrett
1406 South Lexington
Holden, MO 64040-1636
305-797-0745 ronaldpbarrett@yahoo.com

Active Duty Member
Capt Devin A. Vitt devin.vitt.1@us.af.mil

Web Master for www.afnoa.org
Tim Duerson afnoaweb@cox.net

Scholarship Chairman
Open

Distributor & Electronic Distributor, *DR AHEAD*
Errol Hoberman
6441 Avenida De Galvez
Navarre, FL 32566-8911
850-939-5231 afnoa.distributor@yahoo.com

Editor, *DR AHEAD* Richard W. Ahrens
43300 Little River Airport Road #79
Little River, CA 95456-9612
707-937-4242 RNNN@MCN.ORG

WWII Committee Richard Mansfield
304 Brooksby Village Dr., Unit DW514
Peabody MA 01960
941-780-0159 rhmans2542@comcast.net

Chaplain John T. Massey
6810 Rosewood Court
Tampa, FL 33615-3318
813-886-1938 afnoacg@aol.com

Bombardier Committee Russell K. Woinowsk
2025 Welch Court
Ann Arbor, MI 48103-6136
734-761-7251 colruss15@att.net

NMUSAF Museum Committee Sostenes Suazo
541 Riverwood Drive
Beaverbrook, OH 45430
937-431-8542 ssuazo61@aol.com