



DR AHEAD



THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION NEWSLETTER

VOL 37, NUMBER 3

LITTLE RIVER, CALIFORNIA

JULY 2021



The Grumman OV-1D Mohawk - 69-17021, an armed military observation and attack aircraft, designed for battlefield surveillance with light strike capabilities, is a twin turboprop with two crew members in side-by-side seating. The Mohawk was intended to operate from short, unimproved runways in support of United States Army maneuver forces. No. 69-17021 was delivered to the Army in 1970. In 1976 it was converted to an EV-1E for the Israeli Defense Force, re-registered as 4X-JRA, tail number 22. In 1982 it was returned to the US Army and brought back to OV-1D standards. It spent time in Germany and its final base was Fort Hood, Texas. In 1993 it was acquired by AWAM. It was disassembled at Fort Hood and brought to ANE and reassembled. In 2017 the aircraft was donated to the Fort Worth Aviation Museum.

Photograph courtesy of AFNOA-member Tom Kemp.

2021 AFNOA REUNION REGISTRATION

by Dick Ahrens, Ellington 54-16

The 2021 **AFNOA** Reunion Flyer and the 2021 **AFNOA** Registration form are printed on the centerfold of this issue (pages 7 through 9). Due to delays beyond our control caused by the COVID-19 pandemic, these documents will be printed only once: in this one issue of **DR Ahead**, rather than in several issues as was past custom.

Your completed Reunion Flyer, along with your check for registration or partial registration and tours, should be sent to The Reunion Brat at their address in Washington state. The Reunion Brat is once again helping **AFNOA** to

manage the Reunion. Note that their deadline for receipt of your check is August 24.

Please make your hotel reservations yourself directly with the Radisson Hotel in Fort Worth at the number on the Flyer, being sure to mention that you are with the **AFNOA** Reunion. The deadline for this to be accomplished is August 15.

As before, your questions may be directed to **AFNOA** Membership Chairman Jim Faulkner at 580-242-0526 or at jfaulkner39@suddenlink.net, as well as to The Reunion Brat at their listed number or their listed email address.

+++++++

NOTAM: DEATHS and CHANGES OF PERSONAL INFORMATION

Report address, cell or land line number, and e-mail changes to: **AFNOA**, 4109 Timberlane, Enid, OK 73703-2825; or to jfaulkner39@suddenlink.net; or call 580-242-0526

TABLE OF CONTENTS

2021 **AFNOA** Reunion Registration, by Dick Ahrens 1
 Membership Application Form 2
 Historian's Report, by Ron Barrett 3
 A Nightfighter Navigator Recalls... by Richard Myers 4
We Were Crewdogs Collection Briefly Noted, by Bill Wilkins 5
 A Bad Day to Fly, by Murray Siegel 5
 A Night to Remember, by William Bullock 5
 Back to the Cave, by Stan Flora 6
 Reunion Flyer 7
 Reunion Registration Form 9
 Needle in the Haystack, by Thomas Spangler 11
 Not the Usual Mission, by Bruce Kintner 12
 Letters 13
 Last Flights, by Jim Faulkner 14
 The **AFNOA** Board & Operating Committee 16

MEMBERSHIP APPLICATION	
AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION	
Name _____	
Spouse's Name _____	
Address _____	

City _____	
State / 9-digit ZIP _____	
Home Phone _____	
Work Phone _____	
Cell Phone _____	
E-Mail Address _____	
Base Name/Class Number _____	
<p>Make check payable to AFNOA and mail to: Leonard T. Melcher, AFNOA Treasurer 103 Steel Valley Drive Boerne, TX 78006-7019 Telephone: 512-296-5209 e-mail: c5nav@hotmail.com</p>	
<p>Note: AFNOA is an IRS 501(c)(19) non-profit organization Annual Membership — \$15.00 under age 79 \$50.00 for 4-year membership Age 80 and over — \$35.00 for life</p>	
<p>If you are currently a member, GREAT! Please consider a donation to the operating account. If you are not a current member, please consider joining and giving a donation to the organization. Thank you.</p>	
Membership	\$ _____
Donation to Operating Account	\$ _____
Total Amount Enclosed	\$ _____

DR Ahead is the official publication of the Air Force Navigators Observers Association, Inc. (AFNOA Inc.); 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 all Aerial or Surface Navigators, Observers and Bombardiers who are serving or have served in the U.S. Air Force or its predecessors, The United States Marine Corps, The United States Navy, The United States Army, The United States Coast Guard, or any of the predecessor organizations of these service organizations, or persons closely affiliated with navigation in any capacity on a case-by-case basis. TENOA, the forerunner of **AFNOA**, was organized by Clarke Lampard, Ellington Class 50-D, in 1985.

DR Ahead is published quarterly 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. 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 2021.

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
Contributor, Murray Siegel	mhsiegel43@gmail.com
Copy Editor, Sue Curran	sue.curran@att.net
Circulation, Jim Faulkner	jfaulkner39@suddenlink.net
Distribution	afnoa.distributor@yahoo.com



Richard Myers with an F-94B Starfire, EA-833, at forward base K-13 in Korea. Photo provided by Richard Myers.

A NIGHTFIGHTER-NAVIGATOR RECALLS...

by Richard Myers, James Connally 52-2

Forward base K-13, Korea: the 319th Fighter-Interceptor Squadron relieved our 68th. I transferred to the 319th and to snow, cold showers, cinder paths on mud, night air raids, icy winds from Siberia—one freezing day a friend took a snapshot of me. The enemy knew our location—if night sirens shrieked, we'd douse lights, grab our steel helmets, dash outside, jump in sandbagged trenches, crouch in the dark and wait for the enemy bomber. AAA gun-crews stood ready inside our barbed-wire; but if an enemy found us, he bombed us. On one moonlit night, a bomber put a bomb squarely on a Sabrejet.

What if China's armies broke through? We had three priorities—evacuate our fighters, the clinic's nurse, and all weapon-system parts and test equipment. Go on foot? No. Enemy T-34 tanks moved at 35 mph.

Night—we penetrate North Korea—weave our F-94Bs in aircraft fire. Pilot banks hard, nav looking down other wing for a flash. Later, AAA gets thick, so we fly up the Yellow Sea, east into North Korea at the Yalu River—see lights of enemy MiG fighters taxiing to the runway at big base Antung, Manchuria.

My duty—I'll call "Check-Port" or "Starboard" up-river, get radar-looks into Manchuria. If a radar-pip heads south,

I'll call "Contact! Buster."—and the pilot would go to full-throttle. If one MiG, call maneuvers, get on his tail! Lock-on! Close in! But if two MiGs, "bait" in front tempts us—the "shooter" is high in back to dive on us. So bait is risky—go at shooter first! The MiGs rely on ground-radar (wide beam). My precise airborne radar lets me see both MiGs in the dark. Nail the shooter. (Problem: They can fly into Manchuria; we cannot.)

To get us down in bad weather to forward airstrip K13, our GCI controller Cho-Do Island steers us to "GCA" (Ground Control Approach), a radar van sited beside K-13's runway to "talk-us-down" to it. But if K-13 is under air attack, we'll go on south, to Osan (K-55) or to Pyongyang-Taek-Ni.

On a day drill, circling around from "head-on contact" to "firing-position," I found my two syllable calls ("Right-four") useful. With turns so precise, so tiny, the target stayed at display's edge, yet never slid off.

Fly straight up? Impossible? Other units' enlisted men taunted ours—their Sabrejets' wings swept back more than our Starfires. Knowing (a) we should visit our alternate airstrip, K-55, and (b) no plane could fly vertically, we hatched a plan: (1) Wait for a cool, overcast day. (2) Empty tiptanks, to be lighter by 3,130 pounds (460 gallons). (3) Takeoff 30 seconds apart. (4) Set wing flaps at zero, enabling late lift-offs. (5) Lift off only after speed reaches 140 (max-momentum). (6) Leave afterburner on (max thrust). (7) Climb vertically. (!) (8) Overcast ceiling down to 8,000 feet (to conceal our near-stall levelling off). (9) Must land immediately (K-55) because using afterburner all the way up will nearly empty our fuel tanks. (10) Our competent pilots can do this. (11) If questioned, mention only our afterburners, nothing else.

On a low-overcast day four of us took off—each pointed straight up—all the way up into the overcast. It created a sensation. Our enlisted men now had "high status," for no Sabrejet had an afterburner.

Combined Forces Win: We protected our bombers, and they supported our ground forces, which protected all of us from being pushed into the East China Sea. The toughest part is losing good friends and knowing you can get killed doing this stuff—fighting in the air—over enemy territory—at night.

+++++

NOTAM: DR AHEAD by Internet

Still getting a hard copy of **DR AHEAD**? Join the nearly three hundred members who have elected to receive **DR AHEAD** via the internet, thereby helping to ensure the longevity of our association by saving **AFNOA** the postage and printing. Please e-mail to Jim Faulkner at jfaulkner39@suddenlink.net to switch.

+++++

BRIEFLY NOTED

by Bill Wilkins, Ellington 52-09

The venerable Boeing B-52 has been in Air Force service for more than 60 years. According to a recent article in *AIR FORCE MAGAZINE* remodeling will keep some of them in service until the 2050s. This means that there have already been multiple generations of crews flying them and that there will be several more.

Browsing the bookshelves of the library at the continuing care retirement community Blue Skies of Texas West (nee, Air Force Village II) I found *WE WERE CREWDOGS: THE B-52 COLLECTION* and *WE WERE CREWDOGS II: MORE B-52 CREWDOG TALES*, edited by Tommy Towery. Both paperbacks are filled with dozens of short reports by dozens of former crew members of the various positions on the big bombers. Many of them are by navigators and bombardiers. All make interesting reading and together they impart a feel for what life and death was, is, and likely will be in that assignment.

An online search reveals that there are at least eight volumes in the series. *WE WERE CREWDOGS VIII* is subtitled *SLEEP WELL TONIGHT*. The books all seem to be available at modest prices.

+++++++

A BAD DAY TO FLY

by Murray Siegel, James Connally 65-03

It was a cold winter day at Griffiss AFB, which meant a temperature well below freezing. Our B-52 crew had a training mission and we checked in at base ops. While there we learned that a B-52 from another base was attempting an emergency landing due to multiple malfunctions. We then heard a loud thud which was followed by a column of smoke. The aircraft had crashed. The accident investigation later revealed the crew had been so focused on altitude that they failed to see that they were below minimum control speed. When they banked, the aircraft stalled. Two crewmembers successfully ejected, the other four died on impact.

Our crew had a joint desire to not fly that day, during pre-flight inspection we found several problems, which unfortunately were insignificant or were quickly corrected. Thus, we had to take off. Our mission was completed successfully and we returned to Griffiss, thinking we were out of danger. When the landing gear touched down, the co-pilot released the drogue parachute which helped to brake the plane. We had passed through a layer of frozen precipitation and the chute was a block of ice, there was no braking.

On top of that, three of our brakes failed, which meant that a 200-ton aircraft was hurtling down an icy runway. Our crew commander, Captain Harry Hoelscher, was an

outstanding pilot who never received the recognition he deserved (he was told that he was too short at 5'6" to command a crew). His mind raced as he tried to find a way to stop our aircraft. He kept yelling, "I can't stop this bloody thing," although he really did not say "bloody." He thought he was shouting to the crew on the intercom, but he was actually broadcasting on ground control approach frequency.

I knew that when we reached the end of the runway, the plane would sink in the ground, I prepared to blow the hatch for my ejection seat, so that I could crawl out of the space left by the hatch. Harry then showed his brilliance by turning the wheels using cross-wind crab which was a means to land the B-52 in a cross wind. The side pressure of the rubbing tires slowed the aircraft to a stop just short of the runway overrun.

We six members of the crew grabbed our gear and exited the aircraft, allowing someone else to taxi and park the bird. That was as close as I ever came to being in an aircraft disaster. It happened so fast that it was not until we got to debriefing that the potential for a devastating ending sunk in. It was definitely a bad day to fly!

+++++++

A NIGHT TO REMEMBER

by William Bullock, James Connally 65-02

In August, 1963, I was a brand new second lieutenant recently married and at my first duty station, James Connally AFB, for undergraduate navigator training. I was assigned to Navigation Class 65-02. It was an exciting time for all of the young officers in our group. We all did well during our training flights from dead reckoning to graduation in 1964.

It was during a night celestial training flight that I had an experience that I will never forget. Several T-29s were lined up that night to accommodate our class for night celestial training and since the airplane had radar training stations forward and other training stations aft, there were Navigation Cadets flying with us on this particular training mission. We took off and headed north to some VOR up in the panhandle of Texas or in Oklahoma for our return leg. There were four of us second lieutenants in the back and since there were two kinds of sextants used for celestial navigation, the Kollsman D-1 and the MA-2 hand-held sextant (best as I can recall), we drew straws to see who would use which for the outbound leg and we would reverse their use on the return leg. I drew one of the hand-held type sextants for use on the first leg and we cruised along on a perfectly clear night with all going just fine. No moon and beautiful, bright stars all over the sky.

For those who remember the configuration of the T-29 for navigation training, in order to take star shots using the

hand-held sextant, there was a platform located just aft of the radar training stations and forward of the remaining desk stations at the rear of the plane. This platform had to be removed from storage and snapped in place on rigid bars on either side of the aisle in order for the trainee to step up on it and place the sextant and his head up into the plexiglass “astrodome” for shooting the stars. Before stepping up on the platform, the navigator trainee must attach an “astro harness” from the center of the platform up to his parachute harness he was wearing during flight in case of an emergency in-flight loss of the plexiglass dome thus preventing the trainee from being forced up and out of the fuselage.

I had made my first series of three star shots, returned to my work station and plotted my map with a neat triangle position. As I approached the time for my second set of star shots, I proceeded to the forward-most platform, attached the “astro harness” to my parachute harness, stepped up on the raised platform, hooked the hand held sextant to the top of the dome and began to locate my first star. To my amazement as I looked up, all I saw was dark black—no stars at all. I quickly scanned left and right, back and forth in a panic. Nothing; no stars; where did the clouds come from so quickly at that altitude? What am I going to do? All this happened in about three or four seconds. Still scanning in a panic, I suddenly noticed lights far to our port side and far to our starboard side; and then another light in the center—and they were moving in the same direction that we were traveling. At that instant, I realized that another T-29 that had taken off behind us headed to the same VOR was flying just a few feet above us and overtaking our airspeed. The entire shadow of that airplane completely covered our plane from wing to wing and nose to tail.

I panicked, realizing that we could crash with that one any second. I immediately jumped down from the platform and grabbed a Navigation Cadet at a radar station and shouted to him, “AIRCRAFT ABOVE US; CALL THE PILOT.” The cadet then casually peered into his radar and said, “I don’t see anything.”

Now hitting super panic mode and realizing that radar was useless, I tore out to the two pilots. Then, a huge CRASH; I was on the floor; were we hit? No, I had reached the end of that “astro harness” and it sent me to the floor with a resounding, THUD. Still panicking, I unhooked and ran forward to warn the pilots. I found the pilot reading a Playboy magazine and the co-pilot was snoozing. I grabbed both of them and screamed pointing up, “AIRCRAFT ABOVE US.” They both leaned forward and up. There was that other T-29 now just partially forward of our own plane and still just a few feet above us. Immediate evasive action took place.

I don’t recall anything after that except that I returned to my station and began shaking. I barely recall that the

evasive action taken by the pilots was a loss of altitude and airspeed. I cannot recall any more of that flight; just thankful that there was no air crash.

An investigation into that incident revealed that the pilot of the other T-29 (some five minutes behind us) increased his airspeed so that he could return to base in time for his favorite television show. He maintained that he knew what he was doing and that he had complete control over the situation. I never found out what, if any, action was taken against that pilot. A night to remember.

+++++

BACK TO THE CAVE

by Stan Flora, Selma 44-09

Not much combat associated with this story, but this was in World War II in July, just before the war was over. We were stationed on Okinawa as a bomber group. About 150 or 200 yards from the seashore and adjacent to our tent was a cave.

I woke up one morning. The other three officers were still bedded down. I started to put my feet on the ground, and there was a thing about eight or nine feet long crawling around down there. I let out a whoop and a holler. Woke the other guys up. They saw that damn thing, got their .45s, and started blasting away. When it all ended, we were still alive, the snake went back to his cave, and we set off an alert on the whole damned island. That’s my story.

+++

In the midst of the 2017 holiday season, at the invitation of Bill Wilkins, former navigators who are now residents of Blue Skies of Texas West met to share memories of missions flown during holidays past. The gathering was videotaped by Teresa Santana, assistant resident services director of BSTW. Subsequently, the audio from that recording was converted into written form by Nancy Hoffman of Corvallis, Oregon and has been edited for clarity, context, and length.

+++++

ERRATA - APRIL 2021 ISSUE

Page 13: Attribution of book is incorrect: this book was not written by Anthony Mournian, and is not available for sale by him; the actual author is unknown to the editor.

Page 14: Jim Faulkner’s e-mail address is incorrect. The correct address is jfaulkner39@suddenlink.net

+++++

2021
AIR FORCE NAVIGATORS OBSERVERS REUNION
SEPTEMBER 21, 22 & 23, 2021
FORT WORTH, TEXAS

To be held at the Radisson Hotel, 2540 Meachum Boulevard, Fort Worth, Texas 76106. Room rates are \$129.00 per night, plus tax. Breakfast is included in the room rate. Self-parking at the hotel is complimentary. The registration fee is \$170.00 per person.

Call the Radisson Hotel at 817-625-9911 (Backup: 817-769-4023) no later than August 15, 2021 to make your hotel reservations. Be sure to mention you are with the Air Force Navigators Observers Reunion to receive the group room rate. The group rate is also available 3 days before and after the reunion dates based on room availability at the hotel.

Tuesday September 21st

2:00pm Registration and Hospitality Room Opens
5:30pm - 6:30pm No Host Cocktails
6:30pm - 9:00pm Dinner Buffet
9:00pm - 11:00pm Hospitality Open

Wednesday September 22nd

7:30am - 9:30am Board Meeting
9:30am - 11:30am Membership Meeting
10:00am - 3:30pm Hospitality Room Open
4:30pm - 5:30pm No Host Cocktails
5:30pm - 10:00pm Banquet Dinner & Program

Thursday September 23rd Optional Tours

10:30am - 4:30pm Fort Worth Stockyards ~ cost \$32.00
Time to be determined Lockheed-Martin Factory Tour ~ cost \$32.00

FORT WORTH STOCKYARDS This is where the West begins. Nothing embodies Western heritage better than the Fort Worth Stockyards National Historic District. From the original brick walkways to the wooden corrals, every inch of the Stockyards tells the true history of Texas's famous livestock industry. Watch the morning cattle drive. The Fort Worth Herd steers can be viewed before and after cattle drives in their pens behind the Livestock Exchange Building on East Exchange Avenue. Drivers are available before each cattle drive for photo ops and questions. After the cattle drive you will have time to do lunch on your own and explore the stockyard area.

LOCKHEED-MARTIN Tour time to be determined. Due to COVID, Lockheed cannot commit to this tour at this time, but if their restrictions change they will be offering this tour. However, the tour will be limited in numbers, so sign up early to secure your spot on the tour. Sign-ups are on a first-come first-served basis.

Wheelchairs are allowed but please let us know in advance so we can make the appropriate arrangements. Flat sole, closed-toe shoes are required. There will be approximately ½ mile of walking. The rest of the tour will have transportation supplied. No weapons of any kind are allowed. There is a place on the registration form to fill out the information needed for the security screening. You must be a US citizen with no criminal record and provide the information requested on the registration form.

We will receive an exclusive briefing and tour of the mile long state-of-the-art manufacturing facility that is producing the only 5th Generation Stealth Fighter in the World, the F-35 Lightning II. The Lightning II is a single-seat, single-engine fighter aircraft designed for many missions with advanced, integrated sensors built into every aircraft. Missions that were traditionally performed by small numbers of specialized aircraft, such as intelligence, surveillance and reconnaissance and electronic attack missions can now be executed by a squadron of F-35s, bringing new capabilities to many allied forces.

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!

Confirmation of registration and schedule will be sent out by August 26, 2021

CANCELLATION POLICY

By sending in your registration form, you are agreeing to the cancellation policy. A \$20.00 per person cancellation fee will apply to all cancellations received within 30 days of the event. Cancellations received within 15 days of the event will be non-refundable. Cancellations can ONLY be requested over the phone at 360-663-2521. You will receive a cancellation number; no refund will be issued without this number. Please make sure to keep this number for verification of your cancellation.

Attendees Can Plan Tours On Their Own. A few options are listed below.

FORT WORTH ZOO Walking through the Fort Worth Zoo, established in 1909, is perhaps one of the most entertaining ways to spend a day. Among the zoo's residents are more than 68 endangered species. Visit the great apes, rhinos, African lions, meerkats, giraffes, hippos, and elephants. Kids will love the country carousel and train, too.

NATIONAL COWGIRL MUSEUM and TEXAS COWBOY HALL of FAME The west is known for cowboys and cowgirls from the past and present. The National Cowgirl Museum and Texas Cowboy Hall of Fame illustrate the pride of Fort Worth. Full of memorabilia on the cowboys and cowgirls of yesteryear, the sites depict past rodeos and the culture of the Old West, as well as the western world of today.

FORT WORTH BOTANIC GARDEN Spanning over 109 acres, the Fort Worth Botanic Garden has been showing off its beauty to visitors since 1934. This awe-inspiring mesh of colors and textures features more than 2500 species of plants and 23 gardens. Japanese gardens, rose gardens, and even a rainforest conservatory provide tourists and locals with a mesmerizing experience. Don't pass up walking over the Koi pond on the incredible arched bridge.

FORT WORTH WATER GARDENS One of the most interesting places in downtown Fort Worth is the Water Gardens near the Convention Center. Travelers can cool off in the multiple, contrasting falls. The space is enclosed by beautiful, shade-giving trees and even features a dedicated wading area. The meditation pool provides a peaceful place to rest among the cypress trees.

VINTAGE FLYING MUSEUM The Vintage Flying Museum located at Meacham International Airport is full of aircraft from years past, such as the WWII DC3 and a B-29 Superfortress. The large collection of planes is accessible to visitors, along with educational information. The museum is a great experience for all ages.

FORT WORTH AVIATION MUSEUM The Fort Worth Aviation Museum tells the story of the aviation heritage and accomplishments in North Texas since 1911. Its collection of 30 warbirds dates from 1943 to the present and features a US Navy Blue Angel F/A-18 Hornet in the outdoor display. The museum's indoor displays include the B-36 Peacemaker and Forward Air Controllers Museums, a T-38 cockpit simulator and computer flight simulators. Friendly guides assist all visitors with personalized tours and a gift shop is also available. Active duty military and their families visit free of charge.

2021 AIR FORCE NAVIGATORS OBSERVERS REUNION
SEPTEMBER 21, 22 & 23, 2021
FORT WORTH, TEXAS

NAME _____ PREFERRED NAME ON BADGE _____

BASE/SCHOOL _____ CLASS _____

CURRENT ADDRESS _____

PHONE _____ CELLPHONE _____ EMAIL _____

NAME OF YOUR GUESTS _____ PREFERRED NAME ON BADGE _____

PLEASE LIST ANY SPECIAL NEEDS _____

IN CASE OF EMERGENCY NOTIFY _____

FULL REGISTRATION

FULL REGISTRATION PER PERSON X NUMBER ATTENDING _____ x \$170.00 = _____

WEDNESDAY BANQUET MEAL SELECTION: BEEF ___ CHICKEN ___ VEGETARIAN ___

PARTIAL REGISTRATION (IF YOU CAN ONLY ATTEND ONE DAY PLEASE SELECT BELOW)

TUESDAY SEPTEMBER 21st NUMBER OF PERSONS ATTENDING _____ x \$85.00 = _____

WEDNESDAY SEPTEMBER 22nd NUMBER OF PERSONS ATTENDING _____ x \$85.00 = _____

WEDNESDAY BANQUET MEAL SELECTION: BEEF ___ CHICKEN ___ VEGETARIAN ___

TOURS

THURSDAY, SEPTEMBER 23rd FORT WORTH STOCKYARD TOUR _____ x \$32.00 = _____

IN PLANNING: THURSDAY, SEPTEMBER 23rd LOCKHEED-MARTIN TOUR _____ x \$32.00 = _____

If this tour does not happen, your money will be refunded unless you mark, "Yes," I want to be added to the Fort Worth Stockyard Tour. "YES" _____

TOTAL ENCLOSED = _____

NAME AS IT APPEARS ON YOUR DRIVER'S LICENSE _____

DOB _____ DRIVER'S LICENSE NO. _____ STATE _____ U.S. CITIZEN? _____

NAME AS IT APPEARS ON YOUR DRIVER'S LICENSE _____

DOB _____ DRIVER'S LICENSE NO. _____ STATE _____ U.S. CITIZEN? _____

PAYMENT IS DUE NO LATER THAN AUGUST 15, 2021. BY SENDING IN YOUR REGISTRATION FORM, YOU ARE AGREEING TO THE CANCELLATION POLICY NOTED ON THIS FLYER. PLEASE SEND PAYMENTS TO THE FOLLOWING ADDRESS AND MADE PAYABLE TO:

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



Fort Worth Radisson Hotel

Fort Worth Botanic Gardens



Fort Worth Stockyards



Fort Worth Water Gardens



National Cowgirl Museum and Texas Cowboy Hall of Fame





HC-97G Stratofreighter. Note open rear clamshell doors.
Photo provided by Thomas L. Spangler.

NEEDLE IN THE HAYSTACK

by Thomas L. Spangler, Harlingen 62-22

Most flyers, sometime in our career, get an out-of-the-ordinary mission. This story is one of those. I was stationed with the 58th Air Rescue and Recovery Service Squadron at Wheelus Air Base, Tripoli, Libya. Our resources consisted of six HC-97G Stratofreighters, four HU-16 Albatross amphibians, and four HH-43 Husky helicopters.

Our prime mission was rescue support for fighters flying from Europe doing gunnery and bombing training and U.S. military resources in general flying over the Mediterranean and Africa. Squadron navigators on fixed wing craft were cross-trained to include the WWII antiquated gear on the HU-16, but the Husky pilots were on their own. One fine hot and dusty day, 14 April 1966, (most every day was hot and dusty in this desert part of the world) our crew was alerted to fly to the extreme southern part of Libya to find a lost police patrol driving a Land Rover. It was our turn to do this task after several days of searching by others. Normally the host nation would have its own resources to guard or support their country. In this case the Libyan Air Force consisted of a few C-47 Gooney Birds mainly to ferry the king and family from castle to castle.

We were briefed who to look for, their last known position, and the fact that the five-person patrol had radio contact with Sebha—an outpost about 360 nautical miles south of Tripoli. An additional member was added to our crew who was a civilian base employee who spoke Arabic. So with little else to go on, we uploaded with gas, crew, box lunches and water and off we went in our HC-97.

Libya is 99% desert sand with some low ridges otherwise flat, with borders extending some 600nm north to south, and 820nm east to west. A few radio beacons were located at very remote petroleum sites, some at oases. Otherwise navigation was seat-of-your-pants dead reckoning with some celestial sunlines and three-star at night.

Map reading was useless and this was before INS or GPS systems.

One other note about the police patrol. They reported driving into the Marzuq Sand Sea, a large circular flat expanse of nothing about 150nm in diameter with the southern part crossing into Niger. As far as navigational check points—forget about it—this place is like a desert within a desert. Plus on my official military chart was printed “relief data incomplete.” Finding these guys would be like locating a needle in a haystack.

After ninety minutes, we raised Sebha on VHF and our interpreter told us there were no new developments. After passing Sebha, I advised our pilot Capt. Paul Boatright, and our co-pilot Capt Jim MacLagan, that we should begin to descend to 1,000 ft agl and slow down to begin a route search over our objective, the sand sea. After two hours our searching had proved fruitless and I wasn't completely sure of our own location. I advised Paul to turn north, climb, and home for the radio beacon at Sebha for a good fix.

Approaching Sebha, our interpreter learned that our lost patrol did sight us over the “sea” so after our fix, we turned back south and with the best DR, I plotted our course using wind speed and direction with the driftmeter to find wind drift and ground speed using timing over a hard spot plus our true airspeed and true heading, and we returned to our search area. Another fact we were told the patrol really became lost when they endured a sand storm during which their tire tracks were erased with the shifting sands.

Back at the sand sea we descended but I advised Paul we should begin a creeping line search by flying south with 10 mile east/west legs and creeping 2 mile intervals. After an hour, we spotted the lost patrol by noticing smoke from their burning spare tire. Paul descended and we decided what to do. No pararescue deployment was needed since no injuries or radio or ground signals were used or noted.

So we devised a plan to round up existing crew box lunches including chilled juices and bottled water, place these in a bag, and throw the bag out connected to a spare orange spotter parachute we had. Note: some of the lunch items contained pork and we wonder if the police consumed this Moslem-forbidden food. Seeing the police secure the food/drinks, I recorded the coordinates as best I could, and bid a fond farewell to the “sea” and headed north again. Passing off the survivors location to Sebha radio, we continued north to Wheelus to finish our mission, logging 9 hours. We did not get an after-mission report but heard that a Libyan overland rescue party went to retrieve the lost patrol based on my coordinates. We also found out the lost party drank radiator fluid “yuck” prior to our drinkable stuff. When it is 100 plus degrees out, you do not get choosy. There are no convenience stores anywhere in the Marzuq Sand Sea.

We serve “so that others may live” is the ARRS motto.

+++++

NOT THE USUAL MISSION

by Bruce Kintner, Mather 74-18

I was part of a "baby nav team," a Cold War SAC experiment where crewmembers were paired at Castle, trained as an integral crew and sent to their respective bases as a complete crew. When we got to Barksdale the navigators who were in line to upgrade to radar navigator were not happy to see us. I had taken their slot. They had time in the jet, many with Vietnam time. Our crew arrived at Barksdale in late January 1975. Due to the politics and budgets of the time, those Vietnam-experienced crewmembers and many others were passed over the next few years, many most undeservedly. The Vietnam draw-down was very painful. A few years later (I got out in July 1979), we were the most experienced crews with about 1,300 hours and no combat time.

My purpose in writing was prompted by looking through material I had saved from years past. I ran across a 12 January 2009 *Air Force Times* article by Bruce Rolfsen entitled, "History Declassified, Book Explores Once-Secret MiG Program." The book the author referred to was "*Red Eagles: America's Secret MiGs* by Steve Davies. It was published in the fall of 2008. Apparently, several other books about the MiG program, known as CONSTANT PEG, came out after Davies's book.

Unlike the fighter program utilizing the MiGs, my crew's encounter with the MiGs was very brief. One day in the late fall of 1976 (I don't remember the date) some guys from Offutt showed up at Barksdale AFB, Louisiana. I don't know exactly how it went, but I believe they basically told the Wing Commander and Wing Deputy for Operations that they needed two crews and an airplane to fly a Top Secret mission. The mission would be very high priority and take precedence over everything else going on at Barksdale. No one was to know what the mission was except the two crews selected to fly it. Wing leadership, the Bomb Nav shop, MX, everyone but the crews were out of the picture.

The two crews were told to report to the vault and briefed on the mission. We were told to come up with our plans and be ready to fly the mission by a certain date but we did not know when we would actually fly. We were told three missions would be flown. Mission one and three by my crew and mission two by the other crew. My main concern was navigating at a very low altitude. We were not going to carry a shape. The briefers told us the minimum SAC low level training altitudes were not a restriction. We could fly as low as we wanted to. When I left active duty in July 1979, I was an RF-4 WSO at Lincoln, Nebraska, and an F-4 WSO in several different units in Texas. That experience gave me a much better feel for what low to the ground was like. The navigation team in a B-52 doesn't have that luxury.

So we were eventually done planning and ready to go

with no knowledge of the date. We got the call to fly on 7 December 1976. Another small surprise was a video recording device for our EVS system. The bombers at Barksdale (B-52Gs) were the last in the SAC fleet to be modified with the EVS system. The Offutt guys had a camera rigged up, much like our radar film camera, to record the STV video and all the audio of the crew during the mission. But we were told not to discuss anything we saw. However, before we could take off our mission was cancelled. We didn't know why initially, but were told later that the Soviets had satellites in positions that jeopardized the mission.

The second mission, flown by the other crew, turned out to demonstrate what priority the mission was to SAC. One week later my crew was on the ramp ready to take off on an ORI. The second mission was landing as we were ready to take off. They had flown this Top Secret mission while the rest of the wing flew the ORI. The third mission, my crew's first, was flown a few days after the ORI.

It was not a long mission by SAC's standards, about 8.5 hours round trip. We flew toward Las Vegas, signed off with ATC controllers and entered one of the restricted areas, descended to low altitude and preceded on our circuitous low level route to the target. The difference in this mission was that, unlike other Red Flag sorties where crews are directed to avoid the restricted area around Groom Lake, we were told to bomb a target at Groom Lake. I don't remember exactly what the target was, probably some hangar or other large building. It really didn't make any difference. We were only going to do a simulated bomb run. But the larger purpose of the mission wasn't about completing a bomb run. That was incidental. The real purpose was to allow the MiGs an attempt to attack a B-52 at low altitude. As I said earlier in the story, the encounter was very brief. Basically IP inbound to the target. The copilot saw them. We were very busy with checklists and aiming downstairs. We never talked about the bomb run. I don't know if the pilot saw them. We were flying very low, somewhere around 200 feet, maybe lower. I do remember the controller we were talking to made several exclamatory remarks about how low we were. It was over quickly. We did a PUP (Pull Up Pushover) maneuver to open the doors and simulate a bomb release at a correct altitude for our simulated weapon. And then we were gone. We were quiet on the way home. The copilot wanted to say what he saw but we all chimed in to remind him we were not to discuss anything and we were a little intimidated by the fact that all our crew audio was being recorded.

The guys from Offutt met us when we landed. They took everything away from us, charts, logs, radar camera film, EVS film, audio recording; everything that could link us to flying over Groom Lake against MiGs. And then they were gone. We were never briefed about the results of the

experiment. It was exciting but very brief. If my grandchildren ever ask, I can tell them the story.

I didn't ask any of my crew for permission to use their names. But I want to use this opportunity to relay a story about my pilot that I believe is critical to aviation history. I asked *Air Force Magazine* to write about it but so far I haven't heard from them. His rank at the time of our MiG mission was Captain. When he left the Air Force, he was a Brigadier General and Commander of the 2nd Bomb Wing. His bio will say he retired from active duty in 1994. But that is not the whole story.

In the early 1990s, SAC was deactivated. TAC became ACC and absorbed many assets, including the B-1, B-2, B-52, a bunch of C-130s, CSAR and even some tankers. I don't know exactly what happened but I would guess that ACC saw scrapping the B-52 as a way to buy more fighters. The fighter mafia was pretty much in control when SAC died. BG Cole saw the handwriting on the wall and went out on a limb, sacrificing his career, to keep the B-52 on active duty. You would have to ask him about the details. I believe he made a phone call, outside the chain of command, to enlist the help of the Navy. The B-52 has always been a big mine dropper for the Navy. All that is speculation but I do know BG Cole was "retired" shortly thereafter. Perhaps someday the real story will come out but I will always credit my old aircraft commander with saving the B-52 from the boneyard. Lesson observed: sometimes senior Air Force leadership can be shortsighted.

I am so blessed to have been an Air Force navigator. I got to fly the B-52G/H, C-130E/H, RF-4C, and F-4C/D/E. It has been a hoot! And they paid me to do it!

+++++

NOTAM: Electronic Roster

We no longer print and distribute an **AFNOA** roster. Electronic copies are available in Microsoft Excel. E-mail Jim Faulkner at jfaulkner39@suddenlink.net for a roster.

+++++

LETTERS

1 May 2021

To the **AFNOA** Reunion attendees

We would like to invite you to visit The Fort Worth Aviation Museum during your upcoming Reunion in Fort Worth. We are located just a few blocks north of the Stockyards with easy access for vans or busses at 3300 Ross Avenue, Fort Worth, Texas. The telephone number is 855-733-8627. Your Reunion hotel, the Radisson, can arrange transportation as we are in their van service area.

To set up a tour, please coordinate with our Director of

Museum Operations, Brittany Spraggins. You may also contact me by email at any time with questions at tkemp@ftwaviation.com. We look forward to seeing you this fall. Active duty military and their families visit free of charge. Other admission is \$7.00 for adults, \$5.00 for veterans and seniors, \$2.00 for kids ages 6 to 16, under 6 free and \$15.00 for families.

The Fort Worth Aviation Museum tells the story of the aviation heritage and accomplishments in North Texas since 1911. Its collection of 30 warbirds dates from 1943 to the present and features a US Navy Blue Angel F/A-18 Hornet as well as other unique aircraft in our outdoor display. Some of the unique planes include an F-5 that was featured in the original movie "Top Gun" as one of the black Migs. We also have a TF-102 that President George W. Bush flew when he was in the ANG. We have the only full scale mockup produced of the A-12, "Flying Dorito" before the program was cancelled.

Our collection also includes OV-10s, O-2s, O-1 Birddog, F-4s, F-105, A-4, TA-4, A-7, F-14, F-111, T-37, RF-8, RF-8 Simulator (in a semi trailer), T-28, AV-8 Harrier OV-1 Mohawk, CH-53, OH-58 Kiowa, AH-1 Cobras, as well as other aircraft. We also are in the process of refurbishing the #2 YF-16, a truly unique aircraft.

The museum's indoor displays include the history of aviation in north Texas, the B-36 Peacemaker Museum, and the Forward Air Controllers Museums, a T-38 cockpit simulator and computer flight simulators as well as many other displays. Our friendly docents assist all visitors with personalized tours. A gift shop is also available. We also have a nice shaded picnic area should you desire to bring a lunch, or arrange catering.

Currently, due to COVID-19, we are only open on Saturdays from 9:00 AM to 2:00 PM. However, as we often do, we will be happy to set up a special tour for your group that will fit your schedule. We can handle as many as 50 people at a time with some prior notice.

Yours,

Tom Kemp
James Connally 66-09

+++++

16 May 2021

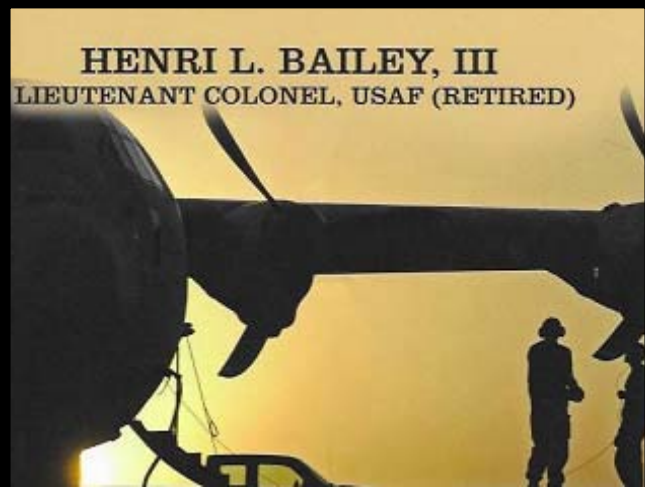
Dick,

Thank you for this once-in-a-lifetime opportunity. It's been my privilege to be part of such an amazing organization and to share our efforts here at UCT. My duties as the FTG/PAO will now turn over to Maj Kiersten Thompson (CC'd). Please keep her in the loop on deadlines and any other requests. Let me know if you ever need anything.

Thanks and thanks again!

Major Sean Leuschen
(479FTG/PAO)

+++++



HENRI L. BAILEY, III
LIEUTENANT COLONEL, USAF (RETIRED)

**Memoirs of a Trash Hauler:
Vignettes from the Vietnam War**
by Henri L. Bailey, III
Lieutenant Colonel, USAF (Retired)

Some of these vignettes have already been in **DR AHEAD**. The book has been published by Author House and is available three ways on line at Amazon.

ISBN 978-1-5462-7947-1 (Hardcover) \$23.99
ISBN 978-1-5462-7946-4 (Softcover) \$13.99
ISBN 978-1-5462-7945-7 (e-book) \$ 5.99

LAST FLIGHTS

by Jim Faulkner, James Connally 64-04

We appreciate several inputs from the following: John Fradella, James Connally 66-17; Larry Suchomski, James Connally 63-20; and Bill Wilkins, Ellington 52-09; as well as one or two from others.

Please advise **AFNOA** membership at jfaulkner39@suddenlink.net or at 580-242-0526 when a navigator/observer/bombardier/EWO/CSO has made the last flight. Please keep their families in your prayers. Last flights reported:

BOCA RATON

Zwartjes, William J. San Antonio TX 45-00

ELLINGTON

Gardner, Warren C. Forest City NC 43-05
Harris, Herbert E. Cranston RI 44-09
Spamer, Robert G. Morrisville NC 45-08
McKenzie, William W. Monaca PA 50-E
Helms, Neal G. Kannapolis NC 52-00

Sussman, David B. Chestertown MD 54-00
Layton, Robert F. Denison KS 57-02

HARLINGEN

Bermel, Jerry E. Mesa AZ 54-11
Markquart, Leroy E. Eau Claire WI 54-18
Mills, Tommie J. Frisco TX 54-18
Nolte, Lincoln G. Prescott WI 54-18
Rosamond, Ben A. Dallas TX 54-18
Tidmore, Rayford G. Athens TX 54-18
Wickline, Gerald F. Chillicothe OH 54-18
Morton, James H. Charlotte NC 56-11
Bellion Jr., Clement E. Universal City TX 56-13
Mueller, Lawton D. Moline IL 56-20
Glandon, Harold W. Indiana OK 57-01
McCasland, William H. Houston TX 57-01
King, Norwood J. Redlands CA 57-05
Seip, Raymond K. Fort Walton Beach FL 57-06
Barker, Cole W. Llano TX 57-09
Levis, Charles Allen Fort Worth TX 58-01N
Day, David Q. Harlingen TX 58-06
Hill, Robert J. Jeffrey WV 58-06
Peck, Vincent B. Jonesboro GA 59-12
Bester, Joseph D. Etowah NC 59-18
Biron, Edward J. Dayton OH 59-19
McCabe, Reynolds W. LaJolla CA 59-21
Newsom Jr., Charles L. Ocean Springs MS 60-04
Korus, Charles J. Morrison CO 60-07
Moyers, Thomas L. Mountain Home ID 60-11
Turlington III, William T. Cummings GA 60-12
Harvey, James B. Fayetteville AR 60-13
Baker, Arthur D. San Antonio TX 60-16
Barnes Jr., James H. Austin TX 60-16
Czerwinski, Walter W. Colorado Springs CO 60-16
Evans, Donald L. Boerne TX 60-16
Kasprzyk-Kaye, Eugene S. Oscoda MI 60-16
King, Cyril J. Gales Ferry CT 60-16
King, Francis E. Unknown FL 60-16
Martin Jr., John T. Fort Walton Beach FL 60-16
Souder, David L. Melbourne FL 60-16
Tilley, Robert D. Lascassas TN 60-16
Wilson, William E. Nine Mile Falls WA 60-17
Wolff, Armand E. Middletown CT 60-17
Weskamp, Richard D. Paririe Village KS 60-20
Hyland III, Dennis J. Mohawk NY 61-03
Wittmaack, Charles S. Lake Havasu City AZ 61-14
Wolfe, Robert G. O'Fallon IL 61-15
Bassett, Louis T. Lynn Haven FL 61-16
Ruesch, William A. Fillmore CA 61-16
Stevens, John B. Marquette MI 61-20
Young, Richard E. Dover DE 62-22

JAMES CONNALLY

Bonjour, Roy E. Lyme CT 54-19

Brandstoettner, Edward P. Spokane WA 54-19
 Comar, Ernest B. Mount Pleasant SC 54-19
 Creamer, Ronald A. East Dennis MA 54-19
 Fencer, Robert M. Starksboro VT 54-19
 Gaisford, William H. Yuma AZ 54-19
 Gear Jr., Robert W. Pleasanton CA 54-19
 Hamel, Richard J. Mooltonborough NH 54-19
 Hicks, James H. Tulsa OK 54-19
 Jones, Elmer L. Medford OR 54-19
 Kinsella, Daniel K. Portland OR 54-19
 Larimore, John K. Tucson AZ 54-19
 Mick, Ronald W. Arlington TX 54-19
 Moedt, Lawrence J. Cashiers NC 54-19
 Pippen, Charles J. Texarkana TX 54-19
 Pyle, Wyman E. Tuscumbia AL 54-19
 Rice, Monford C. Knoxville TN 54-19
 Rosecrans Jr., Richardson P. Stillwater OK 54-19
 Schuck, William E. Oak Island NC 54-19
 Streett, Donald P. Coopstown MD 54-19
 Vereen Jr., Royal L. Kernersville GE 54-19
 Waddell, James W. Centerville OH 54-19
 Briscoe, Thomas R. Lawrenceville GA 58-06
 Egan, John R. Palm Beach FL 58-06
 Kerby, Joseph J. Luka MS 58-06
 Kerwood, Robert V. Phoenix AZ 58-06
 Nomura, David M. Pleasant Hill CA 58-06
 Peterson, Lloyd D. Alpine UT 58-06
 Boone, Charles L. Santa Cruz CA 58-07
 Jorgensen, Wesley H. Aurora CO 59-11
 Crawford, Herman L. Chicago IL 59-15
 Anania, Frank J. Fleming Island FL 59-18
 Buckner, Larry J. Salem OR 60-03
 Krogsgeng, Robert J. Soldotna AK 60-03
 Hoffman, Harold L. Vancouver WA 60-12
 Warner Jr., Donald D. Apple Valley CA 60-12
 West Jr., John W. Vacaville CA 60-12
 Tshipouras, Demetrius P. Glen Burnie MD 60-14
 Heckman, Robert A. Midwest City OK 60-16
 Mabile, Arnold L. Vienna VA 61-05
 Yancey, George P. Cynthia KY 62-21
 Conway, Harold E. Murfreesboro TN 63-02
 Wilmore, Duncan Prescott AZ 63-04
 Rothell Jr., Ross D. Piedmont SD 63-05
 Goodwin Jr., Marshal J. Lytle TX 63-14
 Sullenberger, Donald S. Knoxville TN 63-14
 Chmielewski Jr., Walter B. Crosby TX 63-15
 Centala, Martin D. Maurertown VA 63-17
 Raab, Wayne L. Sumter SC 63-20
 McEwen, James A. Washington PA 63-21
 Price, Thomas L. Travis AFB CA 64-02
 Treadaway, Robert E. Corinth TX 64-02
 LaGrone, Walter A. Oklahoma City OK 64-08
 Brophy, John L. Ocean City NJ 64-09
 Tenoso, Edwin F. St. Augustine FL 64-09

Ingram, Robert S. Hilton Head SC 64-10
 Heaphy Jr., Arthur J. Punta Gorda FL 64-12
 Barnauskas Jr., John Endicott NY 65-07
 Hansen, James A. Papillion NE 65-07
 Jones, Rodger E. Liburn GA 65-09
 Quinn, Ernest J. Silver Springs MD 65-12
 Plummer, James T. Logan KS 65-20
 Uzdavinis, Leon A. Euleess TX 66-17

MATHER

Harris, Charles M. Savannah GA 42-10
 Holley, John A. Unknown MS 66-00
 Krzynowek, Paul S. Housatonic MA 66-00
 Moore, Larry A. Marion LA 66-00
 Needy, John L. Knoxville TN 67-00
 Orłowski, Joseph M. Chicago IL 67-00
 Mehen, James P. Flagstaff AZ 67-05
 Boswell, Ralph H. Colorado Springs CO 68-00
 deMoll, Harry T. Union Bridge MD 68-00
 Baldwin, William R. Orangeberg SC 69-00
 Cole, John M. Knoxville TN 70-00
 Gatwood Jr., Robin F. Hickory NC 70-00

SELMAN

Freund, Harold G. Buffalo NY 43-14
 Day, Emerson Las Vegas NV 44-05

SAN MARCOS

McCrocken, Thomas F. Bradenton FL 43-13

SCHOOL UNKNOWN

Day, Allen H. Thompson CT 42-00
 Loeffler, Joseph D. San Francisco CA 42-00
 Stecher, Arthur I. Sebastopol CA 43-00
 Doty, James W. Dayton TN 44-00
 Gray, Robin W. San Francisco CA 44-00
 Steele, Ernest C. Williamsburg KY 44-00
 Runion, John A. Fort Walton Beach FL 46-00
 Stewart, Julian T. New Albany IN 46-00
 Stitzel, James M. Chicago IL 46-00
 Anderson, Edwin P. Fresno CA 50-00
 Best, John R. Maryville TN 50-00
 Chase, Robert A. Eau Claire WI 50-00
 Manzo, Arthur J. Unknown NJ 50-00
 McDonald, William E. Memphis TN 51-00
 Harvey, Daniel Biloxi MS 52-00
 Bryce, Thomas C. Buffalo NY 54-00
 Davenport Jr., Ralph L. Macon GA 54-00
 Davis Jr., Smith Fort Chester NY 54-00
 Handcock, Robert B. Unknown 54-00
 Heimann, Helmut Clifton NJ 55-00
 Serex, Henry M. New Orleans LA 56-00
 Gaylord Jr., Lester L. Travis AFB CA 57-00

+++++

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 John D. Bridges

242 Jamar Drive
Weatherford, TX 76088-2212
817-694-9811 comm2jdb2002@yahoo.com

1st Vice-President, Membership, 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
Bastrop, Texas 78602-3669
512-985-6277 a26nimrod@austin.rr.com

Secretary Gene R. Hollrah

5508 Pheasant Run Drive
Enid, OK 73703-2720
580-234-9586 papahootnranky@sbcglobal.net

Treasurer Leonard T. Melcher

103 Steel Valley Drive
Boerne, TX 78006-7019
512-296-5209 c5nav@hotmail.com

Active Duty Member Major Kiersten Thompson

ktb1wso@gmail.com

Web Master for www.afnoa.org

Tim Duerson afnoaweb@cox.net

Immediate Past President

Phillip D. Barber
8120 Poplarwood Lane
Nashville, TN 37221-4678
615-310-9004 pdbarber@comcast.net

Past President, Historian, Museum Committee

Ronald P. Barrett
1406 South Lexington
Holden, MO 64040-1636
305-797-0745 ronaldpbarrett@yahoo.com

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

Chaplain

John T. Massey
6810 Rosewood Court
Tampa, FL 33615-3318
813-886-1938

afnoacg@aol.com