



DR AHEAD



THE AIR FORCE NAVIGATORS OBSERVERS ASSOCIATION NEWSLETTER

VOL 35, NUMBER 3

LITTLE RIVER, CALIFORNIA

JULY 2019



Inside the B-52 navigator's compartment. The B-52H Navigators and RadarNavBombardiers are the very last of the thoroughbred navigators and bombardiers with lineage to the Cold War period. All training hereabouts is now OJT in the B-52H. See the Historian's Report on Page 3. Internet Commons USAF-Public Affairs photograph.

PRESIDENT'S MESSAGE

by John D. Bridges, James Connally 63-19

As you read this July 2019 edition of **DR AHEAD**, I hope you have made plans to attend the **AFNOA** Reunion scheduled for September 24-26, 2019, at the Radisson Hotel, Branson, Missouri. If you have not done so, make your reservations now! Registration forms and a schedule of events along with some available activities, are republished in this issue of **DR AHEAD**.

In previous editions of **DR AHEAD**, I stressed receiving the newsletter electronically. It is obviously less expensive than our mailing costs and could help to extend our organization's life.

At our reunion we will be electing officers. If you have interest in any position or serving on a committee, please

let me, Jim Faulkner, or any board member be aware of your interest as soon as possible. I would like some volunteers willing to prepare for succession of our board as needed.

Thanks to all of you who have made donations to the Grant Program and the Operating Fund. These donations help to continue the funding and may improve our organization's survival chances. The lack of new navigators joining means that it is up to us! If you are in a position to do so, please consider adding **AFNOA** to your estate planning. Remember that **AFNOA** is a 501(c)(3) organization and therefore donations are tax deductible.

I am looking forward to a "good time" meeting and visiting with all reunion attendees in September.

NOTAM - DEATHS and CHANGES OF PERSONAL INFO

Report address, cell/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.

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MEMBERSHIP APPLICATION													
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City _____													
State/ZIP _____													
Home Phone _____													
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<p>Send a Tax Deductible \$15.00 Annual Membership check payable to AFNOA to:</p> <p>Dennis Ehrenberger, AFNOA Treasurer 2783 Glenview Drive Sierra Vista, AZ 85650-5734 Telephone: 520-378-1313</p>													
<p>Tax Deductible Life Membership Contribution payable to AFNOA</p> <table border="0" style="width: 100%;"> <tr> <td>Under 45</td> <td>\$175.00</td> <td>66-69</td> <td>\$75.00</td> </tr> <tr> <td>46-55</td> <td>\$150.00</td> <td>70-79</td> <td>\$50.00</td> </tr> <tr> <td>56-65</td> <td>\$100.00</td> <td>80 and over</td> <td>\$35.00</td> </tr> </table>		Under 45	\$175.00	66-69	\$75.00	46-55	\$150.00	70-79	\$50.00	56-65	\$100.00	80 and over	\$35.00
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56-65	\$100.00	80 and over	\$35.00										
<p>If you are currently a member, GREAT! Please consider a donation to the operating account, grant fund, or both. If you are not a current member, please consider joining and giving a donation to the organization. Thank you.</p> <table border="0" style="width: 100%;"> <tr> <td>Membership</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>Donation to Operating Account</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>Donation to Grant Fund</td> <td style="text-align: right;">\$ _____</td> </tr> <tr> <td>Total Amount Enclosed:</td> <td style="text-align: right;">\$ _____</td> </tr> </table>		Membership	\$ _____	Donation to Operating Account	\$ _____	Donation to Grant Fund	\$ _____	Total Amount Enclosed:	\$ _____				
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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 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.

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MANUSCRIPTS are welcomed, especially by E-mail (address: RNNN@mcn.org) or by submittal to the editor on data CDs, IBM-compatible formats only please. All submissions must be signed and must include the address of the contributor; no anonymous material will be printed; however, names will be withheld on request. The editor reserves the right to edit submitted articles for reasons of taste, clarity, legal liability, or length. 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 2019.

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

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HISTORIAN'S REPORT

by Ron Barrett, James Connally 63-06

Our history as navigators, CSOs, EWOs, WSOs and the related Air Force-defined skills as RadarNavBombs, Bombardiers, Radar Operators, Intercept Officers, and more, is to be celebrated this September 24-26, 2019. Please come to the Reunion to be held at Branson, Missouri.

To aid and abet our pride and honor as serving as AF flying officers we will provide table display space for your historical items. Bring what you may in the way of gear you used and proudly display and tell your story.

Additionally, know that any of the gear you bring, you may donate to the Aviation Cadet Museum on our tour September 26. This is the only Aviation Cadet Museum in the world, so ex-Aviation Cadets—bring pictures that you can donate. Please note these documents with your school, class, dates, and names. The Aviation Cadet Museum is a non-profit 501(c)(3) organization that has been in existence for more than thirty years.

CSOs of the later years—1975 to present—Mather, Randolph and now NAS Pensacola, please consider (as allowed by current regulations) donating manuals, course outlines, crew-cockpit photos of crews with their planes. There is today in the Air Force History Office world a need to establish a history of this fast-changing Air Force career field for the American public domain, aka, civilians. Note: less than 1% of our current population serves in the military.

The Aviation Cadet Museum is the only home the navigators have for the public to come learn who we were and are today. The Aviation Cadet Museum has created a professional, military-oriented place for us “navigators of all stripes” which we can openly support and see our efforts reflected in dedicated displays. I am just sorry to say that this takes funding.

The ACM receives no government funds. Please consider making a multi-dollar donation to ACM, so that our history can be preserved for future patriotic Americans to learn about. The photo to the right is of the ACM T-29 with sextant up in the mount, radars, and Loran set. The photo of the B-52H of today on page one shows that it requires far more training, as the scopes indicate.

NOTAM

Warning! Be aware that there is another USAF Reunion at the Branson Radisson Hotel at the same time as our **AFNOA** Reunion. Be sure to emphasize that you are with the **AFNOA** Reunion when you speak to the hotel.

Also, there may be a shortage of rooms, so it may be wise to reserve your space early, so as not to be disappointed.



The Aviation Cadet Museum's T-29 is the only T-29 left with the actual crew positions and related equipment, so that a navigator can stand at the D-1 sextant in the ceiling mount for a celestial shot, then sit down at a navigator position, compute a celestial fix, and then turn the knobs, look into the scopes and think to integrate radar, LORAN, ADF radio, Tacan, pressure pattern, and with a driftmeter nearby, execute a ground speed and wind at altitude by double drift.

Photo provided by Ron Barrett.

NOTAM

Thumb drives and copies of *Navigator Tales* will be available for sale at the **AFNOA** Reunion in Branson. Cash or check only, please.

NOTAM

Errol Severe, the owner of the Aviation Cadet Museum in Eureka Springs, Arkansas, has told us that he will allow **AFNOA**-member pilots to land at his privately-owned airstrip at the Museum during the time of the **AFNOA** Reunion in September, 2019.

Any pilot wishing to use this privilege must telephone Errol Severe at 479-253-2008 before flight to be logged in as having Errol's prior permission to land.

Silver Wings Field has FAA Identifier 55AR and is located three miles NE of Eureka Springs, Arkansas.

ON NOT EATING SPAM

by Abe Dreiseszun, Kelly 42-05

I can only say that in 1942, in the early days of World War II, we just flew. We did not have the liberty of having any holidays, whether it be Christmas or Easter. We had no chaplains. All we did was to fly. I don't recall any kind of mention of the holidays, primarily because it was so important to just get going and fly.

The only thing I did, selfishly, was while I was in England in the fall of 1942. As a member of the Jewish faith, I did ask for two days' leave. I got it and went to London for the holy Jewish holidays. The destruction that I saw in London was absolutely terrible. Synagogues were primary targets of the Nazis. Nevertheless, the services went on, and I felt very good.

I met very nice people and, on a Jewish holiday on my own, with the help of the military, I was able to acknowledge my faith and spent a couple days participating in what I should have been doing. So that's a very unusual kind of a thing, but it happened.

I might also add, that in all the 35 years that I was in the service, I was never stationed anywhere where there was a Jewish chaplain. They always had the services of Christian chaplains who were certainly well-versed and were always very helpful. But to a youngster who was brought up in an orthodox home—never ate outside of my home until I went into the military—it was a whole different world. I practically didn't eat when I was in the service. I weighed 122 when I came home. I just couldn't eat the Spam a hundred and one different ways.

Our bomb group, the 97th, because of its experience, was transferred from England to North Africa. The troops were in trouble, and the Pentagon felt they needed some bombing. Our bomb group was scheduled to fly off a field of metal planks, and we did fly B-17s off it.

Our missions were basically flying in and out every day, bombing Tunisia and targets in that area. My worst experience happened on one of those missions. As we were flying over Libya, one of the B-17s in formation next to us was hit by German fire and exploded. When an airplane explodes right next to you, you lose ten acquaintances at one time. For a young man of 21, I'll tell you, that was the most difficult experience I ever had in the military. I still think about it to this day.

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.

A NAVIGATING FAMILY

by Abe Dreiseszun, Kelly 42-05

My family became a navigation family. My oldest brother heard aviation cadets would pay \$75.00 a month. He applied to join the Army Air Corps because it was right after the depression, and if you could earn \$75.00... Well, nobody could get a job paying that much anywhere else. But he failed the physical.

When I came of age, I applied and was successful. After I was commissioned and flying combat, my brother completed navigation school because they lowered the physical requirements. He was shot down over Hamburg, Germany, and was a prisoner of war for a couple of years.

Down through the years... we have a grandson who went to the Air Force Academy. The year he graduated, 1994, was the only year in the history of the academy that no one was sent to any flying school—pilot, navigator, or what have you.

He became an aeronautical engineer. A few years later, the Air Force opened up, saying those of you who want to go into flying, tell us what you'd like to do. He checked everything. They sent him to navigation school. He was a navigator on a B-1 bomber. I'm very proud of both of them.

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.

MESSAGE FROM THE TREASURER

by Dennis Ehrenberger, James Connally 63-19

There are several items for the membership. I have been serving as Treasurer since the Savannah, Georgia, meeting seven years ago and I can report that financially we are in good shape for the next four to five years. Our annual expenses are approximately \$7,000 per year and our income has been averaging about \$5,000 per year.

Much of that income is from members who have elected to become Life Members. That means that once that Life Membership has been paid, that member no longer provides an annual amount. So, obtaining more Life Members is good, but, it will affect the income stream down the road.

Ninety percent of our expenses revolve around the cost to publish **DR AHEAD**, which we do four times a year. This is a wonderful communication tool and a reminder

that at some time in the future all of us will have our name published in the "Last Flights" section, which continues to grow with each issue. Remember, in today's air programs, the navigator—and all other positions that have evolved—no longer provides the large annual class roster that it did in the early days.

Also, the volunteers that keep the organization going are not getting any younger and many of our members do not wish to step in and take one of the positions on the Board. This will be part of the discussion when we get together in Branson this September so please think about what you want the future of **AFNOA** to be. If we can't get the volunteers to help run the organization it will fold, simple as that! The other thing to consider is if you are a Life Member, please consider a donation to the operating fund to extend the life of a very elite group of men and women.

Going through the training to become a navigator first, was a very unique experience that we all have in common. Navigators first, then branching out into another field (job) as part of the crew. When I think of our members who served in WWII, it amazes me to think about how they got from A to B with the equipment available in the early days. So, as we head toward the reunion this year, think about being a volunteer (as a seven-year-plus volunteer, I would like to find a replacement for my position) and definitely think about a donation to the operating account to keep the organization going. Donations are welcome at any time and, as a 501(c)(3) organization, they are tax deductible.

WHAT WAS I?

by Max Schuermann, James Connally 64-08

I know the basic assumption should be that your title reflects your job. I don't think the Air Force knew this fact though. I need some guidance on what my correct title really was during my time in the Air Force. Let me tell you my story.

When I left Waco, Texas, with my brand new gold lieutenant's bars and my shiny new navigator wings, I knew that I was a navigator and that I was supposed to find my way from point A to point B in an airplane and hopefully accomplish this task in a time period that was less than the fuel endurance of the aircraft. I was told that it almost always grates on some people if you ran out of gas before you found where it was you were supposed to go—i.e., point B. With this gas issue in mind, I wasn't totally bent out of shape about going to KC-135 tankers even though it was in Strategic Air Command. I could see it would be easy to find where I was supposed to be going within that airplane's 15+ hours fuel supply. Man, I'll just fly a box pattern until I see point B.

Before I even had a chance to put my master box pattern plan to work SAC really messed up my playhouse. They said going from point A to point B was not the primary object of the flight. They said my job was to leave point A, go out and find another airplane that is out in the middle of nowhere and is almost out of gas, give him part of our gas before he runs out and becomes a lawn dart, AND THEN find point B. They told me the other airplane was as anxious to find us as we were to find him so I was pretty sure this would work out. I would have to file my box pattern plan for possible future use though.

I really got good at it. I could find an airplane any place in the world and pass gas. Finding airplanes and passing gas to them was a lot more important to me than finding point B even though they still referred to me as a navigator and expected to see me at point B eventually. I found the two Thuds (F-105s) in Laos up north of the Plain of Jars that were running on fumes. I found the EB-66 that was coming out of North Vietnam and was just about to flame out on the west end of Thud Ridge because he was full of holes and losing all his fuel. I found the two F-4s over the Gulf of Tonkin just off the coast of Vinh, North Vietnam, and passed gas so they didn't have to join the Gulf of Tonkin Yacht Club. I felt good about what I was doing and I got dang good at it.

I guess the Air Force found that out though and that's why they said, "Son, we're going to send you to South Dakota and put you in a hole in the ground called a SAC alert facility and you can't come out till you hear the horn blow!" SAY WHAT? I wanted to stay in the land of Singha beer where I could actually help someone by keeping them from busting their rear in a banyan tree. A call to personnel at Randolph Air Force Base assured me that if I raised my hand and volunteered for Project Jungle Jim they would have my rear back in Thailand in ninety days in A-26s. They said I'd be a WSO (Weapons System Officer) or GIB (Guy in Back) or something like that and I would be part of the NIMRODS (project name for A-26 operations). Boy, not only am I a GIB or WSO instead of a NAV (Navigator), I'm also a NIMROD. Wonder what that is? I raised my hand and packed my bags and said, "Sorry SAC, but I'm really not interested in your hole in the ground."

I hit Eglin Air Force Base and they put me through this school called AGOS (Air to Ground Operations) and told me all about how I'm supposed to shoot up stuff but they keep calling me a NAV for PUFF (project name for the AC-47 gunship). What's this PUFF business? I thought I was a NIMROD GIB or WSO or something like that. I'm sure they are just confused. We'll get it all sorted out later. Right?

At the end of school they said to me, "NAV, we have this outfit in Panama called the 605th Air Commandos that needs someone like you in their AC-47s that shoot guns sideways." I found out what PUFF was.

For several years I went around in circles and shot guns sideways in places like Panama, Guatemala, Nicaragua, El Salvador, Honduras and the Dominican Republic. Then one day the scheduler says "Boy, you've gone around in circles long enough. We're going to put you in the right seat of this A-37B and teach you how to shoot with your nose pointed down." Cool, man! I think that means I'm now a GIB. No, wait. GIB stands for "guy in back." I'm not in the back; I'm in the seat on the right. Does that make me a "GIR," a "guy in the right"? The Form 5 Flight Records section said there was no such thing as logging "GIB" or "GIR" flying time. They said I would have to log "WSO" time. They said WSO was Weapons Systems Officer. Systems Officer? The only systems I operated was the armament switch and the bomb release button. Well, those and the flight controls. The guy on the left (did that make him the "GIL"?) let me fly quite a bit too.

I liked this GIB-GIR-WSO stuff. I wanted to do more of it. My time in Panama was about up and I had been watching a TDY reconnaissance outfit that had GIBs or WSOs or whatever in the back of their RB-57s. I tracked down their commander and said "Colonel, I want to do that too."

The Colonel wrote some letters and the next thing I knew, I was on my way to becoming a GIB in a reconnaissance outfit. After checking out in the RB-57C and RB-57F and high altitude reconnaissance operations I find out I'm neither a "GIB" or "WSO." Because of all the cameras and radar and sneaky stuff in the back, I'm a "SEO." That stands for "Special Equipment Operator." RF-4s have GIBS. RF-101s have GIBS. RB-57Fs have SEOs. I guess that's all right. F-105 Wild Weasels have EWOs or BEARS (electronic warfare officers) and Navy A-6s and F-14s have RIOs (radar intercept officers). I can be a SEO—even though I'm in the back seat, which technically makes me a GIB. However, the Form 5 section said I should log NAV flying time.

I had pretty much settled in to being the best SEO I could be when the AF came up with a new twist. They said they were going to do away with the back seat airplane called the RB-57F. I said, "But I like being a WSO or GIB or SEO or whatever I am." They said, "OK, we'll make you a GIR."

The next thing I know, I'm in the right seat of an F-111. It was great! I could climb and dive and drop bombs and shoot guns and even get upside down and do rolls. Again, the Form 5 Flight Records section says I can't log GIR time. They said I was called a WSO and I should log that time. And that's what I did until I retired.

Now I ask you, did I spend my time as a NAV, a WSO, a GIB, an SEO or a GIR? Whatever it was, I'd do it again in a heartbeat.

SCARED OUT OF KOREA

by Don Wadkins, James Connally 64-10

While we were in Japan, the primary responsibility of our two standboard crews was to qualify the other flight crews which began to report to the unit, 3rd Air Division, Detachment One. Although I was listed as an instructor navigator, I was not qualified as an evaluator, so I did not go along on the check rides. We flew a few operational "spy" missions out of Yokota. All of them were along the coastline of China, Korea, and eastern Soviet Union. We didn't fly any polar missions from Japan. I suppose the unit in Alaska had that responsibility. I do remember that several times missions were aborted because of a failure in the receiver-transmitter tube of the radar. And I remember crawling into the lower nose cavity trying to replace some fuses and save a mission once.

One operational mission sticks out in my mind clearly. We were about halfway through the scheduled flight, flying in an easterly direction along the 38th parallel in Korea when we received an urgent radio mission to abort the mission and escape. We had routinely been briefed that this might occur and were versed in how to authenticate the code transmitted along with the message to verify its validity. With our throttles pushed to the firewall, I am sure it only took a few minutes for us to get out of the range of the North Korean MiGs, but it seemed like an eternity. This was just a few months before the Pueblo incident and tensions with the Koreans were high. We knew that their supersonic fighters could catch us quickly. And we didn't know where it was coming from. I remember the scary sensation of waiting for a missile to fly up our tailpipe.

Later on, I flew with Danny Curzon who had been fired on in RB-47s. And another guy in the unit had been a crew member in an RB-47 which had actually been hit by Russian fire. These were the guys who were in the same reconnaissance squadron as were the flyers who were shot down in the "little toy dog" incident off of the Kola peninsula near Archangel several years earlier. So our fear was well-founded. Later, we were told that the stranger we were running away from was not a MiG, but was a U.S. Navy aircraft that had not filed a flight plan.

NOTAM

In the event you have not heard about the CAF air tour this year, they will be coming to Branson 18-22 September, a couple of days before our Reunion.

They are expected to bring their B-29, B-24, P-51, C-45, AT-6, and PT-13, and will be offering rides in the aircraft ranging from \$85.00 (C-45) to \$3,099.00 (Mustang).

2019 AIR FORCE NAVIGATORS OBSERVERS REUNION

SEPTEMBER 24, 25 & 26 2019

BRANSON, MISSOURI

To be held at the Radisson Hotel Branson located at 120 South Wildwood Drive, Branson, MO 65616. Room rates are \$102.95 per night, plus tax. Breakfast is included in the room rate. Self parking at the hotel is complimentary.

Call the Radisson Hotel at 417-335-5767 no later than August 24, 2019 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 24th

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

Wednesday September 25th

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

Thursday September 26th

9:00am-2:00pm ~ Optional Tour ~ Aviation Cadet Museum
4:15pm-8:00pm ~ Optional Tour ~ Dixie Stampede & Dinner

Friday September 27th

Checkout

Optional Tours

Thursday September 26th Morning Tour — Aviation Cadet Museum — 9:00am-2:00pm — Price \$40.00

Welcome to the one and only live one-man show to entertain and teach the history of the men who built the air arm of this nation. Most of you have heard of the Aviation Cadet program and many of you have been involved in this great training program. Errol Severe was a member of Aviation Cadet class 61-E, graduating as a pilot from Vance AFB in January of 1961. He went on to work for Delta Airlines and retired as a 727 Captain in 1985. Captain Severe is one of the foremost authorities on the Flying/Aviation Cadet program in the world. He wrote the *Last of a Breed*, the only book on the entire Flying/Aviation Cadet program in the U.S. Air Force. You will not only be entertained by his wit and knowledge, you will be able to sit in the cockpit of a Vietnam era F-105 F/G Wild Weasel aircraft which actually served in Vietnam during the war. You will be allowed to enter the forward section of a Convair T-29 flying classroom used to train our navigators. This is the only original display of its type anywhere. When we have groups, we will launch the space shuttle (at least a video of an actual launch) while viewing the actual firing room consoles used at Cape Kennedy. The sound system will make the launch even more exciting. We also have an Air National Guard F-16 simulator that you can view, and fly with a reservation and additional cost. We have an autogyro built in Arkansas. In our "Plane Pen" we have a complete F-105 F/G, T-34, F-5, F-100 and a T-33 all on display. As you can see, this is not a dry "museum," it is an entertainment center which has pleased most all who have been here—men, women, and children.

Thursday September 26th Evening Tour — Dixie Stampede & Dinner — 4:15pm-8:00pm — Price \$66.00

Dixie Stampede is an extraordinary dinner show with thirty-two magnificent horses and a cast of top-notch riders. They will thrill you with daring feats of trick riding and competition, pitting North against South in a friendly and fun rivalry. You will enjoy a barrel full of music, dancing, special effects and family-friendly comedy along the way. Celebrate as the North and South join together in a patriotic salute of Red, White and Blue featuring Color Me America, written and recorded by Dolly herself. The Patriotic Grand Finale soars with flying Doves of Peace, luminous costumes and fireworks, reminding you of the pride and spirit of America.

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, 2019

CANCELLATION POLICY

- By sending in this 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 Schedule/Plan Tours on their own. A few options are listed below.

Titanic Museum

As the whole world remembers the world's most famous luxury liner, Titanic Museum Attraction in Branson, Missouri, will continue to open the door to the past in its one-of-a-kind way—letting “passengers” experience what it was like to walk the hallways, parlors, cabins and Grand Staircase of the *Titanic* while surrounded by more than 400 artifacts directly from the ship and its passengers. As visitors touch a real iceberg, walk the Grand Staircase and third class hallways, reach their hands into 28-degree water, and try to stand on the sloping decks, they learn what it was like on the RMS *Titanic* by experiencing it first-hand. Each guest entering the ship will receive a boarding pass of an actual *Titanic* passenger or crew. Feel their spirit presence in the galleries where over 400 personal and private artifacts are on display. Many are on display for the first time in the world. This collection is valued at over four and a half million dollars. This is a self-guided tour.

Branson Belle Showboat Dinner Cruise

Step aboard the Showboat Branson Belle for a three-course meal, variety show, and an opportunity to sightsee along Table Rock Lake. The Showboat Branson Belle offers an encompassing time of entertainment while visiting Branson, Missouri. You'll cruise Table Rock by authentic paddlewheel boat for a nostalgic time that will harken back to the popular entertainment boats that once frequented the Mississippi River.

Veterans Museum

The Veterans Memorial Museum in Branson, Missouri, is a national tribute to the brave men and women who defended our liberties during the 20th Century. A visit to the museum is a powerful, emotional experience. As you wander the great halls of the museum you'll be captivated by the stories of these men and women who gave us so much. The museum is filled with the most incredible collection. Each hall features dramatic and thought-provoking exhibits. Sculpture, murals, historical artifacts, objects d' art, and thousands of authentic memorabilia honor all branches of the service, major battlefronts, campaigns, industrial defense, and more.

Silver Dollar City

Branson's #1 attraction for over 50 years, this internationally-awarded 1880s-style theme park treats guests to an experience unlike any other. Nestled amidst the naturally beautiful Ozark Mountains, Silver Dollar City features six world-class festivals, a dozen delightful restaurants, 40 live shows daily and 60 unique shops. Known as the Home of American Craftsmanship... where Shopping is an Adventure, you can meet over 100 craftsmen demonstrating the art of woodcarving, glass blowing, pottery, blacksmithing and so much more!

Shopping

Branson offers a wide range of shopping opportunities in the Historic Downtown area and the Landing in the Waterfront District featuring shops that sell a wide range of merchandise including locally made items. Branson also has several malls including the Tanger Factory Outlet Mall.

Airports Transport

Branson Airport. Taxis are located outside of baggage claim; cost is \$30.00 one way for up to two people. Call 417-332-2227. **Springfield Airport.** Call 417-332-2227 as soon as possible to schedule your transportation to and from Springfield Airport; cost is \$125.00 each way for up to two people.

2019 AIR FORCE NAVIGATORS OBSERVERS REUNION

SEPTEMBER 24, 25 & 26, 2019

BRANSON, MISSOURI

NAME _____ PREFERRED NAME ON BADGE _____

BASE/SCHOOL _____ CLASS _____

CURRENT ADDRESS _____

PHONE _____ CELL PHONE _____ EMAIL _____

NAME OF YOUR GUESTS _____ PREFERRED NAME ON BADGE _____

PLEASE LIST ANY SPECIAL NEEDS: _____

IN CASE OF EMERGENCY NOTIFY _____

REGISTRATION FEES

FULL REGISTRATION PER PERSON _____ NUMBER ATTENDING _____ X \$150.00 = \$ _____
BANQUET MEAL SELECTIONS: BEEF _____ CHICKEN _____ VEGETARIAN _____

PARTIAL REGISTRATION

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

TUESDAY SEPTEMBER 24TH _____ NUMBER OF PERSONS ATTENDING _____ X \$75.00 = \$ _____

WEDNESDAY SEPTEMBER 25TH _____ NUMBER OF PERSONS ATTENDING _____ X \$75.00 = \$ _____

WEDNESDAY BANQUET SELECTIONS: BEEF _____ CHICKEN _____ VEGETARIAN _____

TOURS

THURSDAY SEPT 26TH ~ 9:00AM-2:00PM ~ AVIATION CADET MUSEUM _____ X \$40.00 = \$ _____

THURSDAY SEPT 26TH ~ 4:15PM-8:00PM ~ DIXIE STAMPEDE & DINNER _____ X \$66.00 = \$ _____

TOTAL ENCLOSED \$ _____

PAYMENT IS DUE NO LATER THAN AUGUST 24, 2019

PLEASE SEND PAYMENTS TO THE FOLLOWING ADDRESS AND MADE PAYABLE TO:

THE REUNION BRAT

16817 MOUNTAINSIDE DRIVE EAST

GREENWATER, WA 98022

(Telephone: 360-663-2521)

- Confirmation of registration and schedule will be sent out by August 26, 2019.
- Call The Radisson Hotel Branson at 417-335-5767 no later than August 24, 2019 to make your hotel reservations. Be sure to mention that you are with The Air Force Navigators Observers Association Reunion to receive your group rate of \$102.95 a night, plus tax.
- These prices are available 3 days prior to and 3 days after your event should you choose to extend your stay.
- CANCELLATION POLICY: By sending in this 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.

WE'LL SEE YOU SOON IN BRANSON, MISSOURI!!



The Radisson Branson.



The Branson Belle.



The Dixie Stampede.



The Dixie Stampede.

Inside the T-29 at the Aviation Cadet Museum.

Photo by Severe.



George Strait Country.



Lt. Denver V. Truelove of Lula, Georgia. This image came from the *North American Skyline* dated May, 1942, though it originated with the USAAF. Photo provided by Robert Hill.

GEORGIA'S ONLY DOOLITTLE RAIDER

by Robert Hill, James Connally 64-05

"Museum organizers search for Lt. Truelove"

Thus began an item from the Banks County (Georgia) News dated Sept. 12, 2007. It continued, "We are looking for a Lt. Denver Truelove's family. Mr. Truelove was a lieutenant in the Doolittle Raid over Tokyo, Japan. He was possibly from Banks County or Lula. Bobby Hill from Gwinnett County is working on a Museum Memorial for Veterans of World War I and II and the Korean War. It is in the old courthouse in Lawrenceville. Anyone with information on Lt. Truelove is asked to contact Bonnie Hill."

Earlier...

Though I had seen the movie a time or two when I was just a kid, I had never read the blockbuster wartime classic, *Thirty Seconds Over Tokyo* (1943), by Capt. Ted W. Lawson. Almost a lifetime later, in the summer of 2007, I was given a vintage copy of the book for my 69th birthday. Lawson was the aircraft commander of *The Ruptured Duck* which was plane No. 7 and had to be crash landed in Chinese coastal waters. One of his legs was so badly mangled by the landing that it had to be amputated by an American

medical doctor who had volunteered (as a gunner) for the mission.

I had settled in for my first session of reading when, very soon, came the following paragraph, "The only 'battlestations' cry that I (Lawson) ignored came when we were about one week out from San Francisco aboard the *Hornet*. The late call to stations was sounded just as a mess boy was bringing two whole hot blueberry pies to Lieutenant Denver Truelove (of Lula, Georgia) and me, at the long table where our bunch ate. Everybody else at the table made a beeline for the flight deck. I took one look at the pies that were coming in and so did Truelove. We sat there and finished off both pies, though it was a kind of funny feeling, what with the Navy bolting the bulkheads and locking us in. The pie was perfect."

Well, this was more than a little surprising! Despite the fact that I had been a USAF navigator and probably knew somewhat more than most about the Doolittle Raid, I had never before realized that one of the Raiders came from Georgia. And, no less, from Lula which is only eight or ten miles from my hometown of Homer.

The Search for Lt. Truelove

At that time, I was active in a military museum in Lawrenceville, Georgia, only about forty-five minutes from both Lula and Homer. I decided to look for Truelove or family members—perhaps we could honor him with an exhibit and even organize a commemorative event at the museum. But by then Truelove would be in his late 80s, if still living. Had he even survived the war? Numerous inquiries of residents in the Lula area all turned up cold. Then my aunt Bonnie, who lived in Homer, had the idea of getting a brief printed in the community news section of the local paper. And we got a hit—a Betty Evans¹ of Lula, a local historian and writer, called to say that Truelove, then a captain, was KIA on April 5, 1943, while flying bombardier on a B-25 over the Mediterranean near Sicily. However, Ms. Evans went on to say, his now 91-year-old sister, Blanche Bowen, was alive and well and living in Cornelia, also in northeast Georgia.

Too sadly, Blanche's brother's remains were never recovered. He was last seen in the water near his position in the nose when a terrible wave took him under; took him to die for his country. A whole year later, the army air force finally declared him dead.

Blanche turned out to be a gracious southern lady. She still felt so much love for her brother, her only sibling, that she became wonderfully supportive in assisting us plan a tribute for Denver at the museum. She shared many photos, newspaper clippings and even some excerpts from Denver's personal diary which he began keeping from memory after jumping into China. During my visits to Cornelia, she would bring out the treasured diary for me to see but never to touch. It seemed that, to Blanche, the

diary was almost the embodiment of Denver himself.

Lt. Denver V. Truelove, Bombardier, Crew No. 5

Denver was born to the hardscrabble life of a tenant farmer's son in the poor, red clay country of northeast Georgia in 1919. His sister was two years older and she became his guardian and mentor. The two were inseparable. They went to Lula schools and after high school, attended a junior college (Rabun Gap-Nacooche) where they could work on campus to earn tuition, room and board. With Blanche's limited financial help, Denver was able to enroll at the University of Georgia in 1939, but in May of 1940 he dropped out in order to enlist in the Army Air Corps. A lot of young men were joining the service in order to survive the Depression.

His cadet training took a winding course; he did fine at single engine pilot school but couldn't master multi-engine for some reason (he maintained his license to pilot small planes until his death, however). Eventually, he found his rightful place in the cockpit—bombardier—and a darn good one too!

Time passed and with it came the Japanese onslaught at Pearl Harbor. President Roosevelt wanted the U.S. to retaliate to boost the morale of the American people but Japan was so far away that our planes would have to be launched from a navy aircraft carrier. And it was determined that the B-25 Mitchell bomber was the only ship in inventory that could (barely) takeoff from a flattop. Being a B-25 crewman, Truelove was "asked" to Eglin Field, Florida, for special and top secret mission training. When that was completed, the 80 volunteers were allowed to invite family to come for a long weekend visit.

"Momma and Daddy and I went to see him," recalled Blanche. "He didn't know what he'd volunteered for. They kept that a secret."

By now it was late March, 1942, and yet, incredibly, only four short months after December 7th had elapsed. The parts and pieces of the top secret mission were coming together. On April 1, at Alameda Navy Yard, the 16 B-25s were loaded aboard the *USS Hornet*. The new carrier (CV-8) put out to sea at 1000 hours, April 2, 1942.

"Army pilots, man your planes"

About two weeks of tedium ensued and then came launch day as recounted by Truelove's diary:

"April 18. Big Day—Everyone called to battle stations early. Navy fired on ship, hostile. Gas tank put together but still leaking. Loaded bombs. State of chaos. Loud speaker said, "All army combat crews man your planes for immediate launching." We still did not have all of our gas tanks filled. We were expecting to leave in the afternoon when we were much closer to Japan. The carrier *Enterprise* had made the final run the night before and left the tanker and destroyers behind.

"Took off at 0835 on a course of 310 degrees. At 0930 saw a tanker thought to be an enemy. Decided to save our bombs for Tokyo. At 0945 sighted a twin engine Japanese bomber—looked much like a B-26, had a large rising sun on the fuselage. Did not fire because we were not recognized as an enemy. Ate lunch at 1200. Had left the carrier when 810 miles from Tokyo. Sighted Japanese land at 1315. Flew just above the water over fishing boats along the coast. Flew low over farms east of Tokyo. People came out and waved. Approached Tokyo flying north across the bay. Saw three pursuit planes at 3,000 feet—Zero fighters. As we flew up the bay just clear of the water, they did not see us. Two of our B-25 bombers followed us to the coast, turned south, and crossed the bay just below us. There were four barrage balloons over our target. We pulled up under and to the right of them and dropped one bomb which exploded a storage tank in an oil refinery. Dropped another bomb, made an immediate right turn, and saw puffs of black smoke where anti-aircraft shells were bursting around us. Dropped our third bomb, a 500# incendiary, and watched it spread out perfectly over our target. This made three bull's eyes. The fourth one was a poor hit. We dropped from 1,200 feet—too near the ground—crossed over the narrow strip of land, then over the ocean toward China.

"We had little expectation of making it to China because our leaking gas tanks were not full when we left. Our good plane crossed the China Sea, climbed up in soup up over the islands, and flew into the China interior out of occupied Japanese territory. Flew 13 to 15 minutes without landing. It was dark when we reached the coastline at 2010 boat time (1810 local). Flew to where Chiuchow (Chuchow) should be down below the overcast and bailed out. Captain David Jones and the rest of the crew hated to leave the plane and have it torn up, but it was impossible to save it. Sgt. Manske and I jumped at the same time from the rear and front hatches and landed at the same place. We rolled up in my parachute and spent the first night in China on top of a mountain in the rain—a very long restless night. April 18th was a very long important day: our first attack on the Japanese—the first bomb ever dropped on Tokyo."

Note—Crew No. 5 were flying Plane #40-2283 and came from the 95th Bomb Squadron, 17th Bomb Group. Captain [later B/G] David Jones took off safely despite a leak in the bomb bay gas tank and proceeded to Tokyo. Lt. Truelove's bombs scored direct hits on a power station, oil tanks and a large manufacturing plant. Continuing on to China, Jones flew on instruments until he estimated he was in the vicinity of Chuhsien. His entire crew bailed out safely and were the first of the Raiders to reach Chuhsien. Two of the crew remained in CBI (China-Burma-India) where the navigator, Lt. E.F. McGurl, lost his life on June 3, 1942 when his plane hit a mountain in Burma. Jones and True-

love went on to fly in Europe, where Jones suffered the misfortune of being shot down and becoming a POW of the Germans. (Ref. Doolittle Raider 80 Brave Men, online).

Following The Raid, Truelove got back to the States after many hitches through the skies of China, India, the Middle East, Africa and South America. On June 27, he and the other available Raiders were awarded Distinguished Flying Crosses by General "Hap" Arnold at Bolling Field, Washington, DC.

Returning to a hero's welcome in Georgia, Truelove assisted the War Department by attending various functions such as swearing-in ceremonies for new recruits and Fourth of July celebrations. He was particularly good at War Bond sales where he once brought in the unheard of amount of \$70,000 in a single day! (The cost of a B-25 was only about \$110,000.) His modus operandi was to offer his autograph on purchased bonds. The public just couldn't get enough of his bonds!

Information regarding the last six months of Capt. Truelove's life is negligible aside from the fact that he was sent to North Africa to join the 428th Bomb Squadron of the 310th Bomb Group and fly bombardier on B-25s.

The Gwinnett Veterans Museum Commemoration

On April 17, 2008, one day before the 66th anniversary of The Raid, the Gwinnett Veterans Museum honored the memory of Captain Truelove with Blanche being the Guest of Honor. Among other tributes, she was presented with the requisite shadow box display containing all of Denver's decorations, badges and insignia. It was a giddy time for Blanche and members of her clan who lived close enough to be able to attend. She had been reluctant to leave her husband alone, even for a day, because of his declining health and utter dependence on her. But Mr. Bowen absolutely insisted that she go and I helped out by providing the transportation.

A little more than a year later, Mr. Bowen died and then on April 17, 2013, exactly five years after the museum commemoration, Blanche Truelove Bowen, 96, passed away. She was still living alone at home in Cornelia, tending to her fruit trees and vegetable garden.

Today, the museum maintains a permanent, if modest, exhibit to tell visitors about the Doolittle Raid in general and Capt. Truelove in particular. Blanche gave Denver's presentation case back to the museum and it is part of the exhibit in perpetuity.

An Unintentional Hero

Denver Truelove's name is one of the lesser known among the 80 because he died so soon; never attended a single Raider reunion or autographed a crew picture. You won't find anything of his for sale on eBay. But I know where he came from, where the corn and cotton rows were suffocating and endless, where the dirt was parched and

hard to work, where even the smallest of pleasures were rare. Courageously, Denver pulled himself out of his virtual sinkhole probably with the idea that he could achieve a better life and a long one. It didn't work out that way, though he did get a taste of the good life during that heady summer of '42. Soon enough, he would die an unintentional hero—a man who wanted only to be a school teacher and live simply in the country. But fate wouldn't have it—he had to die a hero and as F. Scott Fitzgerald said, "Show me a hero and I'll write you a tragedy."

Note 1. With appreciation to Betty Jo Evans, "This Lula man flew in the legendary RAID ON TOKYO" c. 2003, The Lula Area Betterment Association.

Note 2. www.vetmemorialmuseum.tripod.com

OF POSSIBLE INTEREST

by Bill Wilkins, Ellington 52-09

Have you ever thought to yourself something like, "Today's navigators have it easy. All they have to do is push a button and they've got a fix?" Well, read *SEXTANT* by David Barrie and you will be reminded just how easy it was for navigators of our eras compared to those of earlier centuries.

The subtitle is "A Young Man's Daring Sea Voyage and the Men Who Mapped the World's Oceans." In 1973, when he was 19, Barrie accepted an invitation of a retired officer in the British navy to sail (literally) from Canada to England in a 35-foot sloop. He kept a detailed log of that 24-day adventure and uses excerpts from it to lead off chapters which provide the history, theories, and techniques of navigation in exciting detail.

There are, for example, discussions of celestial time-keeping, the gradual improvement of measuring instruments including clocks, and the development of celestial reference tables. The voyages of men like Bligh (his long open boat ordeal), Cook, Bougainville, Vancouver, and many others including generations of Polynesians are recounted in very readable and engrossing prose. The text is supported by end notes, maps, diagrams, photographs, a glossary, and a detailed index.

Reflecting on being a navigator, Barrie concludes (p.287), "When I look up at the stars in the night sky that once showed me the way across an ocean, a sense of wonder engulfs me..." Me too.

Sextant was published in 2014. If you can't borrow it from your library, it is available online for \$5.00 and up.



DR AHEAD PAGE 14

NOTAM

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

LAST FLIGHTS

by Jim Faulkner, James Connally 64-04

It is sad to see that **AFNOA** has lost so many of our fellow aviators in 2019. We appreciate the many last flights inputs from Harvey Casbarian (Ellington 57-18), George Crowl (James Connally 59-03), John Fradella (James Connally 66-17), John Massey (Ellington 54-19), Bill Wilkins (Ellington 52-09) and others. They advise us when a navigator/observer/bombardier/EWO or combat system officer has made their last flight.

Please keep the families of the lost in your prayers. The Last Flights reported this quarter are listed below.

BIG SPRING

Cole, Louis B. Nashville TN 43-01

CORAL GABLES

Helzel, Leo B. San Francisco CA 43-00
 Dawidziaka, Joseph W. Huntington NY 43-02
 Moritz, Wallace Briarcliff Manor NY 44-02

CHILDRESS

Bressler, Roland C. Sandusky OH 44-06
 Blankenship, Arlee M. Decatur AL 45-01

ELLINGTON

Mitchell, Nathan H. Detroit MI 44-01
 Willes, Kenneth W. Rancho Cordova CA 44-01
 Rutherford Jr., John L. Livingston TX 44-02
 Byrne, Brendan T. Roseland NJ 44-07
 Augustyn, Frank J. West Palm Beach FL 44-09
 Gensel, Theodore R. Pennington NJ 44-12
 Hardman, Carl C. Pittsburgh PA 44-12
 Minnie, James A. Billings MT 44-12
 Muenchow, Frank D. Beaver Dam WI 44-45
 Duryea, Frances C. Gainesville FL 44-49
 Strutz, Roald W. Florence KY 44-49
 Deterding, Leo G. Anaheim CA 44-53
 Duhon Jr., Claiborne J. Gulf Breeze FL 45-04N
 Germaux, Robert C. Hampton SC 45-04N
 Hansel, Joseph D. Bethlehem PA 45-04N
 Muench, Philip F. East Patchogue NY 45-04N
 Calcagni, Edwin G. Rutland VT 45-08
 Dicecio, Raphael J. Coram NY 45-08
 Miolla, Ralph J. Fort Lauderdale FL 45-08
 Keifer, Eugene Oklahoma City OK 45-525
 Sibrel, John R. Gulfport MS 50-00
 Terrell, Harry E. Newport Beach CA 51-A
 Moritz, Franklin P. Bossier City LA 52-20

Drangstveit, Erling	Fircrest	WA	53-14
Kovach Jr., Joseph W.	Valdosta	GA	54-05
Seavey, Martin F.	Columbus	MS	54-08
Smith, Ronald T.	Lancaster	PA	54-12
Pope, Joe Daniel	San Antonio	TX	57-00
Lundquist, Mitchell L.	Gig Harbor	WA	58-06

HARLINGEN

Appelbaum, Richard C.	(Unknown)	--	53-13
Buchanan, Ivens	Rockville	MD	53-13
Curry, Robert W.	Oxnard	CA	53-13
Godsy, Chester	Willow Springs	MO	53-13
Higby, Dudley W.	Los Angeles	CA	53-13
Kaeppler, Kenneth B.	(Unknown)	--	53-13
Masdon, Weems B.	(Unknown)	GA	53-13
Mershon, Richard B.	Lorain	OH	53-13
Nagy Jr., Louis	Woodhaven	MI	53-13
Novak Jr., Edward F.	Roswell	NM	53-13
Stefanon, Robert M.	Orlando	FL	53-13
Tracy, John W.	(Unknown)	--	53-13
Moon, Frank A.	Glendale	AZ	54-08
Carpenter Jr., Vincent L.	St. James	MO	56-11
Patterson, Gordon E.	Warner Robins	GA	56-14
Harrison, Tommy G.	Apopka	FL	57-09
Crumley, Harry R.	Des Moines	IA	58-03
Highley, Robert L.	Loma Linda	CA	58-03
Lumactod, Richard A.	Cupertino	CA	58-03
Sandman, Paul	Wimberley	TX	58-03
Staron, John D.	Havana	FL	58-03
VanNote, Keith L.	Mason City	IA	58-03
Upton, William F.	Heber Springs	AR	58-07C
Bennison, Thomas C.	Henderson	NV	58-08C
Strohson, Malcolm P.	Phoenix	AZ	59-02
Kershner, Lee R.	Spokane	WA	59-11
Dunn, Joseph R.	Sacramento	CA	59-19
Ebeling, Leslie G.	Phoenix	AZ	59-19
Shea, Robert E.	Alliance	OH	59-19
Weinhold, James I.	Richmond	VA	59-19
Green, Edgar E.	Shelbyville	TX	60-02
Bowman, Jon A.	Glendale	AZ	60-04
Craveiro, Richard C.	Las Vegas	NV	60-09
Fenton, Charles A.	Las Vegas	NV	60-09
Surrell, Donald F.	San Antonio	TX	60-09
Holmes, Durwood P.	Goldsboro	NC	60-10
Ennis, Hugh P.	Phoenix	AZ	60-12
Harle Jr., Joseph A.	Rockford	IL	60-12
Keohane, Lawrence P.	Chelmsford	MA	60-12
Moran, Robert C.	Spartanburg	SC	60-12
Hargrave, George P.	Fair Oaks	CA	60-18
Werner, Ralph W.	Coplay	PA	60-18
Dunnam, Anthony K.	Troy	ID	60-19
Funke, Ferdinand J.	Star	ID	60-19
Nelson, Vincent B.	Vero Beach	FL	60-19
Berner, Gerald K.	Lake Ozark	MO	60-20
Britz, William C.	Satellite Beach	FL	60-22
Ethier, Lucien A.	Lapeer	MI	61-03
Stryker, Blair C.	Bath	NY	61-04
Fagley, Richard D.	Orofino	ID	61-08
Shockey, Gary L.	Redlands	CA	61-11
Vild, Elmer P.	Cottonwood	AZ	61-12

Wurstner, Roland D. North Las Vegas NV 61-15

HONDO

Mohr, Lawrence C. Staten Island NY 43-12
 Maguire, Horace Y. Hollywood FL 43-14
 Keller, Sherman E. Saint Michaels MD 44-00
 Davenport, William F. Santa Ana CA 44-02
 Weinberg, Louis S. Boca Raton FL 44-03
 Tranchida, Jack F. Northlake IL 44-08
 Kahn, Charles Villa Park CA 44-09
 Schottky Jr., Andrew R. Citrus Heights CA 44-10
 West, Robert H. Camillus NY 44-12
 Dement, Harold L. Dubuque IA 45-415

JAMES CONNALLY

Ball, Robert L. Cheyenne WY 52-05
 Barnhill Jr., Henry G. Winstom Salem NC 52-05
 Bierman, Donald J. Shawnee OK 52-05
 Bonfoey, Robert V. Garland TX 52-05
 Bottoms, Robert L. Simpsonville SC 52-05
 Bull, Kenneth W. Boerne TX 52-05
 Burnham, William N. Council Bluff IA 52-05
 Conatser, Harold G. Decatur AL 52-05
 Corbett, Luke R. El Cajon CA 52-05
 Crawford, Eugene H. Tualoosa AL 52-05
 Dawson, Leon A. Garden City KS 52-05
 England Jr., Leonard B. Georgetown TX 52-05
 Foster, Charles L. Clinton IA 52-05
 Furth, Richard G. Concord MA 52-05
 Graham, Harry J. Hamsburg PA 52-05
 Griesser, Richard H. Appleton WI 52-05
 Guinta, John J. Muriel NY 52-05
 Hansbarger, John E. Roanoke VA 52-05
 Jangie, Joseph G. Pembroke Pines FL 52-05
 Maher Jr., Alvin M. Annapolis MD 52-05
 McGrath, Daniel B. Wildwood MO 52-05
 Moran, Joseph F. Hampton VA 52-05
 Newton, Walter C. Ocala FL 52-05
 Pollard, Thomas N. Churchville VA 52-05
 Ranni Jr., James G. Bronx NY 52-05
 Rittenhouse, Hugh D. Aurora CO 52-05
 Shannon Jr., Charles D. Seattle WA 52-05
 Clemons Jr., Maynard G. Belfast ME 52-07
 Graham Jr., Dwight R. McConnelsville OH 52-10
 Dyches Jr., Henry M. Mooresville NC 54-05
 Mallozzi, Cosimo B. Incline Village NV 54-05
 Moore, Richard L. Ahsahka ID 54-05
 Reeves, William C. Loveland CO 54-05
 Rehm, Jerry T. Waco TX 54-05
 Roy, Robert R. Mobile AL 54-05
 Stewart, Glenn C. Irvin CA 54-05
 Wedemeier, Steven Shawnee Mission KS 54-05
 Young, James F. Lyons KS 54-05
 Zaleski, Robert H. Onsted MI 54-05
 Huggler, Joseph G. Bordentown NJ 54-19
 Baldarelli, Libero P. Myrtle Beach SC 56-09
 Carpenter, Rolland T. Lynn Haven FL 59-12
 McWhorter, James K. Littleton CO 59-14
 Malstrom, James C. Santa Fe NM 60-12
 Matus, Robert J. Fort Worth TX 60-12

Reagan, George Georgetown TX 60-22
 Pruitt, Daniel W. Blackstone VA 61-05
 Pitner Jr., William C. Saint Simons Island GA 61-21
 Sweeny, Llewellyn R. Fort Hill SC 62-14
 Lett, Hector K. Lutz FL 63-07
 Mormino, Lawrence D. Cary NC 63-07
 Haefner, Harry G. Perry OK 63-08
 Gessel, Bruce K. Herndon VA 63-10
 Hanus, Russell A. Derby KS 63-17
 Knauth, David W. Bigfork MT 63-18
 Kaufman, Carl L. Travelers Rest SC 63-19
 Engelbrecht, Robert A. Cary NC 64-09
 King, George S. Niceville FL 64-13
 Billings, Linwood S. Brunswick ME 64-17
 Berg, Phillip M. Shalimar FL 64-18
 Daly, Michael J. Longmeadow MA 64-18
 Trout, Gary G. Wilmington NC 65-04

KELLY

Jenkins, John H. Tomball TX 42-04
 Marler, Maurice E. Bellevue WA 42-06

LOWRY

Odem, William E. Asheville NC 41-03

PROFESSIONAL NAVIGATOR

Keating Jr., George A. Springfield PA 46-00

SELMAN

Kelso, David J. Fairfield FL 43-09
 Homdron, Rev. Theodore B. Saint Paul MN 43-11
 Maronpot, Dr. Raymond C. Basking Ridge NJ 44-08
 Waring, Richard H. Lockport NY 44-08
 Lesch, Gomer R. Bowling Green KY 44-09
 Duerk, Charles C. Defiance OH 44-13
 Blaschak, Stephen Allentown PA 44-15
 Oddis, Chester E. Pittsburgh PA 45-03
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