



“Ready for contact”

VOLUME 11,
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Spring 2011



New England Cruise

September, 2011

More information inside

County of Marquette Lithographs for sale.



Boeing KC-135A “Stratotanker”

KC-135A-10-BN, s/n 59-1497, AF Contract AF33(600)-37571

Boeing Construction Number, c/n 17985

Boeing Line Number T0400



KC-135A, Tail Number 59-1497 was the first KC-135A assigned to K.I. Sawyer Air Force Base, Michigan, arriving on 4 August 1960. She (TKA KC-135A) produced by the Boeing Company out of a total of 526 KC-135As. On August 13, 1962 she was used as a "Booster" plane. The aircraft was flown to K.I. Sawyer AFB on that date by Wing Commander Colonel William B. Rice, and a crew consisting of Major Wilbur McCarty, Instructor Pilot; Captain Gerald Sokol, Co-pilot; Captain George Forbaker, Navigator and Master Sergeant Bruce Jaynor, Boom Operator from the 923rd Air Refueling Squadron. The aircraft was named "County of Marquette" in honor of the location of its assignment and christened by Miss Mosier, Doree. "Miss Marquette Casey", with a bottle of Lake Superior water in August of 1965, she underwent

deployment to Kadena AFB, Japan with the 7th Bombardment (H) Wing (SAC), Aeronautics, TX, 95-1497, made a brief return to K.I. Sawyer AFB in December of 1975. She was again deployed to Kadena, Japan with the 9th Bombardment (H) Wing (SAC), Canada AFB, CA in April of 1966. "1497" continued to serve on several more world-wide deployments with several different wings, ending up with the 170th Air Refueling Group (ARG), McGuire AFB, NJ in March of 1977. 59-1497 was then re-activated on 8 July 1983 and redesignated as a KC-135E. It returned to the 170th Air Refueling Wing (ARW) at McGuire AFB in September of 1983. On August 14th, 2009 KC-135E, #59-497 was decommissioned and headed to on static display at Fort Base McGuire-Dwight-Lakehurst, New Jersey.

This litho was commissioned by the K.I. Sawyer Heritage Air Museum, Inc. in support of a fundraising effort for the repair, restoration and display of the historic aircraft and the aircraft on static display.



59-1497 Lithograph

The lithograph above is available for \$35 plus \$7 shipping from the K.I. Sawyer Heritage Air Museum. 59-1497 was the first KC-135 assigned to K.I. Sawyer. She arrived on August 4, 1960 direct from the factory. If you would like a copy of these limited availability full color lithographs send your order to: K.I. Sawyer Heritage Air Museum, in care of the Elder Agency, 500 South Third St., Marquette, MI 49855, order at the Museum website, e-mail Lani Duquette at nolan359@charter.net or call Bob Vick at 906-249-3529.

From the DeFacto Editor:

Another winter on the UP is almost done. The temps are coming up and the days are getting longer, not too long until the trees start to bud out and the smelt start their runs.

The biggest things coming up are the Cruise in September. If you haven't signed up, please do we always have a great time with old (not chronologically) friends. If you don't feel that you know anyone coming on the cruise don't let that be a hindrance. We welcome anyone who was assigned to either the 46th or 307th, flight crews or admin staff. We want you all to come along and enjoy the time with us.

Next, the Heritage Museum as you might have seen on the first page has produced a beautiful lithograph of 59-1497, the first KC-135 assigned to Sawyer. They are \$35 each with \$7 for shipping. Ordering info is on page one. We would like to sell out the first order quickly. All proceeds go toward maintaining the display aircraft and to run the museum. Things are still touch and go so any support is appreciated.

Things are moving slowly on the next reunion. I have contacts in Branson and will see them in the next month to start making final plans. I will send out information as soon as we get things set.

Note below—if your name is there or you don't get e-mails from the Association, please send your e-mail address.

John Stevens

NEW E-MAIL ADDRESS

An additional e-mail address has been established for the 46th ARS Association. It is 46thars@gmail.com. We set it up to allow more efficient e-mailing to the entire address list of 268 rather than the 20 addresses at a time allowed by Yahoo. Also it allows inclusion of photos in the e-mail. Use either address when communicating with the Association and clear the new address with your e-mail in-box to allow receiving traffic.

Remember These?

**Curtis Lemay
CINC SAC**



**Aaron Adams
46th ARS AC**



**Winfred Meibohm
46th ARS Cmdr**



**Charlie Lingle
46th ARS AC**



In Memory

James Pettingill

Lee Hommer

John E. (Jack) Young

Bad E-Mail Addresses

If your name is in this list we need an updated e-mail address:

Andy Becker, Eric Evans, Steve Farnsworth, Connie Guavara, Jim Longtine, Scott Mills, Gerald Mowl, Robert Reddall, Ken Gopsill, Jim Staup, Danner Martin

If you do not receive periodic e-mails we may not have your e-mail address, either way——

**Please send your e-mail address to
46thars@sbcglobal.net.**



CRUISE 2011

Sept. 17-24, 2011

The cruise will depart from New York on the 17th, to Newport, RI, to Boston, MA, to Bar Harbor, ME to Saint John, New Brunswick, to Halifax, Nova Scotia and back to New York on the

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Balcony Cabin - \$1435 pp

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at (877) 497-7727

and mention the 46th ARS.

Time is running short to book this cruise. If you haven't been on a cruise with the 46th "Cruisers" and don't feel as if you would fit in, don't worry we welcome everyone who was assigned to the 46th or the 307th, crews and administrators alike.

History of Air Refueling: Fueling the fighters

By Mark L. Morgan
Hq. Air Mobility Command History Office

SCOTT AIR FORCE BASE, Ill. -- Strategic Air Command entered the 1950s on a roll. It operated a growing fleet of tanker aircraft, and the first jet bombers -- commencing with the B-47 Stratojet -- were coming on line.

The combination of tankers and bombers made SAC a truly global strike force, with mission duration only limited by crew endurance. However, one question remained: what was the proper role of SAC's small escort fighter force?

During World War II, fighters, such as the legendary P-47 Thunderbolt and P-51 Mustang, escorted bombers over their targets. However, the postwar jet-propelled fighters, such as the F-80 Shooting Star and F-84 Thunderjet, used fuel at a much higher rate and were, therefore, range-limited. They could no longer escort the bombers.

To be sure, the Air Force regularly transferred fighter units overseas, particularly after the outbreak of the Korean War on June 25, 1950. The standard method involved using U.S. Navy or Navy contact vessels -- primarily World War II-era escort aircraft carriers -- to physically ship the aircraft. This took weeks, and -- more often than not and despite protective efforts -- upon arrival the fighters required extensive maintenance because of salt air exposure and corrosion.

The answer was simple: find a way to extend the range of fighter aircraft. Initial efforts included projects with the names of Tip-Tow, Tom-Tom and FICON (for "Fighter Conveyor"). These did not involve actual in-flight refueling, but instead involved literally "towing" fighter aircraft, albeit under rather unusual circumstances.

Project Tip-Tow employed a modified B-29 and two F-84Ds, which attached to the bomber at either wing-tip through a clamping device. Project Tom-Tom, tested in 1953, was similar and involved the coupling of RF-84F reconnaissance aircraft to the wing tips of a modified B-36. The FICON proposal involved the actual carriage of a modified RF-84F in the bomb bay of a B-36, slung beneath a trapeze.

During testing, flying the fighters in close proximity to large bombers and hooking up proved supremely challenging, even in perfect weather. A fatal crash involving the Tip-Tow B-29 and one of the F-84s in

April 1953 reinforced this and led to the cancellation of Tip-Tow. Doing such hook-ups operationally, possibly in combat and most likely at night and in bad weather, made the efforts even more risky. Fortunately, advances in air refueling of fighters made all three of these difficult and complex "towing" methods superfluous.

As during the early development of SAC tankers, the United Kingdom's Flight Refueling Limited, or FRL, led the way. The company fabricated external drop tanks with integral refueling probes, suitable for using with the probe and drogue system. On Oct. 22, 1950 -- barely four months after the start of the Korean War - U.S. Air Force Col. David C. Schilling used this sys-



tem to make the first non-stop, air-refueled flight by a fighter across the Atlantic Ocean.

Colonel Schilling commanded the 62nd Fighter Squadron and later the 56th Fighter Group in the European Theater during World War II. In July 1948 he led the F-80s of the 56th Fighter Wing from Selfridge Air Force Base, Mich., across the Atlantic to the Royal Air Force installation at Odiham, England. Accomplished under the title of Fox Able One ("Fighters Atlantic, Operation No. 1"), Schilling's pilots went over via landings and fueling stops at Bangor, Maine; Goose Bay, Labrador; Bluie West 1/Narsarsuaq, Greenland; Meeks Field, Iceland; and RAF Stornaway, the Hebrides. Because of stops and the weather, the 16 fighters took 10 days to get to Europe.

In October 1950, using aerial refueling, Colonel Schilling made the trip in the reverse direction in an incredible 10 hours and 8 minutes.

After launching from RAF Manston in two modified F-84Es, Schilling and Colonel William Ritchie refueled from FRL-operated Avro Lincoln bombers/tankers over Scotland and Iceland. Unfortunately, one of Ritchie's probes sustained damage during the contact over Iceland. Unable to take on fuel, he literally ran out of gas and ejected. Fortunately, he was quickly rescued.

With the Korean War well underway and its high demand for fighter aircraft, the Wright Air Development Center at Wright-Patterson Air Force Base, Ohio, designed additional external drop tanks with fixed refueling probes and dispatched them to

the theater. Republic Aviation, the manufacturer of the Thunderjet, concurrently started delivery of the F-84G with a refueling receptacle in the leading edge of the left wing compatible with SAC's boom-equipped KB-29Ps.

On July 6, 1951, the first combat air refueling of fighter-type aircraft took place over Korea. Three RF-80As launched from Taegu with the modified tip-tanks and rendezvoused with a tanker offshore of Wonsan, North Korea. Through in-flight refueling, the RF-80s effectively doubled their range, which enabled them to photograph valuable targets in North Korea.

The big test came with plans for the movement of an entire fighter wing to the Korean theater. On July 4, 1952, 60 F-84Gs launched from Turner AFB, Ga., and flew the 1,800 nautical miles to Travis AFB, Calif., non-stop. Refueled en route by 24 KB-29Ps over Texas, this served as the rehearsal for the main event, designated Fox Peter One.

Organized by Colonel Schilling -- who now served as the commander of Turner AFB's 31st Fighter Escort Wing -- Fox Peter One kicked off on July 6 when the first of the 31st FEWs three squadrons of F-84Gs headed west from Georgia to Travis. Throughout the following three days, each squadron refueled from KB-29Ps over Texas.

At 1,860 nautical miles and with no alternate landing sites or divert fields, the flight from Travis AFB to Hickam AFB (Territory of Hawaii), was the longest of the trans-Pacific flight. All of the fighters made it and then island-hopped the rest of the way to Yokota Air Base, Japan, via Midway Island, Wake Island, Eniwetok, Guam, and Iwo Jima. The arrival of the last aircraft in Japan on July 16, less than two weeks after leaving Georgia, marked Fox Peter One as a resounding success.

The following October, the 27th FEW from Bergstrom AFB, Texas, replicated the route and in-flight refuelings and relieved the 31st FEW. The 27th FEW's commander was Col. Donald Blakeslee, another famous World War II pilot and ace.

More record flights followed, including Operation Longstride in October 1953, which saw Colonel Schilling's wing -- now designated the 31st Strategic Fighter Wing -- dispatch eight F-84Gs to Nouasseur Air Base, French Morocco. The aircraft covered 3,800 miles in 10 hours and 20 minutes, thanks to in-flight refueling by brand-new SAC KC-97s in the vicinity of Bermuda and the Azores.

Concurrently, Col. Thayer S. Olds, commander of

Turner AFB's 40th Air Division, led 20 F-84Gs of the 508th SFW to RAF Lakenheath, England. Three of the fighters landed at Keflavik, Iceland, because of mechanical problems; however, the remaining aircraft successfully hooked up with the orbiting KC-97 tankers and made it to England in one flight.



In 1957, SAC's fighter units transferred to Tactical Air Command or were inactivated as part of a reorganization of Air Force strategic and tactical assets. However, they set the standard; by the end of the 1950s, trans-oceanic flights became commonplace. The Air Force never bought another fighter aircraft without in-flight refueling capability; a capability which proved its worth a few years later when Vietnam heated up.

August 20, 1953

"Appropriately nicknamed Operation Longstride, the first mass nonstop fighter flight over the Atlantic was a dual mission conducted by the 31st and 508th Strategic Fighter Wings, located at Turner Air Force Base, Georgia. These wings were assigned to the 40th Air Division."

"Within a few minutes after Colonel Schilling's flight was on its way to North Africa, the second phase of Operation Longstride began. This flight of 20 Thunderjets was led by Colonel Thayer S. Olds*, 40th Air Division Commander and Colonel Cy Wilson, 508th Wing Commander. Using the North Atlantic route, the 508th's fighters were also refueled three times, once over Boston by KB-29 tankers of the 100th Air Refueling Squadron, once near Labrador by KC-97s of the 26th Air Refueling Squadron, and once near Iceland by KC-97s of the 306th Air Refueling Squadron, which was TDY to England. The main flight of 17 landed at Lakenheath RAF Station, England, approximately 11 hours and 20 minutes after leaving Turner. Three Thunderjets were held over one day at Keflavik before completing the flight. The flight returned to Turner on 12 September." The Development of Strategic Air Command 1946-1981, A Chronological History, 1 July 1982, Office of the Historian, Headquarters Strategic Air Command, Offutt Air Force Base, NE

*Col Olds (later Brigadier General) was the editor's second cousin

46th ARS Commanders

| | | |
|-----------------------|----------------------|---------------------|
| Winfred H. Meibohm | Martin D. Klana | Ronald B. Childers |
| C. Hunter Smith** | Frank Elliott | Dale R. Liesch |
| Laurence Maher, Jr** | Alvin W. Langford | William G. Manire |
| Ronald L. Brumbaugh** | Donald D. Luenenberg | Richard W. Salsbury |
| Wilson W. Howard** | Richard E. Ring | William E. Rutter |
| Samuel E. Dyke** | Donald S. Croston | Brian W. Horst |
| Bertram G. Brunner** | Richard L. Trail | Russell Deming |
| Edward G. Palm** | Robert L. Hohman | James Nakauchi |

** Deceased

46th ARS Boom Section NCOICs

| | |
|-----------------------|------------------|
| Florian Spiczka** | Duwayne Benson |
| Ed Caldwell** | Richard Stephens |
| Ken Courtright | Carl Criscillis |
| Bob Labo | Craig Blessing |
| Steve Lonergan | Dave McNeil** |
| Scott Harris | Kermit Gunther |
| Brad Arnsparger | Jim Hank |
| Edward Christopherson | |

We are still looking for Frank Elliott, anyone know his whereabouts?

We need more names here. If you were a Boom Section NCOIC or know of one we do not have on the list please send the info to: 46thars@sbcglobal.net

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