



"HELL'S ANGELS" NEWSLETTER

VOLUME III NUMBER III

OCTOBER 1979

TO ALL MEMBERS OF THE 303rd BG ASSN.

The recent reunion of the 303rd BG in Dayton was a huge success by almost every measure. Mary and I (the staff of RSI) want to thank every one of you for helping to make it an enjoyable work for us.

Everyone was well mannered (the hotel staff told me several times that you were one of the best groups they had handled), people registered sufficiently in advance to make arrangements easier, and the attendees went out of their way to help us out at the Registration Desk.

It has been a great pleasure to serve you in 1979. We hope that you will ask us to bid on your next reunion. You tell us the city you want (dates help too) and we do the rest.

Sincerely yours,
John H. Woolnough
President, Reunion Services, Inc.

A MESSAGE FROM OUR PRESIDENT

Mary and I thoroughly enjoyed the great reunion in Dayton, Ohio. The members who were unfortunate enough not to have attended were missed by the 294 people in attendance. We look forward to seeing all the members in 1981 at San Diego.

Many thanks are due to the McClains, Vieiras, Reunion Services, Woolnaughs, the Hotel etc., for the fine facilities, planning, food, program and activities which kept our attention and interest for the three days.

Especially noteworthy to us was the splendid talk given by General Poe, our guest speaker for the Saturday night blast (speech enclosed). We should all be proud to have men like the General as military leaders in today's Air Force.

May I again ask each member to please enlist at least one new member during the next two years. To meet this goal by August, 1981, each of us must give an application blank (in this letter) to one of our old comrades and secure his signature. Really, not to great a task.

We anxiously await the New Year and wish everyone a pleasant holiday season and a prosperous 1980..

Sincerely,

William E. Eisenhart
President, 303rd BG

REPORT OF THE SECRETARY-TREASURER

We had 20 new members who joined the Association since the Dayton Reunion. I would like to welcome them aboard and I am looking forward to seeing them at future Reunions. The Association is now 643 members strong and growing all the time.

We have been issued a Bulk Rate Postage permit from the Postmaster of Hollywood, Florida. Our next step is to acquire the Non-Profit postage rate, an action in progress. Application for the Non-Profit status has been submitted to the Internal Revenue Service.

If you have moved to a new address, I request that you notify me as soon as possible. The Post Office will not forward your mail after one year. To keep you posted on the news of the Association, you must keep us informed of any change of address. We have already lost five members due to their failure to notify us on their address change.

For those who wish to buy or order the following items: Pin, \$1.50; 5x7 Plaque, \$4.75, 7x9 Plaque, \$15.75. These items are still available by contacting me. Make checks payable to the 303rd Bomb Group Association and mail it to: Joseph Vieira, 6400 Park Street, Hollywood, Florida, 33024. When ordering the plaques, the following information is required: name, rank, Squadron, and the month and year of both arrival and departure to the 303rd Bomb Group.

To the 293 persons who attended the Dayton Reunion Banquet, August 25, 1979, thank you. Without you, the Reunion would not have been a success, and I certainly hope that you all enjoyed it and plan to attend many more of them. Thelma and I were overjoyed meeting all of you. Both of us hope that you will allow us to consider every one of you a friend. We are looking forward to the Mini-Reunion in conjunction with the 8th Air Force at Pheonix this coming October, and hope to see some of our 303rdrs. Of course the calender has been marked for August 20-23, 1981. San Diego, here we come!

Last but not least, and, on behalf of the members of the 303rd, I want to express our sincere thanks to John and Mary Woolnough for the magnificent job they did with our Reunion in Dayton. (HIP-HIP H00RAY)

Joseph Vieira
Secretary-Treasurer

AN ADDRESS BY GENERAL BRYCE POE COMMANDER, AIR FORCE LOGISTICS COMMAND

The following pages contain the speech delivered to the 303rd Bombardment Group Reunion in Dayton in its entirety. Those of us who were able to hear the General first hand will now have a chance to grasp the fine points and those who were not so fortunate can read what this knowledgable man had to say to all of us.



NEWS RELEASE

UNITED STATES AIR FORCE

Office of Information, Hq. Air Force Logistics Command (OI), Wright-Patterson AFB, Ohio 45433.

Area Code 513 Telephone 25-73778

No.

An Address

By

General Bryce Poe II
Commander, Air Force Logistics Command

to the

303rd Bombardment Group Reunion

in

Dayton, Ohio

August 25, 1979

AFLC - Lifeline of the Aerospace Team

Thank you, Colonel Eisenhart, for that kind introduction.

I am most pleased and honored to be here tonight. The 303rd Bomb Group has a long and honorable history in the service of the United States, both during World War Two and through the Cold War days with the Strategic Air Command. The Group made its mark throughout the Army Air Corps and the Air Force, from Pendleton Field to Davis-Monthan, from Molesworth, England to Andrews Field, Maryland. Of the hundreds of men who served in the four squadrons of the 303rd, many of whom never rotated from England, most were heroes--not just Lieutenant Mathis and Sergeant Vosler.

I promise not to take long tonight, but I think you might be interested in some of the things we're doing in your Air Force today. You take justifiable pride in the air combat units with which you served. Today we not only share that pride in your accomplishments but we have tried to learn from them and build on them to meet an ever-more-serious threat to the nation.

The most immediate difference between your experience and ours today is time. We clearly no longer have the time we did in 1942 when the 303rd was activated at Pendleton Field on 3 February 1942 and eventually proceeded by air, train, and ship finally to Molesworth, England on 12 September 1942. Today, we must be in a state of readiness we achieved in World War Two only after several years. If there is another fight it will be a "come as you are war."

A major factor in achieving that readiness is, of course, resources. In World War Two, no one questioned the phenomenal costs of fighting Hitler and Hirohito. The tens of thousands of planes we turned out each year were clearly needed immediately--if not sooner--and we paid for them with rationing, War Bonds, or whatever it took.

Today, we must maintain an even higher state of readiness while at the same time competing with substantial peacetime budget needs--most of them legitimate and necessary. For example, the national budget for welfare is several hundred times greater today than it was shortly after Korea--it is, in reality, half again as large as the defense budget! The costs of military people are also higher proportionally than they were in those days. And the costs of aircraft are substantially higher than in the days of your B-17s. (About \$200,000 for your B-17 as opposed to \$11M for an F-15; even allowing for inflation, the F-15 is almost eight times more expensive.)

As in the past, we continue today to operate on a giant sine wave. After it peaks--as it did in 1968 during Vietnam--it begins to drop. For example, as we lose pilots to the airlines--and they exit with regularity--we continue to increase the standards for and quality of training for those who must take up the slack. As they become fewer in number, they assume more and tougher responsibilities. Coinciding with our aircraft inventory decline, rated officers on flying status have dropped from over 42,000 in 1968 to around 29,000 last year. In overall manpower, the Air Force is 34% smaller now than it was in 1968--thirty-four percent...one-third!

Our hardware has experienced the same sine wave effect. From a Vietnam high when we produced 1,200 aircraft a year we now average around 400 a year--and, as I said, the price, even in constant dollars, is a great deal higher than it was back in your flying days. What is worse, we are not keeping up with the Soviets' fighter production, and these are no longer the short-range, pure air defense types like the MIG-15 we met in Korea. They are dual purpose, long range heavy load carriers like the Flogger. In 1977 they produced more than 1,000 new fighters and fighter/bombers. Over the past six years, they have been building an average of three new fighters per day! Although our budget justification processes are rigorous, we continue to press for sufficient numbers to keep our deterrent force credible.

Let me give you some other figures that are, to say the least, "sobering." In the past six years, the Russian investment in weapons and equipment totaled \$100 billion more than the American investment. If that figure doesn't register, try to understand that if we had had that extra \$100 billion, we could have funded: the entire B-1 program, plus the MX-missile and shelters, plus all the currently programmed Trident submarines and missiles, plus the 7,000 XM-1 tanks we now plan to buy, plus the A-M-S-T transport. Even buying all that, the extra \$100 billion would still leave enough to buy all the F-14's, F-15's, F-18's, and A-10's now planned for our tactical modernization.

As tough as those budget hearings are, fortunately we don't face what the Air Service faced in 1910 when they asked a member of Congress to support an appropriations request for a second aircraft. His reaction was to ask "Why all this fuss about airplanes for the Army--I thought we already had one."

One of the most difficult aspects of what we face should the "balloon go up" is the combat environment our pilots can look forward to. It will be just as tough as the 303rd faced over Oschersleben or Schweinfurt or Bremen, but it will be a great deal different. It will be a battle fought over an ever-changing ground battle line with substantial enemy electromagnetic pulse interference and waves of enemy fighters and bombers attacking our air fields and command and control facilities. Couple that with the challenge of fighting a battle along side fourteen other countries--each with its own language, its own weapon systems, and it becomes formidable indeed. Although we are working now on NATO interoperability, converting all Europe-based systems to JP-8 fuel, learning to turn and rearm each other's aircraft, we have a ways to go. Our F-16 co-production program will help standardize systems somewhat, but it only involves a third of the NATO countries. The multinational tactical cooperation is not going to be easy but we are going to make it work. We must; Europe is no place to fight without Allies.

Despite all the problems, we are probably better prepared to fight today than you and your colleagues were in 1942 or even 1943. I want you to know a few of the things we are doing to guarantee that we are ready and trained to put the bombs down on the target.

Perhaps our largest effort is RED FLAG at Nellis Air Force Base in Nevada. For each RED FLAG exercise, a squadron-size unit and its support elements deploy to Nellis and then operate in an alien environment against aggressor aircraft and

unfamiliar targets--just as in wartime. RED FLAG is, believe me, very real. One reason we started RED FLAG is because statistical studies convinced us that the "survival number" for combat pilots appears to be ten missions. That is, if a pilot can make it through ten missions safely, his chances of survival increase. Consequently, the realism with which we can stimulate actual combat for those pilots will give them a head start on their ten missions and keep them fighting longer should they have to fly the real thing.

RED FLAG now includes defense suppression, close air support, reconnaissance, communications jamming, and combat air patrol, plus SAC B-52s and MAC airlift--it is a joint exercise involving TAC, SAC, ADCOM, ATC, MAC, PACAF, USAFE, the Guard and Reserve, the Army, and the Navy. A typical RED FLAG, for example, includes F-4s, F-100s, F-15s, OV-10s, F-105s, E-3A (AWACS), F-111s, B-52s, C-130s, and F-5s plus rescue choppers. As it continues to grow and expand to accommodate new developments in systems and tactics, it will continue to give our crews the "edge" they will need over western Europe.

Because the European environment is most likely going to be heavily electronic and electromagnetic, we have also established a BLUE FLAG exercise at Eglin Air Force Base in Florida. BLUE FLAG takes advantage of electronic missile simulators, weapon ranges, and reserved air space. The electromagnetic environment at Eglin is the most extensive simulated air defense situation in existence. When we tie these systems into Eglin's air defense weapons operations center, we can produce a highly effective, "enemy" integrated air defense system against which we can test and train a broad range of equipment and tactics. Being able to knock out that Soviet/Warsaw Pact defense will improve by that much more our pilots' chances for reaching their targets and putting the bombs down.

Another concept that would have helped considerably in World War Two is that of aggressor squadrons. Right now we have several aggressor squadrons: two at Nellis supporting RED FLAG, another at Clark Air Base in the Phillipines and one at RAF Alconbury in England. They fly the American aircraft most like a MIG, the T-38 or F-5. Like the MIG, the T-38 and F-5 engines are smokeless, and the size, wing-loading, acceleration, and turning ability of both are very close to those of the MIG-21.

We used to train our F-4 pilots against other F-4s. With the numbers of aircraft in favor of the Pact and Soviets, we needed something to even the odds and the Aggressor units are the result.

Aggressor training begins with a hour of academics each day where pilots learn about the man who will be flying the real MIG, his philosophy, his tactics, his doctrine. Following that, the F-4 student pilots encounter differing combinations of F-5s, each simulating possible combat situations, each accommodating the F-4 pilot's skill and training and gradually becoming more challenging and more difficult. The goal is to make those F-4, F-15 and F-16 pilots better than the aggressor pilots, and those men are among the best in the Air Force.

Another device we use at Nellis and Tyndall Air Force Base, Florida is the Air Combat Maneuvering Range. This concept was made possible by the incredible

growth and sophistication of computer technology. The system is unique because the aircraft fire no guns or missiles. It can track simultaneously up to 20 aircraft, giving real-time position and aircraft performance data on eight of the aircraft and position information on the other twelve. Each of the 20 carries an instrumentation pod where it would normally carry an air-to-air missile. The Range contains a master station and seven unmanned remote stations. The remote stations receive information from the aircraft pods, track their activities, and relay the data to the central computers. Monitors can study actual data as it occurs or videotape and playback later to debrief crews. It is an accurate, graphic training device that, together with aggressor squadrons, is providing our air crews with the most realistic combat training short of actual war. That is why we are working now to establish Air Combat Maneuvering Ranges in Europe and the Pacific. Incidentally, you can't cheat or talk your way into a victory. The computer knows if you fired within missile parameters.

Besides sending our units to Nellis, Eglin, and Tyndall, we send them to Europe and Korea and all over the world. Our Tactical Deployment schedule is substantial and designed to develop and test mobility, evaluate host unit reception and support, and give the unified commanders experience integrating forces. The Air Force has increased the Program in the past year and places special emphasis on deploying forces to allied bases.

Some of the exercises last year includede CRESTED CAP, a USAFE exercise to test the capabilities of dual-based units; TEAM SPIRIT, a regional exercise in Korea to provide joint training for Republic of Korea and U.S. air, land, sea, and amphibious forces; and GLOBAL SHIELD, a program designed to exercise all aspects of the SAC emergency war plan.

It might surprise you to know that among the most active of our deployments are those involving the Guard and Reserve. Overall, the Guard and Reserve own and operate about 22% of our aircraft and they're real pros.

Consequently, we exercise them as rigorously as we do our active forces. Besides twelve or so deployments and logistical exercises last year, the Guard and Reserve were involved in various exercises designed to familiarize them with conditions and terrain they might have to encounter. For example, CORONET PALOMINO deployed the 301st Tactical Fighter Wing (Air Force Reserve) with 18 of its F-105's and the wing's 507th Tactical Fighter Group at Tinker AFB, Oklahoma, to Gioia del Colle, Italy to familiarize its 300 members with conditions and terrain in the NATO theater.

We will continue to deploy our units to locations and areas similar or identical to the conditions they might expect should we have to fight in Europe or the Far East. The value of such training is obvious, especially to you veterans. They, together with aggressor squadrons and air combat maneuvering ranges should do much to prevent the kind of losses you experienced over some of those tough targets. We are also trying to achieve across our combat roster the kind of accuracy and precision for which the 303rd received its Distinguished Unit Citation for the Oschersleben aircraft plant. We would like to assure that kind of results each time our pilots go in against the enemy. That is the primary way we are going to counter the numbers and force they plan to throw against us.

You can be proud of your Air Force. The air and ground elements are tough, well-trained and enthusiastic. Although experience is dropping off, as you would expect, if we have to fight, the strike forces will be led by veteran professionals--even though their generation sometimes has problems with ours as to what is experience. I had a young F-4 pilot in my wing in SEA who asked my advice as to how to convince his father, an 8th AF veteran, that he really was in combat. He said "I know dad's 25 missions were a lot tougher than mine but I do have almost 200 and I've been picked up out of that stinking jungle twice so while he may not think its much of a war its plenty for me!"

Thank you for asking me to join you today. You are a courageous group of men who deserve a good deal more thanks than I can give you. We in today's Air Force appreciate the groundwork you laid for us and the examples you set, but mostly we appreciate the sacrifices you and your former comrades gave to the cause of freedom--for that we shall always be in your debt. Besides its direct bombing contribution to the War, the 303rd helped support almost every major battle. It was there at Normandy, there at the Bulge, there as we crossed the Rhine. You have my solemn promise that we will continue to do our very best to follow in your proud tradition.

Welcome again to the birthplace of aviation; I hope you enjoy your stay.

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KREIGIE KORNER

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Again we ask for the benefit of you and your family to join the American Ex-POW, Inc., and find out what benefits are available to you. If you need assistance in dealing with the Veteran's Adm. contact: Dr. Carl Fyler
510 Mills Bldg.
Topeka, KS 66612

IN MEMORIUM

Michael T. Jacobs Died 4/8/79
Box 471
Iron Mountain, MI 49801

James E. Wylde Died 5/4/79
306 National Trails Drive
Greenup, IL 62428

Photographs (not negatives) of the people who attended the Dayton, Ohio Reunion. Bill Eisenhart is building a large mosaic for the 1981 Reunion at San Diego. Please put the names of the persons pictured on the back of the photo. If the quality of the project is satisfactory, he will have copies made available at the next Reunion. Let's give him a hand and all send a few photos to him. Bill Eisenhart, 1734 72nd Ave. NE, St. Petersburg, FL 33702.

HEARTFELT "THANKS"

To the 303rd Bomb Group:

I would like to say a heartfelt "thank you" to all you good folks for making me feel so at home during your August Reunion in Dayton, Ohio. My arrival on Wednesday evening found me a stranger in a totally unfamiliar Country. By the time I left the following Sunday morning, I felt that I had many, many friends. I had heard something about your warm hospitality, but never did I realize just how great this really was.

To all of you who attended at Dayton, may I say thanks a million for having me and for permitting me to share in your special get together. I know we'll meet again someday and may this reunion be in the not to distant future.

Sincerely yours:

Ray Cossey
264 Plumstead Road East
Thorpe St. Andrew
Norwich, Norfolk NR79NH England

APOLOGY

Mr. Ray Cossey would like to apologize for a typographical error which occurred during the typesetting of the enclosed brochure. The price of the picture will have the corrected amount of \$32 instead of the price being quoted in British pounds sterling.

EDITOR'S NOTE

In order to keep our newsletter interesting, we would like to request, again, the following: we would like to feature an individual from each of the squadrons, Headquarters, and support organs in each newsletter issue. We need your support and cooperation. Please send your items of interest to: Harry F. Jenkins, Editor
2612 Baker Drive
Carson City, NV 89701



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303RD BOMB GROUP ASSOCIATION
MIGHT IN FLIGHT
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(Applicant's Signature) (Date)

DO NOT SEND CASH THRU THE POSTAL SERVICE; If you are already a member, please
pass this application to another 303rder that is NOT a member, THANK YOU.

MAIL APPLICATION TO: JOSEPH VIEIRA
6400 Park Street
Hollywood, FL 33024

Please include: \$10.00 for 5 yrs. dues.
Add \$1.00 for Roster of Members.

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