

5416 Glenwick Ave.  
5454 Emerson Dr.

1967 - **6481.7 hrs** when hired as pilot (second officer) 6 March by **Braniff** Airways (Boeing 727).

May - Bought 5416 Glenwick Ave.

Sep - Kelly started first grade at Longfellow.

Oct - Transferred ANG to 127th TFS at McConnell AFB, Kansas.

1968 - 22 Jan - *Commander Bucher (US Navy) gave up the Pueblo.*

23 Jan - *Combat Qualified in F-100.*

26 Jan - *127th Activated, so back on active duty (commuted to McConnell).*

4 July - *Deployed to Korea*

1969 13 Jun - *Back from Korea - total time in the HUN is 551.9 hrs*

July - Re-qualified with **Braniff** as S/O on 727.

-Ecumenical Institute (EI) first RS-1 3 Oct at Perkins

-Moved our church membership to Central Christian Church with E.C. Rowand

1970 Flew S/O the whole year - off probation on **Braniff**.

Bought 5454 Emerson Dr.

Sept - Lisa started first grade at Longfellow.

1971 -EI Academy in Chicago 5-11 Jan with E.C. Rowand

15 March - Furloughed from **Braniff**

April to Aug - Worked in the Texas Art Gallery, Adolphus Hotel, Dallas, Texas.

Sep - Worked as manager for Sailplane Operation in Rockwall, TX

1972 Finished sailplane flying end of Feb

1 March - Back with **Braniff**

Jeanne graduated SMU with a degree in Art.

1973 May - Check out as First Officer **Braniff**

July - Rating ride in DC-3, Fort Worth

-Started my masters at SMU in the fall

**3,000.7 hrs** as Flight Engineer

1974 **Braniff** -EI Summer 74 in Chicago with Jeanne

1975 Started working in the office at **Braniff** (training - class and sims)

Bought Piper PA-20, Bought a Cessna 180

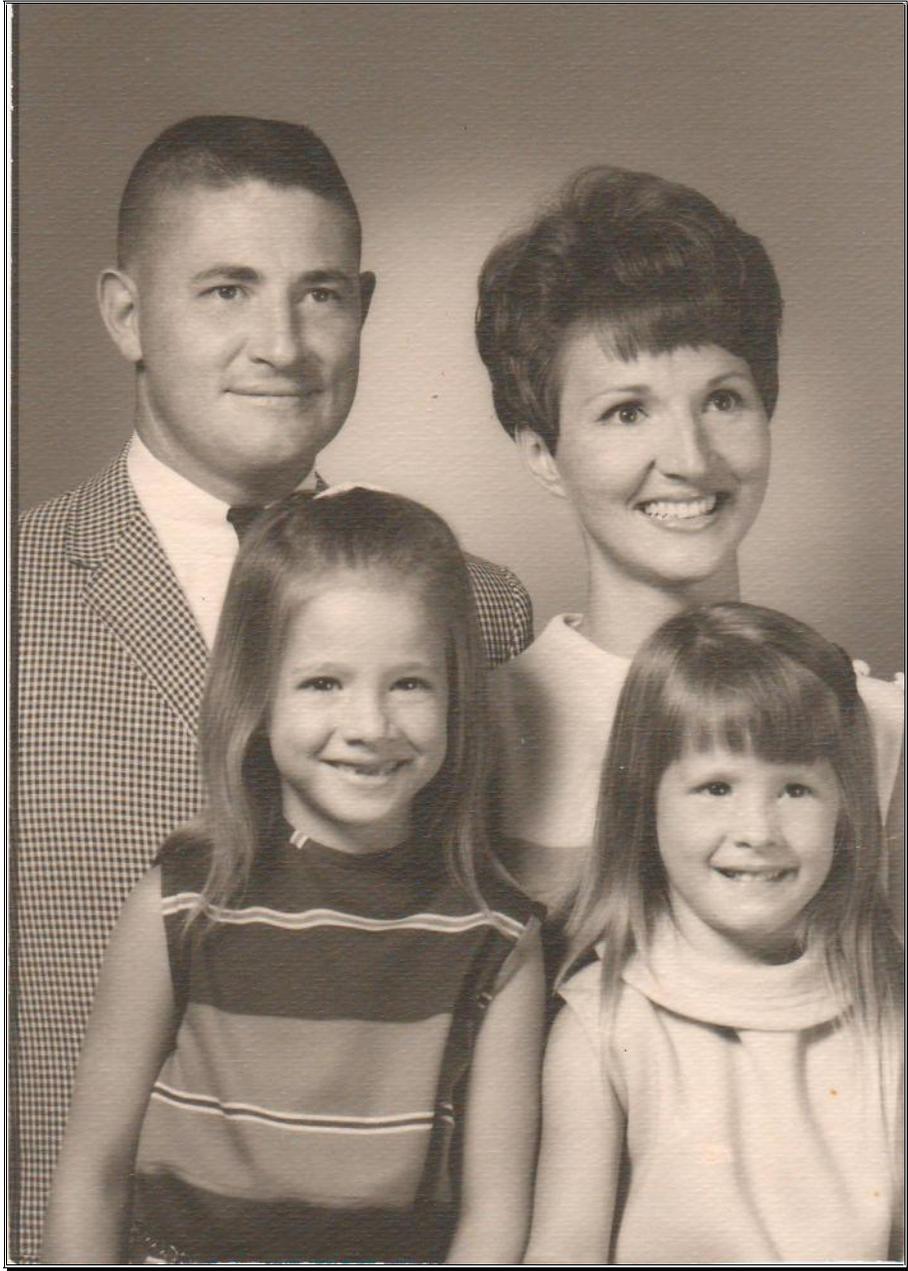
Bought Lot #1 at Hidden Valley Airpark

1976 -May 16th - Graduated SMU with a Master of Liberal Arts (MLA).

**Braniff** Chief Check Engineer. Check Airman S/O - Boeing 747 Oct.

**Moved to Denton TX on 7 December.**

**7283.6 hrs** to end of the year and flying out of Dallas.



Dallas Texas



5416 Glenwick Ave.



Brand new Second Officer/Flight Engineer for Braniff Airways.



Early departure, so it is time to wake up one of the "End of the Plain Planes."



These are Braniff hostesses - this picture in MEM at Elvis Presley's home.



Lined up for 13R departure at DAL. Thought the orange was our 747 but it is a Boeing 707.



One of my favorite airports was Washington National (DCA). This approach is to runway 36.



Took me a few years to get to the right seat much less the left - but I was still lucky to have any seat.



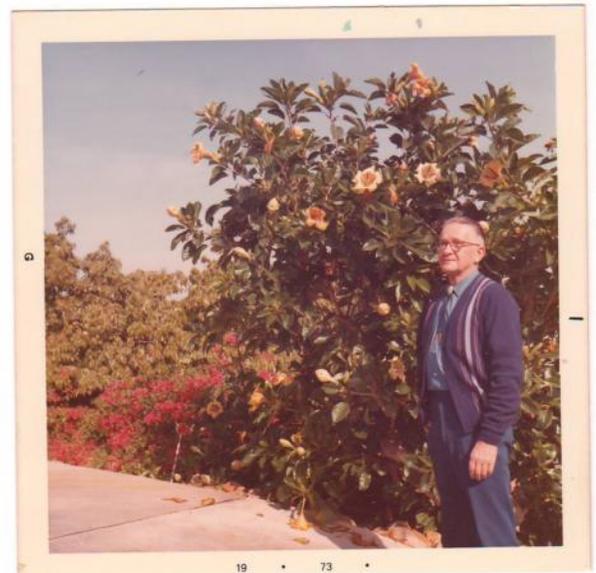
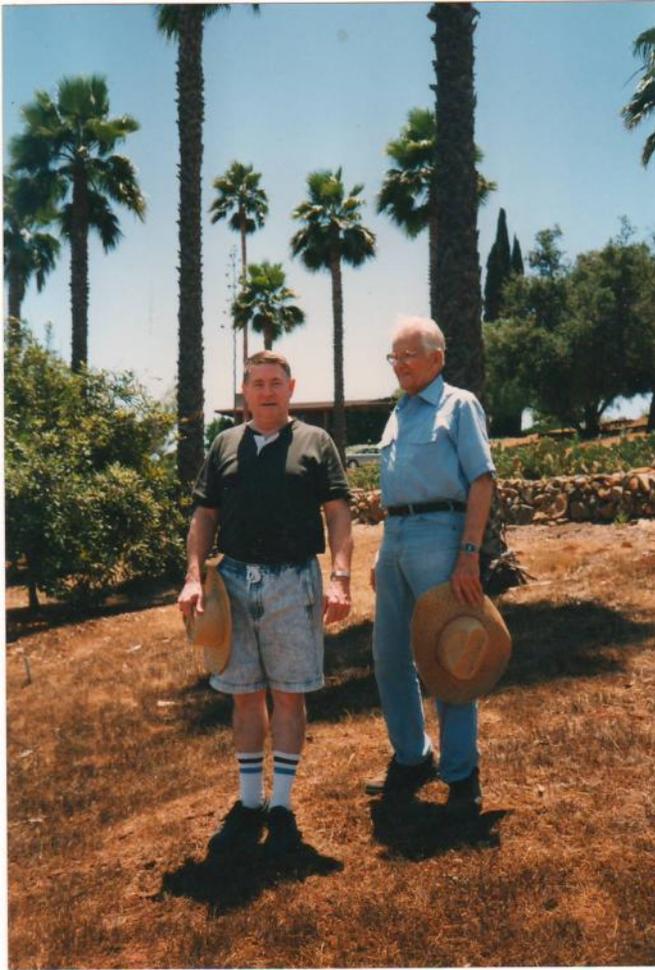
In spite of the ominous looking front, the picture is for the Braniff hangar with BI and **BRANIFF** in orange lights - at Love Field, of course. We would take a bus from over there to this side of the field where the gates and airplanes are. Picture is looking north.



These little girls had a mother who was a beautiful model in Dallas.



Ask my girls about going to California in the "Good Times" van we bought (and the rules to ride in it), how beautiful it was at the Elliott's, and how much Col. Ralph enjoyed his ranch of avocados.

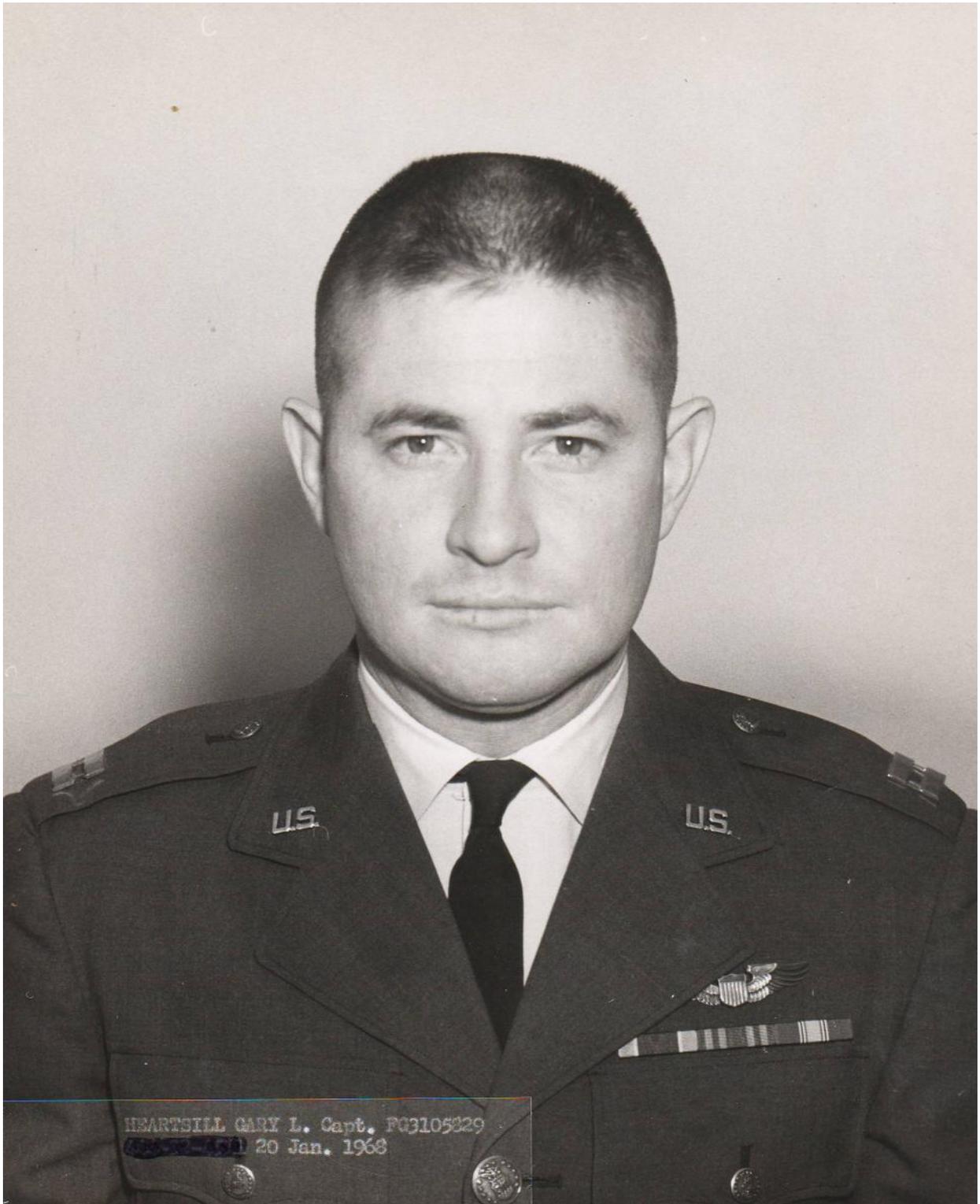


*His "Cup of Gold" in 1973*

I still have my Elliot hat! We sure enjoyed his hospitality. Jeanne thought the world of him.



Kelly and Lisa, can you name where and when each of these pictures were taken?



Back on active duty with the 127th Tactical Fighter Squadron, McConnell AFB, Kansas -  
The Fighting Air National Guard (FANG).

We were recalled after Commander Lloyd M. Bucher, USN, (%\$@) who gave up his boat to the North Koreans without a fight. So, among other things, Lyndon Baines Johnson (%\$# (\*+) recalled six Guard fighter squadrons and four went to Viet Nam to fight the war and two to Korea to sit iron bomb alert.

**REMEMBER THE PUEBLO!**



Homestead AFB (Turkey Point) for sea survival training.



This was not fun!



Korea

We spent six months getting all our stuff together and complete the training required to deploy PCS to Korea which would be one year starting in July of 1968. The water survival and going down a line backwards into the water, swimming with sharks, and para-sailing was not my cup of tea.





# KOREA

4 July 1968 to 13 Jun 1969



These two pictures show details of the refueling probe on the HUN and the basket from the hose controlled by a boom operator in the KC-135 tanker. Our task was to fly into the basket, make contact and hang in there till we got our gas. Notice the fuel spray in the above picture as he is showing full.





(Thuds in the background)



My most treasured picture - Jamie MacLaughlin giving me some well-deserved advice.



RON PATTON, me, and Jim Kirkhuff.



ROBT E. "REP" PRESTON  
my IP from the 166<sup>th</sup>



CHAPLIN KENNEDY (BAPTIST)



CHAPLIN SIBERT  
(methodist)



This article a few years later is from the Super Sabre Society (SSS) magazine *The Intake* (#29) page 18.

## Would You Believe It...and Other Amazing Stories (WYBI...& OAS)

When Stake Your Claim (SYC) rules changed, limiting submissions to claims that were accomplished in or associated with the F-100 and by or on behalf of an SSS member, we started this department to publish interesting tales outside the realm of SYC that are of general interest or of particular note. Here's another installment. The first story comes from Gary Heartsill. He thought it might be a good SYC title, but upon review by the Intake Editor, such a designation is inappropriate. Yet, it's an interesting tale to which many an SSS member can relate. There's a second story from "Hoppy" Hopkins. **Ed.**



**Dart Plinking: A Four Gun Kill** I probably wouldn't make a pimple on the rear end of a real Hun fighter pilot—at least one with a lot of combat time—but will match my zeal and passion for shooting the guns with anyone. As they used to say in the 166<sup>th</sup> at Lockbourne, "It's King's Sport!" The closest thing to "Watch this!" is "Guns and Camera!" Shooting the M-39s successfully is all in the plinking, or maybe just in a single plink (one round per barrel).

My story began on a Guard Weekend in February, 1967, at Myrtle Beach where I was getting qualified in shooting the dart. Having been an ATC puke in T-38s, my skill in punching air-to-air holes in those nasty darts badly needed some systemic direction. During a vodka-inspired happy hour, our "Russian" advisor "Ax" Axakowsky (sp?) explained the art (and science) of dart killing. "Be smooth, have a good closure rate, 'squeeze' the trigger lightly. However, don't shoot until *the dart fills up the windscreen*—this is called a Field Grade Hit." On my next flight the results were glorious and spectacular...the pieces went everywhere, and I thought I had gone to heaven. I got it!

A year later, recalled to active duty after \*#S@^ Bucher gave up the Pueblo, I was with the 127<sup>th</sup> at McConnell. We were going through our pre-shipping ORI before heading to Korea, and I was in Ops trying to snivel onto the schedule. As luck would have it, I got tapped to be Four on an air-to-air mission at Cannon's range, and off we went; three very experienced shooters...and newbie me!

The tow ship was an F-model with a regular Air Force evaluator in the back seat to watch and grade. To pass the ORI, we needed at least one shooter to hit the dart while firing all four guns with 25 rounds of 20 mm. I doubted I'd even get to shoot, what with the three gray-beards firing before me.

Sitting high and outside of Three, I watched below and listened. The air was smooth and the New Mexico weather was just outstanding for plinking. Lead was cleared to fire, and I watched the white smoke from the guns and heard his quick call of, "Off. Winchester." Two began his pass on a descending turn to the left and got the same results: one pass, a little smoke, and he was out of bullets. Three was cleared, and it was same song, third verse.

The tow ship cleared me down for my pass, uphill to the left. The closure was perfect, the sight tracked smoothly, and as I got into range, I thought to myself, "Gray-beards, I'll show you all how to do this! I lightly pressed the trigger, but the guns fired. It was just a single plink, maybe two. I'd barely tapped the trigger, but must have gone through the first to the second detent!

Well, I shot the wire! Down went the dart. Ecstatic, I called out, "Hit! Repeat, Hit!" The tow ship dived to chase the dart, trying to determine if it had any colored bullet holes in it. Initially, they denied my kill. But, "upon further review" credited me with a hit! After all, what were they going to do, *send us to Kunsan?*

I really do miss the smell of Hun gun cordite.... — *Gary Heartsill*

*Maybe Gary fired two plinks? He says the end of this undocumented story is that the crew chief reported at the debriefing that the plinks of his cannons only fired eight (8) bullets...plink, plink! Ed.*



**Gary Heartsill**

Although I am appreciative of being published in this journal (quite proud actually), I kinda liked my version and draft a bit better than the edited one above - but beggars can't be too picky, I reckon.



This is what a dart looks like (object behind me...).

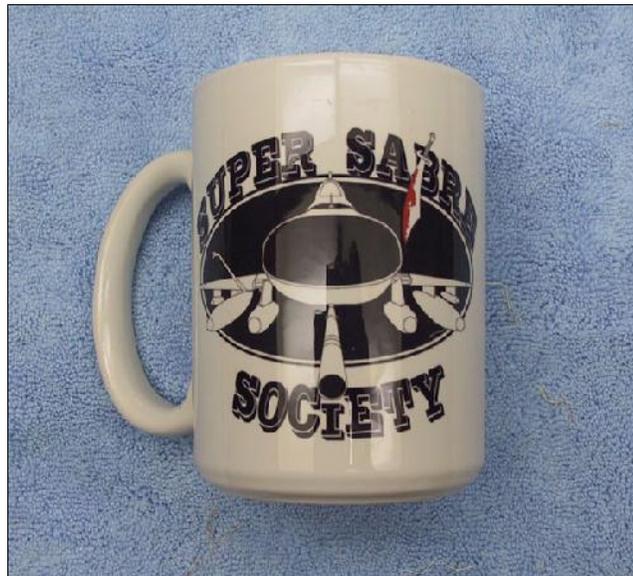


On a low level in Korea - Gauges are for drop tank fuel quantities.

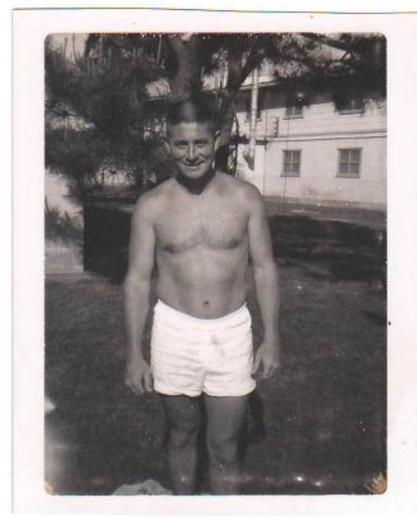


Yoju gunnery range - Fire control officer - Christmas 1968

Having never been on the ground looking up at an attacking shooter, the first time I cleared in a Thud to make a hi-angle rocket pass, I about jumped out of my controlling tower as the unexpected sonic boom from the rockets "came thundering down" - that was an un-briefed surprise for this ole Okie.



This Super Sabre Society (SSS) did not materialize until 2006 and I heard about it in time to become a Charter Member.



Hero shots...I was not as happy as it looks but I sure enjoyed the flying.



My favorite ops officer LTC Bob Railey

TO KELLY & LISA



WINSAN 21 AUG 2000



Hi ILY Gan



18 OCT 68



Home! - with my girls!



5454 Emerson - Jeanne loved this home.



We built the little sun room off the kitchen and still had room for a nice back yard.



Out of the window of our Big Orange Braniff 747 looking at number 3 and 4 JT9Ds.



This is Lisa at the airport in Honolulu and we need to ask her what it is she is giving us "the look" for?



A very special time for Kelly and Lisa getting some attention from their mother on getting ready for what looks like a recital (was it?). Top right you can see Kelly's reflection in the top mirror.



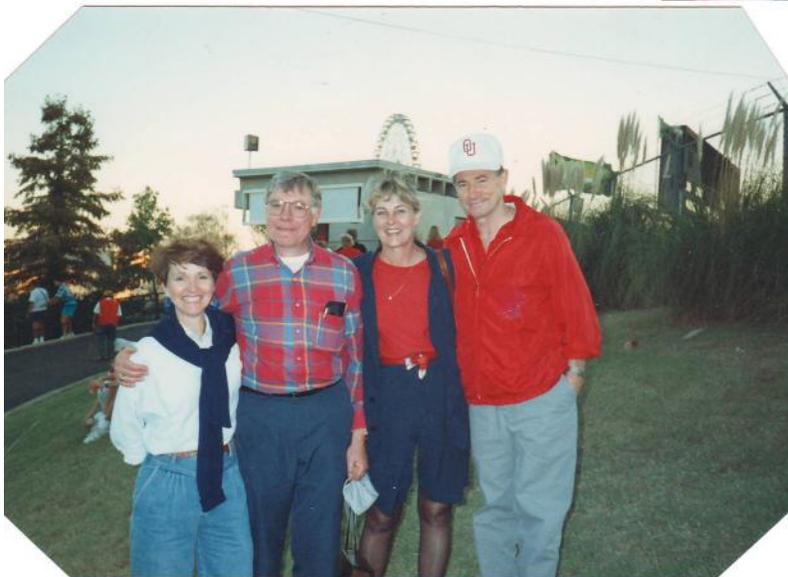
This was another special time for me and my girls as we got to go to the sail plane port and fly gliders - see the Schweizer 2-33 in the background. I know now where Emily Jean learned how to dress... And Kelly...ah, her love for little dogs. This was the fall of '71 while I was furloughed.



Some shots from 5454.



On top of Kelly getting married I want to show the chapel at Central Christian's Church and remind some of us just how important this church was with especially Dr. E.C. Rowand and Mary Louise Rowand, which we shall see some more pictures when Lisa gets married.



BOOMER

SOONER

GREAT OU-LX  
WEEKENDS AT  
THE COTTON BOWL



We did get to spend some time at the Texas State Fair and watch Oklahoma beat the long-horns...

Dr. COONS  
Flight Surgeon  
( Braniff I )



Arcadia High School  
class of '56  
Reunion  
40th  
(1996)

The  
Big '60



PV-H 3. pdf

The class picture (actually half a picture) was 20 years ago and coming up this April (2016) will be the 60th anniversary of AHS class 1956.



How about all  
them ole daugs!

Mom & Dad for breneh

Lisa  
me  
JENNIE  
AT  
M&D's



PV-44.1.D6



Easter 1969



me, Lisa, and Dad



MY AIRLINE IS  
**BRANIFF**



"The Big Orange"

N601BN

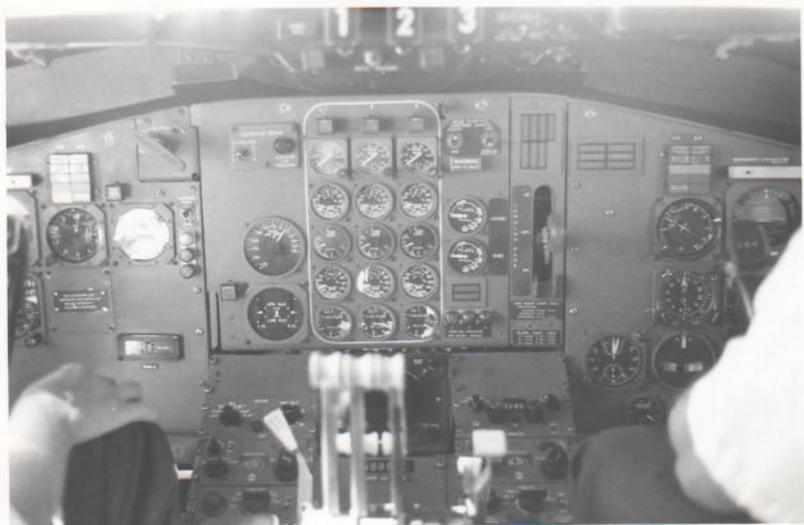
BRANIFF 501

DAL-HNL

1980

(JAN)





727 cockpit  
DC-3 my rating flight  
USA & I at airshow  
The old 180 - 7A Delta  
"out the window"



• FEB • 67





Those years as a flight  
engineer on the 727  
were very enjoyable.  
Later, I moved up  
to the overhead bin.

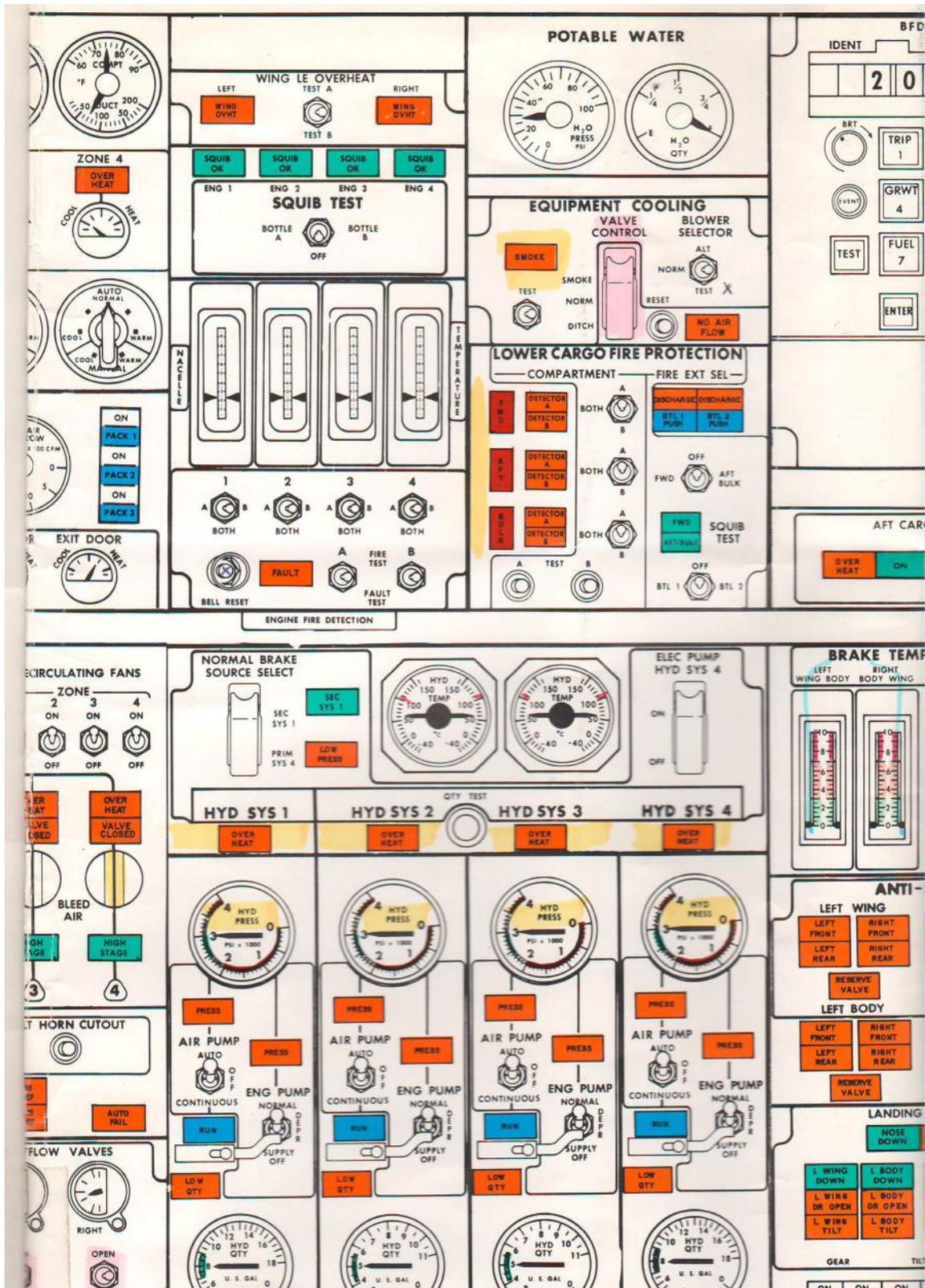


Administering  
a line check

Central Park  
in  
NYC



Early morning  
start in a  
Boeing 727.



This is the panel art of a very small portion of the B747-100 (our big Orange) flight engineer panel. The whole work station was huge. The later ones (after the -400 came out) only had two pilots as most were run by computers. The latest is the dash 8 and there are only 20 left on order - about the end of the line for another great aeroplane. This is after ~1,520 total. Course, Airbus 380 has none on order (2016).



Rating ride in the  
Boeing 747 simulator  
(actually in 1990).



\*\*\*Next is Part VI and Denton TX\*\*\*