

SHORT BURSTS

Air Force Gunners Association

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OKLAHOMA CITY GUNNER REUNION 5-8 SEPTEMBER 2019

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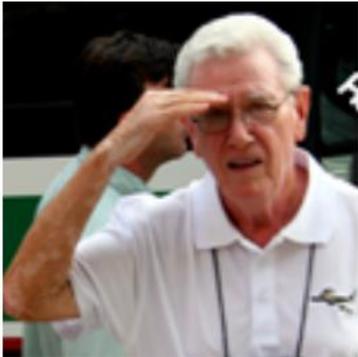
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FORMER AFGA ASSOCIATION OFFICERS

THE FOUNDING MEMBERS OF THE AIR FORCE GUNNERS ASSOCIATION



BILL DAYTON JIM ZAENGLE FRED ARTHUR

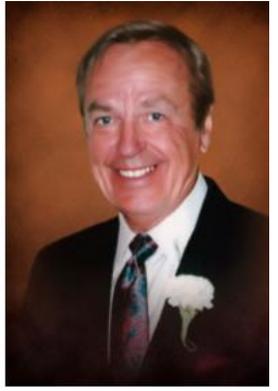


BUD CONDER HARRIS TOLMICH LARRY LEWANDOWSKI BUD GANTZER JOE KENNEDY



DOUG CALDWELL CEASE WALKER RICK SWAIN MACK LEE

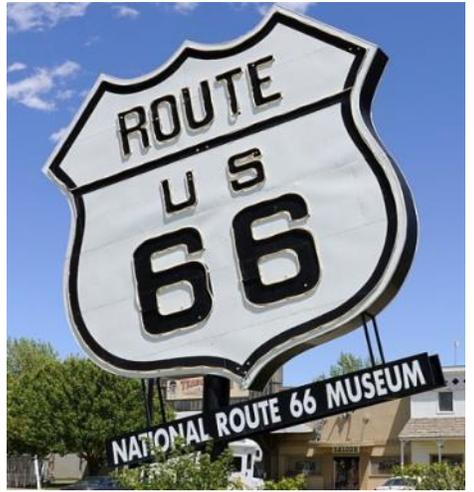
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CHUCK DEAN

JAY INGLE

RALPH STEARNS



AFGA MESSAGE

SHORT BURSTS AUGUST 2019 EDITION

We only have *one month until the next gunner reunion* in Oklahoma City! We don't have to convince anyone that has been to a past reunion to attend. Hopefully if you are able to travel, you have sent in your registration form to Dan Danish, our Public Affairs Officer who has managed reunion registrations in a most outstanding manner for decades now.

There are some gunners and wives that have been to every reunion since the first one in Orlando in 1987. They understand the special magic of sharing stories and connecting the dots of the special historical accounts from others' perspective and views that are a little different from ours perhaps from memories that fade with time. And that's OK! Nothing but pure fun where you picked right up from decades ago like it was just yesterday being TDY, on alert, flying, at a party, celebration, function, or in the bomb squadron!

This is what gunner reunions are all about, new friendships with common bonds of gunnery experiences known to only a few special people that you all are. So, if you are a gunner, family member, relative, or honorary gunner and have not been to your first reunion or haven't been to a reunion in a decade or several decades, we don't have much time left where gunner reunions will not have the attendance numbers to be cost effective anymore. The "I'll go to the next one" reason may not be an option in the very near future. Money back guarantee if a great time is not had after attending the OKC Reunion 5 - 8 September, 2019! *C'est~la~Vie.*

2011 ORLANDO ATTENDEES WHO ATTENDED THE 1ST ORLANDO REUNION IN 1987



Back row (L-R): Don Cooper, Dale Dillahunty, Dave McBride, Bobby Johnson, Doug Seward, Wally Hartzell, Art Pol-lard, Chuck Killgore, Frank O'Neil, Phil Small, Fred Arthur, Willie Hoff, Jim Merrill, Jim Toomer, Don Duncan, Del Stevens

Front row (L-R): Dan Danish, Doug Caldwell, Bob Matherly, Cletus Yow, John Lamond, Iggy Cruz, Cease Walker

This is your Short Bursts, an account of the happenings of the Air Force Gunner Association. In order for that to happen, please jot down your thoughts and memories and send them in NOW! They can be sent in by US Mail, e-mail, or any form you like to use. The most important thing is to get them written down and to the editor in the next few months before the next Short Bursts goes to print in early November and to your mailboxes the first week in December, 2019, karb52@cox.net or 405-430-2881. Or contact Rory Koon our Historian at rory.koon@yahoo.com (405) 386-5966.

AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS



Hello everybody,

I hope you are having a great summer.

First of all I would like to remind everybody that e-mail scams are out there all the time. Just in the last few months someone has been pretending to be me and asking the AFGA Officers to buy gift cards for needy veterans. The e-mail address is not mine and so far nobody has taken the bait. If you get an e-mail asking you to buy or click on a link to do something, chances are it's a scam. Looking at the e-mail address usually gives it away. If you do get an e-mail like that, report it to your e-mail provider's abuse protocol if you can.

On to better things. The reunion is right around the corner. Remember the dates for the reunion are September 5 – 8, at the Embassy Suites Oklahoma City Downtown/Medical Center. The hotel has free breakfast and two hours of open bar, manager's reception at night with light snacks.

To make a reservation at the hotel you can call the Toll Free Reservation Line 1-800-445-8667 or at the direct Property Reservation line at 1-405-239-3900 and tell them you are with the Air Force Gunners Association or the group code AGA. If you have a special request i.e. King or Queen Bed, room close to elevator, or handicap room, you can ask at that time. It's based on availability. All the information for the reunion can be found at www.gunners.us on our website, or in any edition of the Short Burst.

Deadline to make reservations at the hotel is 16 August 2019 at the discounted AGA Gunner rate. The Gunner Reunion registration for the festivities closes on 31 July, so make sure you've sent in your registration form to Dan Danish by now.

If you are having any issues with the hotel getting the rate or room, please let me know. For those of you who are flying in, make sure you contact Airport Express for transportation to the hotel. Their number is 1-877-688-3311. You can also use Uber or Lyft as another option.

A list of reunion events will be handed out at the registration table on Thursday morning starting at 0900 and will have all of the times for the tour events and dinner times for Saturday and Sunday. Registration begins at 0900 in the lobby.

If you have any questions about the reunion, please feel free to contact me at (815) 276-7067 or Dan Danish at (210) 520-1517.

I hope to see you all at the reunion! Have a great summer, *John*

Pete, here are a few pictures for you to use.



One was taken from our plane.

The other was taken by the Royal Norwegian Air Force F-16.

This was in Sep 1991 off the coast of Norway, Exercise Northstar.



AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS

**AFGA REUNION – OKLAHOLMA CITY, OKLAHOLMA
SEPTEMBER 5 – 8, 2019**

TENTIVE SCHEDULE OF EVENTS SOME TIMES ARE STILL TBD

THURSDAY 5 SEPTEMBER 2019

0900 – 1700 (9:00 – 5:00 PM) – Registration

0900 – 2300 (9:00 – 11:00 PM) – Hospitality Room Opens

1730 – 1930 (5:30 – 7:30 PM) – Embassy Manager's Reception Free Bar and Snacks

FRIDAY 6 SEPTEMBER 2019

TBD – Depart for Memorial

0900 – 1100 (9:00 AM – 11:00 PM) – Hospitality Room opens

TBD – Return from Memorial

TBD – Dinner – Depart for Yellow Rose Dinner/Theater

TBD – Return from Yellow Rose

1730 – 1930 (5:30 – 7:30 PM) – Embassy Manager's Reception Free Bar and Snacks

SATURDAY 7 SEPTEMBER 2015

0900 – 1200 (9:00 AM – 12:00 PM) – AFGA Business Meeting

0900 – 2300 (9:00 – 11:00 PM) – Hospitality Room Opens

TBD – Ladies Tour

1700 – (5:00 PM) – Cocktail Hour

1730 – 1930 (5:30 – 7:30 PM) – Embassy Manager's Reception Free Bar and Snacks

1800 – 2100 (6:00 PM – 9:00 PM) – AFGA Banquet

SUNDAY 8 SEPTEMBER 2015

0800 – (8:00 AM) – AFGA Memorial Service at Hotel

0900 – 1700 (9:00 AM – 5:00 PM) – Hospitality Room Opens

TBD – Tour of Western Heritage Museum/45th Infantry Division Museum

TBD – Return from Western Heritage Museum/45th Infantry Division Museum

1730 – 1930 (5:30 – 7:30 PM) – Embassy Manager's Reception Free Bar and Snacks

1800 (6:00 PM) – Buffet Meal and Open Mike

Open Mike will include wearing of any military uniform or any part of a military uniform.



OKLAHOMA CITY REUNION TOURS

FRIDAY MORNING – Time TBD
COST - \$50
LUNCH INCLUDED IN THE PRICE

Oklahoma City National Memorial

Few events in the past quarter-century have rocked Americans' perception of themselves and their institutions and brought together the people of our nation with greater intensity than the 19 April 1995, bombing of the Alfred P. Murrah Federal Building in downtown Oklahoma City. The resulting deaths of 168 people, some of whom were children, immediately touched thousands of family members whose lives will forever bear the scars of having had those precious to them taken away so brutally.

Suffering with such families are countless survivors, including children, who struggle not only with the suffering around them, but with their own physical and emotional injuries and with shaping a life beyond 19 April. Such losses and struggles are personal and, since they resulted from so public an attack, they also are shared with a community, a nation and the world.

But the story of the bombing does not stop with the attack itself or with the many losses it caused. The responses of Oklahoma's public servants and private citizens, and those from throughout the nation remain as a testament to the sense of unity, compassion, even heroism, that characterized the rescue and recovery following the bombing.

In the aftermath of the bombing, people of all colors, ages, religions, and political philosophies reached out in love — from co-workers, bystanders, and professionals who appeared almost instantly to help at the site to individuals thousands of miles away who sent letters of support or funds to provide for devastated families. Within days of the bombing, the Mayor's office, the Governor's office, non-profit agencies, and citizens of Oklahoma City began to receive suggestions, ideas, and offers of donations related to the creation of a memorial.

Bricktown Water Taxi

Since opening day in 1999, the Bricktown Water Taxi has become one of the most popular attractions in the Bricktown downtown district of Oklahoma City and the state of Oklahoma. In 2007, the water taxi carried their one millionth passenger. In 2009 the water taxi marked ten years of showing tourists and locals alike the sights and sounds of Bricktown from a unique perspective, floating down the Bricktown Canal.



OKLAHOMA CITY REUNION TOURS

FRIDAY NIGHT – Time TBD
Cost \$75

Yellow Rose Dinner Theatre

"It's like a trip to Branson, Vegas, or Broadway without the travel!" Nothing says entertainment like "LIVE THEATRE" add great award winning food and you just hit the jackpot on a perfect evening!

We're Oklahoma's only full time permanent dinner theatre in the Mid-West! We feature Oklahoma talent at its best. All of our Productions are original in performance and nature. While we feature mostly Oklahoma's great talent we also bring in some of the nation's best performers to present the best in full entertainment for our patrons.

SATURDAY MORNING (Ladies Tour) – Time TBD
Cost \$50

Via Street Car

LUNCH INCLUDED IN THE PRICE

Myriad Botanical Gardens

Myriad Botanical Gardens is one of Oklahoma City's most beautiful and vibrant garden and park spaces offering visitors a 15-acre natural escape in the heart of downtown. Free and open to the public, the outdoor spaces include: ornamental gardens, a children's garden and playground, Great Lawn, lake, an off-leash dog park, water features including splash fountains for children and walking and jogging paths. There is always something happening at the Gardens.

Put a Cork In It Winery

Put a cork in it is thrilled to invite you to the sweet simplicity of an Oklahoma City wine experience! In 2008, John and Andrea wanted to create an Oklahoma Adventure of their own retirement. Together they built Put a Cork In It for their customers to enjoy local wines, and authentic and inviting atmosphere, and encourage local business in Bricktown. At Put a Cork In It, guests can sample, sip, shop, and socialize on the waterway while being connected to Oklahoma City's thriving Bricktown community.

Shopping at the Auto Mobile Alley



OKLAHOMA CITY REUNION TOURS

SUNDAY MORNING – Time TBD

Cost \$50

LUNCH INCLUDED IN THE PRICE

National Cowboy & Western Heritage Museum

America's West, with its unique blend of cultures, open terrains, and awesome vistas, is a source of inspiration around the world. We invite you to come and experience the West with us as we explore it through its people, places, and history. The dramatic story of the West led to the establishment of the National Cowboy & Western Heritage Museum and we are committed to bringing those stories to you.

45th Infantry Division Museum

The 45th Infantry Division served 511 days in battle during World War II, participating in eight campaigns. The World War II gallery examines the actions of the Thunderbirds from Sicily, Italy, France, and Germany.

See original drawings by Pulitzer Prize winning cartoonist Bill Mauldin whose characters, Willie and Joe, chronicled the lives of the infantrymen in World War II, using both humor and sobering realism to tell their story.

One of the finest collections of American military weapons in the nation, the Reaves Collection was acquired by the museum in 1980. The collection features firearms and related artifacts dating from the Revolutionary War through Vietnam!

The Thunderbirds served 429 days in battle during the Korean War, participating in four campaigns. The Korean War gallery chronicles the activities of the Thunderbirds from 1950 through 1953.

The 45th Division Museum's 15 acre park features tanks, artillery, personnel carriers, aircraft, and the Thunderbird Monument which pays tribute to the men who served with the Division in World War II and Korea; as well as those men and women who continue to serve in Oklahoma's National Guard.



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E-MAIL :				DO YOU HAVE ANY DISABILITY OR DIETARY NEEDS THAT REQUIRE SPECIAL ATTENTION? YES <input type="checkbox"/> IF YES, PROVIDE DETAILS ON FORM.				
REGISTRATION & BANQUET/OPEN MIKE (SEE NOTE 1 BELOW) <input type="checkbox"/>	BANQUET MENU CIRCLE ONE (CHOICES BELOW)	OKLAHOMA CITY NATIONAL MEMORIAL MUSEUM / LUNCH / WATER TAXI TOUR (FRIDAY AM) <input type="checkbox"/>	YELLOW ROSE DINNER & THEATER (FRIDAY PM) <input type="checkbox"/>	LADIES TOUR / LUNCH (SATURDAY AM) <input type="checkbox"/>	NATIONAL COWBOY & WESTERN HERITAGE MUSEUM / LUNCH / 45th INFANTRY DIVISION MUSEUM (Sunday) <input type="checkbox"/>	ATTENDING BANQUET ONLY (SATURDAY PM) SEE NOTE 2 BELOW <input type="checkbox"/>	ATTENDING OPEN MIKE ONLY (SUNDAY PM) SEE NOTE 2 BELOW <input type="checkbox"/>	SUB TOTAL ACROSS
\$120 or \$140	1 2 3 4	\$50.00	\$75.00	\$50.00	\$50.00	\$50.00	\$50.00	\$ _____

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REGISTRATION & BANQUET/OPEN MIKE (SEE NOTE 1 BELOW) <input type="checkbox"/>	BANQUET MENU CIRCLE ONE (CHOICES BELOW)	OKLAHOMA CITY NATIONAL MEMORIAL MUSEUM / LUNCH / WATER TAXI TOUR (FRIDAY AM) <input type="checkbox"/>	YELLOW ROSE DINNER & THEATER (FRIDAY PM) <input type="checkbox"/>	LADIES TOUR / LUNCH (SATURDAY AM) <input type="checkbox"/>	NATIONAL COWBOY & WESTERN HERITAGE MUSEUM / LUNCH / 45th INFANTRY DIVISION MUSEUM (Sunday) <input type="checkbox"/>	ATTENDING BANQUET ONLY (SATURDAY PM) SEE NOTE 2 BELOW <input type="checkbox"/>	ATTENDING OPEN MIKE ONLY (SUNDAY PM) SEE NOTE 2 BELOW <input type="checkbox"/>	SUB TOTAL ACROSS
\$120 or \$140	1 2 3 4	\$50.00	\$75.00	\$50.00	\$50.00	\$50.00	\$50.00	\$ _____

NOTE 1: EARLY BIRD REGISTRATION ONLY \$120 IF REGISTERED BEFORE APRIL 30. IF YOU REGISTER AFTER APRIL 30 COST IS \$140. Registration fee includes, Banquet and Open Mike Meals .

NOTE 2: If you are "Not Registered" for the Entire Reunion, a fee WILL BE ASSESSED for the Banquet and Open Mike if you are ONLY ATTENDING that event.

<p>BANQUET MENU SELECTIONS</p> <p>1 = SEARED SALMON 2 = GRILLED CHICKEN BREAST 3 = MARINATED FLAT IRON STEAK 4 = VEGETARIAN MEAL</p>	<p>PLEASE RETURN COMPLETED FORM AND SEND CHECK MADE OUT TO AFGA, NO LATER THAN 31 JUL 2019 TO:</p> <p>DAN DANISH 9550 HAVILAND CT SAN ANTONIO, TX 78251 210-204-8481</p>	<p>GRAND TOTAL FROM BOXES ABOVE</p> <p>\$ _____</p>
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PLEASE ADD ANY ADDITIONAL INFORMATION BELOW THAT WE MAY NEED TO KNOW THAT WILL REQUIRE OUR SPECIAL ATTENTION IN REFERENCE TO YOUR DIETARY NEEDS OR DISABILITIES.

AFGA VICE PRESIDENT'S MESSAGE - BOB ASHLEY



Hello Fellow Gunners,

As I ponder the upcoming AFGA Reunion, I wonder why people come to Military Reunions. I know many gunners who go to three or four military reunions per year. So, I think to myself what is driving them to go? On-line, I found some interesting information to keep in mind at the link. Check it out. <https://nvf.org/veteran-reunions-questions/>

There are several reasons why veteran reunions are so important. Veterans who are deployed together or who serve in the same unit or combat area forge a bond that is almost unbreakable. This bond helps the service members during the worst times. A reunion allows these men and women to reconnect and share their experiences while they were in the service.

Veterans share similar experiences as well as the bonds of service and the oath to protect and serve. Each of the vets has walked along the path of the warrior and their shared experiences make each veteran stronger. These men and women would give their life to protect a fellow service member, or the civilians in the USA.

Reunions allow veterans to re-forged this bond, rekindle past friendships, and heal from past experiences together. These events can have a therapeutic benefit for veterans and it allows them to come together again and renew the relationships they had in the past.

This article reminds me when I interviewed WWII, B-24 Bombardier/Nose Gunner veteran, Dick Smart. Now in his early nineties, this gentleman had a short time in the military and a long career in business. But he values his military time, and memories, as the most important of his life.

Each time I would go visit him, he would tell me of his adventures in the military from leaving the U.S. and flying all the way to Europe, the long way around through Central and South America across to Africa then up to England. Also, he would tell me of each of his 30-plus combat missions and the two times his crew had to crash land the plane.



I say this to remind each of us how important our military experiences are, to us, and to the people we left at home when we were away. Each of us have memories to share, to military friends, and to those we meet at reunions. Reunions can be very healing to those that might be hurting from past combat or non-combat experiences. If you haven't considered coming to this year's reunion, please reconsider. I have met many gunners at the past reunions who I had heard of but never had the pleasure to meet. I am looking forward to September! Hope to see you there! *Bob Ashley*

AFGA HISTORIAN MESSAGE - RORY KOON

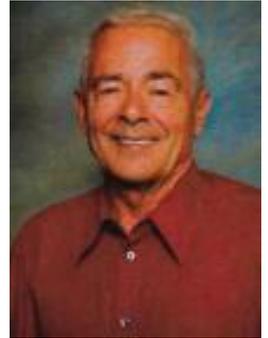


Hello Fellow Gunners:

The time is drawing near for the next reunion. It's time to contact old friends and former co-workers and encourage them to come to the reunion.

For all of us, time is only heading in one direction and none of us are getting any younger. I got to meet a lot of great folks during my career, and since my retirement, it is always good when I run into anyone from my past.

I took some time a few weeks back to contact CMSgt (Ret) Jerre Albright. The Chief was a mentor to me at Castle while he was the wing gunner. I had the opportunity to work directly with Chief Albright as his assistant in the 93rd Bomb Wing for nearly two years. He taught me a lot about leadership and management I didn't even realize at the time. We had some interesting experiences both good and bad.



There were a number of great chiefs at Castle that helped me on my gunnery career path. Chief Nick Manzi gave me my first career advice, "Anyone can make Master, you want to make master, stay in for 26 years and you will never have to work again". I didn't quite follow his advice, but he was right.

Chief Norm Lake took me on as an academic instructor in the 4017th Combat Crew Training Squadron when I wasn't sure I would make a good platform instructor. He said he had faith I could do a good job and he needed good instructors. I was surprised to be recognized shortly after as Instructor of the Month and Quarter several times during my time there.

I learned a lot about counseling from Chief Lake. One young airman had been late for class several times and I had planned on giving him a letter of reprimand. Chief Lake asked me what I was doing and when I told him about the airman, he said, "Get him in here".

I expected the Chief to chew him out in a major way. When we went into the chief's office, the young man was obviously scared and the chief calmly asked him why he had been late. He replied he had met a young lady who he thought was the "one" and the night before he had done his utmost to win her heart. Chief Lake asked him if she was worth getting him into trouble. The young airman responded with a resounding "Yes Sir!!!".



The chief told him to get back to class and not to be late again for any reason. After the airman left, he took my LOR and dropped it into the trash can and said, "He said she was worth it, I believed him, he won't be late again". Lesson learned.

While talking with Jerre Albright, I enjoyed catching up with him and thanked him for his guidance and mentorship for the years we worked together. You realize there is no fixed timetable in anyone's life. Jerre may or may not make it to the reunion. His wife said he has had some health issues so I hoping he will be there. I would love to spend some more personal time with him.

The man that replaced Chief Albright was Chief Grance Thompson. I was told recently Grance had passed away but I was unable to find any info on his passing or even where he was. I just heard it through the grapevine. It's hard to pay respects or honor someone's memory if no one knows they have passed or even were to send condolences. I guess that sums up the final reason to stay in contact with old friends and acquaintances.



Take Care, C'est' La Vie, Rory

MEMBERSHIP CORNER - BOB ETHINGTON



Greetings from your Membership Chairman.

It has been a fairly uneventful spring here in Virginia except for the rain. I am glad I live on a mountain (if you can call these Virginia hills mountains – remember I am a Colorado boy).

I have spent a few hours trying to contact gunners and get them to come to the reunion. We need to rekindle those relationships to keep our association going.

The reunion in Oklahoma City should be a good one. There is a lot of B-52 history there with the B-52 depot being at Tinker. I remember pulling EWO alert there back in the 70's and had multiple trips to drop or pick up a B-52. It was always a favorite TDY.

Sadly we have had a couple of gunners pass on during the past year and we all remember and mourn their passing. We always try to remember our good times as friends and relive those memories when we speak of those that have passed. That is one of the things we always get to do at the reunion. Laugh and joke and remember the events we lived together with those who are present and those who have passed.

We have had a couple of new members join this year, but not nearly enough. I ask each of you to contact any gunners that you still may be in contact with and urge them to join the association if they aren't already members, but most importantly, come out to the Oklahoma Reunion 2019!

I hope to see you all in OKC. Safe travels!

C'est la Vie, Bob Ethington



EDITOR'S COMMENTS



I arrived at my second gunnery assignment at KI Sawyer in February 1977. At the 'back gate' there wasn't a gas station, pawn shop, or convenience store for miles. This seemed very strange for an army brat and Air Force second-termer, very isolated and desolate, unlike any other base.

We had recently completed four great and memorable years at Wright-Patt before the 17BW with heritage going back to the Doolittle Raiders, was deactivated and kicked off the north-west Patterson side. Even at Wurtsmith in the lower Michigan Peninsula, there was a convenience store, gas station, and a bar, Tony Decker's, outside the main gate. We had nothing at all, both gates!



Our closest McDonalds was thirty miles away in Marquette, but KI Sawyer was not a remote assignment!

It was freezing obviously in February, snowing an inch an hour all weekend, and one of the few times the base actually shut down when we finally made it to billeting. The first gunner that made it to greet us was Butch Foster and my life-long boom operator buddy from basic training, Mick Shogren who was from near-by Superior, Wisconsin.

I learned in my military career you should never sign in on a Monday morning but that is what I did with Art Pollard doing both the wing gunner and squadron gunner jobs. It wasn't but a few months later when we got Jim Childers, from the closing of Kincheloe three hours east of KI in the Upper Peninsula, as the new wing gunner.

I wasn't assigned more than two months when we lost our S-01 crew trying to land on a Friday night in a horrific crash right off the north end of the runway. I just got to know Bill Moore the S-01 gunner since we both were homeboys and back woods musicians from North Carolina. Once again, it was Butch Foster, the S-02 stan-eval gunner that came early Saturday morning to the house to let me know Bill was gone. We had landed in that same snow-storm a few hours before that crash Friday afternoon in April 1977. My life-long boom operator buddy, Denny Thornburg, refueled the S-01 crew for their last time before they all lost their lives.

I had met Rick Swain in Thailand and knew Steve Dummit from Wright Patt but didn't know any of the assigned gunners when I got to KI. We all soon bonded and became real close especially with the six gunners, crewmembers bomber and tanker, and ground crews, that were on alert every third week. Everyone at KI was close just like at a remote assignment since a winter storm could turn into a survival situation in a New York minute!

KI was a good assignment for me. In my first year there, I attended Leadership School at Barksdale and Central Flight Instructor Course at Castle. The Leadership School Chief was a former proud gunner, and at SAC CFIC, Tom Adkins had a huge part in making me into the aircrew instructor I turned out to be up until the day I retired.

There were many fantastic gunners at KI. The very first one who took a sincere interest in my welfare and gunnery success was MSgt Joe Troiber. He became my unofficial sponsor. He visited Connie and I every night at the Gwinn Inn and took such good care of all our needs. He really showed me gunner hospitality in its finest form that I tried to emulate for the next 26 years of my aviation career in the USAF and long afterward.

Joe was the absolute best at acquiring anything available on KI Sawyer. His techniques that I observed sure helped me at every station and location I ever had to scrounge for my troops. He was the expert at ORI parties; he could get the club manager or the chow hall to donate almost anything to make our bomb squadron after party a first-class occasion! He could coax any amount of finances from our senior wing staff for those special things (refreshments) he couldn't acquire on base through his well-established network. Joe was an absolute jewel of a traditional gunner and the lessons he shared with me, made me a better gunner and aviator as I grew up through the ranks. I never forgot you Joe Troiber! I thank you more than you'll ever know for instilling the special gunnery sense of tradition!

The turn over at KI in the late 70's and early 80's was more than I ever experienced and to back fill came some of the greatest gunners that also influenced me throughout my years in gunnery. I had to mention Art Pollard earlier that was both the squadron and wing gunner when I arrived. I never experienced a better gentleman with taking care of each and every gunner assigned than Art. At that time at KI, our bomb squadron commander was the most authoritarian and intimidating commander I had ever experienced but Art could always put himself between Lt Col Profilet and insulate all the gunners from his strict leadership style. He truly ran top cover and his shining example

EDITOR'S COMMENTS

and very calm leadership style sure served me well my entire life dealing with intimidating and authoritarian people in leadership positions. Thank you Gunner Art Pollard for your positive, lasting influence, and impact on my successful gunnery and 30-year military aviation career!

The long list of influential gunners that all came to KI and left their mark on me was monumental during that time. They were the who's who of gunnery stand-outs, all had great careers and left their mark. I have to mention Jim Childers who arrived when the Kinch shut down to be the wing gunner and assist Art. He and his wife were fine examples of a traditional gunner team and Jim was another stand-out wing gunner just as the example I had known with Fred Arthur earlier at Wright Patt!

KI had a super team of gunnery talent that comprised of a dream team of gunners that all went on and made lasting and huge contributions to the career field. Tom Adkins, Arney Garwood, Marv Myers, Chuck Kilgore, John Lowrey, Sam Carmona, Gerald Hassebrock, Jake Babbitt, Rick Swain, Mikey Regan, Pete DeFelice, just to mention a few of the true stand-outs that all came to KI and learn the H model, most for the very first time while we were all there!

That special network from KI served me well throughout my gunnery career over and over in such immeasurable ways. Most importantly, I am very fortunate and thankful for their influence on me and the assistance they always provided as each flourished and became very powerful leaders and stand-outs of the gunnery career field! A heartfelt thank you to all your shining examples on what very special gunners are all about. You all had monumental influences on the gunnery career field and I am sure glad our paths crossed initially at the 644th Bomb Squadron, 410th Bomb Wing.

I can't wait to see you all in Oklahoma City and hope you can make the journey to continue where we left off from the last time our paths crossed. Godspeed to you and safe travels to our reunion!



Sept. 27, 1991 Fairchild Crown 5

COMMENTARY

Loss of gunners marks end of an era

By Lt. Col. George Schmidt
325th Bomb Squadron Commander

As military budget dollars dwindle, the Air Force has also gone into a belt tightening mode. A devastating result of this headquarters policy decision has hit right in our own backyard — the end of bomber defensive aerial gunnery in the U. S. Air Force. This means pinning of the B-52H 20mm fire control system and hundreds of aviators and maintenance people facing retraining, rebasing and career turmoil.

**COMMANDERS
COLUMN**

These are cold hard facts, stunning in their delivery and impact. As I sit at my desk writing this, there is a knot in my gut that makes me angry and sad. Emotions are mixed as we all try to reflect on this event in a positive light. We will salute smartly and carry on, of course, but the loss of half of the B52's defensive team is a very emotional issue.

The history of this group of American fighting men dates back over 50 years, from air battles over Europe with the Nazi Luftwaffe to Linebacker strikes among communist MIGs and, to most recently, the crisis in the Persian Gulf.

Gunners have helped keep bombers "safe" in actions around the world. These aviators served their country gallantly, carrying the American flag proudly through wars, conflicts and crises. They will continue to do so as they move to new careers, but their departure cuts their comrades to the quick.

In light of the new role made possible by stand-off munitions, such as the cruise missile, and in a climate of air superiority and fighter suppression, stemming from clear skies over Iraq, the B-52 will continue as a weapon system to deter war and aggression throughout the world. B-52s will continue to carry a heavy payload, but there will be an empty seat "in the back"

These aviators served their country gallantly, carrying the American flag proudly through wars, conflicts and crises



that will long remind us of the strength, capability and will of a team of six that for over 30 years was loaded for BEAR.

We salute our comrades and wish them the best of luck as they head off in new directions. The Air Force has truly seen the end of an era. Best of luck and Godspeed "Guns."

A LONG TIME AGO IN THE 325TH



OUTSTANDING GUNNER PROFILE

GUNNER Arthur Pollard

Art was born in Wetumpka, Alabama, and entered the Air Force in January, 1956.

He attended basic training at Lackland AFB, Texas, graduating in March.

He attended technical school at Lowry AFB, Colorado, in turret/gun laying mechanics.

He also attended B-66 Gunnery School at Shaw AFB, South Carolina, and Combat Crew Training at Castle AFB, California.

Art flew 285 B-52 combat missions in Vietnam and flew out of Andersen AFB, Guam, U-Tapao RTNB, Thailand, and Kadena AB, Okinawa. He also flew combat with the 22nd Air Force.

Art made Chief Master Sergeant in 1979 and retired with a highly distinguished career from the USAF at Maxwell AFB, Alabama in 1982.

He was awarded the Distinguished Flying Cross, Meritorious Service Medal, Air Medal with twelve Oak Leaf Clusters, Commendation Medal, Good Conduct Medal with five Oak Leaf Clusters, Combat Readiness Medal, Longevity Service Award with five Oak Leaf Clusters, National Defense Service Medal, Vietnam Service Medal, and Outstanding Unit Award.



Bob Stevens'

"There I was..."

RIDING 157 FT. BACK IN AN EARLY MODEL '52 ON A TERRAIN-FOLLOWING MISSION CAN BE "UNSETTLING" -

IT'S PART OF OUR COST-REDUCTION PROGRAM, BLAKE. GET IN!



GUNNERS HAVE BEEN A PART OF THE MILITARY AIR COMBAT CREW SINCE BEFORE WWI. WITHOUT 'EM IN WWII, THE "FORT" and "LIB" WOULD HAVE BEEN CLAY PIGEONS. TONS & TONS OF 50 CAL. and 20mm AMMO POURED FROM THEIR GUNS - & A LOT OF IT ACTUALLY HIT THE ENEMY! TODAY, THEIR RANKS THIN- NED BY TECHNOLOGY, GUNNERS STILL "HANG TOUGH" IN THE VENERABLE B-52.

IN THE G and H MODELS, THE GUNNER SITS UP FORWARD IN THE DEFENSE CENTER, BUT KNOWS EXACTLY WHAT'S GOIN' ON BEHIND HIS BIRD...



IF THE AIRCRAFT DRAG CHUTE FAILS - IT'S REALLY THE PITS -



ONE HELLOFA GUNNER, THAT Le BLANC!

FROM HQ SAC'S COMBAT CREW

Bob Stevens



Sgt Jordan in his favorite type of gunner's compartment . . . one with all the windows intact.

BLOWN WINDOW at

SGT RICHARD L. JORDAN
96BMW, Dyess AFB

PAGE ONE

IT WAS about 1500 in the afternoon and we were at FL 370. I had flight evaluator operator (FEO) equipment on board and had just completed the training during our climbout from the low level route. There had been some equipment discrepancies and I had started to enter them on my paperwork.

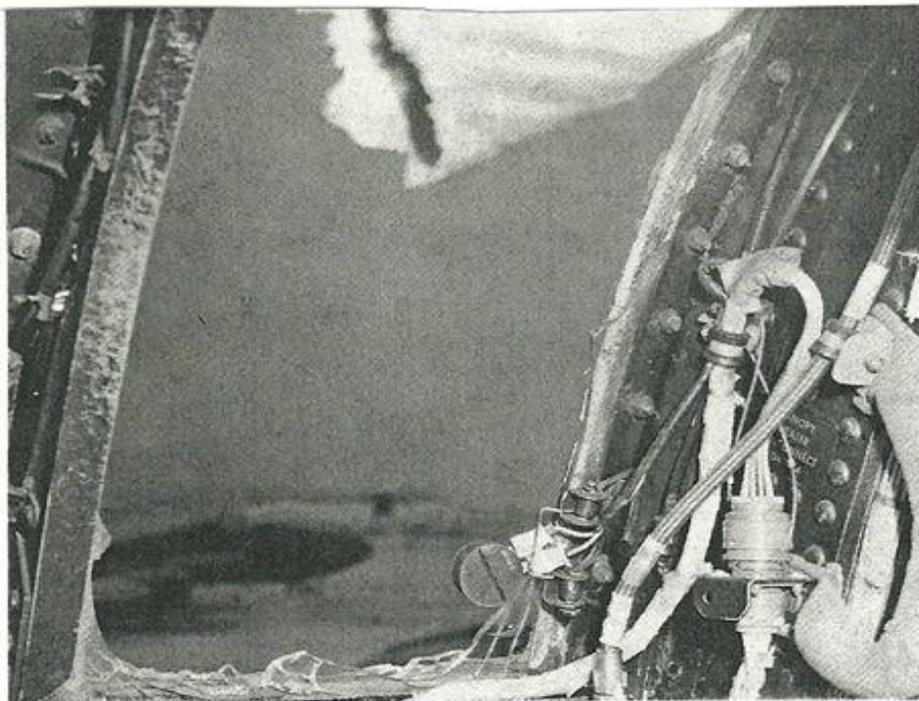
Just as I completed the first sheet and was starting on the second, there was a loud explosion and rush of air. I looked up at my cabin altimeter. It read 37,000 feet. I grabbed my oxygen mask and snapped it into position on my face. I could hear one of the pilots calling center, to declare an emergency, and the

other asking me if I was okay.

They already had the airplane in a descent. I tried to answer but couldn't hear myself talking. The crew told me later that I sounded like I was choking. They kept talking to me all the way down. I remember the copilot telling me "the worst is over."

About this time I started to look around my compartment to see what had happened. I noticed the thermal curtains above my head were flapping violently. Then I saw that they were trailing out my left front window which was gone! At the time of the explosion I had my seat positioned just aft of the window. I'm mighty glad it

POSTED BY JIM COLLIS



Explosive decompression turned gunner's compartment into a world of flying glass and shredded thermal curtains

FL 370

wasn't a few inches farther up as the explosion would have been right beside my head. As it was, it occurred six to 12 inches in front of my face (aft since I was facing the rear of the airplane). I tried to pull the thermal curtains back in to keep them from tearing more, but I couldn't.

As we were leveling at 10,000 feet the pilot told me to clean things up in the gunner's compartment and make an in-flight movement forward. That was fine with me! I just wanted to get as far away from that compartment as possible. I began turning off my equipment and putting things away.

My gear was scattered

throughout the compartment. My flashlight had been next to the window when it exploded and was missing. All my paperwork was gone. My checklist had been blown across the compartment and the contents of my flight lunch was everywhere. I got everything pretty well cleaned up and checked back with the pilot. He cleared me off interphone to come forward.

I left the gunner's compartment and entered the 47 section. It was totally dark. I found the light switch but it didn't work so I went through without lights. We discovered later that the problem had been a popped circuit breaker. Fortunately, I

had gone through this section in darkness before. That was on the ground, after a flight, when there was no stand available.

I had no real problems coming forward except that I had to keep slowing myself down. I felt like running. Even then, it must have been one of the fastest crawl-throughs ever. My 130 pounds slipped through that crawlway quite easily.

When I reached the forward compartment, the navigator gave me a hand and I got on interphone at the bunk station. As we repressurized, the crew started asking me questions and kidding me about the experience. That helped me relax because I was feeling a little uptight.

As the tension passed, I began to feel very hungry. Most of my flight lunch had been spread around the gunner's compartment or had joined the falling objects. The copilot seemed to sense my problem and offered me an orange, which being from Florida, I couldn't refuse. I also disposed of some pudding left over from the pilot's flight lunch while we were enroute to Dyess.

Once on the ground, we were met by what seemed like 500 people with 20,000 questions. It was really only about ten people with one thousand questions, but I was pretty tired by then and glad that they sent me off to the hospital almost immediately. The flight surgeon found nothing wrong with me. He just wanted a blood sample, and of course, the answers to more questions.

I certainly don't feel like a hero because of what happened—I just used my oxygen equipment as I was trained to do and it worked as it was designed to. I am glad the pilots got me down out of that 37,000 foot cabin altitude fast. At 37,000 feet, a gunner's compartment with a blown window is cold, drafty, noisy, and no place to spend a lot of time. ↩

LETTERS AND E-MAILS

FROM: Shirley Dayton
SUBJECT: April 2019 Short Bursts

GOOD MORNING PETE;
I RECEIVED THE SHORT BURST YESTERDAY AFTERNOON, MARCH 28TH, AND I READ IT COVER TO COVER. I HAVE TO TELL YOU AGAIN HOW ENJOYABLE YOU MAKE READING ABOUT THE DIFFERENT GUNNERS AND WHAT THEY DID, BOTH DURING THEIR SERVICE AND IN THE YEARS AFTERWARD, AND ESPECIALLY YOU HAVE MADE EVERYONE KNOW THE BEGINNINGS OF AFGA. I APPRECIATE ALL YOUR TIME AND EFFORTS THAT GO INTO ITS PUBLISHING, AND AGAIN, YOU DO SUCH A GREAT JOB PETE.
THANK YOU, *SHIRLEY DAYTON*



Dear Mrs. Dayton (Shirley),
Thank you most kindly for the nice words.
Your stories are of interest to the readers too.
If you can think of another great memory, please send it in, thanks again,
Pete K.

FROM: David Loguda
SUBJECT: Logging on to Short Bursts 2019
DATE: 4/20/19 8:18 AM

Haven't gotten mine in the mail yet so tried to log on to the gunner site and couldn't.
There isn't a "retrieve password or logon" that I can see.
How do I establish or change for access?

Dave Loguda
Sebastian, Florida

FROM: Pete K.
TO: David Loguda
SUBJECT: Re: Logging on to Short Bursts 2019

Dear Dave,

Apologies, it happens from time to time.
To download the current digital color copy:

Go to www.gunners.us

Click on the latest, most current Short Bursts

The password is - gunner

Let me know if this worked and when you get your paper copy in the mail soon. *Pete K.*

Thanks Pete! Read the Short Burst cover to cover online this evening. Very sad to see the Fly-By for Lanny Passmore as I knew him at Ellsworth in the mid-seventies in the 77th BS. Mailed our registrations for the reunion this morning.

Dave Loguda

The image shows the cover of the 'SHORT BURSTS' magazine. At the top, the title 'SHORT BURSTS' is written in large, bold, blue letters, with 'Air Force Gunners Association' in smaller red letters below it. To the left of the main image is a vertical column of numbers: 'A', 'P', 'R', 'J', 'L', '2', '0', '1', '9'. The main image is a photograph of a dark-colored aircraft in flight against a clear blue sky. Below the photograph, there is a white box containing the text: 'OKLAHOMA CITY GUNNER REUNION 5-8 SEPTEMBER 2019 DISCOUNT REGISTRATION INFORMATION IN THIS EDITION'.

LETTERS AND E-MAILS

FROM: Brenda Golding [mailto:peterj.brendak@talktalk.net]
SENT: Wednesday, March 6, 2019 10:49 AM
TO: Bob Ethington
Subject: Update

The following article was published in your 2005 magazine. It has a very old e-mail address and I was wondering whether it could be reprinted with my current email. I don't hold out much hope but thought I'd give it another try.

Thank you,
Brenda Golding (peterj.brendak@talktalk.net)



I have recently discovered the site for the CATP and the Ex-Air Gunners 'Short Bursts' and was wondering if you could help me.

My late father, Ronald Courtney Stickland, from Catford in South London, was in Canada during the World War II and we have found the attached photograph (not in very good condition I'm afraid). His sisters believe it was taken while he was in Canada.

We know nothing about his time there, in fact he never talked about his war experiences at all and we are finding out bits and pieces all the time. We have a photograph of him taken in 1940 and he was wearing the AG badge but when he married my mother in 1944 it wasn't on his uniform.

Would it be possible to see if somebody recognizes anyone in the photograph? If not, could you point me in the right direction?

As far as we can work out, Dad was with the 21 Squadron Coastal Command in 1940, he was only 17 (he fibbed on his enlistment stating he was born in 1921 not 1922) so it seems awfully young for him to have been an Air Gunner. He was in Canada with the 35 SFTS and 2 EFTS in 1941. I believe he was at Thunder Bay at one time as he did mention that.

Dad is the one toward the front with one hand on the gentleman's shoulder. Enclosing the photo taken in 1940. Thanks for your assistance.



Brenda's Dad with hand on shoulder of chap in front.

LETTERS AND E-MAILS

FROM: Cease Walker
SUBJECT: EXERPT FROM KHE SAHN "RED CLAY"



Cut off and surrounded, about 5,000 Marines and their supporting forces, including the men of Bravo Company, 1st Battalion, 26th Marine Regiment, seen here, successfully defended Khe Sanh Combat Base from three NVA divisions and about 20,000 troops during an 11-week siege in early 1968. Fifty years after the start of the war, the men of Bravo have told their story for the first time in the form of a new documentary film, "Bravo! Common Men, Uncommon Valor," which describes some of the most brutal fighting in the Vietnam war. This photograph depicts Bravo Marine Steve Wiese's squad. Wiese is on the far right and Mike McCauley, also featured in the film, is on the far left.

PHOTO COURTESY OF MIKE MCCAULEY

IN JANUARY
1968, WE FLEW 19
MISSIONS IN 21
DAYS TO KHE
SAHN OUT OF U-
TAPAO ...

LATER ON AT
OKINAWA, WE
WENT TO A MA-
RINE PX AND ...

LONG STORY
SHORT, I JOINED
UP WITH THEIR
GROUP AND EN-
JOY THE RED
CLAY MAGA-
ZINE SINCE WAY
BACK WHEN.
CEASE

FROM: Cease Walker
SUBJECT: 9-11 VICTIMS FUND

EARLY MORNING NEWS REGARDING THE 911 VICTIMS IN NEW YORK CITY LOSING LONG TIME MED PAYMENTS REMINDED ME WE WERE FIRST RESPONDERS ALSO.

FIREMEN, EMTS, COPS, ETC., FIRST RESPONDERS, SAC AIR CREWS WERE ALSO.

AT FAIRCHILD, WAY BACK WHEN, WE WERE TASKED TO SET UP AN ALERT SYSTEM. THE BOQ'S NEXT TO THE OFFICERS CLUB WAS THE ALERT SHACK UNTIL THE REAL ALERT SHACK AT THE END OF THE RUNWAY WAS BUILT.

THE GUNNERS WERE ISSUED LICENSES TO DRIVE WEAPON CARRIERS. THE FLIGHT LINE GATES REALLY GOT MORE NARROW AS WE APPROACHED THEM WIDE OPEN.

WE HAD THE ALFA, BRAVO, COCO ALERTS SAME AS ALWAYS. SEEMS AS THOUGH IT WAS NORMAL TO HAVE A "BRAVO" AT CLOSING TIME OF THE CLUB.

WE SLEPT IN THE GREEN BAG WITH MANY ZIPPERS ON TOP OF THE BUNKS. WHEN THE KLAXON SOUNDED, WE WOULD DON THE COMBAT BOOTS, ZIPPERS FOR THEM CAME LATER, AND HATS AND RACE TO THE CHEERS OF OBSERVERS TO THE ALERT AIRPLANES.

WE WERE FIRST RESPONDERS, AIR AND GROUND, WHO NEVER HAD TO RESPOND FORTUNATELY.

THANKS, *CEASE*



LETTERS AND E-MAILS

FROM: Bob Matherly
SUBJECT: Arlie Judd

Pete,
Came across this photo of long time gunner Arlie Judd and crew from Minot 1968 ... served with Arlie at Kincheloe in mid-70s..

Bob



Bob,

I remember Arlie and his wife. They were a great couple. While I was in CCTS at Castle, MSgt Judd invited me to my very first gunner party at his house. It was a Saturday when we were out of class and that party set the high standard for many gunner house parties Connie and I had and attended throughout our military career.

I remember the kindness and hospitality extended to me; there was some of the best grilled food I still remember since the last several months for me was subsiding on the chow hall since basic training.

It is funny how you learn and remember from great examples and I learned a whole lot from Arlie and his wife about the social side of being a gunner but most importantly, how to take care of each and every brand-new gunner, how to make them feel welcome and a part of this distinguished group of special people. I hope I never forgot that in my gunnery career welcoming new gunners to our ranks. Thanks for sending, *Pete Karjanis*

LETTERS AND E-MAILS

FROM: Robert Martinez
SUBJECT: James Allen Childers
TO: Pete Karjanis

Hey Chief,

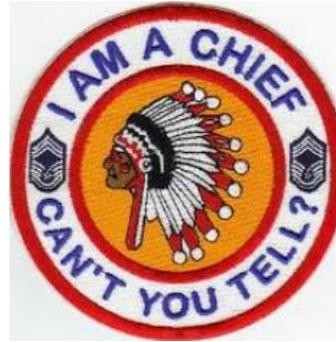
Chief Childers stopped me and my girlfriend when I was home on leave (Dec 85-ish). He was gonna take her in to the police station because she was 17 and it was after curfew.

When he found out I was a in gunner flight school he “coined” me and I couldn’t produce because I hadn’t graduated and earned my coin yet. He let me take her home which was awesome because her parents really liked me. Ha-ha.

I’m writing a book for my son and I want to include that story in the BUFF Gunner chapter. Was hoping to contact a family member to get a pic of Chief Childers in uniform for my illustrator.

Yep, still at Nellis still working on search and rescue test and evaluation. Coaching my sons little league team and have one grandson and one granddaughter. How are you and the family doing? Connie?

Paco Martinez



Oldest & youngest gunners in attendance.



Robert Martinez

Robert “Paco” Martinez was the youngest gunner in attendance at the very first Orlando Gunner Reunion in 1987.

Robert cross-trained and became a helicopter flight engineer when the gunner career field was disbanded in 1991.

He retired from helicopter rescue and special operations and teaches rescue and special operations helicopter flight engineering to the new students at Nellis AFB, Nevada.

I think I read Robert Martinez his Miranda Rights more than any other gunner while I was at Fairchild as the 325th Squadron Gunner. Robert was the last person left holding the bag after out-of-hand, disturbances I was called to look into at my aircrew dorm. He was there to take the blame for the knucklehead gunners and boomers that scattered after I was notified by the security police. I had a great working relationship with the cops. Their chief would give me 30 minutes to clean up whatever mess my young gunners had got themselves into and blotter entries informing base leadership were avoided like these minor incidents and disturbances never happened!

Robert grew up and became a true hero in the helicopter rescue world after gunnery. He built a special monument on Nellis AFB for a patriotic young special operator airman killed on his very first rescue mission in Afghanistan right after 9-11. At the memorial dedication ceremony for Jesse Samek, Robert had invited Jesse’s mother. My best co-worker at Boeing joined the USAF with Jesse right after 9-11 for all the right patriotic reasons. One day he asks me if I know an old gunner called “Paco”. Are you kidding me? What a very small world!

I cannot express in words what Paco has done for every rescue fallen hero and their family left behind. Last time we talked, he was taking care of a fallen comrade’s family traveling on his own dime in Kadena, Okinawa. I am so proud to be associated with these very fine former gunners with so much character that goes truly above and beyond. I would hope they all learned something while being a very special gunner one time in their early careers.

HISTORICAL PICTURES



HISTORICAL PICTURES



On my last desert deployment right after 9-11. I got free reign all over our camp to include the flight line, advantages of being one of the few chiefs in the 2,000 person tent resort. We were with the tankers from the New Jersey Air Guard. BOne crews were launching every three hours in three-ship cells the whole time I was there. The New Jersey Guard obviously had family, friends, and acquaintances in the Twin Towers and were motivated in very personal ways to take the fight to the enemy. Never ever looked down on tankers and BOne personnel ever since!

LETTERS AND E-MAILS

Due to the apparent shortage of NCOs to fill the B-52 gunner slots and to sustain the gunnery career field, the USAF started a program to utilize junior airmen. These special airmen who completed Basic Enlisted Training and Basic Survival at Fairchild and Homestead were sent to Castle AFB, B-52 Combat Crew Training as gunner students. Upon successful completion, were sent straight on to an operational assignment in a B-52 unit.



After a Basic Enlisted Training "career day" was held, the subject mini-gunner, we can call "Jim" (not his real name for obvious reasons) as this story continues. Jim on career day saw the need for Fire Control Operators (FCOs) and jumped at the chance to sign up. He thought he was going to be a fireman, No one at that moment told him otherwise, and he didn't read what the duty he had signed up for involved.

Jim was not happy, but then they told him he would be flying and getting paid extra for it. He completed his FCO training and was sent to a SAC (unnamed) operational Bomb Wing and shortly assigned to a crew.

Fast forward . . . as the year of 1972 progressed, the crew was deployed to U-Tapao. Jim enjoyed his TDY to U-T and was always "on the go". Flying combat missions several times a week, Jim's lack of sleep caught up to him one day. Taking off in a three ship cell from U-T all seemed normal so far. When it came time for the 10,000 foot oxygen check, there was no response from Jim. "Call" position on the interphone was used and still no response from the gunner. The pilot kicked the rudder and still no response. This constituted an "In-Flight Emergency!"

The fully bomb-laden B-52 descended and left the cell to carry on their mission which this BUFF had just aborted. At 10,000 feet, the Navigator started the journey to the tail gunner compartment on the crawlway, through the bomb bay, and the 47 section.

The navigator could see Jim through the small plexiglass window, then the navigator dumped the pressure and Jim sat straight up immediately. The BUFF then proceeded to the Gulf of Siam and dumped the full bomb load and then landed safely. Very shortly after landing, the aircraft commander and Jim went to see the Wing Commander. For "Dereliction of Duty" and other reasons, Jim was discharged from the Air Force and sent home. *Harris Tolmich*

'Alone, Facing Death,' Gunner Bails Out; B-52, Crew Fly On

LITTLE ROCK, Ark. (UPI) — Air Force Staff Sgt. Charles Johnson ejected from his gunner's seat in a B-52 bomber — thinking he was the only man aboard and about to die — parachuted 29,000 feet to safety and wandered along a rural road until construction workers picked him up Saturday, Air Force spokesmen said.

Johnson was taken to Little Rock Air Force Base and one doctor said he appeared to be "in pretty good condition."

Officials at Barksdale Air Force Base at Bossier City, La., where Johnson was based, said Saturday they had no explanation for the incident.

But Eddie Wilson, a dispatcher at the Grant County sheriff's office in Sheridan, Ark., where Johnson was taken, said Johnson thought the B-52 was diving straight into the ground just before he ejected.

"He told me the plane was nose-diving so fast the G-forces were pulling his feet off the ground," Wilson said. "For some reason he said he lost radio con-

tact with everyone on the plane and thought he was the only one still aboard — so he bailed out."

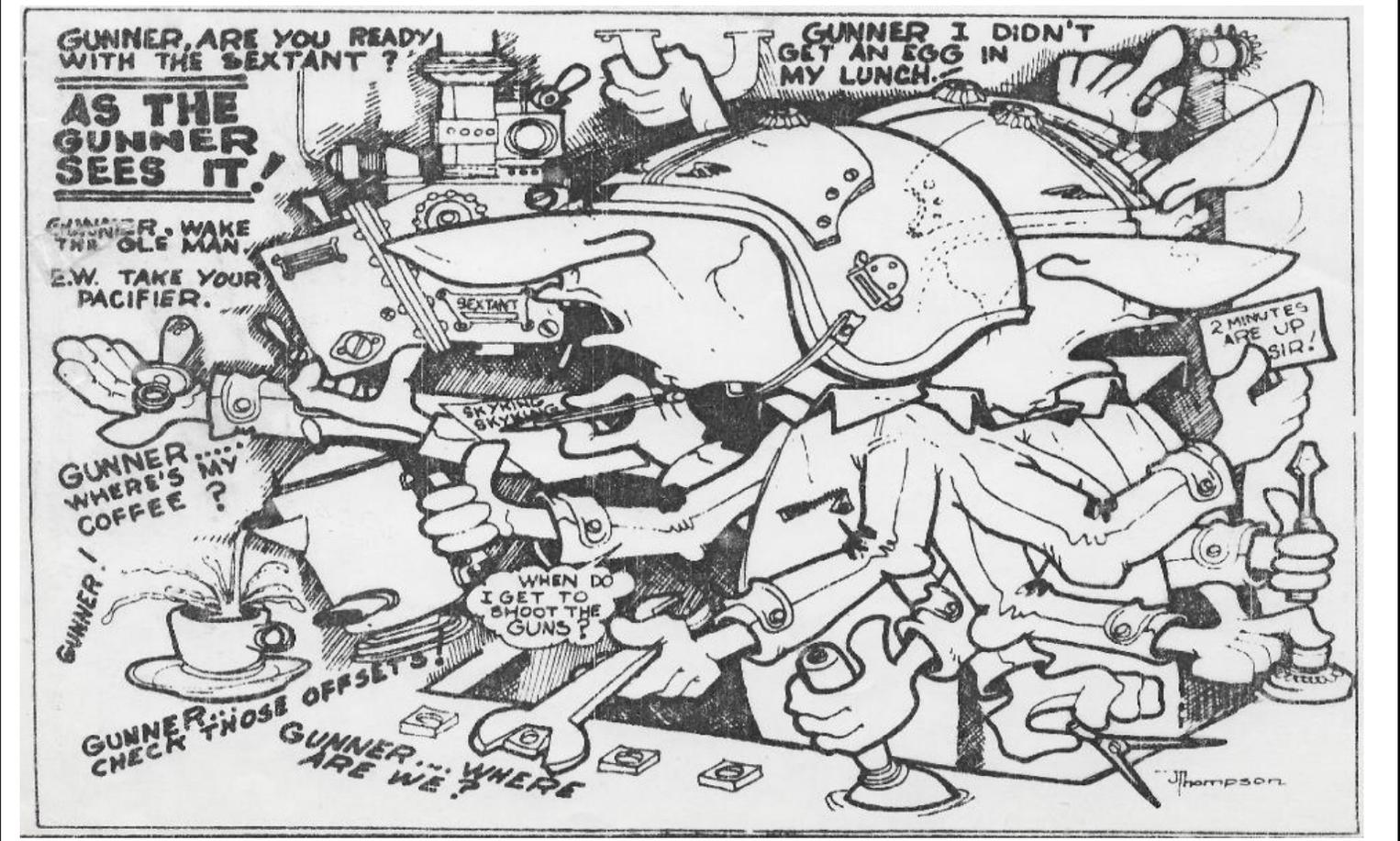
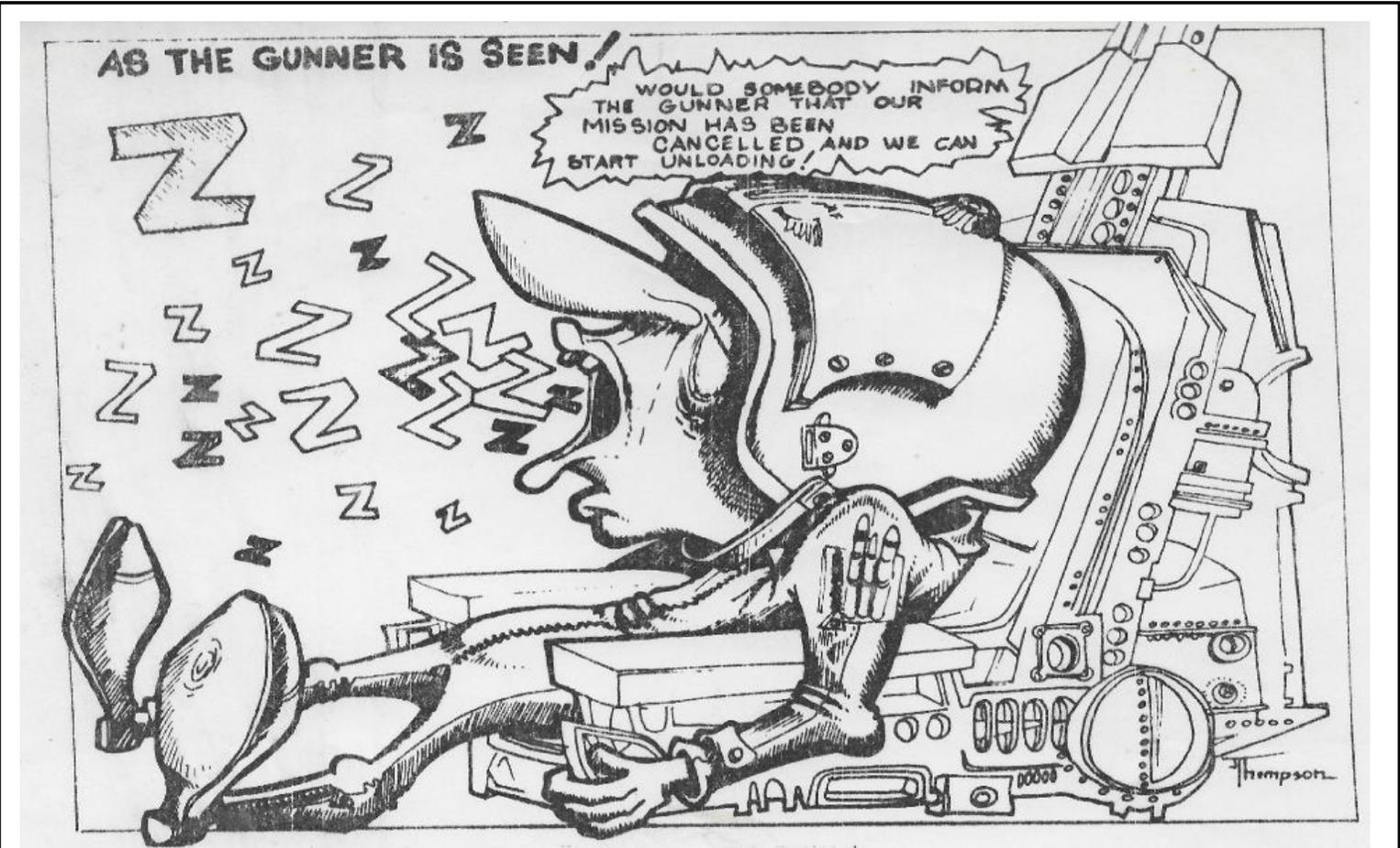
The plane, with its other five crew members still aboard, returned to Barksdale Friday night, officials said. They were not available for comment.

A board of review has been named to investigate Johnson's actions.

The bomber and its five-man crew took off from Barksdale about 7:40 p.m. Friday. About 8:15 — for a reason Air Force investigators have not officially determined — Johnson was ejected from the plane. The plane returned to Barksdale and searchers immediately started combing a 30-mile square area of central Arkansas to find Johnson.

The wind carried Johnson south and kept him in the air for "at least half an hour," Wilson said. He landed about 100 yards from a rural Grant County road near Redfield, Ark., southwest of Little Rock, and walked through the darkness "about 10 miles — at least that far — until he got to the main highway, U.S. 270," Wilson said.

GUNNER HUMOR, THANKS RALPH!



Air Force **BUFFs have deployed** once again to the US Central Command area of operations along with the USS Abraham Lincoln Carrier Strike Group in response to “recent and clear indications” that Iranian forces were preparing to possibly attack US forces, the Pentagon announced recently.

Defense officials did not clarify how many B-52s would make up the task force, or which squadron they are from, in a recent statement. The White House said the task force and carrier deployment is a message to Iran that any attack on US forces or interests would be “met with unrelenting force.”

CENTCOM began developing a request for forces after receiving indications that Iran could attack, and it is continuing to track a “number of credible threat streams” coming from Iran. The Pentagon would not elaborate on the threats or how they were obtained. CENTCOM confirmed the BUFFs will deploy to the region in response to the threats, but declined to provide a more specific timeline.

“The Bomber Task Force will be tasked to protect US forces and interests in the region and to deter any aggression,” according to the statement.

The Abraham Lincoln was already scheduled to head to CENTCOM, and that plan was expedited by Acting Defense Secretary Patrick Shanahan in response to the command’s request.

The Air Force has had a constant presence of bombers, either B-52s or B-1s, deployed to Al Udeid AB, Qatar, for ongoing combat operations for nearly two decades. That ended in March, however, after B-1s returned home to Dyess AFB, Texas, following a combat deployment. Air Force Global Strike Command had said the bombers were “overextended” during the deployment.

B-52s recently returned to Barksdale AFB, Louisiana, from a Bomber Task Force deployment to Europe. Stratofortresses from Minot AFB, North Dakota, are also deployed to Andersen AFB, Guam, for the Pacific continuous bomber presence.

A **BUFF** operating in Europe experienced an **in-flight emergency** and landed at RAF Mildenhall, England, on June 17. The bomber is deployed from Minot AFB, North Dakota, for three exercises across Europe, including in the Baltic and Black Sea regions, according to US Air Forces in Europe. Eyewitnesses told the BBC that once the aircraft touched down, emergency services hosed down engines that had failed and were overheating.

The Air Force regularly rotates bombers through Europe, including a B-52 that flew *roundtrip* from Barksdale AFB, Louisiana, to participate in an exercise in Italy earlier this month. (next article)

A B-52 Stratofortress has entered European airspace on a mission to participate in the **Astral Knight 2019 exercise** at Aviano AB, Italy. The mission, scheduled to take off and land from Barksdale AFB, La., has been closely coordinated with allies and partners in the region (We used to call these “Iron Butt” missions!)

B-52H may become B-52J soon as the Air Force is likely to redesignate the B-52H as the B-52J once it receives a slew of modifications adding up to a “major modification,” Brig. Gen. Heath Collins, service program executive officer for fighters and bombers, told reporters in June. Typically, the Air Force makes a letter-change designation to an aircraft—what Collins described as “rolling the series”—when it receives enough new and different equipment that it constitutes virtually a new system, he said at the Life Cycle Industry Days here. The B-52 is slated to receive new engines beginning in about 10 years, and “that probably would be enough” to warrant a letter change, but the venerable bomber will also be getting new digital systems, communications, new weapons, and a new radar, as well as a variety of other improvements. What about a new gunner?

Test flights show **hypersonic weapons are real**, as the first flight of a prototype hypersonic weapon on the wing of a B-52 last week means hypersonics are becoming real, the Air Force’s head of acquisition said June 18. “It’s a step. Not a huge step, but it’s an important step to start thinking of hypersonic weapons not as science and technology, but as a current weapon system,” he said. Hypersonic weapons *can travel at five times the speed of sound* (Mach 5 and faster), covering vast distances in minutes. They fall into two categories: boost glide and scramjet. In a boost glide system, “a rocket accelerates its payload to high speeds.





The Air Force on June 12 conducted the **first flight test of a new hypersonic weapon**, launching the prototype from the test BUFF assigned at Edwards AFB, Calif. The sensor-only version of the AGM-183 Air-Launched Rapid Response Weapon (ARRW) was carried externally on the BUFF to evaluate the drag and wind impacts on the weapon itself.

The ARRW was not launched during the flight, which is an early test in a series of data collection events needed to develop the weapon system. The service expects it to reach early operational capability by fiscal 2022, according to Will Roper, the assistant secretary of the Air Force for acquisition. He has acknowledged this is an “aggressive schedule.” “Getting to this flight test on time highlights the amazing work of our acquisition workforce and our partnership with Lockheed Martin and other industry partners,” Roper said.

The rapid prototyping effort on the weapon began with a \$928 million contract to Lockheed for the ARRW and the Hypersonic Conventional Strike Weapon last April.

USAF BUFFs joined California Air National Guard F-15s for almost three weeks of training alongside the Royal Australian Air Force **down under** recently. The BUFFs from the 23rd Expeditionary Bomb Squadron deployed to Andersen AFB, Guam, from Barksdale AFB, Louisiana, to simulate bomb strikes for exercises as part of RAAF’s exercise Diamond Storm, according to a Pacific Air Forces release.

The exercise is an advanced training event for RAAF pilots, who flew F-18s and Growlers, according to the release. During the exercise, California F-15Cs flew offensive counter-air training. “We have about 40 to 50 aircraft on the blue side [main force] and a really large number of red air [opposition] replicating a very advanced threat, which is great training for us,” said USAF Lt. Col. Christopher Ridlon, 194th Expeditionary Fighter Squadron commander, in the news release.

Boeing subsidiary Tapestry Solutions on May 28 received a nearly 10-year contract worth up to \$259 million to develop and support the **Air Force’s Weapon Planning Software (WPS)**, which helps the military plan where it will send and use precision-guided munitions in combat. WPS enables joint mission planning for the A-10, B-1, B-2, **BUFF**, F-15E, F-16, F/A-18, and F-35, according to a Boeing release.

A Tapestry Solutions official said in the release the updated WPS will be faster, more powerful, and intuitive. The Air Force has indicated it wants WPS to use iterative software development like the agile approach that can help push out upgrades faster.

“Tapestry, which is part of Boeing’s services business, brings decades of experience developing mission planning software solutions for military aircraft including the F-15, F/A-18, F-22 and T-38, as well as weapons systems software for the Tomahawk missile and Boeing’s Joint Direct Attack Munition program,” Boeing added.

AFGA NEWSREEL

The **2018 Omaha Trophy** recipient organizations are:

- Intercontinental Ballistic Missile: 341st Missile Wing, Malmstrom Air Force Base, Montana
- Ballistic Missile Submarine: USS Nevada (SSBN-733), Naval Submarine Base Bangor, Washington
- Strategic Bomber: 509th and 131st Bomb Wing, Whiteman Air Force Base, Missouri
- Strategic Aircraft: 117th Air Refueling Wing, Sumpter Smith Air National Guard Base, Alabama
- Global Operations: 21st Space Wing, Peterson Air Force Base, Colorado



The U.S. Air Force wants to get **new engines** for its heavy B-52 Stratofortress bombers as quickly as possible to keep the long-range aircraft flying for another 30 years.

But lawmakers are insisting that service officials nail down contract specifics before they provide funding.

But disagreements between the service and House lawmakers over the Air Force's acquisition approach threaten to slow down the program.

A **B-52H** deployed from **Barksdale AFB**, Louisiana recently trained with the Abraham Lincoln Carrier Strike Group in the US Central Command area of responsibility, according to a Navy release. The Stratofortress is one of four bombers that make up the Bomber Task Force, which deployed along with a Carrier Strike Group to the region early last month in response to an alleged threat from Iran. The June 1 joint exercise focused on "air-to-air training, flying in formation, and simulated strike operations in defense of a national asset," the release said. As part of the training, the B-52H, assigned to the 20th Expeditionary Bomb Squadron, performed "a self-escort strike" with F/A-18E Super Hornets and E-2D Growlers from Carrier Air Wing 7, which is attached to the strike group, "a joint close air support exercise" with the wing's Super Hornets, and "strike coordination and reconnaissance exercises" with its MH-60R Sea Hawk helicopters, according to the release. "This operation allowed us to train interoperability, focus on defense and interdiction, and provide air support to our naval fleet defense," Combined Forces Air Component Commander USAF Lt. Gen. Joseph Guastella said in the release.

The Air Force needs to look to new ways of **penetrating enemy airspace** as its idea of what should replace the B-52H Stratofortress takes shape, Peter Fanta, deputy assistant defense secretary for nuclear matters, said this week. The B-52—a 1950s aircraft that is expected to fly for a century—hasn't been able to penetrate enemy air defenses for the last 40 or 50 years, Fanta said at a May 23 AFA Mitchell Institute breakfast, so its replacement would need to regain that capability.

AFGA NEWSREEL

The **four bombers deployed** to Al Udeid from Barksdale AFB, Louisiana, in response to “credible” threats from Iran, according to Defense Department and White House officials. The Pentagon on May 10 also approved the deployment of a Patriot missile defense battery and the amphibious transport dock USS Arlington to the region, in addition to the bombers and the USS Abraham Lincoln Carrier Strike group. The Pentagon noted in a statement the Defense Department is closely monitoring the Iranian regime. “The United States does not seek conflict with Iran, but we are postured and ready to defend US forces and interests in the region,” according to the statement.

A **B-52** from the recently deployed Bomber Task Force to the Middle East flew its **first mission** on May 12, alongside F-15Cs and F-35s to “defend American forces and interests.” Air Forces Central Command posted imagery of the B-52s taking off from Al Udeid AB, Qatar, and the three types of aircraft refueling from a KC-135 over an “undisclosed location” in CENTCOM.

A B-52 flew alongside two F-35As and two Qatari Air Force Mirage 2000s in a formation over the water in Southwest Asia as the bombers continued their public flights to “defend US forces and interests in the region.” Photographs posted by Air Forces Central Command show air-to-air missiles on the F-35s as they fly alongside the B-52. The aimed to “continue building military-to-military relationships with” Qatar, according to the release.

Four B-52s deployed to Al Udeid Air Base, in the country earlier this month in response to reported threats from Iran to US interests and forces in the region. Acting Defense Secretary Patrick Shanahan said May 20 the deployment, along with that of a carrier strike group, has “put on hold attacks on Americans.” “That doesn't mean that the threats that we've previously identified have gone away,” Shanahan said. “Our prudent response, I think, has given the Iranians time to recalculate. I think our response was a measure of our will and our resolve that we will protect our people and our interests in the region.”

AFCENT did not expand on the mission, saying the “B-52H offers diverse capabilities including the delivery of precision weapons” to support “security and stability.” AFCENT would not elaborate on the specific mission but emphasized that the aircraft are flying “deterrence missions in the region,” including over the Persian Gulf.

The Air Force has **brought back another B-52 from the boneyard.**

Tail No. 60-034, known as “Wise Guy,” touched down at Barksdale AFB, Louisiana, on May 14.

The B-52H was decommissioned in 2008, and sent to the 309th Aircraft Maintenance and Regeneration Group at Davis-Monthan AFB, Arizona. The bomber’s paint is faded, but it still has the “Wise Guy” nose art and MT tail flash for Minot AFB, North Dakota.

Once refurbished and brought to mission-capable status, the BUFF will bring the Air Force’s total Stratofortress fleet to 76. The Air Force in 2015 also brought back a B-52 from the boneyard, tail number 61-007, after a mishap with another bomber.

Wise Guy comes back about three years after a fire destroyed a B-52 on the flight line at Andersen AFB, Guam.



Defense contractors are **working challenges to upgrade onboard sensors**. The radar on the BUFF hasn't been updated since I was an active duty gunner. The Air Force is pursuing new advanced radar systems that can improve capabilities in bombing and taking on non-traditional combat roles, such as taking out ships at sea and engaging in aerial combat.

Northrop Grumman with an outstanding reputation in developing radar systems, is currently pushing to replace the BUFF's outdated AN/APQ-166 radar with its AN/APG-83 Scalable Agile Beam Radar (SABR) as part of the BUFF Radar Modernization Program as reported recently by Inside Defense. The SABR system is the same as that being installed on Air Force F-16s but it will be obviously be larger. Northrop Grumman has an enhanced SABR variant for the BOne Lancer as well.

Also in the running, Raytheon is pulling radar capabilities from the F-15's APG-63(v)3 and APG-82 Active Electronically Scanned Array (AESA) radars and the APG-79 on the Super Hornets and Growlers.

The US Air Force is determined to see the 60-year-old BUFF wage war for at least a century, so the heavy, long-range bombers are receiving a variety of upgrades to extend their length of service. Improvements include an upgraded weapons rack for smart munitions, new engines, hypersonic weapons, and a new radar system.

BUFFs are getting an upgrade that will let them drop smart bombs like never before too. Northrop Grumman submitted a recent proposal to Boeing. Boeing is handling source selection for the radar upgrades for the Air Force.

The company states its SABR system "leverages [the] proven, fifth-generation Active Electronically Scanned Array radar capabilities of the AN/APG-77 on the F-22 Raptor and the AN/APG-81 on the F-35 Lightning II."

Incorporating AESA radar capabilities into the BUFF's sensor suite would be huge. An advanced radar system like Northrop Grumman's SABR could improve targeting, surveillance, and situational awareness along with a moving target indicator.

The upgrade would allow simultaneous engagement of ground and naval targets in all weather conditions and at greater distances, target enemies using advanced electronic attack capabilities, and *even engage in air-to-air combat!*

With these enhanced capabilities and the BUFF's ability to carry a large arsenal of weaponry into battle, the aircraft will be better prepared to fight in contested anti-access zones and defend friendly forces. A new pylon to house a 20,000 pound munition is also being looked at.

China and Russia, both of which are locked in military competition with the US, have been pursuing standoff capabilities to create anti-access/area-denial environments, and the US military is working hard to counter emerging challenges to American operations by developing its own standoff capabilities.

For instance, during last year's Valiant Shield exercises, B-52 bombers practiced dropping new 2,000-pound derivatives of the Quickstrike-ER (extended range) naval mine. The bombers can lay devastating mine fields from 50 miles away as reported in the last Short Bursts.



A TALE FROM GELVIN NICELY

My first B-52 crew (77BMS, 28BMW, Ellsworth AFB SD, 1974-77) had its first reunion last week in the Harrisburg PA area. A great time was had by all! L to R: Pilot John Wilcox, Copilot Mark Rogers, Navigator Steve Guintier, Electronic Warfare Officer Don Eckstein, Gunner Gelvin Nicely (Radar-Nav Dan Wimberly will be at the next reunion):



CHAPLAIN'S CORNER



We served our country, endless hours in the tail or strapped in an ejection seat. Sitting on alert, saying good bye how many hundreds of times, TDYs, remain over nights (RONs), permanent change of stations (PCSs) to places we would not have even dreamed of going to visit much less live (i.e: Minot, Loring,) we missed holidays, birthdays, graduations, little league, soccer, swim meets, sports and parent-teacher meetings. We missed doing all these things with those that we loved, the ones we left behind. The ones who waved from the other side of the fence, tears streaming down their sweet faces. Those ones who loaded the kids in the car to go home and finish packing to go to grandmas, or to make sure the household goods are properly packed.

While we get to where we are going, to mission planning, to long flights from Guam, U-Tapao, Diego Garcia, or the Sand Box, staying busy so we don't hurt so bad, while on the other side of the world they are doing the same thing with the quick looks at the calendar and the calculations of days left. On our side of the world we concern our selves with getting the mission done, sometimes during moments of a fear that becomes imprinted on our minds, and in our subconscious we hear, "Sam-Sam-Sam or Bandit-Bandit-Bandit vicinity of Vinh. Beeper-Beeper, did anyone hear a beeper, can you see chutes?" Crew, Bogie 5 o'clock low. Hey Guns that's MiG cap coming in, Roger EW. Gunner check your cabin pressure, looks a little high.

Meanwhile on the other side of the world, "Mrs. ... this is officer ... we have your son and some of his friends, they appear a little intoxicated, would it be possible for you and your husband to come by the station?" "My husband's overseas" ... "well we won't charge him this time, can you please come by the station?"

"Mrs. ..., could you please come by the counselors office in the morning for a quick meeting? It seems Suzy hasn't done her homework for quite a while and her grades are suffering ... Ma'am I think I can fix your car but I really don't know how much it is going to cost." Sacrifice ... service ... loneliness ... overwhelming fear from CBS Evening News, "The White House has just announced the first wave of bombers has hit strategic targets north of the DMZ ... Hanoi and Haiphong being the primary targets." The spokesman from the Pentagon has announced that ...

In the Book of John chapter 15 verse 13, "Greater love hath no man than this, that a man lay down his life for his friends." In this passage The Messiah was telling His followers what He was to do, and please understand that in my using this passage my premise is not to supersede what The Lord is saying and in no way am I trying to add to or take away from the scripture.

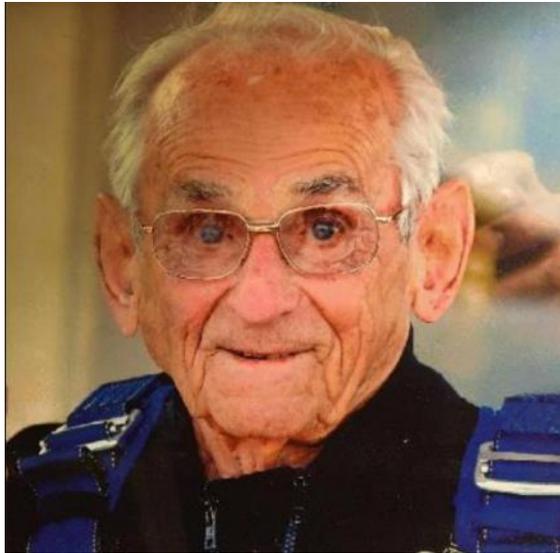
But when we raised our right hand and took that sacred oath to support and defend, our lives forever changed. We laid down our lives, some literally, no longer were we carefree with whims and what's. We gave our lives over to the SAC mindset. The mission was priority, why? Because we had loved ones to protect, we had a town, a county, and a country to protect. A way of life, a right to worship, freedom, sweet freedom. The mission has priority!

I feel that I have some unique insight from both sides of the fence. My Dad was SMSgt Billy Ray Gilmore, he was not air crew, he was a power technician. He supplied power for the air base and even was assigned to the train at Hawthorne Bomb Plot. When I enlisted, he had 19 years in and of those nineteen, he spent eleven years away on isolated tours. He never attended a ball game, never was a member of the PTA, but he wore his uniform proud. I learned to spit-shine his boots, not because he told me to, but because I was proud to do so.

I learned from him the importance of service and sacrifice. We counted the cost and we willingly paid the price. I stood on the other side of the fence and with tears streaming down my face, I watched Dad climb on that plane to go and do a job that very few would have done. Even to this day, I hate saying good bye. But something greater beckoned and we answered the call. Even though it seemed that the country hated us for it, we stood firm with the resolution that we would stand and support our country and all that the flag stood for.

So no greater love did we have that we laid down our lives not only for our friends but also for our families and even those that hated us. So when someone reaches out to shake your hand, and says, "Thank you for your service." Take a deep breath, feel it deep, and say, "Thank you because we all sacrificed, all of us, our wives, our children," We counted the cost ... Rev. M. Mike Gilmore

FINAL FLY-BY



RICHARD JEFFERSON "Dick" WILLIS, III - OCTOBER 1925 - NOVEMBER 2018

Richard Jefferson "Dick" Willis III, 93, passed away in November 2018 at his home in Anderson, South Carolina.

Born in October, 1925 in LaGrange, Georgia, he was the son of the late Richard J Willis, Jr and Emma Bradfield Wills. In addition to his parents, he was predeceased by his first wife, Donis Clifton Willis, a sister, Ina Willis Lambeth, and step daughter, Sherry Callura.

Surviving are his loving wife, Faye Long Willis; sister, Emily Baldwin; son, Jeff Willis (Susan), daughter, Anne Inman (Rudy), also Karen Long Sinclair (Stan), Patti Long Craft (Larry), Cindy Long Jackson (Gene); grandchildren, Jackie Willis Roberts (Judson), Melissa Willis Bennett (Gabriel), Christy Bascue (Shannon), Austin Ferrell, Susan Nobles, Juliet Calhoun Jacob, Austin Craft, Lauren Dyar, Chad Jack-

son, Courtney Vaughn, Jared and Rachel Callura; and 10 great-grandchildren.

At 18, he served his country in the Army Air Corps 99th Bomb Group during WWII where he was shot down in a B-17 over Germany and became MIA. The skills learned as a country boy helped him navigate through Poland, Russia, and back to his base in Italy. After returning from the war, the GI Bill made it possible for him to attend NC State and then ultimately graduate from Auburn University. He held jobs in textiles from sweeper to company owner including founding local businesses, Allstates Textile Machinery, TPI, and Buy Low Carpet.

A firm believer in community involvement, he was a Boy Scout leader and an Anderson City Councilman for two terms. As an active member of Trinity Methodist Church, he served in many capacities for almost 60 years. After retirement in the late 1980s he devoted much of his time supporting the veterans at Richard Campbell Nursing Home. This service led him to parachute from an airplane (for the second time) at almost 90 years old to remind everyone their freedom would not be possible without the sacrifices made by our veterans.

Having been blessed with an extraordinary life, he will be remembered as a kind, generous, and humble man. His love for family, friends, and animals was evident in everything he was involved in. Always humorous and having a positive attitude, he challenged himself each day with the goal of helping someone; if only bringing a smile to their face. He enjoyed the beauty of the outdoors especially playing golf, flying his airplane, or boating on the lake. His was a life well lived as an example to others.

The family received friends from 1:30-2:45 pm Sunday, November 25, 2018 at Trinity United Methodist Church. The funeral service will follow at 3:00 pm with Rev. Mary Teasley officiating. Burial with military honors will follow at Forest Lawn Memorial Park.

Memorials may be made to Trinity United Methodist Church, 1809 N. Main Street, Anderson, South Carolina 29621 or Devine Hospice, 115 Whitehall Road, Anderson, South Carolina 29625.



FINAL FLY-BY

WT DAVIS FEBRUARY 1948 - APRIL 2019



WT “Dub” Davis Jr. of New Braunfels, Texas, went to be with the Lord on the morning in April 2019 at the age of 71 in his home next to his loving wife, Mary Elizabeth.

He was born to William T. and Genova (Woodruff) Davis in February 1948 in Ardmore, Oklahoma. Dub grew up in Texas, graduated from high school in 1966 from Zapata, Texas. He enlisted in the United States Air Force from 1967 to 1980.

He held several positions during his Air Force career with his favorite being an instructor. He attained multiple commendations including, the Distinguished Flying Cross, Small Arms Expert Marksmanship Ribbon, Longevity Service Award, National Defense Service Medal, and Vietnam Service Medal to name a few, but his proudest honor was the Distinguished Flying Cross. Dub married his loving wife Mary Elizabeth Davis, in March 1992, in Quemada, Texas, at his parent’s home.

In 1980 while living in Kingsville, Texas, he pursued a career as a Process Control Specialist at Celanese Chemical Plant until retirement in 2003. Dub and his wife, Mary, moved to New Braunfels, Texas after his retirement. Dub loved sitting on his tailgate to watch his pet deer, which all had names, and became a cat lover.

Those who knew Dub knew his desire to keep a busy mind along with busy hands, so in 2005 Dub decided to come out of retirement and started a career as a Contracted Inspector for multiple petrochemical based companies until 2018.

Dub is survived by his loving wife of 27 years, Mary E. (Strubhart) Davis; parents William T. Davis and Genova (Woodruff) Davis; sons Timothy Davis and Michael and Becky (Winford) Davis; daughter Valerie and Daryn Mitchell; stepsons Erik Olsovsky and Cory and Brooke (Korenek) Olsovsky; brother Roy Davis, grandchildren Lana, Bryson, Ashley, and Daryn; great grandchildren Julie, Kaedri, and Ryker; and many family and friends.



Dub had many enjoyments in life from hunting to annual family fishing trips, watching wildlife, traveling with his wife, and spending time with family and friends. All who knew Dub loved and respected him.

Dub battled with cancer but took everything with the grace and strength of a true soldier. He would do anything to be with his family if only for a little longer. He mentored many lives along the way and because of this, his legacy will live on. Dub took every opportunity he could to teach, even in death he is continuing to teach by donating his body to science.

A celebration of his life was held at Sunset Memorial Oaks in New Braunfels, Texas, on Friday, April 12, 2019 at 3:00PM with Funeral Services at 4:00PM.

In lieu of flowers, the Davis Family asks that donations be given to the Texas Wildlife Association- www.texas-wildlife.org.

FINAL FLY-BY

FROM: Liz and Andy Anderson
SUBJECT: Joan Lee Wife of Mack Lee
DATE: 21 April 2019



Dear Pete:

Our dear friend, Joan Lee, passed away this past Thursday after an extended health issue. Her obituary can be found at Skyvue Funeral Home, Mansfield, Texas. If you are unable to obtain the obituary let me know and I will send the local one appearing in the Fort Worth Star Telegram. Please keep the family in your prayers. *Liz*



BEVERLY JOAN LEE AUGUST 1934 - APRIL 2019

Joan Lee, 84, retired Civil Service Purchasing Agent and Contracting Officer, entered into eternal rest in April, 2019, in Fort Worth, Texas.

Visitation: 6-8 PM Wednesday, April 24, 2019, at Skyvue Funeral Home, 7720 Rendon Bloodworth Rd., Mansfield, Texas 76063 (817-478-6955). Celebration of Life: 2 PM Thursday, April 25, 2019, at First United Methodist Church, 590 NE McAlister, Burleson, Texas 76028 (817-295-1166). Inurnment: Dallas/Fort Worth National Cemetery at a later date.



Memorials: If you wish to honor Joan's memory the family respectfully suggests any charitable contributions, in lieu of flowers, be made to First United Methodist Church, 590 NE McAlister, Burleson, Texas 76028; or Safe Haven Tarrant

County, 1100 Hemphill St., Suite 303, Fort Worth, Texas 76104; or Humane Society of North Texas, 184 E. Lancaster Ave., Fort Worth, Texas 76103; or charity of donor's choice.

Beverly Joan Ellis, born in August, 1934, Denver, Colorado, the eldest of three children to Earl Edward and Arlene Graf Ellis, was raised in San Diego, California. Joan was a 1952 graduate of Herbert Hoover High School, San Diego, California. A Civil Service employee for the U.S. Navy North Island, San Diego, and Dept of Motor Vehicles, Los Angeles, California, starting as an IBM keypunch operator with each organization. She became a Purchasing Agent and Contracting Officer for the Department of the Air Force, at several USAF bases; and, General Services Administration, Fort Worth, Texas, retiring after more than 35 years in July 1993.

Joan was an active member and officer of the Masonic affiliated Job's Daughters in San Diego during her high school years, the American Business Women's Association in Bossier City, Louisiana, the Lucretia Council Cochran Chapter of the DAR, and a member the Fort Worth Genealogy Society, Fort Worth, Texas.

Her primary hobbies were cooking, genealogy, knitting, spending time with her family, traveling and gardening. She was a member and volunteer of the First United Methodist Church, Burleson, Texas, and former member of St. Andrew's Episcopal Church, Fort Worth, Texas. Labels, fancy and expensive things weren't important. Simple memories and her beloved family and pets were what mattered most to Joan.

She was preceded in death by Husband of 52 years, Mack James Lee, sister Barbara J. Ellis, sons Clint C. Lee, Michael David Lee, her grandson Danny M. Lee, and her parents.

Joan is survived by her brother, Jerry W. Ellis; children, Kirk E. Lee (wife, Jean), Brian E. Lee, Danny F. Lee (wife, Patti), Carole L. Ford; grandchildren, Shannon M. Lee, Jeremiah Lee, Mary McKenzie, Jamie Lee Jones (husband, John), Stephen L. Ford (wife, Sara), Scott H. Ford (wife Sarah), and Sean P. Ford (and Kayla); great-grandchildren, Tyler and Karley Clinedinst, Lianna Lee, Bryson Ford, Nash Ford, baby Mack Ford, Jack Lee Jones, and numerous nieces, nephews and cousins.

FINAL FLY-BY



GRANCE THOMPSON, CMSGT (Retired) - APRIL 2019

Posted on Facebook (April 2019) by his nephew in B-52 Group: CMSgt Grance Thompson passed away yesterday.

He was a gunner in the B-52, some of you served with him or may just know him from this group. Just thought you'd like to know.



RON WERNER - 2019

Ron Werner was a B-36 gunner at Fairchild AFB in the mid-50s. Ron attended basic training at Samson AFB, New York then went to Denver at Lowry for B-36 and B-47 armament school then to the other side of Lowry for initial gunner training. Following graduation, Ron was sent to Fairchild AFB, Washington where he finished his training as a B-36 tail gunner.

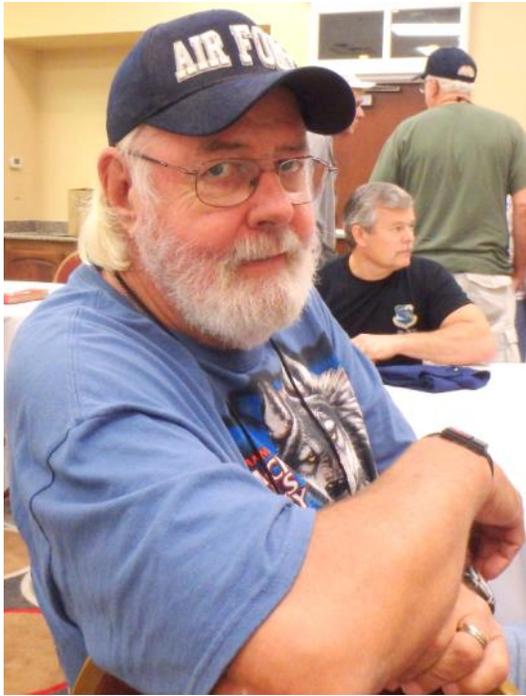
Ron attended Combat Crew Training at Castle AFB to be a B-52 gunner in 1957 as the B-36 was phased out then was discharged after his enlistment. He went to work for the next 28 years with the Zenith Radio Corporation in Chicago. In 1994 his family settled in Huntley, Illinois. Ron and his wife Margaret attended many gunner reunions attending their last in Nashville.

Ron passed less than a year after he lost his wife last October. No other information was available when the Short Burst went to print in July 2019.



FINAL FLY-BY

GEORGE RAGLIN JULY 1945 - APRIL 2019



George Raglin, age 73, died in April 2019 at home with his wife Gail by his side. George retired from the US Air Force after 20 years. He had a wonderful life following his love of drag racing, truck driving, fly fishing, riding motorcycles, and off road in his side by side.

George and Gail were able to go full time RVing in 2013. He enjoyed working in campgrounds for several years before finally totally retiring and just enjoying life.

George had a great passion for the Patriot Guard Riders. He was the Texas State Captain for a year and participated in many missions.

George is survived by his wife Gail of 44 years and his three sons Dave, Mike, and Bob Raglin. George was a wonderful man and will be missed by all who knew him.

Memorial Mass was held Tuesday April 16, 2019 10:00AM at St. Anthony of Padua Catholic Church, J. Warren Funeral Services assisted the family with arrangements.



FINAL FLY-BY

WILLIAM HUGHES FEBRUARY 1930 - May 2019

William (Bill) Franklin Hughes, age 89, of Roswell New Mexico, passed away in May 2019 in Roswell.

No services will be held at this time. Bill's remains will be interred at a later date with full military honors at the Santa Fe National Cemetery.

Bill was born in February 1930 in Howe, Nebraska. His parents were John Oscar and Bertha Faye (Douglas) Hughes, both deceased along with two siblings, Jack Hughes of New York and Margie Seastead of Omaha, Nebraska.

Bill joined the Air Force in 1948, one month short of being 18. He went to San Antonio Basic training and the Denver Auto Mechanic School. Bill also had a Master Mechanics Military Operational Specialty. He transferred to Fairchild AFB, Washington as a Corporal and ended up in Gunnery school and went to Japan and the Korean War.

After Korea, he was assigned to Roswell Walker Air Force Base. There he met Bettie Richardson, they married March 7, 1953. He retired from the Air Force in February of 1968 as a Master Sergeant and became a Roswell Police Officer in 1971, then retired in 1989. He was active in his church and helped coordinate the Roswell Community Kitchen volunteer team for



over 19 years until his health deteriorated.

Bill received many military awards: Air Force Good Conduct Medal, Korean Service Medal with 4 Major Battle Stars, Small Arms Expert, Air Crew Combat Readiness Medal, Presidential Distinguished Unit Citation Individual Good Conduct with 5 loops (20 years), Air Force Longevity, Korean Presidential Unit Citation, Air Medal with 4 Oak Leaf Clusters 51 Missions- Korea, Air Force Outstanding Unit, National Defense Medal, NCO Academy Graduate, and United Nations.

Bill leaves behind his wife of 66 years, Bettie Hughes of Roswell, New Mexico and one daughter, Cynthia (Cyndi) Hughes Evans, of New Bloomfield, Missouri. Two granddaughters, Ericka Block of Columbia, MO and Elizabeth Evans, of New Bloomfield, Missouri; one great grandson, Hunter Oliver, and sister in law, Bonnie Richardson of Ruidoso Downs, New Mexico; 5 nieces and 5 nephews and numerous very special friends.

The family would like donations made in Bill's honor to The Assurance Home, 1000 E. 18th St., Roswell, NM 88201; Royal Family Kids Camp of Roswell, P.O. Box 3886, Roswell, NM 88202 or VA Transportation, 2114 W. 2nd St., Roswell, NM 88201



FINAL FLY-BY



EDWARD MORALES JULY 1933 - APRIL 2019

Edward Morales was born in July 1933 and died in April 2019. He is interned in Santa Fe, New Mexico at the National Cemetery.

Airman Edward G. Morales, United States Air Force, served his country from 1951 through 1955. He was deployed to Korea in late 1951 with the 5th Air Force. He was a Gunner on the B-29 Flying Fortress.

Edward enlisted in November 1951 and attended basic training at Lackland AFB, Texas. He attended aerial gunnery training at Lowery Field, Colorado, and advanced Combat Crew training at Randolph Field, Texas.

He was assigned to the 65th Bomb Squadron, 43rd Bomb Group, 15th Air Group, Davis Monthan AFB, Arizona in B-50s.

In January 1953 he was assigned to reconnaissance bomber project B-29 and shipped to Johnson Air Base in Japan. In Japan he was given a new set of orders and put on a C-124 to Korea.

He was assigned in Korea in March 1953 serving with the 18th Fighter B-26 Bomber Group with 5th Air Force. After Korea, he was reassigned to March AFB, California in 15th Air Force Special Weapons.

He was discharged in November 1955 after serving four years. He received the National Defense Service Medal, United Nations Service Medal, Korean Service Medal, Air Force Good Conduct Medal, and the Se Ma Ree Korean Citation.

After his discharge he returned to Whittier, California, where he raised a family. He retired from Bethlehem Steel in 1983 after twenty years as a general foreman in the mechanical department. He then started his own business known as Furnaces Services. He moved to Rio Rancho, New Mexico where he continued to raise his family of five sons with his wife.

Airman Morales was always proud of his service during the Korean conflict while raising the U.S National Flag in his front yard everyday until his death.



Subject: Your Gunner Father

Dear Sergeant Morales,

My deepest condolences on the loss of your father. Please send me your father's obituary and I will print it in our Air Force Gunner publication, Short Bursts and if you send me a good address, I will send you our August publication where his obit will be printed. A picture or two would be great to receive too. Again so sorry to hear of your loss.

Pete Karjanis, Editor of the AFGA Short Bursts

FINAL FLY-BY

FROM: Don Ferguson
TO: Bob Ethington
SUBJECT: **Passing of Tom Bragg**

Hi Bob! Just learned of the passing of Tom Bragg in June. I had a conversation with his wife of 36 years that he passed peacefully after a long illness. She said there was no obit and a private burial with an honor guard administering final military honors. I knew Tom at Seymour Johnson and Westover. Tom gave me my first standboard after Castle at Seymour Johnson in July 1965. Still have a copy of the paperwork. Can you please pass this news on?
Thanks,

Don Ferguson

SUBJECT: Passing of Tom Bragg

Received this from Ernie Conner and was asked to pass it on to those who knew and flew with Tom. I met Tom back in 1970 when I augmented Westover crews who needed a gunner (they came over six gunners short on Arc Light TDY March - September 1970).

Ran into him over the years while still an active gunner. A fine man and a great gunner ... Remember him always!



FROM: Stephen Gates
SENT: Friday, July 5, 2019 9:55 AM
SUBJECT: **Passing of SMSgt Thomas Bragg**

My good friend and buddy of 50 years recently flew his last mission in June 2019, in West Virginia.

Tom is survived by his wife, Mary Alice Bragg and daughter Becky - SMSgt Bragg was a member of the AFGA, and was last based at Westover AFB, Massachusetts.

Tom flew with the 348th BS, on the B-52D with over 200 missions in the Vietnam War, including the Linebacker sorties to Hanoi and Haiphong. For these he was awarded the Distinguished Flying Cross.

Mrs. Bragg can be reached at 304 269 6414, 898 Goosepen Road, Roanoke, West Virginia 26447-8297.

Please post this so his former friends and fellow gunners will know of his passing.

Thank you,
Stephen M Gates,
SMSgt, USAF (Retired)



FINAL FLY-BY

ROGER POLLOCK NOVEMBER 1936 - JUNE 2019

Roger L. Pollock, Captain, USAF (Ret), passed away in June 2019 in Titusville, Florida.

He was born in 1936 in Cedar Rapids, Iowa. He was raised in Springville, Iowa, the son of Albert and Bernice Pollock.

He graduated from Viola HS and enlisted in the US Air Force in 1954. He continued his education at Omaha University and later at Florida Institute of Technology in Melbourne, Florida. He retired from the Air Force in 1979 at Patrick AFB, Florida.

He served with SAC as a B-52 Gunner with a deployment to Guam in 1966 in support of troops in Viet Nam.

He was a life member of the DAV, VFW, Freedom through Vigilance Association, and the AF Gunners Association.

He was preceded in death by his parents and ex-wife Karen (Sawyer). Survivors include his wife Sun Yi (Kim); sister Shirley Parker (Dale); son Dwight (Leslie); son Daniel (Paula); daughter Deborah Huffman; seven grandchildren; and five great-grandchildren.



No services are scheduled locally. He will be buried at a later date in the Cape Canaveral National Cemetery.



Day is done, Gone the sun, From the hills, From the lake, From the skies. All is well, Safely rest, God is nigh.

Go to sleep, Peaceful sleep, May the soldier Or sailor, God keep. On the land Or the deep, Safe in sleep.

Love, good night, Must thou go, When the day, And the night Need thee so? All is well. Speedeth all To their rest.

Fades the light; And afar Goeth day, And the stars Shineth bright, Fare thee well, Day has gone, Night is on.

Thanks and praise, For our days. 'Neath the sun, 'Neath the stars, 'Neath the sky, As we go, This we know, God is nigh.

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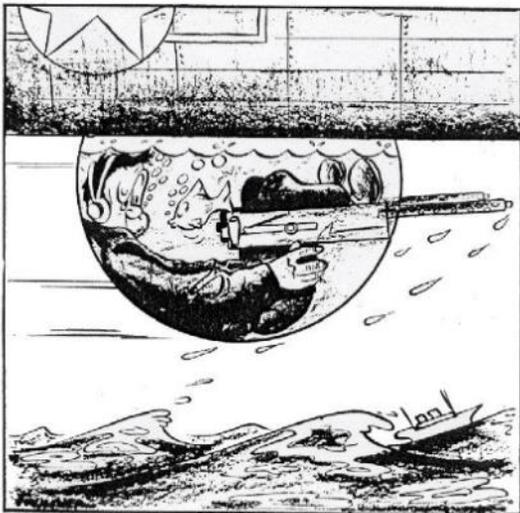
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SEPTEMBER 1944

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