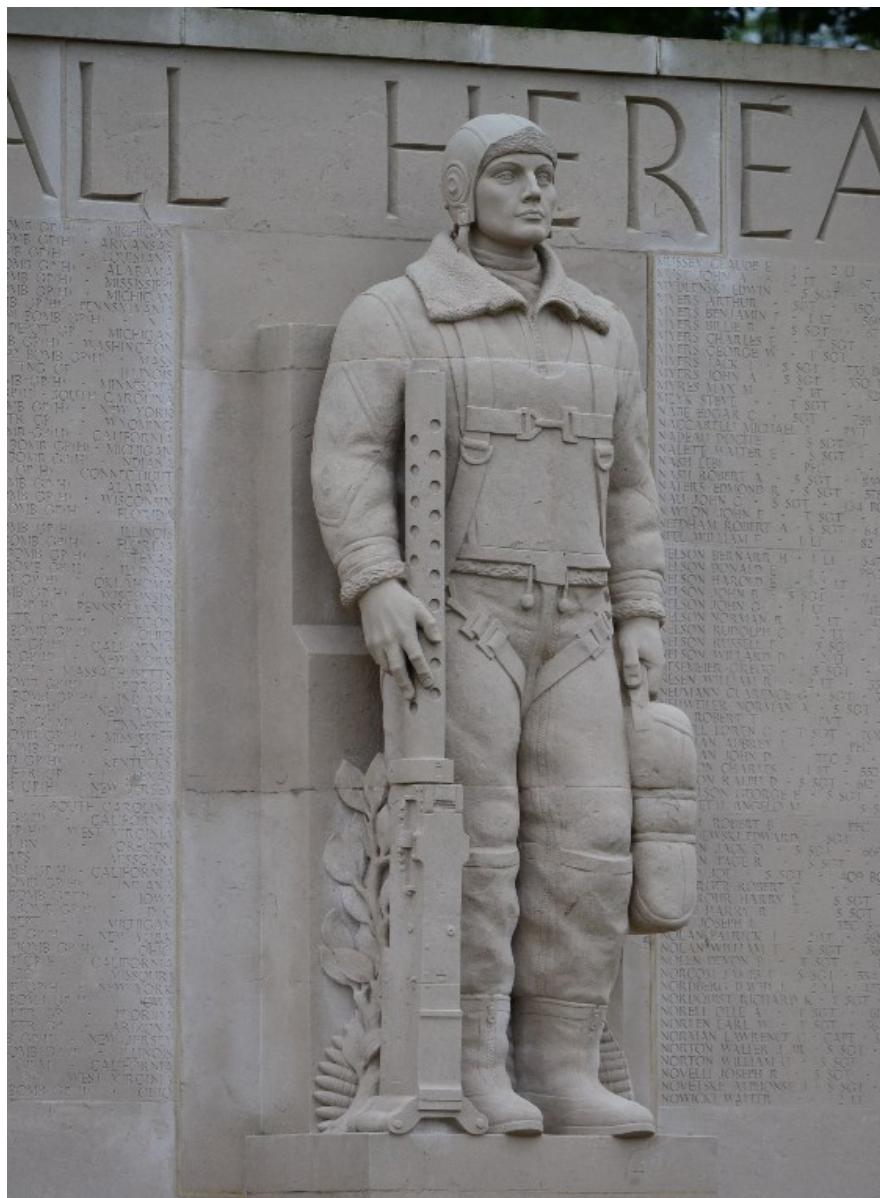


SHORT BURSTS

Air Force Gunners Association

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Madingley American Cemetery near Cambridge is the only WW II cemetery in the United Kingdom. The **Aerial Gunner** on the front cover is forever honoring and guarding the 5,126 MIAs; their names and home states are permanently etched on the Tablets of the Missing. The majority were **B-24** and **B-17 crewmembers**, once based over several-dozen, long-forgotten airfields spread across the East Anglia countryside. This beautiful cemetery is the final resting place for 3,812 brave, young Americans. These aviators were lost way before their time conducting their assigned duties on 500,000 bombing missions. The gunners among them were the most decorated enlisted aviators ever. The 290,000 casualties and 600,000 wounded paid the ultimate price during WW II. So, this **Memorial Day**, gratefully remember your fallen gunner comrades you've had the distinct honor and pleasure to serve with and to call brother and friend. Take a minute to memorialize the sacrifices all airmen made defending their crews and aircraft during air-to-air combat. This **Memorial Day** call or check on your surviving gunner buddies!

AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS



Hi Folks,

I hope this edition of the Short Burst finds you in good health.

It is with deep sadness that two former AFGA officers have passed away. Gary Thoss who served as membership officer and Neil Richards who served as the BX officer. They were a great asset to the AFGA and will be missed.

Planning continues for Nashville. Later this year, we will be pick the events for the reunion. I'm hoping to keep the cost down since we are paying a lot for the rooms. Remember that the rooms will cost more this reunion due to the high cost of Nashville *so plan ahead*. Suggestions on tours, entertainment, etc., are most welcome.

If you know of any gunners who have not been to a reunion or if you yourself have not attended, I would highly encourage you to attend. Our reunions are a great way to connect with former gunners and even meet new ones.

I was one of the last gunners flying when we were given our walking papers, have not missed a reunion since 1995, and have thoroughly enjoyed each and every one.

During that time, I've met a gunner who was from the Doolittle Raid along with one of the two gunners who shot down a MiG in Vietnam. The stories I've heard are awesome! It's well worth it.

I hope you have a great summer and stay tuned for more information on our **Nashville Reunion in 2017**.

C'est La Vie

John Stallings

IMPORTANT INFO: 2017 REUNION NASHVILLE - JOHN STALLINGS

The **2017 Reunion is going to be in Nashville, Tennessee. The date for the 2017 reunion will be August 31, 2017 – September 3, 2017**. That is **Labor Day Weekend**, and those dates gave us the best rate we could negotiate. That rate would be \$125 a night with state and local taxes (15.25%) and \$2.50 a night occupancy rate, the final total will be around \$147 a night.

I know this will be more than we have paid in the past so the name of the game is **START SAVING NOW!** We have a year-and-a-half until the reunion. By starting now, you have plenty of time to plan to attend, commit, and save the money to make it a very memorable, once-in-a-lifetime, priceless experience.

Nashville, Tennessee, is a very popular place to go and a very expensive place to stay. Hotel prices are very high with Nashville projected growth indicating more lodging construction for more visitor capacity in the near future.

The hotel we are looking favorably at is conveniently close to the airport and offers free airport shuttle. The area around Nashville has a lot to offer with so many very interesting options for our touring excursions. The Grand Old Opry on Friday night will hopefully be worked out.

Oklahoma City and Colorado Springs were the winners in the vote for the reunion in 2019 after Nashville. These sites will be visited by our planners and results presented at the Nashville Business Meeting for your vote. Be there!

AFGA VICE PRESIDENT - BOB ASHLEY



Hello Everyone,

Lately I've noticed more people reconnecting with past crewmembers on the internet (yes, Facebook). It is so cool to see the camaraderie in the comments made to posts. The memories come flooding back on all the great times we had in SAC.

Some people post crew photos from their experiences, which encourages me to post photos from mine. This internet experience reminds me how important our reunions are every other year to keep our experiences alive. I say this to encourage those of us that became gunners in the early '70s and beyond, to reach out to those in our era to join us.

It is always a joy to hear stories from gunners face-to-face at our reunions along with the stories of how B-52 gunners positively changed other career fields since our removal from the plane. Please take time to read, *Where they've gone from here...* in this issue to illustrate how our professionalism as gunners affected the AWACS community. You can write the editor with your personal AF experience after being a gunner too! We would love to hear it!

The back of the gunners coin, "You Make the Difference" really rings true, even after they took us off the aircraft.

Bob Ashley

AFGA BX OFFICER - BOB DICK Jr.



What the Air Force Gunners Association means to me...

After spending 25 years without keeping in touch, it has been a great blessing to be back into the family again! Unless you're a gunner you'll never understand or be able to comprehend the comraderie, the closeness, and the respect that is shared between gunners.

I had the pleasure of *attending my first reunion this year* and the only regret I took home with me is that I didn't have enough time to get to know more brothers from every reunion. It amazes me how close we can be to somebody we've never met just because we are all fellow gunners.

One of the memories that stands out the most in my mind is the look on my EW's face when I was the only one able to move his ejection seat. Prior to the bomb run, he would move his seat forward and tilt it down to be able to pull the bomb release handle. While he was busy doing that, I'd pull the overhead breaker for his seat control. Watching out of the corner of my eye I would see him struggle to get his seat in a comfortable position with no avail. He would finally give up, tap me on the shoulder and motion to me that his seat was inop and ask if mine was working. I'd move mine up and back showing him my seat worked then with my left hand I'd reach for his seat control while my right hand reset the breaker. I'd move his seat up and back then down and forward returning it to the uncomfortable down and forward position it was in before I began to move it, and then I'd pull the breaker again. The look of anguish quickly returned to his face; soon after, I taught him how to fix his seat.

I look forward to the **Nashville Reunion in 2017** to get reacquainted with old friends as well as make plenty more new ones! Make your plans and start saving now to be there and experience this most memorable event!

Bob Dick

MEMBERSHIP CORNER - CHUCK DEAN



Well, we have had a very strange winter here in the south. However, it has been a good winter. It won't be long and spring will be here. I'm heading back down to Augusta this weekend for seven weeks getting the course ready for The Masters.

We have three (3) new members this quarter. Our active membership is around 1000 members.

The updated address information has been really good. Please remember if you are planning on moving (or have recently moved) be sure you inform me or any of our officers of your new address info so we can continue to keep in touch with you. You can send me an email with the update or if you don't have e-mail, drop me a short note in the regular mail. Calling me directly is also an option. (864) 947-4613

Annual members, I will continue to send Membership Renewal notices on a monthly basis. The renewal notices typically go out towards the last week of the month prior to your due date. Please review the information on the notice for accuracy and provide any changes as needed. Then, please return lower portion of the notice along with your check in the provided envelope. Also, sometimes your annual dues and Short Burst subscription dates don't coincide, so you might get a renewal notice and a subscription card within a month or two.

Please make your checks out to AFGA instead of a specific person. Also, include your membership number on your checks. Thanks.

Hope everyone enjoyed the reunion in Reno, I know my family really did. WE need YOU younger guys (those who served from the 1980's until the end of the era) to start attending the reunions!

For those of you who have never attended one of OUR reunions, you are really missing out. From playing golf, going on historical tours of the local area/venues, a great banquet dinner, and the "Open Mike" night, there is something for everyone to enjoy. When I attend the reunions, I get to be reunited with guys I haven't seen in 20/30 years. Not only do you get to catch up with old friends, but I've met gunners from earlier generations and made new friends. They all have some really neat stories to tell.

I've heard some guys say, "that it'll cost too much", "I don't know any of those people", "I don't like the reunion location". Well my answer to those questions are, start saving now, you'll never meet a gunner you didn't like, and we know the next location two-to-four years out. You can start saving a little at a time, so do it now!

The benefit will be that once you attend, you will get to know "those people." And last, if you don't attend, the reunion (which is when our business meetings are held) you cannot vote on any of the places/areas our next reunion will be held. Only the members in attendance get to vote on the business issues. In order to keep OUR association going, we need more guys that have put off attending to please commit and attend the reunions.

We have 18 months to save for the **Reunion in Nashville**, so let's SEE MORE PEOPLE ATTENDING IN NASHVILLE. You will have a great time.

Chuck Dean

NEW MEMBERS

Bruce Hillier	Avon Lake, OH	B 52 C,D,F,G,H
James Magers	Campbellsville, KY	B-52 D,F,G
Thomas Niedhammer	Delaware, OH	B52

HISTORIAN'S COMMENTS - RORY KOON



Greetings to all, I am just taking the reins as the AFGA Historian. I look forward to hearing from you with any comments or items of interest for upcoming issues of the Short Bursts. I'm still in the review process trying to find out what I am really supposed to be doing!!

Many of you know me, but for those who do not, I started out flying as a "mini" in 1971 and flew in B-52 D/F/G/H models until they retired the gunners in 1991. I started at K.I. Sawyer AFB, Michigan, as an airman and ended my gunnery career at K.I. Sawyer as the Wing Gunner. I had several fulfilling assignments in between to include Castle AFB, Nellis AFB, and Barksdale AFB. I flew gunnery missions during Arc Light and Desert Storm. I ended my flying career with

AWACS in support of Enduring Freedom with missions in Afghanistan. I was very fortunate to have experienced a very unique gunnery and flying career. I retired in 2003 as a CMSgt.

Any of you with gunnery experiences you want to share, please let me know! I just submitted an article on Barksdale AFB's involvement with the first strike mission that initiated the opening of Operation Desert Storm. The mission set the record for the longest combat mission in history. Unfortunately, the list of participants I had of the mission is tucked away in a box somewhere in storage. I could only remember a couple of the names of gunners involved in the mission. I remember the lead gunner was Sgt Dale Jackson. I remember him well because I almost wound up flying in place of him. MSgt Gary Fredrick helped with the training on the LST-5 SATCOM radios and keeping the codes updated on a daily basis. The rest of you are still out there so if you were part of the mission, give me a call so we can recognize you in a future issue.

The new Short Burst editor asked me to make a comment on the reunion in Reno. I thought the reunion went well as did the one before it. It's always great to get together with old friends you haven't seen in many years and catch up on stories and recount experiences from years past. During the open discussion during the general membership meeting, regarding sustaining the organization, the question was asked, "*Where are the younger guys?*" "*Why aren't the "younger generation" or "mini" gunners more active or even AFGA members?*"

Both Pete and I are “mini gunners” so perhaps the time is coming. Pete accurately stated many of us are just now coming of age and now have the time and resources to attend the reunion functions and participate in AFGA business. We are retired and our children are grown. Our new role is as grandparents and in my case, great grandparent. I believe Pete and I are on the leading edge of the younger group (if you call guys in their early 60’s young). Many more of the “younger gunners” still have a way to go to get where Pete and I are. I hate to say, there may be many of the younger guys still disillusioned or alienated over the events of our removal from the B-52.

As I was rereading the final issue of the “*Bulldog Bulletin, End of an Era, Farewell Edition*”, I came across a comment made by Clay Freeborn with the input of the 5th Bomb Wing at Minot:

We have experienced shock, bewilderment, confusion, and disbelief.

We have been identified as unnecessary, flawed, unwelcomed, and useless.

We have felt anxious, nervous, scared, and angry.

We have seen our career field abused, betrayed, manipulated, and disembodied.

We have been tainted, snubbed, discarded, and insulted.

And, we have felt cheated, abandoned, helpless, and unappreciated!

I'm afraid that sentiment may still be prevalent in many of the former gunners from the "End of an Era". In looking at the AFGA membership roster, there are a lot of those "End of Era" folks missing from the membership rolls. In 1991, we were sent to new career fields without experiencing the camaraderie we had as gunners. Pete Karjanis and I were fortunate to find a new careers at a base where a number of former gunners came together to keep the gunner traditions alive. Even then, attrition and time took a toll on our little group.

It behooves us all to come together and contact our friends not on the membership rolls and invite or re-invite them to join the association and keep the gunner traditions and history alive. I've started working on a listing of gunners identified in former issues of Bulldog Bulletins. Hopefully a listing will help remind us who our past friends and comrades-in-arms were so we may hopefully contact them and bring them back into the fold. It's going to take a lot of effort but I believe it's very well worth every bit of it.

EDITOR'S COMMENTS - PETE KARJANIS



As I reflect on my time as a B-52 Aerial Gunner, I was privileged to hear the stories of many aerial gunners that came before me. Most memorable among them was when we in the 325th Bomb Squadron heard a very interesting lecture from one of the last surviving pilot-gunned from WW I that finished his career on the Martin B-10 bomber!

At that time in the mid-'80s, the retired gunners around Fairchild AFB outnumbered the 38 assigned gunners by a huge margin. They instilled, inspired, implanted, and impressed upon us what it was to be a gunner in the finest tradition. We enjoyed and shared many opportunities to get together.

There was a monthly breakfast at the Spokane House on a cliff overlooking the Spokane Valley, our summer events at the Clear Lake Resort, the Gunner Christmas Party that every officer begged to be invited to, and the annual summer hog roast at Frank Holler's spread adjacent to Rambo Road and the Fairchild runway fence.

I will never forget Mr. Holler telling the few of us on grave-shift, pig cooking duty of the time in the late '50s when he crash landed pointing at the active Fairchild runway. He jettisoned the tail turret, grabbed the end of the escape rope, and jumped! What a very special honor to hear his story first-hand that turned into the warning written about not grabbing the end of the escape rope and jumping out of the tail!

There was something very special about Fairchild that did not exist at that level at my previous assignments. I think it had something to do with the popcorn popper in the back of the alert briefing room with the two movie projectors. Unknown to us at that time, it was acquired in the mid-'50s that started that very special something I'm trying to describe about the true gunner brotherhood.

Before vacating our old wooden squadron building, we found squadron pictures from the mid-'50s and early '60s. Recognizable were some very young gunners, Tom "Snoopy" Atkins, Ralph Stearns, Harry Tolmich, GI Gray, Delmar Stevens, Dale Curtis, Leon Chapman, Stan Dupree, Gerald Ferguson, Steve Rettinger, just to mention a few. (CC Walker may have been in some pictures but he's unrecognizable back then without the beard)

I got to know Harry Tolmich from the early reunions and asked about the pictures with him and another gunner (probably Cease) presenting these huge checks to the Nuns of Medical Lake. He told me the story about how the Fairchild Alert Facility popcorn machine was acquired (we'll have Harry write about that story) and how the funds it generated were donated. As these Fairchild gunners moved on to other SAC bases, they shared this thriving business model selling popcorn during the movies on alert. That special something, gunners coming together as a team earning and donating charitable finances, in my opinion, started this very special Gunners Association! Gunner Jack Thompson drew up our gunners patch and the proud and strong union was formed as a force to be reckoned with. There has not been another career field in the USAF that had the cohesiveness along with the magical clout that we had. No other group will ever come along with our long line of distinguished heritage from the beginning of military aviation when a gunner manned a flexible mounted gun and defended the air machines of the very first aviators.

As I attended the early reunions in the late '80s, I started hearing more B-17, B-24, B-25, B-29, B-36, and B-66 stories and asking questions with the former gunners that served way before my time. All were genuine aviation heroes with names and stories that had been told again and again and I wish I could remember each and every one of them. I do remember the story about the first German jet aircraft downed by a Spokane WW II gunner, Don Gregory. He was so quietly humble in the same way as Al Moore or Sam Turner, modestly downplaying this historical, air-to-air accomplishment. It was a huge gunner honor to get to know him before he passed recently, may he rest in peace. It was a huge honor to meet and befriend all the former gunners from WW II, Korea, Vietnam, and the 38 SAC bases where gunners were once based with names like Bunker Hill, Turner, Biggs, and Larson (Moses Lake).

When I arrived at Wright Patt fresh out of school from Castle in the very early '70s, it seemed like every master sergeant had flown on B-36s and a couple even had B-29 and B-17 time. Every one of us are all connected to this long blue line of each gunner that came before and after us from WW I all the way up to the last day on alert and the final disposition of the air-to-air, aerial gunner on 1 October 1991.

If it wasn't for the gunner reunions, pig roasts, parties, and other social occasions, I would not have the personal understanding of our traditions forever forged in history. It's not too late to experience what I speak of first hand!

Start contacting your special group of squadron and classmate gunners. Start now to commit and attend the reunions starting with Nashville in 2017. Come out and experience this something very special I'm trying to describe that you may have long ago put aside and forgot about as time and life go by so fast. So, slow down for a few days to create some priceless memories with us! Quit putting it off for the next one, life is precious and indeed too short!

Where they've gone from here... by Bob Ashley

Hi Fellow Gunners, I would like to introduce, to those who might not know him, our new AFGA Historian Rory Koon. Please enjoy reading about another great gunner.

CHIEF MASTER SERGEANT (RET) RORY L. KOON



Chief Master Sergeant (Retired) Rory L. Koon entered the Air Force through the Delayed Enlistment Program and began serving on Active duty in October 1971. Upon completion of Basic Training and Air Force Survival Schools, he was assigned to the 4017th Combat Crew Training Squadron, Castle AFB, California, and completed training as a B-52F Defensive Aerial Gunner in June 1972. He was then assigned to the 644th Bombardment Squadron, K.I. Sawyer AFB, Michigan, and certified Combat Ready in the B-52H.

Shortly thereafter, he attended the Replacement Training Unit Course at Castle AFB and qualified in the B-52D, deploying in October 1972 to the 307th Strategic Wing (Provisional) U-Tapao Royal Thai AFB, Thailand, and the 43rd Strategic Wing (Provisional), Andersen AFB, Guam, flying "Arc Light" and missions in Vietnam and Cambodia.

After completing three Southeast Asia tours in the B-52D, he returned to K.I. Sawyer in March 1974, where he was re-qualified in the B-52H. October 1975, he attended the B-52 Central Flight Instructors Course and was later selected to be an evaluator in the 410th Bombardment Wing Standardization and Evaluation Section. Promotion to Staff Sergeant resulted in his reassignment in November 1976

as a dual qualified B-52G/H Instructor Gunner with the 328th Bombardment Squadron, 93rd Bombardment Wing, Castle AFB, California.

In 1978, he moved to the 4017th Combat Crew Training Squadron as NCOIC of the B-52H Gunner Academic Instructor Branch. May of 1980, he was reassigned to the Central Flight Instructors Course responsible for training new gunnery instructors in the command.

In May 1983, he was selected to be the 93 BMW Assistant Defensive Aerial Gunner Programs Manager, helping to oversee the B-52 G/H Gunnery Training Programs and the management of Instructor Gunners in the 93rd Bombardment Wing.

In 1984, Master Sergeant Koon was hand picked by the SAC DO to be one of the initial cadre of instructors to establish the SAC Tactics School at Nellis AFB, Nevada. His title was "B-52 Defensive Tactics Development Officer" and as such was the Strategic Air Command's first enlisted tactician. He was directly responsible for the development of the defensive tactics successfully employed by B-52s during Operation Desert Storm.

In 1987, he was reassigned to the 2nd Bombardment Wing, Barksdale AFB, Louisiana, serving in positions as the Squadron Superintendent, first in the 62nd Bombardment Squadron and later, the 596 Bombardment Squadron. Sergeant Koon also served as Wing Gunnery Superintendent of the 2nd Bombardment Wing in the 2nd Wing Tactics Division. He was a key member in planning staff of the longest combat missions in history when seven B-52Gs from the 596th Bombardment Squadron launched from Barksdale AFB, striking targets in Iraq and returning non-stop to Barksdale AFB 34 hours later, initiating Operation Desert Storm, demonstrating true global power/global reach.

At the start of the Gulf War, Sergeant Koon deployed as a member of the 801st Bombardment Wing (Provisional) planning staff, Moron AB, Spain, and subsequently flew operational combat missions during Desert Storm. He returned to Barksdale AFB in March of 1991.

He was reassigned in July, 1991, as the Defensive Aerial Gunner Program Manager, 410th Bombardment Wing, K.I. Sawyer AFB, Michigan. In October 1991, the Strategic Air Command removed the Aerial Gunners from B-52s

GUNNER PROFILES (*continued*)

requiring him to retrain into the E-3 Airborne Warning and Control System as an Air Surveillance Technician.

After Initial Qualification, he was assigned to the 964th Airborne Air Control Squadron, 552 Air Control Wing, as Superintendent, Current Operations. His promotion to Chief Master Sergeant in 1993 resulted in his selection as the 964th AACCS Operations Superintendent. Due to his extensive NORAD knowledge he was trained to be a Battle Director Technician. While assigned to the 964 AACCS, he was involved in numerous real world deployments and operations including Provide Comfort, Southern Watch, Vigilant Warrior, Tiger Rescue, Restore Democracy, Desert Strike, Northern Watch and Counter Drug Operations in Central and South America.

In April 1995, he was instrumental in establishing the on-scene Military Command Center, directing the efforts of all military rescue and mortuary teams after the bombing of the Murrah Federal Building in Oklahoma City. He was recognized for his efforts with a Governor's Commendation from the State of Oklahoma.

In July 1997, he was reassigned to Pacific Air Forces Headquarters, Hickam AFB, Hawaii, as the Chief, E-3 Stan/Eval Programs and the PACAF Enlisted Aircrew Functional Manager. While at PACAF, he also deployed in support of the NATO operations in Kosovo.

He returned to Tinker AFB, Oklahoma, in September 2000 and was assigned to the 552nd Training Squadron, as the Squadron Superintendent overseeing the largest enlisted aircrew flying training program in the Air Force, consisting of nine diverse enlisted aircrew positions. A thirty year retirement ceremony was planned and conducted on August 10, 2001 with an effective date of retirement of October 31, 2001. The events of September 11, 2001, resulted in the cancelation of his retirement and his immediate return to active duty.

Due to his NORAD background, Chief Koon was initially charged with handling NORAD issues and generating Battle Staff flying positions to fill a void necessitated by the new attacks on the United States within its borders. NATO AWACS units responded for the very first time to the U.S. in Operation Eagle Assist, providing radar coverage and command and control within the boundaries of the United States. NATO aircrews do not employ battle staff positions as the U.S. AWACS crews do and it was necessary to find and train personnel to fill those aircrew positions to carry out the mission. Chief Koon took on the oversight responsibly for the training and scheduling of those critical positions to insure all missions were completed. NORAD had previously concentrated on watching only the airspace outside the borders so Chief Koon worked with NORAD and the FAA to ensure necessary radar coverage inside the US and Canadian borders. Once the U.S. was attacked, the mission changed to include all continental airspace. It took nearly a year for NORAD and the FAA to consolidate their radar coverage and integrate their responsibilities.

After the NORAD role was completed, Chief Koon deployed in direct support of Operation Enduring Freedom in Afghanistan. The Chief was notified of his new retirement orders while still deployed. He returned to the states and officially retired on 31 January, 2003.

Following his retirement, he returned to school and completed a Bachelor's Degree from the University of Oklahoma in Social Work. He was subsequently employed by the Oklahoma Department of Human Services as a Child Welfare Specialist. He left that position in February, 2012, after helping hundreds of children and families in need.

The chief is a thirty-one year, career aviator with over 7280 flying hours, including 247 combat hours, in the B-52D/G and 367 combat support hours in the E-3B/C. His military decorations are many which include the Meritorious Service Medal (5th OLC), the Air Medal (1 OLC), and the Aerial Achievement Medal (1 OLC). Chief Koon has three college degrees; Community College of the Air Force, AS degree in Aviation Space Technology - 2001, Rose State College, AA degree in Sociology/Psychology – 2006, and University of Oklahoma, BA degree (With Distinction) in Social Work – 2009.

Interesting Side Note:

I met CMSgt (Ret) Pete Karjanis at Lackland in basic training and we went through basic in the same flight. We then attended survival school together at Homestead and Fairchild. We started gunnery school at Castle together and shared the same flight instructor, MSgt John Smyth. We took our initial flight together in a B-52 and alternated training flights after that. The competition with Pete was intense and drove me to work harder than I ever did. Pete and I were both initially assigned to H model bases; I went to K.I. Sawyer and Pete went to Wright Patterson. We met again during Arc Light at Anderson AFB, Guam.

GUNNER PROFILES (continued)

Interesting Side Note (continued):

It's rare to even meet someone you served in basic with after you leave basic training but Pete and I managed to keep running into each other throughout our careers. Amazingly enough, Pete and I wound up in AWACS together after the gunners were grounded in 1991. A significant number of gunners wound up in flying positions in AWACS. We became a part of "GUNS", Gunners Under New Specialties in the AWACS community. We both eventually became Operations Superintendents in sister squadrons in AWACS after we were promoted to Chief. Not bad for two boys who started in basic training together in 1971.

Interestingly enough, when I got the call to come back to work after the attacks on 9/11, it was Pete's voice on the other end of that call. Pete was one of the speakers at my initial retirement ceremony so it was only fitting, when Pete retired and I was still on active duty, I participated in his retirement.

Also, knowing Pete all these years, I knew his final flight would be done quietly and without any notice. I took the liberty of handcuffing him to me on my final flight so he got to be part of it as well. Pete and I both continue to live in Oklahoma City while in retirement and are still tied to each other through tradition and friendship.
C'est-La-Vie...

Rory Koon

GUNS (GUNNERS UNDER NEW SPECIALTIES)

	963	FLT	HP	ADDRESS	Spouse
GK	55	Karjanis, Pete	E	670-4001	5217 SE 86, OKC Connie
Ford, Donnie	A	733-3776		2902 Del Casa Cir, MWC Lillian	
Barry, Brad	D	794-6627		1405 SE 1st, Moore Michele	
Ret	James, Ed	B	691-4655	13225 Turtle Creek Dr, OKC Chantal	
DOS Gr	Sexton, Jeff	C	736-6122	6000 E Reno Ave, MWC ??	
JSTK	Miles, Rob	D	794-2740	1508 SE 12th, Moore Barbara	
G4	Witcher, Tom	D	794-8208	9516 S Shields #226, Moore	
BLB	Moffatt, Mike	D	677-7823	4510 Sunnyview Dr #181, OKC Lori	
TDS	King, Dave	B	321-6450	1226 Caddell Lane, Norman	
	964				
HIK	Koon, Rory	B	386-5443	18725 SE 80th, Newalla Rabbit	
ESAWI	Kam Galambos, Jim	B	386-7807	7913 Double Springs Dr, OKC Sandy	
66	Babcock, Earl	C	269-5872	9932 Mark Tr, MWC 677-3477 - 5812	
RET	Frederick, Gary	D	737-8946	7113 A Lawrence, TAFB Maya	
528-0545	Reznecheck, Jay	A	293-0401	9516 S Shields #60, Moore Cathi 204/Pony	
	Alaniz, Rory	B	359-8313	1201 N Creek Dr, Edmond Kim	
RET	Hodges, Geno	C	794-1866	1112 NW Kings Ct, Moore Kathy 1672	
	Thompson, Tex	A	672-9616	4514 Sunnyview Dr #173, OKC TJ	
OG	Lozano, Danny	B	794-4659	9516 S Shields #240, Mo Mercedes H 687-4	
	Wilson, Jamebo	B	360-5763	407 Page Cir, Norman W 316-945-8189	
RET Gr	Cates, John	C	359-0055	1039 NW 18th St, Edmond 316-945-8189	
KAD G6	Rowley, Jeff	A	241-2024	10513 Kristie Ln, MWC Debbie 769-7183	
AK	Mason, Cat	B	799-1907	312 Stoneridge Dr, Moore Kris	
	Hanley, Rich	B	796-2160	1325 N Timber Ave, MWC Adrienne	
	965				
GK	Schmidt, Kurt	A	670-5083	5225 SE 87th St, OKC Dina	
RAV	Ryles, Jim	C	390-3563	14100 NE 21st, Choctaw Lisa	
KAD	Trahan, Harold	A	769-2161	11638 Mark St, MWC Mel	
DOS	Snyman, Eric	A	794-3388	613 Randall Dr, Moore Cathy	
DOS	Luby, Brian	A	672-6780	2101 Grope Ct, OKG Cristy	
G5	Erickson, Gene	A	732-0963	625 W Silver Meadow Dr, MWC Pat	
	966				
GUNS	Smith, Danny				
G4	Garcia, Ernie				
G-K	McCullum, Joe				
DOS	8th TDS				
	Arnot, Bob				
	DAIAN YELSON				
	ERIC SUSKI				
	SE 84				
	DAVE MICHELS				



↓
5



Jim Galambos, Karjanis, Koon, Jeff Rowley, all made chief together and led the AWACS flying organization, taken at a recent dinner party, OKC



Karjanis, GW Smith, Koon, graduates of Gunnery Class 72-12 at the Reno Gunner Reunion

Marine Corps to Air Force by *Dave Austin*

I served six years in the USMC with the hope of getting into the Naval Academy to become a Marine Fighter Pilot but ended up in Amphibious Recon. After six years, I realized that it probably would not happen so I visited an AF Recruiter in 1961. I explained that I would like to enlist in the AF but wanted to attend a technical school that would have a high probability for getting assigned to the Strategic Air Command (SAC). The recruiter offered me a slot at the Air Force Academy as a weapons instructor but I would not accept that position. He wanted to know why SAC and I explained that there were two reasons. First of all, I understood that SAC discipline was quite similar to the USMC and second, that SAC had many enlisted flying positions. After about one month, the recruiter contacted me and said he had a slot for Electronic Countermeasures (ECM) course at Keesler AFB. I immediately accepted.

After completing the ECM course at Keesler, I received an assignment to Offutt AFB in the 544th Reconnaissance Technical Group as an ELINT Analyst for ERB-47 missions. This was a special assignment to a position that was somewhat classified. After the Cuban Missile Crisis, we were no longer authorized in those positions so we were to be reassigned elsewhere as ECM Technicians. I and one other ELINT Analyst visited the SAC Gunner to see whether we could be retrained as SAC Gunners. After the visit, I had to take a physical and get back to him. The SAC Gunner then told us what bases had gunner openings and we both selected Larson at Moses Lake, Washington.

Upon arriving at Larson, we were set up for the altitude chamber and a few other things and then sent off to Stead AFB for survival training, Kansas for gunnery training, and Castle for crew training. We then returned to Larson where I replaced a WW II gunner on Jack Heflin's E-31 crew. I served on that crew until January 1966 when I was transferred to Turner AFB, Georgia, but attended the University of Omaha, enroute to Turner, under Bootstrap in order to complete my Bachelor's Degree. While in the Bootstrap Program, I applied for Officer's Training School and was accepted. During this time I remained current by getting flying time at Clinton-Sherman, Westover, Warner-Robbins and McCoy.

I arrived at Turner in July 1966 and was immediately informed that I would be reporting to OTS in early September. I completed OTS in November and began the Maintenance Officer Course at Chanute. I requested a SAC assignment and upon graduation was sent to the 5th Bomb Wing at Travis AFB.

After a few years the 5th was transferred to Minot and we became the 916 ARS. I became the OIC of the Organizational Maintenance Section and was ultimately selected for a regular commission and an AFIT assignment.

In 1970, I was assigned to The Boeing Airplane Company in an AFIT assignment. After that, I was sent to Dayton, Ohio, to a joint assignment (DLA). While at Dayton I attended Dayton University as a part time and then Bootstrap and received my MBA in 1974.

In 1974, I was assigned to WPAFB as the Director for Government Furnished Aeronautical Equipment Quality Assurance/Production in the Systems Program Office in the Aeronautical Systems Division. While in the position was selected for Major and reassigned to Air Force Systems Command Headquarters as a Command Quality Assurance Manager. While at Andrews AFB, I was on a negotiation with NASA to support Manned Flight Programs. As a result I was one of several AF Officers requested by NASA in 1978 to support the first flight of the Space Shuttle.

I was able to retire from the AF in 1980 when NASA offered me the same position that I held on the Space Shuttle Program; Quality Assurance Manager. I stayed with NASA on the space shuttle, Space Station Freedom and lastly, Program Manager for Advanced Technology Planning for the Human Mission to Mars. I retired as a GS-15 from NASA in 1997.

In 1997, I worked for a drone/unmanned aerial vehicles company (including the X-34 wing and RQ-34 tail sections) as director for QA and Testing. Finally hanging up all paying jobs in 2003, I took up volunteering at Dulles Airport and subsequently doing some substitute teaching at HS level. I also have supported the Loudoun County Marine Corps League



GUNNER PROFILES (continued)

Marine Corps to Air Force by Dave Austin

Toys 4 Tots program for the past ten years.

I live in Ashburn, with my wife of 56 years. All three of my children and 6/8 grandchildren live nearby with three in college (senior, junior and freshman). The freshman is a starter on the girls' soccer team at Emory and studying to be a biomedical engineer while one other will be a Dietician and one is studying Business.

Last comment: The gunners at Larson welcomed me with open arms and big wallet. They brought me into their secret booray games and showed me how to donate. After a few weeks I began to figure out that rules were not always the same for new players so I ended that practice. After many alert hours and chrome domes, I feel that I had a very nice career and learned a lot by being on a combat crew with a great bunch of guys. That time and experience had a tremendous effect on the rest of my career and life.



Over one hundred and fifty years ago America was in the grips of the most devastating war in our history. The Civil War was raging and a decisive battle, the Battle of North Anna, two American armies, one Union, one Confederate, fought a series of bloody battles in this strategic Northern Virginia area. By the time the forces separated over 4,000 casualties on both sides had been suffered. Yet the Civil War raged on for months. Before it was over an estimated 620,000 men were killed. Drawing from the need to commemorate the sacrifice of those who served and paid the ultimate price, **the last Monday in May became known as Memorial Day**. This day, originally called Decoration Day, is set aside to recognize and honor United States men and women who have died serving their country. America has suffered many losses in wars. The Spanish American War suffered 385 battlefield deaths, World War I had 53,402 killed in battle, World War II was perhaps the most destructive in history and 291,557 gave their lives. But America's battles were not over. Korea saw 33,739 killed and the Vietnam Wall has 58,272 names inscribed. Desert Storm and on-going campaigns continue to add to the totals who gave their all in service to our country. These numbers represent service and sacrifice shared by all Americans. That is why we pause Memorial Day between picnics, barbeques, ballgames, and trips to the lake to reflect. So while we enjoy the fruits of our liberty and freedom, pause to remember that freedom is not free. It is paid for by the service, sacrifice, and, ultimately for some, the lives of Americas' Soldiers, Sailors, Marines and Airmen. And that is **why we have a Memorial Day**.

GUNNER PROFILES (*continued*)

The Scuds - Prelude by Jim "Doc" Johnson

We had been watching the wonderful news (sarcasm) that Iraq had fired SCUDs into Israel on CNN since the 19th. The previous night the SCUDs caused casualties. From that point on every time we got on the bus to the time we got into the briefing room, the entire attitude of our Saudi security detail changed from the usual, smiling, jovial, guards; was now deadpan faces, no joking around, and they had their hands on their weapons. I believe that they were thinking that if Israel entered the conflict we would have a major problem with us as allies.

When we got into the briefing room, I told Paul that we should probably arm up in the ops building before going out to the plane considering the tense attitude of the Saudi Air Police. He agreed and we explained it to the crew, we all agreed. We spoke to the formation about it, it was unanimous, we would all arm up in building before getting on the bus from now on. Later, on the way out of the ops building, our host guards noticed that we were armed and that we were not smiling either.

The deputy commander for operations walked into the briefing room that night (which was not normal) and started the briefing with, "You have been handpicked to fly the deepest strike a B-52 flight has made from this base. The target is near the Syrian border, and is a known SCUD target. You know from the news that they have put scuds into Tel Aviv...There are little kids dead...You know what you need to do." This did more than piss me off; I wanted to exterminate the people who were killing kids. I murmured to myself, "Let's kill them all." I wasn't the only one; you could hear hushed sentiments that were similar from other guys in our flight.

Side note: Later after the war I learned that there was only one direct casualty in Israel, and in Saudi, twenty-eight army personnel were killed in Dhahran, Saudi Arabia.

We got down to the actual planning and briefing of the mission. SA-2/3s would be a big threat. There would most likely be heavy caliber AAA in the target area. We also knew that just across the Syrian border was a SAM system that made our blood run cold. The SA-10. Out of all the threat rings on that map, the SA-10 was huge and could kill at low altitude. We would be in range during the mission. We just hoped the Syrian SAM operators didn't get trigger happy. Our three B-52Gs were part of a larger strike package that probably included eight F-15Cs (MIGCAP), four F-4G Wild Weasels, four F-15E Strike Eagles, the ever present AWACS, and an EF-111 "Spark Vark" for additional jamming support.

The Sixth Mission

Our B-52G for the SCUD hunt that night was 58-0192, named "East Coast Outlaw" (another 42nd Bomb Wing aircraft). This mission was on the 27th of January, 1991. The ship was loaded with 51 Mk82s. No bullshit bombs tonight. Our target was near Al Qaim, Iraq, which was around 50 miles from the Syrian border with Iraq. This was the first of two SCUD hunting missions that we flew.

Our mission planning and briefing was pretty standard by now and preflight through ingress to the edge of the battle area and return to base were routine. It was this particular target area that night and the equipment failures in the defensive compartment that made the whole thing a pucker factor of 11+.

Again, I'm thankful for my Aircraft Commander, Paul Moscarelli, who recorded in his personal journal, "...we flew a bombing raid on the most heavily defended target yet struck by B-52s. It was a Scud missile support facility on the Syrian border that had been supplying the launchers for attacks against Israel. Some children were killed in a Scud attack the previous night. We took off as "number two" in a three-ship formation. We lost our gunnery system shortly after takeoff, but we pressed on. The rest of the trip north was uneventful with the exception of several massive AAA expenditures, none of which reached our altitude. Two minutes prior to the bomb run, the electronic warfare officer announced in a despairing voice that we had lost our ALR-20 scope, the primary instrument used to identify and monitor enemy threats and to determine our tactical and electronic countermeasures response.

My mind raced. I would be jeopardizing the aircraft and crew if I pressed on, but I despised the thought of breaking off the attack and withholding the weapons. Further, with no gunnery system or ALR-20 scope, we would be

GUNNER PROFILES (*continued*)

The Scuds - by Jim "Doc" Johnson

flying home with very little defensive capability. The copilot was frantically gesturing to me to strike the target. We were three minutes away from dropping 30,000 pounds of high explosives on a bunch of baby killers, so on we went through a salvo of enemy missiles, toward the target. One whizzed by our left wing and exploded above the aircraft.

Bombs away, and a couple of minutes later we were out of 'missile' range and heading home while burning liquid rocket propellant lit the night sky over Iraq. Back at the operations building, some tanker guys walked by wearing flak jackets. A grizzly old master sergeant grumbled, 'A tanker guy wearing a flak jacket is like a poodle wearing a spiked collar.' Tanker drivers are now called 'poodles.'"

That night we weren't formation lead, Major Brian "Buck" Rogers (my boss back at the weapons school) and the others from the Weapons School led the strike. Since I lost the gunnery system, I knew that Jake (Buck's Gunner) would protect us if for any reason the air-to-air threat (which was very unlikely in the presence of eight F-15Cs) showed up.

When I lost the gunnery system after take-off, I forgot what the malfunction was, but it was completely unusable even with all 23 different operating modes. I had a very bad feeling about the mission. The fear started to increase again but this time I noticed that it didn't hamper my thinking as it did the first 5 missions. I had seen the threat rings, SAMs and AAA big time. But I was learning a warrior skill – shove the emotion of fear down so deep you can function while you're getting shot at or scared that you're going to get shot at.

No one ever wrote about it or spoke about it after the war; but our number three crew tried to turn away from the target and run due to "bombing equipment failure" or some other crap. Cowards. Buck gave them a direct order to stay and protect the formation. By leaving us they would have been leaving my aircraft and crew as sitting ducks. Buck's crew and our crew had a short and to the point conversation with those men after debriefing. I think it went something like this: "Never leave your wingman unless s#!t is falling off the airplane!" we told them. I'm pretty sure we never flew with them again. I heard later that they had been sent back to the states. I was afraid, but I wasn't a coward.

When the ALR-20 failed, Dave looked at me and his eyes were wide and I had never seen that kind of fear in his eyes (that is all you could see with the O2 mask on and clear visor down). We were inbound to a heavily defended target. But I understood that fear because all I could do is sit in my ejection seat and go over survival/escape and evasion stuff in my head and listen to the radios since my system was dead. I could hear the calls as SAM after SAM came up at the formation. I think that Dave did have me working the chaff dispensers for him since his hands were full of tuning knobs of jammers. With no ALR-20 it was a feat of formation discipline that saved our asses.

Jake's EWO, Capt Matt Oswald, could see the threats and our jamming signatures and was calling Dave to tell him to manually tune our jammers on to the threats in the clear over the cell radio frequency. I felt fear, but I wanted this mission to be successful. This was because it was an atypical B-52 target with a bunch of other bada\$\$ weapons systems and crews who were going to stomp the s#!t out of baby killers. I kept hearing the code word "MAGNUM" over and over again on the strike radio frequency as the F-4Gs pounded the SAM and AAA sites. Fear, sweat, and nausea was physically how I felt, but mentally it became surreal like a dream. I could only sit and listen.

We were 30 seconds from bombs away when we heard the one word we didn't want to hear, "WINCHESTER." I looked at Dave and I'm pretty sure my eyes were as round as his, about a half dollar now that I think about it. No more HARMS to smoke the SA-2/3s and other s#!t they were firing at us. I'm pretty sure there were some other assets that tried to take out the threats but without the Weasels we were exposed in a very bad way. B-52s didn't fair too well in Vietnam against the SA-2s in and around Hanoi and Haiphong. In fact we lost 15 and a bunch more damaged. The good news is all of our ECM was upgraded since then and worked well even with our aircraft losing the ALR-20.

This was mission six, a rush a day from the time we got up 'till the time we laid down to try to sleep. I can still hear the SAM that came up past our left wing and explode above us. We still hadn't released the bombs on the target yet.

GUNNER PROFILES (continued)

The Scuds - by Jim "Doc" Johnson

It was like time went into slow motion. We released and started a post target turn. By the time we rolled out, Eric said that it looked like we had exploded a nuke on the target because the smoke was a mushroom cloud and was already approaching our altitude. Evidently our target was a SCUD refueling pit.

After we were out of threat range, the aircraft was unusually quiet except for radio chatter. It was a pretty quiet ride back to base.

After landing, Dave and I were collecting our gear to exit the ship. I looked at him and said, "Dave could you do me a favor?" He said "What?" with a puzzled look on his face (also about that time my Pilots had stopped at the upper hatch to talk to us). I said, "Could you pull the survival kit seat cushion out of my ass." Then I elaborated how I felt sitting helpless, no gunnery system, in the back, in the dark during all that s#!t and feeling the seat cushion being sucked up my rectal opening while the SAMs were exploding all around us. They all almost fell through the upper deck hatch from laughing so hard. Even the navigators down below deck were laughing. Later, back at our quarters, I went outside and smoked a cigarette and thanked the Almighty for His mercy in letting me live through another mission.

Granted the ground pounders have it worse, but we hang it out in the thin air like we were daring them to shoot us down. No cover, no concealment, nada, zip. Just like the grunts, all we had was each other and the enemy shooting at us.

Very Respectfully,

*Jim Doc"Johnson, SMSgt, USAF (Retired)
S-37 Instructor Gunner, 1708 BW (P), Jeddah, Saudi Arabia, 1991.*



Gunner Profile, James G. Magers, MSgt, USAF, (Ret.)

Pete, It was good to track you down and have a long talk, My wife and I spent Christmas time with our three children and seven grandchildren.

Here is a brief history of my time in the Air Force, hopefully I can remember with some accuracy. I enlisted in November 1971 at 18 years old, in my home state of Kentucky. After basic, while waiting for survival schools, I made a friend named Mike Copeland, from Tennessee. We went together to Homestead and Fairchild for survival schools then to Castle for gunnery school. This is where we met you, Mark Carpenter, and Steve Honeycutt.

After Castle, we were assigned to Warner Robins, 28th Bomb Squadron, 19th Bomb Wing. We went immediately to Griffiss for G model upgrade, then back to WRAFB for about 2 weeks, then ARC LIGHT to Guam, 43rd Strat Wing and 72nd Strat Wing. My first crew was, P-Jerry Swank, CP-Joe Warren, RN-Howie Evans, N-Joe Riley, EW-Vince Chandler, and myself. We deployed on 2 December, 1972, and had flown one mission to South before Linebacker II started. On 12/19, our next mission was to Hanoi, then every other night until LB-II was over except for Christmas stand down. Went to a crazy Christmas party at the O Club where the last thing I remember was someone floating around the pool on a dining room table singing, "ROW ROW ROW YOUR BOAT". Had a lot of SAMs shot at us, like everyone else, and had one MiG on my scope for a couple of seconds but not where I could shoot.

We missed the Bob Hope Tour because we were having pre flight briefings but he, his wife, and Roman Gabriel stopped by a briefing and we got to meet them. This tour was six months and among awards was a DFC, and two Air Medals for missions over North Vietnam.

Went home for 30 days, then returned for a four-month deployment on Guam. Continued flying combat missions until August '73, received a third AM. Back to Warner Robins and switched crews then deployed for third time. I had purchased a VW beetle on the previous deployment under a verbal agreement, and had no registration or license.

GUNNER PROFILES (continued)

Gunner Profile, James G. Magers, MSgt, USAF, (Ret.)

We had been back on Guam for two weeks, then one night they put us on alert and the next morning flew back to the States non-stop for the start of the '73 Arab/Israeli War. I left the VW with Mark Carpenter and one day he took it off base, it was stolen, but he couldn't report it since it had no registration. It wouldn't run in the rain anyway.

After getting back to Warner Robins, I switched crews again, did D model re-training and deployed back to U-Tapao. We were sent back to Guam approximately two weeks before returning home in April of '74. I ended up being in SEA most of the time between 12/72 until 4/74.

My buddy, Mike Copeland, had applied for the Bootstrap program after our second deployment and ended up as a T-38 IP, then as a pilot on B-52s at Seymour Johnson before getting out of the Air Force after about 12 years to become a commercial pilot for the airlines.

Back at Robins, I started pulling alert every third week, got married, and out of the Air Force in December '75. I ended up with approximately 1100 hours on B-52s, 450 combat. I moved back to Kentucky and after a few years started an on/off again period with the Air National Guard.

In 1980 I enlisted in the Kentucky ANG and stayed in one year as a Security Policeman, and then got out because of a job conflict. In 1988, I was working in Nashville, Tennessee, and I re-enlisted in the Tennessee ANG wanting to be on a flight crew. I went to Tech School at Sheppard and became an Aeromedical Evacuation Technician with the 118th Aeromedical Evacuation Squadron. I was in for two years flying training missions on C-130s and then had another job conflict, got divorced, got out of the ANG again, and moved to Florida.

I was doing commercial construction work and joined a volunteer fire department. While doing this I got interested in patient care and went to a two-year program at Valencia Community College in Orlando and got my Paramedic Certification. I got a job offer in Nashville and moved back to Tennessee. I realized I could still get my 20 years in the ANG and finally enlisted in the 118 AES again. I didn't have to go back through tech school and started OJT as a 45 year old E-4, Air Evac Medic. I continued to work as a civilian Paramedic and started doing some deployments,

In '2000' I went to Seeb, Oman, with Operation Southern Watch. It was a great deployment, stayed off base, drove around a lot, then a week after we returned home, the USS Cole was bombed and that ended the off base housing and travel. Soon after was 9-11-2001, and our squadron started doing deployments. I deployed on March 21, 2003, with a five-person Air Evac Crew to Tobuk, Saudi Arabia, and we flew Air Evac Missions from there. We lived in tents and ate MREs. We couldn't wait for a mission since we were taking patients to Kuwait and could get a good meal in the chow hall.

In five weeks, we flew seven missions all over Iraq, and evacuated 40 injured to Kuwait where they would be transported to Germany. After five weeks there, I received word that my mother was extremely ill and Red Cross arranged for my emergency leave. I left the base on a charter flight taking a squadron of F-15 personnel back to Norfolk, Virginia. We stopped in Rome to refuel and I was able to call and found out my mother was getting worse, they said to hurry.

We landed in Virginia and they were having a huge welcome party for the squadron with bands and TV coverage. I called from the plane and my 72 year-old mother had died. It was evening and I stayed alone in base ops until the next morning for the next flight out. With changing flights and riding from the airport, I arrived home two hours before the funeral. Needless to say, the saddest day of my life up to that time. The rest of my crew came home about two weeks later and we all received an Aerial Achievement Medal for our Medevac Flights.

In 2004, we deployed again to Ramstein, Germany, to fly medical evac flights from Ramstein to Balad, Iraq, picking up patients and bringing them back to Ramstein on C-141s. It was some of the most physically and mentally demanding work I've had in the Air Force. It was usually a 24-hour mission, from pre-flight to back at base. Our crew flew 14 missions, bringing back over 300 patients. This was the last of my time as flight crew, I ended up with approximately 2,000 total hours flight time.

In October 2004, I transferred from Nashville to the 123rd Airlift Wing in Louisville, Kentucky. I was assigned to the 123rd Airlift Squadron as NCOIC of the Squadron Medical Element as I had made E-7 by then. We went with the squadron along with a flight surgeon on their deployments. While there, I did several deployments to

GUNNER PROFILES continued)

Gunner Profile, James G. Magers, MSgt, USAF, (Ret.)

Puerto Rico, supporting Coronet Oak, and in 2007, deployed to Bagram, Afghanistan, with the squadron. Working in a clinic with the flight surgeon, we treated approximately 30 patients per day. Our deployments were approximately 60 days, and deployed again in 2009.

We had a few mortar attacks on both deployments, none were really close to me but on the second deployment, a mortar round hit the plywood hut of one of the other medics in our clinic about 100 yards from mine and pretty much destroyed it. At the time, all of the personnel were at the opposite end of the building and none were injured. I remained in the 123rd Airlift Squadron until my retirement in March 2012.

At my retirement, I received the Meritorious Service Medal. I have been married for 19 years and we have three married children, and seven grandchildren. I continue to work full time as the Paramedic/Director of Emergency Medical Services for a municipality in Kentucky.

I just sent my application for the AFGA, and am looking forward to the next reunion in Nashville. Hope to see all my lifelong gunner friends and re-unite again there.

Gary

James G. Magers, Master Sgt., USAF, Ret. (garymagers@windstream.net)



U.S. AIR FORCE Sergeant James C. Magers, right, receives the Distinguished Flying Cross at Robins AFB, Ga., from Colonel Frank H. McArdle, commander of the 19th Bomb Wing.

Son of Mr. & Mrs. James Magers

Magers receives award

U.S. Air Force Sergeant James G. Magers, son of Mr. and Mrs. James C. Magers of Rt. 6, Campbellsville, was decorated with the Distinguished Flying Cross for aerial achievement in Southeast Asia on December 26, 1972.

Sergeant Magers, a B-52 Stratofortress tail gunner, was cited for his performance on an air strike during which he played a key role in maintaining the B-52 formation and in the destruction of a vital enemy target.

He was honored at Robins AFB, Ga., where he now serves with the 19th Bomb Wing, a unit of the Strategic Air Command.

The sergeant graduated in 1970 from Taylor County High School and attended Western Kentucky University. Sergeant Magers' wife, Karen, is the daughter of Mr. and Mrs. Chester A. Barden of 6320 Lavano Drive, Fort Worth, Tex.

COMMUNITY NEWS

Fort Lee

Veteran Honored by the New York Mets

Mr. Sidney Ostrovsky of Fort Lee was honored by the New York Mets as "The Veteran of the Game" on June 24.

A record crowd of 42,364 gave Sidney a rousing standing ovation when he was introduced to the crowd at the end of the third inning, as his picture, exploits, and commendations were flashed on the Citi Field scoreboard.

The game was televised nationally, and had a huge audience because of the much anticipated pitching matchup between the Mets' R.A. Dickey and the Yankees' C.C. Sabathia, eventually won by the Yankees 6-5.

Met's infielder Daniel Murphy presented Sidney with an American flag in recognition of his outstanding service contribution as an aerial gunner, participating in 48 missions over Europe during World War II.

Staff Sergeant Ostrovsky received the Air Medal several times, as well as Presidential Unit Citation, European Ribbon with seven Bronze Stars for battles and campaigns. He was also awarded the distinguished Service Medal for meritorious service in air combat in Europe, Africa, and Middle East theatres of operation by Gov. of New Jersey (Christine Todd Whitman) in 1999. Locally, he was selected as an outstanding citizen in Fort Lee, New Jersey by the Mayor and Council's office.

Sidney is an active member in Veterans of Foreign Wars.



WE WERE CREWDOGS I 	WE WERE CREWDOGS II 	WE WERE CREWDOGS III 	WE WERE CREWDOGS IV 	WE WERE CREWDOGS V 	WE WERE CREWDOGS VI
<small>THE FIGHTING FORTIES</small>	<small>SOAR ON OCEANIC MEN, PEACE WAS OUR PROFESSION</small>	<small>WE FLY ON AIRCRAFT</small>	<small>WE FIGHT ON AIRCRAFT</small>	<small>WE FLY ON AIRCRAFT</small>	<small>WE FLY ON AIRCRAFT</small>

Man behind the mission



During peacetime, his job might be considered quite routine, but during a wartime bombing mission, a gunner can mean the difference between a B-52 bomber hitting its target or being shot down by enemy aircraft. This man is one of those entrusted with the responsibility of defending the major warship of the Strategic Air Command.

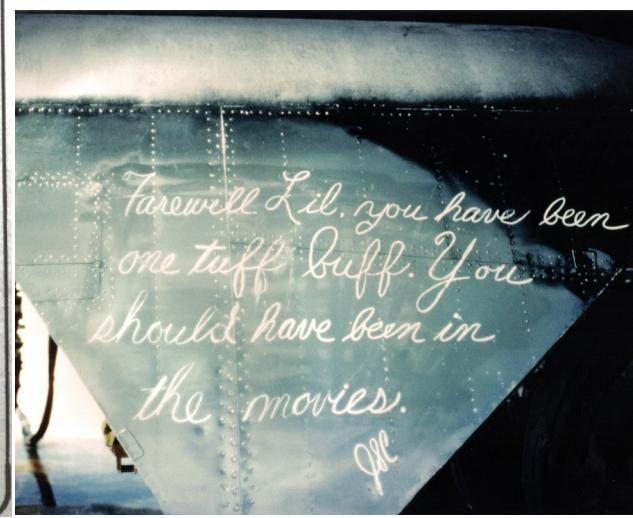
He is A1C Jeffrey Graves, a B-52 gunner assigned to the 325th Bomb Squadron. Besides his vital defense duty, he has several other jobs.

"I protect the aircraft from enemy fighters when we're on a bomb run," he explained. "I also take care of life support equipment and other chores while assisting fellow crew members. I do anything to help the mission along."

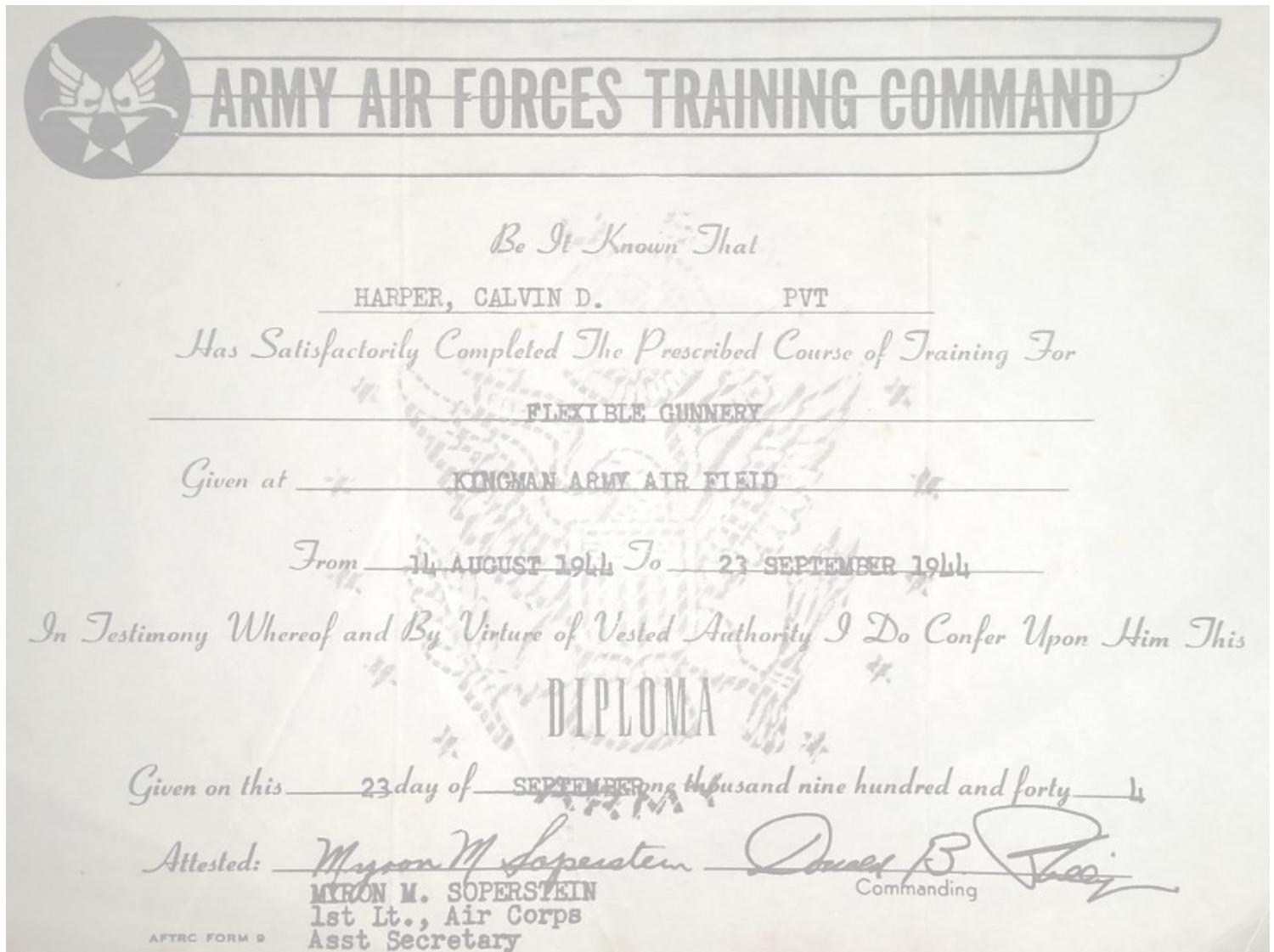
A native of Danville, Ill., the 24-year old airman has been in the Air Force for one year. Except for basic and survival training, he has been stationed here at Fairchild.

He lists as his off duty pastimes, motorcycling, hunting, and raising St. Bernard dogs. Airman Graves plans to take courses in police science for his own enrichment in the near future.

The airman is married and has a three-year-old son.



LETTERS AND E-MAILS TO THE EDITOR



SUBJECT: PROOF OF MY GUNNER HERITAGE

Here is my father's certificate that proves my lineage.

Dragon

(Colonel Steve Harper was the 325th Bomb Squadron Commander and is an Honorary Gunner that has attended several Gunner Reunions)



When you were up there in a plane, you'd get shot at, and you couldn't call field artillery to support you. You had no ambulance, no medic. There was no tank to come in and run over the enemy. All it took was one accurate aircraft shot, and a plane full of 10 guys was gone.

We don't have any concept today of what losses are like. We hear, 'We lost six guys in Afghanistan today,' and it's horrible. But *it's not the same as losing one hundred B-17s in one raid, each one with 10 guys on it*. That was happening day in, day out. During World War II, the attitude of the U.S. Army was, 'Let's do whatever we can, try to keep these guys happy, they might not be here next week'.

LETTERS AND E-MAILS TO THE EDITOR

Subject: Next Arc Light/Young Tiger Reunion, 3 – 6 June, 2017, in Omaha

The Embassy Suites in downtown Omaha will be the host hotel for the event and everything will be at that location except for a golf tournament, shopping trip, Zoo trip and if the STRATCOM HQ building is up and running, a possible tour there. Also backup is a SAC Museum tour.

There is a secured a rate of \$139.00 per day for a double suite (living room, king-size bedroom and kitchenette with refrigerator and microwave). This price also gets cook-to-order breakfast, free parking, free cocktails (1730-1930) with snacks, free transportation to and from the airport and free shuttle service to anywhere within three miles of the location (this includes all the Casinos in Council Bluffs and all of downtown Omaha).

Should you elect to go to the Zoo, the shuttle will take you there and pick you up. There will be a buffet on the evening of arrival (3 June) and a Banquet on the last day of the event. All will be catered at the Embassy Suites.

For those of you that are unfamiliar with the “Old Market” in the Omaha area, I chose the Embassy Suites because there are at least a dozen restaurants, watering holes, and shops within a two or three block walk. You don’t have to find a parking place to have a multitude of places to go or things to do.

“Arc Lighters or Young Tigers” tell all of your “fellow AC/BS” friends of this event. All have always had a very enjoyable time. Those “war stories” have a way of growing with the passing years!!

Questions, please e-mail me . I’ll do everything I can to take care of you.

Johnny

Jjohn71660@cox.net



Subject: Gunners Sculpture

I am still working on getting a sculpture to put in the Maxwell/Gunter Memorial Park at the Enlisted Heritage Hall at Gunter. The sculpture will represent all enlisted gunners that flew on bomber aircraft in the Army Air Corps & United States Air Force. I want ideas. I would like inputs from as many people as possible. I want to know if they think the idea is good.

I would like to know how many in the AFGA will support this idea. It will require fund raising. I think the sculpture should be a larger-than-life gunner in a flight suit, holding a flying helmet, which will stand approximately 81" tall. The cost will be approximately \$40,000. The reason I think we should do this is, we are the last of the aerial gunners that flew on bombers.

The project will take about a year to complete once the decision is made as to what it should look like. We could make a wall with all the aircraft that had aerial gunners, are just a few ideas about what we can do. E-mail APollardFlyboy@aol.com

Art Pollard



LETTERS AND E-MAILS TO THE EDITOR

Subject: GADDES' AMVETS PLAQUE WW DECEMBER 2015

An award for about eight years of fund raising for Walter Reed, companion dogs for veterans with PTSD, and local/regional veterans needs. I thought the guys did a neat job on the B-29 and the plaque. Cheers,
Bill Gaddes



325 BMS Fairchild Reunion, Gunners at Sam Turner's B-52D, Heritage Park. Monty Wilfong, John Lee, John Bein, Joel Boyter, Karjanis

LETTERS AND E-MAILS TO THE EDITOR

SUBJECT: Lesser Diefenbach: E-41 from Wurtsmith while at Guam or UT in 1972.



SUBJECT: FAIRCHILD GUNNERS

Gunners at Fairchild started the Air Force Gunners Association. With profits selling popcorn and ice cream for the movies on alert, we supported an orphan from a foreign country. Interesting the popcorn machine was purchased from Chicago and had been used at their Worlds Fair. It was encased in glass and had four wheels for mobility.

I was assigned to the 325th Bomb Squadron in 1955, and was on a B-36 crew. Fairchild transitioned to B-52s, and received a brand new airplane in late 1957. Gene Grey was the tail gunner. His crew was killed on take off, Gene was the only survivor.

September the 8th, 1958, our crew was scheduled for a training mission. That day I was removed from the crew. I had to re-enlist and would have been a civilian. Lowell Younger (Dukes) took my place. At approximately 1800 hours, my crew and Aubrey Moore's (tail gunner) crew had a mid-air collision over Airway Heights. Younger was able to bail out (who knows if I would of reacted the same). There were three survivors. My best friend Aubrey never had a chance.

Harry Tomlich



*Next time we tell
you the B-52's are
coming, we don't mean
the Rock Group!*

Here is a young gunner story

I guess I was about 19 at the time and my crew got tasked with the job to deliver a bird to Castle for an IRAN inspection. We landed at Castle at about noon and turned in all the paper work. It was a fast and dirty debriefing right on the flight line.

Up taxies a C-47 from Altus to take us back to Altus. They had left the day before us and made it to Las Vegas and RONed there for the night. They left the next morning but before leaving they got us reservations at the Star Dust which in those days was a first-class place. This C-47 rolls up and shuts down the left engine and we jump on board and away we go to Las Vegas.

Both pilots are L/C's from the missile wing at Altus getting in their flying time. They were a hoot. They welcomed us onto their 1942 Douglas subsonic bug smasher and away we went.

Being only 19, I got thrown out of every bar in the joint so when morning arrived, I was the only person on my crew ready to fly across the hot desert in this subsonic bug smasher. I had every greasy thing I could think of to bring along to eat. They threatened to throw me out of the plane. Those were the day's.

Clyde Ketchem:

A True Hero: The Amazing Photo of The Naked Gunner, Rescue at Rabaul in 1944

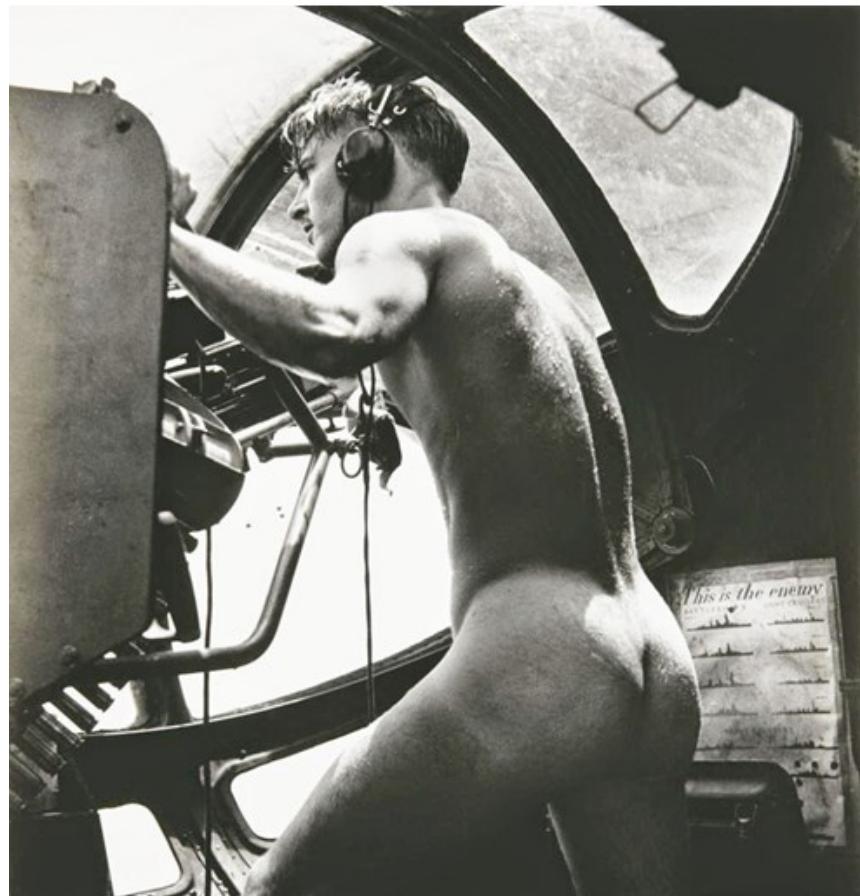
This young crewman of a US Navy "Dumbo" PBY rescue mission has just jumped into the water of Rabaul Harbor to rescue a badly burned Marine pilot who was shot down while bombing the Japanese-held fortress of Rabaul.

Since Japanese coastal defense guns were firing at the plane while it was in the water during take-off, this brave young man, after rescuing the pilot, manned his position as machine gunner without taking time to put on his clothes. A hero photographed right after he'd completed his heroic act. Naked.

The photo was taken by Horace Bristol (1908 -1997). In 1941, Bristol was recruited to the U.S. Naval Aviation Photographic Unit, as one of six photographers under the command of Captain Edward J. Steichen, documenting World War II in places such as South Africa, and Japan. He ended up being on the plane the gunner was serving on, which was used to rescue people from Rabaul Bay (New Britain Island, Papua New Guinea), when this occurred.

In an article from a December 2002 issue of B&W magazine he remembers:

"...we got a call to pick up an airman who was down in the Bay. The Japanese were shooting at him from the island, and when they saw us they started shooting at us. The man who was shot down was temporarily blinded, so one of our crew stripped off his clothes and jumped in to bring him aboard. He couldn't have swum very well wearing his boots and clothes. As soon as we could, we took off. We weren't waiting around for anybody to put on formal clothes. We were being shot at and wanted to get the hell out of there. The naked man got back into his position at his gun in the blister of the plane."



LETTERS AND E-MAILS TO THE EDITOR

OUR NEW LONG RANGE STRIKE BOMBER: LRS-B

Northrop Grumman has been awarded a cost-plus development contract for the new Long Range Strike Bomber (LRS-B). This ten year program will result in delivery to the USAF of 80 to 100 aircraft. Initial Operational Capability (IOC) will occur in 2025. Nuclear capability will occur two years later. The requirement stated by the USAF was 150 aircraft.

Few details were released; including contract value or where the plane will be built. Even the engine manufacturer was not identified. A perusal of Hillary's server indicates that there will not be a tail gunner. There is one hard specification; the flyaway cost, known as Average Unit Procurement Cost (APUC). This is \$550 million in 2010 dollars, provided 100 aircraft are procured. This appears to this writer as wildly optimistic, as the twenty-one Northrop B-2 Spirit aircraft cost \$2.1 billion dollars a copy.

An "open mission systems architecture" will be employed, with the government owning the avionics and other critical mission systems architecture, and design change authority. The USAF stated, "In this way we can stay ahead of the threat with rapid upgrades". This author spent 25 years in complex avionics systems development in IBM. All he can say is, "Good Luck, but I do not think this will work".

The clear and present danger to our strategic triad is an increase in APUC due to mission creep. The F-22 is a prime example where the program was terminated at less than half the stated USAF requirement. It will be an interesting ten years to watch the development, test, and deployment of the LRS-B.

We that have served in SAC will be especially interested. Hopefully, Congress will not reduce the production numbers to an extent that the LRS-B becomes unaffordable.

By Bill Gaddes

Subject: New USAF Bomber: B-21

We can stack this one with the B-58, XB-70, FB-111, B-1A, B-1B, B-2A. I can see pix of the B-21 in formation with a Buf in 10 years.

USAF's new bomber will be called the B-21, Air Force Secretary Deborah Lee James said Friday morning. Wisely choosing to move past the unwieldy "LRS-B," James, speaking at the Air Force Association's annual winter conference in Orlando, Fla., showed a concept image of a flying wing that looks like a mix between the B-2 and the Navy's unmanned X-47 carrier drone.

Check out the first official artist's conception, via Global Business Reporter Marcus Weisgerber.

Pete DeFelice



LETTERS AND E-MAILS TO THE EDITOR

BOEING/LOCKHEED PROTEST OF STRATEGIC BOMBER CONTRACT AWARD TO NORTHROP GRUMMAN REJECTED

On February 16, 2016, the government soundly rejected the Boeing/Lockheed protest of the award of the contract for the next generation strategic bomber to Northrop Grumman. They now can proceed on the \$21.0 billion dollar award for development and delivery of 21 of the badly needed aircraft. IOC is scheduled for 2025; with a planned total of 100 bombers. Behind the scenes commentary suggests that preservation of the Nation's military aircraft production base was the primary reason for the award worth \$80.0 billion.

By *Bill Gaddes*

Source: Wall Street Journal

17 February 2016

Hi Chuck.

Thanks for the reminder on Short Bursts magazine renewal. I received my post card only a couple days ago so I hope that is not a problem for you. Please sign me up as I really enjoy the news letter and have for at least 30 years. I also really enjoy the only contact I have with my bomber buddies from so long ago.

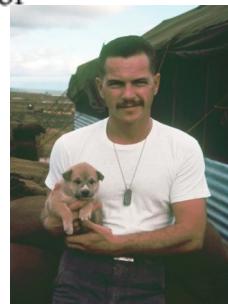
I am also a life member of the Air Commando Association and attended their reunion in October at Fort Walton Beach, FL This location is close to Hurlburt Field AFB and Eglin AFB and really I enjoyed being with the young men and women that are in the middle of all the fighting against ISIS world wide. This area in FL hosts most of the 'Spectre' crews that are deployed in the middle east and other locations. The USAF has provided them with new C-130 Aircraft that are a 'Warrior Gunners' most awesome dream. When I flew in Nam with the 4th. Air Commando Squadron my three 'Gatling' guns were 7.62mm ball ammo with every 5th bullet a tracer round. and when the commies returned fire at us it was always a larger caliber and more deadly as witnessed historically by 4 AC47D 'Puff the Magic Dragon' being shot down in Laos. Now these brave armament men today (they also use the word Gunner) have a whole array of guns including a mm105 cannon on a movable mount and an assortment of weapons they can bring to bear on moving or fixed targets. They are equipped with all modern sensors to allow a fight in darkness, cloud cover, or concealing smoke, rain or clear skies. They just never lose a fight they are committed to win. Their MOTTO is 'First In. Last to leave'!

My take away from that week-end on the beach is that these crews want a double dose of pay-back from those that hate us, those that would wantonly kill civilians, and those that dare to behead Americans because of being from a Christian country. They promised me to advise my friends and family they will open up the gates of hell on ISIS or any one that supports them! The final day of the reunion the Chaplain directed a memorial service to add the 15 Air Commando names that were killed in action in 2015 to the memorial stone erected in their honor years ago.

I guess you and me and 'Skosh' are the only gunners here in NC?

Gary GUNZ Heinz
336-753-6949

D. Gaddes



LETTERS AND E-MAILS TO THE EDITOR

Subject: Re: History of Bulldog Bulletin

Bob, I was the 436th STS Chief Gunner / BDB co-editor working with Russ Greer at the end of an era and we worked with probably the last three editions. I can echo a lot of what Pete DeFelice said about standardizing the inputs and evolving the BDB. It was really becoming hard to get inputs from the field and some special organizations--too hard. Chris Austin helped a lot as a technical/art director for all the touches that made the BDB more "magazine" like. With today's technology we could publish a BDB in a day, but back then we were sorting, retyping, cutting and pasting, and harassing units for at least a month. During those days the editorial staff were sarcastic, smart-asses who wanted to shake-up things and make the BDB fun to read while changing the gunner (and SAC) from the peacetime mind set to what the AF is doing today--flying and fighting and carrying live nukes around the US. Don't get me wrong, we weren't adverse to drinking beer and supporting single mom's...one song at a time.

I was the one who carried the proof to the Carswell AFB Reproduction office wanting 250 copies of our 40-page BDB and was told "HELL NO we can't print that thing, the DOD has a moratorium on new publications."

We did sneak some out to units through the base mail and Fairchild got copies made after they replaced the cover with one that said Gunners RAGT (Recurring Aerial Gunner Training). We even had to resort to selling some for five bucks a pop to cover shipping, etc. Again, with today's technology we would be emailing BDB PDF files to everyone with an "af.mil" email address.

In the end, the shrinking gunner career field (and the BDB) collapsed under the weight of itself. C'est La Vie huh?

Side Note: As for the SAC gunner training materials, some copies might exist, but we archived everything in a big brown dumpster near the parking lot and reformatted all computer hard drives for fear that SAC would change their minds after we left and put an officer in the gunner position after. Screw those guys, they could write their own training programs--with lots of pictures.

Scott Smith

Subject: RE: History of Bulldog Bulletin

Yeah, Scott hit it on the head in his reply. It seemed at the end that the gunners turned against themselves. Tradition went the way of c-rations. Doing a modes check blindfolded carried more weight than knowing how to counter a MiG-23. We were the only crewmember on the Buf that did NOT get a check ride doing our primary job ... defending the airplane. As for the BDB, it was good to see it all the time, but pretty sad the way some units sent it to us for publication.

Been back to the Mather area lately? Wow has THAT changed ...

Regards,

Pete DeFelice

Subject: RE: History of Bulldog Bulletin

Good morning guys. Don't know what the original subject of the email string was, but after reading this and Scott's reply, my nostalgia levels went way up. Therefore, just a few short rambling thoughts ...

The Gunnery Training Unit ... best assignment of my career! It was pure pleasure building curriculum that would actually help a gunner successfully defend the aircraft rather than just get him through the next check ride.

I would get writer's cramp trying to put into text all of the stories that came out of putting that school together and making it "famous" (or infamous, as it were). Although the gunners already had more than its share of legendary and notorious characters, the GTU spawned a few more just for good measure.

At the Fort Worth reunion, Jake Bob, Gerry Hassebroek, and I destroyed several cervezas re-telling the adventures (with only a little embellishment). I wish that I could make the trip to Reno, but I just used up all my leave/vacation to see my newborn grandson in Colorado.

LETTERS AND E-MAILS TO THE EDITOR, (continued)

On the subject of archival material. Before we got booted out SAC HQ, the Chief and I spent an afternoon cleaning out the DOT file cabinets and safes. We took as much UNCLASSIFIED stuff as we could and I put in into several boxes. Those boxes have been in my attic since then and I haven't ever gone through the material! Sounds like a fun time for a few old dogs. As Bob knows, I also have a pretty good pile of old/newer BDB copies.

Those of you going to Reno: Have a great time and give my best to all. If ever in the Omaha area (or even within a couple of hundred miles), call me and I'll meet you. Of course, my "Gunner's Bar" is always open.

Have a good one and stay in touch. Gotta go sell some Harleys.

Bo Ridard

Subject: B-52 facts

Bob, My first assignment when hired by IBM Owego NY in 1967 was a design team putting the Terrain Avoidance Computer system on the B-52D. The system was integrated into the search radar. The radar operator would select an altitude and the radar would display only those obstacles higher than the selected altitude. I don't know how many people are aware that at the time the B-52 had an operational mission that had them flying under an enemy radar at altitudes of around 1500 feet. When people think B-52 they picture an aircraft at 30,000 feet. Terrain Avoidance was part of the offensive posture against Russia and not Viet Nam. Several years later Boeing Seattle subcontracted IBM to upgrade another part of the B-52G but that contract was cancelled after six months.

I remember several years ago reading an Air Force General testifying before Congress that he and his son, also an Air Force Pilot, had at least one thing in common. They both were flying the same aircraft, the B-52. Indicating the age of the airframe and the need to fund a replacement.

Dick

Subject: RE: Air Force to have enlisted pilots for first time since World War II

I always thought it was funny how they said enlisted shouldn't fly drones because they couldn't be responsible for employing deadly weapons. I remember a certain A1C who employed a deadly weapon from an aircraft and shot down a MiG!

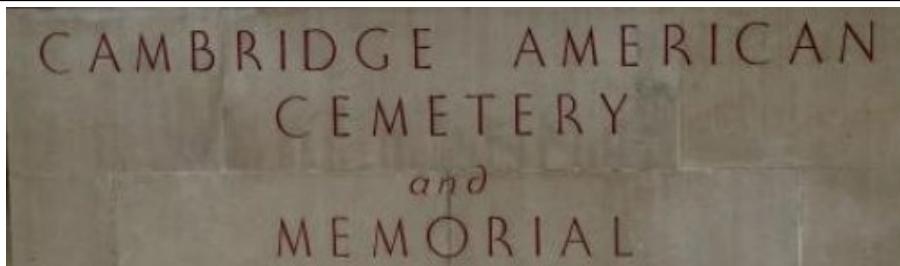
*CMSgt Robbie Wellbaum
15th Operations Group Superintendent*

Subject: RE: Air Force to have enlisted pilots for first time since World War II

To: WELLBAUM, ROBBIE D CMSgt USAF PACAF 15 OG/CCC

Thanks Robbie, You won't believe how far back the groundwork and strategic planning was going on over this one. The other limiting factor is the isolation at Creech AB, Nevada. When you hear middle of nowhere, that's the definition of Creech. Hard work, long hours, and a very austere location, more than average contributors to very poor morale, not too smart.

Pete



LETTERS AND E-MAILS TO THE EDITOR

Subject: RE-Story

My name is Neal Siebenbruner, member of the AFGA and WW II veteran. Flew 40 missions in a B-24 over the Truk Atoll and the Bonin islands as a Ball Turret Gunner.

We had a Teddy Bear (MASCOT) on our crew and gave him a set of Captain Bars, pair of dog tags, with Serial # of our plane, Religion-nondenominational, and Blood type S for Sawdust, and all the medals we received.

After our last mission, our names were put in a hat and my name was drawn. I have had him for 70 years until the 26th Space Aggressor Squadron located in Colorado Springs, CO, heard about Roger X111 and eight books of history of WW II.

The Commander of the 26th sent me an e-mail and wanted to adopt Roger X111 and the History of the 11th Bombardment Group that was in the war in the Pacific theater from 1941-1945. I sent both the history and Roger X111 in May of 2015.

On June 6th, they had a ceremony at Shriver Air Force Base and invited my Wife and I to the ceremony, when they officially adopted Roger X111 as their Mascot. I am also sending you some pictures of this ceremony. We had four flying Squadrons in our Group, 26th, 42nd, 98th, and 431st. The 26th is our old 26th Squadron and will celebrate 100-year anniversary in 2017.

Neal Siebenbruner



MY ROOMMATE, AL MOORE



During my RTU deployment to South East Asia in March of 1975, I had the pleasure of rooming with Sgt Al Moore. I knew of his shooting down of a MIG aircraft in 1972, but never knew I would have the opportunity to hear of the events of that night first-hand.

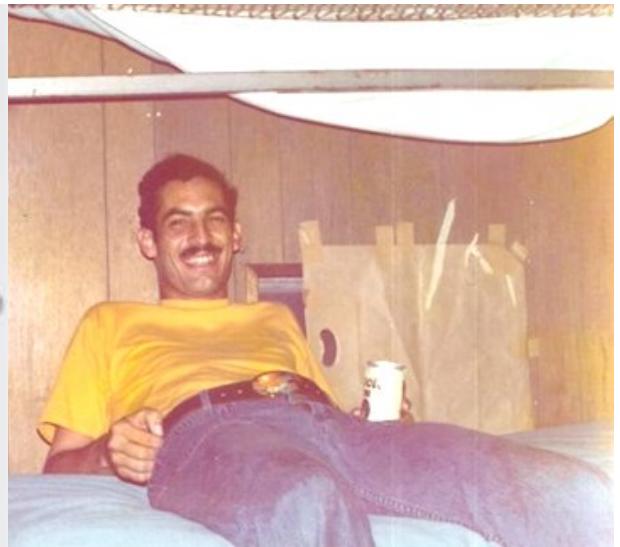
But before I get to the MIG story, a little about Al. I was an A1C, so Al really didn't have to pay much attention to me at all, but was nice enough to be a friend even for the short time I roomed with him at UT. He was into Coors Beer, which his crew brought in to UT from the states, and enjoyed photography. I had purchased my first 35mm camera in Guam, one day after our 23 hour flight from Carswell AFB. Then while on our flight to Thailand, I shot two rolls of film during preflight, inflight from the tail, and then coming into UT. I was so happy to find out that my roommate also had a camera, nicer than mine, and enjoyed capturing life on film.

He had told me he really likes sunrises so if I was ever up early and saw a great colorful orange sky that I was to wake him up. Well, after trying that one morning and getting a royal chew out, I never did that again. The funny thing was later that morning I told him of the beautiful sunrise and he asked why I didn't wake him up. Well, he must have still been asleep so I never held that chew out against him.

Al was a really nice person, when he was awake. His MiG encounter was like this; while running the target in-bound checklist his crew had completed their checklist items as number three, in a three ship cell, before one and two completed theirs. The MiG came from six o'clock barreling in on one and two while they still had their aircraft lights on. He called the bandit out, locked on using RT/RR mode, waited for the MiG to be at firing range and then pulled the triggers. He said he was scared beyond words. When he finally let go of the triggers the MiG was gone. He stated that he thinks the MiG never saw his aircraft until he started to fire.

Al saved many lives that night due to his heroic actions as a B-52D aerial gunner. I am very proud to say that I was a friend of Al Moore.

Bob Ashley



To all military and former military, I want to thank you for your loyalty and sacrifice. No one understands unless they have been in the military or a dependent that the sacrifices are not just in war time but also in normal day to day operations that you leave family and friends to go for days, weeks, and even months at a time to train for events that don't ever happen, but you know you must be ready for anything. So I salute you and honor your selfless service to our country and wish you all the best for the future.

Your Friend and Comrade in Arms,

Vann Davis USAF, Ret.

Thailand Military Bases and Agent Orange Exposure

Fellow Gunners,

As I get older, I find there are a number of things that don't function the same as when I was in my 20's. I was fortunate to have a long and productive career in the Air Force but not without its normal ups and downs and well as aches and pains. One of the downs was being diagnosed with diabetes while on active duty. Now, every time I meet a new doctor at the VA, each one asks me if I was ever exposed to "Agent Orange" during my service. I have always answered "no" since it was always my belief "Agent Orange" was only used in Vietnam and I was never exposed to any aircraft that sprayed it.

I was recently sent a computer link to the Agent Orange site by a Veteran's Center in Norman, OK. I started looking at it to research information for my brother who was exposed to Agent Orange on the ground in Vietnam. I was very surprised to find the military also used Agent Orange on military bases in Thailand as well from 1961 to 1975. As such, gunners living in Mod 6 at U-Tapao near the west fence of the base perimeter may well have been exposed to Agent Orange. I along with a number of other guys used to lay between the mod and the fence to catch some sun between flights.

There are numerous diseases associated with exposure to Agent Orange including diabetes, heart disease, and cancer. There is an Agent Orange registry through the VA as well a lot of information on line. To all the gunners who served and flew out of U-Tapao AB during the war, I recommend you do some research on your own and get on the Agent Orange registry with the VA.

If any of you have any photos of Mod 6 near the fence, it may help others to prove the close proximity to the area where the agents were sprayed. I know a lot of guys took photos of the "MiG Killer" sign on the front of the Mod where we had regular battles with the Boom Operators next door. C'est – La – Vie *Rory Koon*

Thailand Military Bases and Agent Orange Exposure

Vietnam-era Veterans whose service involved duty on or near the perimeters of military bases in Thailand anytime between February 28, 1961 and May 7, 1975 may have been exposed to herbicides and may qualify for VA benefits. The following Veterans may have been exposed to herbicides:

U-Tapao Air Base, Thailand, 1972

U.S. Air Force Veterans who served on Royal Thai Air Force (RTAF) bases at **U-Tapao**, Ubon, Nakhon Phanom, Udorn, Takhli, Korat, and Don Muang, near the air base perimeter anytime between February 28, 1961 and May 7, 1975. U.S. Army Veterans who provided perimeter security on RTAF bases in Thailand anytime between February 28, 1961 and May 7, 1975. U.S. Army Veterans who were stationed on some small Army installations in Thailand anytime between February 28, 1961 and May 7, 1975. However, the Army Veteran must have been a member of a military police (MP) unit or was assigned an MP military occupational specialty whose duty placed him/her at or near the base perimeter.

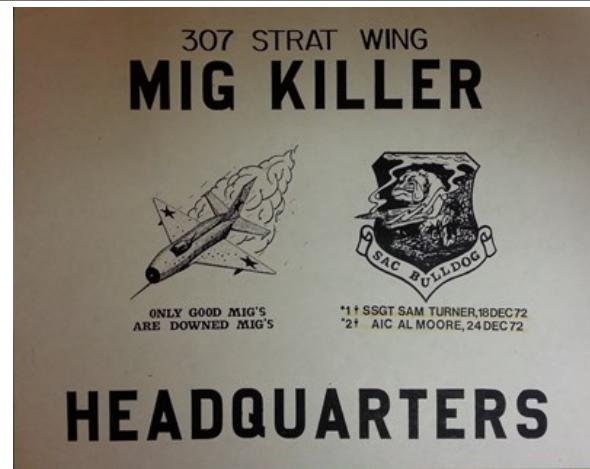
To receive benefits for diseases associated with herbicide exposure, these Veterans must show on a factual basis that they were exposed to herbicides during their service as shown by evidence of daily work duties, performance evaluation reports, or other credible evidence.

Report on defense tactics in Thailand

A recently declassified Department of Defense report (8.3 MB, PDF) written in 1973, Project CHECO Southeast Asia Report: Base Defense in Thailand 1968-1972, contains evidence that there was a significant use of herbicides on the fenced-in perimeters of military bases in Thailand to remove foliage that provided cover for enemy forces. VA determined that herbicides used on the Thailand base perimeters may have been tactical and procured from Vietnam, or a strong, commercial type resembling tactical herbicides.

VA benefits

Veterans who were exposed to Agent Orange or other herbicides during service may be eligible for a variety of VA benefits, including an Agent Orange Registry health exam, health care, and disability compensation for diseases



Thailand Military Bases and Agent Orange Exposure (continued)

VA benefits (continued)

associated with exposure. Their dependents and survivors also may be eligible for benefits.

Learn more about benefits related to Agent Orange exposure.

Need help determining exposure? VA will help determine exposure to Agent Orange or other herbicides during military service after you file a claim for compensation benefits.

Veterans may be eligible for a free Agent Orange Registry health exam. You don't have to file a disability compensation claim to receive the exam. Contact your local VA Environmental Health Coordinator about getting an Agent Orange Registry health exam.

Organizational Maintenance
Squadrons at Forbes AFB and

Fairchild major logs 500 SEA missions

Major Richard J. Smith, 36, of Spokane, Wash., completed his 500th Combat Mission in a Strategic Air Command B-52 bomber March 15.

Major Smith is an electronic warfare officer assigned to the 325th Bombardment Squadron, Fairchild AFB, Wash. He has spent 42 months in Southeast Asia since January 1967.

"I didn't start out with the idea of setting any records," he said. "But I'd rather be over here doing my job--taking care of my crew--than having someone over her who didn't want to do it."

Major Smith is the only man to have completed 500 combat missions in the B-52. He had spent 1,275 days in the Southeast Asian Theater at the time of the historic flight.

When asked about his feelings during periods when his aircraft was under surface-to-air (SAM) missile attack he said, "I wasn't really scared, I had complete confidence in my abilities and in the reaction of the rest of the

(Continued on Page 2)



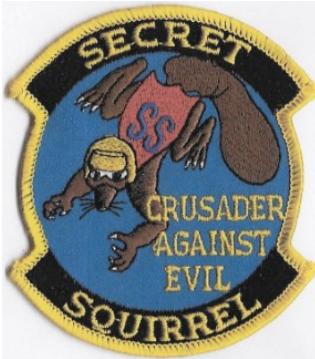
CAN I GO HOME NOW?—Major Richard J. Smith of Fairchld AFB, Wash., is greeted by Lt. Gen. Gerald W. Johnson, Commander, 8th Air Force (SAC), upon the major's return from his 500th combat mission in a B-52 Stratofortress. Major Smith was greeted also by several buckets of water when he deplaned, a traditional celebration after milestone flights. General Johnson, caught in the line of fire, was also soaked! by the flightline celebrants. (U.S. Air Force Photo by Sgt. Ed King)



Fairchild Reunion, Gunners



The Inside Story of the Secret Squirrels By CMSgt (Ret) Rory L. Koon



In August 1990, shortly after Iraq invaded Kuwait, crews were called to the 2nd Bomb Wing command post and in-briefed on what was then a Top Secret mission dubbed "Senior Surprise". In the beginning, there were few details available to the crews. The crews selected were placed on a very short string and expected to respond immediately when called. Security protocols were established and the crews were also told not to mention the mission or the name of the mission to anyone at anytime. Even though the classified mission was designated "Senior Surprise", the head of the Bomb Nav shop, gave the mission the unclassified title "Secret Squirrel". The new title had the same initials; however, even the unclassified title "Secret Squirrel" became a contentious issue in the weeks following the initial call up. Senior staff were concerned because it called attention to "something" to come. Crew members, as usual, would not to be deterred and created a "Secret Squirrel" patch.

Besides the extreme secrecy, the crews were briefed to expect to fly an extremely long mission. Due to the sensitivity of employing the highly classified and newly developed Conventional Air Launched Cruise Missiles, the aircraft would not be allowed to recover outside the U.S. There were concerns B52s observed carrying ALCM missiles could be misunderstood to be or have been/or be on a nuclear mission. There were several weeks of intense planning and working out the logistic details for the mission. New coordinates arrived continually as targets changed almost daily and they had to be programmed into the missiles each time. There was continuing concern regarding the flight routes and they changed almost daily as well.

From the early planning stages, the overall length of the mission was a big concern. It was expected to take 35 hours to fly round trip to strike targets in Iraq and return to Barksdale. With the secrecy surrounding the mission, many of the logistics necessary to perform the mission were very difficult to keep anyone unauthorized from figuring out what was going on. Questions such as "why" seven chemical toilets were needed, one for each aircraft, as well as 21 sleeping bags from base supply. We managed to do so without telling supply what they were for or when they would be returned. The build up during Operation Desert Shield was definitely an acceptable cover story in the covert procurement of equipment.

During the Louisiana summer, life support assisted in their part by rotating water and MFFFs (Meals Fit For Flight) on the aircraft to keep everything fresh due to the heat build up in the aircraft on the flight line. Life support assumed it was a new "alert aircraft" requirement. The missile coordinates had to be continuously up-dated as were the codes for the SATCOM radios. Each time anyone other than designated aircrew approached the aircraft, they had to be escorted by a knowledgeable staff member with clearance for the mission. Essentially things were treated similarly to the two man policy.

LST-5 Voice SATCOM systems were installed at the gunner's station for command and control purposes, and each gunner had to be trained in its operation. The decision to modify the B-52s and add the voice SATCOM radio for the mission in the execution order may have actually saved the mission when normal air-to-air radio communications were lost between several of the aircraft during the flight. The SATCOMs allowed the crews to maintain worldwide secure communications with each aircraft and the Joint Command Authority.

The mission was to take off from Barksdale AFB with Conventional Air Launched Cruise Missiles (CALCMs) and launch them at designated high value targets in Iraq and then return to Barksdale. The 2nd Bomb Wing at the time operated two bomber squadrons. The 62nd Bomb Squadron had recently been designated as a conventional only mission squadron. As such, they were tasked with conventional arena of operations. It would have been expected for the 62nd to handle the conventional mission. The 596th Bomb Squadron was tasked with a nuclear mission in the wing and also they had the training and experience using ALCMs. Consequently, the ALCM experience took priority and the 596th BMS was tasked with the mission. Early on, HQ was concerned the B-52Gs at Barksdale may not be up to the task for such a long mission and considered using B-52Hs out of Carswell AFB, TX. There was a mini-bomb competition flown between the B52Gs at Barksdale and the B-52Hs at Carswell. After several days of "discrete competition" between the two squadrons, Barksdale's 596th Bombardment Squadron was officially tasked to fly the mission.

The squadron had to have seven augmented aircrews available each day to fly when tasked. A spare crew was also on tap if needed for DNIFS. Additionally we still had an alert commitment. It didn't take long for the wing staff to identify there weren't enough crews to meet all the commitments and still accomplish training. The "Secret

The Inside Story of the Secret Squirrels by CMSgt Koon (continued)

Squirrel" strike mission became the priority. A flight surgeon was identified and read in to evaluate crew needs and possible medical issues. Concerns of dehydration during a mission of that length was addressed and planned for. The flight surgeons' office also developed special flight meals for the mission. Meals were designated as "special menu" items, developed for high energy without refrigeration. We would need four hours prior notification to have the meals made and delivered. On the day of the mission, we were given notification of the initial mission briefing 30 minutes prior and the crews started launching within three hours after the briefing. There were no fresh meals available and the crews had to rely on the Meals Fit For Flight (MFFFs). Later, after all the secrecy and planning, it was discovered the meal menus had never been filed with the flight kitchen so they could be made.

In the middle of all the preparation, the tanker aircraft from the base were deployed forward during Operation Desert Shield. With their departure, someone in the armory cut the locks on the storage lockers for the handguns designated for the bomber crews and distributed the handguns to the tanker crews. The squadrons at that point were left to scrounge whatever weapons were left. It was later discovered, the tanker crews had weapons but they had never been unpackaged or cleaned so they opted to take the weapons they found immediately available. Aircrew firearms were eventually procured so the crews had the arms needed for a combat flight.

As the launch hour approached, some crewmembers were still working on wills with the legal folks who had been called out of bed. The legal office folks were told the crews were deploying to a forward location. The 62nd Bomb Squadron had been notified they would be deploying to a forward operating base as well so their movement was used to provide cover for the mission in turn. The flight surgeon was on scene checking each crew over and to ready address any medical concerns. Each aircraft had updated coordinates and updated the crypto for the SAT-COM voice radios and were ready to launch. As the lead aircraft started engines and was ready to taxi, the call came in reporting a malfunctioning SATCOM radio. I went with the maintenance van to the aircraft and checked all the settings. The settings looked good but there was no power to the radio and all the circuit breakers had been pulled and reset twice. A hard boot to the rack holding the radio solved the problem that was diagnosed as a bad ground. The radio came to life and maintenance and I exited the aircraft at the hammerhead and cleared the wing as the engines spooled up and the lead aircraft rolled down the runway and into the air. I watched from the hammerhead until the seventh aircraft was airborne, the staff and crew members remaining after the launch were ordered not to leave the base or to discuss any aspect of the mission outside the group until released. The vigil of monitoring the progress of the mission began and continued for the next 35 hours.



One aspect of the planning staff never expected or even anticipated was the battle of the wives. As the date for the anticipated air war with Iraq approached, the selected crews were sequestered on the alert pad in what appeared to be normal alert. The families up to that point accepted everything on face value since everything appeared to be normal operations. The morning of the launch, it was immediately apparent; the alert ramp was missing seven aircraft. Phone calls began to come into the alert operations center and they quickly devised a cover story of the aircraft being forward deployed to Loring AFB. It only took a few hours for some of the wives to contact friends at Loring to blow up the cover story. The next action taken by the alert pad was to quit answering the phones. The anger and ire of the wives was then directed at the squadron building. The squadron building which was normally open to access 24-hours a day was besieged by angry wives demanding the whereabouts of their husbands. The building was completely secured by chaining doors shut. Staff and crews with mission knowledge hunkered down ignoring the ringing phones. The SATCOM channels were monitored and a line was kept open with the Command Post.

Shortly after CNN's first report of the air strikes in Bagdad, the wives got their answer. They knew their husbands were probably in harm's way but had no idea where they were or when they would be back. One wife contacted the local media and the queries again began to flood in and were quickly referred to the public affairs office. The public affairs office had no clue about any of the mission but tied the absent crews and aircraft to the deployment of the 62nd crews. The lack of planning a cover story to keep the wives appeased was possibly the biggest threat to the security of the mission.

With a mission 35 hours in duration, crew fatigue was a huge issue and proper station keeping with a seven ship cell was absolutely essential. The gunners all came through. The gunners and the SATCOM radios were essential to keeping everyone informed and connected on the mission's progress and any issues affecting the mission. One of

The Inside Story of the Secret Squirrels by CMSgt Koon (continued)

the aircraft had radio issues immediately after takeoff and the SATCOM was the only way of keeping in touch and keeping the mission on track. Several aircraft had engine problems and required additional refueling due to the extra drag on the aircraft. Four of the CALCMs malfunctioned, they were not allowed to be launched or jettisoned. They remained on the pylons which created extra drag which required more fuel. The crews were all fortunate to get all the extra refueling support they needed to return to Barksdale 35 hours later.

After recovery, the crews were debriefed and many were declared by the flight surgeon to be dehydrated which required IVs before they were released to go home and rest. Amazingly, none of the seven porta-potties we had worked so hard to place on board, had been used in flight. The urinals were close to overflowing, but the standard rule of engagement regarding the ramifications of defecating onboard the aircraft in flight held true.

Even with all the secrecy, a U.S. Senator and a U.S. Representative from Louisiana released details of the mission to the news media immediately following the raids shortly after they received a briefing from the Secretary of Defense, Dick Cheney. Everyone at Barksdale remained secluded under a cloud of secrecy until a year after the mission was flown. The mission was finally declassified and public recognition was given to the Squadron or crews that flew the historic flight.



ARMY AIR FORCES GUNNERY SCHOOLS



Army Air Forces Gunnery Schools were WW II organizations for training bomber crewmen. There were seven or more schools across the U.S.A., Florida, Nevada, Colorado, Arizona, and Texas. In mid-year 1943, a rush to create aerial gunners was on and a gunnery school was created at Wendover, Utah.

Wendover was 120 miles from Salt Lake City on salt flats of Utah. This was military service at its worst. Although Wendover Army Air Base was a training site for Bomb Groups, the gunnery school was located in the hills above the air base.

Living conditions that gunner trainees were exposed to were as crude as it could be. The barracks were old Civilian Conservation Corp buildings that were constructed like a log cabin. The use of the old country out house was a common site. The latrine was a building that had no running water, the water was from the air base and was trucked in by tanker trucks from the air base and pumped into storage tanks. The weather conditions were HOT and DRY, temperatures at night in the 40's and by noon in the 90's. Oh yes we volunteered for combat crew training. The aerial gunnery schools all had air-to-air gunnery training in the back seat of an AT-6.

Many men were washed out of the school because this part of the training was too much for some men. Wendover Aerial Gunnery school was different, no air to air training, all on the ground including firing a .50 caliber machine gun at a moving jeep with a raised target.

Although this is not official, the group that I was assigned to were all radio operators and flight engineers. When our training was over, we were presented with a certificate, a promotion to Sergeant and the award of our Combat Crew Wings. This was the moment that all of my fellow trainees had suffered though for so many weeks. There was a report that if a GI went AWOL for five days, he would only be charged for two days because he could be seen walking across the salt flats for the first three days!

This was the experience that twenty year-old men never expected. The original idea when presented to us if we all volunteered to be combat crew members sounded to good to refuse. Although we were proud to win our Wings, it was as the saying goes "A trial by fire".



Navy divers are mounting an expedition to locate **WWII crash sites** and possible airmen's remains off the coast of Papua New Guinea, for later recovery, Warbirds News reported. The team plans to use side-scan sonar equipment to locate several aircraft, including a **B-24 Liberator** bomber lost off Kawa Island, in an archipelago east of the mainland. "The sites are very remote and access to the dive sites is challenging," said Navy Lt. Mark Snyder, who is heading up the Mobile Diving and Salvage Unit undertaking the mission on behalf of DOD's POW/MIA Accounting Agency. On Jan. 1, 1943, B-24D, serial number 41-23752, nicknamed "Crosair" took off from Port Moresby airfield on a mission to bomb a Japanese airfield on Vunakanau, near Rabaul. After hitting its target, the crew was forced to ditch due to engine failure. Eight crew were rescued by Australian forces, but **tailgunner Sgt. Carol Domer** was killed on impact and sank with the wreckage. "These types of missions are about supporting fallen/missing service members and their families and maintaining the precedence that the US is committed to bringing everyone home,"

"The Secret War and Other Conflicts" (Published 2014 by GENERAL PETE PIOTROWSKI ISBN 978-1-4931-6187-4 (Hardcover)), Following is a quote of much interest, from pages 246/247: "Nearly twenty years later, former Secretary of State Dean Rusk being interviewed by Peter Arnett on a CBC documentary called, "The Ten Thousand Day War". Mr. Arnett asked, "It has been rumored that the United States provided the North Vietnamese government the names of the targets that would be bombed the following day. Is there any truth to that allegation?" To everyone's astonishment and absolute disgust, the former Secretary responded, "Yes. We didn't want to harm the North Vietnamese people, so **we passed the targets** to the Swiss embassy in Washington with instructions to pass them to the NVN government through their embassy in **Hanoi**." As we watched in horror, Secretary Rusk went on to say, "All we wanted to do is demonstrate to the North Vietnamese leadership that we could strike targets at will, but we didn't want to kill innocent people. By giving the **North Vietnamese advanced warning** of the targets to be attacked, we thought they would tell the workers to stay home." No wonder all the targets were so heavily defended day after day! *The NVN obviously moved as many guns as they could overnight to better defend each target they knew was going to be attacked.* Clearly, many brave American Air Force and Navy fliers died or spent years in NVN prison camps as a direct result of being intentionally betrayed by Secretary Rusk and Secretary McNamara, and perhaps, President Johnson himself.

The Air Force has laid in money in the Fiscal 2017 budget to start **replacing the B-52's radar**, service plans and requirements chief Lt. Gen. Mike Holmes said Thursday. "If we're going to keep the B-52 around" until the 2040s, Holmes said, then it makes good operational and fiscal sense to replace the radar, which is becoming unsupportable and has a mean time between failure shorter than most operational missions, meaning the jets are "*flying around with a broken radar a lot. So we will be buying a new radar.*" USAF is "working through the requirements" for what the radar needs to be able to do, he said. Holmes added that, "if I had to guess," USAF will use an existing radar and adapt it to the bomber, "rather than something new." Service officials have been saying for several years that they would like to adapt one of the current generation of Active Electronically Scanned Array radars for the B-52, to give it synthetic aperture capability and reduce its electromagnetic footprint.

The Air Force will **deploy B-52 Stratofortresses** to take the **fight to ISIS** in the spring, placing bombers back in the US Central Command area of responsibility, service officials said. B-52s will deploy in April to take part in Operation Inherent Resolve, taking the spot of B-1B Lancers that returned back to the US in January, said Gen. Hawk Carlisle, commander of Air Combat Command, at AWS16. Lt. Gen. Charles Brown, the commander of Air Forces Central Command who oversees the air war for Combined Joint Task Force-Operation Inherent Resolve, said they are working to "bring B-52s to town" to assist in the fight. The coalition has two aircraft carriers deployed to assist in the fight to make up the gap after B-1s left in January to receive large-scale upgrades, and the coalition is planning long in advance to address any gaps in assets available to the coalition, Brown said. Those B-1s will return to the fight in the summer after having been recently upgraded.

The Air Force recently opened the expanded **Powder River Training Complex** to military flight operations and plans to host its first large-scale training exercise there early next month, officials announced. Powder River is now the largest training airspace in the Continental United States, spanning 35,000 square miles over the Dakotas, Montana, and Wyoming, to provide nearby bases with closer training areas. The expanded sectors are limited to 10 days of use each year, and large-forces exercises in these sectors are restricted to no more than three days at a time, every three months, according to the Nov. 2 release. The Federal Aviation Administration updated civil aeronautical charts and cleared the Air Force to begin military training flights in the new sectors on Sept. 17, and the first large-force exercise is planned for Dec. 2-3, according to officials at Ellsworth AFB, S.D. The expanded range specifically provides training space for Air Force Global Strike Command bombers based at neighboring Ellsworth and Minot AFB, N.D.

Lockheed Martin has developed a prototype **laser turret** for the Defense Advanced Research Projects Agency and the Air Force Research Laboratory that paves the way for lasers to be placed on tactical aircraft, according to an Oct. 15 company release. The Aero-adaptive Aero-optic Beam Control (ABC) laser turret is the first of its kind "to demonstrate a 360-degree field of regard for laser weapon systems on an aircraft flying near the speed of sound," states the release. Typically, turbulence causes concentrated laser beams to become diffuse, restricting laser turrets mounted on high-speed aircraft to fire only at targets straight ahead. A combination of aerodynamic and flow control technology, coupled with deformable mirrors, allows the laser beam to travel in any direction without being scattered. "This advanced turret design will enable tactical aircraft to have the same laser weapon system advantages as ground vehicles and ships," said Doug Graham, vice president of missile systems and advanced programs for Lockheed Martin's Strategic and Missile Defense Systems. The turret design has already been tested in roughly 60 flight tests conducted in 2014 and 2015, states the release.

Chinese ground controllers recently contacted a B-52 as it flew near man-made islands in the South China Sea, said Pentagon spokesman Peter Cook on Nov. 12. Cook said the mission happened "recently," though he could not say exactly when the flight took place. However, he did say the bomber continued its mission undeterred. "Nothing changed," Cook said. US officials have repeatedly said they would continue both air and sea operations in international waters in the disputed South China Sea. Defense Secretary Ash Carter, during a recent visit through the region, called on China to stop the militarization of the waters and said the US will continue to defend freedom of navigation in the area.

Two B-52s flew a 26-hour, nonstop mission from Barksdale AFB, LA, to southern Europe, conducting a series of scenarios during NATO's largest integration exercise in 20 years, officials announced. Two aircraft conducted a "show of force" over the San Gregorio range near Zaragoza, Spain, during Exercise Trident Juncture, Nov. 4. The aircraft also conducted a maritime strike, and integrated with allied forces for an exercise in Portugal before returning to Barksdale. "Trident Juncture gives us an invaluable opportunity to hone our warfighting skills. It allows us to integrate with our NATO allies," 8th Air Force Commander Maj. Gen. Richard Clark said. "These missions enhance our interoperability and teamwork, demonstrate global reach capability of our bomber force, and allow our crews to train on the unique demands of long duration sorties." Trident Juncture is Air Force Global Strike Command's third major B-52 European training event this year. B-52s also flew in Exercise Immediate Response over Slovenia, deployed to RAF Fairford, UK, for exercises Baltops and Saber Strike, and conducted a non-stop training sortie with NATO allied aircraft over the North Sea.

U.S. Military History – 1972, The Nixon administration announces that the bombing and mining of North Vietnam will resume and continue until a “settlement” is reached. On December 13, North Vietnamese negotiators walked out of secret talks with National Security Advisor Henry Kissinger. President Richard Nixon issued an ultimatum to Hanoi to send its representatives back to the conference table within 72 hours “or else.” The North Vietnamese rejected Nixon’s demand and the president ordered Operation Linebacker II, a full-scale air campaign against the Hanoi area.

Former Defense Secretary William Perry urged the **elimination of the ground-based ICBM leg of the nuclear deterrent triad** and opposed production of the nuclear-armed Long Range Standoff missile, which will replace the air-launched cruise missile (ALCM), calling both "uniquely destabilizing." Speaking at a Dec. 3 defense writers' breakfast in Washington, D.C., Perry said because of "deteriorating" US-Russian relations, "we are now facing the kinds of dangers we faced in the Cold War," with the threat of "a nuclear event," and "we're now at the precipice, the brink, of a nuclear arms race." Perry, however, supported buying the Long-Range Strike Bomber and a replacement for the Navy's Ohio-class ballistic missile submarines to modernize the other two legs of the triad. The Air Force has started development of the LRSO to ensure the continued viability of the bomber leg. Ironically, as Defense Secretary from 1994-97, Perry cancelled the B-1 bomber program and approved production of the original ALCMs to counter the threat to the B-52s from Soviet anti-air missiles. Perry said he opposes the ICBMs because "under any reasonable definition of deterrence, they are not needed," and they are destabilizing because any threat of an attack triggers the "use it or lose it" mentality.

The **Air Force needs a bomber force of between 150 and 200 aircraft**—including B-2s and Long-Range Strike Bombers—"to maintain America's asymmetric advantage in long-range precision strike over any potential adversary," retired Lt. Gen. Mike Moeller asserted in a report for AFA's Mitchell Institute. The report, released Wednesday on Capitol Hill, used a threat-based planning analysis, a regional stability estimate, and a nuclear deterrence assessment to determine the best bomber force size for the future. "Our B-52s and B-1s will have a very difficult time surviving in a contested environment, but what we will face over the course of the next two decades is air operations in highly contested environments," Moeller said. "America desperately needs to rebuild its bomber force, starting with the (Long-Range Strike Bomber)." One hundred LRS-Bs is not enough, he said, because a force of 120 bombers by 2045 is insufficient. Retired Lt. Gen. David Deptula, dean of the Mitchell Institute, was more specific. "The right number's 174," he said.

Six Air Force Global Strike Command bomber and missile wings responded to a series of mock nuclear threats as part of US Strategic Command's annual operational command and control exercise this month. "Global Thunder gives us an ability to exercise our role as our nation's premiere deterrent force," AFGSC boss Gen. Robin Rand said in a release. "Our airmen had the opportunity to hone their skills as they support our nuclear deterrence and global strike missions for situations we don't normally experience," added the command's crisis action team director Col. Eric Moore. B-52s launched from Barksdale AFB, LA, and Minot AFB, N.D., while B-2s participated from Whiteman AFB, Mo. Missile wings at Minot, F.E. Warren AFB, WY, and Malmstrom AFB, MT, additionally took part in the combined command staff and field exercises, beginning Nov. 2. U-2s acting under USSTRATCOM's Task Force 204 also contributed strategic intelligence, surveillance, and reconnaissance support for the exercise from Beale AFB, CA, according to a base release. The week-long exercise concluded Nov. 8.

Air Force Gen. Paul Selva, **vice chairman of the Joint Chiefs of Staff, called missile crews on alert** at each of the Air Force's three missile bases to thank them for their service just hours before 2015 came to a close. Selva, who visited sites representing each of the three legs of the nuclear triad shortly after being confirmed last year, said he just wanted to recognize "*that we care about what they do because their work is so important to the security of the country, and it's important that we honor them.*" The call is significant because it shows airmen the nuclear force remains a top priority for top Defense Department leaders. The Air Force in early 2014 launched the Force Improvement Program, a grassroots, bottoms up approach to reinvigorating the nuclear force, after it was uncovered that officers were cheating on nuclear proficiency exams. The investigation that followed unveiled widespread and significant morale issues throughout the force. Selva acknowledged that not too long ago missile launch officers were told they were in a "dead-end" career field, but FIP has created new career opportunities and now young officers look forward to a career in the ICBM field, according to the release. "Young men and women who see a long-term career and opportunity in what they're doing and [who] understand how important it is. I think that is very significant," Selva said.

Enlisted airmen will now be able to fly unarmed RQ-4 Global Hawks in the Air Force, the service announced Dec. 17. The decision is the latest step intended to alleviate strain on the undermanned remotely piloted aircraft community. "Our enlisted force is the best in the world and I am completely confident they will be able to do the job and do it well," Air Force Secretary Deborah Lee James said in a release. "The RPA enterprise is doing incredibly important work and this is the right decision to ensure the Air Force is positioned to support the future threat environment." Air Force leadership has ordered Air Combat Command to develop a plan over the next six months to lay out entry requirements, training plans, career path development, delineation of duties, compensation details, and the appropriate force mix, according to the release. Enlisted airmen will not be able to fly the armed MQ-1 Predator and MQ-9 Reaper. The service outlined a series of steps to improve the health and morale of the RPA community late last week, including growing the number of RPA bases and squadrons and increasing manning by up to 3,000 airmen.

The C-141C Starlifter that **flew the last US prisoners of war home from Vietnam** moved indoors for the first time at the National Museum of the US Air Force at Wright-Patterson AFB, Ohio, on Wednesday. Hanoi Taxi moved into the newly completed fourth hangar, after spending several years in the museum's outdoor airpark. The C-141 joined the museum after retiring from Air Force Reserve Command's 445th Airlift Wing across base in 2006. The new 224,000 square foot building houses the global reach gallery featuring Hanoi Taxi, as well as the research & development and presidential aircraft, spaceflight, and science-focused educational displays. The museum's X-15 rocket aircraft was the first to move into the new facility at the beginning of October, followed by the massive, experimental XB-70 Valkyrie bomber, and now the C-141. The new building is slated to open to the public in June 2016, according to museum officials.

I just read that the **AF will no longer support the Three Volley Salute at veterans funerals**. The article stated only a bugler and a flag presenter will be sent out. Can you imagine that? Of all my duties, my two years on the Robins AFLC Honor Guard, sacrificing every holiday and many weekends performing last honors from Chattanooga to Andersonville National Cemetery and everything in between, was the absolute pinnacle of my service that taught me everything about service before self, ultimate teamwork, and precision in leadership. Whom ever contributed to this very poor, Air Force policy decision was totally wrong, ill informed, and I still cannot even comprehend us AF veterans being thrown under the bus in the end. But more importantly, I don't think two airmen at a veteran's funeral will even be noticed, much less have a fitting positive impression that will even be remembered. What will the families think when they expect final honors and see just two airmen? I am embarrassed and ashamed that this is what my AF is now about. How do I stand up to my non-AF service veterans and defend the AF is all about its airmen all the way to the end, instead of its new equipment before airmen, when leadership makes these kind of budget-based, horrible decisions? Dang!

The Air Force and Boeing have **upgraded the bomb bay launchers** in six B-52 bombers, allowing the aircraft to carry smart bombs in the weapons bay for the first time. The upgrade is needed as the B-52s eventually transition from the Conventional Air-Launched Cruise Missiles to the Joint Air-to-Surface Standoff Missile-Extended Range, said Col. Tim Dickinson, USAF's B-52 program director, in a Boeing release. The upgrade modifies the B-52s existing common strategic rotary launcher to increase the total number of weapons the B-52 can carry. The launchers can carry eight GPS-guided Joint Direct Attack Munitions, with future upgrades coming that will allow the launchers to carry standoff missile and Miniature Air Launched Decoys, according to Boeing.

Keep the information to the **Air Force Gunners Association** flowing in a timely manner. Contact any association officer listed with e-mail and US Mail addresses on the second page of our Short Burst of any news important to the group and especially the passing of any gunner, honorary gunner, crewmember friend, or wife, whether a member of the association or not. Hope to see you at our next reunion in Nashville, it will be spectacular and unforgettable!

CHAPLAIN'S CORNER - JOHN STANTON



Hello again from the Central Valley of California. To date we have been blessed with significant rain in the valley and more important snow pack in the Sierra mountains. December and January were banner months for El Nino. February however has been dry and very warm. We still need significant rain to get us out of this four-year drought. We hope that March and April will bring back El Nino rains and snow.

Pete had a great suggestion about what being a gunner has meant to each of us. The best way for me to describe that would be a brief summary of my 28-year Air Force career. I enlisted in 1964. After basic training in San Antonio, Texas, it was off to tech school in Amarillo AFB, Texas, for eight months. I spent 11 years as an avionics maintenance technician working on F-100, F-105, F4C, and KC/EC/RC-135 autopilot systems. My last maintenance assignment was at Goose Bay, Labrador. After working in the north, I decided it would be better to fly as a crewmember than work as a maintainer. SAC had a program called Palace Fly where maintenance personnel could cross train into B-52 Gunnery. I jumped at the opportunity.

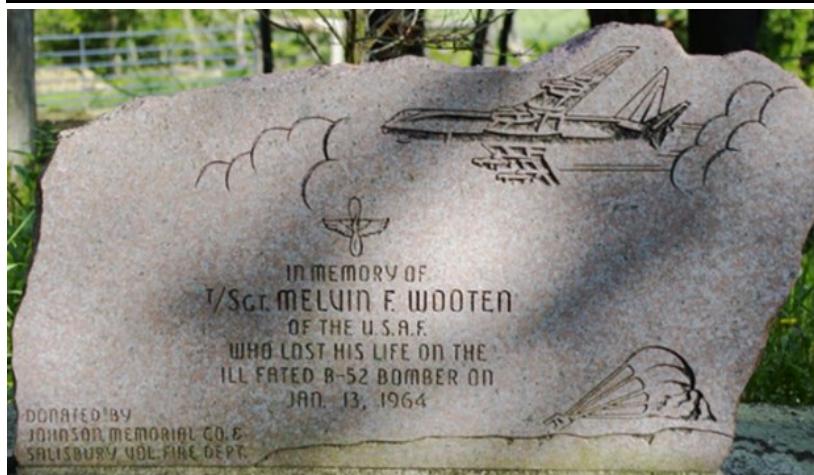
After completing a flight physical and altitude chamber it was off to Homestead AFB, Florida, for water survival then to Fairchild AFB, Washington, for basic survival and resistance training. Next was basic gunnery academic training at Castle AFB, California. Since I was going to a B-52D unit, I went to Carswell AFB, Texas, for D model academics and flight training. After successfully completing my initial qualification check ride administered by CMSgt Fred Arthur, it was off to my first gunnery assignment to the 22nd Bomb Wing, 2nd Bomb Squadron, March AFB, California. In four years I went through the usual progression from combat certified crew gunner, instructor gunner, and evaluator gunner in the B-52D.

After four years at March AFB, it was time to move on. The next step was to be a CCTS instructor gunner. I was fortunate to be selected to go to Castle AFB. After difference training in the B-52G/H, went to the 328th Bomb Squadron as a flight line instructor. I put six student gunners through the program, four to H model bases and two to G model bases. I was then selected to be the chief gunner at CFIC. I spent two years in that position. After a visit from the IG, CMSgt George Edwards offered me a job at HQ/SAC. I replaced CMSgt O'Neal in the future plans division. I was responsible for monitoring modifications to B-52 Fire Control Systems and SATCOM systems on B-52, FB-111, and B-1B bombers.

After completing my three-year tour at SAC, I was given the best job I ever had in my 28-year career, Wing Gunner at Castle AFB. It was challenging and enjoyable managing 64 instructors and 400 student gunners each year. I had this job for four-and-a-half years up until SAC removed the gunners from the B-52. I flew the very last B-52 sortie at Castle with a student. It was a B-52G fireout on September 30th 1991. The fireout out was a 100%.

I feel very fortunate to be in a select group of combat enlisted crewmembers. We are very fortunate to have an association where we can maintain friendships and make new friends every two years at our reunions. I will be forever grateful that I was a B-52 gunner. It was the very best experience in my Air Force career.

John Stanton



FINAL FLY BY

ROBERT "BOB" W. HANNI
JUNE 7, 1925 - OCT 23, 2015



Robert Hanni, 90, a resident of Merced, passed away Friday, October 23, 2015 in Merced. He was born June 7, 1925 in the family farmhouse on Applegate Road in rural Atwater to Rudolph and Frieda Hanni. He attended Applegate School and graduated from Merced High School in June, 1943.

Upon graduation he enlisted in the Army Air Force and completed cadet training at Arkansas State Teacher's College, Jonesboro Arkansas, Aircraft Armament, Lowry Field, Colorado and Army Air Force Gunnery School, Las Vegas, Nevada. Robert was a Armor Gunner with 834 Bombardment Squadron, 485th Bombardment Group serving with the 8th Air Force Bomb Group stationed in England for seven months. He flew 19 combat missions over Germany and Northern France. Robert attained the rank of Sergeant and was awarded several medals.

After being honorably discharged from the service in the fall of 1945, Robert spent several years farming in the Applegate area until he decided to use the G.I. Bill and attend The National

Trade School in Los Angeles. After graduation he was employed by Halton Tractor Company in Merced as a Heavy Equipment Mechanic. When Halton Tractor Company relocated to Longview, Washington, Bob went with them. Several years later Bob moved back to Merced and worked for Holt Bros. building the San Luis Dam. Upon completion of the dam, Bob moved to Portland, Oregon and worked for Halton Tractor Company until his retirement in 1987. After retirement, Bob moved to West Port, Washington to pursue his love of deep sea fishing. During his retirement he won many Salmon Fishing Derbies. He was an avid hunter and loved to garden.

In 2011, Robert moved back to Merced to be closer to his sister, nieces and nephews. Robert was preceded in death by his parents, his sisters, Florence Arillaga, Gretchen Fanconi, Bertha Gabriel, Ruth Jensch, and his brother Walter Hanni. Surviving him is his sister Dora Aja and many nieces and nephews and their extended families.

Bob is dearly remembered by his sister Dora and all his nieces, nephews and their families.

A memorial service will be held on Saturday, November 21, 2015 at 11:00 a.m. at Stratford Evans Merced Funeral Home, 1490 B Street, Merced, Ca, 95340

In lieu of flowers donations may be made to Wounded Warriors Project, P.O. Box 758617, Topeka, KS, 66675.

www.crobituaries.com

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1490 B Street
Merced, CA 95340
(209) 722-4116

Condolences may be offered at
www.croftonhousefuneralhome.com

Obituaries



LT COL (USAF) FRED "LUCKY" LUCIANO
APR 26, 1937 - OCT 3, 2015

Lieutenant Colonel (USAF) Fred "Lucky" Luciano passed away on October 3, 2015 in Merced, California, after a long illness. He was 78 years old.

Fred was born on April 26, 1937 in New York City. He earned a Bachelor of Science degree in Economics from Fordham University, was a graduate of ROTC, and a graduate of Pilot Training Group 60 FOXTROT becoming a B-52 Command pilot for the United States Air Force, and later the Chief of the Central Flight Instructors Course (CFIC), at Castle Air Force Base in Atwater, California.

He flew 200 combat missions over Vietnam throughout his distinguished 25-year career and was awarded numerous medals, ribbons, and commendations. Among them are 2 Distinguished Flying Crosses with 1 Oak Leaf Cluster, the Meritorious Service Medal with 1 Oak Leaf Cluster, the Air Medal with 8 Oak Leaf Clusters, the Joint Services Commendation Medal, the Combat Readiness Medal, the National Defense Service Medal, the Republic of Vietnam Service Medal with 3 Bronze Battle Stars, the Republic of Vietnam Campaign Medal, and many others.

The family will receive friends on Friday evening, February 25, 2016 from 6:00 to 9:00 pm at Murphy Funeral Homes, 4510 Wilson Boulevard, Arlington, VA 22203, Tel # 703-920-4800.

Lieutenant Colonel Ferdinand John Luciano will be laid to rest the following day at 1:00 pm in Arlington National Cemetery with full military honors.

Family and friends are encouraged to visit www.parklawn-woodfh.com to share memories and words of condolence with the family.

Arrangements are under the care of Parklawn-Wood Funeral Home, 2551 N. Armistead Ave., Hampton, VA 23666.

www.crobituaries.com

SATURDAY FEBRUARY 13 2016
MERCEDESUNSTAR.COM

FINAL FLY BY

Subject: Gary Thoss

Bob:

Just wanted to let you know that Gary passed away on Saturday. He passed away at the VA Hospital, and he got the BEST care that he could have asked for. Truly was a peaceful passing for him!

Thanks again for all your help.

Mary Ellen Thoss

Gary was born on May 4, 1951 and passed away on Saturday, February 27, 2016.

Gary was a resident of Hartland, Wisconsin at the time of his passing.

Gary was an U.S. Air Force Veteran who served his country proudly as a gunner on B-52's during the Vietnam War and was a member of Air Force Gunner's Association.

He was married to Mary.

Memorial Gathering Wednesday March 2 from 4 - 7 PM at CHURCH AND CHAPEL FUNERAL HOME 380 Bluemound Rd. Waukesha 4 blocks south of I-94 on the corner of J and JJ with Memorial Service and Military Honors at 6:30 PM. Private burial will take place at Southern Wisconsin Veterans Memorial Cemetery in Union Grove.

In lieu of flowers memorials to WIVETS Hope Network or the charity of the donor's choice would be appreciated



Neil Alan Richards

Neil Alan Richards, age 70, passed away peacefully in his home on February 1, 2016 after a battle with kidney disease. Neil is preceded in death by his parents Arthur and Jessie Richards and his loving wife Sue.

Survivors include two sons, David and Michael; his twin sister Pat "Ileene" Vincent and her husband Ron; his sister Barbara Holland and her husband Ray; five nieces and five nephews.

Neil was born on October 30, 1945, in Norfolk, Virginia to Arthur and Jessie Richards. He joined the Air Force in 1962 on his 17th birthday after dropping out of high school. He later earned his GED while in the service and continued his education, graduating from Chapman University in 1975. Neil then became an officer, and he later retired from the Air Force with honors in 1986 at the rank of Captain.

Neil is a veteran of the Vietnam War, where he earned the Distinguished Flying Cross and nine Air Medals while flying on missions over Vietnam as a B-52 tail gunner.

Upon his retirement from the Air Force in Colorado, Neil started his own business remanufacturing printer ink and laser toner cartridges. He later served as a desktop computer technician and, after moving to Florida, became an IT manager before his retirement from the Palm Beach County Clerk of the Circuit Court.

A memorial service will be held for Neil at the Quattlebaum Funeral Home & Event Center, at 5411 Okeechobee Blvd., West Palm Beach, Florida, 33417, Tel (561) 832-5171, on February 20, 2016 at 1:00PM. After the service, a reception will be held for guests.

The interment of Neil's remains, along with his wife Sue's remains, will occur at a later date. They will be buried together with military honors in the Florida National Cemetery in Lake Worth.

In lieu of flowers, the family requests donations be made in Neil's name to the National Kidney Foundation, Air Force Gunners Association, Alzheimer's Association, Hospice of Palm Beach County, or a charity of your choice.

(I got to know Neil at several Gunner Reunions. We chatted and got acquainted while he manned the Gunner BX. He was a true gentleman, very kind and easygoing, may you rest in peace our extraordinary gunner brother!)



Clarence A. Gould

Clarence A. Gould, 84, husband of Marilyn (Stone) Gould, passed away unexpectedly December 28, 2015, at his residence. He was born November 2, 1931, in Howland, Maine, the son of Charles and Julia (Drew) Gould.

He attended Milo School and worked at a local car dealership and after it burnt down, went to work at Great Northern Construction as a 19-year old Blasting Foreman. He returned to Quincy, Massachusetts, and joined the U.S. Air Force on June 18, 1952 and served for 21 years.

Clarence served his country which included three tours in Southeast Asia. He initially trained at Samson AFB, New York, and attended gunnery school at Lowry AFB, Colorado. He then came back home and married Marilyn on July 9, 1953 at Brownville Methodist Church. They were married for 62 years!

After Gunnery School he was assigned at Carswell AFB, Texas in B-36s, got assigned in 1954 to Loring AFB, Maine in B-36s, and in 1956, attended B-52 Combat Crew Training at Castle AFB, California. He then returned to Loring now in B-52s.

He was transferred to Plattsburg AFB, New York, in 1966. His tours in South-East Asia in 1969, 1970, and 1972 included Linebacker I and Linebacker II, and in 1970, returned to Loring AFB again. He retired in 1973 at Loring, as a B-52 Gunner with over 100 Arc Light missions.

He earned both the very prestigious 5,000-hour pin and later in his flying career was awarded the 10,000 hour pin! He was presented with the Distinguished Flying Cross, several Air Medals, and the Commendation Medal with four oak leaf clusters. He garnered the Bulldog Award, was a certificated Bonus Dealer flying out of Arc Light bases, and served on the Golden Bomber Crew.

He had a love for competition and especially enjoyed hunting, fishing, and shooting and has many first-place trophies for shooting competitions.

His family was his whole life and he adored his children, grandchildren, and great-grandchildren.

He is survived by his soulmate and the love of his life, Marilyn; three sons, Larry Gould and his wife, Katrina, Michael Gould and his wife, Deborah, and James Gould and his wife, Tracie; a daughter, Lisa Gould Royal and her husband, Kevan; 8 grandchildren, Brianne Gould and her companion, Keith Partridge, Katalyn Soucy and her husband, Sean, Adam Gould and his fiancée, Jessica Cushman, Ryan Royal, Jamie Royal, Christopher Royal, Lindsey Gould, and Samantha Brawn.

He also leaves 14 great-grandchildren, Halle Royal, Damien Royal, Gabriel Royal, Nevaeh Royal, Kevan Royal, Kayden Royal, Mason and Aria Gould, Gavin and Brook Partridge, Ever Zamora, Austin Soucy, Grace Soucy, and Colton Soucy.

He was predeceased by two brothers, Charles Edwin Gould, and Leonard S. Gould; and three sisters, Leona Gould Crowell, Mildred Gould Spear, and Clara Gould Browne.

Memorial arrangements will be announced. Those who wish may make memorial contributions to the Wounded Warrior Project at www.woundedwarriorproject.org. or Wounded Warrior Project, PO Box 758517, Topeka, KS 66675. Arrangements are in the care of the Lary Funeral Home. Condolences may be expressed by visiting the site at www.laryfuneralhome.com.

Edward Lee Harman

Dec 19th MSgt (ret) Edward Lee Harman passed on Silver Wings. He was a B-52 A/G. Had 3 tours and retired in 1970 . He was living in Warner Robins, Ga. Had worked on base after retirement.

Jim Lyle

FINAL FLY BY

Subject: My Friendship with Ron

I met Pokoyski in 1961 and I am deeply saddened to hear he passed away at his Florida home on Saturday, November 28th. He called me on Thanksgiving to make his football picks. He didn't sound well and I asked "Are you okay?" He said, "Yes." I asked "Is there anything I can do for you?" He said "No." Then he said, "I beat this shit once and I'll do it again." We jawboned for a while and I told him to take care and I would talk to him on Sunday for the rest of the games.

He and I always talk at 7 AM CST. When I didn't get his call, I called him at 10:00 AM; no answer. I thought he might be asleep (he told me he had been sleeping a lot) or he had to see his doctor. I was sure he would call before the kickoffs. He didn't. I tried once more. no joy.

On Monday morning, Ron Ottenad called and read the e-mail Stan Allen sent.

Being an ancient SOB who refuses to learn how to turn on a computer, sometimes I miss important stuff. This was a great loss.

Stan says Pokoyski's ashes will be interred at Arlington National Cemetery sometime in April. If I am able, I will be there-emotional for sure.

Cheers
Bill Saska

Subject: Death of Ron Pokoyski

Ron Pokoyski, one of the best friends I ever had for over 52 years, passed away this past Saturday. I received a message from Vince Pokoyski, Ron's son, this evening telling me that his father had been found dead on his couch in his home in FL. That is all that I know at this time. Ron was a current member of AFGA and attended our last reunion in Reno. Ron had been fighting cancer for some time now; he fought the good fight!

Stan Allen

Subject: Ron Pokoyski

I just got off the phone with Ron Pokoyski's son Vince and daughter Valerie. Ron will be cremated soon and his ashes will be sent to Arlington National Cemetery for internment. His interment and ceremony is scheduled to take place at 1000 hours on Friday 18Mar16, and The Good Lord willin' and, da crick don't rise, I will be there.

Vince, Valerie, and Valerie's husband are there now completing the arrangements. One more thing, Ron's kids told me that he had died on his couch facing the TV and it was on a sports channel – they thought perhaps he was following a game to know how much money he had won from Bill Saska! LOL! Vince jokingly said he wanted to reimburse Bill if his dad had lost and that he expected to receive his Dad's money if Ron had won any. Another big laugh!

Vince and Valerie asked me to write a "sort of" obit for their Dad; Ron had asked me to do the same. I intend to write something along the lines of what Ron meant to me and why.

They will let me know as further arrangements are made.

Cheerz, *Stan Allen*

FINAL FLY BY



Ronald Joseph Pokoyski

Ron Pokoyski, age 78, passed away in Mims, Florida, after a courageous battle with cancer. Born in Wilmington, Delaware, in 1937 to Anthony and Pearl Pokoyski, Ron enlisted in the United States Air Force at age 17, retiring in Everett, Washington, after 21 years of service. Ron, his father (Anthony) and brothers (Frederick and Carl) collectively served 39 years in the US armed forces, spanning four wars.

As a B-52 Tail Gunner and Airborne Radio Operator, Ron flew 191 missions in Viet Nam (78 B-52 bombing missions with the Strategic Air Command and 113 C-130 missions with the 7th Airborne Command and Control Squadron) and was awarded seven air medals.

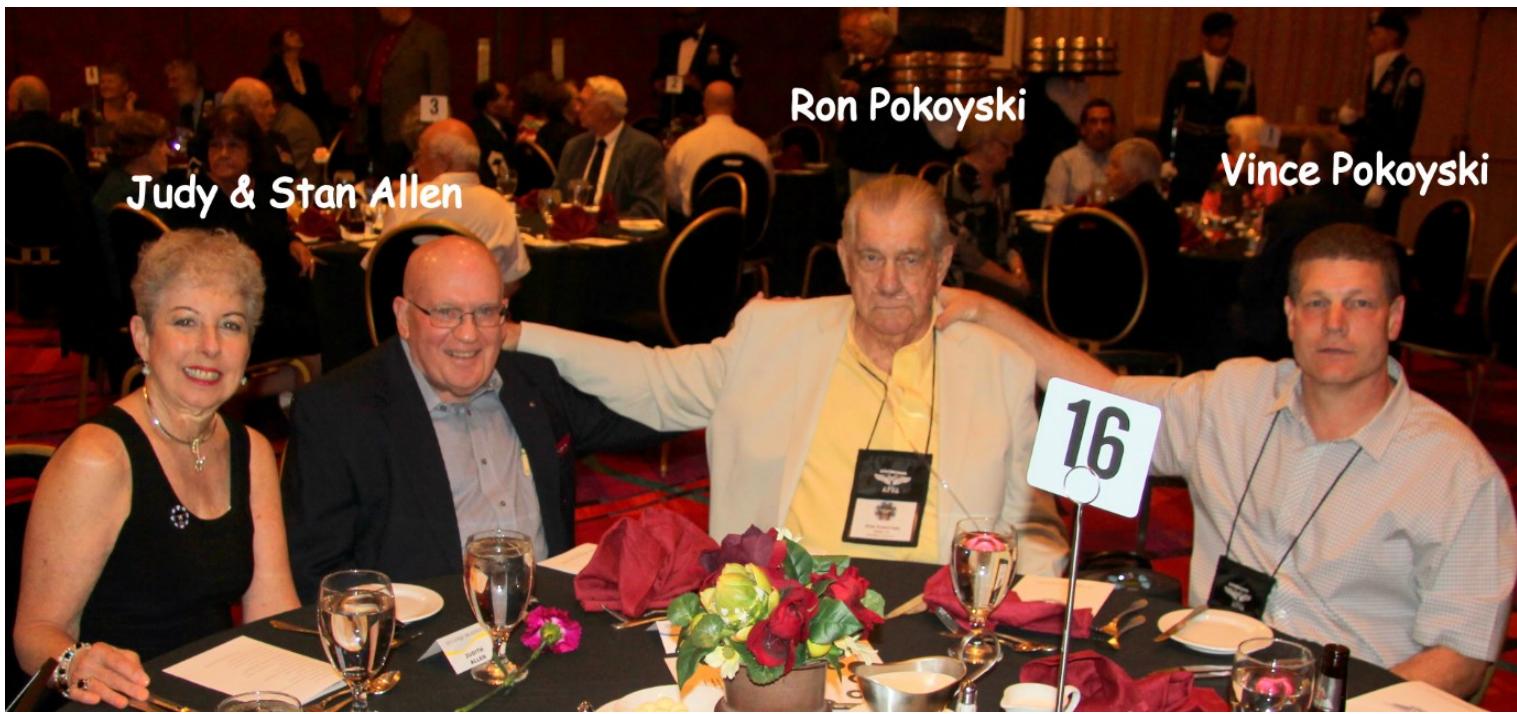
A proud graduate of Ball State University, Ron traveled the world after retiring from active duty, primarily living in Panama, Texas, Nevada, and Florida, but making lifelong friends wherever he landed. His favorite past times included fishing, watching football, and discussing politics. A great story teller, Ron will be remembered by all for so much, but especially his sharing of countless colorful, humorous, and interesting USAF crew member and life experiences.

Thriving on adventure, he lived life to its fullest and in accordance with his favorite saying, Don't worry about nuthin' cause nuthin's gonna be alright.

Ron is survived by his daughters, Valerie Patenaude (husband Richard) and Debbie Pennell (husband Alan); his son, Vincent Pokoyski; his grandchildren, Jessica and Joseph Pennell; his sister, Marcella Mulshenock; and many nieces, nephews, and cousins.

A proud veteran, and in accordance with Ron's request upon taking the "big PCS," his cremains will be inurned at Arlington National Cemetery. A service will also be held in Wilmington, Delaware, at St. Mary of the Assumption (Hockessin, DE) on Friday 8 January 2016 at 11:00 AM.

Memorial gifts can be given to the Disabled American Veterans organization. To share a memory or view the tribute wall, please visit www.northbrevardfuneralhome.com. To send flowers or a memorial gift to the family of Ronald Joseph Pokoyski please visit our Sympathy Store.



FINAL FLY BY



Berly Eugene Fulmer Lexington, South Carolina

Berly Eugene Fulmer Sr., 90 years old of Lexington, went to be with his Lord and Savior Jesus Christ on Monday, October 26, 2015. A Celebration of Life service will be held on Thursday, October 29, 2015, at St. Peter's Lutheran Church in Lexington at 2 p.m. There will be a visitation starting at 1 p.m. in the Parish Life Center. Interment will be in the church cemetery.

Berly enrolled at Clemson University in 1943 for studies in aviation with an emphasis in mathematics and physics. Then, when the War to end all Wars broke out, he joined the US Army Air Corps and served in WWII with the 307th Bombardment Group (HV) as a Flight Maintenance Gunner and Aerial Gunner. Berly was a long time member of the 307th Bombardment Group Veterans Association and stayed in touch with many of the members, over the years, by attending the annual reunions.

He worked at Shealy's Incorporated and Southeastern Freight Lines as a mechanic and shop foreman for over 45 years. He also served for over 40 years in the Lake Murray Fire District and the Lexington County Fire Service.

He was a member of the Masonic Lodge for 60 years, a member of Lake Murray Community Center and a life-time member of St Peter's Lutheran Church where he participated in Lutheran Men, Loving Group, Bible Study, Sunday School and served on many committees. He loved attending the WOW service. He also loved his Atlanta Braves and Clemson Tigers and was a proud member of IPTAY, the Clemson Tigers' Official Athletic site.

Berly was the son of the late David Alfred and Corrie Mae Meetze Fulmer. He is survived by his loving wife of 67 years Betty Lou Swindler Fulmer, daughters: Pat Fulmer Carr (Ray), Bobbi Fulmer Buff, Jackie Fulmer Jumper, Cindy Fulmer Evans (Steve) and sons: Gene Fulmer Jr. (Theresa) and David Fulmer (Leigha). Berly is also survived by his grandchildren, great-grandchildren and a loving family of 45.

Memorials can be made to St. Peter's Lutheran Church, 1130 St. Peter's Road, Lexington SC 29072 -

See more at: <http://www.legacy.com/obituaries/thestate/obituary.aspx?pid=176250928#sthash.KRQAv5Pl.dpuf>

Subject: Berly Fulmer

SSgt. Berly Fulmer, Army Air Corps - World War II Veteran.

Served 1943 to 1945 with 13th Air Force in Atlantic, Pacific, B-24 aircraft, 30 missions as an assistant aerial engineer, 4 missions as a first engineer and over 500 hours of flying time.

Battle Campaign: Bismarck Archipelago, China, New Guinea, Southern Philippines, Luzon, Western Pacific and Air-Combat-Borne. He received 7 medals.

In 2014 Dad did get to fly the Honor Flight to the Capital. It was a very special day for him!

Cynthia Evans

Subject: Dad Obituary w/picture Berly Fulmer

Pete,

Wanted to forward you a recent obit about Mr. Fulmer, a fine man I went to church with who recently passed away, to include in the next issue in the final fly-by section.

Thanks,
Anthony Ray, Life Member

FINAL FLY BY



Betty "Mike" Michel Wing, November 17, 1930 - November 11, 2015

BENTON, LA – Betty "Mike" Michel Wing, 84, born November 17, 1930, in Rulo, Nebraska, passed away on November 11, 2015, in Bossier City, LA. Visitation will be held Saturday, November 14, 2015, from 1-2 p.m. at Hill Crest Memorial Funeral Home in Haughton, LA. Graveside services will be held at Hill Crest Memorial Park in Haughton immediately following visitation. Presiding will be Rev. Harry Smith of Texas, brother of the daughter-in-law.

Betty is preceded in death by her parents, Christopher and Esther Michel of Nebraska; one sister, Jean Gates of Nebraska; and one brother, Loren Michel of Nevada. She is survived by her husband of 67 years, Ted Raymond Wing, CMSgt US Air Force, Retired, of Benton, LA.

She is also survived by two children; daughter, Deborah Wing DeCuir and her husband Stephen of Marksville, LA; and son, Ted Raymond Wing, III and his wife Martha of Shreveport, LA. Grandchildren include Danielle Machen of Jonesboro, Arkansas, Kevin DeCuir of Lafayette, LA, Stephanie Sanders of Benton, LA and Alisha Wing of Shreveport, LA. She has four great-grandchildren. She is also survived by one sister, Lavina, of Missouri. Numerous nieces and nephews also survive her.

Betty obtained a Real Estate license and worked as an agent for various companies. She then received a Broker license and became Broker-Owner-GR1 for Century 21 Mike Wing and Associates, Inc. in 1982. She was certified as Notary Public for Bossier Parish in 1984. She was very involved in the Bossier Parish community and sponsored or participated in many worthwhile organizations and activities. Betty supported and was involved in El Karubah Shriners and was also a member of The Krewe of Centaur and all its sponsored activities.

She was a proud American and lived a military life along with her husband, Ted, who is a veteran, for thirty years. After they both retired, they were living in Benton, LA on Black Bayou.

In lieu of flowers, donations can be made to G.R.E.A.T. Equine Therapy, 7141 Greenwood Springridge Rd., Greenwood, LA 71033.



Steve Creech Knoxville, TN

James Steve Creech (Steve), passed away May 3, 2015. Steve graduated from Fulton High, Class of 1970. He proudly served his country at U-Tapao, Thailand, during the Vietnam War, serving with SAC, and retiring from the Air Force with 25 years service.

Steve's most proud accomplishment was his work as Crew Chief on the B-52D 55-083 Stratofortress "Diamond Lil". The plane had a confirmed MiG kill on Dec. 24, 1972, and is on permanent display at the Air Force Academy, Colorado Springs, Colorado.

Steve is preceded in death by his parents; Louise Goins Satterfield and Earl Creech. He is survived by devoted friends, Carroll and Anita Rousseau; cousins, Debbie Hickman Bean (Skipper), Debbie Creech Matthews (Lee), Ginny Creech, Lee Lewis (Kristin), Brenda Moore, Robby Butterbaugh, Buddy Creech, Sarah Bean Smith (Shane), Rebekah Bean, Christopher Matthews, Kellie Matthews; and special friends, Tina Conner, Melissa Fuller, Lisa Shumate, and Kelly Whited.

Family and friends will meet at 9:15 a.m., Thursday, May 7, 2015, at East Tennessee State Veterans Cemetery on Governor John Sevier Hwy for a 9:30 a.m. graveside service, with Rev. Tim Hopkins officiating, with Full Military Honors conducted by the Volunteer State Veterans Honor Guard. Online condolences may be extended at www.rosemortuary.com. Arrangements by Rose Mortuary Broadway Chapel.

(Steve's persistence was the reason the Air Force Academy, through the Stratofortress Association, erected a display that finally honored Al Moore's historical accomplishment. Al was the very last in a long, distinguished era of aerial gunners to bring down an enemy plane with machine gun fire. The B-52D, Diamond Lil, is memorialized at the north end of the Air Force Academy grounds. Steve was the most enthusiastic and proud crew chief I ever met).

FINAL FLY BY

Leroy L. Mace

Today my father LeRoy "Shorty" Mace passed away. He was a BT gunner who flew 25 missions with the 303rd and volunteered to go back to Europe for an additional 21 missions with the 15th AF. He was the last surviving member of the Knockout Dropper's 50th mission to Knaben, flew lead plane in the "8 Ball" with BG Travis over Oberschleben, and survived Black Thursday in the Knockout Dropper. He earned the DFC, Air Medal with Silver Oak Leaf Cluster and two awards of the Purple Heart. Being a member of the 303rd was the proudest achievement of his life. I will miss him dearly.

Steve Mace



**Day is done ... Gone the sun ... From the lakes From the hills ...
From the sky ... All is well .. Safely rest . God is nigh ...**

**Fading light ... Dims the sight .. And a star Gems the sky...
Gleaming bright ... From afar ... Drawing nigh Falls the night ..**

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

AFGA MEMBERSHIP APPLICATION



NAME: _____ RANK: _____
ADDRESS: _____
CITY: _____ STATE: _____
HOME PHONE: (_____) _____ TODAY'S DATE: _____ DOB: _____
WIFE'S FIRST NAME: _____
I WAS A GUNNER ON: B _____ B _____ B _____ B _____
ARE YOU A NEW MEMBER? YES ____ NO ____ IF "NO" - CARD #: _____
ENCLOSED ARE MY DUES (CIRCLE ONE): LIFE: \$100.00 ANNUAL: \$15.00
SHORT BURSTS SUBSCRIPTION (SUBSCRIPTION REQUIRED TO RECEIVE HARD COPY):
ANNUAL \$15: _____ 3 YEARS \$45: _____
E-mail address: _____

MAIL TO: CHUCK DEAN, 473 McMAHAN MILL RD, PIEDMONT, SC 29673-9596
PHONE: (864) 947-4613



AFGA BX OFFICER - BOB DICK Jr.



I'd like to thank the few who helped with the BX at our latest reunion in Reno, they helped make my first reunion as the BX officer a little less stressful and smoother running. I'd also like to thank my new wife Mendy for all her help and support, and for not minding spending her honeymoon with us gunners working in the BX.

I'm hoping the next reunion will have a published schedule of when the BX will be open and be available to make purchases. I'd also like to find some volunteers that would be willing to work the BX for a couple hours here and there so that we can maximize the amount of time the BX can be open as well as the amount of sales achieved. The total deposit from the reunion sales and the donation from Crew Dawg Creations sales totaled: \$1,307.55, total shipping cost to and from Reno: \$633.11, leaving a total of \$674.44 in the black.

I'd like to have some new merchandise in for the Nashville reunion in 2017. If anybody has any ideas of what they'd like to see, please feel free to e-mail me with your ideas. Please keep in mind that most of the merchandise has a minimum to order as well as a set-up fee if it is the type of merchandise that has to be produced. I have had the request to have a "daughter of a gunner patch" produced. If this is of interest to you, please e-mail me and if I get enough responses, I can work on getting one produced. *Bob*

Red/white/blue B-52 cap - \$15 (ck availability with Bob D.) #36



The "Official" 2015 Gunner's Reunion His & Her personalized coffee mugs are hot off the press. 15oz His mug \$17.99, 11oz Her mug \$14.99.

These can be ordered anytime
WWW.crewdawgcreations.com.



Customized 15oz coffee cup—contact Bob Dick Jr. at crewdawgcreations.com for \$\$\$ and how to order. You can put just about any AF patch, ribbon bar, photo, art that you desire. Seem to be dish washer and micro wave safe (I put mine in both with no issues) #45



**Gunner Beer Mug—\$40—Large—
price includes shipping #43**



**Magnetic Bumper Sticker \$9
(a few left yet (3-4)) size: 8"X 3 7/8" #68**

AFGA EXCHANGE



PURCHASE ORDER

Rev 11/5/2014

Please print for mailing

Air Force Gunners Association

"Warriors of the Sky"

**EXCHANGE
OFFICER**

Bob Dick Jr.
2089 Sardis Rd
Clarksburg, WV 26301-6581
(304) 844-0624
gunnersbx@gmail.com

DATE:

SHIP TO

Membership ID []
e-mail: []

DESCRIPTION	QTY	PRICE	SHIPPING	TOTAL
COINS				
Item #1 – Gunner's Coin..... Bulldog on front, AFGA wings on back.		\$4.00		
Item #2 – Gunner's Coin 1980..... Bulldog on front, You make the difference on back. Limit One per person		\$7.00		
Item #3 – Gunner's Coin 1981..... Bulldog on front, You make the difference on back. Limit One per person		\$7.00		
Item #4 – Gunner's Coin 1982..... Bulldog on front, You make the difference on back. Limit One per person		\$7.00		
Item #5 – Gunner's Coin 1989..... Bulldog on front, You make the difference on back. Limit One per person		\$7.00		
PATCHES				
Item #6 – Gunner's Patch..... B-52 Gunner's Patch. Embroidered 3.5"x4.25"		\$5.25		
Item #7 – AFGA Patch..... 3.75" round embroidered blue and silver patch featuring the		\$5.25		
Item #8 – Served with Distinction Patch..... 4" round multi colored patch featuring the words "Fond Farewell To A Heroic Era, Served with Distinction & Honor", Aerial Gunners 1955-1991 36 Years. Also depicting the "D", "G", & "H" tails.		\$5.25		
Item #9 – End of an Era Patch 4"x3.5" Multi color embroidered patch featuring the words, "1917 Aerial Gunner 1991", "The End of an Era"		\$5.25		
Item #10 – Air Force Gunner's Association Patch..... 4" round multicolored embroidered patch featuring the words "Air Force Gunner's Association" & depicting the bi plane with the gunner's patch on the tail section.		\$5.25		
Item #11 – Son of a Gunner Patch..... 4"x3" multicolored embroidered patch featuring the words "Son of a Gunner and depicting the large bulldog next to the baby bulldog."		\$7.75		
Item #12 – Gunner's Patch Large..... 10"x12" Large multicolored embroidered Gunner's patch Great for jackets and vest!!!		\$39.00		
Item #13 – 200 Mission B52D Vietnam Patch..... 3.25"x4" Red, white, & blue colored embroidered patch featuring the words, "Vietnam 200 Missions"		\$5.25		
Item #14 – 100 Mission B52D Vietnam Patch..... 3.25"x4" Red, white, & blue colored embroidered patch featuring the words, "Vietnam 100 Missions"		\$5.25		
Item #15 – SAC Strategic Air Command Patch..... 3"x3" Multicolored embroidered Strategic Air Command patch.		\$5.25		
Item #16 – B-52 Gunner Bomber Patch..... 8"x2.75" Blue background with yellow writing "B-52 Gunner" and depicting a silver silhouette of B-52 in the middle.		\$5.25		
Item #17 – B-36 Bomber Patch..... 5" Round multicolored embroidered patch depicting the B-36 Bomber.		\$5.25		
Item #18 – 10th Air Force Patch..... 3" Round red, white, blue, & yellow embroidered patch depicting the 10th Air Force Logo		\$5.25		
LAPEL PINS				
Item #19 – AFGA Round Lapel Pin..... Lapel Pin, round 3/4", silver wings with blue background.		\$4.25		
Item #20 – Bulldog Angel Lapel Pin..... 1.5" Pewter bulldog angel with wings and halo lapel pin.		\$7.25		

AFGA EXCHANGE

DESCRIPTION	QTY	PRICE	SHIPPING	TOTAL
Item #21 – Gunner's Bullet Wings.....2.75" Replica of original Gunner's bullet wings.		\$8.75		
Item #21 – Gunner's Patch Emblem Lapel Pin.....1" Gunner's patch emblem lapel pin		\$5.25		
DECALS				
Item #23 – Gunner's Patch Decal w/white background Outside application		\$7.25		
8.25"x11" Gunner's patch decal w/white background. Outside application.				
Item #24 – Gunner's patch decal w/clear background Inside application		\$7.25		
8.25"x11" Gunner's patch decal w/clear background Inside application				
Item #25 – Gunner's patch decal w/clear background Outside application		\$7.25		
8.25"x11" Gunner's patch decal w/clear background outside application				
Item #26 – Gunner's Patch Decal - Clear back Inside 7.25"x8.25"		\$7.00		
7.25"x8.25" Gunner's patch clear back decal. Inside application.				
Item #27 – AFGA 7.75" Round Decal Outside Application.....		\$7.25		
AFGA 7.75" Round Decal, blue with silver wings and lettering. Outside Application				
Item #28 – AFGA 7.75" Round Decal Inside Application.....		\$7.25		
AFGA 7.75" Round Decal, blue with silver wings and lettering. Inside Application				
Item #29 – Air Force Gunner's Association Lettered Decal.....		1.25		
This 17.25" Air Force Gunner's Association lettered decal is perfect for inside rear window application.				
Item #30 - "Son of a Gunner" gunner's patch decal – Large.....		\$5.25		
6-1/2" Gunner's patch decal features the Large bulldog with the baby bulldog.				
Item #31 – "Son of a Gunner" gunner's patch decal – Small.....		\$3.25		
4-1/2" Gunner's patch decal features the Large bulldog with the baby bulldog.				
Item #32 – Gunner's patch decal – 3 per order.....		3/\$1.25		
Item #54 – AFGA Biplane (Round).....		\$1.25		
Item #55 – USAF Enlisted Chevrons Decal (set of 4).....		\$1.25		
		Msgt, SMSgt, SMSgt - 1 st Sgt available.		
BALL CAPS				
Item #33 – Air Force Gunner's Association - Blue Ball Cap.....		\$15.25		
Air Force Gunner's Association - Blue Ball Cap w/silver lettering and bullet wings				
Item #34 – Air Force Gunner's Association - White Ball Cap.....		\$15.25		
(ONE REMAINING) Air Force Gunner's Association White ball cap with silver and blue lettering.				
Item #35 – B-52 Black Silhouette - Blue Hat.....		\$15.25		
This Blue hat features an embroidered black silhouette of a B-52				
Item #36 – B-52 B-52 Silver Silhouette - Red Hat.....		\$15.25		
This Red hat features a silver embroidered B-52 silhouette.				
Item #37 - B-52 Silver Silhouette Black Hat.....		\$15.25		
This black cap features a silver embroidered silhouette of a B-52.				
Item #38 - B-52 Silver Silhouette Blue Hat.....		\$15.25		
This Blue hat features an embroidered silver B-52 Silhouette.				
Item #39 - B-52 Gunner's patch emblem - C'est La Vie Ball cap.....		\$16.25		
Gunner's patch emblem sublimated C'est La Vie Ball cap has emblem in the middle, wording B-52 left side & gunner right side. Mesh back.				
Item #40 - Camouflaged B-52 - White Ball Cap.....		\$9.25		
Item #56 – Gunner's Patch Emblem - White Ball Cap.....		\$13.25		
White Ball Cap featuring the Gunner's Patch Emblem				

AFGA EXCHANGE

DESCRIPTION	QTY	PRICE	SHIPPING	TOTAL
Item #57 – B-52 Gunner - White Ball Cap..... White Ball Cap featuring a blue patch with silver silhouette of a B-52 and yellow lettering – B-52 Gunner		\$13.25		
BELT BUCKLES				
Item #41 – SAC Gunner's Patch Belt Buckle.....		\$12.25		
Item #42 – AFGA w/Biplane image Belt Buckle.....		\$12.25		
DRINKWARE				
Item #43- Gunner's Beer Stein..... 32oz Ceramic Stein w/ SAC emblem one side, Gunner's patch emblem opposite side (Priority Shipping included)		\$40.00	included	
Item #44 – Gunner 2015 Reunion 15oz Coffee Mug..... 15oz ceramic coffee mug featuring all bomber aircraft crewed with gunners throughout history Personalized w/name. Please include name with spelling desired when ordering.		\$17.99		
Item #45 – Gunner 2015 Reunion 11oz Coffee Mug..... 11oz ceramic coffee mug featuring all bomber aircraft crewed with gunners throughout history Personalized w/name. Please include name with spelling desired when ordering.		\$14.99		
CLOTHING				
Item #46 – Windbreaker Jacket – Navy..... Snap front, nylon, AFGA logo left breast XXL, XXXL Only!!!		\$12.25		
Item #47 – Golf Shirts..... AFGA Logo Left Breast White, Sizes Available – S, M, L, CLEARANCE Light Blue, Sizes Available – XL Royal Blue, Sizes Available – M, CLEARANCE Navy Blue, Sizes Available – M, XL		\$12.25 \$27.25 \$15.25 \$27.25		
Item #48 – Golf Wind-shirts..... AFGA Logo Left Breast Navy Blue, V-neck XL Only CLEARANCE		\$15.25		
Item #49 – Sweat Shirts..... AFGA Logo Left Breast Navy Blue, Sizes Available – S, M, XL, XXL, 3XL White, Sizes Available – S, M, L, XL, XXL CLEARANCE		\$26.25 \$20.25		
Item #50 – Sweat Shirts..... Camouflaged B-52 Blue - Sizes Available – L or XL Natural (Tan) - Sizes Available – XL Only		\$20.25		
Item #51 – T-Shirt..... Navy, AFGA Logo Embroidered Left Breast Sizes Available – S, M, L, XXL		\$20.25		
Item #52 – Vest..... Navy, Polyester w/AFGA Logo Sizes Available – 40L, 42L, 48L, 3XL		\$30.25		
MISCELLANEOUS				
Item #53 – Mouse pad..... AFGA Logo		\$1.25		
Item #58 – Golf Ball/Sleeve..... 3 Balls per sleeve featuring the AFGA Logo		\$3.25		
Item #58 – Magnet Proud to Have Served..... 8"x4" Magnetic Car Decal, Full Color featuring the words, "Proud to Have Served, Freedom is Not Free" B-52 D w/SAC emblem B-52 w/SAC emblem B-52 w/Gunner Patch emblem		\$9.25		
Item #59 – SAC Gunner Patch Emblem Banner..... 20"x24" Vinyl Indoor/Outdoor Full colored banner featuring the Gunner's patch emblem.		\$25.25		

AFGA EXCHANGE

DESCRIPTION	QTY	PRICE	SHIPPING	TOTAL
Item #60 – SAC Gunner Patch Emblem Sign.....		\$25.25		
20"x20", printed on 1/8" backboard w/sculptured edges				
SHIPPING PRICE GUIDELINE				
Jackets, Shirts, Mugs.....		\$11.00		
Each additional add		\$2.00		
Hats.....		\$6.00		
Each additional add		\$2.00		
Small Flat Goods.....		\$3.00		
Each additional add		\$1.00		
Wings, Pins, Patches, Decals, etc)				
Belt Buckles.....		\$6.00		
Each additional add		\$2.00		
"If in doubt for large orders, call or email for an estimate"				

We also have 2 Ft. Worth Memory Books remaining for sale—\$40 each includes the mailing—contact Bob Dick Jr. for info.

1. Please include your phone # and email address. **EMAIL ADDRESS:**
 2. Make all checks payable to **AFGA**.
 3. Send all correspondence to: _____

Bob Dick Jr.
2089 Sardis Rd
Clarksburg, WV 26301-6581
304-844-0624
gunnersbx@gmail.com

PHONE NUMBER:

Signature

Date

As for ordering the RENO REUNION COFFEE CUP, members can go to the following link:

<http://crewdawgcreations.com/product-category/drinkware/page/2/>

to order online, placing their first name in customer notes. Please spell name correctly as it will be printed as shown.

They can also be ordered by phone: 304-844-0624 or by mail: 2089 Sardis Rd, Clarksburg WV 26301

