

# ***SHORT BURSTS***

***Air Force Gunners Association***

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**OKLAHOMA CITY GUNNER REUNION 5-8 SEPTEMBER 2019  
DISCOUNT REGISTRATION INFORMATION IN THIS EDITION**

## **AFGA 2018 ASSOCIATION OFFICERS**

### **PRESIDENT**

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Marengo, IL 60152-3385  
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E-Mail: jstallings4269@hotmail.com



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(509) 995-6594



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**EARLY BIRD DISCOUNT REUNION REGISTRATION IS \$120 UNTIL 30 APRIL**

**AFTER 30 APRIL, REGULAR REUNION REGISTRATION IS \$140**

**ABSOLUTE DEADLINE FOR 2019 OKC AFGA REUNION REGISTRATION IS 31 JULY 2019**

**SEE REGISTRATION DEADLINE INFORMATION ON PAGE 8**

**SEE 2019 AFGA REGISTRATION FORM ON PAGE 12**

**FORMER AFGA ASSOCIATION OFFICERS**

**THE FOUNDING MEMBERS OF THE AIR FORCE GUNNERS ASSOCIATION**



BILL DAYTON                      JIM ZAENGLE                      FRED ARTHUR



BUD CONDER                      HARRIS TOLMICH                      LARRY LEWANDOWSKI                      BUD GANTZER                      JOE KENNEDY



DOUG CALDWELL                      CEASE WALKER                      RICK SWAIN                      MACK LEE

**FORMER AFGA ASSOCIATION OFFICERS**



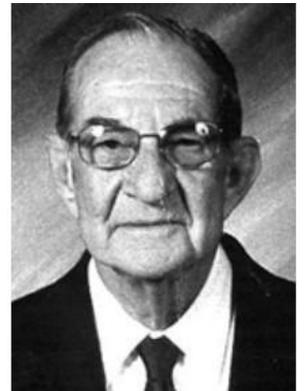
NEIL RICHARDS

PAUL SAVKO

ANDY ANDERSON

DON MURPHY

JOHN SHLAPAK



BOB MATHERLY

JIM HOKE

PARKER BLAKE

IGGY CRUZ

JOHN STANTON



CHUCK DEAN

JAY INGLE

RALPH STEARNS



## AFGA MESSAGE

### SHORT BURSTS APRIL 2019 EDITION

We only have *five months until the next gunner reunion* in Oklahoma City! We don't have to convince anyone that has been to a past reunion to attend. Send in the registration form right now! Do it!

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

At the Washington DC reunion in 1993, there was a young gentleman that seemed subdued and out of place. He signed up to attend to hopefully find a gunner that was assigned with his father that he never got to know who was killed in South East Asia. It didn't take long once word got out. It wasn't but a few minutes for several gunners to fill him in that knew his father very well. They informed him with great, first-hand stories and experiences of his father that never returned from combat!



Out of all the reunions I can remember, this was a very special reunion and the proud son of a gunner was all a glow for the next four days. Hard to even imagine a son that didn't know his father. By the end of that reunion, he got to know more details about his father he would have never known. He found out how close gunners were at taking care of folks and the true hero his father was as several gunners completely embraced and adopted him now for the rest of his life. Many tears were shed by grown adults at this remarkable, very memorable, and meaningful 1993 reunion.

This is what gunner reunions are all about, new friendships with common bonds of gunnery experiences known to only a few special people that you all are. So, if you are a gunner, family member, relative, or honorary gunner and have not been to your first reunion or haven't been to a reunion in a decade or several decades, we don't have much time left where gunner reunions will not have the attendance numbers to be cost effective anymore. The "I'll go to the next one" reason may not be an option in the very near future. So send in that registration form on page 12 now, just do it! Money back guarantee if a great time is not had after attending the OKC Reunion 5 - 8 September, 2019!

*C'est~la~Vie.*

**In this issue** you will find all the information on the 2019 Oklahoma City Air Force Gunners Association Reunion! Read about the first B-52 gunner over Bagdad during the first Gulf War and the gunners that were deployed with him. There is updated information on how Ralph Stearns has been doing from a visit by John Stallings. Look at the pictures from the Fort Worth Gunners Christmas Party at the Burton Road American Legion Hall close to Carswell. There are many e-mails from our readership that you will find informative and very interesting along with some more aviation mishaps from Harris Tolmich. Keep those inputs flowing, we are all interested in your story!

We received a couple phone calls from our subscribers kind of voicing their opinions of the last issue of the Short Bursts. Seemed like the articles on other bombers besides the B-52 were lacking and these readers wanted to see more stories and articles about their bombers during their time of gunnery service.

In order for that to happen, please jot down your thoughts and memories and send them in NOW! They can be sent in by US Mail, e-mail, or any form you like to use. The most important thing is to get them written down and to the editor in the next few months before the next Short Bursts goes to print in July and to your mailboxes in August, [karb52@cox.net](mailto:karb52@cox.net) or 405-430-2881. Or contact Rory Koon our Historian at [rory.koon@yahoo.com](mailto:rory.koon@yahoo.com) (405) 386-5966.

## **AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS**



Hello everybody,

First off, I would like to announce that Ralph Stearns has stepped down as the Finance Officer due to health issues. Back in December, Ralph and I talked about his health and we decided that it would be a good idea to pass the finance books over to me so he could concentrate on his health. So, back in January, I traveled to Spokane, Washington to visit Ralph in Medical Lake. While there, we talked about the AFGA finances and where we stand and what I needed to know to move forward. We also had many laughs during my week there. I even bought Ralph a cigar, which I'm sure didn't go over very well with his daughter, but it put a smile on his face and that's what counts. Ralph is working on his health and I hope he can make it to the OKC reunion, I know a lot

of people would like to see him.

I would like to thank Ralph Stearns for his 20 years of dedicated service as the AFGA Finance Officer. He has done an outstanding job keeping the books. It's not an easy task to keep track of the money that we have coming in and going out especially during the reunion year. Ralph is the only Finance Officer I have ever known and working with him, I can tell you he kept the books very tight. He has been a great friend to work with and joke with. Maybe we will have a reunion in Peoria, Illinois just for Ralph. In this issue you will see a picture I took with Ralph and the certificate I presented him for his service while I was in Spokane.

In the mean time for paperwork purposes, our former president Larry Lewandowski, will fill in until we can get another person to fill the Finance Officer position. Since Ralph is not doing the finances anymore, I had to open an account with Bank of America which is a national bank where we can have people who handle money deposit directly into the account instead of sending money across the country. This will streamline the money handling process with the folks collecting checks having only deposit rights.

The reunion is fast approaching, the date is Thursday 5 September through Sunday 8 September 2019 in Oklahoma City at the new Embassy Suites hotel. The last event is Open Mike on Sunday night. Below is the information for the reunion.

The Embassy Suites Hotel is located at 741 North Phillips Avenue, Oklahoma City, Oklahoma 73104. The hotel does not offer airport shuttle service. You can use Airport Express which is located outside baggage claim in blue vans. You can call 877-688-3311 to make reservations and get rates from Airport Express.

To make reservations for the hotel, you can go to the gunner's web site ([www.gunners.us](http://www.gunners.us)) and under the reunion link you will see a link that will allow you to register for your room on line. You can also call Toll Free Reservation Line at 1-800-445-8667 or on Property Reservation at 1-405-239-3900 and tell them you are with the Air Force Gunners Association for the group code, AGA. If you have a special request i.e. King or Queen Bed, room close to elevator, or handicap room, you can ask then. It's based on availability. **YOU WILL NEED TO MAKE YOUR RESERVATIONS FOR THE HOTEL BY SATURDAY, 16 AUGUST 2019. IF YOU HAVE ANY PROBLEMS MAKING RESERVATIONS, PLEASE CONTACT ME AND I CAN FIGURE OUT WHAT IS GOING ON, (815) 276-7067.**

**EARLY BIRD SPECIAL.** If you register for the reunion before 30 April 2019, the registration fee will be \$120. After 30 April 2019 the registration will be \$140. Deadline for registration is 31 July 2019. Dan's address is on the bottom of the form. You will also need to make your meal selection and tour selections. If you have questions about the form, please contact Dan Danish, [daniel.danish@sbcglobal.net](mailto:daniel.danish@sbcglobal.net) or at (210) 520-1517. **PLEASE KEEP AN EYE ON THE DEADLINES.**

For those of you who have not been to a reunion, I encourage you to come. The reunions are a great way to see old friends and meet new ones and you might even have fun while you are there.

Have a great summer, *John*



## ***AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS***

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

### **TENTIVE SCHEDULE OF EVENTS SOME TIMES ARE STILL TBD**

#### THURSDAY 5 SEPTEMBER 2019

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

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

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

#### FRIDAY 6 SEPTEMBER 2019

**TBD – Depart for Memorial**

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

**TBD – Return from Memorial**

**TBD – Dinner – Depart for Yellow Rose Dinner/Theater**

**TBD – Return from Yellow Rose**

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

#### SATURDAY 7 SEPTEMBER 2015

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

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

**TBD – Ladies Tour**

**1700 – (5:00 PM) – Cocktail Hour**

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

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

#### SUNDAY 8 SEPTEMBER 2015

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

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

**TBD – Tour of Western Heritage Museum/45<sup>th</sup> Infantry Division Museum**

**TBD – Return from Western Heritage Museum/45<sup>th</sup> Infantry Division Museum**

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

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

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



## **WHAT YOUR FULL REGISTRATION COVERS**

Some of you may be wondering what the Reunion Registration Fee offers you. Some items will be obvious while others may not be as straight forward. This fee helps the AFGA provide you with a successful bi-annual reunion. Please see the below list for some examples of what the registration fee covers:

- Meals for Saturday and Sunday Nights.
- Rental fees for Hospitality and BX Rooms.
- Reunion Insurance.
- Portable Bar and Bartender fees for Hospitality Room, Saturday and Sunday Night Meals.
- All printing expenses for programs, schedules, memorial service, and other reunion paperwork.
- Shipping expenses for Hospitality Room memorabilia to and from reunion site.
- Shipping expenses for BX Inventory to and from reunion site.
- Commemorative reunion pins.
- Name Badges and neck holders.
- Site survey expenses for future reunion hotels and tour events: including travel, food, and other expenses.
- Color Guard expenses if applicable.
- Guest speaker expenses including meals, room, travel expenses if applicable.
- Appreciation gift for guest speaker.

## **EARLY BIRD SPECIAL**

**If you register for the reunion before  
30 April 2019**

**the registration fee will be  
\$120**

**After 30 April 2019  
the registration will be**

**\$140**

**Deadline for registration is  
31 July 2019**



# **OKLAHOMA CITY REUNION TOURS**

**FRIDAY MORNING – Time TBD**

**COST - \$50**

**LUNCH INCLUDED IN THE PRICE**

## **Oklahoma City National Memorial**

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

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

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

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

## **Bricktown Water Taxi**

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



## **OKLAHOMA CITY REUNION TOURS**

**FRIDAY NIGHT – Time TBD**  
**Cost \$75**

### **Yellow Rose Dinner Theatre**

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

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

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

**Via Street Car**

**LUNCH INCLUDED IN THE PRICE**

### **Myriad Botanical Gardens**

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

### **Put a Cork In It Winery**

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

### **Shopping at the Auto Mobile Alley**



## **OKLAHOMA CITY REUNION TOURS**

**SUNDAY MORNING – Time TBD**

**Cost \$50**

**LUNCH INCLUDED IN THE PRICE**

### **National Cowboy & Western Heritage Museum**

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

### **45<sup>th</sup> Infantry Division Museum**

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

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

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

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

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



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

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

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

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

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

## ***AFGA VICE PRESIDENT'S MESSAGE - BOB ASHLEY***



Hello Fellow Gunners,

It's been another busy fire season in California. The Woolsey Fire in Malibu and the surrounding areas have kept me pretty busy. This is the third fire in less than three years.

Enough for me I say, but during this recent fire, the camaraderie between line crews and linemen, sent in to help our local CWA 9575 union replace a couple 100 poles and over 100,000 feet of copper and fiber optic cable, reminds me so much of the time during the Gulf War when we had aircrews from many different bases on the island of Diego Garcia.

Everyone wanted to help and bomb the Republican Guard into submission. I believe we had crews from most every bomb wing flying from different locations around the globe. I do remember Zack Peters and Jim Mumford from Castle. Also Steve Ingerick, Mush Pangborn, and Brad Martens from Griffiss. The missions averaged 16 hours. The time over enemy territory ranged from two minutes to two hours.

During the war, we used more than four-million gallons of JP-4 and dropped 18,496 bombs. Working together with a common goal (to come home alive) was felt during the war, and every day during the fire restoration by the many line crews.



The final photo of gunners from Loring AFB is above. Front row, left to right are Sean Nolan, Ken Widney, Lee Persing, Jim Mumford, Rich Hanley, Claude Bisson, Pete DeFelice, and Galen Beaulieu. Back row are Bob Ashley, Steve Bouffard, Bob McGuirk, Jeff Rowley, Bert Maskiell, John Carle, Jim Hungate, Jeff Morgan, Dave White, Bob Snyder, and John Stallings.

All together the Gunners in this picture flew over 2,729 combat hours during the Gulf War. I am very proud to have flown in the same cell in combat with many of these heroes. Even though climbing telephone poles doesn't come near to flying in combat, I still get a smile on my face every time I see hard working men coming together to achieve a difficult goal.

Hoping to see you all at the reunion in Oklahoma City this September!

*Bob Ashley*

## **AFGA HISTORIAN MESSAGE - RORY KOON**



Greetings Fellow Gunners:

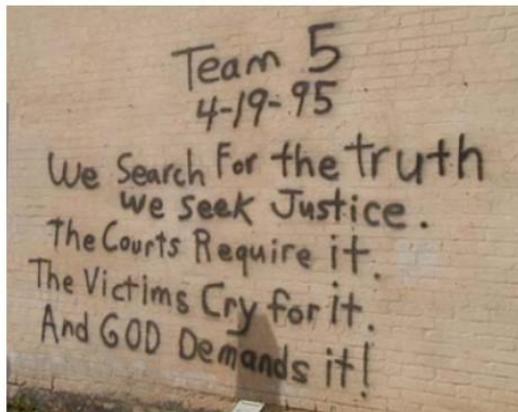
It was good to see Fred so elegantly honored in the last Short Burst Edition. It was chilling to me to hear of Ralph Sterns having issues shortly after Fred. I'm glad to hear Ralph is on the mend and being cared for. The older we get, we all are almost reminded daily of how short life is and how much we value friendships and the camaraderie we enjoyed together as gunners.

It's tough to think of someone who has passed, knowing you could have spent more time with them and for one reason or another or choose to do something else. My wife is retiring in a few more months and I for one am looking forward to traveling the country and visiting the many friends we have made through the years.

I am excited about the upcoming reunion here in Oklahoma City, September 5th through the 8th this year. 2019 snuck up on us really fast, each year seems to cruise by faster than the last. I'm looking forward to seeing many old friends and maybe a few like the last reunion, I haven't seen in many years. I beseech all of you to reach out to your gunner buddies from the past to encourage them to come to this year's reunion. Time is getting close so don't wait. I've got my own list of friends I want to see before I can't anymore and hope they all make it. You basically can't get any more centrally located in the U.S.A. than Oklahoma City.

John Stallings has done a great job on highlighting many of the prominent attractions here in the schedule of events. The Oklahoma Memorial Bombing site tour on Friday, September 6th should make the reunion an eventful trip. Personally, having spent more than a week at the OKC Bombing Site immediately after the bombing, the OKC Bombing Memorial and Museum serve as a chilling reminder of what real evil can do in the world. They are well worth the trip.

After being on the delivery end of many bombs over the years, it was very humbling to see the destruction only one bomb could do up close and personal. One of the reasons I remained in Oklahoma after I retired was mainly because of the many Oklahomans I met and the Oklahoma spirit that went on full display after the Murrah Federal Building Bombing. I have a mix of great and horrible memories from that period. Pete and I see that same Oklahoma spirit every time there is a tornado or a disaster in this state or surrounding states.



## ***AFGA HISTORIAN MESSAGE - RORY KOON***



In the 28 years I have been here, Oklahoma City has grown and changed many times. The Western Heritage Museum (Formerly the Cowboy Hall of Fame) is one of the reunion tour events and is also a great experience. There are a lot of great art and western heritage items on display.

The city has revived an older section called “Bricktown” and developed a river walk complete with water taxis. There are lots of great restaurants, shopping, and bars in that part of town. Bricktown is located not far from the Embassy Suites. I encourage you to also visit Stockyard City and have a steak at the world famous Stockyards Restaurant, Cattlemen’s, if you make the reunion. You won’t be sorry. It was a favorite of the late President Bush. He would fly in to just have dinner. The latest edition to the Bricktown and downtown OKC area is the addition of modern electric street cars that can get you all around the downtown areas for a \$1.00 fare.

Tinker AFB is only a short drive from the downtown area just East on I-40. We still see a BUFF in the pattern from time to time. It’s always a wonder to me how those huge beasts keep flying after all of these years. It’s still dismaying to me to see a castrated version without the venerable M-61 Gatling gun protruding from the tail. Instead, now you see a plate covering the area where the gun and gun shroud used to be. Just another reminder, of the changes going on as we all get older and just another reason, to reach out to old friends in hopes to see them again soon in the same atmosphere and camaraderie we all experienced in years past. Mark your calendars for September 5th through the 8th. The weather should be great and I’m looking forward to a really good time and seeing you all there!



## **MEMBERSHIP CORNER - BOB ETHINGTON**



Greetings from your membership chairman from the eastern slope of the Blue Ridge Mountains!

As I sit here on the mountain in western Virginia I reflect on the past year. We have lost a few dear members due to death and I am also sad to say we have had a couple who decided they no longer wish to belong to our association.

Their reasons are the same . . . they have aged to the point where they no longer keep up with the happenings of the association. I respect their wishes even though it is a sad occasion when we lose a member by any means.

On a good note, spring is just around the corner and many of us look forward to the nicer weather so that we can travel and hopefully visit with friends from days long past. It has been an especially harsh winter here in the mountains of Virginia . . . record cold, record snow, record number of days of hibernation. But hopefully that is soon passed.

I have regained contact with a few gunners that I knew from early assignments and we have had a couple of additions to our membership. I challenge each of you to contact your past gunner acquaintances and ask them to become members. It doesn't cost that much and it allows them to rekindle old friendships and exchange stories of our glorious past.

Point them to our web page [www.gunners.us](http://www.gunners.us) and to our Facebook group at B-52 Gunners. The 2019 reunion is fast approaching and plans are pretty solid. The registration form and details are on the website and in this edition and previous editions of Short Bursts. Register by 30 April, save some money, and get the discounted rate!

Please make plans to be there and be sure to notify your gunner friends and ask them to attend. We want to make this reunion the best ever. Oklahoma City and Tinker AFB are mainstay locations in the history of the B-52 and gunners.

The reunion is an outstanding event where you can share memories, stories, tell a few lies, and have a great extended weekend of camaraderie. I hope to see each of you there.

*Bob*

**"Their sacrifice shall blaze  
as a flame in our hearts."**

**This Memorial  
is dedicated to the  
19 Airmen  
who lost their lives  
on 25 June 1996  
in the terrorist attack  
at Khobar Towers  
Dhahran, Kingdom of  
Saudi Arabia  
Dedicated at Prince Sultan AB  
25 June 1997  
Rededicated 25 June 2004**



**Memorial Day, take time to remember all ultimate sacrifices**

## EDITOR'S COMMENTS - PETE KARJANIS



I recently ran into a senior gunner I have not seen in two decades while standing in line at the base pharmacy. I was so excited to let him know of the news that the next gunner reunion would be right here in Oklahoma City. As we chatted in line and got caught up, I could tell somehow that he was not at all interested in the reunion or his past as a very distinguished career gunner during my time.

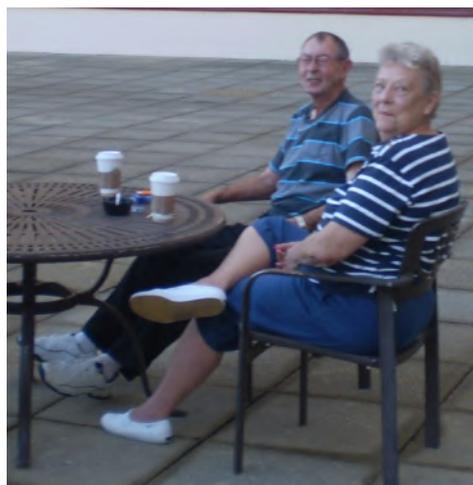
This is kind of an odd phenomenon I have experienced as I meet and talk to other gunners through the years. Somehow, they are completely in contrast to the gunners that religiously attend every reunion and look forward to getting together with their comrades. These lifelong friends have the experiences and memories so important to share and get caught up on as life certainly passes us by at what seems like the speed of light.

I theorize that they don't want to remember their service or unique aeronautical past that less than one percent of the total enlisted force get the honor and privilege to qualify for flight status. They have moved on and don't want to remember the closeness and brotherhood of being on a highly coordinated combat crew. They don't want to reminisce about the close calls of surviving the dangerous flying of such a forgiving bomber airframe or the camaraderie of being on an alert tour with some of the best unique aviators and ground crew that ever existed. These bonds never go away and those that have not experienced this closeness will never understand of what draws these unique and proud aviators and their families to the reunions year after year.

Although I was never stationed with most of the reunion attendees, through the years I have realized these men, their wives, and families understand this unique bond that will never repeat itself ever again in the history of the United States Air Force. For example, Tom Adkins was a younger, very sharp Castle gunnery instructor that taught one of the last ground school blocks, Emergency Procedures, before we went on to the flight line. When I returned to Castle a few years later, Tommy put me through Central Flight Instructor Course (CFIC) and since I was now at KI Sawyer, he was about to permanent change of station (PCS) to the Great White North from Castle. He wanted to know as much as he could about everything at KI and we began our lifelong bond and friendship. Tom seemed to talk endlessly about his best gunner buddies from his past I knew he missed dearly at KI Sawyer that I never knew. Two that stand out were Ron Ottenad and Damon Jackson.



When I first met Ron and Anne Ottenad at an earlier reunion after Tommy Adkins passed in the accident outside Castle Air Force Base while he was stationed there the second time, I mentioned to Ron that I heard so many stories from Tom about him and Anne. I already knew Tom's love for this couple and how close they all were in the past. There were amazing stories when they closely bonded for life recreating on the golf courses or through their assignments together at the bomb squadrons. When I tried to explain this to Ron and Anne when I first met them many reunions ago, they welcomed me and now we became bonded in this unexplainable way only gunners can understand.



When I think of all the gunners that can attend the reunions but choose not to, I think of Ron and Anne and some others like Liz and Dale Anderson that wouldn't miss a reunion that are now unable to attend as life catches up to all of us eventually. We just want all of the folks that attended past reunions and are unable to, due to mobility or health issues, that we still think of each and every one of you and sure miss your presence as we warmly remember the past reunions.



I'm so fortunate we got to get acquainted and form these gunner bonds we are all connected by that I'm having a hard time trying to put into words. I think you all understand the meaning of these very special lifelong friendships.

## EDITOR'S COMMENTS - PETE KARJANIS

That brings me to think about Ralph Stearns. We'll see if he can gain the healing strength to attend the reunion in OKC, I cannot remember a reunion that Ralph Stearns wasn't present at. He was a fixture at the Thursday evening informal get togethers until the last gunner retreated very late in the evening. At our last reunion in Nashville, we all were having another most memorable time in the hotel courtyard as tornado sirens went off in a flooding rainstorm from remnants of a hurricane that couldn't dampen Ralph's humor or stories.



When I was assigned at Fairchild AFB in 1986, Ralph was long retired from gunnery and was the police force of Medical Lake, Washington, and his wife was the mayor! Our last two years at Fairchild, we lived outside the back gate in Medical Lake. I got to know Ralph very well.

I would pass his patrol car on the approach to Medical Lake most days above the posted speed limit and he would point and shake his head as he gave me many breaks coming around that first curve into town. Ralph could tell you on more than one occasion where he was dispatched late at night and would be banging on our door to let us know that band practice was now officially over.

Ralph got me so good finally at the Washington DC Reunion in 1993. His old co-pilot had grown up and was one of five bomb squadron commanders while I was a squadron gunner. I didn't realize this commander, who Ralph knew I was always at odds with, would be sitting beside me at the reunion banquet compliments to Ralph pulling strings behind the scenes in complete secrecy.

I finally got Ralph back a few years later when I found him sitting and taking in the festivities of Medical Lake Founders Day Parade. I was working in Seattle and over the Father's Day weekend, I drove to Spokane and sure surprised Ralph on the street at the parade. I was the last person and gunner he would ever expect to see in Medical Lake!

Hope you are feeling better Ralph, and we are thinking of you hoping for a smooth rehab and recovery. All the same to the other gunners and their wives that may be facing medical and mobility challenges, Godspeed to you all!



**FORT WORTH 2018 GUNNERS CHRISTMAS PARTY**



# FORT WORTH GUNNERS CHRISTMAS PARTY



Whenever gunners get together, it is a great and memorable time. The very special homecooked food was most excellent and the company was fantastic. The Fort Worth American Legion located close to the old Carswell AFB, was really hopping on the 15th of December 2018.

There were gunners that came in from Abilene, Houston, Seattle, Duluth, and Erie, Kansas to participate and renew old, lifelong friendships from Carswell's long and historic bomber past along with daughters and sons of gunners!

Again, we missed Andy and Liz Anderson and the many past attendees from all over Texas finding it hard to travel.



# FORT WORTH GUNNERS CHRISTMAS PARTY



FROM: Cease Walker  
SUBJECT: Ft Worth Gunners Christmas Party

COW TOWN TROOPS,

WE ARE VERY SORRY TO REPORT, WE WILL NOT BE ATTENDING THIS YEARS FORT WORTH GUNNERS CHRISTMAS PARTY, SATURDAY 15DEC18 @ 5:30 PM DOWN TO THE LEGION HALL ON BURTON HILL ROAD.

WE ARE HIGHLY ELATED TO HAVE RECEIVED THE INVITATION. WE WOULD HAVE LOVED TO SEE ALL OUR OLD FRIENDS AGAIN, DAMON, JANE, MARTHA, AND IGGY JUST TO NAME A COUPLE OF COUPLES.

AT OUR AGE THE LONG DRIVE HOME THAT NIGHT WOULD BE A KILLER.

WE WISH EVERYONE THE VERY BEST CHRISTMAS AND NEW YEAR HOLIDAYS, AND 2019 TOO BOOT.

*CEASE @ BILLIE*

P.S. I SEE WHERE YOU ARE STILL PULLING YOUR PORK, INTERESTING ...



***A TALE FROM CASTLE***

**Gunners at Castle Air Force Base in 1970**



Back Row - Bob Ivey, Gary Kifer, Ron McIntyre, Iggy Cruz

Front Row - George Stephenson, Don Fyror, Dave Pritchett, Ted Bowker

**YA GOTTA BE  
TOUGH**



**TO FLY  
HEAVIES**

## LETTERS AND E-MAILS

FROM: Jeff Rowley  
SUBJECT: Night One of Desert Storm

Don't know if you've seen this one. This was taken in Jan 1991. Diego Garcia B.I.O.T

We were waiting for the bus to pick us up. We were heading to fly Night One of Desert Storm. We all knew what the mission was, but we didn't know how it would go. We were trained and had been in theater for nearly five months.

There was speculation from the planners that we could lose some bombers. Some already had their patches off in preparation for the flight.

I have a great video of the briefing given by Col Terry Burke, wing CC for 4300 Provisional Bomb Wing. He was the Loring AFB Wing King too.

We launched 13 strike bombers and five more took off as airborne spares.

Our plane was **number one** off the field. We carried the gator CBU's, the other two planes in our cell carried MK 84s with a UK1000 fuse that was a delay fuse to cripple activity on the Iraqi airfield for 24 hours. Quite a night.

*Jeff Rowley*



**LETTERS AND E-MAILS**



Ah. That's a good picture. That was the Loring AFB Gunners from the 69th Bombardment Squadron. This photo was taken I believe in late 1991 or early 1992. This was taken before everyone started to leave for their new careers. A great bunch of guys. Bob Ashley or Dan Danish might be able to provide a better timeline. *Jeff Rowley*



## LETTERS AND E-MAILS

FROM: Charles Wood  
SUBJECT: Final Flybys, Passing of Frank Taylor and John Fuller

Pete,

Reading Short Bursts, I didn't notice two Gunners that have passed and were on the Gunners Facebook post.

CMSgt Frank Taylor  
CMSgt John Fuller (7/28/18)



Not sure if Frank was a member, but know John was, and a great friend from Westover days. Great job on the SBs.

*Charlie Wood*

TO: Charles Wood  
SUBJECT: Final Flybys, Passing of Frank Taylor and John Fuller

Charlie,

Thanks for informing me of the passing of gunners from Facebook. Please keep me informed when you see these or any other newsworthy articles since I do no social media and you are doing me and the gunners a huge service by passing these to me.

*Pete K.*

FROM: Steven Craig  
SUBJECT: Older Short Bursts

Gentlemen,

I have some older issues of the Short Bursts I needed to let go. Was there any interest or clearing location for those who may be interested in collecting? Such a fine publication. We always appreciated reading and remembering.

*Stephen Craig*

TO: Stephen Craig  
SUBJECT: Older Short Bursts

Mr. Craig (Stephen),

Thank you most kindly for your offer of returning the Short Bursts.

I would recommend dropping them off at the VA clinic or hospital waiting rooms near your location next time you visit. Or take them to an American Legion or Veterans of Foreign Wars hall near you.

I remember being in the Tallahassee VA clinic right after I retired from active duty and saw another veterans group newsletter/magazine that was very nicely done and hoped one day we could produce a magazine as nice as theirs. Maybe it will inspire others like it did me back then.

Thank you most kindly for the offer.

*Pete K.*

## LETTERS AND E-MAILS

FROM: Mike Roll  
SUBJECT: Atterbury-Bakalar Aviation Museum

Hi Pete,

I volunteer at the Atterbury-Bakalar Aviation museum at the former Bakalar AFB in Columbus, Indiana. It's now the Columbus Municipal Airport. One of the volunteers there has a son, James Sellars III, who flew on the first raid over Iraq, now living in Huntsville, Alabama. They honored him at the museum placing him on the Wall of Valor.

<http://www.atterburybakalarairmuseum.org/>

Just for you, benefits to working at a museum, one of the founders of the museum passed away this year and his kids sent 14 of us up in a B-17 at \$475 apiece. Didn't get to fly on one while at Blytheville as I was on alert. Some did. This guy wrote a book about the war and I guess that covered it ... that's picture 3 ...

Hope all is well my old friend ...

Tell Connie hi for us as well,

*Mike and Jo Ellen Roll*



## LETTERS AND E-MAILS

FROM: Gelvin Nicely  
TO: Pete Karjanis  
SUBJECT: OKC Reunion Questions



Pete — Got a couple questions.

1. Was any consideration given to setting up a tour of the B-52 PDM facilities at OC-ALC?
2. Any problem with arriving and registering at the Embassy Suites on Friday instead of Thursday?

*Gelvin*

FROM: Pete Karjanis  
TO: Gelvin Nicely

Gelvin,

Getting on Tinker today with a tour group is very interesting. Everyone has to be listed, submitted, and prescreened, then given clearance in advance. Then there is the handicap accessibility in a work area that has to be planned and coordinated. It is a huge undertaking with a lot of coordination for work centers not in the tour business especially to get into the sensitive bomber working area.

John Stallings by himself, researched then traveled to OKC last year, set up all accommodations, meals, tours, and transportation, worked all the numbers in advance, signed all the contracts, and bet on the minimum to show, sign up, and pay. The schedule was printed in the December Short Bursts for the folks planning purposes way in advance. We are very fortunate to have volunteers like John still willing to take on this huge responsibility for the group. He still works full-time with family and young kids.

Getting on Tinker in 2019 is very different obviously than when we toured Davis Monthan and the Boneyard in 2003. Davis Monthan is set up for tour groups unlike Tinker.

There is no problem arriving on Friday. The tours begin on Friday morning, so there won't be registration folks around. Someone will have your late registration package and you can pick it up between tours or after tours when registration volunteers return to the hotel.

The best informal get-to-gethers historically occur on Thursday and Thursday evenings when folks reunite and see who is in attendance. These special Thursday evenings have gone on until the sun came up like at Orlando in 1987 and at Nashville, we all sat in the enclosed courtyard in the outer storm bands of the hurricane through a tornado that got close to the hotel until the wee hours very late. Glad I was there to spend quality time with Phil Small before he suddenly passed two-months later. Some folks have been known to arrive even earlier to do things on their own in the area like tour Route 66 in OKC or other unique things at the reunion destination (or tour Tinker AFB on their own) or visit friends and family. Some will stay a day or two after the reunion too.

*Pete K.*



## LETTERS AND E-MAILS

FROM: Louise Conder  
SUBJECT: SHORT BURSTS

Hi Pete,

First, I hope all is well with you and Connie. You are one couple I really miss seeing, not attending past two reunions. Maybe next year????

I am guessing you are the one I need to contact about the "December Short Bursts".

I received the outside cover of the December magazine only. The inner pages were missing, guessing they were torn out in mail delivery somewhere. I checked with my mail carrier and was told it was not turned in at the Post Office here, so must have gotten torn out somewhere in the mailing.

I am wondering if I might get another copy of this. I always look forward to reading all the news with the AFGA Group. I would be glad to pay for shipping and another copy if possible.

Thank you for any information you can give me about this.

Best wishes, *Louise*

FROM: Pete Karjanis  
TO: Louise Conder

Dear Ms. Conder (Louise),

Absolutely no problem, this happens from time to time, will get you another one in the mail as soon as we get home from this road trip in a few days. Hope you are doing well and had a memorable holiday.

Sincerely, *Pete Karjanis*

FROM: Louise Conder  
TO: Pete Karjanis

Thank you. I received the Short Burst the other day and have enjoyed reading through it so much. Few articles/pictures sure brought back some fond memories.

I am sorry I missed last two Reunions. So many of my generation do not attend, so fewer that I know. So very thankful for all the ones I attended. Six with Bud and seven alone. Only missed 3 ... Precious memories!!!! Not sure about the one coming up. Do 88 year old's still travel alone???

Pete, you and Connie have always been so kind to me at the Reunions. One of the very best events of my life, AFGA.

My life here is perfect for me now. There are enough things of interest at the Resort that my life is pretty full. I still enjoy hosting brunches, so have mostly ladies here often for something. Thankful I am here now, (with family in South Carolina) but I miss the WEST. I only lived in Arizona, California, and Nevada all my life, now here 3 1/2 years, which have been very good.

Wishing the best for you two in the coming year. Thanks for all you do for the AFGA.

Best Wishes, *Louise*



## LETTERS AND E-MAILS

FROM: Robert Matherly  
SENT: Tuesday, January 29, 2019  
TO: CEASE  
Subject: Re: EL RALPHO

Just got off the phone with Ralphie Boy .... He is at his daughter, Patty's, home now - was able to get out of rehab hospital about a week or so ago. He will be staying there with Patty who is taking care of him now.

John Stallings is up there getting the AFGA financial papers, history, etc., and taking care of that end of things .... (John wasn't there when I called). Ralph sounded good but on the weak side a bit. He will turn 80 in March and expects to celebrate that milestone. Anyway, John can probably provide better info ... I will be checking in with Ralph every couple of weeks just to pester him a bit .... All is well here in California with Jan and I .... Did celebrate my 80th here on the 2nd ... Still a youngster among my peers ... Ha ha! Anyway, you all take care and hope to see all in OKC this summer.



*Bob*

FROM: John Stallings  
TO: Robert Matherly  
SUBJECT: Ralph Stearns

Bob,

You stole my thunder. Sorry I missed when you called. Ralph is doing good. Moving slower but still with it. His daughter is trying to get him to eat more but Ralph is not being very cooperative. I told him if he doesn't behave, I'll get some gunners to come over there and slap him around. He's still telling jokes and says he wants a cigar and a glass of wine. Good old Ralph.

I told him that I was going to make Cease the new Finance Officer and he said don't give it to that crook. We've had some good laughs. I've been over there a couple times and will see him again on Friday before I leave on Saturday. I was able to take the finance stuff off his hands so he doesn't have to worry about that. I know he was worried about that. I also visited the bank he has the accounts with and they were very helpful. They know Ralph very well. Got to love small towns where everybody knows everybody and you can get stuff done with out the bureaucratic BS.

Other than that, not much else to report. If anybody wants me to tell Ralph anything, let me know. If you are in the area, stop by to say hi or send him a card to cheer him up. His address is:

Ralph Stearns  
115 N Prentis St.  
PO Box 231  
Medical Lake, WA 99022

I'll keep you updated with any new news, *John*



**LETTERS AND E-MAILS**



FROM: Shirley Dayton  
SENT: Tuesday, December 18, 2018  
SUBJECT: FRED ARTHUR

WHAT A NICE FRONT PAGE OF THE SHORT BURSTS. I HAD LOST TOUCH WITH FRED AND SHIRLEY OVER THE YEARS, DISTANCE AND TIME, BUT WE ALWAYS ENJOYED THEIR FRIENDSHIP. THANK YOU AGAIN FOR DOING SUCH A GREAT JOB.

*SHIRLEY DAYTON*

Dear Ms. Dayton (Shirley),

How very kind of you to send. Any memories or sentences you would like included in the future Short Bursts, please jot them down just like you have in this e-mail and I can share your thoughts with the readership if you would like.

Very respectfully and sincerely,  
*Pete Karjanis*

FROM: Shirley Dayton  
SENT: Thursday February 28, 2019  
SUBJECT: FRED ARTHUR

I WAS SADDENED TO SEE ON THE FRONT PAGE OF THE LAST SHORT BURST THAT FRED ARTHUR HAD PASSED AWAY. FRED WAS THE LAST OF THE THREE GUNNERS THAT CREATED THE AIR FORCE GUNNERS ASSOCIATION ALL THOSE YEARS AGO. HE, JIM ZAENGLE, AND MY HUSBAND, BILL DAYTON, WERE TOGETHER ONE DAY HAVING A DRINK AT THE AMERICAN LEGION IN ORLANDO WHERE WE LIVED AT THE TIME AND ONE OF THEM SAID, "WOULDN'T IT BE NICE TO SEE OUR AIR FORCE BUDDIES AGAIN"? AND THAT WAS THE BEGINNING OF THE AFGA.

THE THREE OF THEM WORKED TOGETHER FOR MONTHS AND MONTHS WITH MANY MEETINGS, SOME OF THEM AT OUR HOUSE AND THAT IS WHERE I FIRST KNEW FRED AND SHIRLEY ARTHUR. I HAD KNOWN JIM AND CAROLYN FOR SOME TIME ALREADY. WE HAD MANY PLEASANT TIMES TOGETHER OVER THE FOLLOWING YEARS.

WHEN THEY FINALLY GOT THE FIRST REUNION PLANNED IN ORLANDO IN 1987, IT WAS A HAPPY SUCCESS. IT WAS SO GOOD TO SEE THE GUYS ENJOYING OLD FRIENDSHIPS AGAIN. I MET SO MANY NICE PEOPLE AT THESE REUNIONS OVER THE YEARS AND I AM GLAD, AS I AM SURE OUR "THREE GUNNERS" ARE PLEASED TO SEE IT IS STILL UP AND RUNNING SO WELL. THE SHORT BURST IS WELCOME MAIL, YOU DO SUCH A GOOD JOB, THANK YOU PETE.

*SHIRLEY DAYTON*

**SHORT BURSTS**  
*Air Force Gunners Association*

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## LETTERS AND E-MAILS

FROM: Harris Tolmich  
SUBJECT: B-52 Accidents and Incidents



After consulting with Pete Karjanis, our esteemed Editor of the Short Bursts, we agreed that it would be interesting to the membership, the history of the B-52 accidents since their inception into the USAF inventory. I explained to Pete how I could write this information with pin-point accuracy and not leave anything to conjecture.

After my retirement from the USAF, I was hired by the Boeing Aerospace Company in Seattle. I was sent by Boeing to Norton AFB to consult with sub-contractors to Boeing. While there, I met the Chief NCOIC for the USAF Aircraft Safety Office. In our discussion, I said that I was a prior B-52 crew member. He said that he had all B-52 accident files in his office. The office had no further use for the files, he asked if I would like the files and I said yes!

With those files, I have been submitting BUFF accident articles to Short Bursts. The article I am submitting for this issue of Short Bursts is to provide in-sight to the HAZARDOUS duty we had as B-52 crew members. During my USAF career as a Gunner I was always a member of the 15th Air Force. Consequently, I was not fully aware of what operational accidents were attributed to 8th Air Force or 2nd Air Force. The following is a total history of B-52 accidents that I have been able to glean to the best of my research into my accident files.

From 1952 to 1962, 744 B-52s were built.

A total of 74 B-52s were destroyed due to flight accidents. Pilot error, structural failures, low level operations, etc.

A total of 17 B-52s lost to Linebacker.

A total of 1 lost to a SAM. On 22 November, 1972 B52D, S/N 55-0110, on mission over Vinh, Viet Nam.

A total of 10 B-52s destroyed to non-flight accidents. Nine destroyed by fire, one destroyed in a collision on Guam.

A total of 29 B-52 flight accidents that resulted in damage to the aircraft, but were able to return to base.

A total of 43 Gunners who died during this era, non-combat and combat. *All who gave their lives in defense of our freedom.*

I am proud to be a member of this fraternity. We have the memories imbedded in our brains, something a non member could never understand. Those of us who are here, I am a firm believer we had a Guardian Angel for our presence today.

B-52G, S/N 58-228, 18 November, 1968

Pilot: Capt. Curtis Robertson, Tail Gunner: A1C Gerald Turney, Instructor Gunner: MSgt. Lonnie Woodard.

The aircraft and crew were assigned to the 62nd Bomb Squadron, Barksdale AFB, Louisiana. The aircraft took off on a routine combat crew training mission which included air refueling and low level training. The crew made required radio calls to air traffic control center for clearance to descent from 23,000 feet to low level route altitude of 2,900 feet. This was the last radio contact with the aircraft. One minute and ten seconds after entry into the low level route, the aircraft crashed into a wooded area at an elevation of 1,570 feet. The aircraft crashed 72 nautical miles south of Duluth International Airport, Minnesota. No egress by the crew was attempted and the crew of nine persons were fatally injured in the accident.

Aircraft B-52, S/N 54-2667, August 29, 1968

Pilot: Major Bobby Ward, Tail Gunner: TSgt Robert Logue. Aircrew arrived at aircraft, exterior preflight was normal. During interior preflight, TACAN was inoperative, which was repaired. Engine #7 would not start, maintenance assistance was requested and #7 engine started with no further problems. Take off was at 1808, level off was at FL 27,000. At this time abnormal indication of right forward alternator, followed by complete loss of AC power.

## LETTERS AND E-MAILS

Radios were lost, cockpit lights, attitude indicators, radar, fire control system, fuel gauges and numerous other cockpit instruments were also lost. The number 2 UHF radio was recycled and the crew was able to communicate with Miami Center. Also, the crew was able to talk to the Command Post. Loss of AC power would require a no flaps landing. The command post was in contact with 8th Air Force, SAC, and the Boeing Airplane Company. Through coordination with Boeing, it was learned that fuel starvation would soon be a problem since fuel could not be transferred to into the main tanks. AC power was not available to drive the fuel booster pumps. The crew was directed to the Atlantic Ocean (50 miles East of McCoy AFB, Florida) to attempt dropping external fuel tanks. Attempt to drop external fuel tanks not successful due to lack of AC power. Aircraft returned to the area to attempt a no-flaps landing, on approach when #1 & 2 engines flamed out. The Command Post directed the crew to proceed to the ocean and "bail out". The pilot still wanted to try a six engine, no flaps landing, but again, he was directed to "bail the crew out". The crew egressed the aircraft successfully, the Pilot left the aircraft at 6,000 feet, the B52 made a descending left turn and impacted the ocean. The last crew member recovered was the Co-Pilot, who suffered a broken shoulder blade. All other crew members were recovered in good condition.

B-52F, S/N 57-036, Assigned to 492nd Bomb Squadron at Columbus AFB, MS. Aircraft Commander: Capt William Gutshall, Tail Gunner: T/Sgt Howard L. Nelms. Aircraft departed Columbus AFB at 1430 CST. The mission progressed without incident to the refueling rendezvous point arriving there at 1831 CST. The radar/nav called 70 miles to the tanker. The tanker turned to a heading of the refueling track until the 25 mile range call was received from the B-52 at 1833 CST. Range at this time was 12 miles, tanker was at 31,000 feet and 255 KIAS. B52 while still in visual contact closed to the observation position. On closing to the contact position it became apparent to the pilot and the IP that speed differential was too great and the B-52 would overrun the tanker. Indicated airspeed was at 260 KIAS. This airspeed was approximately 5 knots above the briefed refueling speed. The B-52 flew underneath the tanker, the Pilot started a descent of 500 feet per minute, and a shallow turn to the right, 5 degree bank. Almost immediately, a crunching sound was heard and all interior lighting in the B-52 went out with a rapid decompression. The B-52 started a roll to the left and pitched up. Control movement provided no response, bailout was ordered but interphone had failed and Emergency Alarm lights did not illuminate. At this time smoke and fire were visible on the upper deck and the IP and Pilot ejected. The EWO ejected, navigator seat would not eject so the RN ejected. The Co-pilot in the IP position, Navigator, and the Instructor Navigator on the lower deck failed to escape from the aircraft and were found in the B-52 wreckage. The tail gunner did not jettison the turret and was found in the vicinity of the tail section. The KC-135 crew were found in the forward aircraft section, the Boom Operator was located aft of main impact point.



## EARLY BIRD SPECIAL

If you register for the reunion before  
30 April 2019

the registration fee will be  
\$120

After 30 April 2019  
the registration will be

\$140

Deadline for registration is  
31 July 2019



## AFGA NEWSREEL



This is the same **M61 Vulcan Cannon** that used to be mounted on the tail of the B-52H model but the rate of fire was bumped up to over 6000 rounds per minute.

I understand that Toyota Prius drivers get very little respect. This guy probably got tired of getting cut off in traffic and needed a deterrent to keep it from happening.



All of the services are pursuing a new **hypersonic weapon**. It has been reported that the USAF has the easiest path to fielding this weapon. The initial version of the weapon will more than likely be carried by a B-52 which is more forgiving in terms of the size of the munition. Should be in the field by 2020. Stay tuned ...

A recent **Rand Institute** study found that the USAF is and has been suffering from an identity crisis. It found the AF is seen largely as an enabler for the sister services to fight the fight. The AF has always prized the fighter pilot exclusive fraternity above all other specialties. The study is titled, "Movement and Maneuver: Culture and Competition for Influence Among the US Military Services".

A USAF **BUFF failed to show** at the Wings over Wairarapa, New Zealand airshow after it was grounded by mechanical issues. It would have been the first time the BUFF flew in New Zealand airspace. It was due to perform a flyover of the Hood Aerodrome at two pm and open the festival's program. Many folks were terribly disappointed having traveled to the airfield to experience the flyover after it was actively promoted as the main event. A New Zealand Lockheed Martin P-3 Orion completed the flyover and opened the festivities instead.

The Air Force hasn't changed its plan to retire the B-1 and B-2 from its bomber fleet, despite its "Air Force We Need" study calling for **seven more bomber squadrons**, according to service Secretary Heather Wilson. In an exclusive interview with Air Force Magazine, Wilson said the service is sticking with a plan to field 175 bombers, comprised of new B-21 stealth bombers and venerable B-52s, which she noted will be modernized and re-engined. Wilson said the B-21 is on track, and is "one of our best-managed programs." AFA's Mitchell Institute has called for a force of 270 bombers to provide the range necessary to cope with air defenses and tactical missiles that will push US forces farther away from enemy territory.

Airmen at Barksdale AFB, La., are testing an **upgrade to the BUFF's weapons systems** that can nearly double the amount of smart weapons carried by the bomber. The 49th Test and Evaluation Squadron, in concert with other Barksdale units, recently installed an upgraded Conventional Rotary Launcher to a bomber at the base, which increases the launcher's payload from four smart weapons each to eight. The test included eight AGM-158 Joint Air-to-Surface Standoff Missiles. With the new system, a B-52H can carry 20 smart weapons on the launcher and pylons under the wing, as opposed to the current total of 16, according to a Barksdale release. "Now, a B-52 going into a war zone has the ability to put 20 munitions on a target area very quickly," SMSgt. Michael Pierce, the 307th Maintenance Squadron aircraft armament superintendent, said in the release. "Before, they would have to drop some of their munitions, power up the CRL again and then make another pass."

## AFGA NEWSREEL

Thanks to decades of work by a local British man who was a boy when **he saw the Flying Fortress go down** finally got his wish when several USAF and United Kingdom Royal Air Force aircraft flew over the site of the 1944 B-17G crash in Sheffield, England. On Feb. 22, 1944, the B-17G, named Mi Amigo, was flying back to Chelveston Aerodrome after getting hit by anti-aircraft fire during a daylight raid in Denmark. The aircraft couldn't make it, and began to go down. On the ground, 8-year-old Tony Foulds was with his friends in a schoolyard in Sheffield when the bomber broke through the clouds and began to descend toward the field.

Foulds and his friends saw the pilot waving—they thought it was a greeting, but now realize the pilot was trying to get the kids out of the way. The pilot circled back and pulled up, avoiding the boys on the field, and crashed into the trees while trying to climb. All ten of the crewmembers died in the crash that avoided the schoolyard.

“They could have saved themselves,” Foulds told The Associated Press. “I’ve put myself in their place many a time and thought if I was wanting to land and there were children on, I would think to myself, ‘Well, I’ll land and hope I don’t hit them.’” Foulds told the AP that since the crash, he had been wracked by guilt. “I can’t see anyone else ever doing what these lads did—giving their own lives for a foreigner,” he told the AP. “I killed these lads.”

In 1969, Foulds built a small memorial at the crash site and has maintained it ever since, visiting it as often as he could. As years went by, he dreamed about a flyover at his small memorial. So, in January, the BBC picked up his story and began a Twitter campaign. The USAF 48th Fighter Wing at RAF Lakenheath got wind of the campaign and made the flyover happen.

On the 75th anniversary of the crash, a USAF MC-130J, CV-22, and four F-15Es from Lakenheath flew over the site, along with a KC-135 from the Bloody 100th at nearby RAF Mildenhall, two RAF Eurofighter Typhoons from RAF Coningsby, and a C-47 Dakota from the Royal Air Force Battle of Britain Memorial Flight. The nose of the F-15Es were painted with the names of the airmen killed in the crash, and they flew a “missing man” formation over the memorial.

“The gap in the formation is to honor and represent the missing Mi Amigo crew and honor the sacrifice they made on this very field 75 years ago today,” 48th Fighter Wing Commander Col. Will Marshall said during the ceremony.

“Thank you, I can’t believe all of this, this is unbelievable to me,” Foulds said after the flyover, according to the BBC. “That was worth waiting all these years for.”

Rolls-Royce made it official Monday: it will enter its F130 military variant of its commercial BR700 in the Air Force’s **B-52 re-engining contest**, and will build the engines in its recently upgraded Indianapolis, Indiana, facilities if it wins the contract. The company touted the facility’s upgrade as essential for the competition. Rolls said the F130 will be an “American” engine, but company officials declined to characterize the amount of US parts in the engine. Air Force acquisition chief Will Roper has said there will be a “digital flyoff” between power plants for the work.

BUFFs have been regularly and repeatedly transitioning the **East and South China Seas** and the Chinese Defense Ministry have labeled these actions as “provocative.” BUFFs and the Navy’s P-8As have been maritime patrol training in the region to improve joint service interoperability. The BUFFs obviously are TDY based out of Andersen AFB, Guam and part of the continual bomber presence mission in the region. Seems like we were flying the BUFF out of Guam five decades ago and we called the TDY presence there Bullet Shot and Arclight.



# A TALE FROM TINKER



The four gunners that all made chief at Tinker AWACS. Jim Galambos came from Carswell, Pete Karjanis came from Fairchild, Rory Koon came from his second time at KI Sawyer, and Jeff Rowley came from Loring. Over 40 former gunners arrived at Tinker AWACS after the October 1991 disposition of the A111 Defensive Fire Control System career field to continue their enlisted aviation careers as E-3 Flight Engineers, Airborne Radio Operators, and Airborne Surveillance Technicians and Weapons Directors. All the pictured former gunners became aircrew enlisted functional managers or operations group chiefs. Making chief would not have happened as quickly as it happened in AWACS as gunners in the smaller career field with only one chief being promoted at a time. The A113 Radio Operator (Airborne Mission Systems) career field and the A114 Surveillance (Airborne Operations) career fields were much larger than the gunnery career field, thus much more promotion opportunities.



## CHAPLAIN'S CORNER



Our volunteer for the Gunner Association Chaplain is Mike Gilmore. He is a real preacher!

At the Nashville reunion, he spoke so eloquently whether offering the blessing at the Saturday evening banquet or presiding over services at the Hermitage Chapel Gunner Memorial Service.

Thanks for volunteering and continuing on with the fine tradition that Iggy Cruz and John Stanton have done to comfort the Gunners and their families in their time of need.



Greetings to all in this April edition of the Short Bursts!

Well the holidays are over, and more are on the way. There has been an awful lot of discussion about the Christmas bombings. I noticed that there seems to be a lot of experts out there. Some of it is so off the wall that it is ridiculous, at first it would make me mad, then I decided that it wasn't worth a heart attack. I've got more important stuff to be upset about, but it's good to remember and to honor the memories of our friends and fellows.

I stay on Facebook so I can find out when one of us takes their final flight ... kind of sobering to think about being one of the remaining few. I've got to stop waxing morose.

We all need to get ready for the Reunion in Oklahoma City in September. We need to get out there and find the gunners that haven't checked in in a while.

I know we are a lot different than the old Bulldog Association, but this one still gives us a chance to touch base with some fellas that we spent a life time with ... alert ... Arclight ... Bullet Shot ... CEVG and Stan Board. There are still a lot of guns I would like to find. I am really looking forward to Okie City ... So you all come on out and let's have a big time ...  
Chaplain Mike Out.

Rev. M. Mike Gilmore

Cell phone 205-359-9312  
2305 Burton Loop Rd  
Altoona, AL 35952  
megpm\_05@yahoo.com



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

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

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

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

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

## FINAL FLY-BY

### MARGARET WERNER MAY 1940 - OCTOBER 2018

Margaret was born in May 1940 and passed away in October 2018.

Margaret was a resident of Huntley, Illinois at the time of her passing.



FROM: Cease Walker  
SUBJECT: Margaret Werner

Troops,

I am so sorry to have to send this one on ... Margaret, Ron Werner's wife, went West recently. I'll get back with more information when I get it.

Ron and I go back a long ways to Fairchild in the early 50s, we had a few beers and shared some war stories at our AFGA reunions over the many years.

If you were at the Nashville Reunion, Margaret was the pretty lady with the snacks and happy laughter that brightened the hospitality room. She will certainly be missed next September at the Oklahoma City get-together.

*Cease Walker*



## FINAL FLY-BY

### JOHN FULLER JULY 1941 - JULY 2018



CMSgt (Retired) John S. Fuller, 77, Plattsburgh, New York, passed away in July 2018 at UVM Medical Center. He was born in Boston, Massachusetts in July 1941, the son of Winfield and Angeline (McCarthy) Fuller.

John joined the United States Air Force, retiring after nearly 30 years of dedicated service to his country. He was an avid Boston Sports fan, cheering for the Bruins, Patriots, and Red Sox.

He is survived by his wife, Debra Fuller, and his son David Fuller.

Calling hours were held on Thursday, August 2, 2018 from 4:00 to 6:00 pm at the Brown Funeral Home. Funeral service followed at 6:00 pm in the Brown Funeral Home Chapel with military honors presented.

Memorial donations may be offered to the Elmore SPCA.

Arrangements are entrusted to Brown Funeral Home, 29 Broad St., Plattsburgh, New York 12901 (518) 561-3980. Online condolences may be made offered at [www.brownsfuneralhomeinc.com](http://www.brownsfuneralhomeinc.com).



### LANNY PASSMORE

#### AUGUST 1933 - SEPTEMBER 2018



Lantia Passmore Sr., was born in Gastonia, North Carolina in August 1933.

He is survived and forever loved by his wife Mary of 63 years, as well as 10 children, many grand-children, great-grandchildren and great-great-grandchildren.

Lanny retired career military from the United States Air Force as a Master Sergeant after 26 years as a tail gunner on several different aircraft, primarily B-52s.

He then finished his career and retired again after 20 more years from the Spokane County Sanitation Department.

He will be forever in our hearts.



## **FINAL FLY-BY**



### **MARY BLANCHE JOHNSON JANUARY 1933 - DECEMBER 2018**

Mrs. Mary Blanche Johnson, age 85 of Vernon, AL, passed away Tuesday, December 25, 2018, at Fayette Medical Center-DCH.

Mrs. Johnson was born in January 1933, in Fayette, Alabama, to the late Wiley Walters and Ila Livingston Walters.

She was a bookkeeper at Bostick's Furniture for a number of years and a member of Vernon Church of Christ. Mrs. Johnson was also preceded in death by her daughter, Patrice Johnson, and two sisters, Annie Wallace and Rubye Johnson.

Funeral services were Saturday at 12:00 in the chapel of Chandler Funeral Home with Eddie Finch officiating. Burial followed at Christian Chapel Cemetery. Visitation was Saturday 11:00-12:00 prior to the service.

Survivors include her husband, Demp Johnson of Vernon, AL; two daughters, Pam (Fred) Allen of Plano, TX and Paula (John) Canington of Charlotte, NC; five grandchildren, Lindsay (Cody) Jackson, Tracey (Brandon) Strother, Grant (Meredith) Canington, Tyler (Allison) Canington, and Kirby Allen; five great-grandchildren; one brother, Dick (Pauline) Walters; and a host of other family and friends.



### **ANN DAVIS JULY 1938 - DECEMBER 2018**

Anne Carlene Davis of Colbert Washington, surrounded by her family, passed away December 2018 at Holy Family Hospital. Ann was born in July 1938 in Elk City, Kansas to Raymond and Dollie Crossfield. She Married Lou Jr. and followed his Air Force career which led them to retire in Four Lakes, Washington.

Ann worked for many years at Pacific Telecom Telephone Company in Cheney, Washington. After Lou's passing, Ann moved to Colbert, Washington where she was an active member of the Country Homes Christian Church and most recently attended Colbert First Presbyterian Church.

Ann enjoyed spending time in nature, fishing, gardening, traveling, reading and spending time with her children, grandchildren and great-grandchild. Ann was preceded in death by her husband Louis A. Davis Jr. Ann is survived by her sister Carmen Bennett of Maryland and her sister-in-law Caryl Crossfield of Madisonville, AL. Ann has three children, Louis A. Davis III, spouse (Mary) of Medical Lake, WA, their children Louis A. Davis IV, spouse (Jennifer), great grand-daughter Dylan, Dustin Davis and McKenzie Davis, (Grady Gudgel); Daughter Annita Phillips, spouse (Bruce) of Kuttawa, KY and their children Brianne Brewer, spouse (Scott), Ely, spouse (Katie) and Tucker; Daughter Brenda Goebel, spouse (Bruce) of Bellingham, WA, and their children Elliott and Russell.

The family would like to express heartfelt thanks for those who gave Ann such wonderful care and love at Holy Family Hospital. A memorial Celebration of Life was held at Cheney Funeral Chapel on January 19, 2019 at 1:00 p.m., located at 1632 W. First St., Cheney, Washington 99004.

In lieu of flowers, contributions may be made to Samaritans Purse (Christian relief foundation which focuses on helping children), P.O. Box 3000, Boone, NC 28607, phone (828) 262-1980.



# FINAL FLY-BY



## FLOYD JOHNSON JULY 1925 - DECEMBER 2018

Floyd Orville Johnson, age 93, of Winter Park, Florida passed away in December 2018.



Floyd, or as many knew him as Johnny, was born in July 1925, to Clarence Johnson and Harriet Thompson. He spent 30 years in the Military (Navy, Army Air Corps, and Air Force) retiring as a Senior Master Sergeant in November 1974.

He was a Veteran of three wars, World War II, Korea, and Vietnam. Johnny received numerous commendations including the Airmen's Medal. Johnny was also part of the Air Force Gunners Association, Air Force Sergeants Association, VFW, American Legion as well as many others.

Johnny is survived by his son, Troy Johnson; his daughter-in-law, Diana Johnson three grandchildren, Wynona Allen, Micah Johnson and Briana Johnson; and his great granddaughter, Trisha-Lynn Allen.

He was preceded in death by his wife Jacqueline Johnson and all ten of his siblings.

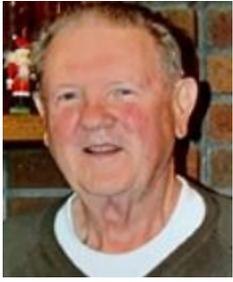
A Funeral Service celebrating his life was held Saturday December 29, 2018 at 11:00 am at St. Richard's Episcopal Church, 5151 Lake Howell Rd. Winter Park, FL 32792.



Burial was at the St. Richard's Episcopal Church Memorial Gardens.



## FINAL FLY-BY



### WILLIAM E. DUFFY JUNE 1929 - JANUARY 2019

William Eugene Duffy, (Bill) passed peacefully in the early hours in January 2019 at his home in Cottonwood, California. He was 89 years old.

Born to Joseph and Martha Duffy in Sioux Falls, South Dakota in June 1929, Bill was the youngest of two sons and three daughters. Following the passing of his mother in 1945 the family moved to Woodburn, Oregon and shortly after in 1947, Bill enlisted in the United States Air Force.

He was attached to the 92nd Bombardment wing at Fairchild AFB, Washington where he served as the tail gunner on a B-36 Peacemaker bomber crew. Throughout his lifetime Bill loved to talk about the various unique features of the B-36, and in 2013 at a family reunion near Tucson, Arizona he was able to reunite with one of the few surviving aircraft at the Pima Air & Space Museum. He excitedly showed his family the Peacemaker and exclaimed, "See, six turning, and four burning!"



After his discharge, Bill began a career at the National Cash Register Company in Eugene, Oregon where he met a bright young nursing school student named Della Mae Schleichert. Bill fell in love with her charming, sensible nature, and they were married in November 1957. The young couple moved to Salem where they started a family that would include five children.

NCR promoted Bill to Service Manager in 1969 and subsequently Bill and Della moved their young family to Redding, California. Della continued her passion in health care working at Shasta General Hospital while Bill managed the NCR branch that serviced northern California. In 1972, Bill was asked to transfer again, this time to Denver, Colorado. With the heartbreaking loss of their second child Joseph Allen Duffy from Leukemia earlier that year and his other four children in grade school, Bill retired from NCR and he and Della purchased a small liquor and wine shop in nearby Anderson, California. They worked there together for 23 years until retirement. While Della served the community teaching wine appreciation, Bill was never in danger of being labeled a wine snob. A common response by Bill to an overzealous wine taster was "It tastes like grapes".

Bill was an avid outdoorsman and enjoyed fishing and traveling. He loved family, and was a loving compassionate father, but was firm and just when needed. Bill seldom taught with lessons, rather he led by example. He was a craftsman, a builder, a fabricator. His principle hobby was collecting and repairing watches, a natural offshoot of his highly specialized mechanical occupation at NCR. Over the decades he graduated from merely a collector to a watchmaker able to fabricate and repair near microscopic parts for dozens of brands of wrist and pocket watches. The title Master Craftsman has never been so well deserved.

Sadly, in 2013 Della Mae, Bill's wife of 57 years passed after complications from an earlier stroke. Bill is survived by his four adult children: Michael Duffy and wife Nicol of Healdsburg, CA; Susan Spencer and husband Jeff of Sacramento, CA; Laura Hankins and husband Gary of Pine Grove, CA; and Catherine Duffy and husband Steve Matalavage of Chico, CA.

A Rosary Service was held Thursday January 31, 2019 at 6:00 pm at Sacred Heart Catholic Church in Anderson, CA. Followed by a Memorial Mass on Friday February 1, 2019 at 10:00 am, also at Sacred Heart. Bill was laid to rest beside his beloved wife Della and son Joseph at St. Joseph's Catholic Cemetery in Redding.

Bill, your family and friends all wish you a safe journey home. We have benefitted from your love and kindness, and we are all better persons from having you in our lives. You will forever be a part of us. Travel well, and until we meet again, may God hold you in the palm of his hand.

## **FINAL FLY-BY**

**JAY INGLE NOVEMBER 1935 - FEBRUARY 2019**

FROM: Cease Walker  
SUBJECT: Jay Ingle

PETE,

BILLIE AND I MOTORED ON DOWN TO FRESNO TO ATTEND THE FUNERAL OF GUNNER JAY INGLE THIS MORNING, 11 FEB 19.

WE ARRIVED IN TIME TO GET THE LAST TWO SEATS AVAILABLE THEN IT WAS STANDING ROOM ONLY.

THAT IS NOT TOO SURPRISING AS JAY WAS A REALLY NICE GUY WITH A LOT OF STORIES AND FRIENDS.

HE HAD ATTENDED MANY OF OUR REUNIONS AND JAY AND WIFE GALE WERE PLANNING ON OKLAHOMA CITY... HIS PASSING WAS VERY SUDDEN AND UNEXPECTED.

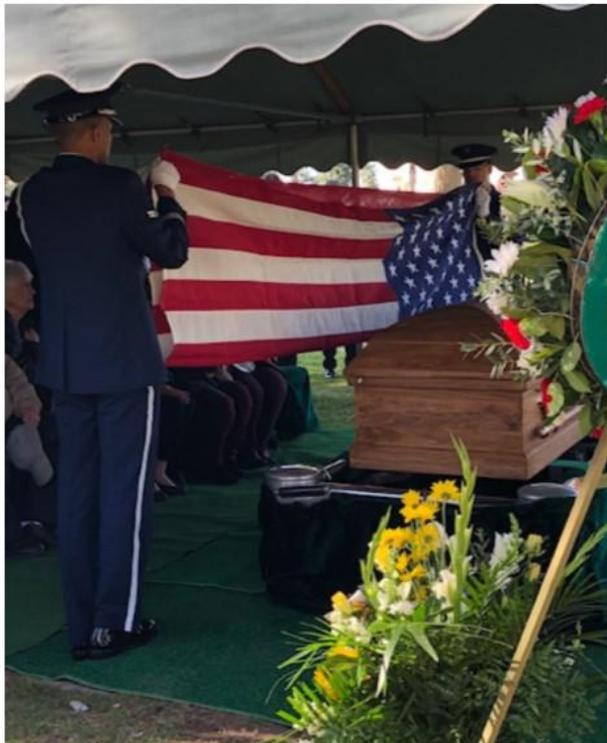
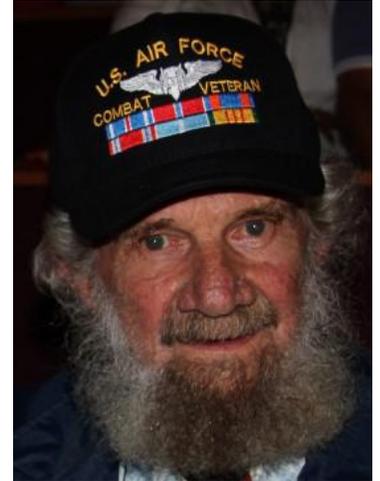
THE AIR FORCE HONOR TEAM WERE EXCELLENT. THERE WERE THREE TWO STRIPERS. (IN MY DAY AIRMAN SECOND CLASS.)

TWO ESCORTED THE CASKET AND PERFORMED THE FLAG PRESENTATION WHILE THE THIRD DID THE PLAYING OF TAPS. THEY DID THE U.S. AIR FORCE PROUD.

(THE SLOW SALUTE STILL IRRITATES ME NO END.)

HI TO CONNIE,

*CEASE*



**FINAL FLY-BY**



**JAY INGLE NOVEMBER 1935 - FEBRUARY 2019**

Jay Edwin Ingle, loving husband, father, grandfather, brother, and friend to many, went home to be with the Lord on Monday, February 4, 2019.

He was born on Veterans Day, 1935 in Overbrook, Kansas. After graduating high school Jay joined the United States Air Force in 1954, where he proudly served his country for four years as a

B-52 Bomber Tail Gunner.

Jay devoted his life to serving others when he started his career in the fire service in 1960 at the North Central Fire Department in Fresno, California. Firefighting was his life's passion where he poured his whole heart into helping others everyday.

After serving for over 24 years and making many lifelong friends, he retired from the Fresno Fire Department in May 1984.

His love for his firefighter brothers was only surpassed with his love for his family. He was a caring husband for many years, a devoted father to his daughters and a proud "pappy" to his four grandchildren. He was never afraid to tell perfect strangers how proud he was of his family and loved sharing in their joys and success.

Jay is survived by his wife Gail Ingle; daughters Vicki Clarkson and husband Jeff, Jill Hunt and husband John; grandchildren Heather Freeman, Jennifer Vogt, Jeremy Hunt and Lindsey Clarkson and his sister Carol Bell of Lawrence, Kansas. He is preceded in death by his former wife of 39 years, Loretta Ingle.



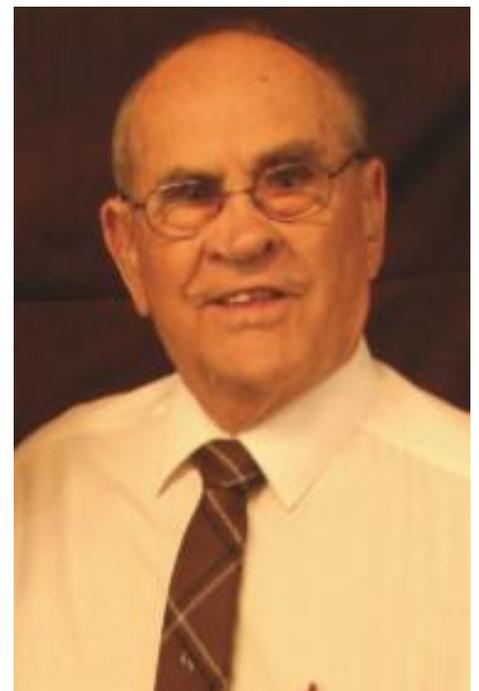
Services were held at Stephens & Bean Chapel on Monday, February 11, 2019 at 10:00 am.

In lieu of flowers, donations may be made to:

Fresno Fire Chiefs Foundation,  
P. O. Box 107, Fresno, CA  
93707-0107.

Alisa Ann Ruch Burn Founda-  
tion. c/o Fresno Fire Department,  
911 H Street, Fresno, CA 93721.

Air Force Gunner Association, c/  
o John Stallings, 702 Doral Dr.,  
Marengo, IL 60152.



## **FINAL FLY-BY**

FROM: Paul Dalseg  
TO: Bob Ethington  
SUBJECT: Membership Status/Membership Up Date

Good afternoon Bob,

My name is Paul Dalseg. I am contacting you to inquire about a membership in the AFGA of my father of the same name - Paul I. Dalseg. The membership card number that I have located is #1594. His mailing address was 47 Riverside Drive, Sault Ste Marie, Ontario Canada with a Postal Code of P6A 3R9.

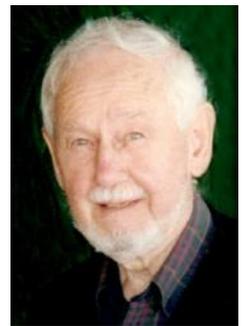
My father passed away earlier this year. We have been going through his extensive Air Force collection of notes, stories and memberships in an attempt to put that part of his life's story in some sort of order.

With regards to the AFGA, a letter dated January 23, 1995 was found which indicates that he was upgrading to a Life Member. Can you confirm his status in 2018 and if still a Life Member, identify Dad as having passed April 18, 2018?

Thank you for your assistance in this matter.

Regards,

*Paul Dalseg Jr.*  
74 Texas Ave.,  
Sault Ste Marie, Ontario, Canada  
P6A 4Y8



### **PAUL DALSEG AUGUST 1924 - APRIL 2018**

#### **BOMBER COMMAND VETS RECOGNIZED**

Two Sault Ste. Marie veterans of Bomber Command have been recognized for outstanding service during World War II. Paul Dalseg (front left in photo) and John Burke DFC (front right) were presented Bomber Command Bars during a special ceremony at Branch 25, Sault Ste. Marie in September. Sault Ste. Marie MP Bryan Hayes presented the award on behalf of the government to the vets.

During World War II, Canada played a vital role in the British Commonwealth Air Training Plan, a collaborative effort involving Great Britain, Canada, Australia and New Zealand. Graduates of the program formed the backbone of Bomber Command. Many Canadians served with Royal Canadian Air Force squadrons in the No. 6 Bomber Group - the only non-British group to serve in Bomber Command.

By the end of the Second World War, 6 Group had carried out more than 40,000 sorties and approximately 8,000 members received decorations for bravery. The Government of Canada created the Bomber Command Bar as an official honour to formally recognize these Veterans. Unfortunately many who served in Bomber Command have passed away over the years and for some that recognition has come just 'a little too late'.

During the presentation of the award, MP Hayes remarked "From this day forward, when Canadians see your special bar, they will know you were among the approximately 50,000 Canadians who proudly served with Bomber Command,....They will know that you bravely accepted the most dangerous of missions, and that you prevailed against the greatest odds. This special bar will also remind Canadians that our nation paid a terrible price for victory."



## **FINAL FLY-BY**

### **PAUL DALSEG AUGUST 1924 - APRIL 2018**



Paul Dalseg was a businessman, community leader and philanthropist. He died last Wednesday at his home. Dalseg was 93.

The Rainy River District native moved to Sault Ste. Marie in 1971 and became owner of Canadian Tire, then on Queen Street East.

Dalseg was president of Sault Ste. Marie Chamber of Commerce during the group's centenary in 1989. He also chaired United Way Sault Ste. Marie and Algoma District's annual campaign. His efforts were recognized when Rotary Club of Sault Ste. Marie named Dalseg Rotarian of the Year in 1979.

He was one of five recipients of Sault Ste. Marie's Medal of Merit in 1989.

Dalseg also received Queen Elizabeth II Diamond Jubilee Medal. Dalseg's community contributions were recognized during a banquet during Home Coming celebrations in 1998.

Dalseg's philanthropy included donations to Sault College and Sault Area Hospital's new site on Great Northern Road. Sault Ste. Marie Chamber of Commerce presents an award in Dalseg's name recognizing leadership, outstanding interest and contribution to the community.

Dalseg was a gunner on a Royal Air Force Lancaster that was shot down over the Netherlands in May 1944. He was one of only two survivors. Dalseg was taken prisoner and spent about a year in captivity. "It wasn't a Hilton, I'll tell you that," he told The Sault Star of his POW experience in 1988.

Dalseg is survived by his two children, four grandchildren and three great-grandchildren.

DALSEG, Paul Ivor - It is with sadness that we announce the passing of Paul Ivor Dalseg at the age of 93. He died peacefully, at home, with the loving support of family and caregivers. Paul was born in Rainy River District, North-western Ontario on August 5, 1924. His wife Eleanor, with whom he shared a loving and blessed marriage for 50 years, predeceased him. Also predeceasing him are his siblings, Harley, Norman, Melvin, Roy and Judy. He will be immensely missed by his son Paul (Martha) and daughter Pam Williams and families. Paul was a proud grandfather to Chris Dalseg (Sheena), Tim Dalseg (Amanda), Graham Dalseg (Katelyn) and Kirsten Williams (Durrell Borden) and great-grandfather to Eloise, Lachlan and Harrison. They will remember him fondly for his positive attitude and adventurous spirit.

Paul was born to Paul and Bricken Dalseg. He spent his formative years on the family farm in McGinnis Creek. Once WWII broke out Paul waited impatiently to "sign-up". He was accepted, at age 18, and served with the Royal Canadian Air Force. He was posted to a Royal Air Force group and trained to fly on Lancaster bombers. He was the youngest of seven crewmembers and served in the position of mid-upper gunner. The crew was posted to Squadron #57 in Lincolnshire, England.

On May 22, 1944 their plane was shot down in the north of Holland and only two crew members survived. Paul served as a POW and was part of the "long march" in the winter of 1945. He gained his freedom in May of 1945.

In his later years Paul would recount his war experience to those who inquired. He prefaced his comments by always saying that his story was only one of many and there were countless others who served that had it much worse than he did. When telling his story he often expressed his gratitude to those who helped him through the tough times. In particular he was grateful to the Red Cross, Veterans Affairs and to the Dutch citizens of Groningen who, to this day, continue to care for the graves of his fallen crewmembers.

After Paul's return to Canada he settled in Dryden Ontario where he met and married Eleanor Gofton. It was in Dryden where Paul started his business career. He built the local Brewer's Retail store and managed it for ten years.

He saw the potential for an automotive and hardware store in Dryden. In 1961 he became a Canadian Tire Dealer and opened the store in Dryden. In 1965 he acquired the Canadian Tire store in Port Credit Ontario and in 1971 became the Dealer of the Sault Ste. Marie store. The Queen Street store was relocated to a new store on McNabb Street in 1974. It was here that Paul was often remembered as the fellow who swept and shoveled the front entrance of the store while cheerfully greeting staff and customers as they arrived in the morning.

He enjoyed his years with Canadian Tire and it was clear that it was all about the people. He was fully supportive and engaged with the United Way, Chamber of Commerce, Rotary Club, Canadian Bushplane Heritage Centre, Royal Canadian Air Force Association and the Masonic Lodge among many other organizations.

Our family is most grateful to the many people who have provided him health care support in his later years. They demonstrated genuine care for his well-being and shared with him much joy, music and laughter.



PAUL DALSEG, A native of Rainy River, ON, Paul joined the Royal Canadian Air Force in September 1942 and graduated as an air gunner in July 1943.

Sent overseas he was posted to the RAF, receiving further operational training in Yorkshire, Lincolnshire England before being posted to #57 Sqd. RAF in March '44. On May 22, 1944, Paul was the mid-upper gunner on a new Lancaster that exploded in the skies over Dorkwerd, Germany. A remarkable story - referred to as "the Dorkwerd Miracle" - emerged from the ensuing circumstances.

The Lancaster had been on a bombing mission to Germany when it was attacked by an enemy night fighter. Fire broke out in the rear of the fuselage between the mid-upper gunner and the tail gunner, and dangerously close to flares and ammunition boxes.

The tail gunner, Norman Wharf, tried to leave his turret to assess things and, if necessary, bail out. The hydraulically controlled door refused to open. Dropping from his position in the mid-upper turret, Paul tried unsuccessfully to open the door manually but it refused to give. Meanwhile, the possibility of an explosion grew by the second. The tail gunner urged Paul to open the side-hatch and jump to save himself. But reluctant to leave his friend trapped in the turret without a parachute and aware that opening the side-hatch would fan the blaze, Dalseg attempted to extinguish the fire but the flames were beyond control.

With breathing becoming more difficult and close to losing consciousness himself, Dalseg finally opened the side-hatch and jumped. The plane exploded shortly after, splitting the Lancaster in two with the break coming immediately in front of the tail of the plane. Incredibly, the gun-turret became the tail-gunner's parachute and landed in a water-filled ditch. The tail gunner received serious injuries but recovered in a German hospital.

Meanwhile, Dalseg had made a safe parachute landing in a meadow close to Dorkwerd but sadly the remaining crew members were killed. Captured by Germans, Dalseg was sent to a POW camp 'Luft 7' until the great march of war prisoners to Luckenwalde Stalag 111A in the winter of '45. Liberation would come soon after and he returned to Canada. In post war years Paul Dalseg operated a Canadian Tire franchise. —Article courtesy of Roy Eaton.

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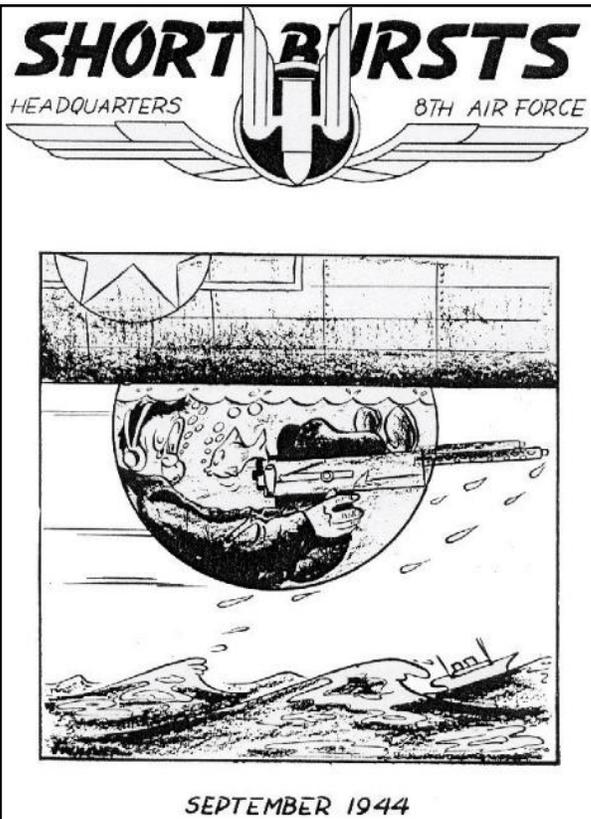
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