

SHORT BURSTS

Air Force Gunners Association

AUGUST 2005

SHORT BURSTS

Air Force Gunners Association

DECEMBER 2005



SHORT BURSTS

Air Force Gunners Association

APRIL 2006



SHORT BURSTS

Air Force Gunners Association

AUGUST 2006

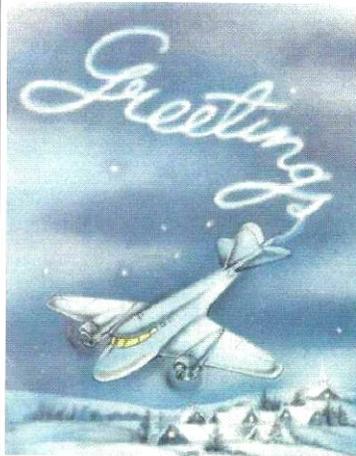


GOD BLESS AMERICA AND ALL THAT IT STANDS FOR!!

SHORT BURSTS

Air Force Gunners Association

DECEMBER 2006



OMAHA HERE WE COME!!! MAKE YOUR PLANS EARLY
SEPTEMBER 20 - 23, 2007. COME OUT AND ENJOY THE FUN!

SHORT BURSTS

Air Force Gunners Association

APRIL 2007



OMAHA HERE WE COME!!! MAKE YOUR PLANS EARLY
SEPTEMBER 20 - 23, 2007. COME OUT AND ENJOY THE FUN!

SHORT BURSTS

Air Force Gunners Association

AUGUST 2007



AUGUST 1943 FLOESTI RAID

STORY ON INSIDE FRONT COVER

REUNION TIME IS ALMOST HERE!!! ONLY A MONTH AWAY NOW -
SEPTEMBER 20 - 23, 2007. COME OUT AND ENJOY THE FUN!

TEN YEAR HISTORY OF SHORT BURSTS COVERS
DECEMBER 2005 - SEPTEMBER 2015
 PAGE 1, PAGE 2, 63 AND 64

Short Bursts
Air Force Gunners Association

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MERRY CHRISTMAS

THE AFGA OFFICERS SEND OUR VERY BEST WISHES TO ALL OF YOU FOR A VERY MERRY CHRISTMAS AND A HAPPY NEW YEAR IN 2008. MAY THE NEW YEAR BRING GOOD HEALTH, GOOD TIMES AND GOOD FRIENDS THROUGH OUT ALL THE COMING DAYS.

John, Larry, Ralph, Gary, Iggy, Danny, Paul, Frank, Neil and Bob

SHORT BURSTS
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WISHING YOU AND YOURS A VERY MERRY CHRISTMAS... MAY ALL THE JOYS OF THIS SEASON BE WITH YOU AND YOUR LOVED ONES...

WE SEND A SPECIAL PRAYER TO OUR TROOPS WHERE EVER THEY ARE AND TO THEIR LOVED ONES THIS CHRISTMAS SEASON... KEEP THEM SAFE AND REUNITE ALL THOSE WHO ARE NOW SEPERATED SOON!

YOUR AFGA OFFICERS

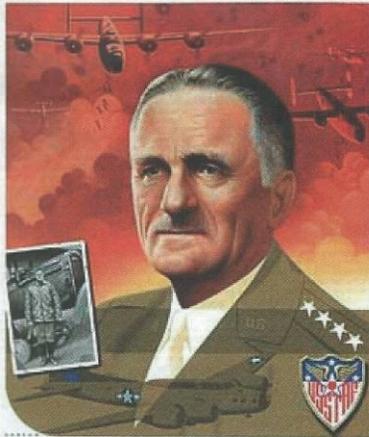
JOHN	NEIL
LARRY	FRANK
RALPH	IGGY
JIM	DON
FRANK	BOB



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WISHING ALL A MERRY CHRISTMAS AND A HAPPY NEW YEAR

We send a special prayer to our troops whenever they are and to their loved ones this Christmas Season - keep them safe and reunite all those who are now seperated soon!

John, Larry, Ralph, Jim, Joe, Neil, Iggy, Danny, Frank, Paul, Bob

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Air Force Gunners Association

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A PIECE OF HISTORY
1913 MILITARY AVIATOR'S BADGE NO. 1

AFGA PRESIDENT'S MESSAGE - LARRY LEWANDOWSKI



Hi Folks

In only four days we will once again celebrate the founding of this "Great Nations" birth. What a wonderful place to live! We do have some minor problems but nothing we cannot overcome by working together as a nation. Hoping everyone can be with family on this day. Do not forget those who are serving around the world to protect our freedoms. Remember also **"those who gave all"** so we can be free. Enjoy this great day.

We are rapidly approaching RTR. Make sure you have put in your reservations. If there are any questions or comments, please contact any of the officers, or myself. Everything is set in place and just waiting for us to show up. For those who have never attended a Gunners Reunion, **GET WITH IT!!** It's a good feeling to see old friends and to make new ones. There are numerous activities that are planned and enjoyable for all. Dan Danish will be taking care of reservations, so give him a call to sign up. All information has been in the Short Bursts and will be again in this issue. For those who are wondering what RTR stands for (Reunion Time Reno).

Now some serious business. We, the AFGA need gunners to step up to the plate! There are numerous positions on the board that need to be filled in this upcoming election. The President, Vice-president, Editor, and BX Officer positions are all open to anyone who wishes to run. The men who presently hold these positions have given many years of service to our organization and are now wanting to step back. We have many men with talent who can do an extraordinary job in these positions, so lets **STEP UP AND DO IT!** Any questions on what the positions require, give me or any officer a call.

Have a great summer and enjoy your friends, relatives and make a new friend every day in this wonderful place we call home; The United States of America.

C'est la Vie

Larry

AFGA 2013-2015 ASSOCIATION OFFICERS

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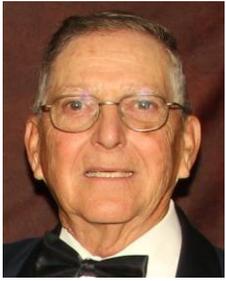


UT ALUMNI ASSOCIATION ON FACE BOOK
(closed group, have to ask to be invited)

<https://www.facebook.com/groups/UTapaoAlumni/?fref=nf>

Worth visiting....Bob

EDITOR'S COMMENTS - BOB MATHERLY



Time to get going and get this last issue completed and off to Cyber Press printers. This August issue will be my last one as your Short Bursts editor. Really looking forward to passing the pen (or is that keyboard?) on to another unsuspecting soul who will get to worry the articles into something that we all will enjoy 3 times a year. I hope he has as much fun and enjoyment as I have had in getting the issues out on time to our membership....it truly is the link that binds us all together as a group.

The 2015 AFGA Reunion registration forms and information are printed one more time with the coming reunion just a month or so away once you get the issue in hand. Looking forward to seeing a lot of you there and being able to expound on our past experiences even greater than in the past we mingle in the Hospitality Room or over a cold beer in the bar there. These stories do seem to get bigger—and longer as each reunion comes and goes. Don't forget to come in and get your photo taken for the Memory Book also...Chuck Dean and I will be there to take the photos from 1400—1630 or so.

Included in this edition is our By-Laws (review it and become familiar with it again)...know the business meeting will be interesting as we need to examine some of the existing sections on membership, Short Bursts mailing lists, upcoming 2017 reunion's updates and the selection of a 2019 reunion site to mention just a few

We have the new BX listing in this issue - sorry for the small font format but we will work it out in the next issue. Page 59 is sort of "scrunched" to fit onto the page but remaining pages are better. Open Office software doesn't work for me too well and I was strapped for time to get the issue out so went with it...again, my apologies...sloppy on my part but at least it is in the book. IT WILL GET BETTER. Bob Dick Jr. did an outstanding job in getting this inventory current, up to date and available for this issue...it was a big task but needed to be done. Our BX is looking up again. Now to get it all on line so that ordering is much simpler than in the past.

Our website is in need of a good WEBMASTER to handle the day-to-day goings on...updates to BX info, NOTAM entries, overall format improvement. It is just to big a job for the BX Officer to handle this and the BX. Have had a few folks offer suggestions and to "volunteer" to do this but they have only been words and nothing came to actually DOING something. If you have the expertise and would like to help, please contact our President or BX Officer and get involved...we do need the help in making the site something we can be proud of. It does work right now but that's about all I can say...the SB is available on line, a new BX listing is soon to be there but there are improvements needed....

I think (hope?) you find the articles in this edition interesting. As usual some of the articles are in a smaller print size for us who wear glasses than we would like but if I can see them, hopefully all can make them out too....

Lots of good inputs from others in this issue....more from Clyde Ketcham, Pete Karjanis, Cease Walker and Bill Gaddes to mention a few of those who have been contributing rather regularly lately (in addition to those from our Association Officers). It is always good to get these interesting articles and certainly helps in promoting the interest in the Short Bursts and making it a better and stronger publication. Always appreciate anything from anyone out theresure makes the job so much easier.

And so the time does really flybut we all know that as we look around and wonder where it went and how we got to be where we are today so quickly. The past 10 years that I have had the privilege and honor of serving as your Editor seem to be an example of how quickly the time passes by—at least to me. Looking back over the all the times I have had certainly brings back so many good memories - especially of ALL of you who have supported me over the years with the many words of encouragement, articles of interest, phone calls and emails which help to make this publication what it is today. I look forward to reading the new Editor's Short Bursts editions and know that in the coming years the Short Bursts will exceed the bar that has been set for him by all of the many past editors - just as it was for me when I took the helm. A couple of folks behind the scenes who I would pick out over these years to thank it would be my wife, Jan. She had to put up with me "hibernating" to my office for many days in the month before the issue was needed at the printers. Many days with "don't bother me right now, got to get this done" preceding most of my answers to her when she needed something. Her patience is wondrous....and her support priceless!! And of course I could not forget my quality control inspector—my daughter Leah Ann for all the time she spent reviewing and correcting all my mistakes along the way. Couldn't have done this without either one of these two to be honest. Goes without saying that all of you out there who contributed over the years are also a key ingredient in all this....including the crew at CYBER PRESS who contributed so much in making this fine publication what it is today—the OUTSTANDING SUPPORT over these past years has been outstanding. JOB WELL DONE!!!! You made it so easy in getting the final product out the door each time. Your personal efforts warrant this recognition. THANK YOU!!!

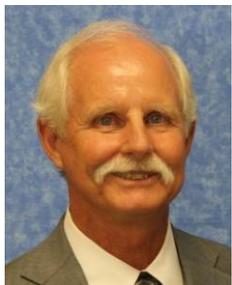
It's been quite the ride but I am looking forward to the days ahead and articles to read and photos to view and published by our new Editor (to be voted in at the Business meeting in Reno).

THANKS TO ALL....MOUSE PARKED, KEYBOARD CLOSED....FINAL CHECKLIST IS COMPLETED....

See ya around the neighborhoodC'est La Vie

Bob

MEMBERSHIP CORNER - CHUCK DEAN



Hello from the sunny South. Summer is here seems like we didn't really have a spring season. It went from cold to hot rather quickly. We had a great 2015 Masters Golf tournament. As we all know, our reunion is only a month away. Hope we have the best attendance ever for a reunion.

Our active membership is still around 1000 members with the majority being Life Members.

We have two (2) new members this quarter. Sad to say however, we have lost quite a few of our members in the past few months. It is important that we continue to actively solicit new members for OUR association as we lose our senior members.

One of the things we need to address at the upcoming reunion is the admission of the AC-130 SPECTRA gunner and the helicopter gunners. I know they carry a maintenance AFSC but we do need to have a discussion on this. I've had 2 (two) of these gentleman wanting to join OUR association this pasted quarter.

Accurate address information is getting better. The past few renewal mailings I've only had one (1) returned. Please remember if you are planning on moving (or have recently moved) be sure you inform me or any of our officers of your new address info so we can continue to keep in touch with you. You can send me an email with the update or if you don't have e-mail drop me a short note in the regular mail. Calling me directly is also an option.

Remember that the SB Subscription fees are in addition to your annual dues if you pay annually and are additional fees if you are a life member.

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

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

Reunion Golf Outing TEE TIMES start @ 0852 (8:52am)

Chuck

NEW MEMBERS

Jean Allen	El Paso, TX	B29	L4047
Bill Misenheimer	Jacksonville, FL	B-36	4049

HISTORY TRIVA *TIDBITS FROM CEASE*

At local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She had to pay close attention and remember who was drinking in 'pints' and who was drinking in 'quarts,' hence the phrase 'minding your 'P's and Q's'.

WARNING: More to follow....watch for Cease's Tidbits through out this issue

AFGA HISTORIAN - Bob Ashley



I attended the Senior NCO Academy in 1996. It occurred to me that broadcasts on television in 1996 didn't give due credit to the sacrifices made by the bomber force during the Gulf War in 1991. I wrote the following to ensure my fellow classmates would not think that only a jet fighter force fought it. In the photos below you can see two different types of ordnance we dropped (showing 750 lbs. and CBU type)

ESSAY ON THE B-52

Watching TV, you would think that the Gulf War was fought using fighter aircraft only. Scenes of F-15's, F-16's and F-117's taking off from Saudi Arabia are about all CNN put on the news. It's really no different then the stories that came out of the Vietnam War.

Videotape of a F-100, F-4 or Navy A-7 dropping their load of a dozen or so weapons into the jungle is presented on TV shows like DISCOVERY'S WINGS. Where are the B-52's in all of this? Hidden from the limelight since it has no gun cameras or video recorders in the Bomb-Nav system. Therefore, sit back and let me take you with me on my first combat sortie into Iraqi territory, January 16, 1991. After our journey, I'll reveal the B-52's scorecard during two Vietnam bombing campaigns and the Gulf War. I believe once I've concluded, you'll too have a better understanding of the importance of the old workhorse, the B-52.



Night One was planned with the utmost care and flown out of the British Indian Ocean Territory Island called Diego Garcia. We had a total of twenty B-52 crews on Diego. Target studying and threat awareness were top on our list of important tasks to accomplish while awaiting Night One. January 16th came and all crews were directed to launch at about 5 PM that evening. After accomplishing two air refueling, over the Indian Ocean, we were inbound to Iraq over the Saudi Arabian deserts. At 3 AM we're entering enemy air space, our altitude is 500 feet, and airspeed 390 knots (450 miles per hour). Just flying in that kind of environment can be hazardous. Our target, a heavily protected airfield, has six anti-aircraft-artillery sites surrounding the runway. Fifteen miles out from our target, our cell breaks up. Everyone has their own axis of attack for this target.



Now turning inbound our target is approximately 5 miles away. The AAA at the airfield is firing wildly into the air. They can't see us, but they can hear us. AAA is everywhere, our pilot is maneuvering radically, and all we want is to get our weapons on target and get the hell out of there. We get through bomb release and AAA starts firing right in front of us. We get shot in the left wing, but no vital systems go off line.

AFGA HISTORIAN - Bob Ashley

Our cell mates make it through without a hitch. Cell join-up occurs and we're on our way back to Diego. The normal duration of these combat sorties are 19 hours. That's the short version of Night One. DoD figures report sixty-eight B-52's flew more than 1,600 sorties, dropping 72,000 weapons representing over 27,000 tons of munitions. (5:appendix t) Let's step back into history and review the B-52's score card from another era.

Vietnam, the battle of An Loc, April 1972, was a four-month battle. South Vietnamese defenders and US advisors against three North Vietnamese divisions. Heavy losses incurred but we blocked the North Vietnamese from moving south. B-52 sorties, code named ARC LIGHT, struck as close as 600 meters from friendly positions. Brigadier General McGiffert, Third Regional Deputy Commander said, "the 262 B-52 strikes were the most effective weapon we have been able to muster" and asserted that the threat of bomber strikes "forces the enemy to breakup his ground elements into small units and makes it difficult to mass forces for an attack." (4:63) The B-52 contributed significantly to the victory at An Loc, and five months later the old workhorse was again put into action in North Vietnam.

SMSgt Ashley/SNCON Seminar 11/raa/02/20/96

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HISTORY TRIVA TIDBITS FROM CEASE

During WWII, U.S. Airplanes were armed with belts of bullets which they would shoot during dogfights and on strafing runs. These belts were folded into the wing compartments that fed their machine guns. These belts measure 27 feet and contained hundreds of rounds of bullets. Often times, the pilots would return from their missions having expended all of their bullets on various targets. They would say, I gave them the whole nine yards, meaning they used up all of their ammunition.

Common entertainment included playing cards. However, there was a tax levied when purchasing playing cards but only applicable to the 'Ace of Spades.' To avoid paying the tax, people would purchase 51 cards instead. Yet, since most games require 52 cards, these people were thought to be stupid or dumb because they weren't 'playing with a full deck.'

Editor's Note: (Cease Walker's input—blame him) More to follow though out the empty spots needed filling....you have been warned....Bob

LETTERS TO THE EDITOR

COMMENTS ON THE “THOR’S HAMMER” ARTICLE

by Bill Gaddes

The loss of 430 F-105 “THUDS” during the Vietnam War, and the death or imprisonment number of pilots and EWOs was criminal, to say the least. This tragic loss was unnecessary. The USAF impressed many middle aged O-4’s and O-5’s into an accelerated and insufficient F-105 training program at Wichita. They were committed to a threat environment which could have been eliminate, had it not been for politics. Also, single seat 105’s had primitive Electronic Warfare equipments.

Unrealistic target selection by President Johnson and McNamara, combined with “no hit” zones, resulted in an unacceptable aircraft loss and pilot death rate .Another phenomenon was the fact that many F-195 pilots were seen descending in their parachutes by other pilots. Yet a large number of them never showed up in prison camps, nor were their remains ever found.

The original F-105 “Wild Weasel” had primitive Electronic Surveillance and Electronic Warfare subsystems. Mission survival rates by these crews were abominable. At Nellis AFB, in early 1958, I interviewed a group of Electronic Warfare Officers who had survived” Weasel” missions. I was a member of an IBM team that was specifying functional requirements for the F-4 “Wild Weasel II”. All had won the Air Force Cross as well as many other decorations. Having flown combat missions in a B-29 over Korea, I thought I knew what combat was all about. No way; I could not believe their descriptions of their mission, and the “guts” it took to agitate the SAM batteries and commit do their destruction.

Bill Gaddes

gaddes@windstream.net.

“

HI BOB.

GREAT ARTICLE ON “THOR,S HAMMER”. GLAD YOU INCLUDED IT.

HERE ARE A FEW COMMENTS .

ONE OF MY ENGR’G; AND HUMAN FACTORS DEPARMENTS

WORKED ON THE IBM SUBSYSTEMS FOR THE F-4 “WILD WEASEL II”.

I MENTIONED THE NELLIS VISITS.

SEVERAL OF THE F-105 EWO’S CAME TO IBM OWEGO FOR DESIGN INPUTS.

I HOSTED THEM, AND WAS IN CONSTANT AWE OF WHAT THEY HAD DONE.

CHEERS, BILL

Editor’s comment: Thanks for the comments, Bill. Always good to hear from you too. Had an Ops Officer at Mather who was an Academy grad and a 105 pilot—got shot up flying north up there but managed to get back almost to the DMZ before having to bail out due to big engine fire. Spent a few hours on the ground before being rescued.....said it was the most scary, frightening time of his life evading and waiting to be picked up.

DID’GA KNOW B-58 HAD A GUNNER?



Defensive armament consisted of a single 20 mm (0.79 in) [T-171E-3](#) rotary cannon with 1,200 rounds of ammunition in a radar-aimed tail barbette.^{[16][17]} It was remotely controlled through the Emerson MD-7 automated radar [fire-control system](#) only requiring the DSO to lock-on a selected target blip on his scope and then fire the gun; the system computing all aiming, velocity or [heading differential](#), and range compensation.

Very similar to the B-47 copilots having a 20mm rotary cannon to fire also...

Don’t see much said about this aircraft anymore. I had an EW, Roy Tabler, who flew on them out of Blytheville AFB then — he was a Westover EW in 1970—72 when I knew him. Unfortunately Roy was killed at UT in B-52 crash, December 26, 1972.

AFGA NEWSREEL

Pete Karjanis' Inputs of Current News

Andersen AFB, Guam—A B-52 bomber [deployed here](#) from Barksdale AFB, La., as part of the Air Force's continuous bomber presence mission will drop the base's last M117 general-purpose bomb in June, said officials during a recent visit. Lt. Col. Scott Maytan, commander of the 20th Expeditionary Bomb Squadron, told *Air Force Magazine* there were some "31,000 M117s in the bomb depot" during the first CBP rotation in 2004. Since then, each bomber rotation has dropped an average of 700 of the bombs. "That signals a lot of good training over a decade for a lot of good weapons," said Lt. Col. Sean Walker, deputy commander of the 36th Operations Group. "It's 40 to 50 years in the making, this last drop," he added. The M117 is [a 750-pound general purpose bomb](#) that the United States used extensively during the Korean War, Vietnam War, and against Iraq in 1991. "It is uncertain as to when M117s were first present at [Andersen], although through word of mouth, it's been said that many were dropped during Operation Linebacker II missions over North Vietnam," said 36th Wing spokeswoman 1st Lt. Jessica Clark. The bombs became the weapon of choice on CBP sorties because they provided valuable training to bomber crews and their use prevented officials from having to spend a "significant amount of money to ship the munitions" to the continental US for demilitarization, she said.

Andersen AFB, Guam—The strategic importance of Andersen AFB, Guam, is evident as you drive around the base. Almost everywhere one looks here, there is a construction project underway. The Marine Corps has been developing the north ramp in preparation for the anticipated move of several thousand Marines from Okinawa AB, Japan, to Andersen. In Fiscal 2014, contracts were awarded to harden some of the base's fuel system pieces and build two large hardened hangars intended to modernize the base's maintenance capability, said Steve "Taz" Wolborsky, director of the 36th Wing plans, programs, and readiness. The Navy also is constructing a hangar for its MQ-4 remotely piloted aircraft, which is expected to arrive at Andersen in the next three years. In Fiscal 2015, Congress authorized funding for a corrosion control maintenance facility, although it ultimately was not appropriated. The President's Fiscal 2016 budget again requests funding for the facility, as well as funds for a warehouse to store "resiliency products," a hardened command post, and some more utility work on the south ramp to upgrade the base's underground infrastructure. Andersen officials also are hoping to build a joint deployment-processing center near a new freight terminal, which would "optimize the logistics flow" and "speed things up," he added.

A pair of B-52s flew a more than 14,000-mile strike mission from Barksdale AFB, La., to Jordan, as part of US Central Command's Exercise Eager Lion earlier this week, US Strategic Command announced. The flights were "specifically designed to ensure maximum opportunities to synchronize and integrate USSTRATCOM bomber capabilities with regional partners, fostering cooperation and increasing interoperability," said STRATCOM Commander Adm. Cecil Haney in a [release](#). The 2nd Bomb Wing B-52s flew alongside Jordanian F-16s and coordinated with Jordanian joint terminal attack controllers, demonstrating conventional weapons employment during the more than 30-hour mission, May 17-18. The multi-national exercise included some 10,000 US and partner nation forces, according to the release.

Air Force Global Strike Command B-2 and B-52 bombers staged deterrent operations from RAF Fairford, Britain, as part of ongoing NATO and US Strategic Command exercises in the region. The B-2s conducted hot-pit refueling and crew change, demonstrating rapid regeneration from a forward location on their brief stopover at Fairford on June 7, according to [a release](#). Three B-52s from Minot AFB, N.D., are simultaneously operating from Fairford in support of exercises [Baltops](#) and Saber Strike, according to [a second release](#). The 5th Bomb Wing B-52s were originally [slated to fly nonstop sorties](#) from the United States to take part in a scenario off the Swedish coast during NATO's Baltops. The bombers are now also flying ground-support training over Estonia, Latvia, Lithuania, and Poland as part of the US Army Europe-led Saber Strike exercise that runs through June 19. "This deployment to RAF Fairford was specifically designed ... to ensure maximum opportunities to synchronize and integrate our bomber capabilities with [allied] military assets," explained STRATCOM Commander Adm. Cecil Haney. Baltops goes to June 20.

Air Force Global Strike Command is close to rolling out some changes to its [continuous bomber presence mission](#) at Andersen AFB, Guam, said [Lt. Gen. Stephen Wilson](#), AFGSC commander. "We're now in the 11th year of our continuous bomber presence, so we had a focus team of ops and maintenance [personnel go to Andersen and see] how we can do that better," Wilson told *Air Force Magazine*. Although he couldn't say just yet what those changes would entail, he said AFGSC is working closely with Pacific Air Forces and US Pacific Command to "make things better." The bombers are a visible part of the PACOM assurance and deterrence mission, said Wilson during the Jan. 9 interview. He noted that the Air Force is also making a conscious effort to send bombers across the globe so that crews get the training necessary to respond anytime, anywhere. Last year, the Air Force sent B-2A and B-52H bombers [to the United Kingdom](#) and also conducted a B-52 deployment [to Australia](#), in addition to the regular CBP missions on Guam. As part of the command's plan going forward, Wilson said the bombers would exercise with every combatant command as well as each of the military services so that the bombers crews "get that training and experience necessary to keep them ready."

GUNNER HISTORY CLYDE SEZ'



I probably will not get a like from any of you but being thrown to the dogs in 91 was to my way of thinking a stroke of luck in a lot of ways. In the 60,s the only way to try a different job wise was get grounded or get out. As far as rank went it was not uncommon to see a gunner retire as a E 6. For my first 4 yrs at Altus there was only one E 8 and he was the Sq. Gunner. Even the Wing Gunner was a E 7. At Castle most of the instructors were E 5 & 6,s. The only super sgt,s were maybe one in a sq. & at wing. SAC had a couple and CEG like wise. When I got out the second time in 75 if I had used my noggin for something other then a hat rack I should have grounded my self and got into a avionic tech. slot working on fighters. I had maxed out points for medals which would probably given me a jump at promotion time. I had three yr,s at LTV working on A 7,s as a avionic tech. But I wanted to be a Owner Operator in trucking. I did that until my family took my truck keys away from me so now I sit here telling stupid things on FB – and now it's in the Short Bursts....

In Mar. of 61 I first signed into the 26th BS I was first greeted by E8 John Beabout. It seemed to me that I got to be his bestest buddy way too fast. Being at the bottom of the pecking order I soon was introduced to the controls of the push mower. I was lower then whale shit. Now John did look out for us in funny ways. John would make Sgt. Bilko look like the minor league. He ordered a couple of cases of paper coffee cups for the Sq. A couple of days later a covered truck full of coffee cup shows up and he has me help unload the truck. We get the first two cases off but the driver just keeps handing the box's to me and John keeps taking them never saying a word to the driver. We took every damn coffee cup on the truck and filled up our storage room. He signs for the cups and away the driver goes. It seems the 26th BS. now owned the base's whole month supply of cups. He started trading these cups for all kinds of stuff. He traded for a riding lawn mower which made me happy. Then the base fire dept. that was right next to the Sq. supplied a troop to run the mower for coffee cups. For more cups they would spray our grass with foam from the fire trucks that had to be unloaded periodically. That really made the grass green. The main ingredient of foam is animal blood. John was one of the first gunners to make E8. Didn't hurt that the Sq. Co. was his old pilot in B36s

I was sitting on the back porch last night before the monsoon returned with my wife's two fofo dogs by my feet. The nightly deer herd showed up to graze in our yard. The little dogs finally caught sight of the deer and took off towards them. Its really funny because the deer where in the next county before the little dogs got off the porch. The dogs are like an ant crawling up the rear leg of a elephant with rape on its mind. Not too long ago I had to have a cable put were the sun don't shine and was kind of afraid about being put to sleep but then I thought about letting someone have control off my life for over 4000 hr's in the AF. Then I saw how long what looked like a speedometer cable from one of my trucks that they were going to insert into me. It looked long enough to see if my hat was on straight. Then the lights went out. Drugs are great!

This a Tall Tail about how beer and aircraft navigation go hand in hand. Altus AFB sat about ten miles north of the Red River in SW OK. The river was the state line between OK. and TX. Most of the counties in north TX were dry. No beer! Every north south bridge between OK. and TX. across the Red River had high class beer joints on the north side because OK. was wet. On highway 283 south of Altus was one of these fine establishments It was a small wooden building with a dirt floor. The men's room off to the side also which had a dirt floor and the urinal was a old water heater cut in half long ways and hung on the wall with one end slightly down with a rubber hose hooked on it and run out through a hole in the wall to the ground outside. You don't want to know about the crapper. Very high class. More beer was consumed in these joints over the years that you could probably float a battleship. In those days beer cans were made of steel and every one after getting drained was thrown into a pile right behind the joint. The beer cans soon became bigger then the building and they stuck out on the BNS radar like gang busters. The RN's all had the co- ordinates of the pile. If I remember right they could see that pile from Ft. Worth. Then some smart ass removed the cans and the great nav-aid beer cans were no more.

I was sitting here thinking about over the years different situations I experienced while serving as a aircrew member that really got to me. Listening to those beepers going off during Line Backer II. When we had to make a six engine landing in Spain with 4 nuc's on board wasn't such a big deal to me but the fact we had over 20 fire trucks chasing us down the runway really impressed me. I guess I'm a nut case. My son Jeff was over in England on board the destroyer Winston Churchill on 9/11. They were immediately sent to sea until the Navy could figure out what to do with them. They were north of England in a holding pattern when a German and English destroyer came up behind them and asked permission to come up along side of the Churchill and when they passed the crews of both ships were on the rails in dress uniform saluting Jeff said it really got to him. I know all of you at one time or another if you are lucky have had these moments happen to you. Granted these events are nothing like Pvt. Ryan asking his wife if he was a good man in the cemetery in Normandy but I think times we shared like this are what make us stick together and feel good about having been a gunner.

GUNNER HISTORY **A SALUTE TO A VIETNAM VETERAN**



Way back when, being in the military was a great way of life, Peter "Scotty" Burns said. Burns spent 28 years in the Air Force, enlisting in 1956 in New Jersey and retiring in September 1984 at Castle Air Force Base in Atwater as a Master Sergeant. During his career, the 78-year-old Mercedian racked up some impressive statistics.

He flew 448 missions as a B-52 tailgunner during the Vietnam War, which totaled about 2,600 combat flight hours. He logged 7,000 flight hours in B-52 bombers.

Burns said he didn't have any close calls while over Vietnam. But one time he saw a missile go by the tail of his plane. Fortunately it didn't explode nearby and disappeared.

"I enjoyed it (the service)," Burns said. "Back then it was a great way of life; I'm not sure what it's like now. If you obeyed the rules and didn't get into trouble, it was very rewarding."

When he retired from the service, Burns worked in the B-52 and KC-135 Weapons Simulator Trainer, training new crew members to fly missions in those aircraft. He stayed in that role until Castle closed in 1996.

Duties included running Weapons Simulator Training operations in Guam during Operations Desert Shield and Desert Storm, training B-52 crews to fly missions and penetrate combat airspace.

Burns said the Air Force is still using simulators although the components have become progressively more sophisticated. Simulators give prospective pilots a chance to experience malfunctions and other challenges in a realistic setting without an actual in-flight emergency.

His service life took him to McDill AFB in Tampa, Fla.; Newfoundland, Canada; Turner AFB in Albany, Ga.; Loring AFB in northeastern Maine; McCoy AFB in Orlando, Fla.; Columbus, Miss.; and Castle.

He is a life member of the Veterans of Foreign Wars Post 9946 in Winton and a life member of the Castle Air Museum, where he serves on the board of directors. He also belongs to the National Association of Uniformed Services and the B-52 Stratofortress Association.

Burns received the Distinguished Flying Cross with one Oak Leaf Cluster, the Meritorious Service Medal, 22 Air Medals and two Commendation Medals.

Burns and his wife, Naomi, have a son, three daughters, 10 grandchildren and nine great-grandchildren.

The military lifestyle apparently rubbed off on some members of his family – his son, a grandson and a granddaughter served in the Army while another granddaughter is in the aviation branch of the Navy.

STORY BY DOANE YAWGER
dyawger@mercedsunstar.com

(Story sent in by Cease Walker)

(SCOTTY IS A LONG TIME MEMBER OF THE AFGA)



[Dick MoranUTapao alumni](#)

I am sitting in the Dick's parking lot and noticed a tag across the parking lot. I drove over and took a picture. Wow a MOH tag. I re-parked and just as I did he came out and got in his car. I drove over quickly and shook his hand. I was so nervous I forgot his name but he thanked me for noticing!! I thanked him for his service.

EDITOR'S NOTE: A license plate we don't see very often....sent in by a non-AFGA member but worth showing. Makes one proud to see one of these.

GUNNER HISTORY
First and Last B-52 Flight



On 30 September 1991, Airman Judd Sherman, experiencing his first and last solo flight as a gunner, flew on the last bomber mission with a gunner aboard. This flight was also historic since it was the first FAFB B-52 flight since President George H.W. Bush ordered Strategic Air Command to stand down from alert on 27 September 1991.

ODDS & ENDS
BILL GADDES' LICENSE PLATE



AFGA NEWSREEL
CASTLE MUSEUM B-36



The aircraft on display at Castle Air Museum is one of only four B-36 aircraft remaining and the only reconnaissance version. It served with the 28th Strategic Reconnaissance Wing at Rapid City Air Force Base, South Dakota (Ellsworth AFB after June 1953) from 1952 to 1957. In 1957, it was sent to Chanute Air Force Base, Illinois. There it served as a ground instructional airframe and finally was part of Chanute's Air Museum. It was brought to Castle in 167 pieces, requiring 11 flatbed railway cars to move it. It took the efforts of dozens of volunteers and two and a half years of work to reassemble and paint the B-36.

Check out the restoration history of this aircraft at: <http://www.air-and-space.com/castlb36.htm>

It's okay Joel, they moved her! RB-36H 51-13730 at Castle Air Museum. This Peacemaker was displayed at Chanute AFB in Illinois for over three decades. When Chanute AFB closed down in the early nineties, the Peacemaker was transferred to the Castle Air Force Base Museum. It had to be disassembled to components that could be transported on railroad cars. Over a period of a little more than a year, the Peacemaker was reassembled. Link to a display of the restoration of this RB-36H. Photographer: Brian Lockett. The Old Girl did not like the cold! Hee Hee She' okay now!

Editor's note: received this email about the Chanute RB-36 but lost the thread info on it....check link below photo above.....

**2015 AFGA REUNION
RENO, NEVADA
SEPTEMBER 10—13, 2015**



**PEPPERMILL
RENO**



We have an exceptional agenda in store for you at our upcoming event. It's been designed to ensure your time at the event is not only productive, but enjoyable. We look forward to hosting you and your colleagues!

For more information on the Peppermill Reno, please [Click Here](#) or copy/type in the following web address:

<http://www.visitpeppermill.com/> and click on reservation tab to make your reservations.

ADDRESS:

Peppermill Resort Spa Casino
2707 South Virginia Street
Reno, NV 89502

Phone: (775) 826-2121 / (800) 282-2444 FOR RESERVATIONS (USE GROUP CODE: LAFGA15)

AFGA REUNION ROOM RATE IS: \$79.00/NIGHT (+ TAXES).

+25% off the breakfast or lunch at Island Buffet, valid 9/8/15 – 9/14/15

+10% off the regular menu Café Milano, valid 9/8/15 – 9/14/15

REUNION DATES: 10—13 SEPTEMBER 2015 (Officers should arrive on 9 September for morning meeting on 10 Sept)

We are now accepting hotel reservations for your upcoming event. Through this website (below) you can book, modify or cancel your hotel reservations at any time and receive updated information about the event. We look forward to seeing you! https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=11180213&fromResdesk=true

ADDITIONAL HOTEL INFORMATION: Resort fee has been waived and below is what is included in the resort fee:

Resort fee includes internet access for hotel guests staying in the hotel in all public areas, sleeping rooms and the Internet Cafe with increased Internet download speed from 1.5 mbps to 30.0 mbps, complimentary business center access, incoming and out going faxes up to 5 pages, in-room coffee makers, use of the health club, pool, valet, access to the parking garage and surface parking, concierge, local and #800 phone calls, and shuttle service to and from the airport. Refrigerators, cribs and rollaways are available upon request. The Resort fee also includes complimentary live entertainment in the Terrace Lounge Sunday – Monday, Wednesday - Thursday, 6:00pm - 10:00pm and Friday and Saturday 9:00pm – 1:00am



**2015 AFGA REUNION
RENO, NEVADA
SEPTEMBER 10—13, 2015**



SCHEDULE OF EVENTS

THURSDAY 10 SEPTEMBER 2015

0800 - 1400 (8:00—2:00 PM) - Golf Outing
 0900 – 1700(9:00 – 5:00 PM) - Registration
 0900 – 2300(9:00 – 11:00 PM) - Hospitality Room Opens

FRIDAY 11 SEPTEMBER 2015

0915(9:15 AM) – Load and Depart for Virginia City
 1430(2:30 PM) – Return from Virginia City
 0900(9:00 AM) – Hospitality Room Opens
 1730(5:30 PM) – Load Buses & Depart for Reno Tour with Banquet Dinner at the National Automobile Museum
 2200(10:00 PM) – Return from National Automobile Museum

SATURDAY 12 SEPTEMBER 2015

0900 - 1200(9:00 AM – 12:00 PM) – AFGA Business Meeting
 0830—1030 (8:30—10:30 AM) – Ladies Private Morning Show – “Home Means Nevada” – at Hotel
 1430 - 1630(2:30 PM – 4:30) – Picture taking for reunion book
 1700(5:00 PM) – Cocktail Hour—(“BOYS IN BLUE” photo to be taken early before Banquet starts—be prepared)
 1800 - 2100(6:00 PM – 9:00 PM) – AFGA Banquet

SUNDAY 13 SEPTEMBER 2015

0800(8:00 AM) – AFGA Memorial Service at Hotel
 0900(9:00 AM) – Tour Truckee - Donner
 1500(3:00 PM) – Return from Truckee - Donner tour
 1800(6:00 PM) – Meal and Open Mike
 Open Mike will include wearing of any military uniform or any part of a military uniform.

ALL TIMES ARE SUBJECT TO CHANGE

PEPPERMILL SIDE NOTES

RV SITE INFORMATION FOR THOSE LOOKING TO BRING AN RV—CHECK OUT THIS WEBSITE FOR LISTINGS IN THE RENO AREA: <http://www.visitrenotahoe.com/reno-tahoe/accommodations?command=rv%20park> (Hotel does not allow overnight stays—check in at hotel to let them know you are parking only while attending a reunion and not “staying” in the motor home/camper).

Peppermill ships & receive boxes via UPS and FedEx. All UPS and FedEx same day shipments must be communicated with the staff and packages should be at the Bell Desk or Business Center by 9:00am, Monday-Friday. There is no UPS and FedEx pick up on Saturday and Sunday. UPS and FedEx will not deliver on Saturday unless specified on their package, and do not deliver on Sundays. Package pick hours at the Bell Desk: 9am - 7pm (Mon-Sun). You must show a tracking number to retrieve your package.

2015 AFGA REUNION SEPTEMBER 10—13, 2015

PLEASE CHECK ALL APPROPRIATE BOXES

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? <input type="checkbox"/>				
				YES IF SO, PROVIDE COMMENTS ON BACK.				
REGISTRATION & BANQUET/OPEN MIKE <input type="checkbox"/>	BANQUET MENU CIRCLE ONE (CHOICES BELOW)	VIRGINIA CITY TOUR (FRIDAY AM) <input type="checkbox"/>	RENO AUTO MUSEUM TOUR (FRIDAY PM) <input type="checkbox"/>	LADIES MORNING SHOW (SATURDAY) <input type="checkbox"/>	DONNER TRUCKEE TOUR (Sunday) <input type="checkbox"/>	ATTENDING BANQUET ONLY (SATURDAY PM) SEE NOTE <input type="checkbox"/>	ATTENDING OPEN MIKE ONLY (SUNDAY PM) SEE NOTE BELOW <input type="checkbox"/>	SUB TOTAL ACROSS
\$130.00	1 2 3 4	\$45.00	\$80.00	\$30.00	\$40.00	\$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? <input type="checkbox"/>				
				YES IF SO, PROVIDE COMMENTS ON BACK.				
REGISTRATION & BANQUET/OPEN MIKE <input type="checkbox"/>	BANQUET MENU CIRCLE ONE (CHOICES BELOW)	VIRGINIA CITY TOUR (FRIDAY AM) <input type="checkbox"/>	RENO AUTO MUSEUM TOUR (FRIDAY PM) <input type="checkbox"/>	LADIES MORNING SHOW (SATURDAY) <input type="checkbox"/>	DONNER TRUCKEE TOUR (Sunday) <input type="checkbox"/>	ATTENDING BANQUET ONLY (SATURDAY PM) SEE NOTE <input type="checkbox"/>	ATTENDING OPEN MIKE ONLY (SUNDAY PM) SEE NOTE BELOW <input type="checkbox"/>	SUB TOTAL ACROSS
\$130.00	1 2 3 4	\$45.00	\$80.00	\$30.00	\$40.00	\$50.00	\$50.00	\$

NOTE: Registration fee of \$130 includes, Banquet and Open Mike Meals . If you are "Not Registered", a fee WILL BE ASSESSED for Banquet and Open Mike

- 1 = PORK CHOP SAVANNAH
- 2 = ALASKAN HALIBUT
- 3 = BREAST OF CHICKEN NEPTUNE
- 4 = VEGETARIAN

PLEASE RETURN COMPLETED FORM AND SEND CHECK MADE OUT TO AFGA
NO LATER THAN 15 JUL 2015 TO:

DAN DANISH
9550 HAVILAND CT
SAN ANTONIO, TX 78251
210-520-1517

GRAND TOTAL FROM BOXES ABOVE
\$ _____

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.

Banquet Meal Choices:

Pork Chop Savannah - Pan Roasted Double Pork Chop Stuffed with Cornbread Dressing, Country Ham, Mushrooms and Onions with Bacon Sage Cream Sauce

Alaskan Halibut - Parmesan Crusted Alaskan Halibut , Roasted Fingering Potatoes and Artichoke Ragout

Breast of Chicken Neptune - Roasted Breast of Chicken stuffed with Dungeness Crabmeat , Bat Shrimp, Mushrooms, Cheese Risotto and Garden Chives with Lemon Butter Sauce

Vegetarian - Chef Choice

**2015 AFGA REUNION
SEPTEMBER 10—13, 2015
REUNION TOUR INFORMATION**

VIRGINIA CITY TOUR

**Friday, 11 September
9:15 am—2:30 pm**

“Relive the Old West, be a Pioneer for a Day” Your Ambassador will set the mood for the day, by sharing the history of the Great Bonanza Trail, and the gold-seekers who blazed the first trails for the white man into the area. Proceeding to Virginia City, the exciting history of Virginia City, Nevada, will begin to unfold. Once the richest place on earth, you will hear of the many "rags to riches", and "riches to rags" tales. The gold and silver discoveries had a tremendous impact on the whole country - as an example, did you realize that Nevada was made a state because the Union needed Virginia City's riches to finance their Civil War effort? Everyone needs some time to explore their particular interests. Optional individual activities would include mansion tours, a ride on the historic Virginia -Truckee Railroad, or merely exploring the old-time shops and gambling halls still in operation. Your Tahoe Ambassador will be with your group throughout the day, not only to share their knowledge of the area, but to ensure that all the activities run smoothly, that your clients have someone along to answer all their questions, but more importantly, to make sure a "good time is had by all".

Price \$45

RENO AUTO MUSEUM:

**Friday, 11 September
5:30pm—10:00 pm**

Enjoy a night of fun and entertainment while you dine on a sumptuous dinner buffet at the **National Automobile Museum** located in Reno. Experience more than 200 eye-popping cars with authentic street scenes and sounds. The facades bring displays to life; hardware store, and a movie theatre, which accompany artifacts from each era as you explore the museum at your own pace. A dinner buffet will be enjoyed by all as you experience this nationally recognized auto museum.

Price \$80



LADIES PRIVATE MORNING SHOW— “HOME MEANS NEVADA”

**Saturday, 12 September
(8:30 AM seating) 9:00 am—10:30 am**



“Home Means Nevada” is an up-beat, humorous 1 1/2 hour story of Nevada as told by Mark Twain (McAvoy Layne-Nevada’s top Twain impersonator)) with music that gives Twain’s words wings from Shiloh Band (Julie & Mark). The Shiloh Band is a fun and lively pair from Northern Nevada and when coupled with “Mark Twain” have put together a very entertaining and enjoyable show. Tim Gorelangton and Julie Machado play folk, country, ballads, blues, and bluegrass on guitar and bass. They enjoy playing just the right songs to get you in the mood and make you feel right at home. A special part of the show is an impersonation of Mark Twain by McAvoy Lane who gives a bit of Nevada history along with music & songs by Shiloh Band and has been quite a hit with local groups. Show times run around 1:30 hours and will held in the Hospitality Room at the Peppermill for those attending. Believe all will enjoy the morning with them.

PRICE \$30

**2015 AFGA REUNION
SEPTEMBER 10—13, 2015
REUNION TOUR INFORMATION**

DONNER - TRUCKEE TOUR
Sunday, 13 September
9:00 am—3:00 pm

As a crossroads of Western History, the Donner - Truckee area is rich in pioneer lore. For untold centuries, the Indians camped along the forested shores of Donner Lake and the high flat of Martis Plateau. This was the route of westward-bound emigrants who struggled with their wagons over the rugged Sierra passes. Chinese coolies blasted tunnels through the granite mountains as Irishmen laid down the miles of iron rails for the Transcontinental Railroad in the late 1860's. Originally called Coburn's Station, the town of Truckee was a "hell on wheels" railroad town in 1868. Little has changed since the turn of the century. Truckee still has the atmosphere of yesterday with the amenities of today. The community is still called the "Ghost Town which didn't Die". Your Reno Ambassador will relate the excitement of Old Truckee and the area to your guests. A visit will also be made to Donner Memorial Historic Park and its' fine museum. It was here during the winter of 1846-47 that members of the famous westward-bound "Donner Party" played out their tragic rendezvous with destiny.

Price \$40

ADDITIONAL HOTEL INFO: The Peppermill is conveniently located two miles from the Reno Tahoe International Airport. We provide complimentary shuttle service to and from the airport:

Airport to Peppermill - The shuttle departs from the airport every half hour from 4:15am -11:45pm. Pick up is at the North exit of the Baggage Claim area.

Peppermill to Airport - The shuttle departs from the Peppermill every half hour from 4am - 11:30pm. Pick up is at the valet area outside the Hotel Lobby.

**AFGA Golf Outing
AFGA RENO REUNION**



September 10 at 0830

Captain's Choice/ Best Ball Format (3/4 man teams)

This format will make it fun for all participants. So bring your clubs and have a good time with old/new friends.

Cost is \$65.00 per person includes golf, cart, range balls, and sandwich/hot dog with chips lunch after the round.

Trophies will be awarded to the team with the lowest team score and a trophy awarded to the golfer closest to the pin on Hole #17.

**Contact Chuck Dean if you are wanting to participate (before the event).
(846)947-4613 A710Jammer@AOL.com**

2015 AFGA REUNION
BRIGADIER GENERAL PAUL A. MAYE
GUEST SPEAKER



Retired 1 August 1988

Brigadier General Paul A. Maye is deputy director, Defense Mobilization Systems Planning Activity, Office of the Secretary of Defense, Washington, D.C.

General Maye was born in 1936, in Westbrook, Maine. He earned a bachelor of arts degree in education from the University of Omaha in 1965 and a master's degree in social science from the University of Northern Colorado in 1973. He completed Squadron Officer School in 1965 and was a distinguished graduate of Air Command and Staff College in 1973 and the Air War College in 1978. The general also completed Harvard University's John F. Kennedy School of Government program for senior defense managers in 1984.

The general entered military service with the U.S. Army in February 1959. He was assigned to the New Jersey National Guard and completed basic training at Fort Dix, N.J. In 1960 he transferred to the Air Force as an aviation cadet and graduated from pilot training at Vance Air Force Base, Okla., as a second lieutenant in 1961. He then was assigned to the 9th Bombardment Squadron, Carswell Air Force Base, Texas, where he flew B-52F's.

Early in the Southeast Asia conflict, General Maye flew the first and subsequent B-52 combat missions out of Andersen Air Force Base, Guam, with the 9th Bombardment Squadron. After transitioning into helicopters at Sheppard Air Force Base, Texas, in 1965, the general was assigned to the 804th Combat Support Group, where he flew missile site support missions at Grand Forks Air Force Base, N.D. He then volunteered for duty in Southeast Asia and was assigned to the 20th Special Operations Squadron, Nha Trang Air Base, Republic of Vietnam. He flew as a UH-1F aircraft commander, providing helicopter gunship support throughout the theater for U.S. Army Special Forces. During the Tet Offensive he commanded a helicopter detachment of the 20th Special Operations Squadron at Tan Son Nhut Air Base, Republic of Vietnam.

In August 1968 General Maye was assigned to Loring Air Force Base, Maine, as a B-52G commander and instructor pilot. He was selected as an air officer commanding for Cadet Squadron 36, U.S. Air Force Academy, Colo., in 1972. While acting as a special project officer for the commandant of cadets, the general earned his jump wings by completing basic parachutist training at Fort Benning, Ga.

After graduating from Air Command and Staff College in June 1973, the general was assigned as an air operations officer in the Bases and Units Division, Directorate of Programs, Headquarters U.S. Air Force, Washington, D.C. He worked force structure adjustments, base posture realignments and unit conversions in most major mission areas. As an early advocate of the Total Force policy, he became the primary action officer for Air National Guard and Air Force Reserve programs.

In August 1977 General Maye returned to Maxwell Air Force Base, Ala., to attend the Air War College and, upon graduation in June 1978, was assigned to the 92nd Bombardment Wing (Heavy), Fairchild Air Force Base, Wash., as assistant deputy commander for maintenance and, then, deputy commander for operations. In July 1980 he transferred to March Air Force Base, Calif., as deputy chief of staff for operations, 15th Air Force, the headquarters responsible for all Strategic Air Command operations west of the Mississippi.

The general returned to Grand Forks Air Force Base in June 1981 as vice commander and then served as commander of the 319th Bombardment Wing, a unique B-52H unit with strategic projection force responsibilities. As wing commander he led the first non-stop flight of B-52s from North Dakota through a precision low-level bombing mission in Egypt and return, demonstrating U.S. resolve in support of Operation Bright Star in the Middle East. In July 1983 General Maye was assigned as deputy director for force development, Directorate of Plans, Office of the Deputy Chief of Staff, Plans and Operations, at Air Force headquarters. In this capacity he led the planning efforts for future aircraft, missile and space system force structures. In March 1985 he was assigned as a command director on the front line of air defense, missile warning and space surveillance for North American Aerospace Defense Command combat operations, Cheyenne Mountain Complex, Colo. He assumed his present position in March 1986.

2015 AFGA REUNION
BRIGADIER GENERAL PAUL A. MAYE
GUEST SPEAKER

General Maye is a command pilot with more than 4,000 flying hours. His military decorations and awards include the Silver Star, Defense Superior Service Medal, Legion of Merit with oak leaf cluster, Distinguished Flying Cross with oak leaf cluster, Meritorious Service Medal with oak leaf cluster, Air Medal with nine oak leaf clusters, Air Force Commendation Medal and Air Force Outstanding Unit Award with "V" device and two oak leaf clusters.

General Maye retired from active duty in 1988 and spent ten years working with industry on National Defense and Space programs. He joined Harris Corporation in Melbourne, Florida and became the Program Manager for a \$400M national system for disaster response and government command and control system. He also served as the Director of Business Development for Harris' Electronic Systems Division for two years.

In 1991, Paul became the Deputy Director of ITT's Range Technical Services at Vandenberg AFB, and became instrumental in developing civilian space ventures on the West Coast. He was a co-founder and Senior Director for start-up company, Spaceport Systems International; working directly with the Air Force to develop a commercial payload processing and launch facility at the West Coast Space Shuttle Facility. He was a key player in obtaining over \$20M in private industry commitments that culminated in a 25 year renewable lease of government launch facilities, valued by the Secretary of the Air Force at over \$3B.

General Maye spent considerable time in Washington D.C., obtaining Congressional, NASA, DOD and Air Force support for civilian commercial space projects. With full backing by Shiela Windnall, the Secretary of the Air Force, he helped establish an historic civilian space launch facility to meet the unique demands for both military and civilian satellite launch into polar orbits. With this capability in place, he phased out of hands-on SSI operations and established his own consulting firm, Paul Maye Associates.

Paul has remained active in national space efforts and the local community. He was President of the California Air Force Association for two terms, Vice President of the local Chamber of Commerce, Chairman of the Economic Development Committee, a member of the Higher Education Council and President of the Central Coast Pops Orchestra. Nationally, he has served on the Air Force Association Strategic Planning Committee and the Washington D.C. based Space Transportation Association. Now living in Colorado; Paul is staying active in support of Aerospace programs and local area economic and educational development. He and his wife Dolores also travel often to enjoy time with 2 children, four grandchildren and two great grandchildren.



A SALUTE TO THE GUNNERS

HISTORY TRIVA
TIDBITS FROM CEASE

In the late 1700's, many houses consisted of a large room with only one chair. Commonly, a long wide board folded down from the wall, and was used for dining. The 'head of the household' always sat in the chair while everyone else ate sitting on the floor. Occasionally a guest, who was usually a man, would be invited to sit in this chair during a meal. To sit in the chair meant you were important and in charge. They called the one sitting in the chair the 'chair man.' Today in business, we use the expression or title 'Chairman' or 'Chairman of the Board.'

As incredible as it sounds, men and women took baths only twice a year (May and October). Women kept their hair covered, while men shaved their heads (because of lice and bugs) and wore wigs. Wealthy men could afford good wigs made from wool. They couldn't wash the wigs, so to clean them they would carve out a loaf of bread, put the wig in the shell, and bake it for 30 minutes. The heat would make the wig big and fluffy, hence the term 'big wig'. Today we often use the term 'here comes the Big Wig' because someone appears to be or is powerful and wealthy.

(like I said, blame Cease)....

THIS AND THAT **WASP Aviation pioneer in Las Vegas**



Margaret Gee, who flew with the Women's Air Force Service Pilots, was one of two Chinese-Americans to fly with the organization during World War II. Gee served as a co-pilot on B-17 Flying Fortresses and TB-25 Mitchells on gunnery training missions. She also served as an instrument instructor for pilots returning from combat who needed their instrument rating recertified.

Article by the 99th Air Base Wing Historian, Nellis AFB, NV

3/26/2015 - **NELLIS AIR FORCE BASE, Nev.** -- During World War II, aviation opportunities literally exploded as the military trained hundreds of thousands of individuals to fly, opening the door to many who might never have had the chance before. Among this group were women pilots, many of whom trained and flew as civil service pilots with the Army Air Forces. This group, designated as Women's Air Force Service Pilots, or WASPs, was only in existence from September 1942 through December 1944 when they were disbanded by Congress.

WASPs did a lot of the unglamorous, tedious and even dangerous flying jobs; everything from flying new airplanes from factories to depots and towing targets for student gunners as some did at the Las Vegas Air Corps Gunnery School.

The first 28 women were hired with extensive experience, but prior to WW II, women with instructor or multi-engine ratings were few and far between.

As a result, a flight training program was established in Houston, later moving to Avenger Field, Sweetwater, Texas, to train women in the Army's way of flying. Except for gunnery and formation flying, which authorities felt they didn't need, women went through essentially the same training course as male cadets did with Army pilots giving check rides. After graduation, they were assigned across the U.S. wherever service pilots were needed.

Women who applied and were selected needed a private pilot's license and at least 50 hours of flying time. Many women were able to get this through the Civilian Pilot Training Program, first established in 1939 with 10 percent of the openings reserved for women. As many as 25,000 women applied for WASP training with 1,830 applicants accepted and 1,074 graduating the course.

Margaret "Gee Mei Gue" Gee, was one of only two Chinese-Americans to fly with the WASPs. Born in Berkeley, California, her widowed mother raised her and five siblings and she spent many hours growing up watching airplanes at the Oakland Airport. She started college at University of California Berkeley, but dropped out early during WW II to work as a draftsman at the Mare Island Naval Yard. She saved \$800 for six months of ground school and flying lessons at Minden Airport in Nevada because most private aviation in California was closed during the war.

After earning her pilot's license and getting accepted for WASP training, she returned to Mare Island until called for training at Sweetwater.

Gee was assigned to the WASP flight at Las Vegas Army Air Field after graduation in September 1944, working as a civil service pilot.

Las Vegas AAF had B-17 Flying Fortresses, B-25 Mitchell's modified to tow targets and AT-6 Texans. She flew as a B-17 and TB-25 co-pilot on gunnery training missions and as an instrument instructor for pilots returning from combat who needed their instrument rating recertified. She only flew for three months because Congress killed the program on Dec. 20, 1944.

Gee returned to Berkeley and finished a degree in Business Administration. She then traveled and managed a military service club in Europe for several years before returning and getting hired at Lawrence Livermore Lab as an early computer programmer, writing and testing code for many of the research projects there.

Living in Berkeley, she also became active in local and California politics. She was one of the WASPs who were able to travel to Washington, D.C. to receive the Congressional Gold Medal awarded to the WASPs on March 10, 2010. She passed away on February 1, 2013.

THIS AND THAT **LITTLE KNOWN NEWS OF CARRIER SINKING**

VIET CONG COMMANDOS SINK US CARRIER

by PAUL HUARD

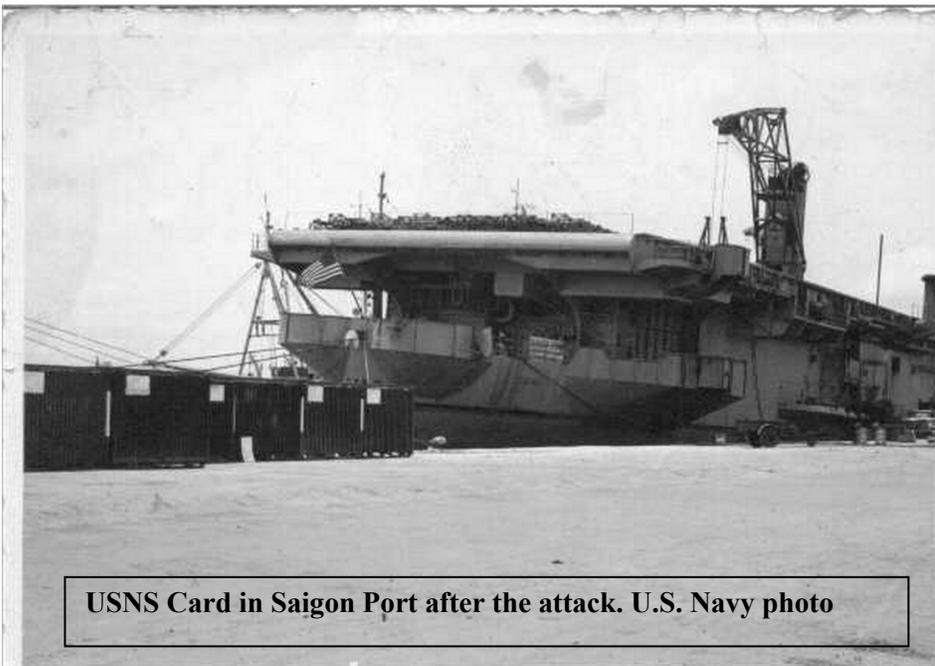
It was shortly after midnight when two Viet Cong commandos emerged from a sewer tunnel that emptied into Saigon Port, each man carrying nearly 90 pounds of high explosives and the components needed to make two time bombs.

Their target was the largest American ship in port, USNS *Card*. An escort carrier that saw distinguished service as a submarine-hunter in the North Atlantic during World War II, during the early morning hours of May 2, 1964, *Card* was part of U.S. Military Sealift Command.

The ship supported an escalating military commitment of the South Vietnamese government that occurred well before the [Tonkin Gulf Incident](#). Since 1961, *Card* had transported both fixed-wing aircraft and helicopters to the beleaguered nation as well as the U.S. pilots and support crews need to operate them.

The commandos swam toward *Card*, where they spent about an hour in the water attaching the charges just above the waterline near the bilge and the engine compartment on the ship's starboard side. They set the timers and quickly swam away.

The charges exploded. Five civilian crewmen on board *Card* died, the explosion tore a huge hole in the engine-room compartment and a proud ship that had survived German U-boat attacks was on her way to the bottom—the last aircraft carrier in U.S. military history to date sunk by enemy action.



USNS Card in Saigon Port after the attack. U.S. Navy photo

the operation on a 1964 postage stamp.

The sinking of the *Card* was stunning victory for the Viet Cong, yet little remembered today. It illustrated how vulnerable naval vessels can be even when faced with a low-tech enemy ... and how difficult maintaining port security can be in a war with no real front.

But it also demonstrated how resilient American naval forces are. In 17 days, salvage crews raised *Card* out of nearly 50 feet of water, and six months later the ship returned to service for another six years.

Not surprisingly, North Vietnam celebrated the sinking of *Card*, considering it a propaganda victory of the first rank. The U.S. government refused to even acknowledge the vessel's sinking, telling the public the carrier had only been damaged.

The North Vietnamese government even commemorated the event by portraying

Naval vessels often have a mystique about them - they look formidable, bristle with weapons and aircraft, and have the ability to project a nation's power anywhere on the planet.

In particular, aircraft carriers are the symbol of a nation possessing "great power" status.

But they are vulnerable to attack. For example, there are reasons why even aircraft carriers have numerous escort vessels - destroyers, guided-missile cruisers, even submarines - to protect a carrier as well as engage the enemy.

We shouldn't be too surprised when an enemy takes out a naval vessel in combat, even if it is a commando with a time bomb, James Holmes, a naval historian and analyst who teaches at the U.S. Naval War College, told War Is Boring.

"We shouldn't get carried away with thinking of warships as 'castles of steel,' or latter-day dreadnoughts, or whatever," Holmes said. "A castle is a fortification whose walls can take enormous punishment, whereas most modern warships have thin sides - nuclear-powered carrier being an honorable exception. So a guy with a charge can do a lot of damage."

Holmes said the sinking of *Card* "provided a preview" of the attack on the USS *Cole* in 2000 - a textbook case of a low-tech assault taking out a prime example of U.S. naval might.

THIS AND THAT **LITTLE KNOWN NEWS OF CARRIER SINKING (cont)**



Damage to USS Cole after an Al Qaeda attack in 2000.
U.S. Navy photos

Al Qaeda operatives mounted a suicide attack against *Cole*, a guided-missile destroyer, using a small boat packed with explosives that targeted the American ship while she was docked in Aden harbor. The blast tore a huge hole in the vessel, killing 17 sailors and injuring—the deadliest attack on a U.S. Navy ship in recent history.

The blast from the explosion reached *Cole*'s galley, killing and wounding many there as sailors were lining up for lunch. Investigators later said they did not consider the timing of the attack a coincidence.

Fifty years ago, penetrating harbor security was a major concern as well for the perpetrators of the attack on *Card*.

Lam Son Nao, 79, the leader of the Viet Cong commandos, was a maintenance worker at the port at the time of the attack. He used his job as cover while he gathered intelligence, hid explosives and planned the mission.

Despite patrol boats filled with harbor police, Nao and his companion were able to mount their operation because of careful planning and the corruption of Saigon law enforcement.

“For the *Card* mission, my fellow operative and I pretended to be fishermen,” Nao said in an April 22 interview with Vietnamese News Service. “When our boat reached Nha Rong Wharf, the police chased us to the bank of the Thu Thiem Peninsula. To avoid having my boat inspected, we pushed the boat to a swamp, so that the police boat could not reach it.”

Nao told the harbor police that he wanted to shop at a market on a nearby island, offering to share part of the clothing and radios he planned to buy there. Then, he gave the police a generous bribe—and they let Nao go his way.

The aftermath of the attack on the *Card* rallied American rescue and salvage crews to deal with a severe crisis. The American brass and Pres. Lyndon Johnson wanted to keep the results of the attack as quiet as possible.

However, raising *Card* would be a major salvage operation.

Five Navy divers investigated damage to *Card*. One said he found the remains of a U.S.-made demolitions pack—evidence that the Viet Cong might have used stolen American military munitions.

In the meantime, the Navy sent the salvage vessel USS *Reclaimer* and the tug USS *Tawakoni* to Saigon Port to begin pumping water out of the sunken vessel. Despite poor diving conditions and numerous equipment malfunctions, salvage crews raised *Card* in a little more than two weeks.

Soon, both Reclaimer and Tawakoni towed Card out of Saigon harbor on their way to the U.S. Navy port of Subic Bay in The Philippines for repairs.

Naval vessels are very flexible ships capable of recuperating from serious battle damage. Apparently, *Card* was no exception - ships are often “re-purposed” in the U.S. Navy and enjoy long lives in service, Holmes said.

“The carrier *Midway* went from being a World War II carrier to a modern supercarrier over the course of her life, which reached into the 1990s,” he said. “That philosophy—deliberately build ships to allow for easy changes and upgrades over a long life—is making a comeback.”

Even *Cole* survived her attackers. After 14 months of repair, *Cole* departed dry-dock on April 19, 2002, and returned to her homeport of Norfolk, Virginia.

The ship deployed again in 2003. *Cole* remains in operation with the Sixth Fleet. The *Card* was decommissioned in 1970.

SOURCE : <https://medium.com/war-is-boring/viet-cong-commandos-sank-an-american-aircraft-carrier-7f243ede06b3>

YourAirForce

MAY 4, 2015 A.F. TIMES

SAC is back: All bombers moved to Global Strike

By Brian Everstine

beverstine@militarytimes.com

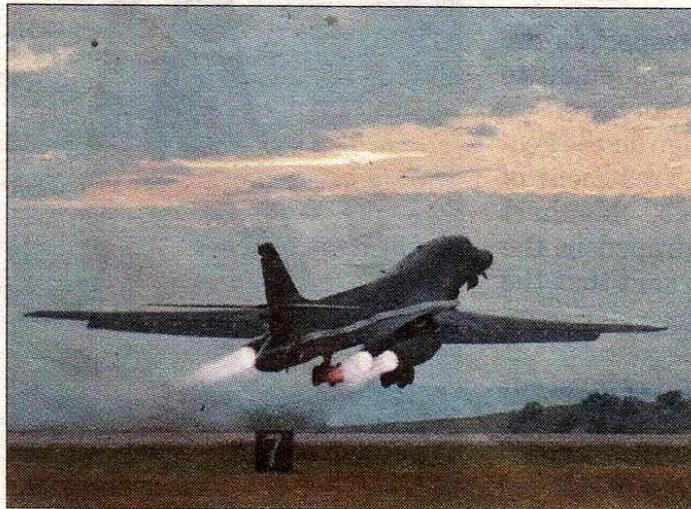
The Air Force is making another move harkening back to the days of Strategic Command, moving all long range strike bombers under one command.

The service announced April 21 it is moving B-1B Lancers, currently under Air Combat Command, to Air Force Global Strike Command. The move would realign the two B-1 bases — Ellsworth Air Force Base, South Dakota, and Dyess Air Force Base, Texas — under Global Strike.

The move comes as the Air Force is attempting to raise the profile of its nuclear forces in the national discussion, as it was when all nuclear and strategic forces were aligned under Strategic Air Command in the Cold War era.

“Consolidating all of our Air Force assets in this critical mission area under a single command will help provide a unified voice to maintain the high standards necessary in stewardship of our nation’s bomber forces,” Air Force Secretary Deborah Lee James said in a statement.

Chief of Staff Gen. Mark Welsh said April 22 that the move, originally recommended in a 2008 report on Defense Department



ZACHARY T. C. HADA/THE ASSOCIATED PRESS

A B-1 bomber takes off at Ellsworth Air Force Base, S.D.

nuclear weapons management, “just makes a lot of sense.” It lets bomber crews develop similar training, doctrine, systems development and tactics for the B-1, B-2, B-52 and, eventually, the long-range strike bomber.

The new bomber is starting to “sneak up on us,” with delivery expected in the 2020s. This move would allow the Air Force to solidify its bomber operations under the command, and smooth the process before the new bomber is delivered, Welsh said.

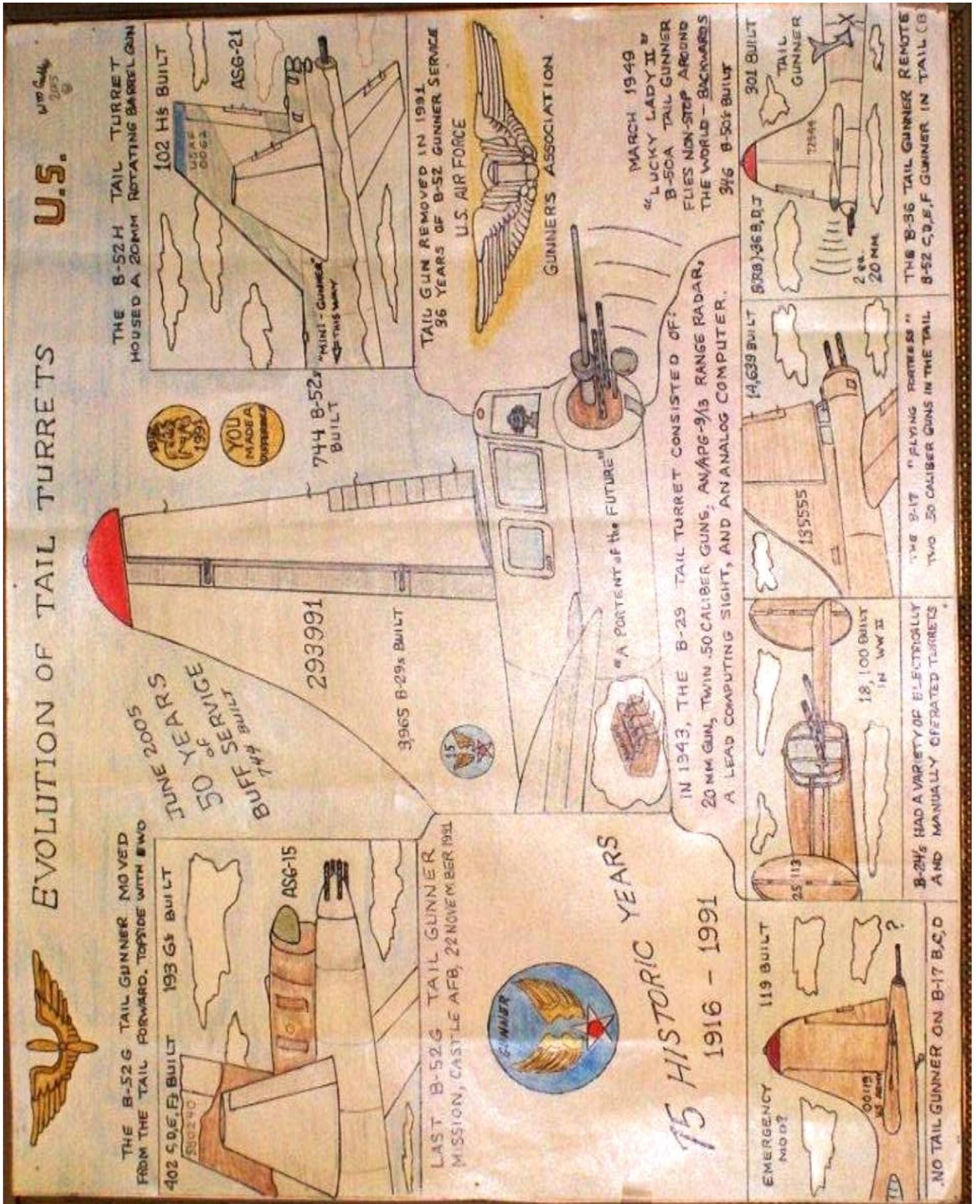
“So let’s get the organizational chart, and make it mature, before the long-range strike bomber shows up,” Welsh said April 22 at

an event sponsored by Defense One in Washington, D.C.

The next-generation bomber was scheduled to align under Air Combat Command, which is responsible for conventional weapons. The previously nuclear capable B-1 moved to ACC when Strategic Air Command was disestablished in 1992.

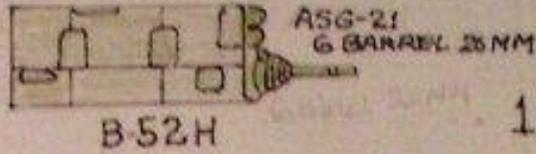
The Air Force has recently moved to increase the profile of its nuclear forces. It elevated the position of Global Strike commander to a four-star billet. Welsh said he told the new commander, Gen. Robin Rand, to become the next Curtis LeMay, the legendary Strategic Air Command commander. □

BILL GADDES' ART
Evolution of Tail Turrets



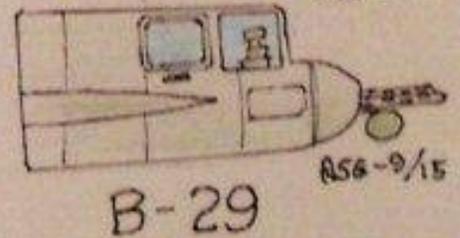
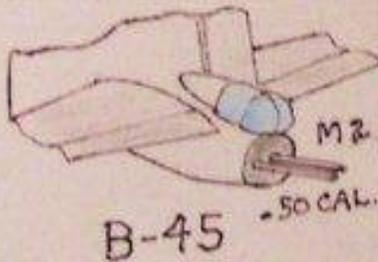
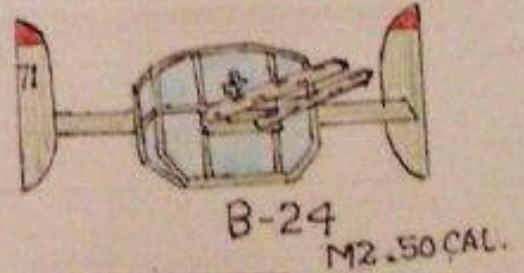
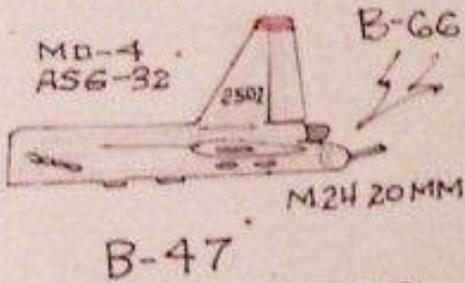
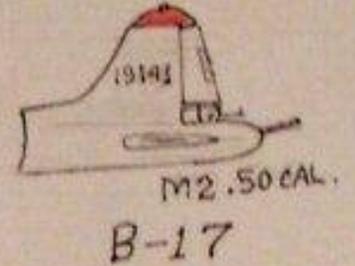
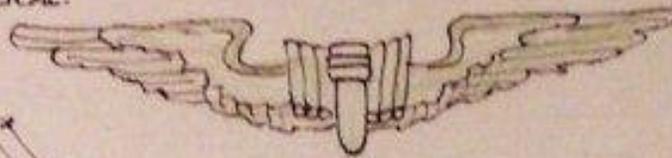
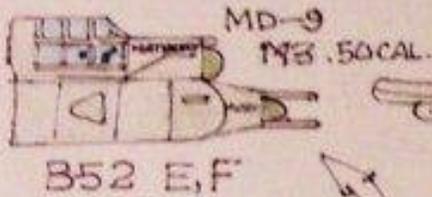
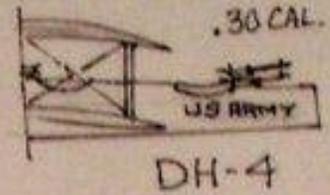
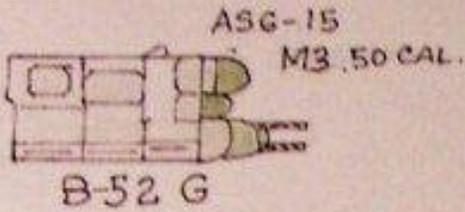
BILL GADDES' ART
75 YEARS OF HEROIC & MERITORIOUS SERVICE

AIR FORCE DEFENSIVE AERIAL GUNNER
 75 YEARS OF HEROIC ^{and} MERITORIOUS SERVICE



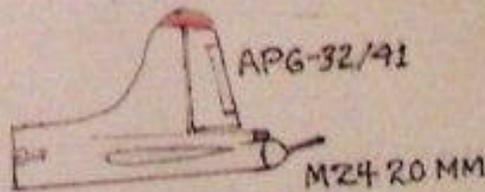
1991

1916



1953

1945



B-36

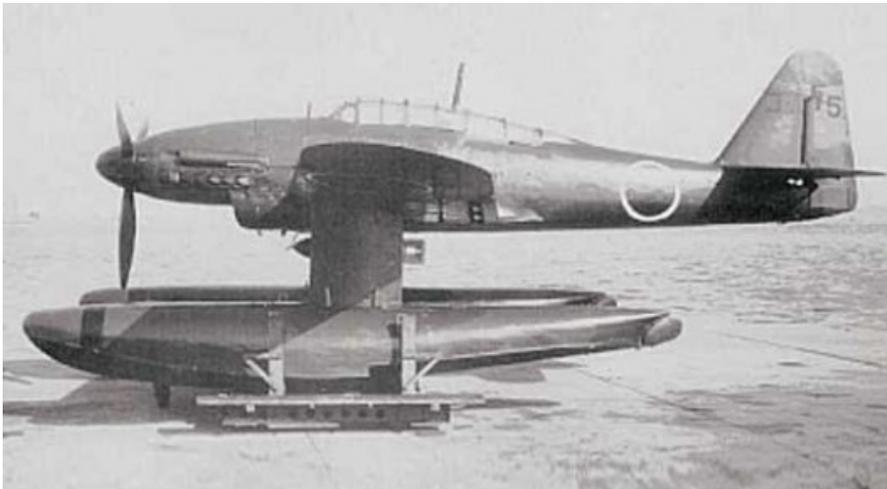
Gadde's
2018

WWII HISTORY SUBMARINE AIRCRAFT HANGER RECOVERY



Until the 1960s, Japan's three I-400-class subs were the largest submarines ever built. They were so large, in fact, that they could each carry and launch three Aichi M6A Seiran amphibious aircraft. The idea was that the submarines could stealthily bring the planes to within striking distance of US coastal cities, where they could then take off and conduct bombing runs. Now, for the first time since it was scuttled at the end of World War II, one of the sunken subs' aircraft hangars

has been photographed.



The Seiran bombers, which were designed specifically to be launched from submarines, were kept in the hangars with their wings folded up while the vessel was in transit. When it was time to launch, the sub surfaced and each plane was pushed out and attached to an 85-foot (26-meter)-long compressed air-powered catapult on the forward deck. They could be equipped with pontoons for retrieval after their missions, although they could also be ditched at sea and their pilots rescued by the submarine crew – additionally, at least one kamikaze mission was planned.

Fortunately for the Allied countries, the three 400-ft (123-m)-long submarines – [I-400](#), [I-401](#) and [I-402](#) – were built near the end of the war, and never got to make any attacks.

After Japan was defeated and the vessels were captured, the Soviets demanded access to the subs. To keep that from happening, American forces transported the submarines to a location off the southwest coast of the Hawaiian island of Oahu, where they were torpedoed and sank in 1946.

In December of 2013, a Pisces V manned submersible from the US National Oceanic and Atmospheric Association (NOAA)'s Hawaii Undersea Research Laboratory found the wreck of the I-400, lying over 2,300 feet (701 m) below the surface. The submarine's cylindrical aircraft hangar was no longer attached, however, and couldn't be located.

More recently, Japanese broadcaster NHK funded another dive, working with NOAA to try and photograph the hangar. As can be seen in the first photo above, it succeeded. The team also located the submarine's conning tower for the first time, along with its bell.

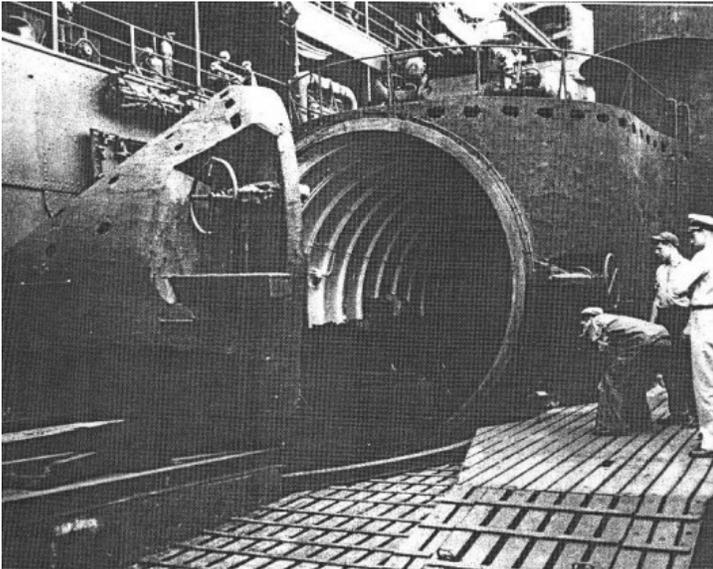
WWII HISTORY

SUBMARINE AIRCRAFT HANGER RECOVERY (cont)

"The waters off Hawai'i not only encompass an important part of Native Hawaiian culture, but are also a veritable museum of our maritime past," says James Delgado, director of NOAA's Maritime Heritage Program. "As America's ocean science agency, we're committed to working with partners like HURL [Hawaii Undersea Research Laboratory] and NHK to learn more, and to share more of what lies beneath the waves."

Source: [University of Hawaii](http://www.gizmag.com/i-400-submarine-aircraft-hangar/37248/)
<http://www.gizmag.com/i-400-submarine-aircraft-hangar/37248/>

LEFT - One of the I-400-class subs' hangars, being inspected by American forces immediately after WWII.



A previous edition of the Short Bursts contains the story of these submarines and their mission. Check out the December 2011 issue for a full story on this unique ship and its missions.

Note: History will probably repeat itself—new submarines coming along will no doubt have some type of capability similar to this—especially with the drones and unmanned aircraft being developed. Keep your eyes peeled for these developments in the upcoming years.

TEAM WORK—THE OLD FASHION WAY

AC-130 SUPPORT

This is a Tall Tail that Marty Van Buren will like. My son John flew Chinooks in the Army and in early March of 02 he inserted a bunch of 10th. Mtn. troops in a valley on the other side of Tora Bora right at day break. Everything went smooth and the troops exited the choppers and they all got the hell out of dodge. What the Army didn't know was on the tops of the mountains on either side of the valley was loaded with Taliban and the 10th. Mtn. troops were like fish in a bowl and were getting their ass's handed to them. It was like that joke about if your assault is going good you are in a ambush. So that evening John and four other Chinooks were sent back to extract the same troops back out of the valley of death. About a hour or so in front of John was a 160th Chinook with a whole load of Seals that were supposed to secure the LZ for John and his bunch.. When the bird with the Seals touched down this guy jumps up out of the rocks and fires a RPG at them and it went from one side of the Chinook to the other through the side doors right behind the cockpit. It damaged the chooper but some how the pilot got the bird back into the air and one of the Seals fell out of the back and was left there. They flew for a short ways and crashed but the remaining Seals were able to defend themselves. Up above was a AWACs and John said they directed fast movers which he never saw but did see the results of their handy work right out in front of him. Then he was handed over to a 130 gunship that told him when to go and when to stop. They just blasted a path into the hot LZ. and he landed. This is at night at over 10,000 in the mtns flying with night vision goggles. The infantry troops were so tired from being in a constant fight for over 12 hours they could hardly move and John had to sit there on the ground way longer than he wanted to until they got every body on board. While he sat on the ground he said the gunship rounds were hitting all around them. He said when they struck the rocks around them they looked like red fire fly's and when the 105 fired it looked like a bunch of red sparks going every which way. He said they got real close to them but during this time he was saying bring it on. They blasted their way back out of the valley of death with the help of the AF. John told me that there was not a doubt in his mind that he would not be here today if not for the 130 gunship.

Story sent in by Clyde Ketcham—Thanks, Clyde...

CHAPLAIN'S CORNER - IGGY CRUZ



Well, looks like the good Lord is going to extend my TDY here on earth. My ticker was damaged a little but not enough to keep the fuel from flowing.

I want to thank all of you for the kind and encouragement words that were expressed during and after my visit at the hospital. As I said it before and I'll say it again, we are so blessed to be part of the Gunner Family.

Had some anxious moments, waiting, just waiting to hear the Doc's report. Yet it was a good kind of anxiety, if I can put it that way. Just looking at (my wife) Martha reminded me how much I loved her and the example that she portrays to the family being in the battle field fighting cancer for seven years and still manages to take care of us. With my sons and daughters at my beside, my mind drifts back to yesteryears back to when they were kids. I thought of how many times I didn't have time for them. In spite of all odds, they turned out to be good kids.

I also thought about my eternal destination. I Don't ordinarily think much about heaven and the OTHER PLACE!. But in those days I found that my perspective shifted. Some things that mattered a lot in the day to day routine of living matter less and some things that I seldom considered mattered a great deal more. Bottom line – God gave us a good healthy and prosperous life to enjoy while we are here on earth Once again – Thank You SOOO much for your kind words.... ..Iggy

FINAL FLY BY

HOWARD F. BAYNES—For all that knew Frank Baynes: Howard Franklin (Frankie) Baynes, passed away surrounded by his family on **April 6, 2015**. He was 68 years old. Frankie's health had been in decline for several years, but the end of his life came more quickly than any of us had anticipated. He was one of the many Vietnam veterans who was a victim of agent orange. His heart disease, diabetes, prostate cancer and MDS were all attributed to his exposure to agent orange while serving in Vietnam as a member of the USAF.

I will continue to leave his Facebook page active for a while. If you would like to post to his page, I will continue to monitor it and respond if needed.

Thank you all for your kind words and thoughtfulness over the last few weeks. Your continued prayers are greatly appreciated.

Lynn Baynes

FINAL FLY BY

CARL W. McMAHON June 19, 1936 – May 15, 2015



Carl W. McMahon, age 78, of Oscoda passed away on Friday, May 15, 2015 at Tendercare Nursing Home in Tawas City.

He was born on June 19, 1936 in Burlington, Vt. to the late Walter and Madeline McMahon (nee Laflash). He met the love of his life, Rosemary Bland, in England and they married 1960.

Carl worked and retired through the United States Air Force as a B-52 gunner. He enjoyed golfing and building new projects.

Carl is survived by his loving wife, Rosemary McMahon; children, April (Gary) Esquibel, Carl Jr. (Josie) McMahon and Cheryl Sapp; brother, Reid McMahon; sister, Mary Royce; and grandchildren, Chris Esquibel, Brandon McMahon, Mitchell Sapp, Michael Sapp, Cody Sapp and Roy McMahon. He is also survived by five great grandchildren and many nieces and nephews. In addition to his parents, he was preceded in death by his son, Roy McMahon; and numerous

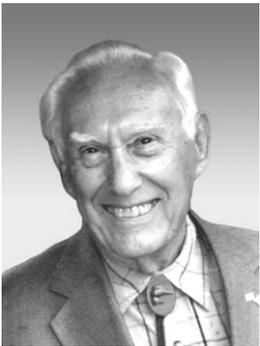


brothers and sisters.

Service were held at Buresh Funeral Home in Oscoda. Memorial contributions can be made to the [Alzheimer's Association](#) and condolences may be offered at www.bureshfuneralhomes.com.

CHARLES "Mike" WHITELOCK

Mt. Vernon-Charles T. "Mike" Whitelock, 85, died on Monday, March 2, 2015 at [Coastal Hospice](#) at the Lake in Salisbury. Born in Mt. Vernon on August 24, 1929 he was a son of the late Charles A. Whitelock and Thelma Smith Whitelock. Mr. Whitelock was a retired Supervisor for NOAA. He was an Air Force Veteran and a member of OT Beauchamp Post 94, American Legion in Princess Anne, Manokin Lodge No. 106 AF & AM and Manokin Chapter No. 109, Order of the Eastern Star in Princess Anne.



He is survived by his wife of 67 years, Marian Christopher Whitelock. three children, Keith Whitelock and his wife, Nancy of Salisbury, Laura Whitelock of Deale, Md, and Kevin Whitelock and his companion. Anelia Glebocki of San Diego, CA., five grandchildren, Gary and Greg Whitelock, Heather McCarthy and her husband Aaron, Megan Hackett and Amber Glebocki-Whitelock. Also survived by his brother, Robert Neal Whitelock and his wife, Stephanie of Mardela Springs and several Nieces and Nephews.

A Funeral Service will be held on Saturday, March 7, 2015 at 2:00 PM in the Hinman Funeral Home in Princess Anne. Friends may call from 1:00 to 2:00 PM. The Rev. Edward Wright will officiate. Interment will be in Beechwood Cemetery in Princess Anne.

Contributions may be made to American Legion Post 94, P.O. Box 94, Princess Anne, Md. 21853 or to [Coastal Hospice](#), P.O. Box 1733, Salisbury, Md. 21802.

To leave condolences for the family, please visit hinmanfuneralhome.com.

ANDY RAY LEEPER- Passed away 10 March 2015—Chowchilla, CA - sent in by CEASE WALKER

I DON'T HAVE ENOUGH INFO FOR AN OBIT, KNOW I'LL NEVER FORGET ANDY RAY LEEPER. ANDY HELD ME BY THE SEAT OF MY WINTER FLYING BRITCHES WHILE I WAS KICKING ON THE LATCH LINK ARM (?) TO GET THE RED FLAG COVERED ON LEFT MAIN LANDING GEAR.. (B-36). WE GOT BACK TO THE AFT COMPARTMENT ONLY TO FIND OUR A/C HAD RECYCLED THE SYSTEM AND WE HAD TO GO BACK AND DO IT AGAIN... NOW WHEN I THINK ABOUT IT ANDY AND I WERE THE YOUNGEST AND NEWEST & DUMBEST GUNNERS ON THE CREW. WE WERE RETURNING FROM A TDY AT GUAM TO FAIRCHILD. WE HAD BEEN SEARCHING FOR HE RUSSIAN FLEET. WE DIDN'T REALLY THINK MUCH OF IT UNTIL A COUPLE OF GUNNERS IN THE 327TH BS RECEIVED THE AIR METAL FOR DOING THE SAME THING. WHEN WE APPROACHED OUR A/C, HE TOLD US IT WAS A CASE OF CYA AND THANKED US AGAIN... (unable to get an obituary for Andy but Cease sent this in place of it.).

Andy was known by a lot the gunners in SAC and was a fine gentleman and friend to us all and will be missed by all that knew him. Thanks for sending this little sidenote in, Cease. Bob

FINAL FLY BY



Earl W. Thompson - (September 4, 1919 - February 17, 2015) - 95, passed away Tuesday, February 17, 2015 at Valley Terrace in Wilder, VT.

He was born in Littleton, NH a son of William Ira and Ethel May (Deering) Thompson. His family moved to Canaan, NH at an early age where he grew up and graduated from high school. He served his country as a gunner in the Army Air Corps during WWII. During this time in Europe he flew a mission on July 4, 1942 to bomb a Nazi submarine pen and later served in North Africa with the "Mighty 8th". Upon his return he took courses using the GI Bill to become a professional operating room photographer at Mary Hitchcock Hospital in Hanover, NH, he then worked various jobs throughout the Upper Valley before becoming a clerk at the Norwich Post Office where he worked until retiring in the mid 1980's

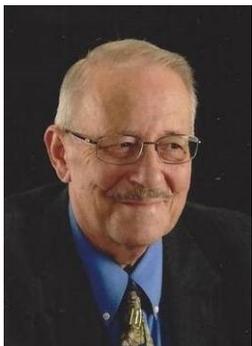
Earl has been a member of the Lyman Pell post for sixty four years in 1998 he was honored as Vermont Legionnaire of the year. In 2004 he and his daughter were flown down to Washington DC to attend the WWII dedication on Memorial Day weekend. He was instrumental in contacting local business in Norwich to sponsor new flags to be displayed on Main Street in Norwich during the patriotic holidays. He was responsible for storing and placing and removing them throughout the years. He was also active in Boy Scouts of America, the Norwich Lions, and the Norwich Volunteer Fire Department. He was a supporter of the Norwich Library and Historical Society, and an active member of the Cemetery Commission.

Earl is predeceased by his wife Regina "Jean" (McCabe) Thompson, daughter Mary Jean Ball and sisters Isabel, Ruth and Carmen.

He is survived by a daughter Barbara Mitchell and her husband David of Fairhaven, MA, a son Harold Frost, PhD and his wife Bev of Sheffield, five grandchildren, Harry, Catherine, Ed, Matt and Sarah, and three great-grandchildren, Grant, Burke, and Mara, a brother John of Cambridge, MA, and very close friends Jim and Debbie Harlow.

A private committal service will be held at a later date in the Hillside Cemetery in Norwich.

Memorial contributions may be made to the Lyman Pell American Legion Post 8, PO Box 324, Norwich VT 05055



Clarence Larry Fowler, 72, 1943—2015—went home to be with the Lord March 10, 2015 at his home in Inman, SC.

A native of Spartanburg County, son of the late Clarence Lee and Tula Westbrook Fowler, he was a [U.S. Air Force](#) Veteran, a member of Second Baptist Church, Greer and a former member of Harvest Baptist Church, Lugoff, SC. He has been a faithful soul winner, deacon, Sunday school teacher, Awana director and held other positions within the churches.

Surviving are his wife, Cleo Atkins Caldwell Fowler of the home; a son, Don Fowler (Angie) of Orangeburg; two daughters, Angie Ray of Lugoff and Annette Hancock (Ken) of Granger, Indiana; a sister, Patricia Campbell of Duncan; eight grandchildren, Asiah Fowler, D.J. Fowler, Charleston Ray, Brady Ray, Garrett Lewis, Alycia Straeter, Jordan Lewis and Austin Lewis; and several nieces and nephews.

A private burial will be held in Fort Jackson National Cemetery.

EDWARD ZOOK - A Private Burial was held on Monday October 1, 2012 at Riverside National Cemetery in Riverside, California, for Edward Zook, 94, of Marysville California. Edward passed away on September 25, 2012 in Marysville, California.

He was born June 11, 1918 in Rankin Illinois, to Christopher and Estella Zook.

Edward was a long time resident of Gridley, having retired from the US Air Force and the Post Office in Sunny Mead, California. He enjoyed visiting Feather Falls Casino and travel. He served in the US Air Force during WWII stationed in Japan, Korea and Italy. He was a former member of the VFW and American Legion, Air Force Gunners Association.

Edward was preceded in death by his parents; his wife, Stella Zook and three sisters.

He is survived by one son, Edward A (Cindy) Zook, of Greenville Texas; one daughter, Sharon (Edwin) Little, of Gridley California; seven grandchildren; nine step-grandchildren and numerous great-grandchildren..

Arrangements are entrusted to Gridley Block Funeral Chapel.

(Edward was a member of the AFGA. Notified of his passing April 2015)

FINAL FLY BY



Steve William Zaputil was born on September 6, 1925, in Centerville, Iowa - the oldest son of Croatian emigrants Daniel and Draga Zaputil. He passed away on May 7, 2015, in Merced, CA, at the age of 89.

With [World War II](#) in progress, Steve felt strongly compelled to join the war effort. Upon graduating from high school, he enlisted in the Army-Air Corps. Steve completed basic training and was sent to RAF Great Ashfield in Suffolk, England. There he served in the 551st Bombardment Squadron of the 385th Bombardment Group - a division of the "Mighty Eighth" Air Force. He flew 32 missions over France and Germany as a tail gunner in a B-17 Flying Fortress. Following World War II, Steve proudly served his country for the next 21 years in the [U.S. Air Force](#). After retiring from the military, Steve worked another 20 years as a mail carrier for the U.S. Postal Service in Citrus Heights, CA.



Steve's faith in God, his love and devotion to family, his honesty and discipline were an inspiration to our entire family. Steve shared his passion for the outdoors with his children and grandchildren by introducing us to fishing, hiking, camping, backpacking, and gardening -- his roses were the best in the neighborhood!

Steve met Mary Anne Stelplflug in Long Beach, CA. They were soon married and blessed with three children. Being a military family, we lived in a variety of places, including: Scott AFB, IL; Mather AFB, Sacramento; Clark AFB, Philippines; Kirtland AFB, NM; Keesler AFB, MS; Castle AFB, Merced; Thule AFB, Greenland and lastly Travis AFB, Fairfield. Though our moves were frequent, all of the traveling enabled us to grow stronger as a family.

After Mary Anne's passing in 2001, Steve moved from Citrus Heights back to the Merced area. There he met Karen Kale, to whom he was married for nearly eleven years. Those years were spent enjoying time together and traveling within the U.S. After being diagnosed with Alzheimer's disease, Karen lovingly provided Steve with care and comfort. Having Karen by his side gave Steve great happiness and lightened his spirit in his later years.

Steve was preceded in death by his parents Daniel and Draga Zaputil, his brothers Anthony and Daniel, and his first wife Mary Anne. He is survived by his wife Karen and his three children: Michelle Buttici (Mario); Anne Johnson (Peter); and Steven Zaputil (Michele). Nine grandchildren will dearly miss their grandpa: Stephanie, Amy, Suzanne, Joseph, and Elizabeth Buttici; Christiaan Johnson; and Molly, Noah, and Spencer Zaputil. Thirteen great-grandchildren and one great-great-grandchild will also appreciate his legacy.

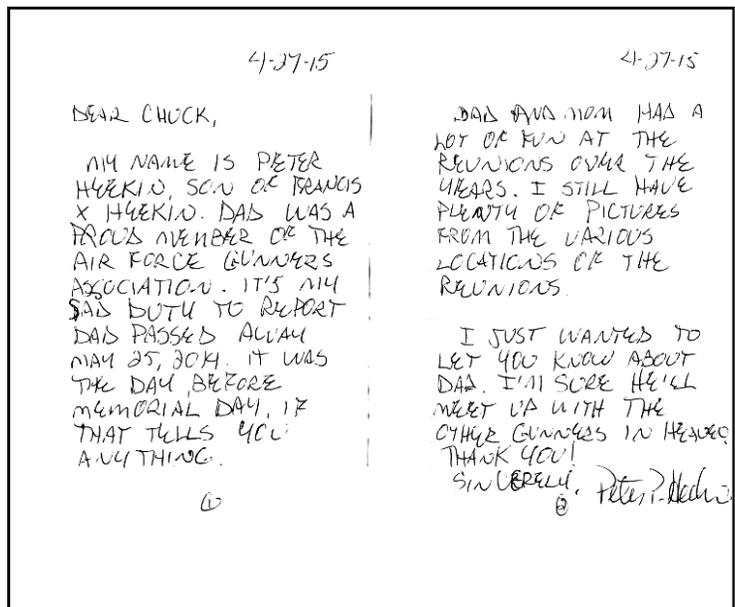
(Obituary provided by Cease Walker)

The family would like to express gratitude to PA Ken Miller and to the extraordinary caregivers at Pacifica (Emeritus) Memory Care who, for the past 10 months, provided Steve with wonderful care and compassion.. Steve will be interred on Friday, May 15, 2:30 p.m. at San Joaquin Valley National Cemetery, Santa Nella, CA, with full military honors



Heekin, Francis X. Sr., January 4, 1919 - May 25, 2014, age 95 yrs, beloved husband of the late Eleanor (Lonyo) Heekin. Loving father of Peter P. Heekin, Jane Ann Woulms and the late Francis X. Heekin, Jr. and Alice L. Lape. Grandfather of Katie Woulms. Dear brother of Laura Jean Tootten, Mary Alice Burke

and the late Edward, Richard, Joseph, Theodore, Harold and William Heekin. Francis was a member of The Knights of Columbus, Cheviot DAV, American Legion, 8th Air Force Historical Society, 457th Bomber Group, Air Force Escape and Evasion Society and American Prisoners of War. He was a POW for 11 months after being shot down over Germany. Memorials may be made to St. Xavier High School or Children's Hospital.



FINAL FLY BY

RICHARD P. LEFEBVRE, 80, a retired U.S. Air Force Technical Sergeant of Hoosick Falls, NY passed away May 12, 2015. T.Sgt. Lefebvre was born January 27, 1935 in Waterbury, VT to Francis Lefebvre and Cecile Phillippon. Enlisting in 1953, he served his country with pride and courage for 21 years. Beginning his career as a B-36 airplane mechanic, then finding his love for flying as a B-52 tail gunner having flown multiple combat missions in Vietnam. He was cited for his outstanding airmanship and courage as a combat crew member on successful and important missions under hazardous conditions and was awarded four Air Medals during his Arc Light tours of duty. In addition, he received the Distinguished Flying Cross for his heroism while participating during aerial flight in 1972.

During retirement he enjoyed several career paths in security, textiles and newspaper delivery. All of which came second to his family that he enjoyed to the fullest.

Survivors include his wife Pauline, their six children Angela, Brenda, Michael, Diane, Cynthia and Erica: eleven grandchildren and 4 great-grandchildren

Internment will be in Hoosick Falls at St. Mary's Cemetery following services on May 16, 2015

June 15, 1927-July 19, 2013

Benjamin Thayer Carey, 86, Pikeville, NC --, passed away on Friday, July 19, 2013, at Wayne Memorial Hospital surrounded by his loving family.

Benjamin was born in Clarke County, Ga., on June 15, 1927, to the late John Joseph and Ruby Lee Daniel Carey. He was married to the late Doris Wages Carey.

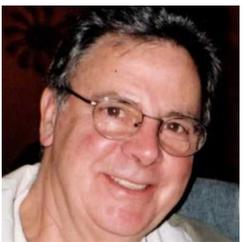
Benjamin's passion was golf. If it was a beautiful day, he enjoyed being on the course, sharing shots and laughter with his friends. He was a member of Saulston United Methodist Church. He was also a retired gunner with the United States Air Force.

Interment at Patetown Cemetery with military honors.

Benjamin is survived by his daughters, Diane Herring and husband, Johnny, Pam Ginn and husband, Donnie, and Kimberly Bouillon; son, Gregory Carey and wife, Michelle; 10 grandchildren; nine great-grandchildren; and a great-granddaughter on the way; and a very special friend, Peggy Walston.

In addition to his parents and wife, he was preceded in death by a brother, Joel Carey of Wilsonville, Ala.; a sister, Carolyn Perry of Athens, Ga.; and a grandson, Chad Carey.

(Notified of his passing in April, 2015)



WILLIAM J. "BILL" TILL, 82, passed away Friday, May 1, 2015 at Park Place Senior Living in Ft. Wayne. Born in Allen County, IN, He was a graduate of Huntertown High School and Purdue University and served in the Indiana Air National Guard. William worked in Quality Assurance with the U.S. Government for 25 years, retiring in 2004. He was also employed at Magnavox and owned Till Carpet Service. He was a member of St. Peter Catholic Church and the American Legion Post #496. Bill was a hardworking devoted father, brother and grand father. Surviving are his sons, Matthew W. (Mary) Till of Huntington, IN, Anthony A. (Lynn) Till of Grabill, IN and Joseph E. (Teresa) Till of Churubusco, IN; daughter, Denise D. Robinson of Newport Beach, CA; 10 grandchildren and 5 great-grandchildren. Burial in Highland Park Cemetery, Fort Wayne, Indiana.

Robert Stone—June 3, 1954 - May 5, 2015— Tool, TX. No Info or obituary available. Bob was a member of the AFGA.

FINAL FLY BY REMEMBERED



Retired Lt. Col. Robert Hite, one of the famed World War II Doolittle Tokyo Raiders, has died. He was 95 and had Alzheimer's disease

Hite died Sunday at a nursing facility in Nashville, according to his son Wallace Hite.

Hite was among 80 men aboard 16 B-25 bombers whose mission was to strike Japan in April 1942. Although the attack inflicted only scattered damage, it was credited with boosting American morale while shaking Japan's confidence and prompting strategy shifts less than five months after the Japanese attack on Pearl Harbor.

Eight Raiders were captured and three were executed; one more died in captivity and three others were killed by crash-landing or ditching at sea. Hite, the co-pilot of

the 16th bomber, was among the Japanese captives and was imprisoned for 40 months, much of that time in solitary confinement.

He was liberated by American troops in 1945.

"When he was captured, he was a little over 6 feet tall and about 175 pounds," Wallace Hite said of his father in a 2013 interview with the Arkansas Democrat-Gazette. "When he came out, he weighed 76 pounds."

In 1951, Hite returned to active duty during the Korean War and was stationed at Vance Air Force Base in Enid, Okla., and in Morocco. He left active duty in 1955 and managed hotels in Camden, Ark., and elsewhere.

Hite was born March 3, 1920, in Odell, Texas, and joined the Army Air Corps in Lubbock, Texas, when he was 20.

Among his decorations were the Distinguished Flying Cross and the Purple Heart.

Wallace Hite said his father would want to be remembered for his patriotism, and for others to share that sentiment.

"I think he would want two things: That's the attitude we ought to have about our country; and the second is, he was just doing his job," he said.

Hite's death leaves two other surviving Raiders: retired Lt. Col. Richard "Dick" Cole of Texas, who was Doolittle's co-pilot, and Staff Sgt. David Thatcher of Montana.

The Raiders were honored with the Congressional Gold Medal on April 15 in Washington, then present it on April 18 — the 73rd anniversary of the raid — to the National Museum of the U.S. Air Force.

The gold medal will go on display at the museum near Dayton, Ohio, joining an exhibit depicting the launch of the Raiders' 1942 attack from an aircraft carrier.



FRANK DELGADO PEREZ

401st BG, 613th Squadron

Jan 14, 1924--Jan 16, 2015

Frank was a Ball Turret Gunner on a B-17 and completed 32 missions in Europe. He received several medals including the French Legion of Honor Medal and was knighted by the President of France in 2014. After the war, he went on to graduate from Cal Poly with a degree in Agriculture. He began working for his father's commercial landscaping business and then North American, which he retired from in 1968.

Frank was accomplished at Judo and studied seven languages. He was a very active individual who loved to exercise daily. He was a very friendly and generous individual who loved his neighbors, friends and extended family. He was passionate about his Catholic Faith, his family and the 401st Bomb Group Association. He was a proud, active and dedicated member of Saint Augustine Catholic Church and the 401st Bomb Group Association (H). Over the years he volunteered with his church and the Culver City Senior Center. He loved to travel within the United States and abroad, visiting almost every continent in the last decade of his life. He loved para sailing, sky diving, para gliding and hang gliding accomplishing all of these extreme activities from the age of 78 - 88. May the angels lead you into Paradise, Frank...

FINAL FLY BY



LOUIS J. (Casey) STENGEL, M.SGT- U.S.A.F. Retired, passed away **March 31st, 2015** at Hoag Memorial Hospital in Newport Beach, Ca. of bladder cancer.

Louis was born on October 26th, 1935 in Seattle, Washington to the late Louis J. Stengel and Blanche Rutter. He lived his dream proudly by serving his country from 1952 to 1972. The first 4 years of service was in the u.S. Navy where he was in the Korean War. The following 16 years he was in the U.S.A.F. and was a Gunner on the B-52 serving in the Vietnam War.

Casey married Velma Appleman in December of 1956. He felt that the Air Force was a stable job and good family environment for both of them and their daughter, Keely. Casey was cremated per his request.

The family held a Celebration of Life luncheon at the American Legion in Newport Beach, Ca. on May 29th, 2015. He was saluted with a Military Honors ceremony for his service to our country. Family and friends gathered to share memories and kind words of Casey. He was a devoted husband and Father. Although a deeply sincere and serious person, his love to laugh and quick wit will never be forgotten. Casey's legacy will live on in all of the memories of those whose lives he touched

(Sent in by his wife, Velma)

FINAL FLY BY REMEMBERED



HIGHLAND >> **Tuskegee Airman Paul Green**, a colonel whose pioneering 33-year Air Force career ended as commander of [Norton Air Force Base](#), died Tuesday.

He was 91 and had been suffering from a long illness, said his wife, Angel, a striking difference from the dynamic combat pilot who became one of the first black pilots in the military during World War II.

“He was a ball of energy,” Angel remembered Tuesday. “A lot of young people today are lost, but he was always a great example for them.”

Green, of Highland, was one of 20 surviving documented original Tuskegee Airmen in the Los Angeles area and an estimated 200 in the country, said Ron Brewington, president of the Los Angeles chapter of the Tuskegee Airmen, International.

“He was an American hero,” Brewington said. “These guys, the Red Tails, fought two wars. They fought a war against the enemy, and they fought a war against discrimina-

tion.”

Green graduated in 1944, flew in a single-engine fighter plane for 25 missions as a long-range escort for bombers in Italy during World War II, then returned to fly in the Korean War and later the Vietnam War.

In an earlier interview, Green said the intensity at the Tuskegee Institute in Alabama led all but 30 of the 340 men who'd started the training to drop out by the time they reached advanced training.

“I was on pins and needles all the time. It wasn't so much the flying as it was ‘Am I going to stay in the program?’ I didn't want to do anything to get washed out,” Green said in 2006. “They were demanding. They wanted to make sure the guys that got out of that school were equal to any guys out of any school, if not better.”

Green's career took him to an island just south of the North Pole, where he stayed for 60 days, and to bases in the United States, Japan and Germany before transferring to [Norton Air Force Base](#) in 1974 for the final two years of his military career.

By [Ryan Hagen](#), *The Sun*

FINAL FLY BY

TAPS

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

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

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

DAD'S DAY

Her hair was up in a ponytail, her favorite dress tied with a bow. Today was Daddy's Day at school, and she couldn't wait to go. But her mommy tried to tell her, that she probably should stay home. Why the kids might not understand, if she went to school alone. But she was not afraid; she knew just what to say. What to tell her classmates of why he wasn't there today. But still her mother worried, for her to face this day alone. And that was why once again, she tried to keep her daughter home. But the little girl went to school eager to tell them all, about a dad she never sees, a dad who never calls. There were daddies along the wall in back, for everyone to meet. Children squirming impatiently, anxious in their seats. One by one the teacher called a student from the class, to introduce their daddy, as seconds slowly passed. At last the teacher called her name, every child turned to stare, each of them was searching, a man who wasn't there. 'Where's her daddy at?' she heard a boy call out. 'She probably doesn't have one,' another student dared to shout. And from somewhere near the back, she heard a daddy say, 'Looks like another deadbeat dad, too busy to waste his day.' The words did not offend her, as she smiled up at her Mom, and looked back at her teacher, who told her to go on. And with hands behind her back, slowly she began to speak. And out from the mouth of a child, came words incredibly unique. 'My Daddy couldn't be here, because he lives so far away. But I know he wishes he could be, since this is such a special day. And though you cannot meet him, I wanted you to know, all about my daddy, and how much he loves me so. He loved to tell me stories, he taught me to ride my bike, and he surprised me with pink roses, and taught me to fly a kite. We used to share fudge sundaes, and ice cream in a cone, and though you cannot see him, I'm not standing here alone. 'Cause my daddy's always with me, even though we are apart, I know because he told me, he'll forever be in my heart. 'With that, her little hand reached up, and lay across her chest, feeling her own heartbeat, beneath her favorite dress. And from somewhere here in the crowd of dads, her mother stood in tears, proudly watching her daughter, who was wise beyond her years. She stood up for the love of a man not in her life, doing what was best for her, doing what was right. And when she dropped her hand back down, staring straight into the crowd, she finished with a voice so soft, but its message clear and loud. 'I love my daddy very much, he's my shining star, and if he could, he'd be here, but heaven's just too far. You see he is a soldier and died just this past year, when a roadside bomb hit his convoy and taught the world to fear. But sometimes when I close my eyes, it's like he never went away.' And then she closed her eyes, and saw him there that day. And to her mother's amazement, she witnessed with surprise. A room full of daddies and children, all starting to close their eyes. Who knows what they saw before them, who knows what they felt inside. Perhaps for merely a second, they saw him at her side. 'I know you're with me Daddy,' to the silence she called out. And what happened next made believers, of those once filled with doubt. Not one in that room could explain it, for each of their eyes had been closed. But there on the desk beside her, was a fragrant long-stemmed rose. And a child was blessed, if only for a moment, by the love of her shining star. And given the gift of believing, that heaven is never too far.

From: <http://www.heavensinspirations.com/dads-poem.html> Author unknown.

AFGA NEWSREEL

The Official Report *(The “rest of the story” by Crewdog Commander Paul Maye)*

Bob- Thought you might find this interesting. Can't have gunners going without ammo. Paul

The Official Report

(The “rest of the story” by Crewdog Commander Paul Maye)

On 23 November 1981, SAC's Strategic Projection Force (SPF) demonstrated its global strike capability with a live drop in front of grandstands in Egypt, before an audience of Middle East allies and the not so friendly representatives from the Soviet Bloc nations and Communist China. *(A show of commitment to our allies and a not so subtle hint about our Nuclear Alert Force, as well as conventional, strike capability).*

Eight B-52s took off from Grand Forks and Minot AFBs in deteriorating snowy conditions for what became the longest nonstop bombing mission in the command's history to deliver bombs on a target 7500 miles away. While the crews had one practice mission over White Sands Missile Range, there was some apprehension about new release lanyards and separation distance from the grandstands. *(Oh yeah, during the practice live drop the two star SAC Directors of Operations and Maintenance had to dive behind a large rock to avoid a hail of shale when the bombs hit at the test distance from the Egyptian grandstands—but there would be sand over there and not shale. Command decision to press on).*

After takeoff the lead aircraft out of Grand Forks with the 319th Bombardment Wing mission commander on board had an inflight emergency and had to return to base. *(I was in the IP seat on the second BUFF and could see #1 was struggling to gain altitude and finally got them to confess they had lost an engine. With adverse headwinds forecast, I regretfully had to order them to abort and to launch the spare. Hated to send the mission commander, who had done all the liaison and Top Secret mission planning, back home but seven engines wasn't going to hack it).*

The headwinds were 180 degrees from flight path and what had been predicted, requiring the aircraft to fly near max speed to make time over target and three inflight heavyweight refuelings. The first refueling was unavoidably conducted in moderate turbulence and the second with visibility less than one mile. *(How about less than 200 feet at initial sighting for hookup—had to waive visibility requirements).*

Adding to the weather/fuel burn problems was the potential threat of Libyan interceptors. Just two months earlier U.S. Navy carrier aircraft had a skirmish with at least two Libyan jets. *(Actually shot down at least one, and Omar Qudaffi then threatened to shoot down any U.S. aircraft penetrating Libyan airspace. Our flight path was to penetrate to low level right over Libya. Viola, willing to take full responsibility, I made a last minute Wing Commander decision unbeknown to SAC Hdq, to go against the frag order and load ammo aboard our B-52s. Wasn't going to send my crews into this threat environment bare-assed, especially since Egyptian MIGs were also going to do low-level interceptor training on us with their ammo onboard. This was just weeks after Egyptian president Sadat had been assassinated in a very unstable political and military environment).*

Using radar synchronous bombing methods backed by a visually aided release, the B-52s each dropped a load of 27 500-lb. conventional drogue retarded bombs from 600' to open a firepower demonstration and provide a convincing show of force, timing and accuracy. *(After 1+20 at low level, our 1st lieutenant Nav put our lead aircraft over the release point within one second of demo kickoff timing. What made it particularly delicious was that the Soviet rep was chiding our four star Rapid Deployment Joint Task Force Commander—later to be CENTCOM—about “sure your B-52s are going to be here at 10:00, we don't see any”. About that time we popped up off the deck and the first bomb hit. Kinda like an in-your-face dunk—Kaboom!)*

While weather had improved over the Atlantic the crews faced a long flight home (with an add-on refueling) to complete an impressive and highly successful 31-hour, 15,000 mile flight that proved the efficacy of the SPF. Although very fatigued, the crews arrived home on time and were faced with landing in poor weather with patches of ice and snow on the runways. *(Got em all down safely. Whew, way to go guys!)*

(Editor's Note: Many THANKS, General....great insight to this mission - loved the AMMO part!. Bob)

AFGA NEWSREEL— DAYS GONE BY KB-29M/R - EARLY AIR REFUELING TESTING

The designation KB-29M was assigned to 92 B-29s that were converted to aerial tankers using the British-developed hose refuelling system. In addition, 74 B-29 aircraft were converted as receivers for this system under the designation B-29MR. In retrospect, this hose refuelling system was unbelievably awkward and cumbersome, and it is a wonder that it worked at all. That it was so successful is a testament to the courage and ability of all concerned.

The primary goal of the project was to extend the range of the B-29 fleet to make it possible to attack targets in the Soviet Union with nuclear weapons.

The B-29MR conversion was carried out by removing all of the B-29 gun turrets and their associated equipment except the tail turret. On some of the conversions, even the left and right gun sighting blisters were removed and replaced by small ten-inch diameter windows to cut down on the drag. The rear bomb bay was fitted with an extra fuel tank of 2300 gallon capacity, and the forward bomb bay was modified to carry an atomic bomb. In addition, extra rendezvous equipment was installed to aid in the tankers and bombers being able to locate each other. The B-29MR had a refueling nozzle receptor installed on the lower right side of the fuselage, approximately at the location where the lower aft gun turret had been located prior to its removal. The receptor was connected to plumbing that transferred fuel to the gas tank system. A 450-foot cable (known as the *hauling line*) emerged from the center of the nozzle receptor. This cable was controlled by a hydraulic winch that was operated by a crewman sitting in the tail turret position. The end of the cable held a dish-shaped metal pan equipped with grapnel hooks. The winch operator had no way of seeing what was going on outside his immediate station, and had to rely on guidance by an observer (usually the radar officer) sitting in the tail gunner's position.

Similar changes were made to the KB-29M tanker aircraft. All of the gun turrets were removed, including the tail turret. The bomb bay of the KB-29M was fitted with a separate fuel tank holding 2300 gallons. This tank was also plumbed into the normal aircraft fuel system so that fuel from it could also be transferred to the receiver aircraft. The KB-29M tanker aircraft carried a system of hoses, reels, winches and fuel pumps needed for the transfer of the fuel to the receiver aircraft. A power-driven reel for the refuelling hose was installed in the rear fuselage at the position where the lower aft turret had been located prior to its removal. The KB-29M also had a cable and associated winch (known as the *contact line*) that was used to assist in the setup of the connection between the two aircraft.



During the refuelling operation, the tanker aircraft flew in formation slightly above, to the left, and to the rear of the receiver aircraft. In order to initiate the contact, the tanker aircraft let out about 300 feet of contact line behind it. There was a 50-pound weight at the end of the contact line cable, so it hung almost straight down from the tanker. At the same time, the receiver aircraft let out about 300 feet of hauling line cable that extended from the refuelling receptacle located under-

neath the tail on the starboard side. With the grapnel pan at the end of the MR's hauling line, the cable trailed almost straight back from the aircraft. With both lines fully extended, the tanker aircraft would then cross over to the right side of the MR, and the two cables would make contact. The operator in the tail turret of the tanker aircraft would then pull in his contact line cable, and the grapnel hook on the end of the MR's hauling line would ensure that a positive connection was made. The tanker aircraft would pull the contact line all the way into the aircraft. With the end of the MR hauling line cable now in the tanker, the operator removed the grapnel pan from the end of the hauling line and attached the hauling line to the nozzle at the end of the refueling hose. The operator in the tanker aircraft then began to let out the hose, and at the same time the winch operator in the MR receiving aircraft started to pull in the hauling line. The hose and nozzle would be pulled around a 300-foot curve trailing behind the two aircraft, the reel unwinding as the hose extended. Once the hose nozzle reached the MR, it was mated with the nozzle receptor and locked into place.

While the receiver aircraft hauled in the hose, there was a very critical sequence in which if not followed correctly could--and sometimes did---result in loss of the hose. At the point when the hose came "coming 'round the bend"---the winching had to be accelerated to keep the hose from whipping. If severe whipping did occur, the entire hose system usually had to be jettisoned.

After the nozzle of the hose was firmly seated in the receptacle of the MR aircraft and locked, a signal was sent to the tanker

AFGA NEWSREEL— DAYS GONE BY KB-29M/R - EARLY AIR REFUELING TESTING (cont)

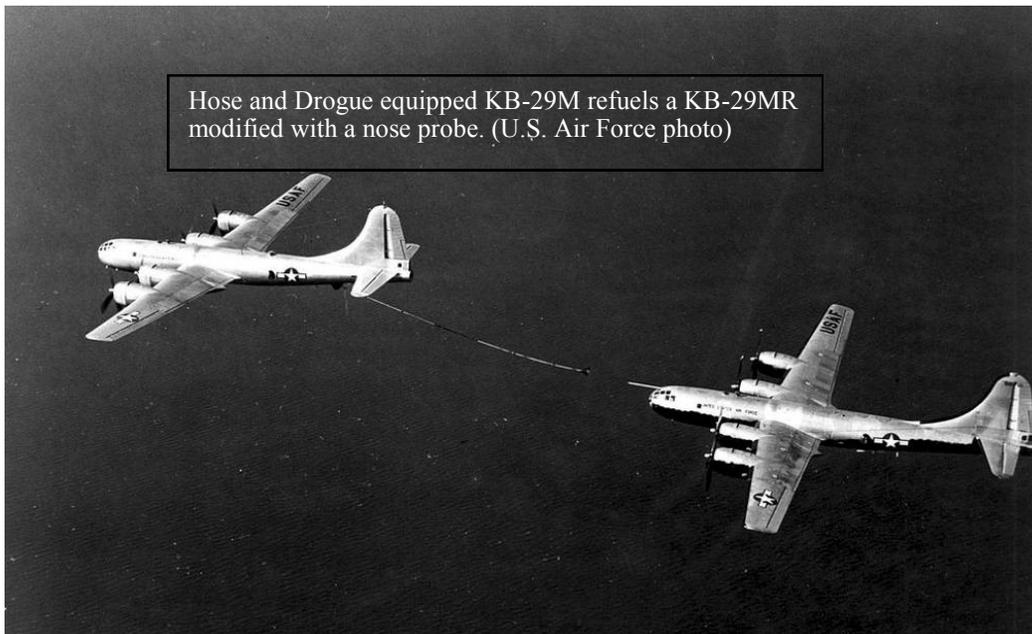
aircraft (which was now above and behind the receiver) that contact had been made and that fuel could now be transferred. Fuel then flowed via gravity from tanker to receiver aircraft. Incoming fuel was usually directed into the 2300-gallon rear-fuselage tank, but it could also be directed into the other tanks in the regular fuel system.

Once the fuel transfer was complete, the MR operator unlocked the nozzle and started letting out his hauling line cable. The tanker aircraft reeled in the entire length of hose, and the operator in the tanker aircraft disconnected the MR's hauling line from the hose and reattached the grapnel pan. The pan and hauling cable were then pulled back into the MR aircraft. The feasibility of the system was first demonstrated on March 28, 1948 by two converted B-29s. Water rather than fuel was transferred during this test, but full fuel-flow trials were made in May of 1948. Encouraged by this success, the Air Force then ordered conversion of 92 B-29s to serve as tankers using this system under the designation KB-29M. Boeing's Wichita Plant 2 was reopened in 1948 to handle this conversion. As part of the program, another 74 B-29s were modified as receiver aircraft for the KB-29M tankers. Initially, the designation B-29L had been reserved for this version, but they were designated B-29MR instead.

In the U.S. Air Force, the 509th and 43rd Air Refueling Squadrons were created during the summer of 1948 to operate the KB-29M tankers, although it was almost January of 1949 before both these squadrons were fully manned. Both squadrons operated KB-29M tankers, with the 509th based at Walker AFB, New Mexico while the home field for the 43rd ARefS was Davis-Monthan AFB, Arizona. They practiced inflight refueling with B-50A bombers. During January and February of 1949 this technique was practiced with B-50's named GLOBAL QUEEN, LUCKY LADY II, LONG RANGER and a few others. Between February 26 and March 2, 1949 the B-50A LUCKY LADY II (serial number 46-0010) made the first nonstop flight around the world while being refueled in flight by 8 KB-29M's of the 43rd Air Refueling Squadron. 94 hours were taken for the 23,452-mile journey.

Although the hose refuelling system proved to be feasible, in practice the system had the disadvantage in taking a long time to make the contact and engage the hoses. Once contact was made, the rate of fuel transfer was slow, and the hoses provided a lot of aerodynamic drag which limited the airspeed. Consequently, the hose system was used for only a few years before it was replaced by the Boeing-developed flying boom system.

Source: www.joebaugher.com/usaf_bombers/b29_22.html



As better techniques for refueling, some KB-29Ms were modified to use 'probe and drogue' systems, in which the refueling hose has a long torus-shaped para-drogue attached to the end, and the receiving aircraft has a probe on it's nose or wing, which the pilot maneuvers into the drogue to link the hose.

The refuelling systems were developed and installed by Flight Refuelling Ltd, at Tarrant Rushton in the United Kingdom.

The Enola Gay: A Minor Mystery, Solved!

By TED GUP APRIL 11, 2015

In the 1980s, the Smithsonian began restoring the Enola Gay, the plane that dropped the atomic bomb on Hiroshima. By then it was a complete mess. Over the years it had been disassembled, spread across multiple buildings, birds had nested in its engines, a turret had been smashed, its wheels had decayed, and its parts were corroded from being left out in the wind, sun and rain.



Workers invested an estimated 300,000 hours on the task, sorting through countless parts and polishing its aluminum skin until the iconic B-29 Superfortress — one of the most famous planes in the world — once more took shape. But among the missing pieces was the cap that snapped into the control wheel where the pilot, Col. Paul W. Tibbets Jr., guided the plane. The cap, a stylish black affair with “B-29” and “Boeing” written to form the wings of a silhouetted bomber, was gone. The restorers scoured the country, tapping into a network of collectors and aircraft aficionados to locate a vintage replacement.

What became of the original cap? It seemed destined to be forever lost.

Recently, I sat before my class at Boston College discussing John Hersey’s influential book “Hiroshima,” as part of a course that looks at stories that changed history. I spoke of my time in Hiroshima on assignment for National Geographic and of my interviews with the hibakusha — survivors of the bomb. At the end of the long table, Katie Rich, a senior philosophy major, seemed particularly engaged, but said little.

After class she came up to me and said that her father had a piece of the Enola Gay.



She had my full attention. Two summers earlier she had asked her father about a small object in a shadow box that had “B-29” and “Boeing” on it. She had been vaguely aware of its presence all her life, but now was curious enough to ask what it was. Her father, Robert John Rich Jr., explained that it was the center of the steering wheel from the Enola Gay. Her grandfather, she was told, had removed the cap more than a half-century earlier.

The cap to the pilot’s wheel of the Enola Gay still hangs in the Rich family home outside Minneapolis. Credit Jenn Ackerman for The New York Times

Katie had her doubts. But she went online and found photos of the cockpit before restoration and, sure enough, the cap to the pilot’s wheel was empty. (A later Smithsonian news release confirmed the piece was missing.)

And how did the Rich family come by such an artifact? Talk to my dad, Katie said. First, she called her father to see if he would be willing to do that — he had a momentary misgiving, but then decided to reveal the family history, joking, “They can’t court-martial my father 20 years after he died.” Like Katie, her father had been

After class she came up to me and said that her father had a piece of the Enola Gay.

The Enola Gay: A Minor Mystery, Solved!
By TED GUP APRIL 11, 2015 (cont)

aware of the object throughout his childhood, noticing it disappearing and reappearing in various drawers and bookshelves.

“We played with it as kids,” he said. “It kind of looked like a car horn. We didn’t know what it was”. At some point it resurfaced in a shadow box along with various wings his father had saved from years in the Air Force. It bore no description, but was protected like a relic or talisman. Mr. Rich knew his father had never flown a B-29 — in [World War II](#), he had been a navigator on a C-46 cargo plane flying the Burma Hump — and so he asked what was so special about the piece.

“It was from the Enola Gay,” his father said, and he had come into possession of it not long after the war ended.”

Then Mr. Rich was stationed at the dry and dusty Davis-Monthan Army Air Field outside Tucson, where more than 200 C-47s and 600 B-29s had been relocated for long-term storage — “mothballed.” Many were destined to be taken apart for their metal. On a walk through the boneyard, as it came to be called, he saw a B-29 with the name Enola Gay drawn boldly in black letters on the nose of the fuselage. Perhaps imagining that the plane might face a fate like so many others — reduced to scrap — Robert John Rich Sr. climbed up into the cockpit and liberated the cap from the wheel, putting it in his pocket as a souvenir.

He died in 1994 at the age of 75 — just as the Smithsonian was preparing to present a portion of the plane for the 50th anniversary of the end of World War II. (The museum’s display of a section of the Enola Gay’s gleaming fuselage rekindled the debate about the justification for using the A-bomb, which caused friction between some veterans and other observers, like historians. For the veterans, any focus on civilian casualties or the dawning of the nuclear age was seen as muddying their sacrifices and victory.)

Today, the onyx-black piece from the B-29 still hangs in the Rich family home outside Minneapolis, a brief note scrawled across the backing of the frame explaining its link to history. Robert John Rich Jr., also a former Air Force captain, understands well the singular place the Enola Gay occupies.

He has never seen the Enola Gay, now a part of the Smithsonian’s exhibition at the Steven F. Udvar-Hazy Center in Chantilly, Va. “It’s on my bucket list,” he says.

And what, I ask, if the Smithsonian should reach out to him and ask if he would be willing to allow the piece to be reunited with the plane? “I think that would be the right place for it,” he said. “I think it would be cool to give it to them and trade it for a different one.” Katie, too, is on board. “I love that idea.”

“It is a marvelous story,” says Peter Jakab, the National Air and Space Museum’s chief curator. “It’s great when things you think are lost resurface.” Once the object’s provenance is verified, he says, the museum would most likely welcome the piece, though a trade is not something the museum usually does. “I’m not saying it never happens,” he says, seeming to leave the door slightly ajar.

Ted Gup is an author who teaches at Emerson College and at Boston College

HISTORY TRIVA
TIDBITS FROM CEASE

In George Washington's days, there were no cameras. One's image was either sculpted or painted. Some paintings of George Washington showed him standing behind a desk with one arm behind his back while others showed both legs and both arms. Prices charged by painters were not based on how many people were to be painted, but by how many limbs were to be painted. Arms and legs are 'limbs,' therefore painting them would cost the buyer more. Hence the expression, 'Okay, but it'll cost you an arm and a leg.' (Artists know hands and arms are more difficult to paint.)

AFGA NEWSREEL

Keesler technicians solve years-old mystery illness aboard C-130s



BILOXI, Miss. (Tribune News Service) — For years, a strange problem with the U.S. Air Force's C-130 aircraft had pilots and crews reporting sickness, discomfort and, in some cases, excruciating pain after routine flight missions. The phenomenon remained a mystery until February, when a handful of reservists at Keesler Air Force Base took the initiative to solve the mystery. They made a tiny discovery that's affecting airplanes worldwide.

The problem was with the pressurization system on the C-130 Hercules — the longest-produced and perhaps most-popular aircraft in military history. The versatile airplane serves as an attack gunship, a troop transport, a surveillance plane and many other roles.

Keesler's famed Hurricane Hunters fly the C-130J for weather reconnaissance.

In February, maintenance technicians from the 403rd Wing began a hunt for a solution to the problem. At times, the C-130s' pressuriza-

tion systems could not be controlled manually or automatically. Cabins would over-pressurize at certain altitudes, causing the physiological problems.

The health effects typically surfaced after the flights. Crew members were on the ground yet still felt as though they were in the air, Tech. Sgt. Fernando Betancourt said.

The effects were mostly minor but had the potential to be severe.

"It can be dangerous," Tech. Sgt. Vincent Hawkins said. "We've had people that had nasal-cavity problems, ear problems, excruciating pain."

Some would vomit, and others experienced pressure buildup in their eye sockets, Hawkins said.

"Flight crews were constantly writing it up, which basically grounded (the affected) airplane every time," Master Sgt.

James Rials said. "It could cause excruciating pain to the point you can't function."

The technicians noticed something strange. They were finding tiny metal shards in the pressurization system's air lines.

As similar reports and findings mounted over the years, airmen tried every repair listed in the maintenance manuals. The problem would usually go away for one or two flights, then return.

They even collected the metal particles and gave them to Lockheed Martin, the C-130's manufacturer, hoping the company's engineers could find their source.

But no one had any answers.

"When the book failed us and didn't tell us what the problem was, we just went with experience," Hawkins said. "We had to think outside the box."

Because they try not to keep planes grounded for more than a day or two, Rials, Hawkins and Betancourt decided to put together a team. They spent two days stripping the pressurization system off one of 403rd Wing's planes and inspecting each part.

"We changed parts from the tail to the nose," Rials said.

It took 500 man hours and disassembly of about 65 percent of the system before they made the crucial discovery. The metal particles were coming from a corroded rivet, no larger than a pencil point, inside an air valve.

The corrosion had remained hidden for years because every other part of that valve is stainless steel. But not the tiny rivet, which is composed of plain pot metal — an inexpensive, low-quality alloy.

Moisture in the air could cause the rivet to rust and fall apart. Whenever the pressurization system was used, the air in the lines would push the metal particles to another valve at the very front of the system. Maintenance personnel sometimes found them there but couldn't work out where they came from.

Often, technicians would receive a maintenance order, but when they inspected the system, the particles had moved, causing the blockage to disappear. They would move again on a later flight, creating a new blockage elsewhere in the air line.

"It was one of those things you just could not find," Rials said. "It was so insidious, it would mask itself."

Problems with the C-130J's pressurization system cropped up after 2004, when Lockheed Martin implemented field installations of new check valves, Rials said.

As no one seemed to know the valves contained rivets prone to corrosion, they weren't part of regular fault-isolation manuals used by maintenance crews for troubleshooting.

Because of the work done by Keesler's 403rd, however, Lockheed Martin is expected to update the manuals. It's a victory for the often-overlooked role served by maintenance teams in the military.

"Once that information makes it to Lockheed, then it goes out worldwide," Hawkins said.

The rust-prone rivets were not on just a few airplanes.

Keesler's 403rd has already replaced the valves on 13 of its 20 planes.

Every unit in the U.S. Air Force with a C-130J will now be performing regular inspections of the valves, and other nations that use the plane will more than likely follow suit, Hawkins said.

"When you do something like this, the changes go to so many different people throughout the world," he said. "And no one knows."

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AFGA NEWSREEL

Pete Karjanis' Inputs of Current News

Discussion is underway to submit a B-52 re-engining proposal to Air Force leadership within the "next few months," commander of Air Force Global Strike Command [Lt. Gen. Stephen Wilson](#) said at AFA's Air Warfare Symposium in Orlando. AFGSC put together a team with Air Force Materiel Command, acquisition officials, and industry and, "I think everybody would say it makes good business sense in terms of sav[ing] a lot of gas with some more efficient engines," Wilson said, Feb. 13. "We have maintenance costs that are going up and will continue to go up in the future, because we're going to fly the B-52 for another 25 years," he explained. Wilson said his team is working to "put together a business case proposal," bring together potential partners, and "get some skin in the game" for re-engining the fleet as soon as funds, planning, and resources permit.

A second rotation of B-52s from Barksdale AFB, La., took over US Pacific Command's continuous bomber presence at Andersen AFB, Guam, earlier this month, according to a March 9 [release](#). "This time around, we are replacing our own brothers and sisters from the 96th Bomb Squadron," said 2nd Aircraft Maintenance Squadron assistant superintendent SMSgt. Walter Leitnaker. Barksdale's 20th Bomb Squadron took over from its sister 96th BS on March 3. "Our mission is to provide that long strike capability to PACOM," said 20th BS Operations Director Lt. Col. Wade Karren. "The objective is to deter our adversaries and to assure our allies in the region, so we provide that stability in that area of responsibility," he added.

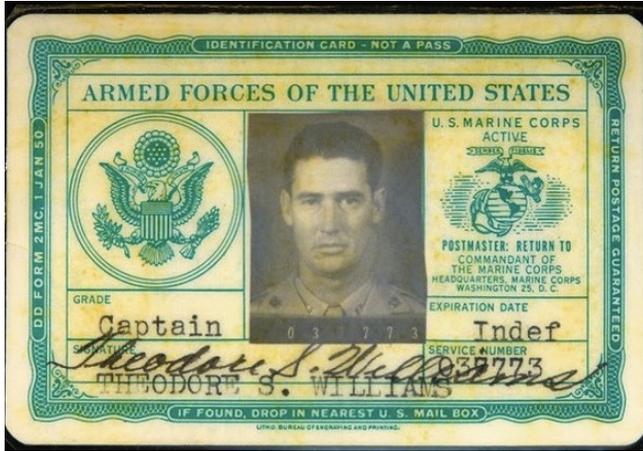
The World's second airworthy B-29 Superfortress was ceremoniously rolled out of its restoration hangar and "redelivered" 71 years to the day after its original hand-over to the Army Air Forces—once again in Wichita, Kan., on March 23. "Many of us, especially our dedicated volunteers, have waited a very long time to see this day," Jeff Turner, chairman of Doc's Friends, which is undertaking and funding the project, said at the ceremony. "It means *Doc* is that much closer to being ready to fly again," he added in a [release](#). Volunteers have spent 15 years since the B-29 was salvaged from a target range in the Mojave Desert preparing *Doc* to fly again. "*Doc* represents the sacrifices of 'the greatest generation,' to whom all Americans owe their freedom," said Col. James Dermer, vice commander of the 22nd Air Refueling Wing at neighboring McConnell AFB, Kan. Volunteers [plan to taxi-test *Doc*](#) later this month or next, and hope to fly the aircraft to this summer's Experimental Aircraft Association fly-in in Oshkosh, Wis. If all goes well, crowds will have the chance to see *Doc* fly formation with Fifi—the only other airworthy B-29 in the world—at Oshkosh.

The Air Force expects to have industry proposals in hand by "this summer" for re-engining the B-52H bomber fleet, according to Air Force Global Strike Command boss Lt. Gen. Stephen Wilson. In preliminary discussions "almost every industry engine partner has come forward and said they can give us a 35 percent more fuel-efficient engine," said Wilson at an AFA-sponsored talk on Capitol Hill on April 21. "What that means is that I can get about 35 percent more range out of the B-52," which already boasts substantial reach, he said. An added bonus is that a more fuel-efficient B-52 would "use about a third less" tanker support, said Wilson, allowing high-demand tankers to reallocate to support other missions. He said initial analysis points to a one-for-one engine swapout, thus keeping the B-52's eight-engine configuration instead of moving to four turbofans. "We'd have to do less modification to other parts of the B-52 to keep an eight-engine variant, so we are moving forward" under that design assumption, he said.

Four B-52 bombers flew simultaneous long-distance power-projection training flights over the Arctic and North Sea from Barksdale AFB, La., and Minot AFB, N.D., on April 2, Air Force Global Strike Command announced. "Exercises and operations such as these bomber flights enable and enhance relationships with our allies and partners, and allow others to understand what capabilities US Strategic Command brings to the equation," STRATCOM Commander Adm. Cecil Haney said in a release. NATO aircraft, including British Typhoons, Canadian F-18s, and Dutch F-16s, practiced dissimilar air-intercepts with the B-52s en-route. Unlike recent Russian bomber flights, each of the B-52s operated in "compliance with national and international protocols and due regard for the safety of all aircraft sharing the air space," Haney said. Exercise Polar Growl afforded crews polar-navigation training, and tested command and control of simultaneous deterrence sorties. B-52s also participated in several NATO exercises and deployments in and around Europe last year.

The Air Force lost its "presence" in the top tier of the nuclear deterrence conversation when Strategic Air Command was abolished in the early 1990s, Chief of Staff Gen. Mark Welsh said April 2. "We lost the focal point," he said, and with it, expertise on nuclear issues on the Air Staff. Welsh said he recently convened a number of senior-leader seminars, "just to re-educate ourselves" on the nuclear mission and how it affects the broader Air Force, during which leaders are "learning a lot that we should already have known." In his opinion, Welsh said, USAF should be central to the nuclear discussion, offering "practical solutions [and] priorities," as well as "options other than what we're used to" for national leaders. The service has not "influenced those discussions" on the direction of the nuclear enterprise "in my opinion, to the level we need to." Welsh said the decisions regarding USAF's nuclear mission since SAC went out of business "all made sense at the time," but during those 17 years, USAF "slowly slid out of the picture in this discussion." That's sometimes "because all the people who do the nuke work for us are not here in Washington, and don't visit enough. Sometimes it's because there's a lot of things going on in the Air Force and the Chief of Staff wasn't engaged directly enough ... We lost the knowledge on the Air Staff."

KOREAN WAR VETERAN'S STORY *A Little Known Story of a Baseball Player*



The Boston Red Sox slugger who wore No. 9 as a major leaguer, would now be assigned to an F-9 Panther jet as a pilot. Ted flew a total of 39 combat missions in Korea. He was selected by his commander John Glenn (later the astronaut, senator, and 'septuagenonaut') to fly as Glenn's wingman.

While flying an air strike on a troop encampment near Kyomipo, Williams' F-9 was hit by hostile ground fire. Ted commented later: "The funny thing was I didn't feel anything. I knew I was hit when the stick started shaking like mad in my hands. Then everything went out, my radio, my landing gear, everything. The red warning lights were on all over the plane." The F-9 Panther had a centrifugal flow engine and normally caught fire when hit. The tail would literally blow off most stricken aircraft. The standard orders were to eject from any Panther with a fire in the rear of the plane. Ted's aircraft was

indeed on fire, and was trailing smoke and flames. Glen and the other pilots on the mission were yelling over their radios for Williams to get out. However, with his radio out, Williams could not hear their warnings and he could not see the condition of the rear of his aircraft. Glenn and another Panther flown by Larry Hawkins came up alongside Williams and lead him to the nearest friendly airfield. Fighting to hold the plane together, Ted brought his Panther in at more than 200-MPH for a crash landing on the Marsden-matted strip. With no landing gear, dive brakes, or functioning flaps, the flaming Panther jet skidded down the runway for more than 3000 feet. Williams got out of the aircraft only moments before it was totally engulfed in flames. Ted Williams survived his tour of duty in Korea and returned to major league baseball.

Psst: Ted missed out flying combat missions during WW II, because his flying and gunnery skills were so good that he was kept as an instructor for much of the War. During advanced training at Pensacola, Florida Ted would accurately shoot the sleeve targets to shreds while shooting out of wing-overs, zooms, and barrel rolls. He broke the all time record for 'hits' at the school. Following Pensacola, Ted was sent to Jacksonville for advanced gunnery training. This is the payoff test for potential combat pilots. Ted set all the records for reflexes, coordination, and visual reaction time. As a result of his stunning success he was made an instructor at Bronson field to put Marine aviation cadets through their final paces. By 1945 Ted got his wish and was finally transferred to a combat wing, but weeks later the War was over. He was discharged from the military in December of 1945. Seven years later, in December of 1952, Ted was recalled to active duty as a Marine Corps fighter pilot.

GUNNER HISTORY **MORE CLYDE SEZ'**

The USS Winston Churchill is the first ship in the Navy to be named after a foreign dignitary. This first cruise of the Churchill was what the sailor's called a whiskey run. Because of it's name sake England was it's first stop. The Nav. of the ship was the son of the English Navy CNO. England was as far as they got. The ship got turned around after 9/11 to the states because they had no munitions on board. Jeff flew 60 Bravo's which is a Black Hawk sub chaser. They fly off the tail end of cruiser's, destroyers and frigates. They can load these birds down with torpedo's, depth charges, hell fire missiles and some kind of anti ship missile that will do a number on small ships but any bigger ship will just get pissed off and they will come and get you according to Jeff When they fly at night with no moon or star's it's like taking off into outer space. The pilots become very good instrument flyers. If once they get into the air and fly their mission and on return the ship is pitching around too much they maintain a hover over the landing pad on the fan tail and lower a cable to the pad and a brave sailor risks his neck and fights the waves and hooks the cable to a winch and the ship pulls the chopper to the deck. The pilots shut the engines and folds the tail up then the winch is pulled into the hanger following a slot in the deck. This is about as Rube Goldberg as the chopper it's self .Too many moving parts that can go south and cause a oh shit moment in my humble opinion.

INTERESTING WEBSITES—AUGUST 2015

INTERESTING WEBSITES:

<http://www.abc.net.au/news/2015-04-06/wwii-secret-operations-boat-mv-krait-to-be-memorialised/6371658>

Secret WWII Australian mission – quite interesting

<http://www.disabledveterans.org/2013/12/09/mmqb-va-dod-cover-thailand-agent-orange-data-release/>

Agent Orange updated information

<http://www.strategic-air-command.com/history/history-vietnam.htm>

MUST READ FOR THOSE WHO FLEW LBII MISSIONS – OR SERVED DURING THOSE DAYS by Terry Horstead

<http://www.strategic-air-command.com/crow.htm>

Some background on the “CROW” history – or as we knew him as “EDUB” – a most honored reference to one of our brother crewmembers.

<http://www.air-and-space.com/castlb36.htm> Castle AFB RB-36H restoration (from Chanute AFB)

<http://www.westoveryesterday.com/InMemoriam.html> Westover AFB – history and a memorial page

<http://io9.com/this-animated-data-visualization-of-world-war-ii-fatali-1709065880> **This Animated Data Visualization Of World War II Fatalities Is Shocking – well worth the 15 minutes to watch.**

<http://www.nmusafvirtualtour.com/media/041/B-52D%20Aft%20Equipment%20Compartment.html> - B-52 Aft Equipment Compartment

BACK IN THE OLD DAYS... WORDS AND PHRASES FROM YESTERDAY BY Richard Lederer

About a month ago, I illuminated old expressions that have become obsolete because of the inexorable march of technology. These phrases included don't touch that dial, carbon copy, you sound like a broken record and hung out to dry. A bevy of readers have asked me to shine light on more faded words and expressions, and I am happy to oblige:

Back in the olden days, we had a lot of moxie. We'd put on our best bib and tucker, and straighten up and fly right. Hubba-hubba! We'd cut a rug in some juke joint and then go necking and petting and smooching and spooning and billing and cooing and pitching woo in hot rods and jalopies in some passion pit or lovers' lane. Heavens to Betsy! Gee whillikers! Jumpin' Jehoshaphat! Holy moley! We were in like Flynn and living the life of Riley, and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. Not for all the tea in China!

Back in the olden days, life used to be 'cool', or swell, but when's the last time anything was swell? Swell has gone the way of beehives, pageboys and the D.A.; of spats, knickers, fedoras, poodle skirts, saddle shoes and pedal pushers. Oh, my aching back. Kilroy was here, but he isn't anymore.

Like Washington Irving's Rip Van Winkle and Kurt Vonnegut's Billy Pilgrim, we have become unstuck in time. We wake up from what surely has been just a short nap, and before we can say, "I'll be a monkey's uncle!" or "This is a fine kettle of fish!" we discover that the words we grew up with, the words that seemed omnipresent as oxygen, have vanished with scarcely a notice from our tongues and our pens and our keyboards.

Poof, poof, poof go the words of our youth, the words we've left behind. We blink, and they're gone, evanesced from the landscape and wordscape of our perception, like Mickey Mouse wristwatches, hula hoops, skate keys, candy cigarettes, little wax bottles of colored sugar water and an organ grinder's monkey.

Where have all those phrases gone? Long time passing. Where have all those phrases gone? Long time ago: Pshaw. The milkman did it. Think about the starving Armenians. Bigger than a bread box. Banned in Boston. The very idea! It's your nickel. Don't forget to pull the chain. Knee high to a grasshopper. Turn-of-the-century. Iron curtain. Domino theory. Fail safe. Civil defense. Fiddlesticks! You look like the wreck of the Hesperus. Cooties. Going like sixty. I'll see you in the funny papers. Don't take any wooden nickels. Heavens to Murgatroid! And away-a-ay we go!

Oh, my stars and garters! It turns out there are more of these lost words and expressions than Carter had liver pills.

This can be disturbing stuff, this winking out of the words of our youth, these words that lodge in our heart's deep core. But just as one never steps into the same river twice, one cannot step into the same language twice. Even as one enters, words are swept downstream into the past, forever making a different river.

We of a certain age have been blessed to live in changeful times. For a child, each new word is like a shiny toy, a toy that has no age. We, at the other end of the chronological arc, have the advantage of remembering there are words that once did not exist and there were words that once strutted their hour upon the earthly stage and now are heard no more, except in our collective memory. It's one of the greatest advantages of aging. We can have archaic and eat it, too.

See ya later, alligator!

THIS AND THAT YB-17 FLYING FORTRESS



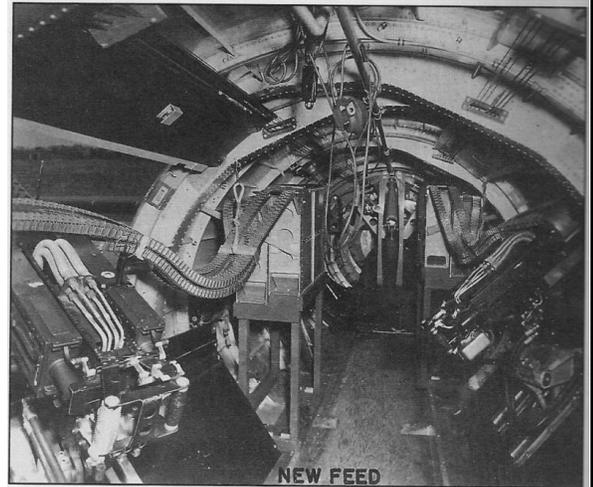
The second production B-17F-1 was converted into the first YB-40 Prototype. The development of the Lockheed – Vega built XB-YB-40 ,was the Army Air Forces attempt to bring additional defensive firepower to the bomber formations flying against the German Luftwaffe fighters. The X in XB was used for "EXPERIMENTAL" and the Y in YB signified "SERVICE TEST ". They were rushed into combat in May, 1943 with the 92ndBG at ALCONBURY.

These aircraft were to fly on the wings of the regular formations and provide extra FIRE power. Twenty two aircraft were built , one -XB-40 and twenty two YB- 40s. It carried a crew of nine , without a bombardier. The aircraft probably should have been given a "P" for pursuit designation because it was more like a fighter than a bomber. No bomb bay , bombs or bombardier.

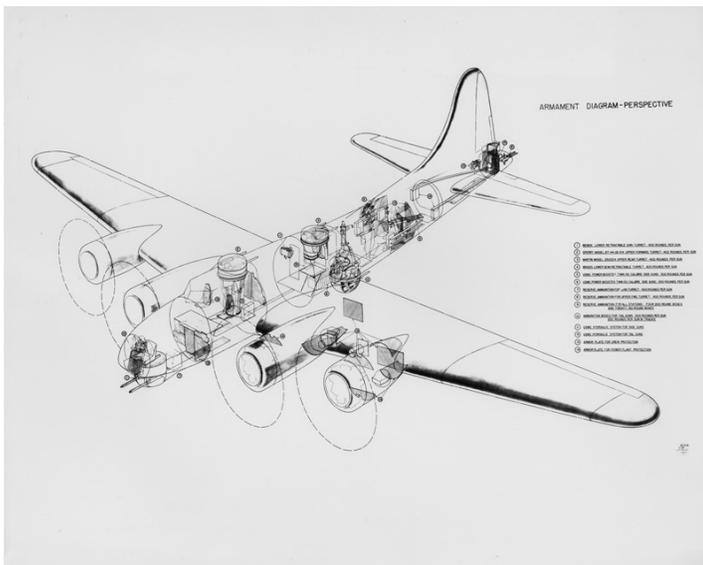
The aircraft probably should have been given a "P" for pursuit designation because it was more like a fighter than a bomber. No bomb bay , bombs or bombardier.

The YB-40 was crammed with ammunition . They carried triple supplies , 11,275 rounds compared to 3,900 rounds carried on a standard B-17F. The aircraft was modified with an additional BEN-DIX turret mounted in the place of the radio compartment guns. Additionally a TWIN CHIN turret was mounted and the SINGLE waist gun was replaced by TWIN GUN mounts . Both waist guns and TWIN GUNS were hydraulically boosted for better control. Receptacles for increased ammunition were provided for all positions

The YB40s retained full bombing capabilities although seldom used , due to the extreme weight of the extra ammunition load. Their career came to a quick end when it was discovered that the heavier YB-40s could not keep pace with the main bomber stream they were intended to protect . Since no one wanted to be a straggler in the campaigns against the LUFTWAFFE the YB-40s were now more a burden than a help. Although this aircraft provided massive firepower, the two additional gun positions on each ship did not add materially to the combined firepower of a Group formation. By Aug, 1943 all the YB-40s were withdrawn from combat and the YB-40 Program was discontinued.



Revised feed for YB-40 used larger ammo cans placed farther from guns than original version. Ultimately, performance of heavy YB-40 doomed its future, especially since it did not contribute bombs on target.



Source: <http://forum.armyairforces.com>

THIS AND THAT **A BRIEF HISTORY OF THE C-RATION**



C-ration with P-38 can opener. Photo via Wikipedia.

Napoleon once said an army marches on its stomach. In other words, poorly fed troops fight poorly—food is a force multiplier.

But food preservation for long periods of time and the logistics of moving food to troops on the battlefield are two of warfare's oldest challenges.

The U.S. military is no different. During the 1930s, the War Department did its best to develop several kinds of compact, long-lasting rations that could feed men in combat.

One was the C-ration, first issued in 1939. It was three cans of different meat and vegetables—field manuals of the time described the contents as having “the taste and appearance of a hearty stew”—and three cans containing crackers, instant coffee and sugar.

It wasn't Mom's home cooking, but it was filling. Each complete C-ration contained about 2,900 calories and sufficient vitamins to keep the troops healthy.

C-rations were just one of the letter-coded rations the military issued during World War II. Most soldiers and Marines from that time remember—and detest—the K-rations of the era, which had three separate meal units for breakfast, lunch and dinner.



During the Korean War, C-rations soon eclipsed the K-ration as the most commonly issued field ration. *But the food was boring—“menu fatigue” was the term military dieticians used.*

In 1958, the Defense Department created 12 different menus. Each menu contained one canned meat item; one canned fruit, bread or dessert item; one “B unit” that contained items such as crackers and chocolate; an accessory packet containing cigarettes, matches, chewing gum, toilet paper, coffee, creamer, sugar, and salt; and a spoon.

Crew members on a UH-1 helicopter deliver C-rations to soldiers in the field during the Vietnam War. U.S. Army photo

“It was an unnatural mix of ingredients,” Vincent Falter, who enlisted in the Army as a private during the Korean War and retired as a major general after 35 years of service, told War

Is Boring. “Why not red beans? Navy beans? Any beans other than lima beans?”

THIS AND THAT **A BRIEF HISTORY OF THE C-RATION (cont)**

Although the meat item could be eaten cold, even the military conceded the improved ration was more palatable when heated.

The Pentagon dubbed the new rations “Meal, Combat, Individual.” Nobody paid attention—soldiers in the field still called them C-rations.

Troops considered some of the items downright tasty. Canned fruit, canned fruit cocktail, canned baked goods like pound cake and cinnamon nut roll and canned meat items like ham slices and turkey loaf were G.I. favorites.

But one menu item was universally loathed by soldiers—ham and lima beans. It was considered so ghastly that it acquired an obscene nickname—“ham and mo-fo’s” is a polite rendering of its *nom de guerre*.

“It was an unnatural mix of ingredients,” Vincent Falter, who enlisted in the Army as a private during the Korean War and retired as a major general after 35 years of service, told War Is Boring. “Why not red beans? Navy beans? Any beans other than lima beans?”

Efforts to improve the taste included troops adding heavy doses of Tabasco sauce or serving the ration hot. Falter, who served in the 101st Airborne and commanded various nuclear weapons units in the Army, tells of a time when his men attempted to heat their ham and lima beans on the engine manifolds of their vehicles.

There was just one problem—the soldier tasked with strapping the C-rations to the engines forgot to punch holes in the cans to release the steam.

“A few miles into our road march the cans started exploding,” Falter said. “We were denied permission to stop, shut off the engines and clean up the mess. In less than five minutes we were subjected to a stink that lingered for days, even after repetitive engine cleanings. It smelled something like ham and lima beans.”

Other C-ration menu items earned equally colorful names. G.I.s called beans with frankfurter chunks in tomato sauce “beans and baby dicks.” *Chopped ham and eggs earned the nickname “H.E.s”—high explosives—because of the bloating and gas they caused.*

If you didn’t have an engine manifold handy, there were “heat tabs” made of a solid fuel called Trioxane to warm food. If troops ran out of heat tabs, there was always C-4. Yes, C-4 the explosive. When ignited, a small chunk of it burned like Sterno with a steady, hot flame sufficient to heat food and beverages.

To open the cans, C-rations came with what many consider the Army’s greatest invention—the P-38 can opener.



The P-38 can opener next to a penny for scale. Wikipedia photo.

Some say the P-38 acquired its name from the 38 punctures around the C-ration can that were necessary to open it. Another theory is the can opener performed with the speed of the legendary World War II P-38 fighter plane.

Whatever the origins of its name, the P-38 could do more than open cans. Made of sheet metal, it was just the right size and shape to serve as a tool used to field strip a soldier’s weapon, pry open a jammed lid or dig out an ingrown toenail.

“If you ask any GI from the C-ration era, he will still have his P-38 on his dog tags,” explained Thompson, who flew both helicopters and fixed-wing aircraft during the Vietnam War.

Article by Paul Richard Huard (<https://medium.com/war-is-boring/beans-and-baby-dicks-ham-and-mofos-e58f1ca8943c>)

AFGA NEWSREEL
Pete Karjanis' Inputs of Current News

Members of Air Force Reserve Command's 307th Bomb Wing at Barksdale AFB, La., earlier this month honored the visiting guests of the wing's Vietnam War veteran alumni group by dedicating one of the base's B-52s to them. The Reservists unveiled the nose art for *Lone Star Lady II* on May 1 during the Defenders of Liberty Air Show, much to the delight of the more than 100 former members of the wing who were gathered at Barksdale for a reunion, according to a May 11 wing [release](#). These former airmen served at U-Tapao AB, Thailand, during the war, states the release. The original *Lone Star Lady*, a B-52D model operated by the 7th BW at then-Carswell AFB, Texas, flew in the Linebacker II bombing raids against North Vietnam in 1972, according to the wing.

A pair of B-52s flew a more than 14,000-mile strike mission from Barksdale AFB, La., to Jordan, as part of US Central Command's Exercise Eager Lion earlier this week, US Strategic Command announced. The flights were "specifically designed to ensure maximum opportunities to synchronize and integrate USSTRATCOM bomber capabilities with regional partners, fostering cooperation and increasing interoperability," said STRATCOM Commander Adm. Cecil Haney in a [release](#). The 2nd Bomb Wing B-52s flew alongside Jordanian F-16s and coordinated with Jordanian joint terminal attack controllers, demonstrating conventional weapons employment during the more than 30-hour mission, May 17-18. The multi-national exercise included some 10,000 US and partner nation forces, according to the release.

A unique parade of vintage military aircraft—dubbed the "Arsenal of Democracy Flyover"—flew down the Potomac River and the National Mall in Washington, D.C., Friday, commemorating the 70th anniversary of Victory in Europe during World War II. Thousands of people took up positions on D.C. bridges, rooftops, and other vantage points to watch some 15 formations of WWII warbirds, each recognizing a different period, campaign, or battle of the war. Pearl Harbor was marked by two P-40 Warhawks; the Battle of Midway was represented by Navy F4F Wildcat, Douglas SBD Dauntless and Consolidated PBY Catalina aircraft; "Big Week" featured two B-17 bombers, escorted by P-51 Mustangs, and the "Final Air Offensive" was represented by the B-29 Superfortress. An Army Air Forces/Navy combined formation flew a concluding "missing man" formation honoring fallen airmen of WWII. A one-of-a-kind B-24 flew, representing the raid on Ploesti, Romania, and a single P-38 marked the shoot down of a Japanese bomber carrying Adm. Isoroku Yamamoto. One parade aircraft suffered an engine fire during the event and had to make an emergency landing at Reagan National Airport, but no one was injured. Some of the participating aircraft were scheduled to be on display at the Smithsonian National Air & Space Museum facility at Dulles Airport, in Herndon, Va., on May 9.

HISTORY TRIVA
TIDBITS FROM CEASE (one last time)

Did you know the saying "God willing and the creek don't rise" was in reference to the Creek Indians and not a body of water? It was written by Benjamin Hawkins in the late 18th century. He was a politician and Indian diplomat. While in the south, Hawkins was requested by the President of the U.S. To return to Washington. In his response, he was said to write, "God willing and the Creek don't rise." Because he capitalized the word "Creek" he was referring to the Creek Indian tribe and not a body of water.

One more: bet you didn't know this! In the heyday of sailing ships, all war ships and many freighters carried iron cannons. Those cannons fired round iron cannon balls. It was necessary to keep a good supply near the cannon. However, how to prevent them from rolling about the deck? The best storage method devised was a square-based pyramid with one ball on top, resting on four resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon. There was only one problem....how to prevent the bottom layer from sliding or rolling from under the others. The solution was a metal plate called a 'Monkey' with 16 round indentations. However, if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make 'Brass Monkeys.' Few landlubbers realize that brass contracts much more and much faster than iron when chilled.. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron cannonballs would come right off the monkey; Thus, it was quite literally, 'Cold enough to freeze the balls off a brass monkey.'

This last one is a repeat from the past but worth inserting....and yes, Cease sent them all in. Bob

UNUSUAL B-52 ITEMS



Talking with our BX Officer, Bob Dick Jr. about unusual items we have around the office/home areas and he suggested we poll the membership to see what is their most unusual B-52 item they have collected along the years. Here is one I have that came from TGI Friday's a long time ago to start the responses with. Send in a photo of the most unusual item you believe you have and we'll post it in future editions of the Short Bursts (or at least the new Editor will). Should be fun and interesting to see what is out there.

SAC B-52 BOMB SQUADRON's History (update)
301st Bomb Squadron

ARC LIGHT HISTORY SAC Wings at UT

Someone asked about when the
4258th Strategic Wing came to be:

4258th Strategic Wing

Activated on: 2 June 1966.

At: U-Tapao, Thailand.

Assigned to: Strategic Air Command.

Equipment: B-52, KC-135s.

Inactivated on: 31 March 1970.

Replaced by the 307th Strategic Wing in 1970



307th Strategic Wing Arc Light history:

The 307th Bomb Wing was reactivated as the **307th Strategic Wing** in 1970 at [U-Tapao Royal Thai Navy Airfield](#), Thailand.

It managed deployed [Strategic Air Command](#) tankers and bombers participating in combat operations in South-east Asia until it was inactivated on 30 September 1975.



Established in 1952 as an [RB-36 Peacemaker](#) strategic reconnaissance squadron. Conducted global strategic reconnaissance 1953-1955, gradually shifting to a bombardment training mission beginning in 1964. Re-equipped with standard B-36J strategic bombers, conducting worldwide training exercises and standing nuclear alert. In 1959 with the phaseout of the B-36, was reassigned to SAC provisional [4135th Strategic Wing](#), being re-equipped with [B-52G Stratofortress](#) intercontinental heavy bombers. Was reassigned to [Eglin AFB, Florida](#).



At Eglin, the squadron participated in testing at Eglin for North American [AGM-28 Hound Dog](#) supersonic, jet-powered, air-launched cruise missile. In July 1960, the Hound Dog reached initial operational capability with the 301st BS being first B-52 unit. In 1960, SAC developed procedures so that the B-52 could utilize the Hound Dog's J52 engine for additional thrust while the missile was located on the bomber's pylon. This helped heavily laden B-52s into the air. The Hound Dog could then be refueled from the B-52's wing fuel tanks.

One Hound Dog missile crashed near the town of Samson, Alabama when it failed to self-destruct after a test launch at Eglin AFB. In 1962, a Hound Dog was accidentally dropped to the ground during an under-wing

check. In May 1962, operation "Silk Hat" was conducted at Eglin AFB. During this exercise a Hound Dog test launch was conducted before an audience of international dignitaries headed by U.S. President John F. Kennedy and U.S. Vice President Lyndon B Johnson.

Was inactivated in 1963 when SAC inactivated its provisional Strategic Wings, redesignating them permanent Air Force Wings. Squadron was inactivated with aircraft/personnel/equipment being redesignated [62d Bombardment Squadron](#) in an in-place, name-only transfer.

(Squadron had no officially-approved patch but many members wore a tiger head patch while at Ramey AB and for a while at Eglin AFB.

Lineage

Established as **301st Strategic Reconnaissance Squadron, Heavy** on 4 Jun 1952. Activated: on 16 Jun 1952.

Redesignated: **301st Bombardment Squadron, Heavy** on 1 Oct 1955

Discontinued, and inactivated on 1 Feb 1963; personnel/aircraft/equipment transferred to the [62d Bombardment Squadron](#)

Stations: [Ramey Air Force Base, Porto Rico](#), 16 Jun 1952; [Eglin AFB, Florida](#), 17 Jun 1959-1 Feb 1963

Aircraft: [RB-36 Peacemaker](#), 1952-1958; [B-52 Stratofortress](#), 1959-1963

USAFA ARC LIGHT PLAQUE DEDICATION BY B-52 STRATOFORTRESS ASSOC.

B-52 Arc Light Plaque Dedication May 1, 2015



The plaque shown above was dedicated at USAFA, Doolittle Hall, at 1300 on 1 May. The dedication was held inside Doolittle, second floor, and was placed on a wall at the Southeast Asia Pavilion immediately after the ceremony.

"We are very pleased with the sculptor's work. I especially like the head-on view of the BUFF loaded with bombs."

Members of the B-52 Stratofortress Association were invited to attend this dedication held at the Air Force Academy this past May.

Website at: <http://www.stratofortress.org/>

AFGA BY-LAWS
Revised 2 September 2001— Rapid City

Be It Resolved, by the Air Force Gunners Association that the following be henceforth taken as the complete By-Laws of said Organization. (Revised 2 Sept. 2001, Rapid City)

ARTICLE ONE - NAME Section 1.

The Association existing under these By-Laws shall be known as "**Air Force Gunners Association, Inc.**"

Section 2.

The objectives of this Association shall be as follows:

- A. To promote the fellowship and welfare of all former Air Force enlisted gunners, their widows, and their dependents.
- B. To provide donations to qualified charitable organizations.
- C. To provide donations to the Air Force Enlisted Men's Widow and dependents Home Foundation, Inc. located at Ft. Walton Beach, Florida.

ARTICLE TWO - ADMINISTRATION

Section 1.

The administration, government and operations of the Association are entrusted to the Officers and Advisory Board of Directors as outlined in Sections 2 and 3 below. (Amended 2 Sept. 2001, Rapid City)

Section 2.

The Officers of the Air Force Gunners Association shall be comprised of the following:

- A. President
- B. Vice President
- C. Finance Officer
- D. Public Affairs Officer
- E. Membership Officer
- R Historian
- G. Sergeant-At-Arms
- H. Exchange Officer
- I. Editor
- J. Chaplain

The Officers of the Air Force Gunners Association will be comprised of ten (10) members. These 10 members will be nominated and elected for a two (2) year term at each biennial reunion. (Amended 2 Sept. 2001, Rapid City)

AFGA BY-LAWS
Revised 2 September 2001— Rapid City

Section 3.

The Advisory Board of Directors will be comprised of the Air Force Gunners Association Founding Members and Past Presidents of the Association. Membership is lifetime. These are not elected positions. (Amended 2 Sept. 2001, Rapid City)

Section 4.

Any vacancies occurring in any elective office, i.e., President, Vice President, Finance Officer, Public Affairs Officer, Membership Officer, Historian, Sergeant At Arms, Exchange Officer, Editor or Chaplain, shall be filled by a majority vote of the members of the Advisory Board of Directors. He will hold this position until the next Biennial reunion at which time the vacated office will be filled by a majority vote of the attending members of the organization. (Amended 2 Sept. 2001, Rapid City)

ARTICLE THREE - MEMBERSHIP

Membership is open to all former gunners whose primary or secondary AFSC or MOS was that of an enlisted aerial gunner in Bomber Aircraft.

- A. Life Membership in this organization may be purchased for a fee of \$100.00.
- B. Annual dues for general members shall be \$15.00 per year payable during the member's month of birth.
- C. A current member of the Association is hereby defined as one who has been legally and properly admitted to membership in this Association and who holds a current Membership card in the Association or a Life Membership card.
- D. Annual membership dues are set by a majority vote of membership and are paid annually.
- E. A member whose dues have not been paid by the last day of his month of birth will be classed, as delinquent and a \$5.00 late fee will be imposed.
- F. Only current members will be allowed to vote on any matters of business brought before this organization.
- G. No person shall be accepted as a member of this organization who is directly or indirectly a member of, or in any way connected with, the Communist party or who believes in the overthrow of the Government of the United States by force.
- H. Widows of members of this organization can be non-voting members. They will not be required to pay dues.
- I. Honorary Gunners of the AFGA will be required to pay dues but will not have voting privileges. Honorary Gunner nominees shall be submitted to the Advisory Board of Directors and selected by majority vote. (Amended 2 Sept. 2001, Rapid City)
- J. No members shall actively solicit or persuade or use the membership list for any business other than that which pertains to this organization.

AFGA BY-LAWS
Revised 2 September 2001— Rapid City

Section 3.

Finance Officer - The Finance Officer shall receive all monies and insure deposit of same into the AFGA account. He shall disburse funds as required. He shall maintain a complete set of records of all deposits and withdrawals from the AFGA account and provide a financial statement to the President for publication. The Finance Officer shall be bondable and bonded. (Amended 2 Sept. 2001, Rapid City)

Section 4.

Public Affairs Officer - The Public Affairs Officer shall actively endeavor to increase the growth of this Association by soliciting for new members, communication with past or delinquent members, and encouraging present members to submit qualified applicants for membership. He shall be responsible for making timely announcements to newspapers, magazines, etc. regarding membership and reunion dates.

Section 5.

Membership Officer - The Membership Officer shall be responsible for maintaining membership records.

Section 6.

Historian - The Historian will gather, edit, prepare and maintain a complete history of the Association and aerial gunnery. He will work toward getting gunners and aerial gunnery recognized.

Section 7.

Sergeant-At-Arms - The Sergeant-At-Arms shall be responsible for the preservation of good order during all meetings and activities. He will also perform such duties as directed by the President. (Amended 2 Sept. 2001, Rapid City)

Section 8.

Exchange Officer - The Exchange Officer shall be responsible for the procurement, storage and sale of items listed in the Exchange. He will receive and distribute orders for merchandise, collect appropriate monies, deliver monies to the Finance Officer for deposit and the AFGA account and file written monthly reports of sales and inventories to the Finance Officer and President

Section 9.

Editor - The Editor shall publish the Newsletter three (3) times annually and perform duties as directed by the President.

Section 10.

Chaplain - The Chaplain shall perform duties as directed by the President.

ARTICLE FOUR - CHAIN OF COMMAND

The chain of command will be:

- A. Advisory Board of Directors
- B. President
- C. Elected Officers
- D. General Membership

ARTICLE FIVE - ADVISORY BOARD OF DIRECTORS

Advisory Board of Directors - The Advisory Board of Directors has the responsibility to overcome a deadlocked vote of the Elected Officers of the Association. The Advisory Board will be convened in the event of any deadlocked vote on any issue so voted upon by the Elected Officers. The Advisory Board will be convened at the request of the president of the Air Force Gunners Association as deemed necessary or by the General Membership during the Biennial Reunion. (Amended 2 Sept. 2001, Rapid City)

ARTICLE SIX - ELECTED OFFICERS DUTIES

Elected Officers - The Elected Officers shall conduct such business as may come before it or from the General Membership. This includes the responsibility for conducting the day-to-day business affairs of the Association. Where business affairs necessitate immediate changes, a majority vote of the Elected Officers is sufficient to institute these changes. These changes and the reasons -therefore will be reported in the Newsletter "Short Bursts" and at the next General Membership meeting. The Elected Officers have the responsibility for management of all Association monies. This responsibility includes disbursement of all funds and assignment of check authorizations. The disbursement of funds shall be granted to the President and the Finance Officer. (Amended 2 Sept. 2001, Rapid City)

Section 1.

President - The President shall preside over all Advisory Board of Directors and general membership meetings and provide general supervision over the business affairs of the Association. He shall communicate with the elected officers as necessary to maintain oversight of the administrative functions. He shall make a report to the general membership at each reunion covering the business of the Association. These duties shall consist of, but not be limited to the above.

Section 2.

Vice President - The Vice President shall assist the President as the President directs. The Vice President shall have charge of and keep a full and correct record of all meetings. These records shall be made available to the President for his general membership report.

AFGA BY-LAWS
Revised 2 September 2001— Rapid City

ARTICLE SEVEN - COMMITTEES

The President shall appoint special or temporary committees, as deemed necessary to conduct the business or the Association. (Amended 2 Sept. 2001, Rapid City)

ARTICLE EIGHT - RELEASE OF INFORMATION

The President shall be the official spokesperson of the Association in matters of public policy. No official release of information shall be made by any officer or member of this Association unless so instructed by the President

ARTICLE NINE - LIABILITY

The Association shall not incur or cause to be incurred any liability or obligation whatsoever which shall subject to liability the officers and/or members of this Association.

ARTICLE TEN - BY-LAWS AMENDMENTS/CHANGES

The By-Laws may be amended or changed at any Association meeting by a majority vote of all members attending at the biennial reunions. These by-laws supersede all other By-Laws and rules issued prior to September 2, 2001 (Revised 2 Sept. 2001, Rapid City)

ADDENDUM

1. Solicit locations for reunions two/four years in advance.

2. By-Laws and Financial Reports

HBO is Developing 3rd WW2 Miniseries with Steven Spielberg and Tom Hanks

THIS AND THAT
HBO is Developing 3rd WW2 Miniseries with Steven Spielberg and Tom Hanks

The follow-up to "Band of Brothers" and "The Pacific" will be based on Donald Miller's "Masters of the Air." HBO confirmed Friday that it is developing a third World War II miniseries from **Tom Hanks** and **Steven Spielberg**. Joining an oeuvre that already includes 2001's *Band of Brothers* and 2010's *The Pacific*, the untitled miniseries will explore the aerial wars through the eyes of enlisted men of the Eighth Air Force -- known as the men of the Mighty Eighth. The project will use as its source material historian **Donald L. Miller's** nonfiction tome *Masters of the Air: America's Bomber Boys Who Fought the Air War Against Nazi Germany*. Spielberg, Hanks and **Gary Goetzman** again will serve as executive producers via Hanks and Goetzman's Playtone and Spielberg's Amblin Television. HBO executives have been in discussions about a third World War II miniseries for several months. *Justified* creator **Graham Yost**, who wrote several episodes of *Brothers and Pacific*, recently told [The Hollywood Reporter](#) that he was [eager](#) to reteam with Hanks and Spielberg on another WWII epic. And now that the source material has been optioned, the project can move into development. Additional source material might be added later.

AFGA MEMBERSHIP APPLICATION



NAME: _____ RANK: _____

ADDRESS: _____

CITY: _____ STATE: _____

HOME PHONE: (____) _____ TODAY'S DATE: _____ DOB: _____

WIFE'S FIRST NAME: _____

I WAS A GUNNER ON: B _____ B _____ B _____ B _____

ARE YOU A NEW MEMBER? YES ___ NO ___ IF "NO" - CARD #: _____

ENCLOSED ARE MY DUES (CIRCLE ONE): LIFE: \$100.00 ANNUAL: \$15.00

SHORT BURSTS SUBSCRIPTION (SUBSCRIPTION REQUIRED TO RECEIVE HARD COPY):

ANNUAL \$15: _____ 3 YEARS \$45: _____

E-mail address: _____

MAIL TO: CHUCK DEAN, 473 McMAHAN MILL RD, PIEDMONT, SC 29673-9596

PHONE: (864) 947-4613

B-66

For all you B-66 Gunners—JUST BECAUSE!



HISTORY TRIVA
TIDBITS FROM CEASE

Early aircraft throttles had a ball on the end of it, in order to go full throttle the pilot had to push the throttle all the way forward into the wall of the instrument panel. Hence "balls to the wall" for going very fast. And now you know the rest of the story.

**AFGA BX OFFICER/WEBMASTER - Bob Dick Jr.
NEW OFFICER APPOINTED**



Well, the BX is starting to get a little more organized. Orders have been being processed and shipped in a timely manner. I'm trying to have the BX as stocked and ready to go for the reunion as possible as financial limitations will permit.

Speaking of the reunion..... I will be needing volunteers to help work the BX for the reunion. I will be formulating a schedule shortly and anybody interested in helping can email me with the possible days and times they'd be willing to help at gunnersbx@gmail.com.

BX updates.....There will be a \$.25 increase to each of our products to help with the costs of being able to handle credit card and paypal purchases.

I am currently putting together the shopping cart for online purchases and should be online, up and running sometime within the next 30 days.

I am also looking for someone with online experience to take over the Webmaster position temporarily if not on a permanent basis as the BX is keeping me occupied enough as it is. The "Webmaster" would be working closely with the BX on any updates and changes with the BX as well as other duties. Email me at gunnersbx@gmail.com with any questions or interests.

Over and out, BX signing out! See you in September!!!

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



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

These can be ordered anytime now through me and will be available on



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



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



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

AFGA EXCHANGE

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

AFGA EXCHANGE

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

AFGA EXCHANGE

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

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

<ol style="list-style-type: none"> 1. Please include your phone # and email address. 2. Make all checks payable to AFGA. 3. Send all correspondence to: <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Bob Dick Jr. 2089 Sardis Rd Clarksburg, WV 26301-6581 304-844-0624 gunnersbx@gmail.com</p> </div>	<p>EMAIL ADDRESS:</p> <p>_____</p> <p>PHONE NUMBER:</p> <p>_____</p> <p>_____</p> <p style="text-align: center;"><i>Signature</i> <i>Date</i></p>
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As for ordering the RENO REUNION COFFEE CUP, members can go to the following link:

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

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

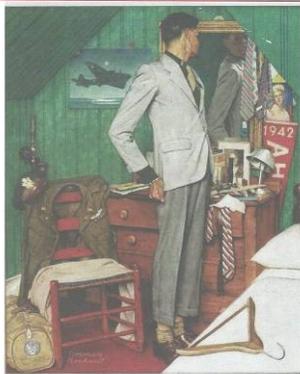
They can also order by phone: 304-844-0624 or by mail: 2089 Sardis Rd, Clarksburg WV 26301

SHORT BURSTS

Air Force Gunners Association

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We send a special prayer to our عزیز members wherever they are and to their loved ones this Christmas Season—keep them safe from harm and return them home soon.

SHORT BURSTS

Air Force Gunners Association

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General Curtis E. LeMay

SHORT BURSTS

Air Force Gunners Association

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Air Force Gunners Association

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WISHING YOU AND YOURS A VERY MERRY CHRISTMAS... MAY ALL THE JOYS OF THIS SEASON BE WITH YOU AND YOUR LOVED ONES...

WE SEND A SPECIAL PRAYER TO OUR TROOPS WHEREVER THEY ARE AND TO THEIR LOVED ONES THIS CHRISTMAS SEASON—KEEP THEM SAFE AND REUNITE ALL THOSE WHO ARE NOW SEPARATED SOON!

YOUR AFGA OFFICERS:

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|--------|--------|
| LEON | GEORGE |
| ROBERT | BOB |
| JIM | DON |
| FRANK | BOB G |
| NEIL | BOB M |



SHORT BURSTS

Air Force Gunners Association

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NEW UNITED STATES AIR FORCE SYMBOL

SHORT BURSTS

Air Force Gunners Association

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Lt. General James H. Doolittle, USAAF — 1944

SHORT BURSTS

Air Force Gunners Association

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WISHING ALL A MERRY CHRISTMAS AND A HOPPY NEW YEAR!
LEON, GEORGE, ROBERT, JIM, BOB, NEIL, FRANK, DON, BOB G

SHORT BURSTS

Air Force Gunners Association

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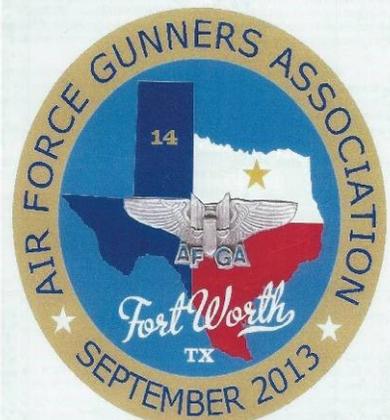
TALL TAIL GUNNER'S OFFICE

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Air Force Gunners Association

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**TEN YEAR HISTORY (DECEMBER 2005—AUGUST 2015) OF SHORT BURSTS COVERS
DECEMBER 2010—AUGUST 2013 (continued from page 2 and continues on back cover)**

SHORT BURSTS
Air Force Gunners Association

DECEMBER 2013

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APRIL 2014

THEY ANSWERED THE CALL - REMEMBER THEM ALL

SHORT BURSTS
Air Force Gunners Association

APRIL 2014

STRATEGIC AIR COMMAND

SHORT BURSTS
Air Force Gunners Association

DECEMBER 2014

SHORT BURSTS
Air Force Gunners Association

APRIL 2015

AIR FORCE GUNNERS ASSOCIATION
15
AF GA
RENO
THE BIGGEST LITTLE CITY IN THE WORLD
20 15

SHORT BURSTS
Air Force Gunners Association

AUGUST 2015

SHORT BURSTS COVERS: DEC 2005—AUGUST 2007

LAST ISSUE BY SHORT BURSTS EDITOR BOB MATHERLY SERVED AN EDITOR FROM SEPTEMBER 2005 - SEPTEMBER 2015

