

# **SHORT BURSTS**

## *Air Force Gunners Association*

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## **AFGA 2018 ASSOCIATION OFFICERS**

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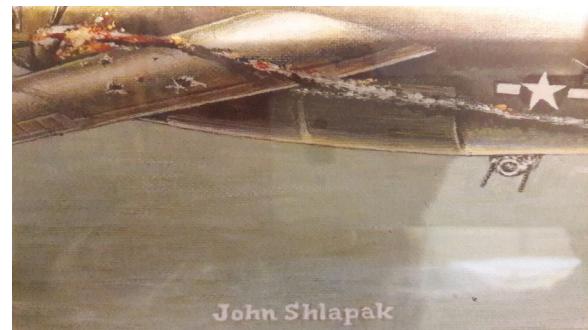
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**EDITOR**

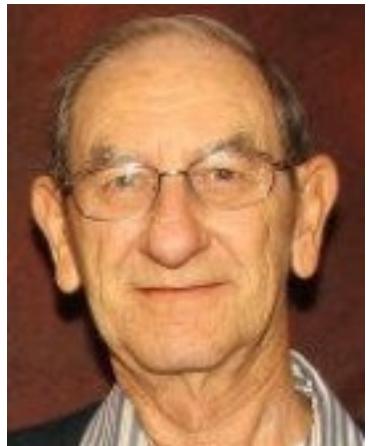
Pete Karjanis  
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OKC, OK 73135-6120  
(405) 430-2881  
E-Mail: karb52@cox.net

**ON THE COVER, Frederick G. Arthur - August 1933 - September 2018**

Founding Member, Fred Arthur, was born in August 1933 in Everett, Massachusetts. Fred joined the Air Force in September 1951 and attended basic training at Samson AFB, New York. At Lowry AFB, Colorado, Fred attended Remote Control Turret Mechanic School and B-36 Gunnery School. Fred was assigned to B-36s at Fairchild AFB, Washington, as an instructor and evaluator from January 1952 through September 1956. Fred attended B-52 Combat Crew Training at Castle AFB, California, in the fall of 1956 before being assigned at Westover AFB, Massachusetts, as an instructor and evaluator until being reassigned to McCoy AFB, Florida in 1961. In 1967, Fred was reassigned to Wright Patterson AFB, Ohio, where he became the Wing Gunner. In 1973, Fred transferred to Barksdale AFB, Louisiana, and was superintendent of SAC Combat Evaluation Group until he retired in 1981. Fred spent two tours Arclight from Westover and one of those as augmentee wing gunner. When he retired in the Bossier City area, he became a commercial pilot and FAA certified flight instructor. Fred was one of the three original founders who organized and chartered the Air Force Gunners Association preserving our history.

## **FORMER AFGA ASSOCIATION OFFICERS**

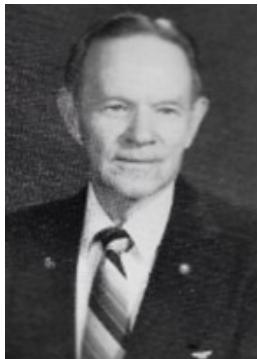
### **THE FOUNDING MEMBERS OF THE AIR FORCE GUNNERS ASSOCIATION**



BILL DAYTON

JIM ZAENGLE

FRED ARTHUR



BUD CONDER

HARRIS  
TOLMICH

LARRY  
LEWANDOWSKI

BUD GANTZER

JOE KENNEDY



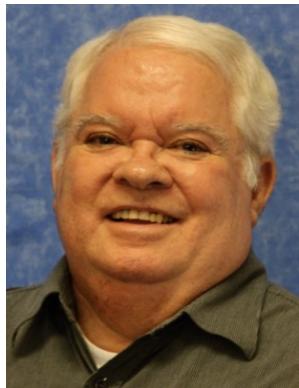
DOUG CALDWELL

CEASE WALKER

RICK SWAIN

MACK LEE

## **FORMER AFGA ASSOCIATION OFFICERS**



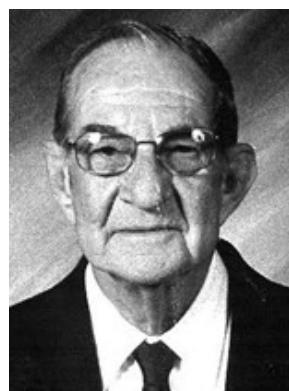
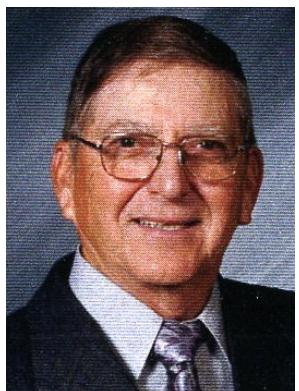
NEIL RICHARDS

PAUL SAVKO

ANDY ANDERSON

DON MURPHY

JOHN SHLAPAK



BOB MATHERLY

JIM HOKE

PARKER BLAKE

IGGY CRUZ

JOHN STANTON



CHUCK DEAN

JAY INGLE



## **AFGA CHRISTMAS MESSAGE**

At this time of year, please consider all the folks in the service of our nation away from home and family this holiday season. It may be cold outside but think of those on a mountain top in Afghanistan or the flight line in Korea with high winds and little shelter, these forces are on patrol and on watch, pray for their safety, security, and safe return.

These men and women surely miss their loved ones. Many are still in their teens or not much older. Most have never spent much time away from home but they don't complain. Surprisingly, most are grateful - grateful for the opportunity to serve this great country; for the opportunity to further the cause of freedom; for the opportunity to make our lives here at home safer and better.

As we think about them, remember the sacrifices of those of other generations too. Brave men freezing at altitude in gunner stations on B-17s, B-24s, B-25s, and B-26s. Survival rates of less than 50 percent for 8th Air Force crews in Europe. Please keep the families of the crewmembers lost in B-29s, B-36s, and B-52s, especially during Linebacker II, in your thought and prayers too.

So when life seems tough, money is never enough, or illness is close, we should think of these sacrifices of the men and women of our armed forces ... and what they have done and are doing right now. We should thank those who have served and are serving. And ... we should take a cue from them ... we should strive to be as grateful and thankful as our troops. Enjoy this holiday season and all the best to you and yours! *C'est-la-Vie.*

# **THE AIR FORCE GUNNERS ASSOCIATION**

The Air Force Gunners Association was organized and chartered in Florida in 1986. The founders are: James F. Zaengle, Senior Master Sergeant, USAF Retired, **Frederick G. Arthur**, Chief Master Sergeant, USAF Retired, and William F. Dayton, Master Sergeant, USAF Retired.

The Aim of the Association is: to promote fellowship and the welfare of all former and present Air Force enlisted Gunners, their widows and their dependents; the renewal of old friendships; and making new friends. Another important aim is to preserve the History and Traditions of the Aerial Gunner.

The AFGA is a non-profit Association, composed of Enlisted Aerial Gunners who served in the U.S. Army Air Forces, or the United States Air Force; who flew on any type Bomber aircraft as a **Gunner**, including radio operator and flight engineer Gunners. Several of the Association members are Officers; however they served previously as Enlisted Aerial Gunners.

AFGA members range in age from the late 80's, to the early 20's. The younger members are recent graduates of B-52 training.

Membership is composed of career Air Force retirees, active duty Air Force, and those who served their Country during various wars, and during peacetime, but did not remain in the service.

The Air Force Gunners Association logo, designed by Jack Thompson, Chief Master Sergeant, USAF Retired, depicts the History of Aerial Gunnery from WWII, through the most recent B-52 gunnery period. Jack also designed the official Air Force B-52 Gunners Bull dog patch.

The first AFGA reunion took place in Orlando, Florida, in June 1987, the second was held in Denver, Colorado, in June 1989. The third in Las Vegas, Nevada, 30 June-4 July, 1991, and the 1993 reunion was held in Washington, D.C., 15 July-19, 1993. The next reunion will be held in San Antonio, TX in early May 1995.

On 17 May 1991, the AFGA helped finance and dedicate a Memorial to all Enlisted Aerial Gunners, who served their Country during WWI, WWII, Peacetime, the Korean and Vietnam Wars. The Memorial is located at the USAF Museum Memorial Park, Wright-Patterson AFB, Dayton, Ohio. This was a proud and Historical moment for all our members.

From it's beginning with just three Gunners in 1986, the Association has grown to a vibrant, active group of over 1500 members, and continues to grow, as more and more Aerial Gunners become aware of the existence of the AFGA.

## AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS



Hello everybody,

It's that time of year where everybody is getting ready for the holiday season. It's also that time to give you information about the reunion in Oklahoma City, Oklahoma.

The reunion will be from 5 September – 8 September 2019 in Oklahoma City, Oklahoma, at the Embassy Suites Oklahoma City Downtown/Medical Center. The rooms at Embassy Suites are two-room suites with either one king or two queen beds. In addition to getting a suite, the Embassy offers FREE Made to Order Breakfast and two hours of free drinks at the Bar from 5:30 to 7:30 PM. The rate for the room is \$125.00 plus tax. That rate is good for three days before and three days after the reunion.

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

To make reservations for the hotel you can go to the gunner's web site ([www.gunners.net](http://www.gunners.net)) and under the reunion link you will see a link that will allow you to register for your room on line. You can also call Toll Free Reservation Line 1-800-445-8667 or on Property Reservation at 1-405-239-3900 and tell them you are with the Air Force Gunners Association with group code AGA. If you have a special request i.e. king or queen bed, room close to elevator, handicap room, you can ask based on availability.

**YOU WILL NEED TO MAKE YOUR RESERVATIONS FOR THE HOTEL BY SATURDAY, 16 AUGUST 2019. IF YOU HAVE ANY PROBLEMS MAKING RESERVATIONS, PLEASE CONTACT ME AND I CAN FIGURE OUT WHAT IS GOING ON.**

**EARLY BIRD SPECIAL.** If you register for the reunion before 30 April 2019, the registration fee will be \$120. After 30 April 2019, the registration will be \$140. Deadline for registration is 31 July 2019.

The follow tours will be offered: Oklahoma City National Memorial Tour, Bricktown Water Taxi, Yellow Rose Dinner Theatre, Myriad Botanical Gardens (Ladies Tour), Put a Cork In It Winery (Ladies Tour), National Cowboy & Western Heritage Museum, and 45th Infantry Division Museum.



On the following pages you will find the registration form that you need to fill out and return to Dan Danish by 31 July 2019. His address is on the bottom of the form. You will also need to make your meal selection and tour selections. If you have questions about the form, please contact Dan Danish, (210) 520-1517, or [daniel.danish@sbcglobal.net](mailto:daniel.danish@sbcglobal.net).

Every attempt was made to keep the cost of the reunion down. For those of you who have not been to a reunion, I encourage you to come. The reunions are a great way to see old friends and meet new ones and you might even have fun while you are there. Encourage your gunner buddies you haven't seen in a while and plan to attend.

Have a great holiday season.

*John Stallings*



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

### **AFGA REUNION – OKLAHOMA CITY, OKLAHOMA SEPTEMBER 5 – 8, 2019**

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

#### THURSDAY 5 SEPTEMBER 2019

**0900 – 1700 (9:00 – 5:00 PM)** – Registration  
**0900 – 2300 (9:00 – 11:00 PM)** – Hospitality Room Opens  
**1730 – 1930 (5:30 – 7:30 PM)** – Embassy Manager's Reception Free Bar and Snacks

#### FRIDAY 6 SEPTEMBER 2019

**TBD** – Depart for Memorial  
**0900 – 1100 (9:00 AM – 11:00 PM)** – Hospitality Room opens  
**TBD** – Return from Memorial  
**TBD** – Dinner – Depart for Yellow Rose Dinner/Theater  
**TBD** – Return from Yellow Rose  
**1730 – 1930 (5:30 – 7:30 PM)** – Embassy Manager's Reception Free Bar and Snacks

#### SATURDAY 7 SEPTEMBER 2015

**0900 – 1200 (9:00 AM – 12:00 PM)** – AFGA Business Meeting  
**0900 – 2300 (9:00 – 11:00 PM)** – Hospitality Room Opens  
**TBD** – Ladies Tour  
**1700 – (5:00 PM)** – Cocktail Hour  
**1730 – 1930 (5:30 – 7:30 PM)** – Embassy Manager's Reception Free Bar and Snacks  
**1800 – 2100 (6:00 PM – 9:00 PM)** – AFGA Banquet

#### SUNDAY 8 SEPTEMBER 2015

**0800 – (8:00 AM)** – AFGA Memorial Service at Hotel  
**0900 – 1700 (9:00 AM – 5:00 PM)** – Hospitality Room Opens  
**TBD** – Tour of Western Heritage Museum/45<sup>th</sup> Infantry Division Museum  
**TBD** – Return from Western Heritage Museum/45<sup>th</sup> Infantry Division Museum  
**1730 – 1930 (5:30 – 7:30 PM)** – Embassy Manager's Reception Free Bar and Snacks  
**1800(6:00 PM)** – Buffet Meal and Open Mike

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



## **WHAT YOUR FULL REGISTRATION COVERS**

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

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

## **EARLY BIRD SPECIAL**

**If you register for the reunion before  
30 April 2019  
the registration fee will be  
\$120**

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

**\$140**

**Deadline for registration is  
31 July 2019**



## **OKLAHOMA CITY REUNION TOURS**

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

### **Oklahoma City National Memorial**

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

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

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

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

### **Bricktown Water Taxi**

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



## **OKLAHOMA CITY REUNION TOURS**

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

### **Yellow Rose Dinner Theatre**

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

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

**SATURDAY MORNING (Ladies Tour) – Time TBD  
Cost \$50  
Via Street Car  
LUNCH INCLUDED IN THE PRICE**

### **Myriad Botanical Gardens**

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

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

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

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



## **OKLAHOMA CITY REUNION TOURS**

**SUNDAY MORNING – Time TBD**

**Cost \$50**

**LUNCH INCLUDED IN THE PRICE**

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

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

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

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

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

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

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

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



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

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

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

**BANQUET MENU SELECTIONS**

- 1 = SEARED SALMON  
 2 = GRILLED CHICKEN BREAST  
 3 = MARINATED FLAT IRON STEAK  
 4 = VEGETARIAN MEAL

PLEASE RETURN COMPLETED FORM AND SEND CHECK MADE OUT TO AFGA, NO LATER THAN 31 JUL 2019 TO:

DAN DANISH  
 9550 HAVILAND CT  
 SAN ANTONIO, TX 78251  
 210-204-8481

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.

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



Hello Fellow Gunners,

The passing of great airmen like Fred Arthur are sad but remind us of the great professionalism and dedication to this profession.

As a young mini-gunner arriving at Barksdale AFB, I wasn't aware of all the gunners I was about to meet over the next seven years. From buck sergeant line gunners with four or five rows of ribbons to standardization evaluation gunners, squadron gunners (both 596th and 62nd BMS), the wing gunner, and then the CEVG gunners with so many ribbons their wings were almost pinned at the shoulder level on their uniforms.

These individuals proved to be the nicest guys I've ever met. But at the beginning a scary bunch from my view. All I could think was they were there to keep me in line or EAT ME ALIVE.

My first check ride was with Ferrell V. Browne, tall and quiet, never took his eyes off me. I had no idea I passed my check ride until the debriefing. My first CEVG check ride was all nerves. I remember it was scheduled as part of the ORI and I was going to be at the top of my game. The night before I reviewed the dash-1 and gunners manual. Passing a check ride was all I could think about. Trying to remember all my training and to complete each checklist item fully had me second guessing myself sometimes. Do I do it again? Maybe he wasn't watching.

During the flight all went as planned until he wanted to inspect my flight manuals and regs. I passed him my dash-1 and as I was looking for my gunner's manual, I couldn't find it. I had studied it in my dorm room the night before and it didn't get returned to my brief case. A very stressful time for an airman in SAC, Q3 for pubs.

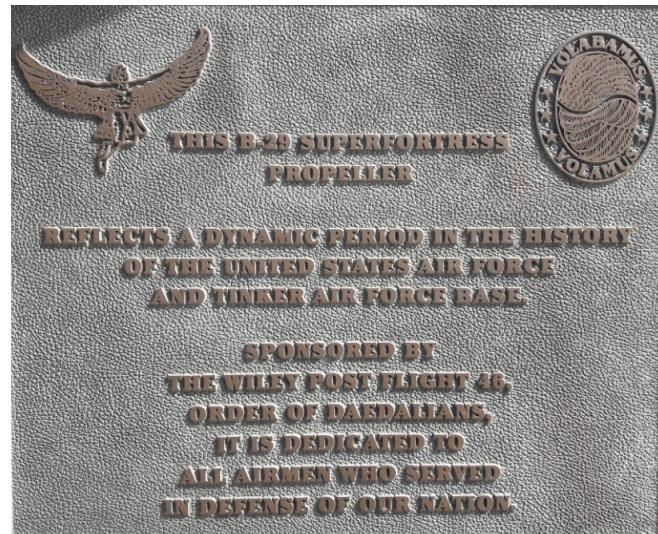
Anyway, I persevered and a few years later I found out that you could actually receive an OUTSTANDING PERFORMANCE on a check ride, and from CEVG. As time went by and I went to instructor school, I returned to Barksdale, and soon became a stan-eval gunner.

The next ORI came and I remember CEVG knocking on our door. Those on alert were hit first with no-notice EP tests/general knowledge tests, and testing in the vault. I'm thinking, "I'm prepared, don't sweat this stuff". Well it went great, and this was the first time I flew with CMSgt Fred Arthur. For a big man, he can put you at ease and with a kind word he said, "Relax, it's just another mission".

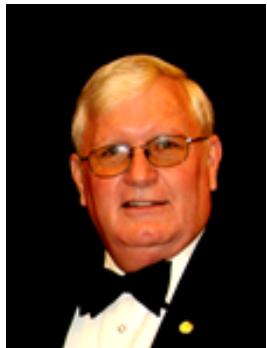
Outstanding Performance (HQ) was the result of this evaluation. Thanks to the professionalism of gunners like Chief Arthur, our career field stood out above all other career fields in the USAF.

It is sad to have lost Fred Arthur just recently. He "made the difference" as the back of the gunners' coin reads. Many gunners, older and younger, have been a positive influence on my life. Fred was one.

*Bob Ashley*



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



Greetings to my fellow gunners:

It was with great sadness to learn of the passing of Retired Chief Master Sergeant Fred Arthur on the 19th of September, 2018. I was honored to attend his funeral in Bossier City, Louisiana on 6 October with Pete Karjanis.

Fred unknowingly had a huge impact on me and my career as a gunner. Our paths crossed numerous times in the 20 years I was a gunner. Each time was a unique learning experience for me. I viewed Fred as a gentle giant with an imposing appearance and a huge heart and was glad to call him a friend.

I first met Fred while I was attending NCO Leadership School at Barksdale AFB in May, 1975. I ran into a gunner I knew from Arc Light at the BX who invited me to a gunner's party the following weekend. While at the party I met Fred for the first time. We didn't interact much since he was a chief, kind of imposing, and with CEVG. I remember pretty much avoiding him during the party. I completed Leadership School several weeks later and returned to K.I. Sawyer.

Immediately after returning, I was scheduled to fly ASAP so I didn't go non-current. I had returned from Arc Light five months earlier, re-qualified in the B-52H, having flown only three times before leaving for Leadership School.

I was scheduled to fly with an inexperienced crew I didn't know and I hadn't flown in nearly 60 days. Mission planning was rushed and a bit hectic but the show time was mid-morning which I liked. After show time, we went to base ops for the weather briefing and to pick up the flight lunches before flight. I was subsequently greeted by Chief Arthur in the hallway. There was no mistaking of who Fred Arthur was, you only had to meet him once to remember him.

The Chief introduced himself and stated he would be flying with me. There was also an evaluator pilot and radar navigator with the CEVG team. They literally had just landed and walked into base ops and found a crew to fly with. The ultimate no-notice!

As soon as we arrived at the aircraft, we were called by the command post telling us to expedite the preflight and take-off since CEVG had just landed. The pilot responded with additions to the flight orders and the command post responded "Good Luck".

One of my most challenging flights had just begun. I remember we had maintenance problems with generators after engine start. I'm sure the crew was hoping the flight might be cancelled but then suddenly the electrical power problem was cleared and we were on our way. Again, I barely knew this crew or what to expect from them.

Fred settled into the defense instructor seat and sat there quietly. Right after level-off we lost the generators and it got really dark and quiet. I grabbed my flashlight, checked on Fred, received a thumbs up, and then immediately pulled out my dash-one and searched section III for generator failure and began to back up the flight deck. All the ECM systems and the FCS had shut down. As the co-pilot worked the emergency, I took over reading from the dash-one.

The pilots finally got the generators back on line and power returned. When I brought the Fire Control System back on line, I discovered a modulator failure had occurred which drew Fred's attention immediately. The generators kicked off line again and this time the pilots were able to quickly get the generators back up again. There was some discussion about aborting the mission and returning to base. I was up for that!!! There was a phone patch to maintenance and they recommended a procedure to isolate one of the generators they thought was causing the issue.

The pilots followed the recommendation and the generators stayed on line. When I brought the FCS back up after the power was restored, the system was working normally and I went to work checking things out. I did some scope adjustments and was settling in when suddenly the navigator called, "PCTAP Now". His call was 15 minutes early and I wasn't on watch yet. I immediately checked my SAC Form 206 and crosschecked with the EW and realized I had probably just busted my CEVG check-ride.

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

I looked back at Fred and he came up and looked at my 206 then went downstairs. I felt sick and was sure I had busted my check. Fred came back up and when I looked back at him he just gave me a tight lipped smile and nodded at me as to tell me to get back to work. I called on watch and a short time later, we descended into the low level route.

Needless to say, the navigator was very nervous and not on the ball. I had been taught to back up the low level by monitoring the turn calls off a timing sheet we made during mission planning. The navigator missed making two different turn calls which I made and he acknowledged which kept us inside the low level route. Fred again leaned forward and looked at my timing sheet. That part of the flight seemed perfectly normal since it was something I had been trained to do. The rest of the flight was uneventful and we eventually made it back to K.I. and did some pattern work and finally landed.

When we landed, I was met at Base Ops by the Squadron Gunner, SMSgt Longwell, and was asked how the flight had gone, and I let him know I hadn't called on watch before the PCTAP. He told me that wasn't good and then he saw Fred and they left together. I agonized that night about the flight and what I thought was going to happen. I had just extended to go to SAC Leadership School and was due to re-enlist in October and receive a considerable re-enlistment bonus. I wasn't sure what to expect after busting a CEVG check-ride but decided if necessary, I could get out of the service and chart a new career path in the civilian world.

The next morning, I was given and passed an EP Test and told we would debrief at 10AM. I wasn't the only one anxious about the debriefing, the Navigator looked like he was about to have a nervous breakdown. Our S-01 gunner, MSgt Miser, asked me about the flight and after I filled him in he said, "It is what it is, good luck!"

I didn't think it could get any worse until our Wing Commander walked in. The pilots were praised for the work they did with the airborne emergencies. I wasn't aware the Nav team also had numerous equipment issues due to the generator problems. Those issues attributed to some of the timing errors with the navigator. Both were commended for working through the malfunctions.

It was now my turn in the barrel and I thought I was going to throw up. Fred recognized my discomfort and actually came over and stood behind me with his hand on my shoulder. He then commended me for backing up the pilots during the generator emergency. Fred then stated there was a discussion about busting the navigator for crew coordination for the timing errors, but due to numerous malfunctions in flight and the crew had worked together to back him up with timing calls low level, the Nav passed.

Fred never mentioned anything about me not being on watch prior to the PCTAP. He commented about my demonstrated knowledge of the system and emergency procedures. He summarized by declaring me as Highly Qualified and then turned to the Squadron Gunner and asked why I wasn't an instructor. Until then, no one had ever talked to me about upgrading to instructor. Needless to say, I started instructor upgrade the next day.

I had the opportunity to talk with Fred later that night at the club. I asked him why he hadn't busted me for not being on watch at the PCTAP. He said he realized the navigator called it early and it wouldn't be fair to me to bust me for something I had no control of. He told me everything on a check-ride was not black and white and I should always weigh everything during a check-ride together. I like to think I utilized his philosophy during the many check-rides I administered through-out my career.

I really didn't fully realize the impact Fred had on my career until I thought about his passing. If he had busted me on that no notice check, I would have probably separated at the end of my first term. If he hadn't recommended my upgrade to instructor I may not have upgraded when I did. As it turned out, I did upgrade to instructor and a short time later to evaluator. That in turn resulted in my selection as CCTS Instructor at Castle where there were numerous opportunities to enhance my gunnery career.

Years later, while stationed at Barksdale, I got to know Fred much better after he retired. Fred, "You Made the Difference" to me and my career! Chief, you will be missed.

C'est~la~Vie, *Rory*

## MEMBERSHIP CORNER - BOB ETHINGTON



Greetings from your membership chairman!

It has been a pretty good year for membership. We welcome **eight new life members** to the association and numerous new initial members. Our new life members are **Bob Sprague, Gary Frederick, Mike Crockett, Tim Nelson, Darryl Brown, Keith Krebs, Damon Jackson, and Alex Sallustio.**



I have been trying to track down and invite former gunners that have not joined the association. So far, I have contacted a couple, and have obtained contact information for a few more, but haven't received replies from them. Hopefully they will respond and join soon.

The processing of payments is still and issue and I hope we can resolve it soon. If you haven't seen your check cleared by your bank, please don't worry. You may send me an e-mail to confirm and I will tell you current status, but once I receive it, the record is updated. E-mail [tailgunner@thebikerbar.com](mailto:tailgunner@thebikerbar.com) or call (540) 550-4776.

We have an antiquated system and quite honestly, and since unlike many of you, I haven't retired yet, so I have been very busy and haven't got all of it worked out yet.

Please continue to support our association and make your plans now to attend the reunion in September in Oklahoma City. It will provide you with an unparalleled opportunity to associate with gunners that served from all eras and locations. Encourage your gunner friends you haven't seen in a while to attend and meet you there in OKC! It will be a great time and memory to get together where you left off.

C'est la Vie,  
*Bob Ethington*

Thanks to all who sent in contributions to this December edition of your Short Bursts. I would like to especially thank John Lowery for his massive file on gunner wings, Harris Tolmich for his package on B-52 structural failures, and all your very interesting cards, letters, and e-mails. I wish more of our readership would contribute their thoughts and memories and we thank our regular contributors, Cease Walker, Harris Tolmich, Bill Gaddes, Pete DeFelice, Gary Heinz, Dan Morgan, Antonio Fucci, and many others with their stories of great historical proportions and feedback, for without you and them, we wouldn't have the Short Bursts. Please keep those contributions coming in for the next edition of the Short Bursts that will be in your mailboxes in April, 2019.

An apology is in order since this edition possibly won't hit your mailboxes by the first of December. It was a little delayed to the printer causing the December Short Bursts to be late. We wanted to include as much current details on the Oklahoma City Reunion for your planning purposes. Needless to say John Stallings has been working very hard almost singlehandedly to do all the tour and accommodation deals and details for the next successful reunion for our enjoyment. So start making your plans as the details for the tours are firmed up. Don't put off sending in your registration forms to Dan Danish, our Public Affairs Chairman as soon as you can. This allows Dan to plan the accurate numbers for participation and do all the things like making all the nametags and organizing the many lists for the tour busses and arrangements for the particular meal choices. See you in OKC for another memorable time.



## **EDITOR'S COMMENTS - PETE KARJANIS**



The B-26 Gunner-Pilot stories submitted by Antonio Fucci sure did generate some interest among our readership. I was contacted by another B-26 gunner, CJ Hefley, who relayed to me his gunner-pilot stories from K-8 Kunsan. What an honor to hear these stories first-hand from the gunners that participated in these duties during the Korean War!

CJ Hefley also added and related how the squadron pilots after the war would seek out the gunners that were trained to fly. These pilots liked to partner up with gunners to take a B-26 out and do some VFR flying chasing trains and other targets of opportunity to sharpen their flying skills.

He also talked about the 50th Anniversary of the USAF and how he was invited to participate in the official ceremonies at the Las Vegas Convention Center with every living dignitary known to the USAF to include Chuck Yeager!

This phone call reminded me of all the historical stories I got to hear at the earlier reunions where the World War II and Korean War gunners outnumbered the B-52 gunners especially at the very first 1987 reunion in Orlando. I remember hearing the B-17 guys and the B-24 guys ribbing each other and it was amazing to say the least. Comments like the B-24 could out fly, out bomb, and do most anything aeronautically better than the B-17 in all aspects.

The B-24 guys seemed to be a little annoyed that their brother gunners in the B-17 got every bit of the publicity while they suffered just as heavily without the notoriety, news articles, and movies the B-17s were all the focus and attention in the public eye.

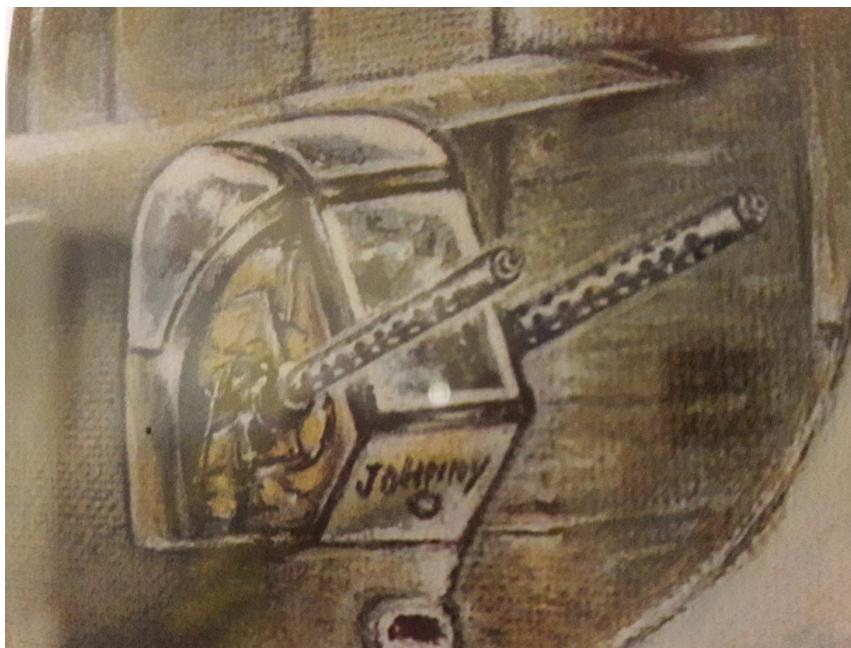
One B-24 gunner I remember ribbing the B-17 gunners said, "The B-24 was much more advanced and definitely faster, and a straight and level B-25 could easily fly past a B-17 even in a descent." I look back and realize I got to experience these amazing untold stories first hand from gunners at these reunions. What a huge honor that directly connected me in this long blue distinguished line of aviators and immeasurably contributed to my gunnery career.

It is so sad to think most of our WW II gunners are no longer with us now and the very few gunners that are with us are unable to



make it to the reunions as in the past due to mobility issues we all will face sooner or later. I always made it a point to meet as many gunners I didn't know at these reunions and hear their unique stories. Just to know I got to personally connect and experience the reunions with them and all of you at that time is more than priceless.

Another very interesting gunner had to be John Shlapak. He has artwork displayed in many distinguished places to include the Air Force Art Collection and some of you may remember him as our official artist of the AFGA with his contributions. If you all have seen or have his print of Ploesti, you can still see Johnny O in the tail and understand from that vantage point in his B-24 of what he witnessed on that mission. His B-24 print graces the back cover of the December 2016 Short Bursts. What a true gunner hero!



## EDITOR'S COMMENTS - PETE KARJANIS



Another of these true heroes was a gentleman named Morgan Mickalsen, CMSgt (retired) that I first met at the Tucson reunion. He had a very unique gunnery career in the recon world that took him to places and bases like Skulthorpe, Norfolk UK, and Albrook Air Station in the Panama Canal Zone.



He and I became close at the follow-on reunions at Charleston and Omaha after I was able to provide details that I had been to both Skulthorpe and Albrook in my career. I got to meet his close circle of gunner friends among them a gunner/boom operator with another unique career on recon bombers too.



There is a lot to digest with the loss of Fred Arthur.

Fred was very proud of earning his 5000-hour pin. Just to reach 2000 hours in the B-52 is quite the iron-butt accomplishment. 2000 hours is the equivalent of a little over 83 days off the surface of the earth in the stratosphere. 5000 hours is almost seven months of continuous flying in low earth orbit!

Right after completing initial gunnery in the tail of the F model on the ramp at Castle in the early '70s, and follow-on H-model difference training, my new bride and I signed in at Wright-Patt. The very first gunner that greeted me was Fred Arthur. He was of huge stature; I was intimidated to say the least. He was razor sharp in uniform and up to that time, I had not come in such close contact with a gentleman with huge presence and more stripes than a zebra. I often wondered how Chief Arthur could crawl in and fit in the tail compartment, seemed like there was nothing he couldn't do!

Chief Fred handed me three sets of keys with those round tags attached with base street addresses inscribed. He also told me to take a few days to pick a base house, get settled in, and after that, come to his wing gunner office. My new bride and I picked a nice corner housing unit among the three sets of keys that I'm sure Chief Fred pulled all kinds of strings and cashed in many favors to get.

I reported to the wing gunner's office as instructed, handed back two sets of keys, thanked the Chief for giving me the choice of three housing units to choose from which I discovered later was unprecedented for a brand new airman first class. I didn't have to deal with the housing office, the Chief took care of every detail. I was in the military for another 29 years after that and never given three options to an immediate base house!

In Chief Arthur's office, he congratulated me for finishing my Castle gunnery training with a highly qualified check ride from CK Hansen. He said in so many words to continue this professional behavior in a most motivating but kind way. Needless to say, Fred not only took great care of me but did the same for every new gunner from Castle previous to my arrival. I learned something from this act of great kindness. I never forgot and used his sterling example of how to treat airmen and in retrospect, it served me well in my successful enlisted aviation career.



## A TALE FROM VIETNAM



Whiteman Air Force Base has its share of military history as host to the only unit in the world to have detonated nuclear weapons in combat. Missile silos, photographs, hardware, and old encased documents form much of this legacy.

But these are hardly more valuable than people who lived history; men and women whose sweat writes the story of America. Retired Master Sgt. Jerry Headrick, a civilian employee at Whiteman's Detachment 5, 29th Training System Squadron is such a man.

He was a tail gunner on the B-52, tail number 683 which rests at Whiteman's Arnold gate. Man and metal, here each day in a humble reunion, reveal the ghosts of Vietnam through their experiences.

The gun turret was an experience of extremes. One could see nearly the entire sky, but "If you have a phobia for tight quarters - it was tight," said Mr. Headrick. That of course didn't bother him, recalling it was "the best seat in the plane."

"There is not a (B-52) D model around I haven't flown in combat," said Mr. Headrick. So after seeing the plane here, a quick look at his old log book showed when he had flown in it.

He related that, befitting a "Stratofortress", MiGs and other enemy aircraft respected the B-52 and its gunners and "hardly came within 20 miles." His pride in the plane is obvious, along with his reverence for the culminating air mission over North Vietnam, Linebacker II.

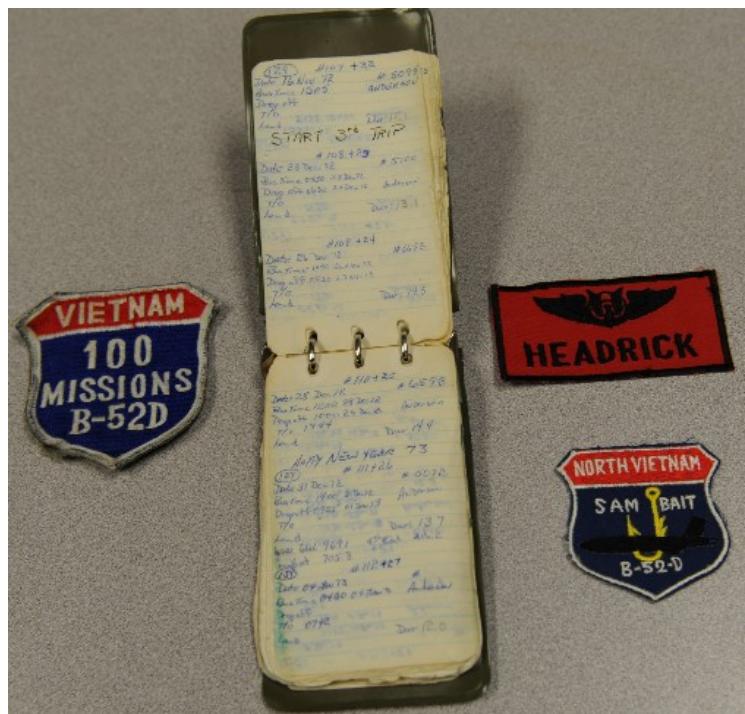
According to Headrick it was "the largest armada of jets over that tiny country in aircraft history." In Winter, 1972, 150 B-52s along with tankers and fighters struck Hanoi, North Vietnam in a campaign of startling precision, persuading the North Vietnamese government to return to peace talks in Paris.

15,000 tons of bombs were dropped for an overwhelming airpower victory. In spite of the political and military significance of the operation, Mr. Headrick's thoughts on the topic are more down to earth.

"It was the best 4th of July show you ever laid eyes on," he said. "It was a job that had to be done and we did it to the best of our ability.

Headrick's own milestones in the skies over Vietnam include 2000 combat hours, Distinguished Flying Crosses and Air Medals and a Surface to Air Missile hit so close to the turret he "could have reached out and touched it." But the highlight of his gunnery career was the dedicated crew he flew with. They shared, as flyers are fond of saying, hours of boredom interrupted by moments of sheer terror.

Of the 11 days of Linebacker II, one holds special significance for Whiteman and Mr. Headrick. December 26, 1972, then Staff Sgt. Headrick crawled into the turret of aircraft 683 for a typical 14.3 hour mission from Andersen Air Force Base, Guam to Hanoi and back.



## A TALE FROM VIETNAM

Fellow gunner and roommate Technical Sgt. James Cook was flying on a different B-52, Ebony II, and was shot down over Hanoi. Sergeant Cook and three others survived the crash and enemy capture. The pilot and electronic warfare officer were killed in the air. It was one of 15 B-52s lost in Linebacker II.

The pilot, Captain Robert Morris, was the only Missouri native killed piloting a B-52 during combat in Vietnam. Whiteman's B-52 display aircraft will be rededicated to that crew later this summer with friends and family present, including Mr. Headrick.

Just don't expect poetic sentiment from him on that occasion. "Someday I just want to climb into the back and find some of my graffiti in it," said Mr. Headrick. History has to be written somewhere, whether printed in a book or scrawled in a B-52 gun turret.

*Staff Sgt. Bryan Vandersommen*  
509th Bomb Wing Public Affairs



## LINEBACKER II

### Memorial Dedication Inscription



# LINEBACKER II

December 18-29, 1972



*Eleven Nights*

*729 B-52 Sorties*

*15,000 Tons / 30,000,000 LBS of Bombs Dropped*

*1,240 SAMs Fired*

*B-52s - 2 Mig 21s - 0*

*1 Cease Fire Agreement*

*591 POWs Released*

**AMERICAN AIRMEN, EXECUTING AMERICAN AIR POWER  
THRU STRATEGIC BOMBING**

Beginning in early October and thru mid-December of 1972, United States National Security Advisor, Dr. Henry Kissinger and North Vietnamese Politburo Member, Le Duc Tho met in Paris to discuss proposals for a Peace Settlement that would end the decade old Vietnam War. Those peace talks effectively broke down on 13 December. Dr. Kissinger sent a message to the North Vietnamese warning of "Grave Consequences" if the talks did not resume within 72 Hours. That same day, President Richard Nixon ordered the planning of a "Maximum Effort" bombing campaign that could be executed within 72 hours.

On 18 December, with no response from the North Vietnamese Government, Operation LINEBACKER II was commenced with nightly bombing in and around Hanoi, Haiphong and other military and industrial targets in North Vietnam. Over the next eleven nights, B-52Ds and B-52Gs from U-Tapao Air Base in Thailand and Andersen Air Force Base, Guam flew a total of 729 combat sorties against military and industrial targets in North Vietnam. Surface to Air Missiles (SAMs), anti-aircraft artillery and MIG-21 Fighters were deployed defensively by the North Vietnamese against these B-52s and their support aircraft. Estimates of as many as 1,240 SAM firings resulted in 24 B-52s being hit, and 15 of those 24 being downed, 10 of which came down within the boundaries of North Vietnam. Two MIG-21s were shot down by B-52 Tail Gunners. Air Force and Navy tactical aircraft flying in support of the B-52 strikes lost an additional 11 aircraft during Operation LINEBACKER II.

After eleven nights of sustained heavy bombardment, the North Vietnamese were out of SAMs and their defense system was in shambles. They signaled that they wished to return to the Peace Talks in Paris. The bombing was immediately halted and 29 days later on 27 January 1973 a Cease Fire Agreement ending the Vietnam War was signed. Operation HOMECOMING began on 12 February 1973 with the eventual release and return of 591 American Prisoners of War.



## **LETTERS AND E-MAILS**



### **Does any gunner remember this incident?**

Please e-mail or write your thoughts and remembrances of this incident or any other you recall and we'll include what comes by in the next April 2019 edition of the Short Bursts, [karb52@cox.net](mailto:karb52@cox.net) or 405-430-2881.

## **LETTERS AND E-MAILS**

FROM: Elwin Gray

SUBJECT: Broken Left Wing Picture - B-52G - Page 15, August 2018 Short Bursts

This incident happened at Mather AFB on a mid-afternoon in mid-spring of 1975 or 1976. I was stationed there at that time frame.

I believe the airplane was being ground refueled on the SAC flight line, and too much fuel was forced into a fuel tank. The wing broke, and fuel spilled everywhere.

I don't believe there was an aircrew aboard. Naturally, maintenance guys on the ramp upon seeing that, were practicing their 1-1/2 mile run "for real", likely in expectation of a fire. Amazingly, no fire resulted, and no loss of life.

At this same time of the day, SAC airplanes were returning from the day's flights. Several KCs and B-52s were diverted to McClellan AFB, which was on the opposite side of Sacramento. The maintenance folks were scrambling to take trucks, equipment, personnel, over to McClellan to perform post flight duties. For a few days, Mather's SAC wing had flight operations out of McClellan for those airplanes.

Even though McClellan was an Air Force Logistics Command base that did depot level maintenance, I believe the repair was likely done by the Tinker or Kelly depot maintenance folks. The repair took about three months, and I forgot if the repair was done right on the flight line, or if the airplane crawled into a hangar. Needless to say, it was a Hangar Queen for a while.

The repair process was similar to the re-winging of the B-52D that was going on at that same time. However, we know that the B-52G (and H) has a completely different type of "wet wing" than the "dry wing" the D's had.

NOTE: I may be wrong on the exact cause of this incident, assuming it was a fueling problem - my memory is not that good any longer. It is possible that it may also have been forced air in the pneumatic system building up too much pressure, leading to the breakage. In my opinion, the re-fueling scenario seems to be a more realistic cause.

*Al Gray*

Gunner: B-52 D, F, G, H

SMSgt (Retired)

FROM: John Isakson

SUBJECT: Mather Broken Wing Incident

Pete,

The picture on page 15 in the August edition of the Short Bursts of the broken bird revived some memories.

It is at Mather AFB. It is B-52G 58-0178 and it broke on 10 March 1983.



Seems the previous flight had a suspected fuel leak and maintenance had used vent plugs to pressurize the fuel tanks during troubleshooting. Those plugs were not removed prior to refueling. Hence, a broken wing.

The replacement wing came from B-52G 59-2574, a retired bomber being used for radar testing in Oneida, NY. 58-0178 was renamed Phoenix II.

PS. I was never at Mather. I got this info from the B-52 guys at Boeing Wichita while I was employed there after retiring from HQSAC.

*John*

## LETTERS AND E-MAILS

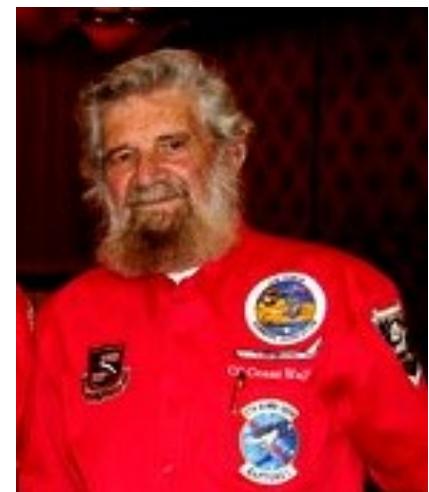
FROM: CEASE WALKER  
SUBJECT: FRED ARTHUR

PETE,

FRED ARTHUR WAS THE LAST OF THE AFGA FOUNDERS. BILL DAYTON AND ZIP ZINGLE WENT WEST QUITE A WHILE AGO NOW.



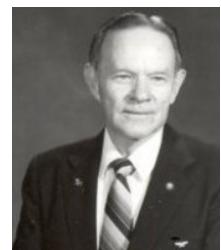
AT OUR FIRST "B-36/B-52 GUNNER'S" REUNION IN ORLANDO IN 1987, FAIRCHILD AND CARSWELL AFB'S PROVIDED KC-135'S TO BRING AND TAKE HOME THEIR TROOPS. A DIFFERENT AIR FORCE THEN.



IN DENVER IN 1989, A TOTAL OF 366 GUNNERS AND FAMILIES ATTENDED THAT ONE. WE BECAME THE "AIR FORCE GUNNERS ASSOCIATION," TO ALLOW GUNNERS FROM ALL MEDIUM AND HEAVY BOMBERS TO BE ELIGIBLE TO JOIN.

THE 1991 REUNION WENT WEST TO LAS VEGAS. BUD CONDER, RELIEVED BILL DAYTON OF THE DUTIES OF AFGA PRESIDENT. BUD WAS MY SENIOR GUNNER ON OUR B-36 CREW. HE TAUGHT ME MANY THINGS, LIKE, NEVER SAY FIRE ON INTERPHONE, BE IN YOUR SEAT

BY THE TIME THE BRIEFING IS SCHEDULED, 5 MINUTES EARLY FOR SQUADRON COMMANDERS, 10 MINUTES FOR WING COMMANDERS AND 15 MINUTES FOR ALL GENERAL GRADES, AND ALL OFFICERS FIRST NAME IS SIR, AND MANY, MANY MORE ...



AND SO IT WENT ON, EAST COAST, MID U.S., THEN THE WEST SO AS TO MAKE TRAVEL LESS DIFFICULT AND BI-ANNUAL TO MAKE IT EASIER ON THE CHECKBOOK. GUNNERS, ALWAYS THINKING ...

BILLIE AND I PLAN ON OKLAHOMA CITY NEXT SEPTEMBER, WE HAVEN'T MISSED ONE YET ...

HI TO CONNIE,  
ALL'S WELL.

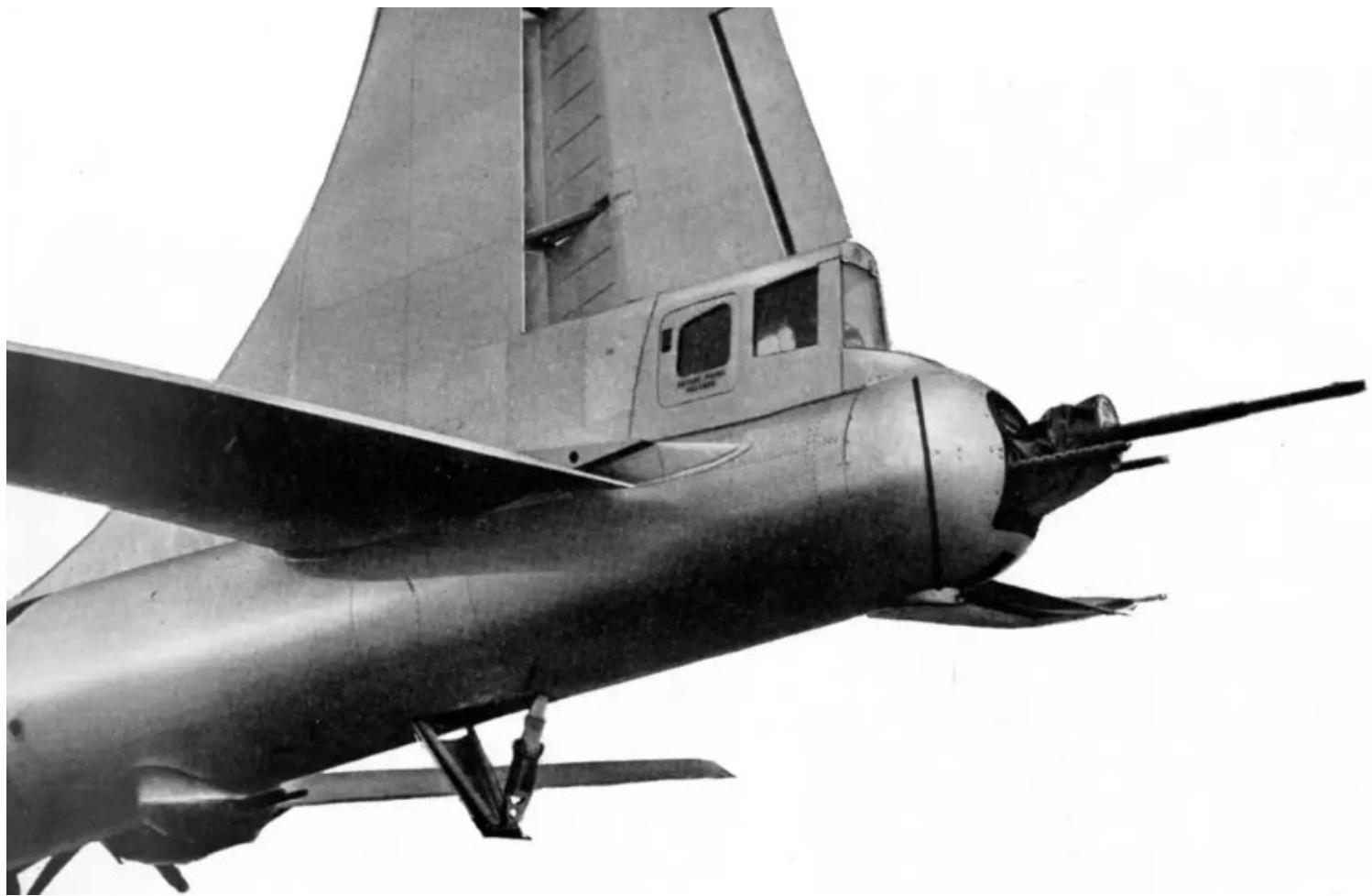
CEASE



## LETTERS AND E-MAILS

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

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



## LETTERS AND E-MAILS

By MSGT. FRANK R. TAYLOR  
93rd Bombardment Wing, Castle

FAILURE of the vertical fin assembly due to severe turbulence has been the major factor in certain B-52 aircraft accidents during the past year. In making this finding, each accident investigating board has recommended that pilots pay particular attention to the degree of turbulence encountered and take the necessary corrective action to keep out of areas of severe turbulence. Of late, more attention has been directed to the readings on the accelerometer installed in the cockpit.

In B-52 aircraft, B through F model, a more sensitive instrument exists in the tail. Besides being sensitive, this accelerometer is an expensive installation; however, the original cost was written off for its primary purpose—that purpose being the defense of the bomber in time of war.

Because the neck bone is connected to the head bone, and a zone of vibration exists between the head bone and the shoulder bone, the B-52 tail gunner is a most effective accelerometer. In areas of light turbulence, while crew members forward are enjoying a fairly smooth ride and still drinking their coffee without spilling a drop, the neck bone of the tail gunner is vibrating from side to side. This initial indication may portend increased turbulence to come.

By the time the crew members forward first spill their coffee and the pilots take a look at the accelerometer, the aircraft may have entered an area of moderate turbulence. And, possibly, only seconds later the bomber may be in severe turbulence. When this occurs, the head bone of the gunner is likely to be ricocheting off the side of the rear compartment.

Experienced tail gunners accept these discomforts as part of the job. Sometimes these vibrations are experienced in smooth air—the result of the turbulence created by neophyte pilots during air refueling.

Now, as for the accelerometer in the cockpit: its records are primarily concerned with up and down G-forces and it may not register a significant degree of turbulence at a time when the gunner is experiencing an uncomfortable side-to-side motion due to B-52 tail whiplash. It therefore behooves pilots to make more use of the gunner in the avoidance of areas of severe turbulence. In turn, gunners must be encouraged to report the various degrees of vibration discomfort rather than suffering through in silence.

No peacetime training sortie requirements are so important that SAC crews should risk aircraft and life in their accomplishment. Pilots are directed to avoid areas of severe turbulence and should remember that they have an expensive, sensitive and reliable instrument going for them—the neck bone of the tail gunner.



## **LETTERS AND E-MAILS**

FROM: Harris Tolmich  
SUBJECT: BUFF Structural Failures



PK ... Several B52 accidents due to structural failure. All the BUFF losses I am submitting for this SB are due to the above subject ... Harris

B-52E S/N 57-0018 flown by a senior standboard crew. Pilot Donald Hayes Lt. Col., CP Thomas McBride Major, RN Nick Horangic Lt. Col., Nav Emil Goldbeck Major, EW George Szabo Major, Gunner Burl Dean MSgt.

Scheduled flight for 10 hours, take off at 0210Z from Walker AFB, N.M. On time takeoff, flight progressed as planned until at 1138Z when excessive turbulence was encountered at 42,000 feet. FAA center was notified of a change in altitude from 42,000 feet to 38,000 feet because of turbulence, descent was continued to 34,000 feet. The pilot stated that the air was relatively smooth with airspeed at 435 KTAS. At this time the aircraft encountered even more severe turbulence with a violent updraft effect. A loud bang on the left side of the aircraft was heard, the aircraft rolled sharply to the left and the pilot applied full right aileron but it had no effect as the aircraft continued to roll to the left through what the pilot described as two and a half rolls. The pilot ordered bail out and the aircraft crashed at 1147Z. P, CP, RN, Nav, ejected and sustained survivable injuries. The EW and gunner failed to exit the aircraft and were the two fatalities. Accident attributed to structural failure.

B-52B S/N 53-390 19 Jan 1961. Crew members on this flight were as follows: Pilot John Marsh Capt., CP Thomas Stout 1Lt., RN Harold Bonneville Capt., Nav Jerome Calvert 2Lt., EWO Ivan Petty 1Lt., G David Forsyth TSgt., CE Lionel Terry SSgt.

The aircraft call sign Felon 22 departed Biggs AFB, Texas, at 1715 hours. Mission planned duration was eight hours. Aircraft leveled off at 36,000 feet passing near Farmington at 1810 hours. Shortly after passing this point, the autopilot disengaged because of turbulence. At 1818 hours a climb was started to 40,000 feet. At this time the aircraft experienced a violent bump/lurch followed by a nose low right roll of 40 degrees and then a violent spinning maneuver. As it descended the aircraft broke into several major pieces impacting at 1819 hours. These sequence of events were documented and related by the co-pilot who ejected safely. The other survivor was the navigator who was able to eject. The SSgt. maintenance troop parachuted through the navigators' open hatch but sustained fatal injuries. The pilot, RN, and EWO failed to eject and sustained fatal injuries. The gunner did not exit the aircraft and suffered fatal injury. Investigation cause was structural failure of the aircraft due to turbulence.

B-52C aircraft S/N 53-0406, call sign Frosh 10, scheduled for low level mission of 5 hours and 30 minutes on 24 January 1963. After one hour of local flying the crew obtained clearance to fly VFR and at 1930Z, low level route was entered. All aircraft systems normal, speed 280 knots, altitude 500 feet above the terrain. After 20 minutes of flying, turbulence increased from moderate to severe and pilot started climb to get out of turbulent conditions. Shortly after climb attitude was established, the pilot heard a loud bang. The aircraft went into a 40-degree right bank, nose low, descending right turn at 2000 feet per minute. Full left rudder and full left aileron were applied with no aircraft response. At this time the pilot ordered bail out. The aircraft crashed at 1952Z on Elephant Mountain. Persons reading this, you can see this wreckage on your computer screen, the gunners compartment is there, the frames for the gunners window are visible. Go to Google, Safari, or YouTube, type in B52 accident Elephant Mountain. A side note, my very good friend Michael Okeefe was the gunner. The pilot and navigator survived, there were seven fatalities.



ADDRESS REPLY TO  
CHIEF OF THE AIR CORPS  
WAR DEPARTMENT  
WASHINGTON, D. C.

CONFIDENTIAL

WAR DEPARTMENT

OFFICE OF THE CHIEF OF THE AIR CORPS  
WASHINGTON

May 22, 1939

SUBJECT: Flying Status for Flying Safety.

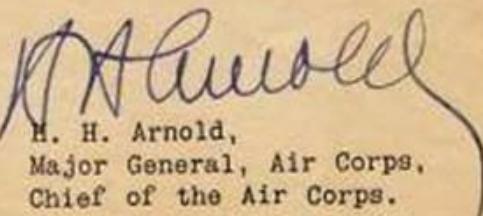
TO: Brig. General Arnold N. Krogstad, A. C.,  
Langley Field,  
Hampton, Virginia.

1. The Chief of the Air Corps is deeply concerned that senior and older pilots take no unnecessary flying risks and thus jeopardize their valuable experience to the Air Corps.

2. To this end he has directed the classification of all pilots over forty-seven years of age into a group where they will not be required to pilot at night, to lead or drill with pursuit formations, to fly single seater aircraft, or to do any other types of particularly hazardous piloting where the natural and understandable depreciations coincident with age may render them less fit than men of younger years. He believes that there should be absolutely no evidence of any competition in piloting among men of higher rank and older age. There is no necessity and no justification for the feeling on the part of a senior officer that he must continue to pile up as much pilot time, or to pilot as skillfully as he did in his earlier years, or as well as younger pilots do.

3. Your particular attention is directed to the revision of War Department Circular 26 and to the minimum requirements set up in Circular 50-12, O.C.A.C. Every senior Air Corps Officer must use the soundest judgement at all times as to the types of flying performed and as to when, how, and where to fly, after a careful analysis of tactical situations and weather conditions. Officers in the command pilot group may fly as co-pilots or command pilots in meeting their flying requirements.

4. It is desired that you be accompanied by another pilot on all military flights.

  
H. H. Arnold,  
Major General, Air Corps,  
Chief of the Air Corps.

711-h

CONFIDENTIAL

## LETTERS AND E-MAILS

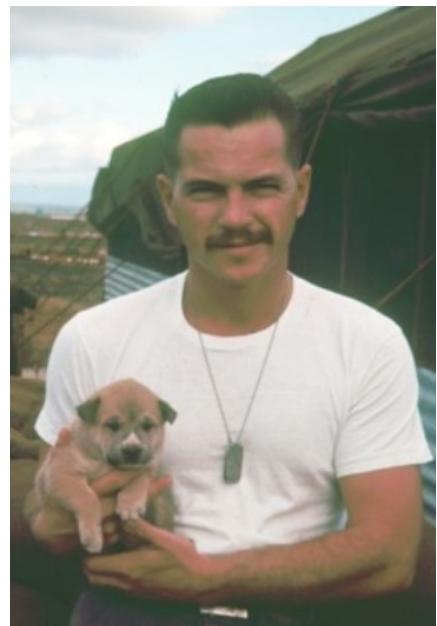
FROM: Gary Heinz  
SUBJECT: More Loss From Hurricane Michael

One of many famous aircraft at Eglin Air Force Base at the USAF Weapons Museum located on the base is a bomber. This B-52G model, tail # 185, was one I never flew but it was in very good condition on display.

The MiG-21 Russian Fighter from Vietnam days was also probably destroyed with the 155 MPH winds that wrecked so much of Florida!

Next door near Fort Walton Beach is Hurlburt AFB that is the home of the Air Commandos and they also were hit very hard. Prayers for our fighting men and their families all touched by Michael !!!

*Gary K. Heinz*  
Life Member AFGA  
Air Commando Association



FROM: Rory Koon  
SUBJECT: Marv Myers

I did finally meet up with Marv the day after the funeral.

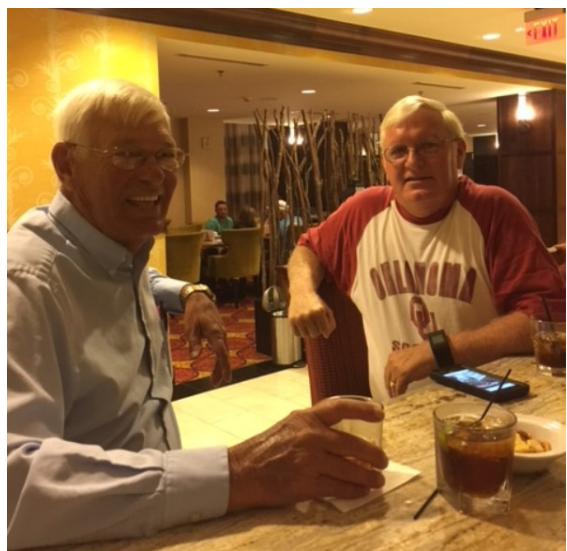
He wasn't aware Fred Arthur had passed.

Said it wasn't in the paper so he had no idea until I called him.

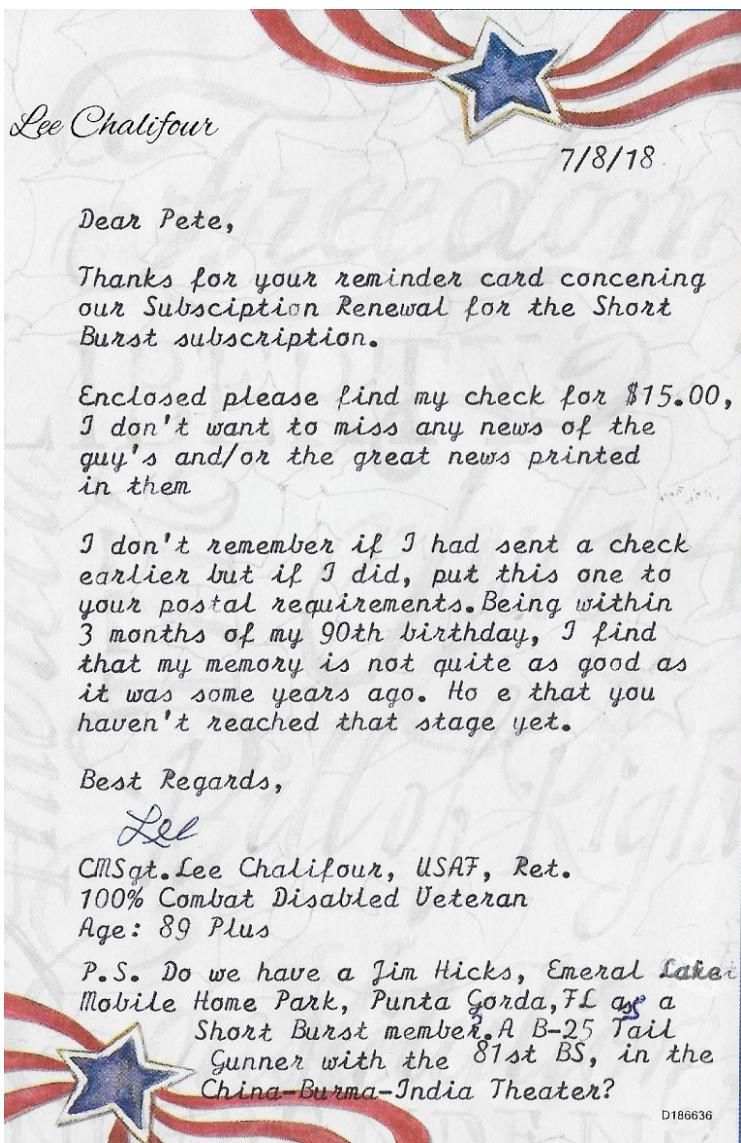
We met up that evening for drinks and to catch up. It was a good visit.

He said he would try and let all the local gunners know about Fred.

*Rory*



## LETTERS AND E-MAILS



Hey Pete, how are you doing? I hope you and the family are doing well. Mary and I are about the same, not much seems to change here. I am still working for Freightliner and we just opened a new shop just a few miles from home. It is nice to be in a new shop and close to home. With in the last year both are puppies passed away so it is just Mary and I. We now have a great grand daughter. Rebecca's oldest had a little girl. Rebecca and her kids all live in New Mexico. Michelle and all her kids live in Ct. We are still enjoying living in Florida even with Mary's health problems. I plan on attending next years reunion there in OK. On the car side of things I traded in my 2012 challenger R/T for a 2017 R/T shaker, still fun to drive. I am sure you still have all your rides. Do you still work out at the base? I look forward to the day I can retire, not sure when that will be. I still hear from a lot of gunners on Facebook. It is nice to see what they are up to. Well I did not want to just drop my dues in an envelope without saying hi. Take care for now, tell the family I said hi and hope to see you next year. C'EST LA VIE Brother.

Keith & Mary

Hi Pete

Hope To See All Next

Sept. Am enclosing for  
Two years Thinking we make  
it to 87 years. Not a lot  
of old gunners left.

God Bless  
and Take Care

Thank you, J

Dear Chief Chalifour,

We do not have gunner Jim Hicks as a member yet.

Thank you very kindly for the note and HAPPY 90th BIRTHDAY!



## LETTERS AND E-MAILS

Hi PETE

7-6-18

ENCLOSED IS A CHECK FOR \$60<sup>00</sup>  
FOR 4 MORE YEARS OF SHORT  
BURSTS — WHAT THE HELL —  
IN SEPT I'LL BE 85 — MAYBE I'LL  
LAST 4 MORE YEARS — THANKS FOR  
THE REMINDER. I JOINED UP AT 17  
IN 1951 — WENT DIRECTLY TO GUNNERY  
SCHOOL AT LOWRY AFB CO. FROM  
BASIC — B-29'S AND P-51'S PARKED ALL  
OVER THE RAMP. FLEW A-(B)-26'S,  
B-29'S, B-50'S, B-36'S AND DID 18 YEARS  
IN B-52'S, MANAGED TO FLY EVERY OP-  
ERATIONAL MODEL OF THE '52 (B, C, D, E, F,  
G, & H MODEL — GOT ALMOST TO A 5,000 THOU-  
SAND HOUR PIN BEFORE I QUIT FLYING. GOT  
BACK TO LOWRY TWICE AFTER MY SCHOOL-  
ING THERE — FIRST AS AN INSTRUCTOR

MEMORANDUM from .... PAUL W. AIREY, CMSAF (RET.)

To:

10/30/05

Hi LAWRENCE

I CLIPED THIS  
OUT OF MY CLASS  
YEAR BOOK 1943

TYRONE ARMY  
AB FC.

Hope you find  
IT INTERESTING

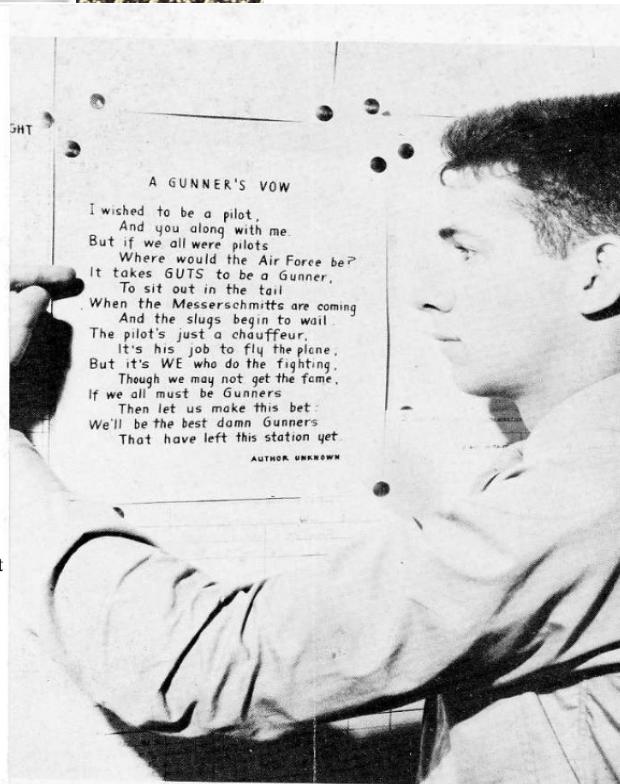
Chief Master Sergeant  
of  
The Air Force



GUNNER IN 26'S, 29'S, AND 50'S AND FINALLY  
AS A FIRST SGT AND THEN FINALLY A ~~LAST~~ LAST  
YEAR & A HALF AS SENIOR ADVISOR TO A  
2 STAR GENERAL — MAJ. GEN. WILLIAM B. MAXSON —  
FINALLY RETIRED OUT WITH 30 YEARS AND 29  
DAYS — OH, BY THE WAY — JOINED THE ILLINOIS  
NATIONAL GUARD AT 15 1/2 yrs OLD HQ BATTERY,  
124<sup>TH</sup> FIELD ARTILLERY BN. AS AN ARMORER HAD  
AMONG OTHER THINGS 6 M-2, 50 CAL MACHINE  
GUNS ON ANTI AIRCRAFT MOUNTS TO TAKE  
CARE OF →

KEEP SHOOTING —  
'Short Bursts of Course'

*Henry Sabenith*



7-11-18

Thanks Pete  
for the reminder  
Don't see much  
about B-36's any  
more

Sincerely  
*Loy Miller*



## LETTERS AND E-MAILS



### Bud Farrell

Author- NO SWEAT & "Yo!"  
B-29 Gunner Korea 1952  
KB-29 Air Refueling Op. '53

305 Yellow Rose Trail  
Georgetown, Texas 78633

Email-  
[b29gunner@suddenlink.net](mailto:b29gunner@suddenlink.net)

Phone 512-591-7731  
Cell 512-966-9968



Hi PETE

7-5-15

I WROTE A CHECK (NO. 1914 ON 3 APR 18)  
FOR \$30.00 FOR MEMBERSHIP &  
SUBSCRIPTION. IT MUST BE LOST  
AS IT HAS NOT CLEARED THE BANK.

I ALSO REQUESTED A NEW  
MEMBERSHIP CARD AS THE  
ONE I HAVE IS FADED AND  
BROKEN

THANKS,

*Ken Ingle*  
KEN INGLE

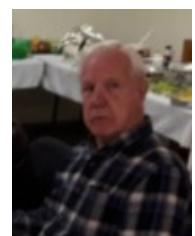
FROM: Donald Emerson  
SUBJECT: Annual Fort Worth Gunners Christmas Party

Hello everyone,



This years **Gunner's Christmas Party** will be on Saturday, Dec. 15th, 5:30 PM, at the American Legion on Burton Hill Road, Fort Worth, Texas.

Please RSVP to me by Dec. 7th with the number of persons attending. (That means you too, Dave McBride!)



Everyone is asked to please bring a side dish. Pete Kau will be bringing his famous pulled pork and Iggy Cruz is providing BBQ'd chicken.

We'll be looking forward to seeing everyone.

Don Emerson

(I would like to thank Andy and Liz Anderson for the invite to this occasion last year to get together with gunners. It was great to see the Fort Worth and former Carswell gunners in attendance as well as gunners from West Texas and Kansas. If the Creek don't rise, we hope to see you again this year at this fantastic get-together!)



## LETTERS AND E-MAILS

FROM: Donald R. Hallock  
SUBJECT: AFGA Membership Renewal

I had 47 missions over North Korea in 1951 at age 18. We flew out of Yokota, Japan. I'm a B-29 combat veteran, with the 98th Bomb Group, 345th Bomb Squadron.

Donald Hallock



## EARLY BIRD SPECIAL

If you register for the reunion before  
30 April 2019

the registration fee will be  
\$120

After 30 April 2019  
the registration will be  
\$140

Deadline for registration is  
31 July 2019



# WARTIME EAST ANGLIA



# **U.S. 8th. AIR FORCE IN EAST ANGLIA**



KINGS CLIFFE      ○ Peterborough  
■ DEENETHORPE  
POLEBROOK      ■ GLATTON  
■ GRAFTON UNDERWOOD  
HARRINGTON      ■ MOLESWORTH  
CHELVESTON      ■ ALCONBURY  
■ KIMBOLTON  
PODINGTON      ■ CAMP

A map of East Anglia showing numerous settlements marked with symbols like dots, triangles, and squares. The settlements include: WENDLING, ATTLEBRIDGE, HORSHAM ST FAITH, RACKHEATH, SHIPDAM, NORWICH, NORTH PICKENHAM, HETHEL, Gt. Yarmouth, BODNEY, SEETHING, WATTON, DEOPHAM GREEN, EAST WRETHAM, OLD BUCKENHAM, Lowestoft, SNETTERTON, HARDWICK, TIBENHAM, BUNGAY, KNETTISHALL, THORPE ABBOTTS, METFIELD, HALESWORTH, HONINGTON, EYE, HORHAM, TTISHAM, GT. ASHFIELD, LEISTON, BURY ST. EDMUNDS, MENDLESHAM, FRAMLINGHAM, RATTLESDEN, DEBACH, LAVENHAM, WATTISHAM, SUDSBURY, MARTLESHAM, RIDGEWELL, Ipswich, A. RAYDON, BOXTED, and WORMINGFORD.



**KEY TO AIRCRAFT BASES**

- ▲ P47 THUNDERBOLTS
- ◆ P51 MUSTANGS
- △ P38 LIGHTNING
- B17 FORTRESSES
- B24 LIBERATORS



M61A-1, Vulcan 20 MM Gatling Gun in the news. On the afternoon of October 11th, out on the flight line of a Belgian air base, two maintenance workers accidentally fired the F-16's cannon. The expended rounds struck another F-16 that was fueled up and prepared for flight and was destroyed when it caught fire. Fox Four. A second F-16 sustained light damages too. Two other airmen were injured and treated in this unfortunate incident. The two curious maintenance personnel presumably suffered hearing damage along with humiliation. The F-16 cannon weighs in at 250 pounds, has a rate of fire of 6,000 rounds per minute, and carries 511 rounds unlike the B-52 H model that carried 1200 rounds for 17 seconds of firepower.



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



**Brigadier General Paul Tibbets IV**, deputy commander of the Air Force Global Strike Command and the grandson of the pilot of the Enola Gay when it bombed Hiroshima in 1945, will not be promoted to major general and will be forced to retire following the investigation into accusations of misconduct from his time as head of the 509th Bomb Wing at Whiteman Air Force Base in Knob Noster, Missouri. General Tibbets recently was the keynote speaker for the Linebacker and Stratofortress Association Reunion at Barksdale AFB. No more fun and shenanigans anymore in the new AF!



USAF B-52s twice in one week in September flew missions near the **South China Sea**, as tensions remain high in the area because of the increasing Chinese military presence in the region. On Sept. 23, a B-52H deployed to Andersen AFB, Guam, from Barksdale AFB, Louisiana, flew a "routine training mission" in the vicinity of the South China Sea and Indian Ocean, according to Pacific Air Forces. On Sept. 25, another B-52H flew from Andersen to the South China Sea and returned to Guam. Both of the bombers are assigned to the 96th Expeditionary Bomb Squadron, deployed to Andersen for the Air Force's continuous bomber presence mission. BUFFs and BOnes deployed to Guam have routinely flown these missions to stress the freedom to maneuver in international airspace in the region, though the missions regularly cause frustration in China.



A U.S. Air Force B-52 BUFF, assigned to the 96th Expeditionary Bomb Squadron, (EBS) lands on Andersen Air Force Base, Guam, in July, 2018.

The 96th Expeditionary Bomb Squadron from Barksdale Air Force Base, Louisiana, assumed responsibility of U.S. Indo-Pacific Command's Continuous Bomber Presence (CBP) mission from the 20th Expeditionary Bomb Squadron. CDP, we called it Bullet Shot.



The **96th Expeditionary Bomb Squadron** (EBS) from Barksdale Air Force Base (AFB), assumed responsibility of U.S. Indo-Pacific Command's (INDOPACOM) Continuous Bomber Presence (CBP) missions from the 20th EBS, this past July at Guam.

After a six-month deployment in the Indo-Pacific theater, the 20th EBS has returned home to Barksdale AFB. While in Guam, the squadron flew deterrence missions and conducted a variety of joint and bilateral training missions with the U.S. Navy, U.S. Coast Guard, U.S. Marine Corps, Koku Jieitai (Japan Air Self-Defense Force), Republic of Korea Air Force, and Royal Australian Air Force.

"It was an honor for the 20th crews to serve in the Indo-Pacific region by deterring our enemies and assuring our allies," said Lt. Col. Maxwell DiPietro, 20th EBS commander. "They were great representatives of both Air Force Global Strike Command and Pacific Air Forces throughout the deployment."

Much of the success of these missions can be credited to the Airmen that worked around the clock to keep the BUFFs mission ready. Airmen from the 20th Expeditionary Aircraft Maintenance Squadron, the 36th Maintenance Group, and the 506th Expeditionary Air Refueling Squadron directly contributed to the BUFF's accomplishing all U.S. INDOPACOM's directed missions.

Moving forward, the 96th EBS will fulfill all roles of U.S. INDOPACOM's CBP missions on Guam. The 96th EBS's repeated combat and operational experience from the U.S. Central Command theater brings a unique perspective to the Indo-Pacific.

"We are excited to get to work projecting air power and start flying with our counterparts in the region," said Lt. Col. Aaron Hendrick, 96th EBS commander. "We will maintain flexible bomber capabilities ... and reassure our allies of our commitment to peace in the region."

The employment of CBP missions in the Indo-Pacific area of responsibility, conducted since March 2004, are in accordance with international law and are vital to the principles that are the foundation of the rules-based global operating system.

A 46-year old H-model BUFF, assigned to the 96th Expeditionary Bomb Squadron, lands on Andersen Air Force Base, Guam in July, 2018. The 96th Expeditionary Bomb Squadron from Barksdale Air Force Base, assumed responsibility of U.S. Indo-Pacific Command's Continuous Bomber Presence mission from the 20th EBS.





A joint Navy and Air Force test successfully deployed a **2,000-pound shallow-water mine** from altitude and at speed from outside a presumed enemy's anti-aircraft range – a first for the U.S. military – during the recently completed Valiant Shield 2018 exercise.

A U.S. Air Force B-52 bomber dropped the 2,000-pound Quickstrike-extended range (ER) mine into the water near the Northern Marianas, and the mine was directed into position by a Joint Direct Attack Munition (JDAM) kit, according to a U.S. Pacific Fleet statement. A Navy P-8A Poseidon

maritime patrol aircraft monitored the test to collect data, and Navy divers recovered the inert mine afterward.

"Quickstrike mines in the past were dropped by just gravity weapons. So the BUFF or other bombers had to be low to meet their accuracy," Air Force Capt. Craig Quinnett, the Quickstrike's BUFF test lead, said in a video of the test released by the Air Force. "So now with JDAM and the Quickstrike ER, this gives us the ability to deploy precision mines, so we can stand off, put these weapons exactly where we know they're going to go, so we don't have to get in, get low next to the enemy's weapons. So the Quickstrike-ER is a huge step forward for the naval mines."

Laying mines from the air is not new for the Navy and Air Force. The problem with older mines, though, is that accurately placing them in the water required bombers to fly low and slow, often making several passes over what could be a heavily defended target area, according to U.S. Indo-Pacific Command officials in a news release.

"There's the legacy Quickstrike mines, which have the standard parachute tail fin," Jeffrey Dudgeon, from INDO-PACOM's Joint Innovation and Experimentation division, said in the release. "To deploy them, it requires carrying the load slow, getting close in, and making several small passes. What this weapon allows us to do is precision placement from altitude, at speed."

During Valiant Shield 2016, Air Force B-1B BOnes and Marine Corps F/A-18 Hornets demonstrated how smaller 500-pound mines in both the Quickstrike-JDAM precision mines and Quickstrike-ER longer-range standoff precision mines could be deployed from altitude and at speed, according to Pacific Fleet.

Though the recent mine test at Valiant Shield with the larger mine size validated a big leap forward in U.S. capability, those who monitor offensive mining capabilities have been arguing the need for mining advancements for many years now.

For decades, sea mine technology used by the U.S. had been an afterthought, starved of resources and deprived of research. Just two years ago, the Navy and Air Force had only successfully deployed 500-pound Quickstrike mines from altitude and at speed.

The Navy and Air Force were starting to perfect the deployment of larger 2,000-pound munitions. For military planners, the goal of such precision-laid minefields is not to stop enemy naval vessels. The target would be to disrupt the commercial shipping routes that increasingly serve as economic lifelines to various countries. The accurate placement of large naval mines can have an interdiction effect massively disproportionate to the density of the actual threat.



It saddens me to see the first aerial shots of **Tyndall Air Force Base** a day after the devastating Hurricane Michael hit.

Along with shots of Mexico Beach, and the Panhandle of Florida, this is where my wife and I call our second home.

Her Army parents called the Panhandle home and eventually it is where we retired after the Air Force to take care of them before they passed on.

We would visit Mexico Beach for a mental health break at least one day a week from March through October; Tyndall served us as our dispensary, servicing personnel office for ID cards and finance, commissary, and base exchange where we shopped.

It has been reported that seventeen F-22 aircraft in various states of maintenance remained at the base in hangars that were stressed for 135 mile an hour winds. Needless to report that every building on the evacuated base sustained some type of damage with the winds reported over 150 MPH.

Our hearts and prayers go out to the folks along the coast and region impacted by the storm of unprecedented magnitude.

I just read that the final **F-22s at Tyndall** that were damaged in the hurricane will be able to fly to another site for more in-depth maintenance in the next few days. Tyndall continues to recover from the storm with 1,300 base airmen presently living in tents. The base plans to return to limited operations by the end of December this year. One nearby resident in the town of Parker described the damage as, "I equate this to Vietnam." "This looks like a B-52 Arc Light went through here."

**The BOne** that had an inflight emergency last May when during a fire emergency an ejection seat failed to work was due to a crimped line that failed to control the seat ejection sequence event. This would have never happened with gunner ejection seats in the G and H model. Our thorough training checking every pin, line, initiator, thruster, and connection with the bird s#!t tamper putty would never allow this to ever happen.



**386** is the total number of operational squadrons the Air Force wants to meet National Defense Strategy. The present number is 312 after years of downsizing for budgetary restrictions. While there is no plan to increase nuclear squadrons, there is a need to modernize the nuclear deterrent. There are nine BOne, B-2, and BUFF bomber squadrons and that number is proposed to be increased by five for a total of 14 bomb squadrons. 2019 marks the first time in nearly a decade that the Pentagon will receive a full year's worth of funding at the beginning of the fiscal year.



## CHAPLAIN'S CORNER



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

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

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

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

The fires are burning in California and we feel helpless. We watched helplessly as the hurricanes wiped out towns. We've watched our country split by elections and wonder what comes next. We have had and still have so many gunners in harms way. I watch Facebook for word from everyone. I watch the news ... I want to get in the truck and drive somewhere to go help ... I really don't know what I would do when I got there except be another gunner that needed help ... So I turn my focus to the GOD I serve, the GOD who sees, (Gen 16:13), I pray ... Oh Lord ... Ruler of the universe ... Our Creator, ... I talk to the only one that can truly do anything, the All-Sufficient One. I talk with the One in whose hands we all are kept. I lift up prayers, in the name of HIS SON, JESUS, our Salvation and Redemption, for those who have suffered or are suffering devastation. I ask for protection, deliverance, and restoration and healing.

I remember ... after a real bad mission ... waiting to see if the trailing cells made it through ... I prayed ... for my friends and their families ... for our families ... I prayed ... to The One that holds us all in HIS hands ... So let us all pray, let us stand in the gap for those going through these times, and if we can, let us help in their recovery ... let's put some legs to our prayers ...

Over the past year we have lost a lot of good friends, friends who have slipped the surly bonds of earth to dance with laughter on silver wings ... they have left us here ... we will miss them ... their families miss them ... again we wish we could do something, some of us live close by so we can make sure that they are not alone, the families, the wives, sons and daughters ... and when we reach out to those left behind, it is like a little piece of those that have gone on is reaching out ... because they are a part of us and always will be ...

I know I have waxed sentimental and I know I'm a little preachy at times, but hey I am a Chaplain and I love you guys ... and I do pray for all of you, and I have a request ... when you get up every morning just say, "Lord Bless them Gunners" ... and when you look up in the sky and see a contrail, I know you'll think, "is that a Buff?" Then Say " Lord bless them Gunners" ... and I say Lord bless you all ...

*Rev. M. Mike Gilmore*

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



## CHAPLAIN'S CORNER

The holidays should be joyful but sometimes they can be confusing or filled with conflict. Those of us who were in SAC had the honor of sitting on a nuke loaded bomber ready to go anytime because the Russians did not have respect for the good old American Christmas season. It was a little weird singing “Peace on Earth and goodwill to men” while we were locked and loaded and ready for war.

There is confusion around the travel plans we have to make. Our families are scattered throughout the country and oftentimes cannot afford to travel, do not have the time off from work, have in-laws and out-laws to coordinate, and the joy just starts going right out the door when you try to lock down schedules.

Then there is confusion around the presents we wish to give. Seems like the budget gets tighter each year, who gets what, who needs what, how fast does the mail deliver, what can be purchased on line and then is it even in stock? Then everyone asks me what I want so I have to cramp my brain because what I want no one can afford. It quickly gets out of hand and more joy starts going out that same door.

Then what about food preparation? Here’s where Cindy starts losing joy. Nowadays, so many have food allergies, some think turkey is old-fashioned, some are vegans, and what about gluten-free? Then we get in trouble for giving the grandkids too many sweets. Cindy and I watched the movie, “Christmas with the Kranks” and for a moment daydreamed that maybe a cruise this year to get away from it all would be the solution. Yes, as the joy slips away, the Scrooge Spirit creeps right in.

Remember “The Christmas Carol” movie? Scrooge gets visits from three spirits to show him the error of his self-serving ways. So before I get visited by spirits, I decided I’d better do some soul searching. I pondered about one of my favorite Christmas pasts: the time I tried to get home to my parents. I was at Castle Air Force Base and my parents were in Taiwan. I traveled on hops and I made it to Taiwan on Christmas Eve to surprise my parents. While it was confusing and complicated, they are not with me today so all of that effort was well worth it.

As I thought about this present Christmas: I pondered – what makes it worth all of the work now? The book of Luke, Chapter 2 tells us the reason for the season. In verse 10, the angel announces, “Fear not, I bring you good tidings of great joy which shall be to all people for unto you is born this day in the city of David, a Savior which is Christ the Lord.” The story continues to tell us that HE is a great counselor, a prince of peace, and will be made known to all mankind. The Wise Men traveled afar to bring gifts to the ONE they loved and no conflicts, not even the politics of the times, would interrupt their plans. With such good news and sharing of love, our conflicts should grow quieter, the confusion should all sort out and we should enter the holidays with joy and a commitment to share the good news with those we love. Keeping this as our focus, our hearts swelled with gratefulness for those in-laws, out-laws, vegans, and grandkids that want too many electronics.

So no cruise for us alone this year. We dove back into the planning, googling airlines, hunting recipes, trying to repair the old tree, hanging the home-made ornaments and changing with the times. For us, all present Christmas’s and the future Christmas’s will be spent celebrating a very special birthday with grateful hearts. So Scrooge ... Go AWAY. We don’t need your ugly spirits. We have the HOLY SPIRIT to send forth the joyful message to all of our gunner friends and family, “MERRY CHRISTMAS! JESUS IS BORN. HE CAME, HE LIVES and HE is coming again!”

Rev. M. Mike Gilmore

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

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

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

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

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

**JEAN H. ALLEN MAY 1922 - JANUARY 2018**

Jean Henri Allen (CSM US Army, Retired) was born in May, 1922, in Sumter, South Carolina and passed away at the age of 95 in January, 2018, in El Paso, Texas. He was married to Dorothy Olene Poston Allen on October 28, 1945 in Hamlet, North Carolina. She preceded him in death in 2013.

Also preceding him in death were his son, John Venters Allen; parents, Robert Bruce and Daisy Hunley Ozment Allen; brothers, Robert Bruce Allen, Harold Alton Allen, Jerry Glenn Allen, Herbert Richard (Bunny) Allen; sisters, Mary Ella Allen LeGrand and Helen Louise Allen Duffie.



He is survived by his daughter, Jean Winston Allen Fernandez, her husband, Horacio Enrique Fernandez; and their son, Horacio Alejandro (Alex) Fernandez. Also surviving are nephews, Archibald Marcellus (Fritz) LeGrand, Harold Alton Allen, John Brawner Duffie, Dennis Jean Allen, Herbert Richard Allen, Robert Steven Allen; nieces, Janette Ruth Allen Dill, Margaret Ethel Allen (Maggie) Matefy, Elizabeth Nelson Allen (Libby) Newton; and many grand nephews and nieces.

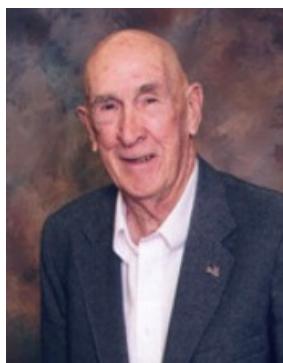
He proudly served his country in the Army Air Corps during WWII as a tail gunner on B-29s stationed on Saipan. While in the Army he saw action in both the Korean War and the Vietnam War. His commendations include the Distinguished Flying Cross, Bronze Star, Air Medal, Army Commendation Medal, Army Good Conduct Medal, and many others.



After retiring from the Army, he attended UTEP earning a bachelor's and master's degrees in Education. He taught in the Socorro ISD, retiring as a Vocational Adjustment Coordinator. Sincere gratitude to Beatrice Cisneros and staff of Dream Haven Incorporated and the staff of Envision Hospice for their extraordinary care.

Memorial contributions were made to the Humane Society of El Paso ([www.hselpaso.org](http://www.hselpaso.org)), A Square Heroes Foundation ([www.ASHF.net](http://www.ASHF.net)), or a charity of your choice.

Graveside service was at 1:30 pm, Tuesday, January 16, 2018 at Fort Bliss National Cemetery 5200 Fred Wilson Ave. Services entrusted to F.D.A. Martin Funeral Home East. [www.funerariadelangel.com/martin-east](http://www.funerariadelangel.com/martin-east).

**WILLIAM E. BACKSCHEIDER AUGUST 1931 - JUNE 2018**

Marana, Arizona – William Edward Backscheider of Marana, Arizona passed away peacefully at his residence in June, 2018. Bill was born in Cincinnati, Ohio to Henry Backscheider and Loretta Quigley Backscheider in August, 1931.

Bill served in the U.S. Army from September, 1949 until honorably discharged January, 1952. Bill then joined the U.S. Air Force from August, 1950 until honorably discharged December, 1955.

He served in the 6th Bomb Wing (SAC) as a flight electrician/gunner.

Bill worked as an electrician and at one time owned his own electrical business. He enjoyed playing golf and working in his yard.

He is survived by his children, Theresa (Steve) Court; Kevin (Lourdes) Backscheider and Angie (Phil) Smeigh, six grandchildren, Brad Smith, Michelle Anderson, Sarah (Ryan) Wilkinson, Brian Court, Jacklyn Backscheider, and Tanya (Alonzo) Bailey; two great-grandchildren, along with nieces and nephews.



He is preceded in death by his parents, wife Carol, and brothers Herb and Henry, and sister, Helen.

Funeral services were held in June, 2018, at Evergreen Mortuary with burial following immediately after at Evergreen Cemetery.

**JIM R. LOLLAJ JUNE 1950 - JULY 2018**

James R. Lollar, 68, of Arlington, passed away peacefully in July 2018 after a long hard battle.

Rowland was born in June 1950, in Houston, Texas, and was a longtime north Texas area resident. Rowland graduated from Stephen F. Austin in 1974 and he worked in the engineering field his entire life, demonstrating his love of technology and computers. He did amazing things in the Air Force, for NASA, Lockheed, and many others. Rowland (Papa) will be remembered by all who knew him as a great person, strong Christian and a wonderful husband and father.

He is survived by his wife Linda Ann Locke Lollar and daughter, Tracy Ann Lollar White and husband, Kevin White; granddaughters, Kayla Renay Divis Johnson and husband, David Johnson, Chelsie MaKaye Divis and Travis Hudgins, Brieana Nicole White, grandson Hunter Lollar, great grandson Bentley James Hudgins, multiple sister and brother in laws and many nieces and nephews.

He is preceded in death by his son Travis Rowland Lollar, parents, Truett Lollar, Rita Smith and grandmothers Elizabeth Golding and Teresa Lollar.

Viewing was held from 2:30-4 PM with memorial services following, Saturday, July 28, 2018 at Wade Funeral Home, 817-274-9233, 4140 West Pioneer Parkway, Arlington, Texas 76013.

Military Funeral Honors were held Wednesday, 1 August at 1 PM at the DFW National Cemetery, 2000 Mountain Creek Parkway, Dallas Texas 75211.

## FINAL FLY-BY

### LONNIE D. WRIGHT AUGUST 1919 - AUGUST 2018



As one of the few remaining veterans of the "Greatest Generation" Lonnie wanted to reach 100 but was three weeks short of his 99th birthday when he was taken from us. He died peacefully surrounded by family at Hays Medical Center in August, 2018 from complications of a heart attack.

Lonnie was born in Cuthan, Texas in August, 1919 to Ira and Ona (Eaves) Wright. He grew up in Nebraska and graduated from North Platte High School in 1938. Enlisting in the US Army Air Corps in Jan 1940, he became a flight engineer and aerial gunner on a B-17 Flying Fortress.



He was stationed at Hickam Field, Hawaii, and survived the Japanese attack of Dec 7, 1941 with a perforated eardrum from a near-miss bomb blast. He was later assigned to the 19th Heavy Bomber Groups' famous 435th "Kangaroo Squadron" which flew bombardment and reconnaissance missions from air fields in Australia.



He was credited with downing several Japanese Zeros and was severely wounded in aerial combat over Papua, New Guinea and Guadalcanal. His major decorations include Presidential Unit Citation with Oak Leaf Cluster, Silver Star, Distinguished Flying Cross with V for Valor, Purple Heart, Air Medal, and the Pearl Harbor Survivor Medal.



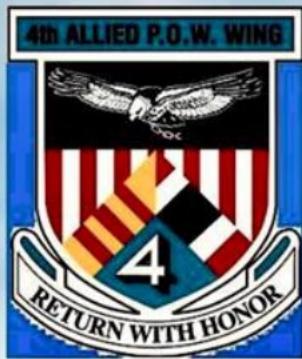
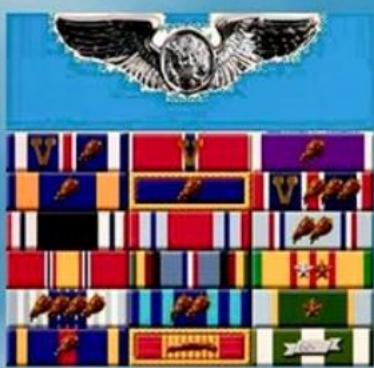
He returned to the US in 1943 and was stationed in Texas and Florida before helping to establish and supervise the gunnery school for B-29 bombers at the Great Bend, Kansas, Army Air Base in 1944. There he met and married Alberta (Bertie) Mary Fleske his wife of 73 years. After his discharge he began farming on the Fleske family farm near Albert, Kansas.

In 1950 he moved to Palmer, Alaska, to try his hand at far north farming. Later he homesteaded near Big Lake outside of Wasilla, Alaska, where he built a log cabin, stocked the adjacent small lake with trout, and supplemented the family stores with bear, moose, and salmon. Finally the family moved to Anchorage, where he eventually became manager of a logistic warehouse at Fort Richardson Army Base.

In 1960 the family moved back to take over the family farm near Albert, Kansas. There he raised wheat, alfalfa hay, and cattle. He and Bertie also raised their two sons, Alvin and John. He was active in the Disabled American Veterans, the American Legion Argonne Post 180, and VFW Post 3111. He retired from active farming in 1995 and kept busy helping Bertie with gardening and doing the yard work necessary to keep the home looking good. They moved to Great Bend in 2012 and have enjoyed the close friendship of their neighbors.

He is survived by wife, Alberta; sons, Alvin (Cindy) and John (Pam) Wright; five grandchildren, Jennifer (Rob) Allen, David (Lenka) and Jeffrey (Erica) Wright, Amy (Mark) Arias and Jonathon Wright; and seven great-grandchildren, Tabitha and Naomi Wright, Jackson and Oliver Allen, Addison Abbey and Aspen and Kaiya Arias. Preceding him in death were brothers, James and Lynn; and sisters, Bertha Frederick and Lela Morris.

A celebration of life officiated by Rev John Grummon was held with family and close friends Saturday August 11, 2018. Memorial donations may be sent to the Disabled American Veterans (DAV) in care of Bryant Funeral Home.



**Captain James L. Lollar,  
US Air Force**  
**Shot Down: 21 December 1972**  
**Released: 29 March 1973**  
**Flew West: 14 August 2018**

### **JIM LOLLAR JUNE 1945 - AUGUST 2018**

Jim Lollar was born in 1945 and raised in Kilmichael, Mississippi. He enlisted in the U.S. Air Force in March, 1967, and was trained in Weapons Maintenance. Jim's combat duty included assignment and double-tour at Phan Rang AB, South Vietnam. During the first year, Jim was a bomb-loader on B-57 bombers and flew several missions as door-gunner on the UH-1 helicopter. During the second year, Jim moved up to the AC-119, AC-47, and AC-130 Gunships.

After a year's tour with NATO as a Combat Weapons Monitor with the Turkish Air Force, Jim was sent to flight training to become a "Tail Gunner" for B-52 Bomber Operations and then flew combat missions into Laos, Cambodia, South and North Vietnam out of Kadena AB, Japan, U-Tapao RTAFB, Thailand, and Andersen AB, Guam.

During Operation Linebacker II, Jim was the "sole survivor" when his aircraft was shot down over Hanoi, North Vietnam on 21 December and became a member of the 4th Allied POW Wing (Nam-POW) at Hoa Lo Prison, the infamous "Hanoi Hilton." He was held in several camps all in the vicinity of or in Hanoi. He was at the "Plantation" then moved to the "Zoo" for a few more days. Then he spent the remainder at the Hoa Lo Prison. He was 27 years old at that time and spent the next 98 days in captivity before being released during Operation Homecoming on 29 March 1973.

Jim achieved the rank of Master Sergeant (E-7). After repatriating, he finished his BS degree in Accounting from Arkansas, was commissioned in March 1977, and then completed an MBA in Financial Management at the University of Utah. After commissioning, Jim served as an Internal Auditor with the USAF Audit Agency at MacDill AFB, Florida and as Team Leader with HQ-Aeronautical Systems Division at Wright-Patterson AFB, Ohio, investigating government contractors on military procurement programs.

Capt Lollar left the Air Force on January 22, 1982, and started his own carpentry company, Lake City Carpentry, Incorporated, building and re-modeling custom homes in Southern Wisconsin, Northern Illinois, and Northern Indiana. Jim retired and lived on beautiful Lake Tawakoni a few miles North of Wills Point, Texas, but he and his wife,

## **FINAL FLY-BY**

Debby, 'snow-bird' back-n-forth to their second home in Phoenix, Arizona.

Jim was very active with the American Ex-Prisoners of War Organization (AXPOW), Nam-POW Inc., and Red River Valley Fighter Pilots Association (River Rats). Jim has served the AXPOW Organization as National Director (2006-2010), National Junior Vice Commander (2010-2012), National Senior Vice Commander (2012-2013), and served as National Commander (2013-2014) and as Department Commander (2010-2014) and Department Adjutant/Treasurer (2009-2014) for the State of Texas, and as Commander (2007-2014) of the Dallas Metroplex Chapter.

Jim actively supported the Andersonville National Historic Site in Georgia with annual trips/visits and participated in the POW/MIA Recognition Day festivities, and assisted in the "Homes for our Troops (HFOT)" project in various fund-raising activities. "HFOT is without a doubt the most gratifying job I've ever done: helping to raise funds to build "specially adapted homes" for our wounded warriors who have lost legs, arms, eyes, etc. in various conflicts around the world."

His first (of two) Distinguished Flying Cross Citation reads:

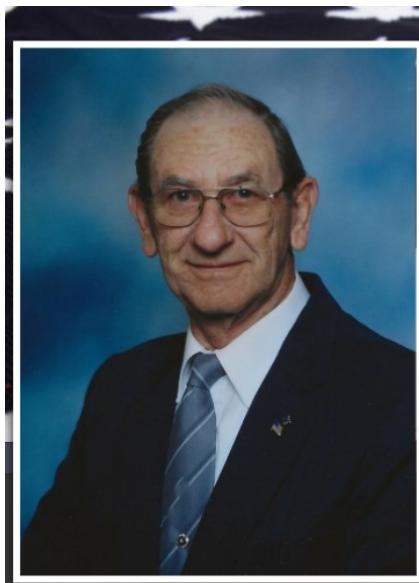
Staff Sergeant James L. Lollar distinguished himself by heroism while participating in aerial flight as a Fire Control Operator near Hanoi, North Vietnam on 20 December 1972. On that date, as a crew member of a B-52 engaged in one of the largest conventional bombing raids ever amassed in the recent history of aerial warfare, Sergeant Lollar received significant battle damage to his aircraft as the result of extremely heavy hostile fire. Sergeant Lollar and his crew were targeted against massed supplies, communications equipment, and transportation lines in order to eliminate the aggressor's capacity to initiate an offensive, and despite receiving heavy battle damage and incurring grave personal danger, Sergeant Lollar and his crew were able to destroy the target even though the loss of their aircraft was imminent. The outstanding heroism and selfless devotion to duty displayed by Sergeant Lollar reflect great credit upon himself and the United States Air Force.

### **FRED ARTHUR AUGUST 1933 - SEPTEMBER 2018**



## FINAL FLY-BY

### FRED ARTHUR AUGUST 1933 - SEPTEMBER 2018



Frederick George Arthur, 85, of Bossier City, Louisiana, passed away peacefully in September, 2018 while surrounded by family.

Fred was born August, 1933, to Bessie and Walter Arthur in Everett, Massachusetts. He graduated in 1951 from Everett High School, and upon graduation entered the United States Air Force where he attended basic training at Sampson AFB, New York. Fred then attended Remote Control Turret Mechanic School and B-36 Gunnery School at Lowry AFB, Colorado.

While in Colorado, working on RB-36s as an instructor/evaluator, Fred met his wife, Shirley, and the two were married in December, 1952.

Fred and Shirley relocated

to Fairchild AFB, Washington, until November 1956, when Fred was reas-signed with the 99th Bomb Wing at Westover, AFB, Massachusetts, where he served as a B-52 Standardization Evaluator/instructor gunner until June 1961.

After that, Fred was transferred to McCoy AFB, Florida until June 1967 where he helped reactivate the 306th Bomb Wing. His last two assignments were at Wright Patterson, AFB, Ohio with the 17th Bomb Wing as a Fire Control Superintendent and at Barksdale AFB, Louisiana with the SAC Combat Evaluation Group, serving as the Chief Master Sergeant Gunnery Superintendent until his retirement in April 1981.

Fred spent two tours in ARC-LIGHT, with the 306 Bomb Wing as a crew member, and as an augmentee wing gunner with the 99th Bomb Wing. Following retirement, Fred became a private pilot and FAA certified flight instructor at the Shreveport Downtown Airport.

In 1986, Fred was one of three founders who organized and chartered the Air Force Gunners Association to promote fellowship and preserve the history and traditions of the Aerial Gunners.

His family and friends will remember Fred as a prideful and patriotic man. He was also a mentor; he loved teaching in the Mason's organization and in earlier days to students seeking their private pilot license. Fred was a Past Master of Temple Lodge, a member of Hap Arnold Lodge, and the Mason's Red River Roadrunners.



Fred is preceded in death by granddaughter Lindsey Williams and his parents, Bessie and Walter Arthur. Fred is survived by his loving wife of 65 years, Shirley Arthur of Bossier City, Louisiana; daughter Sharon Williams and husband Mark Williams of Haughton, Louisiana; sister Viola Hinkson of Pensacola, Florida; grandson Jared Williams and fiancé Ellen Hill of Columbia, South Carolina, and granddaughter Katelyn Williams of Mount Pleasant, South Carolina; niece Terry Hinkson and nephew John Hinkson, both of Pensacola, Florida.



## **FINAL FLY-BY**

**FRED ARTHUR AUGUST 1933 - SEPTEMBER 2018**



Visitation was held at Boone Funeral Home, Bossier City, Louisiana, on Saturday October 6, 2018 at 10:00 a.m. Funeral services followed at 11:00 a.m., with Pastor Tom Brown officiating.

The family wishes to express their gratitude to Garden Court Health and Rehabilitation for their compassionate care.

In lieu of flowers, the family suggests memorials be made to the charity of the donor's choice. Condolences may be left in Fred Arthur's online guestbook at [www.boonefh.com](http://www.boonefh.com).

## FINAL FLY-BY



### WILLIAM GADDES JUNE 1930 - MARCH 2018

William M. "Bill" Gaddes, 87, of Lake Hauto, formerly of Apalachin, New York, died Thursday, March 15, in Coaldale. He was the husband of Mildred R. Gaddes. They celebrated their 63rd wedding anniversary in February.

Bill was a program manager for IBM Federal Systems Divisions. At the beginning of his work career, he worked with NASA and the Gemini astronauts. Later he traveled the world through IBM, Lockheed Martin and the government.

Born in Nesquehoning in June, 1930, Bill was a son of the late Melvin Gaddes and Dorothy (Zeiser) Gaddes Latz.

A 1948 graduate of the former Coaldale High School, he received a bachelor's degree in Psychology from Penn State and a master's degree in Psychology from Lehigh University.

Stationed in Japan, Bill served in the U.S. Air Force as a tail gunner on B-29s during the Korean War. He was presented the Korean Peace Medal by Senator Argall in November, 2017.



Bill was very dedicated to the cause of supporting returning veterans by raising funds for the Wounded Warriors Project and helped acquire pets for wounded veterans' therapy. He was the designer and architect for the Coaldale War Memorial.

Bill was a member of P.A. Am Vets, Post #1, McAdoo V.F.W Post #6078, Coaldale Lions Club, and First Congregational Church, Coaldale.

A model ship builder, building 11 in 15 years, he also was an avid model train collector.

Surviving him are daughters, Charlotte Ann West and her husband, Albert of Durham, NC, and Margaret Elizabeth Hicks and her husband, William, of Mebane, NC; grandchildren, William Adam West, Morgan Ann West, Edward Hicks, Jacob Hicks, Brenna Hicks, and Esteban Hicks; brother, David Gaddes of Harrisburg; and several nephews and nieces.

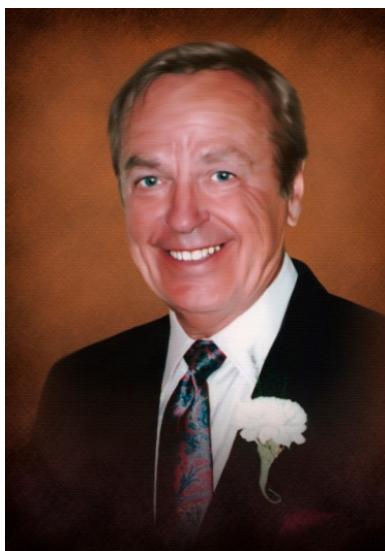


He was preceded in death by his stepfather, Anthony Latz, who raised him as a son; and sisters, Betty Hoffa and Jean Gangaware.

Services were held in March at First Congregational Church, Ruddle Street, Coaldale, with The Rev. Dr. Wayne E. Benack officiating. Interment, Sky View Memorial Park, Hometown. Zizelmann-Gulla Funeral Home and Cremation Services Inc., 500 E. Broad St., Tamaqua. Memorials in his name may be made to either the Wounded Warriors, PO Box 758517, Topeka, KS 66675-8517 or First Congregational Church, c/o Lois Richards, 46 E. Phillips St., Coaldale, PA 18218.

## FINAL FLY-BY

### JOHN SHLAPAK APRIL 1926 - JULY 2017



John Shlapak, our AFGA Artist, was born in McKeesport, Pennsylvania in April, 1926 and passed away in July, 2017 in Fayetteville, Georgia. Before moving to Georgia to work with his brothers in real estate development and other business ventures, John resided in Munhall, Pennsylvania, where, along with his brother Mike, was an owner of the You and I Bar and Grill in Homestead, Pennsylvania.

Surviving him are his beloved wife, Irene, and his three daughters, Sharon Shlapak, Kathy Saunders and husband Bill, and Susan Shlapak; his grandchildren, Kelly Keefe and husband Russ, and Kristy Farabaugh and husband Ryan; five great grandchildren; brothers Michael and wife Shelley and Milton and wife Beverly. He is preceded in death by his parents, Michael and Elizabeth, and his brother Steven and wife Mary.

He was a beloved uncle to many nieces and nephews and will be greatly missed by them and by his many friends.



John served in the Army Air Corps during WWII as a B-24 tail gunner. He enlisted in March 1944 when he was 17. He completed basic training at Keesler Field, Mississippi and attended gunnery school at Tyndall Field, Florida. He completed combat crew training as a tail gunner at Casper, Wyoming. He was assigned on a new B-24J at Topeka, Kansas and the crew flew the bomber to Italy to become part of the 450th Bomb Group, 720th Bomb Squadron stationed out of Manduria, Italy.

When victory in Europe was declared, John returned to the U.S. He was sent to Las Vegas Air Force Base to train in B-29s. After VJ Day, he was assigned to Greensboro Overseas Replacement Depot, North Carolina, as a drill sergeant. Upon discharge, John attended the Art Institute of Pittsburgh in 1946.

John served in the USAF during the Korean War from 1950 to 1952. At that time he was assigned as a public relations artist. He was the editor of the base newspaper and painted several murals for the Air Force.

He then pursued his life's ambition and became an award winning graduate of the Art Institute of Pittsburgh. His artistic talents were quickly recognized and appreciated by corporations and organizations. He taught art in Pennsylvania and Georgia.

John worked as a designer for Brockway Glass Company, and as an art director for the Westinghouse Motion Picture division. John's paintings are displayed in various government buildings and sought after by private art collectors. His reputation and talents are proudly displayed throughout America at art galleries and studios.

John was an avid football fan while hoping and waiting for the Atlanta Falcons to win a Super Bowl, but his heart was with the Penn State Nittany Lions every Saturday afternoon in the fall.



John has contributed his artwork to the Air Force Gunners Association and was an officer of the association.

In lieu of flowers, the family requested donations be made to the McKeesport Regional History and Heritage Center 1832 Arboretum Drive, McKeesport, Pennsylvania, where many of John's paintings hang. The family received friends at the George Irvin Green Funeral Home, Incorporated, 3511 Main Street, Munhall, Pennsylvania. Mass of Christian Burial was held at the Resurrection Church in West Mifflin. Please share your memories and condolences at [georgeirvinfuneralhome.com](http://georgeirvinfuneralhome.com).

## **FINAL FLY-BY**

### **MORGAN S. "MIKE" MICKALSEN SEPTEMBER 1920 - NOVEMBER 2017**



Morgan S. "Mike" Mickalsen, 97, of Peru, died in November 2017 at the UVM Health Network, CVPH in Plattsburgh.

Morgan was born in Waltham, Massachusetts in September 1920, the son of Otto A. and Edwarda (Ellington) Mickalsen.

Mike graduated from Waltham High School in 1939 and then enlisted in the US Army in November 1939, where he would proudly serve his country in WWII until its end. He then reenlisted in the USAF where he served from 1947 through June 1962, when he would retire from serving his country at the rank of Chief Master Sergeant.

Mike endeavored into the business of over the road trucking, being self-employed for twenty years hauling freight from border to border and coast to coast. He would later accept a position driving for Anchor Motor Freight of Champlain hauling GM Cars until his well deserved retirement.

Mike married Margaret Baggs in March 1966, and would devote the next 44 years of his life to her, until her passing in October of 2010.

Mike enjoyed golfing, ice skating, and skiing. He was a member of the USAF ski team stationed in Fairfield Suisun Air Base skiing Donner Summit.

He was a lifetime member of the Air Force Gunners Association, B-52 Association, VFW Post 125, American Legion Post 20, and an over 60-year member of Fairfield Suisun #55 Free and Accepted Masons.

Left to cherish the memory of Mike are nephews and nieces, Phillip and (Donna) Pray, Nancy and (Wayne) Drollette, Stephen Pray, Donna Baggs, Robert Baggs, Becky Driver, and Lisa (Alexander) Beylis; a number of grand nieces and nephews; and great grand nieces and nephews.

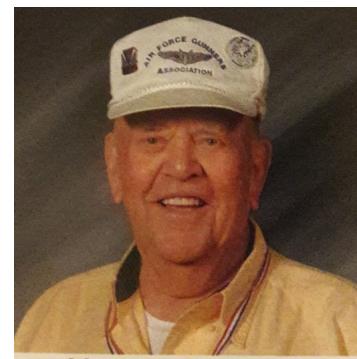


In addition to his parents, he was predeceased by his wife of 44 years, Margaret E. (Baggs) Mickalsen; his sisters Ethel Mildred Mickalsen, and Eleanor Meredith Mickalsen; sister-in-law, Ethel Pray; and brothers-in-law, Walter Pray and Henry Baggs

Calling hours were held in November, 2017 at the Hamilton Funeral Home, 294 Mannix Road, Peru. A funeral service followed in the Hamilton Funeral Home Chapel. Committal prayers, military honors, and burial will follow in the Port Douglas Cemetery.

Donations in his memory may be made to Keeseville United Methodist Church and/or Elmore SPCA of Peru.

Arrangements were in the care of the Hamilton Funeral Home, 294 Mannix Road, Peru, 643-9055.



Morgan Mickalsen



## 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

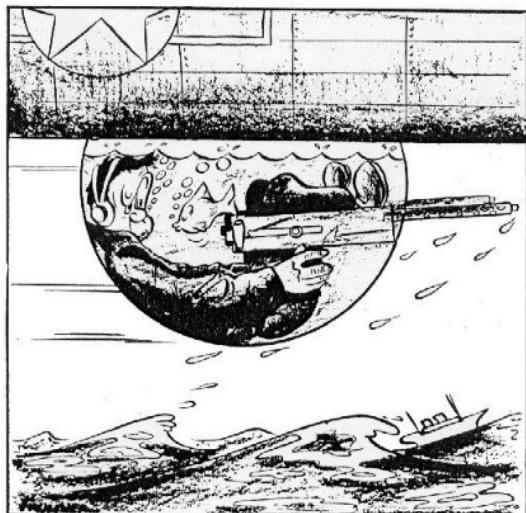
SHORT BURSTS SUBSCRIPTION (SUBSCRIPTION REQUIRED TO RECEIVE HARD COPY):

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

E-mail address: \_\_\_\_\_

MAIL TO: BOB ETHINGTON, 44330 WOODRIDGE PARKWAY, LEESBURG, VIRGINIA

20176-5143 E-MAIL: tailgunner@thebikerbar.com



SEPTEMBER 1944

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