

SHORT BURSTS

Air Force Gunners Association

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On the front cover is a recent picture and a rare opportunity to view the inside of the tail compartment of Sam Turner's B-52D on permanent display at the Fairchild Heritage Park. Sam Turner was credited with the first B-52 MiG kill during the 11 Day War, better known as Linebacker II or the Christmas bombing of Hanoi and Haiphong, the most heavily defended airspace in the world at that time. The deteriorated right window armrest has partially detached and fallen. Many pieces and parts have been removed such as the optical sight lens, the radar scope, and control panel. Look for more pictures of the tail and 47 section throughout this issue.



FORMER AFGA ASSOCIATION OFFICERS



FRED ARTHUR JIM ZAENGLE LARRY LEWANDOWSKI BUD GANTZER JOE KENNEDY

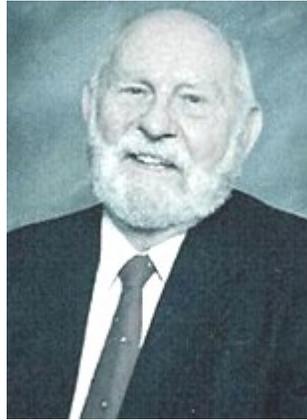
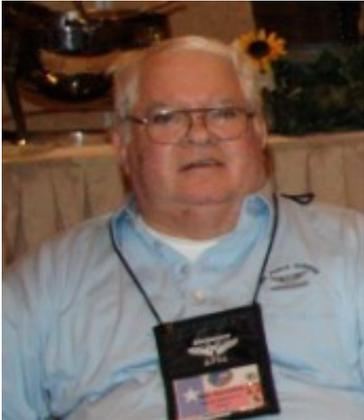


DOUG CALDWELL CEASE WALKER RICK SWAIN MACK LEE



BOB MATHERLY JIM HOKE PARKER BLAKE IGGY CRUZ

FORMER AFGA ASSOCIATION OFFICERS



NEIL RICHARDS

PAUL SAVKO

ANDY ANDERSON

DON MURPHY

Apologies if you were a former officer and your picture is not included. Please assist by e-mailing and sending a picture to the editor and let me know to include you with this group in the next edition of the Short Burst. Thanks!

HONORARY GUNNERS KNOWN TO ATTEND REUNIONS



Beware of these Honorary Gunners. They all carry coins. They have attended past Gunner Reunions and have found several gunners without their coins in attendance. They are very wise and sharp and left to right are retired Major General Robert Marquette Jr., General Eugene Habiger, Colonels Steve Harper and Gerry Schmidt, and Brigadier General Paul Maye.

If you don't see your Honorary Gunner above, it is your gunner responsibility to contact your Honorary Gunner and offer an invite for them to attend the next Gunner Reunion in Nashville with you. Please send the editor their picture along with their full name and rank. There are more than these gentlemen pictured above out there so do your contacting and get the picture and information back to the editor to post so we will all be forewarned before the Nashville Reunion. Do it now so you don't forget! You'll feel great when you renew your friendship!

AFGA PRESIDENT'S MESSAGE - JOHN STALLINGS



Hi Folks,

I hope you are having a great summer.

Planning for the Nashville Reunion continues. I just got back from Nashville to confirm contract information with the hotel and meet with Destination Management Companies (DCMs) on possible tour options. The Sheraton Music City is our Reunion Hotel. Hotel reservation information will be in the December Short Burst. It will be August 31st to September 3rd over Labor Day Weekend hopefully making it a little easier for those still working or with children to attend. Some of the tour options we are looking at are the Grand Ole Opry, Country Music Hall of Fame, the Home of Andrew Jackson and more. Registration information will be in the December Short Burst for your options on tours and costs. **REMEMBER, THE HOTEL EXPENSE WILL BE MORE THAN RENO. PLEASE SEE THE DECEMBER SHORT BURST FOR MORE CONFIRMATION INFORMATION ABOUT YOUR HOTEL.**

If you have ideas or experience on possible tour events in Nashville, please contact me and we will look into them.

In the December Short Burst, we will have the Sheraton Music City phone reservation information. We will also have a link to the Sheraton Music City to reserve your room online, the last day to reserve a room, and any special instructions you may need to pass on when making your reservation.

We will also have a list, schedule, description of events, prices for each activity, reunion reservation form, and the last day to register. For those of you who view the Short Burst on-line, you can print the registration form from the computer. The December Short Burst will also have the reunion registration price. Every attempt has and will be made to keep this registration expense as low as possible for all to be able to attend given the current economy.

Remember your reunion is a year away so figure out, commit, and make your plans right now to attend. If you or someone you know has never been or hasn't been to a reunion recently, you should really try all you can to make it. It's a great place to meet old friends, make new ones, and renew priceless lifetime bonds we all share as gunners.

Stay safe, enjoy the rest of your summer, and stay tuned for more information on your **Nashville Reunion in 2017 in the December Short Bursts**. Hope the very best to see all of you in Nashville on Labor Day 2017! C'est La Vie,

John Stallings

IMPORTANT INFO: 2017 REUNION NASHVILLE - JOHN STALLINGS

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

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

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

The Sheraton Music City is conveniently close to the airport and offers free airport shuttle. The area around Nashville has a lot to offer with so many very interesting options for our touring excursions. The Grand Ole Opry, Country Music Hall of Fame, and the Home of Andrew Jackson are being finalized at this time.

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

AFGA VICE PRESIDENT - BOB ASHLEY



Hello Fellow Gunners from the desk of your AFGA VP,

Many different people and events have influenced our lives, both inside and outside the military. My positive influences started at Castle, as a student, with Dave Sharpe when he taught basic electronics to a bunch of young kids. I was so impressed that a SSgt was teaching at CCTS when nearly everyone else was a MSgt and above. My flight line instructor was Reggie Martin who had been an enlisted EW. On mission planning day it was very impressive to see all his ribbons. He had so many his wings almost sat on his shoulders. On early morning preflights he would teach me all about the constellations.

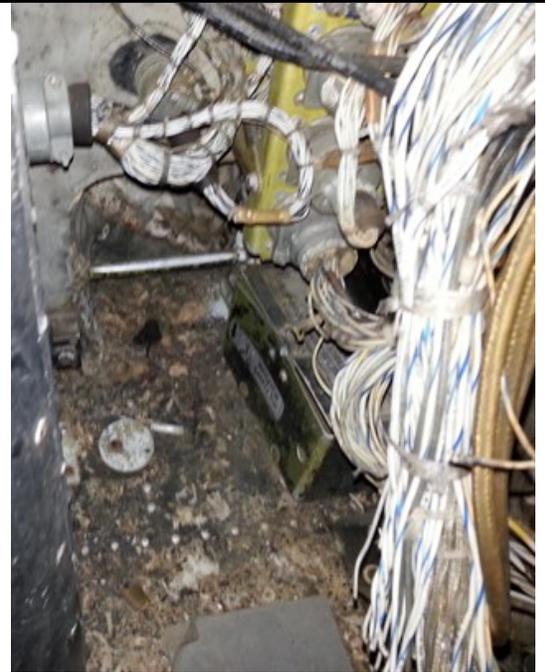
Scotty Burns and George Sziraki also made positive impressions due to their professionalism as instructors in the T-1A and mock-up training periods. When I got to Barksdale Ken Koval herded me off to the aero club to become a private pilot. Solo flight was at Shreveport Regional airport. When tearing up the back of my shirt for the great job I did not crashing the plane, he put "Big Planes don't scare him" due to the local traffic being Delta Airlines Flights. Had to do a couple of 360s waiting to land due to wake turbulence. SMSgt Slater, our assistant wing gunner, was the friendliest guy I ever met. My squadron gunner was Gene Gray who always knew just what to do when someone had misbehaved. He also went to lunch and some how came back from Louisiana Downs with a pocket full of cash. The CEVG guys always made an impression, enough said! Thanks Fred Arthur. Oh yes, one other wing gunner made an impression when I was in U-Tapao. Chief Crawford was very interesting as he walked out the front gate to roam Sattahip, Thailand, in a black overcoat with a red star on each shoulder. I don't think the local boy scouts bothered him for a signature. Pat (One Shot) Bardsley helped young Airman Ashley keep out of trouble in Newland, and my room mate Al Moore was fun to hang out with. On to Castle to become an instructor, Don Duncan kept us straight out at the 328th. Many gunners at CCTS from the flight line, to the schoolhouse, to D05 where Randy Sfakis and Keith Krebs impressed me with their knowledge of writing courseware. Chief Thompson was always a straight up guy at the wing level. Well many more left me with positive impressions. The last for now is Rory Koon who always had the gunnery career field's best interest at hand. Thanks for helping make me the best that I could and can still be. You made the difference!



Bob Ashley



Control handles once gripped by many gunners including Sam Turner



Relief bottle overflow drain corrosion

AFGA BX OFFICER - BOB DICK Jr.



The BX is in desperate need of a motivated volunteer that I can work with that would have the time and technical expertise to construct an online shopping cart for the BX.

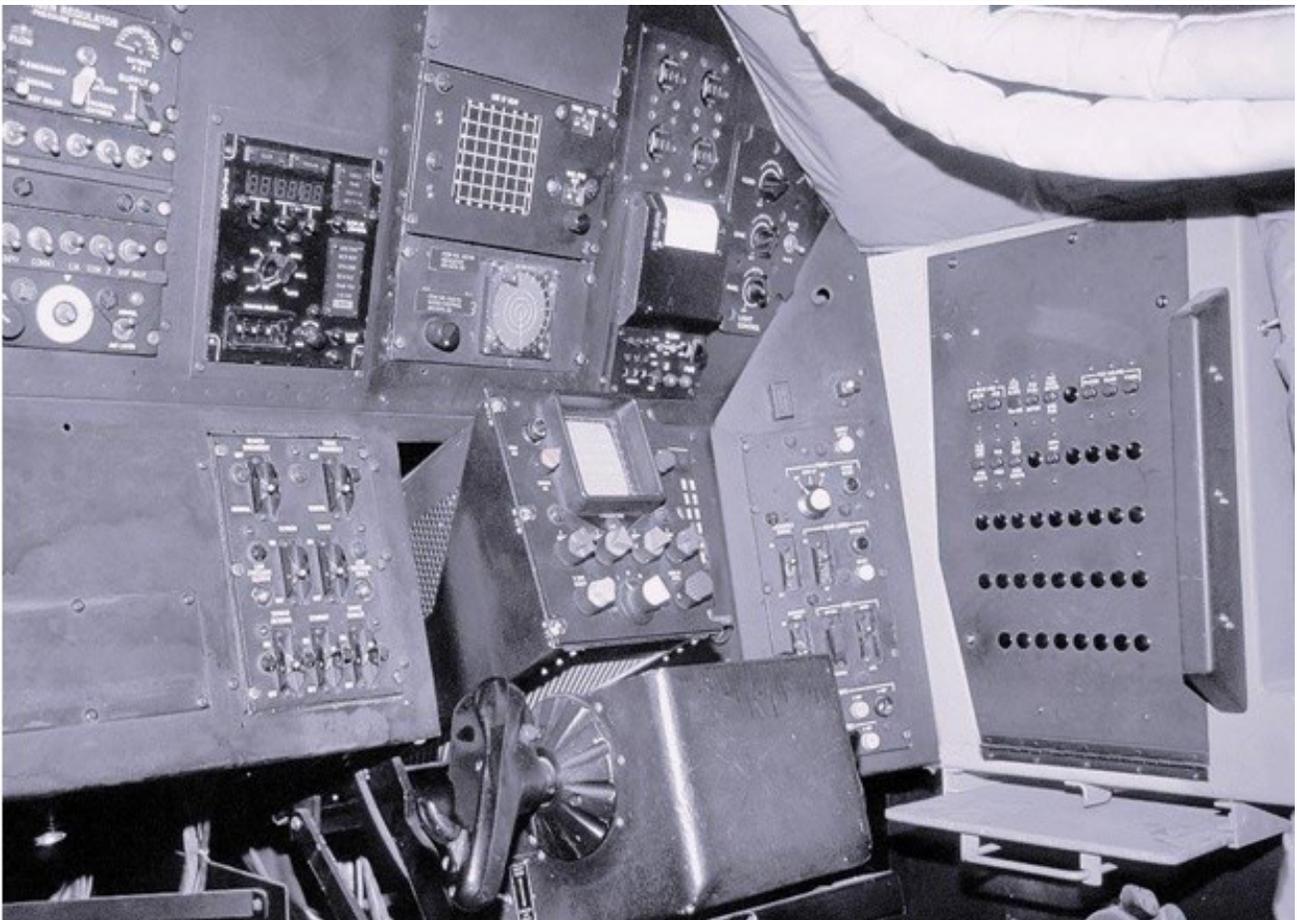
I'm also looking for input on "New" merchandise you'd like to have available in the BX and at the reunion in Nashville 2017. Please email me with any ideas as well as contact information on anybody that might deal in different products. Do it now! Thanks!

I had several gunners that left a lasting impression on me....Doug Kennedy, Jerry Hassebrock, & Butch Mosely were the main few. The conversations we had in Chief Small's office were never dull. Don Holmes was a great mentor who I shared a bomb competition with and is still a great friend to this day. Then there was Don Morse who basically kept my butt out of the fire at least twice that I can remember lol. Dan Danish, Ernie Garcia, Mike Teelon, Steve Gregorich, and Jim Meeks also played an important role in a baby gunners upbringing. We had a good bunch of gunners in the 9th & 20th during the time I served and it was an honor and pleasure to serve with them!



I look forward to the Nashville Reunion over Labor Day 2017 and hope to see all of the gunners mentioned above that left a lasting impression on me to be there along with all of them from the 9th and 20th! It is extremely refreshing and indescribable to get reacquainted with old gunner friends as well as make plenty more new ones! The gunner experiences we have in common aren't easily understood or discussed with our friends that don't understand unless you were a gunner regardless of the time frame you served in. Make your plans now and start saving to be there and experience this most memorable event that will never happen in your lifetime again! The unique camaraderie we share is that important to the most inner soul of our gunner being! Refresh and renew it with us in Nashville over Labor Day Weekend 2017. Until the next time....over and out!

Bob Dick



MEMBERSHIP CORNER - CHUCK DEAN



Hello, hope this SB edition finds everyone doing well. It has been a “HOT” one so far this summer here in South Carolina. I don’t think we had much of a spring. It has really been tough for the whole country.

You know we just celebrated Father’s Day a few weeks ago and I like many of you have lost their Dads. Lucky for me there has been one man that had a big influence on me not only as a Gunner mentor, but in my personal life also. We met at Barksdale AFB, LA in April 1979. This man would be no other than Chief James (Jim) Toomer. It was my second flight (after 2/1 weeks in UMB/Alert) at Barksdale and the Chief’s first flight. I was scared to death that day. Low and behold it turned out good. I guess I have to thank Bob Tussie (CCTS Instructor) and Randy Brooks (my Flight Line Instructor) for all they had taught me at Castle. Chief Toomer told me that day during debrief that he would send me to instructor upgrade as soon as I accumulated the minimum hours required. He was true to his word! He was always very stern and hard on us at Barksdale. Some of us needed that while others thought they didn’t. If you have attended any of our gunner reunions, you’ve seen us hanging out together. Over the years we’ve become more like family. My family goes to Montgomery to visit The Chief’s a few times a year and they in turn will come visit us here in SC. We joke a lot about him being my Father, but you know I do look up to him as my Dad. So, Chief Toomer Thank You!



I know this past mailing a lot of individuals were asking about their checks not clearing their bank. Here is the process: I receive your check, input it into the data base (twice a month), then mail the checks to Our Finance Officer. Sometimes it might take 2/3 weeks before it is returned to your bank. If I’m out of town for an extended period of time it could take longer. Remember we have jobs and family, so your patience would be greatly appreciated.

We had NO new members this quarter. I did have an inactive member contact me to re-activate his membership. We still need to push to get more new members! Come on you young gunners!!!!

Our active membership has not changed.

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

There seems to be some confusion on payments. I send out post cards to everyone (Life and Annual Members) who have a SB paper subscription (3 times a year) to let them know that their subscription is about to expire. I also send renewal notices to Annual Members on a monthly basis. Sometimes your annual dues and SB subscription dates don’t coincide, so you might get a renewal notice and a subscription postcard within a month or two. The renewal notices typically go out towards the last week of the month, prior to your due date. Please review the information on the notice for accuracy and provide any changes as needed. Then, please return lower portion of the notice along with your check in the provided envelope.

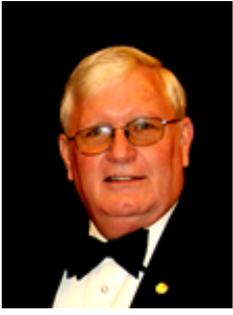
Please make your checks out to AFGA instead of a specific person. Also, include your membership number on your checks.

We have 13 months to save for the Reunion in Nashville, so let’s SEE MORE PEOPLE ATTENDING IN NASHVILLE. You will have the greatest time of your life! Don’t put it off any longer, life is precious, the time is now!

Chuck Dean



HISTORIAN'S COMMENTS - RORY KOON



As I was reviewing some of the memorabilia I have collected over the years, I came across two articles from 1991 that caught my eye. "SAC Eliminates B-52 Gunners Oct 1st" and "Air Force Birds Taken Off Alert". Those are two headlines I never expected to see!! I remember joking at the time you could not have aircraft on alert without a gunner to keep track of the crew. It's hard to believe it has been 25 years since 325 gunners and 200 fire control maintenance workers were unceremoniously removed and bomber aircraft were taken off alert after nearly 34 years.

I remember hearing rumors months earlier the gunners may be removed. I was hoping it was just a rumor and never expected it would happen. I got a call from a fellow wing gunner telling me there was a message out regarding removing the gunners. I went to the message center and as I read the message, I realized I was looking at a profound change in the future Air Force.

The whole thing seemed bizarre at the time. I remember immediately taking the message to the 410th Bomb Wing Commander. His reaction upon reading it surprised me. He was furious! He immediately placed a call to the SAC DO and bluntly asked him "WTF was going on!" His actions and comments confirmed he had also been completely blindsided by the decision in the same way the gunners had been. I no longer felt alone. The message I had gotten had been released prematurely and there was a second message being directed to all the Wing and Squadron Commanders which had not been released yet. The gunners were supposed to be notified individually in person by the commanders of what was coming and why. It didn't quite work out that way and as usual, the gunners knew what was happening before everyone else.

I remember the turmoil and uncertainty in my own life at the time. I had just arrived at K.I Sawyer in July and knew as a SMSgt I didn't have many options available to me. My first trip to the Personnel Office with the cadre of gunners confirmed my fears. I was told immediately by the chief of personnel my best option would be to retire since I would soon have 20 years of service after the effective date of the gunner's removal. After 20 years of gunnery, I didn't like the options. The situation energized me to look at every single gunner and maintainers' option for cross training. I'm sure the rest of the wing gunners did the same for their folks. The younger guys with less than four years had the fewest options. The rules at the time also prevented many of the more senior NCOs from formal cross training and limited their options. We did our best to bend the rules to make things happen and were successful for the most part. But unfortunately not everybody was able to get what they wanted.

I truly believed I would be forced to retire. As things worked out, I was lucky and did find another flying position in AWACS along with a number of other gunners thanks to the Aircrew Manager at Air Force Personnel Center. We all did our best to find every gunner and fire control maintenance worker an acceptable position. With 525 positions to fill, I'm sure not everybody felt treated fairly.

Looking back on how the gunners and maintainers received the news in 1991 and the turmoil it created in their lives, it makes sense today how some may feel betrayed or mistreated by the career field and the Air Force. Some of our membership may not realize the effects without being part of it. It could explain why many gunners from that era are not participating in the AFGA today. It continues to implore each of us to reach out to each and every gunner we know or can contact and try and rebuild that relationship. We need to keep looking for ways to build our membership roles or the AFGA will go away the way B-52 gunners did 25 years ago! "C'EST LA VIE" Rory



MiG Killer
B-52D 0676
Fairchild AFB
Heritage Park
Spokane, WA



EDITOR'S COMMENTS - PETE KARJANIS



Recently went to the Base Exchange here at Tinker AFB and sat at the entrance waiting for my wife. It isn't the same USAF at all is what I started to realize. I always thought I would retire near a SAC base and see the alert crews hanging out at the BX which was a very familiar sight for most of my Air Force career. How times change.

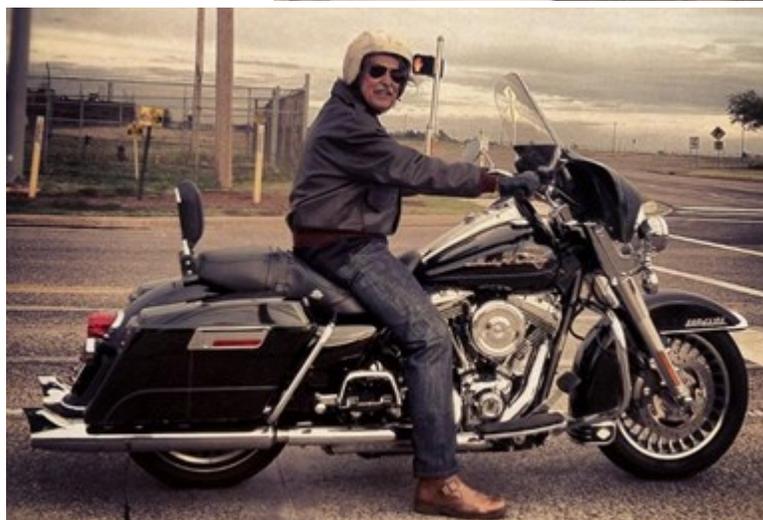
As I read what is happening to our present-day Air Force, I can't believe we have a severe pilot shortage that will take years to fix along with the anticipated, highly-experienced maintenance folks for the F-35 coming over when the A-10 went to the boneyard which didn't happen. Something intangible happened when political correctness took the fun factor we all knew out of squadron and crew life. I couldn't even imagine in my time that the enlisted club would go out of business. How times change.

I am so glad and truly blessed I experienced squadron and crew life when I did with commanders that had charisma, weren't afraid to let their gunners take risks, and made squadron life truly memorable and fun. I'm also so thankful for all the gunners that came before me since we were all connected in that long blue line we all shared during our time as aircrew members, especially the social engineering experiment called alert. How times change.

As a young NCO, I had the honor to learn from the best. I experienced first-hand how to finance a squadron party for the crews that landed from an operational readiness inspection. I will never forget MSgt Joe Troiber hitting up every colonel in the wing building for that special funding by pitting each one against the other making it a competition. He sure could collect a lot of money in a single afternoon! I also learned how to scrounge from Joe. He hit up all his special contacts starting with the NCO club manager and the TSgt in charge of the chow hall. He needed me to load up the bounty of great contributions for our squadron celebration for carrying the whole base with our bombs on target passing the inspection. How times change.

I'm also glad to know that the returning gunners from WW II and Korea most with more-than-average mechanical ability and a need-for-speed and thrills started taking unnecessary parts off of motorcycles and building their own cars from discarded scraps. Living in Oklahoma not far from Route 66, it is well documented that many returning veterans had a burning desire to head west in their homebuilt hot rods or bobbed motorcycles to see the country. If it wasn't for these gunners, we may not have known or experienced the American hot rodder or the motorcycling culture they had a huge hand in at that time. Seemed like every squadron I was assigned to had a larger-than-average amount of gunners that were into fast cars or rode motorcycles. I am again so lucky and blessed to have known so many gunners with very special cars and motorcycles. It is a part of our gunner DNA and I have been infected with that mutated chromosome that came from our thrill-seeking, flying heritage and the gunners of the greatest generation.

The same more-than-average observation goes for gunners that went on to learn to fly. There are many in our association that continue to fly, have flown, or even had their own airplane. So if you are one of these I speak of, write me a short e-mail and I will compile a listing of gunner pilots and your unique short story of your experiences. Even our Air Force Association founding father and past president, Fred Arthur had his own general aviation aircraft he flew for many years. He rode a motorcycle too and still has a very fast European car. It isn't too hard to spot a gunner's car, truck, or motorcycle at a gunner reunion; they are all backed into the parking space perfectly just like an alert truck and meticulously maintained. Some gunner character traits will never ever change.



GUNNER PROFILES

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

Hi Fellow Gunners, I would like to introduce, to those who might not know him, retired Master Sergeant Brad D. Barry. Please enjoy reading about another outstanding gunner and keep those great gunner submissions coming in!

MASTER SERGEANT (RET) BRAD D. BARRY



Master Sergeant (Retired) Brad Barry was born in Dubuque, Iowa in 1965. It was there in the American Heartland where his parents, Bernie and Joan Barry raised their six sons. During his youth, Brad was active in both football and wrestling.

Upon graduating from Dubuque Senior High School in 1984, Brad entered the Air Force. After completing Basic Training at Lackland AFB, he was assigned to the School of Health Care Sciences at Sheppard AFB, Texas, for his technical training as a Medical Service Specialist. His first assignment as a medic was at Carswell AFB. He worked on the inpatient ward caring for pediatrics, surgery, and general medical patients. He also served on the Honor Guard performing as the Firing Party and Detail Commander. He was the first recipient of the Carswell AFB Honor Guard Airman of the Quarter in 1987. That same year he was recognized with the 7th Bomb Wing Superior Service Award and received a Below-the-Zone promotion to Senior Airman. He was always pushing himself and searching for a place to contribute more to his country. At the first possible opportunity, he volunteered and was selected to cross train as a B-52 Gunner. By May 1988, he was leading his class at Castle AFB, in Combat Crew Training. After graduating from gunnery school, he returned to Carswell and was assigned to the 9th Bomb

Squadron where he was on the tip of the spear during the Cold War. He and his crew were entrusted with the awesome responsibility of nuclear weapons response during a very tense period in America's history. In 1990, he was selected for upgrade to instructor and his crew was recognized with the 8th Air Force Master Crew rating. It was at Fort Worth where Brad and Michele met and married all within a six-month period.

Late in 1991, the Air Force decided to eliminate the gunners from the Stratofortress. This required Brad to cross train again. Their first PCS as a couple took them to Oklahoma City where Brad started training in Airborne Warning and Control System (AWACS) at Tinker AFB. He graduated in 1992 from the E-3 Surveillance Operator Course as Distinguished Graduate. He deployed in support of Desert Storm, Provide Comfort, Northern Watch, Southern Watch, Desert Fox, and the counter drug war. By December 1993, he was chosen to fill the position of NCOIC over initial qualification training for the 552nd Training Squadron's Air Surveillance Technician course. He did such an exceptional job that he was awarded the Meritorious Service Medal while only as a Staff Sergeant. Perhaps what he was most proud of during the three years he spent at Tinker though, was the birth of his first child, Sean Patrick Barry.

In early spring of 1995, Brad and his family were reassigned overseas to Geilenkirchen NATO Air Base, Germany, to fly on the NATO AWACS. Once again, he graduated training at the top of his class and was quickly certified as an instructor. Sergeant Barry was assigned to Flying Squadron 2, where he participated in all aspects of the Bosnia-Herzegovina campaign to include Operations Silver Wake, Joint Endeavor, Provide Promise, and Deny Flight. He was chosen to manage the Current Operations section of this high operations tempo unit. His diligent efforts as NCOIC led to several component level awards to include Superior Performer of the Quarter, two NCO of the Quarters, and being named NATO AWACS Superior Performer of the Year for 1996. Later that year, Brad and Michelle were blessed with the birth of their second child, Johnathan James Barry.

By 1997, Brad had completed his Community College of the Air Force requirements and earned an Associate in Applied Science degree in Space Operations Technology. Shortly thereafter, in June 1998, the Barry family

GUNNER PROFILES (continued)

returned stateside for an assignment at Davis-Monthan AFB in Tucson, Arizona. It was there that Brad trained in the Airborne Battle Command and Control Center (EC-130 ABCCC) in what was his fifth weapons system. He deployed in response to Deliberate Forge and Allied Force as a Senior Strike Controller. As a Technical Sergeant, he was selected to be Flight Superintendent of the unit's largest flight. In 2000, the 355th named him the Wing Superior Performer for his work with the Operations Readiness Exercise. From June 2000 to January 2001, MSgt Barry served as Superintendent of the Mission Planning Cell and finished his time there as the Superintendent of Mission Support. His hard work led to being awarded his second Meritorious Service Medal.

In September of 2001, Brad and his family prepared for their next assignment which brought them to Hurlburt Field, Florida, and the AC-130s of the 16th Special Operations Squadron. Brad started out as a Low Light Level Television Operator and completed three deployments in that seat for Operation Enduring Freedom. He later qualified as an Infrared System Operator and accomplished one last deployment to Afghanistan. His individual and crew contributions in the Global War on Terrorism were critical to the success of the 16th Special Operations Squadron. He skillfully located numerous Al Qaeda and Taliban forces and accurately delivered 105mm and 40mm munitions. During this time in the squadron, he led two separate sections as Superintendent. As Superintendent of the Combat Plans section, he oversaw 27 higher headquarters directed events and provided gunship employment training to over 100 Special Operations personnel, Twice in that year, he was recognized as Professional Senior NCO of the Quarter.

MSgt Barry completed his career in 2004 with an impressive 4,347 flying hours in six different types of aircraft. After retiring from the Air Force, the Barry's moved back to his hometown in Iowa to be near family.



Rare shot of the internal belly of 676, Sam Turner's MiG Killer at Fairchild looking aft in the 47 Section from the underside hatch. Below the horizontal elevator and jackscrew is the crawlway into the aft compartment commander's area or B-52D gunner tail section. Hydraulic pack and transformer rectifier unit cannibalized a long time ago.

A2C BILL VANWEY, A-26 GUNNER PROFILE



It was for a dangerous mission deep into North Korean enemy territory that the young airman from Ponca City, Oklahoma, was handpicked by the 17th Bomb Wing commander. Col. Glenn Nye chose Airman 2nd Class William Horace Vanwey to man the machine guns aboard the A-26 Invader that the wing commander piloted as lead aircraft of a six-plane attack formation.

The group was set to make a daring daylight strike on a North Korean supply area on 7 October 1952. Suddenly, just before the bomb run, a burst of enemy ground flak hit their Invader's left engine. The A-26 spiraled out of formation and exploded on impact behind terrain. No parachutes were observed and no friendly or enemy activity in the crash impact area was seen by the A-26 cell crews who descended very low and slow to 75 feet altitude.

Crewmembers lost were: Lt. William J. Bell, navigator, 34th Bomb Squadron, Lt. Herbert Pincus, bombardier, 34th Bomb Squadron, Airman 2nd Class William H. Vanwey, gunner 37th Bomb Squadron, and Colonel Nye, of Champaign, Ill., aircraft commander and commander of the 17th Bomb Wing.

R.E. Reynolds recalled that his best friend, Bill Vanwey from the 37th Bomb Squadron was on board that fateful day. Although Reynolds was assigned to the 34th Bomb Squadron, he was asked to oversee the packing of Bill's things for return to his family. It was a very sad assignment for an 18-

year old. Bill had an older brother in the Army that was killed in action a few months before we arrived in Korea. Communications from the aircraft said, "Don't follow us down, we are okay." No parachutes were seen. I have seen the names of all four airmen engraved in the "Pacific Punch Bowl" cemetery in Hawaii.



The Airman Dining Facility on Tinker AFB was named after A2C Bill "Willie" Vanwey during a June 4, 1977 ceremony at which seven dormitories and a recreation center were named after fellow native, enlisted Oklahomans lost in either the Korean or Vietnam War.



A2C BILL VANWEY, A-26 GUNNER PROFILE

WELCOME TO THE VANWEY DINING FACILITY

Members of the namesake's family visited the Vanwey Dining Facility Sept. 24, 1977, including surviving brother Jack Vanwey and his wife, Verna, who were accompanied by their youngest daughter, Ronda Hair, her husband, Curtis, and their sons, Matthew and Casey. In a separate visit, Jack and Verna Vanwey's daughter, Sheri Cormier, dined at the facility with her husband, Tech. Sgt. Lowell Cormier, and their sons, Richard and Jackson, while changing stations from Eielson Air Force Base, Alaska, to Minot AFB, N.D. Sisters Sheri and Ronda both recalled the all-day dedication ceremony in 1977 they attended as children.

The fact that his brother was hand-picked by the 17th Bomb Wing commander for this dangerous mission does not surprise Jack Vanwey, who learned more specific details in recent years. He remembers his brother as always knowing how to take care of himself, his athletic prowess almost taking him to the state championship in wrestling. "He was just a pretty good all-around kid," Jack recalls of the brother he knew as Willie. "I knew that whatever he did, he did it right. He worked hard when it was time to work and played hard when it was time to play."

An airman himself at the time of his brother's crash, Jack Vanwey was at Air Force technical school in Amarillo AFB, Texas. After his subsequent assignment, Perrin AFB, Texas, closed, he transferred to Tinker AFB where he worked both as an airman and civilian maintaining B-52 bombers. He settled in very nearby Midwest City.

Jack Vanwey said he and his family were impressed with the ongoing \$1.1 million facility renovation. "We all enjoyed it," he said of his family's time touring the facility and having lunch with 72nd Mission Support Group Commander Col. Michael Gamble at that time and other 72nd Services Division officials. Nearby, food service staff members served customers from steam tables as Airmen, Soldiers, Marines and Navy personnel made their way to seating areas to enjoy their meals. Oklahoma City has a large military presence. The Vanwey family was impressed. "They said it is real fine," Jack Vanwey said. "We're all proud of the whole place."

Among decorations in an area designed in a motif reminiscent of diners located along historic Route 66 is a centerpiece clock that reads in neon letters "Vanwey Good Eats." Also included are large screen televisions and the Vanwey Recreation Center, which has pool tables, air hockey, video games, and computers. "To have the Vanwey family visit our facility is a great honor," said the Vanwey Food Service Officer. "It's a great opportunity for us to learn more about the Vanwey's. "For the things William Vanwey did for his country, we are honored serving under his name every day".



A2C BILL VANWEY, A-26 GUNNER PROFILE

IN MEMORY OF
NATIVE OKLAHOMANS
KILLED WHILE SERVING
THEIR COUNTRY AS
ENLISTED PERSONNEL
IN THE UNITED STATES
AIR FORCE

MSGT JAMES O. ARCHERD	KOREA
CPL LELAND L. BUTTLER	KOREA
MSGT WILLIAM H. CRISP	VIETNAM
SSGT ROBERT W. DAVIS	VIETNAM
CMSGT DONALD J. HALL	VIETNAM
SSGT ROGER G. LEE	VIETNAM
SGT GARY B. MIDKIFF	VIETNAM
SSGT WILLIAM H. ROUGH	CIVIC ACTION
A2C WILLIAM H. VANWEY	KOREA



37th BOMB SQUADRON



17th Bombardment Wing, Heavy



17th Bombardment Group, Medium Reunion



34th Bomb Squadron, Light, Night Intruder



Aft Compartment Commander's rear view of Sam Turner's B-52D. ECM units cannibalized, waveguides remain. Notice the honey bucket (white round lid behind seat headrest). How many gunners will admit to not completely latching the 47 section door until the aft cabin above 10,000 feet warning light started flashing?

THE COIN AND THE BEAN



Editors Note: The Coin and the Bean, like the Bull Dog are a product of the B-52 era SAC Gunners. I mention this because we have many WWII & Korea AFGA members who were not active by the time these traditions started and yet see many references to them in the Short Bursts. I felt they might like to know what they are all about.

The following article from Don Murphy, AKA "Murph the Surf" pretty well tells how it all started. The "Coin" comes with an extensive set of rules of engagement. But it all boils down that if you run into another Gunner and he challenges you to produce your coin, one of two things will happen. If you have your coin and produce it, he buys you a drink for daring to challenge your integrity, so to speak. If you can't produce the Coin (left it at home) then you buy the drinks as a punishment for your negligence. One other BIG rule is: Never hand it to your challenger. Place it on the bar and let him pick it up. If you hand it to him, you've lost it. Okay, Don, take it away!

I received a call from Norm Clinton, (editor of the Short Burst) a few weeks ago asking me to write a story about the Coin and the Bean. I gave this a lot of thought because I know a bunch of you have your own thoughts on the subject. I have heard from people who say they got their Coin in the '50s, and people who say Castle in 1961. I am going to tell what I know but in no way am I going to attempt to change anyone's opinion about what you believe to be true. I already had a member of the AFGA threaten to kick my ass because I suggested a fine member of our group didn't have the facts correct.

It all began around 1970 at March AFB. Don Fader and myself were at Mack truck in Colton, California, to pick up some ash trays for some Gunners who were shipping out. I happened to know the manager of the dealership from dealing with him about supporting us from time to time. He called me into his office and told me he had something new to show me. He said he thought it was something we would be interested in. He showed me a letter he had just received from Mack truck describing the Coin and about how they wanted every employee to have one as sort of a pride thing. He asked me If we could use some of the Coins and I told him that I thought it would be great. He gave me what he had left (12 Coins) and told me I could order bags of one hundred at the counter. We ordered the Coins and left.

When we got out to Don's car, I opened the bag and gave Don the First Gunners Coin, I put Number Two in my pocket. The next Coins went to Duane "UKE" Anderson, Walt Barclift, Louie Leblanc, Jerry Clemons, Jim Seidenberg, Dick Vanderweil, Mike Bellino, and Robbie Ruff. The first four people on my list along with Don Fader have gone to heaven. I don't miss the Coins but these were some wonderful people and great friends. I know that I have only mentioned ten people but my brain just wont kick out the other two. If you are one of the other two please write and let me know.

A couple of weeks later I was talking to Ed Bell at Fairchild AFB and mentioned the Coins and he asked me to

THE COIN AND THE BEAN (Continued)

get them a bag. We did and sent some to other bases but finally asked them to contact their own friendly Mack truck dealer. I pulled six tours arc light (I know you all had more) but the point being, on my last four tours I always carried a couple of bags of Coins so I could give some to the Wing Gunners, and always had plenty for any gunner who wanted one.

I have to add to this, that the Gunners Coin was mainly selected by us few because it said "You Make The Difference". The AFGA changed the Coin and removed this saying. I believe they should have removed the bulldog instead as the Second World War Gunners and the Korean War Gunners did not use the bulldog as a mascot but, boy did they "Make The Difference"! I hope we can correct this mistake someday.

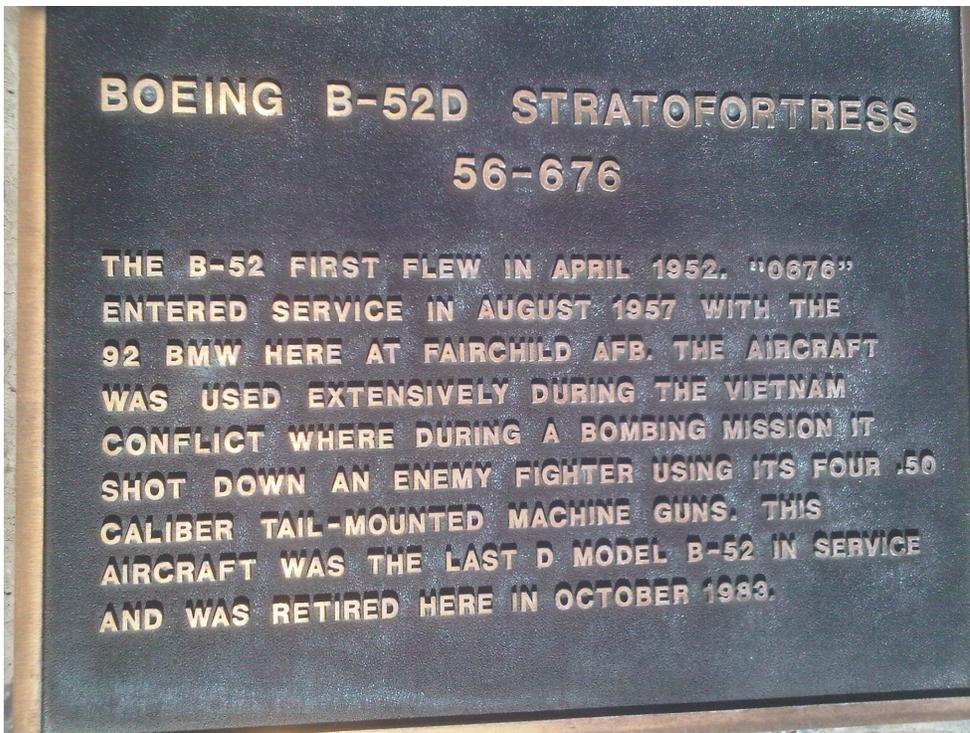
For the story of the Bean, I went to a gunner, Paul Kiviaho, in Fort Worth that I felt had some answers. I knew Paul was around about the time the Bean was coming to be a gunner thing. It seems that Bill Sill was at that time a Wing Gunner on Guam and running around with a Navy Chief named Pow. He was the Senior Chief of the USS Ulysses S. Grant. I understand that the chief helped Bill become the First Gunner Bean holder, and as time followed, Bill took other gunners down to "Mama Ninnings" (a favorite gunner watering hole) to sign the book and get a Bean. I know that Paul Kiviaho was one of the first to get a Bean. This also makes Bill Sill the grandfather of Gunner Bean holders.

I happen to be one of the people who believe that the Coin and Bean are two different items, and the people I know who have both are proud to carry both. So I don't believe you should answer a challenge with the wrong one. If you never had the opportunity to get a bean there is nothing wrong with saying I don't have a Bean.

Well guys there's my story, I still say you can believe what you want. It does make me feel good to know that Bill Sill was the Grandfather of Gunner Bean holders. Bill was on the same crew with my dad when my dad was killed in 1950. Some times it's a small world.

Thank You,
Donald E. Murphy

(Reprinted from a previous Short Burst article when Norm Clinton was the editor before Bob Matherly quite a few years ago, still relevant information on the Coin and the Bean I thought was very historic, informative, and interesting.)



HISTORICAL BOMBER ACCIDENTS

The following short narratives of bomber aircraft losses of personal interest were researched and submitted by Harry Tolmich, THANKS so very kindly for doing the historical research Harry! Flying was and is an inherently dangerous profession, please remember the crewmembers that lost their lives doing what we all loved. If you know of an accident, write your personal account and send it in and we'll include it in the next Short Burst. Unbelievable that a USAF F-100 shot down a B-52, so keep reading.

Biggs AFB, TX, 7 April 1962, Aircraft B-52E, S/N 53-380, Pilot, Donald Blodgett, CP, Ray Obel, RN, Steve Carter, NAV, Peter Gineris, EW, George Jackson, G, Raymond Singleton, CC, Manuel Meirea. B-52 made normal take off and climb to altitude 34,000. Purpose of the mission was navigation, live gunnery firing, and practice fighter intercepts. At 1808Z, B-52 completed a fire control safety check. At 1857Z, B-52 was intercepted by two F-100 aircraft. All three aircraft were in contact on a command radio frequency. The fighter aircraft began a series of attacks, chaff and gun laying radar was employed against the attacking fighters. On the sixth attack by the lead fighter (with safety checks for missiles and call completed), *the F-100 launched a GAR-8 missile*, the missile exploded near left inboard pod, engines three and four. The B-52 entered an uncontrollable spin and crashed. The aircraft commander, co-pilot, tail gunner, crew chief, and instructor EW, successfully abandoned the aircraft. The rest of the crew were unable to eject and sustained fatal injuries.

Fairchild AFB, WA, 1 April 1960, 1442 hours PST, aircraft B-52D, S/ N 56-607, Pilot, Major Duncan Daries. Aircraft scheduled number seven for take-off. Aircraft cleared for take-off. At 1443 PST when brakes released, an explosion was heard on left side of aircraft, followed by aircraft settling to the right. The left wing had fallen off at the root joining the left fuselage. Crew abandoned the aircraft. Tail Gunner Francis Holler, jettisoned the turret and jumped out. He still had the survival seat attached to his parachute harness. Upon contact with the cement surface he broke both elbows. With casts on both arms, his wife (Millie) had to assist him in all functions. Feed him, unzip him, wipe him, etc. Francis (Fran) recovered his full mobility. I (Harry Tolmich) was on alert. The alert building is located on the east end of the field, the aircraft position was at the east end of runway 23. We witnessed the accident. A KC-135 was behind the Buff, I never saw a KC-135 make a 180 degree turn that quick, as the Buff was engulfed in flames.

Andersen AFB, Guam, 12 December 1974, aircraft B-52D, S/N 55-0058, Pilot, Capt. John Whitley, Gunner, TSgt Robert W. Nemeth. Four crew members fatal, navigator major injuries, copilot minor injuries during egress. During engine start up, copilot had difficulty starting left and right forward alternators. Aft alternators started normally. After takeoff, left forward alternator was not producing power and was shut down. The pilot had difficulty hooking up to the tanker with seven contacts and receiving 35,000 pounds of fuel (scheduled was 45,000 lbs.). Navigation leg was completed and aircraft requested enroute penetration. Descent was started, at Flight Level 280 aircraft entered weather, pilot stated, "Copilot you have lost an alternator, get it back", the copilot noted the attitude directional indicator (ADI) spinning, aircraft was in a steep left bank, nose low attitude, at FL240 pilot stated, "I have lost control abandon the aircraft", egress was at approximately 18,000 feet. The aircraft crashed into the sea and was destroyed. This narrative is accurate as relayed by the copilot to the accident board.

PS, I never met TSgt Nemeth, but Pete Karjanis knew him well. Wright Patt TDY gunner Marty Bridges had dinner with the Nemeth family the night before. Bob Nemeth, Marty, and Pete knew each other from Wright Patterson.

Robins AFB, GA, 11 April 1983, Aircraft B-52G, S/N 58-0161, Pilot, Capt. Donald Hieger, Gunner, SSgt Major Carter. B-52G, call sign Lure 75. Lure 75 and Lure 76 departed Robins AFB for Nellis Red Flag range for low level simulated mission and terrain avoidance. Enroute, Lure 75 reported problems with BNS mapping radar. Forecast, broken cloud bases at 15,000 to 20,000 feet, minimum ceilings of 4,600 feet, visibility seven miles, light turbulence. Lure 75 entered low level and Lure 76 entered 3 minutes later. Lure 76 reported repeated transition between terrain avoidance altitudes in VFR conditions and IFR altitudes over cloud obscured mountain ridges and peaks. Lure 75 impacted the face of a 7,050 foot peak (Square Top Mountain) at the 6,800 foot level. The aircraft was completely destroyed on impact. There were no survivors. Lure 76 heard no transmissions from Lure 75 prior to impact.

HISTORICAL BOMBER ACCIDENTS

Minot AFB, ND, 21 January 1969, Aircraft B-52H, S/N 61-037, Pilot, Byron Edmonds, Copilot, Kenneth Kuhn, RN, James Jiles, NAV, Gerald Walla, EW, Richard Jones, G, Lee Gunn. Aircraft assigned to 5th Bomb Wing, Minot AFB was scheduled to depart at 1130 local on a combat crew training sortie. During pre-flight the right body hydraulic pump was inoperative. Repair estimate was three hours. The pilot elected to accept the aircraft with the inoperative standby pump. At 1135, the aircraft was cleared for takeoff, and made a normal ground run. Immediately after lift off, the aircraft rotated to a nose high attitude of 20 to 30 degrees, then a rapid pitch down attitude, then a third pitch up, then a 30 degree left bank, then a turn to the left, nose low. Ejections were initiated. The aircraft wings level impacted the ground. All crew members suffered fatal injuries.

Anderson AFB, Guam, 28 July 1969, Aircraft B-52D, S/N 56-630, Pilot, Captain Edward Wyatt, Gunner, TSgt Clinton Tibbets. B-52D call sign Blue 1 was scheduled to depart at 0711 local on an Arc Light mission. Preflight at 0540 local, engine started at 0631 local. Blue 1 cleared for takeoff one minute behind Blue 2. (NOTE: on Arc Light missions involving a two ship bomber cell, the number 2 aircraft takes off first to allow a ranging check on his fire control radar). Blue 1, 104 knots at S1, S2 speed at 155 knots, takeoff distance 10,000 feet. Takeoff run was normal. The aircraft was airborne for 15 seconds at an estimated altitude of 200 feet above field elevation when a burst of flames and right wing separation occurred. Flight time was approximately 23 seconds. Aircraft destroyed, eight fatalities (IP and mechanic) on board.

KI Sawyer, 1 April 1977, Aircraft B-52H, S/N 60-039, Pilot, Capt James Cosgrave, Gunner, MSgt John Moore. Crew S-01, including two substitute R/Ns, and additional copilot scheduled for EWO Training Sortie, including air refueling, low level nav leg and bombing, and a high altitude navigation leg. After nav leg, aircraft was cleared to 13,000 feet enroute to K.I. Sawyer. At 30 miles from base, the aircraft was cleared to 3,600 feet and given radar vectors to Runway 19. At eight miles on final, control of the aircraft was transferred to the final controller who instructed the crew to descend in three miles to the minimum descent altitude of 1,600 feet. Gear check was requested and acknowledged and clearance for a touch-and-go was given. At a point three miles from touchdown, radar contact was lost. No response was received from the aircraft. The aircraft was destroyed on ground impact and all crew members were fatalities. PS, This was the #1 Stan Eval crew. Yet with no mechanical or stated emergency, the aircraft flew into the ground wings level. MSgt Mike Radke was supposed to be on the airplane but didn't fly that day.

Castle AFB, 17 Sept 1956, B-52B, S/N 53-039, Pilot, Major Benjamin Oatland, Gunner, TSgt Raymond Riggs. The aircraft departed Castle AFB to fly a functional test flight after the first 100 hour periodic inspection. After completing the high altitude portion of the mission, the aircraft was cleared to descend from 35,000 to 5,000 feet altitude. Following a landing gear extension check, the crew reported the right main gear was cocked slightly off center. The gear, however, retracted normally. The crew reported the smell of tire rubber. At this time the pilot reported the intercom failed, the smoke had intensified. The pilot tried to open the sliding window, but could not. There were several small explosions aboard the aircraft before the pilot and copilot ejected. One man's chute failed to open, the other man's chute separated from him when partially open. The aircraft was destroyed by in-flight fire and ground impact. Their were five fatalities, pilot and copilot ejected safely.
Pete, I remember this one. I believe the alternator disintegrated sending shrapnel into the forward fuel tank. That did happen to a Castle bird and it may have been this one.



MD-5 FCS



A-3A FCS



MD-9 FCS



AN/ASG-15



AN/ASQ-21

HISTORICAL BOMBER ACCIDENTS

Seymour Johnson AFB, NC, 15 October 1961, Aircraft B-52G S/N 58-196, Pilot, Captain Ronald Starke, Jr., Gunner, SSgt Helmut Christ. On 15 October 1961, at 0550Z, B-52G, call sign Pogo 22, was reported as overdue and presumed missing. The crew and aircraft were assigned to 4241 Strat Wing (SAC), Seymour Johnson AFB, NC. The crew was participating in SKY SHIELD II, a large-scale, air defense exercise. The mission required three KC-135s and six B-52G aircraft to take-off at one minute intervals. The six B-52s flew north to Newfoundland, en-route refueling. Pogo 22 was cell leader in a two ship cell with Pogo 13. Planned mission was low level over-water defense penetration and a climb to 21,000 feet to execute camera attacks on targets in the Philadelphia and Pittsburgh areas, then return to base for landing. At approximately 2115Z, a normal descent was made to low level altitude. During descent, Pogo 13 remained in visual contact with Pogo 22. Pogo 13 leveled at 1,000 feet and observed Pogo 22 at about the same altitude on briefed heading. Pogo 22 was at relative position at 1:30 o'clock at 3 miles and still flying the briefed course. At this time Pogo 13 turned westerly to high-altitude, climb position. At this time visual contact with Pogo 22 was lost. Aircraft debris and crew were never found.

From: Kenneth Johnson
Sent: Saturday, April 30, 2016 6:40 PM
To: Pete Karjanis
Subject: B-52 Crash

Pete,

I was stationed at the 42 Bomb Wing, Loring AFB, Maine, from August 1965 to August 1969. For 3+ years I was assigned to Stand board as Gunner on Crew S-01. During that time period we had only one crew position change (Co-Pilot). When my orders came through I was asked to pick my replacement. I knew who would fit in with the rest of the crewmembers. I had to do a lot of convincing to get MSgt Earl Barnes to take the position. The wing was hit with an ORI and crew S-01 was scheduled to fly tail # 58-0215 September 2, 1969. They had experienced some engine problems early in the day. When it came time, they took their position in the MITO. According to witnesses, when they lifted off, it appeared to only reach a couple hundred feet then disappeared into the dense woods approximately two miles from the end of the runway. The entire crew was killed as was the onboard inspector. There was some controversy on who tried to eject. It would appear it was the EW and Gunner. Official cause was a problem with the water injectors on the engines. I have always had a bit of guilt since I talked Earl into taking the position. The Big Commander up above makes the call. Names of those that perished: A/C Major Nils O.A. Oxehufwud, C/P Capt. William N. Payne, Nav. Capt. Theodore A. Burbank, R/N Lt. Col Robert C. Smith, EW Maj. Robert M. Murray, Gun. Earl J. Barnes, I/P Col. Homer C. Bell Jr.

Kenneth Johnson

Loring AFB, ME, 2 September 1969, Aircraft B-52G, S/N 58-0215, Pilot, Major Nils Oxehufwud, Gunner, MSgt Earl J. Barnes. At 1855 EDT, the 42nd Bomb Wing received a no-notice Operational Readiness Inspection (ORI). Crew S-01, commanded by Major Oxehufwud arrived at the aircraft at 1800 EDT. Colonel Bell (2nd AF IG) was assigned to fly as evaluator with this crew. Engines were started and prior to taxi, an oil leak was discovered on #7 engine constant speed drive (CSD). The CSD was changed in 46 minutes and #7 was started for an operational check of the unit. An oil leak was apparent on the newly installed unit and the decision to change this unit was made by the Wing Commander. The unit was changed and checked okay by the flight crew and the maintenance crew. Engines were started and the aircraft taxied into position. The supervisor of flying completed a visual inspection of the exterior of the aircraft. Take off roll was started and lift off at the 10,500 foot marker, approximately 1,800 feet longer than predicted. Initial climb appeared normal but the aircraft leveled off at 200-300 feet above the terrain while in a slight right turn. The aircraft entered a shallow descent and crashed 12,880 feet from the departure of the runway. All crew members sustained fatal injuries.

HISTORICAL BOMBER ACCIDENTS

Date 18 December 1972, time 0800, place, our flight briefing room, Anderson Air Force Base, Guam.

We all knew something big was coming. There were more than 50 crews being briefed and others still waiting. The reason you know for sure was center stage with a map of the targets. All he said was gentlemen your target for tonight is Hanoi, North Vietnam. I never heard it so quiet. After his short briefing, all specialties went to the respective specialized briefing and Operation Linebacker II was on. On the whole I believe all the crews were ready after years of bombing suspected truck parks, VC vegetable gardens, and other questionable interdiction missions. After the briefings it was bus time then to life support for our survival gear and in-flight kitchen, last stop at aircraft number 6678, call sign White 01.

We started out as a lead ship but due to mechanical problems with Lilac 03, we filled the gap and became Lilac 03. Preflight, taxi, and takeoff were normal, area climbing with that many aircraft, approximately 87+ tanker aircraft, unbelievable, everyone got their fuel and no accidents enroute. Flight was uneventful, very little interphone chatter. The sky was dark and had an under cast in spots. When I heard the radar call IP, I knew all was going down fast. So many SAMs behind us lighting up the sky as they detonated. I was looking for one that was coming after us but saw none. We were on a press-on mission which dictated no evasive action between the IP and target. Just straight and level which makes you a sitting duck when you are being tracked by SAM radar. At 60 seconds to go before bomb release, the EW called SAM 1 o'clock. That was the last communication I had with the crew until the flight was over.

We were hit by the SAM, the left drop tank was blown from the aircraft. That caused it to jump right about 200 feet, I thought we were going to roll over. The pilot, Major Neil got it under control back to level flight. Engines one and two were on fire and we were losing fuel and hydraulic fluid from left-wing at a fast rate. I did not know it but a line carrying 800-degree bleed air from the engines was cut and blowing on all the bombs in the Bombay. SAM hit severed all bomb release systems and wounded the pilot, copilot, EW, Radar, and most of the electronic, navigation, and engine instruments were out.

In my compartment, I experienced explosive decompression, the cabin altitude went to 40,000 feet. My interphone and radios were out, no interior lights, fire control system completely out, all oxygen lines cut. There was a hole in back of my seat the size of a small plate which exited through the upper fuselage. We stayed at altitude to avoid more SAMs but 15 minutes later, five SAMs were fired at us from the 9 o'clock position. The pilot broke right and stood the aircraft on its wing then back left, the bank angle had to be about 90 degrees. Five SAMs went past the tail and detonated above us. How Major Neal saw them with his wounded and bleeding eyes I will never know.

My big problem was oxygen. With the lines cut all I had was what was in the lines ahead of the check valves, walk around bottle and two bail out bottles, one in my parachute and one in the spare parachute. First used what was left in the lines, waited a while then used the walk around bottle until it was empty. I waited and was getting hypoxia. I knew if I used the spare parachute bottle at 1800 PSI, it would only last eight to ten minutes and there was no way to regulate or slow the flow of oxygen.

I started to get hypoxic again and had to make the big decision to stay with the aircraft or bailout. I was out of oxygen and did not know when the pilot would descend. Right then, we descended to 25,000 feet. I was still very hypoxic and had a general feeling of well-being, so much so that I lit a cigarette and wondered why it took so long to light it. I was really high and started to light up again, finally something told me not to smoke. We started down again.

I could see the lights at Nahkom Phanom airbase, Thailand. We continued down and the pilot lowered the gear, I did not know what to expect due to battle damage if the gear would work. Next came the flaps. I prayed they would stay on and they did. We did our approach landing at U-Tapao. The drag chute fell out, cut to ribbons. We blew several tires on landing. I was at the hatch and was about to use the escape rope when the ground crew wheeled up a stand.

I saw the EOD guys running from the bomb bay, and I was running with them. I've visited the pilot in the hospital the next day. He was sent to the hospital in the Philippines and they saved his sight. I flew back to Guam and returned home for Christmas Eve with a planeload of wounded crews. What a Christmas present !!

This first-hand account above was written by Gunner Jim Short in a personal letter at that time to Harry Tolmich.

HISTORICAL BOMBER ACCIDENTS

Near Perkins, Oklahoma, April 27, 1951, B-36D 49-2658, North American P-51D Mustang, 44-84973 collided with B-36D, 49-2658 while conducting gunnery training passes. Aircraft Commander, Major Charles Crecelius, Pilot, Major William Apgar, Co-pilot, Captain Harold Barry, a crew of thirteen, and civilian observer took off from Carswell AFB of the 436th Bomb Squadron of the 7th Bomb Wing at 0800L. 49-2658 was an element in a flight of three B-36Ds. Mission included Midland, Texas bombing range practice followed by gunner training with F-51D Mustangs near Oklahoma City.

Four Mustangs from 185th Tactical Reconnaissance Squadron took off from Will Rogers Field in Oklahoma City at 1320L. They climbed to 20,000 feet to intercept the bombers. They made a series of passes to give gunners practice tracking. Training began with a series of high side passes. The B-36D reversed course for a series of high frontal passes. Major Crecelius flew the B-36D straight and level at 20,000 feet altitude. One of the regular gunners was back at Carswell AFB occupied by other duties, so Crew Chief MSgt. William Blair was invited back to the rear compartment to man the lower left gunner station.

Each Mustang flew past the B-36D, headed the same direction as the bomber, and then made a 180 degree turn to approach from the front. Gunners aboard the B-36D tracked F-51Ds with General Electric gun sighting mechanisms, shooting pictures.

Flight of two Mustangs piloted by Captain Robbie Risner and Lt. Fred Black made a high frontal pass on bomber. Gunners estimated Risner's Mustang passed less than 100 feet below the wing. Radio Operator TSgt. Albert Wolf commented over intercom, "Man, he nearly hit the props". In the rear compartment, Crew Chief MSgt. William Blair exclaimed, "He went between the props, didn't he?"

Lt. Black approached in his F-51D and RO Wolf asked, "What's this guy going to do?"

Gunners in rear compartment never saw Lt. Black's Mustang, but felt the collision. The F-51D hit the fuselage on the top left about nine feet back from the nose. The Mustang broke into two big pieces and lots of small chunks and burst into flames.

The three surviving Mustang pilots saw two flaming objects tumble away. The B-36D porpoised for several seconds and pitched up into a steep climb and fell off to the left into a spiral dive.

Flight Engineer 1st Lt. Elroy Melberg manned the lower left gunner's station in the rear compartment. His first attempt to head for the exit hatch was thwarted by web safety straps connecting parachute harness to floor. Precious seconds passed, he struggled to unclip parachute harnesses from safety straps. He used both hands to unfasten clips as the pitching B-36D kept throwing him off balance.

Gunner TSgt. Milton Hewitt was in the lower right gunner's station across from 1st Lt Melberg. TSgt. Hewitt was not wearing his parachute pack. His first impulse was to get to the bunk where his parachute pack was. Crew Chief MSgt. William Blair was giving Gunner TSgt. Milton Hewitt a replacement gun film canister when collision occurred. MSgt. Blair injured his left leg when he was thrown against the bunks. He grabbed the exit hatch, but it would not open against compartment pressurization.

MSgt. Blair called to TSgt. Hewitt to open emergency pressure dump valve, but Hewitt was trying to get to his bunk to retrieve his parachute. They ran into each other as Blair reached for the pressure dump valve.

Gunner TSgt. Dick Thrasher occupied the upper left gunner's station. He had been aboard B-36B, 44-92075 when the crew was forced to bail out over Vancouver Island on February 13, 1950. Gunner TSgt. Ellis Maxon sat across from TSgt. Thrasher in the upper right gunner's station. They climbed down the ladders to the exit hatch as the gyrations of the crippled bomber flung them about.

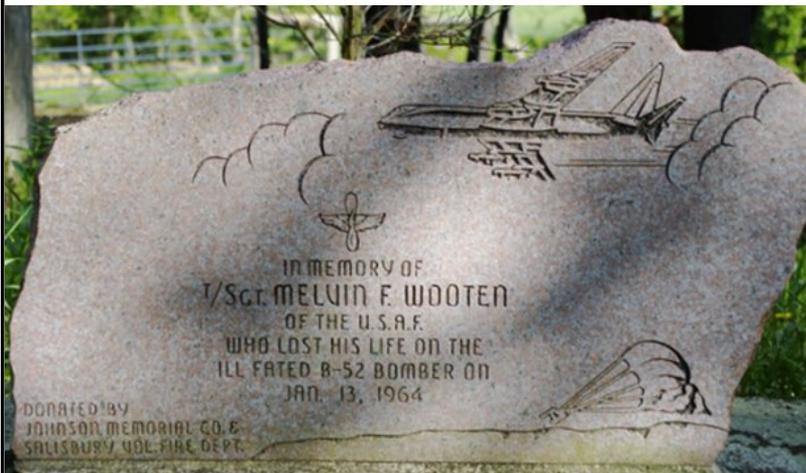
MSgt. Blair dumped pressure in the compartment. TSgt. Thrasher pulled open the exit hatch. TSgt. Thrasher lay down on his left side next to the exit hatch, grabbed the edge of the hatch and rolled himself headfirst out through the narrow opening. MSgt. Blair paid careful attention to TSgt. Thrasher's method of egress, intending to copy his moves. MSgt. Blair assisted 1st Lt. Melberg to release his parachute harness from safety straps. He found the exit hatch blocked by the seven-foot long wooden dip stick that was used to measure fuel in the tanks. He moved the dip stick, but it fell across the hatch again. He injured the fingers of his right hand in the effort to get out the hatch. He crawled under the dipstick and stuck his head out the hatch. At that moment, tail section of B-36D ripped away from the rest of the fuselage from the bottom to the top at the forward bulkhead of the rear crew compartment. TSgt. Maxon, 1st Lt. Melberg, and MSgt. Blair were thrown from the rear crew compartment as it ripped open.

HISTORICAL BOMBER ACCIDENTS

TSgt. Hewitt was last seen trying to get his parachute pack from his bunk, he did not survive the crash. The air was filled with falling metal debris. The turret bay doors struck shroud lines of MSgt. Blair and tail section tumbled past him on the way down. Lt. Melberg's parachute lines struck him in the throat as his parachute opened. His disorientation and nausea from pain caused him to vomit repeatedly during the descent. The chest strap and quick release button of TSgt. Maxon's parachute hit him in the face and throat as his parachute opened, but he was too relieved to have escaped from the airplane to notice any pain. None of the twelve men in the forward compartment were able to escape from the falling bomber as it spun to the ground: Aircraft Commander, Major Charles Crecelius, Pilot, Major William Apgar, Co-pilot, Captain Harold Barry, Navigator, Major Aurthur Burmeister, Radar Observers, Major Robert Renner, Captain William Walsh, Captain William Zurivitz, Flight Engineer, Ernest Cox, Jr., Radio Operators, TSgt. Nathan Fetters, TSgt. Albert Wolf, Radar Mechanic, TSgt. Edward Ennis, and Civilian Observer Benedict O'Conner. Wreckage from the B-36D fell across 3-1/2 miles of Oklahoma pasture land, ten miles south of the town of Perkins, and 37 miles north northeast of Tinker AFB at 1341L. The F-51D impacted 12 miles south of Stillwater with 1st Lt. Fred Black still in the cockpit.



Turner AFB, GA, 13 January 1964, B-52D S/N 55-060, Pilot Major Thomas W. McCormick, Gunner, TSgt Melvin D. Wooten. This aircraft call sign Buzz 14 assigned to Turner AFB flew a Chrome Dome mission on 7 January. Because of weather at home base the aircraft terminated its mission at Westover AFB. A B-52 crew was flown from Turner AFB, GA, to Westover AFB, MA, to return the aircraft to Turner. Weather forecast was moderate clear air turbulence over Virginia and North Carolina. After delay to repair the oxygen system, takeoff was at 0513Z 13 January 1964. The flight leveled at 31,000 feet and proceeded as planned until passing Phillipsburg, Pennsylvania reporting point. Light to moderate turbulence was encountered, the pilot obtained clearance and descended to 29,000 feet. At 29,500 feet the turbulence became severe. ATC was notified and a climb to 33,000 feet was initiated. At approximately 30,000 feet the aircraft entered an extreme bank to the left. No further communications received the aircraft crashed 17 miles southwest of Cumberland, Maryland at 0642Z. Pilot, Copilot sustained major injuries. Radar/Nav, Navigator, Gunner were fatal. ECM officer was not on the flight.



In 1964, the Johnson Memorial Company and the Salisbury Volunteer Fire Department donated this memorial to TSgt Wooten.

There has to be more to this story since the RN and Nav suffered the same fate. Why did the Salisbury Volunteer Fire Department bestow this honor to the gunner, TSgt Wooten and not to the other two fatalities?

HISTORICAL BUFF ACCIDENTS



The quick thinking of a B-52 crew during a mishap at Andersen AFB, Guam, averted a "more catastrophic incident" as the Stratofortress caught fire on the ground. Images of the mishap on the Andersen flight line showed a B-52H fully engulfed in flames, however, the seven-member crew were able to escape the aircraft without injuries. The B-52H, deployed from Minot AFB, ND, for a Pacific bomber rotation deployment, was conducting routine flight training, and was carrying inert munitions at the time and posed no danger to the local community. Base and local emergency agencies were able to cordon off and put out the fire. It's the first major mishap of a B-52 since a 2008 crash near the Guam base, which killed an eight-member crew that was preparing for a ceremonial flyover. This incident is under investigation.

60-0047, age 56

B-52H 60-0047 was tragically taken from the flightline 19 May, 2016 at the young age of 56, having more than doubled her originally expected life span.

60-0047 joined the world screaming her eight TF-33 Engines and soon made a name for herself while employed with the U.S. Air Force. Many only knew her as "BUFF", "Aluminum Overcast" or "Ramp Tramp", but those who worked with her lovingly called her names like "Classy Chassis", "North Dakota Payback" and "Neanderthaul".



Her operational service began with the 410th BW at K.I. Sawyer AFB and ended with the 5th BW at Minot AFB. Throughout her unwavering service spanning five major conflicts, she unloaded millions of pounds of hurt on the haters of freedom...very few survived these encounters and even they now respect her awesome power.

60-0047 was preceded in death by close to 100 sisters. Survivors include 90 more sisters which are still in service, the dozen or so currently residing in a retirement home in Arizona as well as the many Crew Chiefs and disgruntled maintainers who assisted her during her half-century journey.

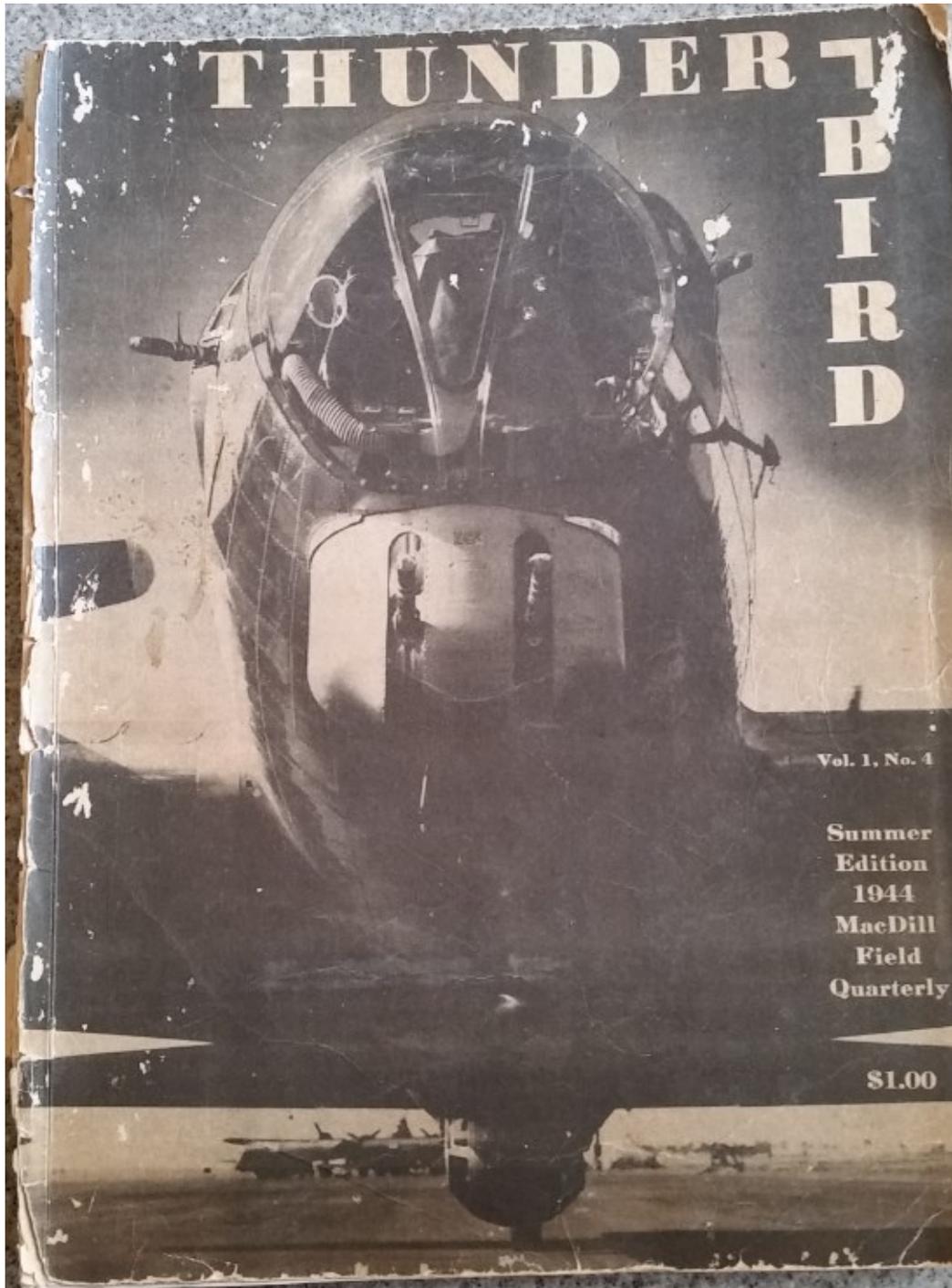
In true maintainer fashion, family and friends have elected not to hold a memorial service, but instead request a moment of silence the next time you are enjoying putting back a cold one.

LETTERS AND E-MAILS

From: DragonB52
Sent: Wednesday, April 06, 2016 3:37 PM
To: Peter W Karjanis, CMSgt (ret)
Subject: MacDill RTU

Enjoyed you latest AFGA newsletter. Thought you might appreciate the attached. The photo of the first "gunnery" page was hard to read when expanded. I added a better, but still slightly out of focus version at the end.

Dragon
Steve Harper



LETTERS AND E-MAILS

R PILOT

N NAVIGATOR

T BOMBARDIER

U CREW

G GUNNER

RTU

Replacement Training Units

The Third Bomber Command, with headquarters at MacDill Field, supervises all training in bombardment bases within the Third Air Force. Brig. Gen. James E. Parker is commanding general of the Third Bomber Command.

The Army Air Forces today total more than two and a half million men. This is in striking contrast to 1941, when trained air and ground crew personnel numbered less than 8,500.

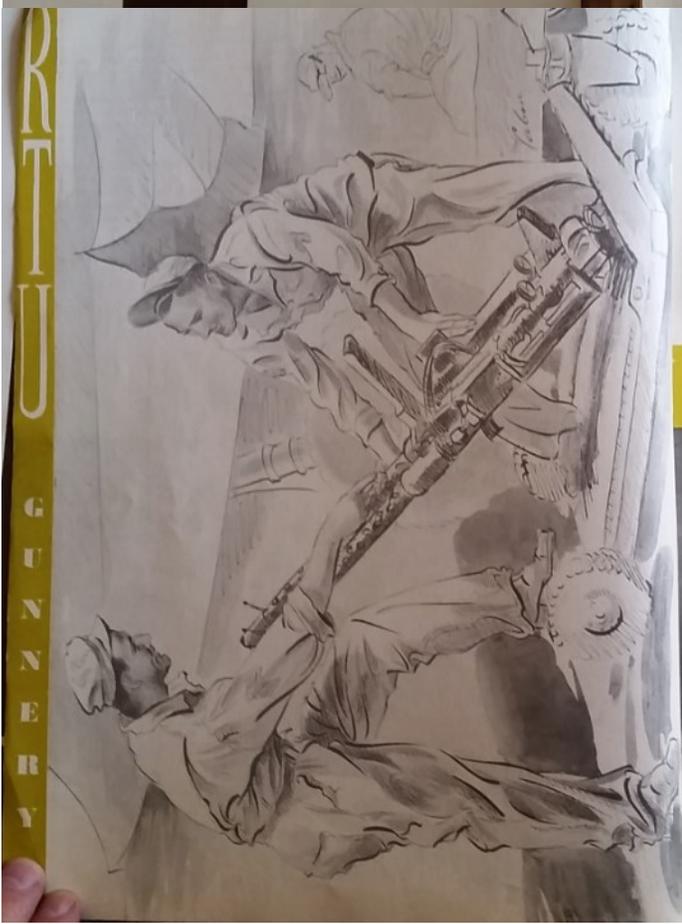
It seems impossible to accomplish so much in so short a time. But with well directed training programs in operation at all United States Air Bases, the seemingly impossible was achieved. Day and night the mass education program continues to roll, turning out thousands of qualified specialists for the air forces. They are trained as gunners, engineers, mechanics, radio operators, photographers, weather experts, pilots, navigators, bombardiers, army clerks, and in scores of other highly specialized fields.

MacDill Field came into existence shortly before this huge air training program went into effect. Although one of the newest, it soon qualified among the most important advanced training bases in the country.

When the training program was first started here, entire air forces were being created to meet the quota of fifteen separate air forces, which are now strategically located in all parts of the world. It then became MacDill's job to provide advanced training and mold personnel into newly organized combat groups. This type of program was carried out by Operational Training Units.

Since then, the various air forces have been organized and provided with a sufficient number of trained groups. Therefore the operational training unit here was changed to a replacement training unit, which trains air force specialists as replacements for overseas groups.

Every minute—in the air or on the ground—spent here by R. T. U. students is purely in the interests of training. How well they learn their lessons will be determined in the final test—combat.



A VALUABLE ASSIST TO INSTRUCTORS OF GUNNERY ARE MOCK-UPS OF COCKPITS AND POSITIONING OF GUNS ABOVE, BEHIND THE PROPER PACKAGES FOR MAKING A PRELUDE TO THE STUDENT'S FIRST FLIGHT. EVERY STUDENT MUST TAKE HIS POSITION IN THE TAIL GUN COCKPIT AND GO THROUGH THE ENTIRE ROUTINE BEFORE HE IS CHECKED OUT IN THIS PHASE OF THE GUNNERY COURSE.

AS THE name implies, the Flying Fortress is the most formidable bomber in the world. Deadly 50 caliber bullets from its nose—from its tail—from its sides—from its belly—from its back! but all this fire power would be worthless without expert gunners.

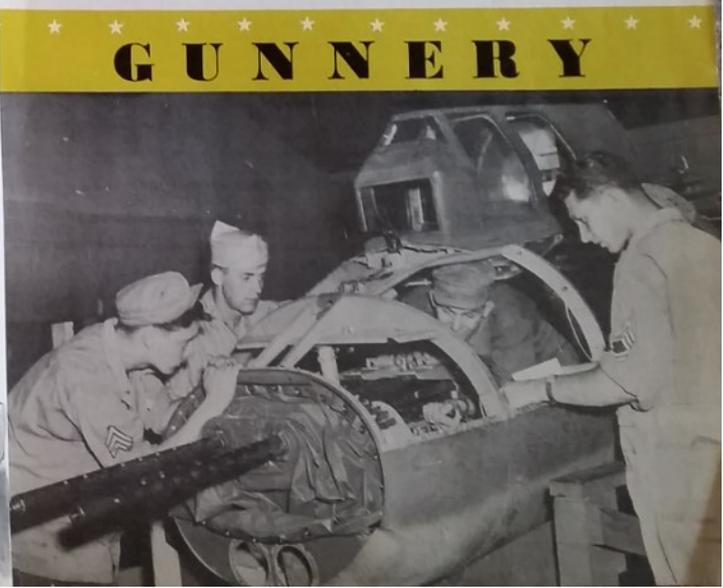
Every gunner on a Fortress is an important man—virtually the equivalent of a fighter escort. He must do his job well or his life and possibly his buddies' lives will be lost. First of all, in order to be a good gunner a man must have good training—the rest is up to him. Training is what the R. T. U. program is concerned with.

Gunner students at MacDill Field are fortunate in having the best available, both in mechanical devices and instructors. The course is not easy, involving deep study in ballistics and maintenance of the complicated mechanisms which are associated with modern aerial gunnery; but when a student is graduated he is fully capable of assuming his position of prestige with one of America's fighting Fortress crews.

In conjunction with his ground courses, the gunner studies the various procedures in actual flight, thereby proving the theories as he progresses through the phases of ground training.

The first phase of training is class room gunnery, where the theory and basic

(Continued on Page 10)



GUNNERY

LETTERS AND E-MAILS

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TRAINING IN THE FOURTH PHASE TESTS THE GUNNER'S SKILL IN TURRET OPERATION. HERE THE MACHINE GUNS ARE REPLICATED BY SHOTGUNS. CLAY FIGURES SWIRLING THROUGH THE AIR SIMULATE ENEMY FIGHTER ATTACKS. ACTUAL PRACTICE WITH THESE LOADED SHOTGUNS DEVELOPS IN THE STUDENTS A GREAT DEGREE OF CONFIDENCE IN THEIR ABILITY TO HIT MOVING TARGETS




PHASE THREE IS WHERE WAIST GUNNERS PRACTICE SIGHTS ON THESE GUNS ARE ADJUSTED IN A MANNER WHICH PERMITS STUDENT TO USE THE SAME LEAD HE MUST APPLY WHEN FIRING FROM A BOMBER. ALL GUNNERY STUDENTS MUST COMPLETE EVERY PHASE OF THE SHOTGUN RANGE COURSE, BEFORE BEING QUALIFIED FOR COMBAT DUTY AS AN AERIAL GUNNER

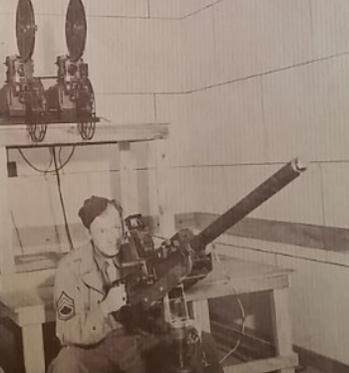


ELABORATE EQUIPMENT LIKE THIS CHIN TURRET TOWER IS TO BE FOUND ON GROUND RANGE. AS IN OTHER PHASES, GUNS ARE FIRED AT CLAY FIGURES. CHIN TURRETS AND BALL TURRETS MUST BE ELEVATED IN THE MANNER OR THEY CANNOT BE FIRED. WHEN THEY HAVE CHECKED OUT OF THE GROUND COURSE, GUNNERS CONTINUE WITH ADVANCED TRAINING IN THE AIR



THE ARMAMENT SECTION IS WHERE NOMENCLATURE OF AERIAL MACHINE GUNS ARE STUDIED. THIS CLASS IS LEARNING TO TAKE DOWN AND ASSEMBLE THE .50 CALIBRE WHILE WEARING GLOVES. THE FINAL TEST REQUIRES EACH STUDENT TO DO THIS WHILE BLINDFOLDED. KNOWLEDGE OF THIS KIND IS NECESSARY FOR QUICK REPAIRS WHEN IN BATTLE

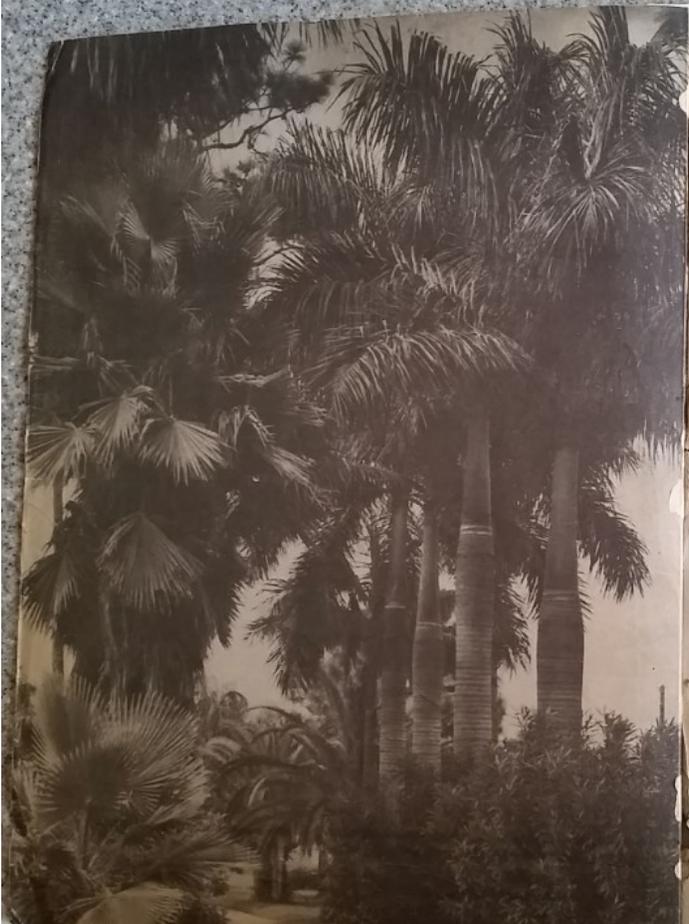




THEORIES OF AERIAL GUNNERY AND AIRCRAFT RECOGNITION IS TAUGHT IN ADVANCED CLASSROOM GUNNERY. THESE MEN ARE DISCUSSING POSITION FIRING. THIS IS THE FIRST COURSE OFFERED IN R. T. U. GROUND SCHOOL. THEORIES LEARNED HERE ARE LATER PROVED IN PRACTICAL TRAINING, WHICH STUDENTS RECEIVE AS THEY PROGRESS

A MACHINE GUN HAS BEEN CONVERTED INTO A SCIENTIFIC DEVICE TO TEACH AIMING AND SIGHTING. WHEN THE GUN IS FIRED AT SIMULATED ATTACK PROJECTED ON A SCREEN, A BEAM OF LIGHT REGISTERS HIS LINE OF FIRE. ONE OF THE MOVING PICTURE MACHINES PROJECTS A CIRCLE TO SHOW WHERE THE GUNNER SHOULD AIM





To the flying personnel of MacDill Field's B-17s, who daily bring themselves nearer to that perfection in operation that means successful bombing missions and ultimately a victorious conclusion to the war, this issue of THUNDERBIRD is respectfully dedicated.

Through long, tedious hours of study, instruction and practical operation, these men prepare themselves for those days, in the not distant future, when they, too, will be a part of a combat mission.

Contributing a tremendous measure in the training program are the many unsung and hard working men who are known simply as the "instructors." It should not be forgotten that they, too, "hit the target" by means of their well-trained crews.

It's a long hard grind all the way, but it means successful bombing and nothing is too long and hard for MacDill's Fortress crews if it leads to that.

Col. J. B. Carroll
 COMMANDING

LETTERS AND E-MAILS

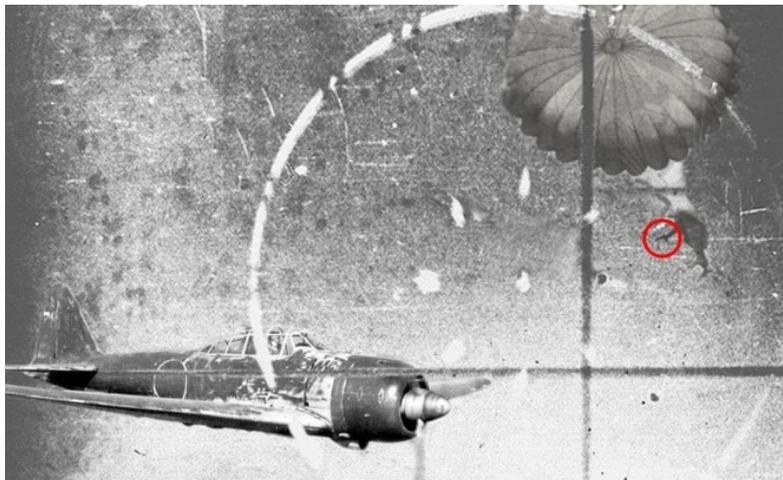
From: WILLIAM M GADDES

Sent: Thursday, April 07, 2016 9:26 AM

To: 'karb52'

Subject: FW: This WWII Pilot Made A Historic Kill! "WILD BILL ---WHO??" Interesting!!

Bailed Out And Shot At, This WWII Pilot Made A Historic Kill! One Of Those Stories For The Ages.



It goes without saying but we'll do it anyway. World War II was the bloodiest conflict in the world, sending the most amount of soldiers to a fight which ended with the greatest civilian and military casualties ever recorded. That's saying a lot. There are a myriad of books written about this war in general, but since there were so many people involved, there are even more books written about their personal accounts. There are so many takes on this horrendous time in our history, but think about the small incidents too. There were probably hundreds of thousands of acts of heroism that we'll never hear about and maybe even more miracles that went unnoticed. We're glad to say that we found one of those stories that include both.

Owen John Baggett was born in 1920 in Graham, Texas. By 1941 he graduated from college and went on to work on Wall Street, but by the following year, he enlisted in the Army Air Corps (now USAF) when the United States entered the war. A studious man, he graduated from pilot training in just five months and was sent to Burma, flying a B-24 Liberator. What happened the following year is one of those stories we just described.



On March 31st, 1943, Baggett and his squadron were sent on a mission to destroy a bridge of strategic importance. On their way, the B-24s got intercepted by Japanese Zeros which hit the squadron hard. Baggett's plane was riddled with bullets to such an extent that the crew was forced to bail out.

While parachuting, a Japanese pilot decided that downing the plane wasn't enough. He circled around and started shooting at the bailed out pilots, killing two of the crew. Seeing this, Baggett did the only thing he could. He played dead.

LETTERS AND E-MAILS



Owen J. Baggett became legendary as the only person to have downed a Japanese aircraft with a M1911 pistol hitting the pilot in the head while he was parachuting.

Not convinced Baggett was dead, the Zero pulled up to him at near stall speed, the pilot opening his canopy to check on his horrendous work. Not wasting any time and thinking on his feet (no pun intended), Baggett pulled out his pistol and shot the pilot right in the head. This is considered the best shot by a Caliber .45 M1911 pistol of ALL TIME. The last thing he saw was the Zero spiraling toward earth. When he landed, he and the other bailed out crew members were captured and sent to a POW camp where they remained 'till the end of the war. They were liberated by OSS agents (World War II version of the modern CIA) and Baggett was recognized as the only person during the war to shoot down a Zero with a pistol.

From: Richard Goodwin
Sent: Sunday, June 26, 2016 8:43 PM
To: karb52@cox.net
Subject: Short Burst

I am Dick Goodwin card 0249. On March 3rd, I sent a check for \$30.00 for my dues and short burst. Chuck said he received it and put it into the data bank on April 17th. The check has never cleared - understand Ralph has been sick. I would like a copy of the April Short Burst. See what you can do. Thanks much, Dick

From: karb52
Sent: Monday, June 27, 2016 11:48 AM
To: 'Richard Goodwin'
Subject: RE: Short Burst

Mr. Goodwin (Dick),
Apologies for all the confusion on your check. Sometimes these checks take up to three months or more to clear your bank. Chuck Dean sends out hundreds of renewals/memberships every four months. The checks and renewals/memberships make it back to Chuck in the US Mail to South Carolina. Chuck collects them all up and then gets them logged into his database on his computer.
When Chuck gets them all logged in, he groups the checks together for another all-the-way-across-the-country mail trip to Ralph Stearns in Medical Lake, Washington.
Ralph gets all of those checks logged into his AFGA financial ledger for AFGA book keeping, then takes them to the Medical Lake Bank to deposit into our AFGA account. I wasn't aware that Ralph was under the weather.
Thanks for letting me know, hope he feels better soon.
I am all out of April Short Bursts and will have Chuck Dean kindly mail you out one if he has any extras left. Please be patient for us. We're all volunteers with family and other commitments.
Very sincerely and respectfully,
Pete Karjanis

LETTERS AND E-MAILS

From: Scott DeMaster
Sent: Thursday, June 16, 2016 12:32 PM
Subject: Short Bursts

Pete,

Finally got around to reading the April short burst. Good Edition. Just want to point out that your article on page 18, A1C Jeffery Graves, got busted by the OSI at his next assignment, Robins AFB (around 1978) for stealing from the gunners snack bar fund. Flying career over, Heard rumors he went to work in heating and A/C repair. Robins S-01 gunner Dave Gray and S-03 gunner Clay Freeborn can confirm.

Can you tell me what hotel the 2017 reunion will be at? I want to attend. Thanks.

Scott DeMaster
Retired MSGT 1975-1995
Gunner from 75-91, satellite operator 91-95
4800 hours G's and H's

From: Pete Karjanis
Sent: Thursday, June 16, 2016 3:31 PM
To: 'Scott DeMaster'
Subject: RE: Short Bursts

Scott,

Thanks for your kind words about the Short Burst.

I am motorcycling and car buddies with Dave Gray. Have known him since the time I arrived at Robins in May of 1981. Knew Clay from visiting Minot and the WST while I was at Fairchild mid-to-late 80s.

Ran the story about Jeffrey since I had stuff from the historian at Fairchild after our squadron reunion there last August 2015. It had a good input about what it was to be a gunner, didn't know about his history. No problem.

Heard about you being a mover and shaker throughout your gunnery career and all my gunner contacts from other bases always mentioned you and was surprised I didn't know you so glad to finally communicate with you.

I just wrote John Stallings who is working the arrangements for the Nashville reunion Labor Day weekend, 2017 since I didn't hear the announcement of the hotel they finally contracted with and as soon as he writes back, I will info you with the name of what I believe to be the Sheraton Music City.

Glad you are interested in the reunion, you will have a blast. I always told gunners it is a lot better than any high school reunion and doesn't compare. Very few WW II and Korean War gunners are still with us but in the day, their first-hand stories were unbelievably amazing and I'm so glad I got to witness and make friends with many of them. Bad side is now most are passing and so very sad since I got to know them personally through the reunions. We are all connected and it is a thing no other career field in the AF can claim about our history, closeness, and especially our unique camaraderie being second-to-none and never to be duplicated in the USAF ever again!

Look forward to meeting you and seeing the gunners we know well in common at the next reunion in Nashville. Please urge everyone in your gunner group to also attend! Do it now! You will not ever regret it! Pete K.



LETTERS AND E-MAILS

From: karb52 (Pete Karjanis)
Sent: Tuesday, March 01, 2016 5:02 AM
To: WELLBAUM, ROBBIE D CMSgt USAF PACAF 15 OG/CCC
Subject: Last B-52 Gunner on Active Duty to Retire

Robbie,

Please keep us informed of when the final, former B-52 gunner on active duty finally retires. That is a huge, very noteworthy event!

Thanks again,
Pete.

From: WELLBAUM, ROBBIE D CMSgt USAF PACAF 15 OG/CCC
Sent: Tuesday, March 01, 2016 3:00 PM
To: karb52 (Pete Karjanis)
Subject: RE: Last B-52 Gunner on Active Duty to Retire

It'll be June 2017.

CMSgt Robbie Wellbaum
15th Operations Group Superintendent

From: Pete DeFelice
Sent: Thursday, March 10, 2016 9:49 PM
To: Pete Karjanis
Subject: Hanoi

Pete,

Amazing day in Hanoi yesterday. Went to B-52 Lake, which was quite difficult to find since it's in the middle of an old residential neighborhood. Then went to the Hanoi Hilton ... pretty sobering. Lots of anti-B52 propaganda too. Took tons of photos. No gunners or enlisted guys were named at the Hanoi Hilton museum, just officer POW pix and text.

Pete



SOUTHEAST AISA AT D+44 YEARS by PETE DeFELICE, CMSgt (Ret)

Since retiring from active duty in 2001, I've worked as a contractor and civil servant in the Training and Exercise Directorate at Headquarters U.S. Pacific Command (USPACOM) located at Camp H.M. Smith Hawaii, overlooking Pearl Harbor. My work includes the design and execution of large-scale, multinational command-post exercises with USPACOM component forces and our regional partners. The job also encompasses the conduct of recurring training in humanitarian assistance and disaster relief operations in an area that receives 40% of the world's disasters annually. In part, my duties also have a real-world component, as we are responsible for maintaining deployment qualifications as a planner in support of various, temporary Joint Task Forces (JTF) that are activated as part of the U.S. disaster response efforts in the region. Since taking the job, we have responded to every major regional disaster to include the Indian Ocean Tsunami and the 2011 Japan earthquake.

Over this time, I have been fortunate enough to work for extended periods and repeated trips to nearly every country in the Asia-Pacific region, from Mongolia and Nepal to New Zealand and Vanuatu. This also includes working at some former B-52 haunts such as U-Tapao Royal Thai Navy Airfield, Thailand as it is now known and numerous places in and around Hanoi, Vietnam. U-Tapao is also a civil airport now, and serves host to U.S. and multinational military operations from time-to-time. Most notably U-Tapao served as the location of Combined Task Force 536, a multinational force headquarters in response to the Indian Ocean Tsunami, and just last year as the intermediate staging base in support of U.S. JTF operations for the 2015 Nepal earthquake. On an annual basis, the U-Tapao / Sattahip / Baan Chan Krem area of Thailand hosts multiple U.S. – Thai training activities, of which, many of these are large-scale operations.

In addition, as result of recent events in the South China Sea, particularly Chinese bellicose activities, the U.S. policies toward Vietnam have softened, to include resumption of arms sales in late May 2015. In the year leading up to this, my office at USPACOM and the Vietnam Search & Rescue Command (VINASARCOM) have been quietly planning and executing a series of bilateral, joint Humanitarian Assistance exercises in conjunction with the United Nations to better prepare Vietnam to respond to the frequent typhoons that annually strike the central and northern coasts of the country.



The planning conferences for this exercise were conducted in Hanoi, adjacent to Truc Bach downtown Lake, where Senator John McCain parachuted into in 1967 after his A-4 had a wing shot off. (Photo left is the small, inaccurate statue next to the site where Senator McCain was pulled from the water, says he was shot down in a USAF aircraft). The actual exercise itself was conducted at the VINASARCOM training facility 25 miles outside of Hanoi in Ba Vi, adjacent to the infamous town of Son Tay, where the ill-fated 1970 POW rescue mission was attempted.

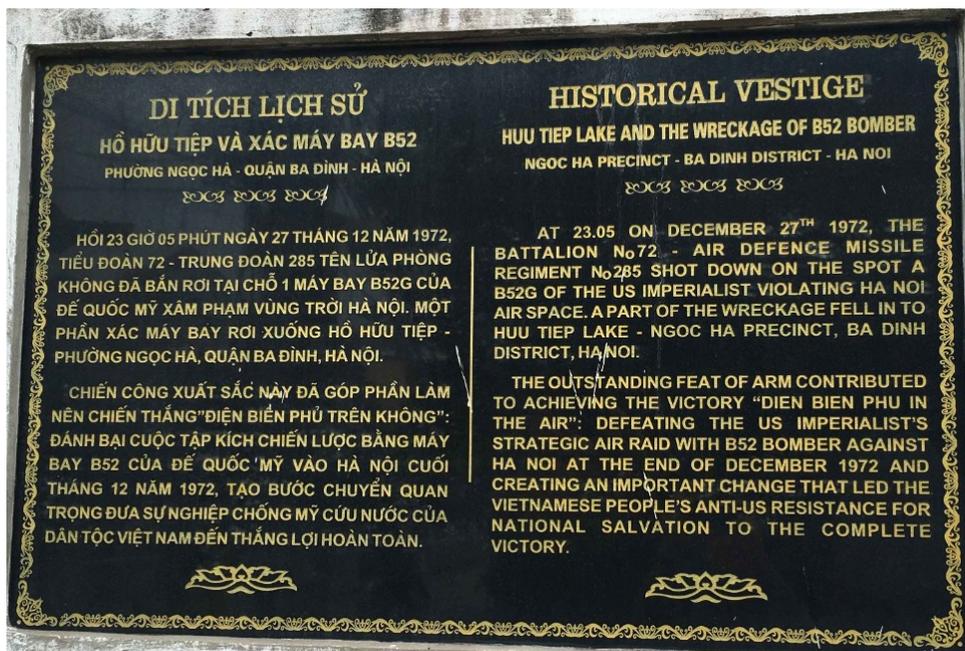
Although times are changing and memories fade, many north Vietnamese people, and in particular, the Vietnamese military still look at the B-52 as the preeminent symbols of U.S. airpower, and U.S. foreign policy. Moreover, despite the worldview of the Linebacker II strikes in 1972 as the culminating actions that forced the signing of the Paris Peace Accords in 1973, many Vietnamese view the downing of 15 B-52s in December 1972 as a punch to the face of the U.S. In fact, to this day, they still sell posters in many Hanoi shops calling the Vietnamese shoot downs in December 1972 “the Dien Bien Phu of the Air,” an obvious reference to the Battle of Dien Bien Phu, the decisive engagement in the first Indochina War (1946–54) where French forces were soundly defeated by Vietnamese forces under General Vo Nguyen Giap, prompting the French government to seek an end to the fighting with the signing of the Geneva Accords of 1954.

SOUTHEAST AISA AT D+44 YEARS by PETE DeFELICE, CMSgt (Ret)

In the middle of the older section of downtown Hanoi lies Huu Tiep Lake, or “B-52 Lake.” A plaque next to the lake heralds the “outstanding feat of arms” of Battalion 72 of Air Defense Regiment 285 who shot down a B-52 in December 1972. To this day, parts of the fuselage of U-Tapao-based B-52D 56-0608 remain visible, untouched since 1972. B-52D 56-0608 was call sign Rose 1, flown by gunner TSgt Charlie Poole and his crew on 19 December until it was fatally stricken by an SA-2. Most of the crew survived and were POW returnees but TSgt Poole and the Nav, Captain Rich Cooper were less fortunate. Their remains were returned at a later date. The Vietnamese did move some major parts of the aircraft to the Museum of Victory over B-52 Museum (yes, that’s the name of the museum) nearby but portions still protrude from Huu Tiep Lake where Rose 1 came to rest. (The plaque next to the lake incorrectly lists the shoot down date as 27 December 1972. Two B-52s were shot down on 27 December; one crashed near the Laos/Thailand border, and another at another part of Hanoi).



Huu Tiep Lake in Hanoi, March 2016 with remains of B-52D 56-0608, call sign Rose 1 and plaque at the site.



SOUTHEAST AISA AT D+44 YEARS by PETE DeFELICE, CMSgt (Ret)

Vietnam Pride: Photos on the wall at a coffee shop next to B-52 Lake in Hanoi. (SA-2s accounted for all B-52 losses, not Triple A as depicted in the photo)



In the next edition of Short Bursts, I'll write about the "Hanoi Hilton" as it is today.

Pete DeFelice

President Obama recently ended a **50-year embargo on the sale of military equipment to Vietnam**, enabling broader military cooperation with the nation in a time of heightened tensions in the South Pacific and ending a "lingering vestige" of the Vietnam War. The agreement came at a time of "historic high" relations between the countries, the White House said in a statement on Obama's visit to Hanoi. The agreement will give Vietnam access to equipment it needs to defend itself, though sales will still need to meet "strict requirements," including those on human rights, Obama said. While the decision comes during tensions between the US and China on access in the South China Sea, Obama said it is not based on China, and instead is meant to reach "normalization with Vietnam." The move has already seen congressional support. The Senate Armed Services Committee's version of the Fiscal 2017 National Defense Authorization Act encouraged lifting the ban.

The **US rebalance to the Pacific "is not transient," it's "enduring,"** Defense Secretary Ash Carter told leaders at the Shangri-La Dialogue in Singapore in June. The US has "reenergized" diplomacy in the Asia-Pacific region, is strengthening economic ties, and is "operationalizing its part of the rebalance," Carter said. The US is sending "its best people" and most advanced capabilities—including F-22s, F-35s, and continuous deployments of B-52s and B-2s—to the region. But even as the United States continues to be "the most powerful military and main underwriter of security" in the Asia-Pacific "for decades to come," growing relationships with countries in the region show that other nations are "committed to doing more" to promote security. Still, there is "growing anxiety" about China's activity in the South China Sea, as well as in cyberspace and airspace. The US will continue with other nations to uphold principles like freedom of navigation, and "will continue to fly, sail, and operate wherever international law allows. Carter said he hopes to strengthen ties with China with new military agreements.

LETTERS AND E-MAILS TO THE EDITOR

RISING MILITARY DANGERS WE ARE UNWILLING TO ACKNOWLEDGE AND FACE

By *William Gaddes*

Adequate defense for war is the keystone for survival of our Nation. There are plenty of examples of how the sovereignty and existence of nations fell without adequate defense. There are few indications that our leadership or military are aware of fundamental change in the threat due to accelerating change in the international system. This is driven primarily by changes in relative military power; with the United States in a perilous decline. Russia, China, and Iran have been pushing ahead while Europe is in a stage of disintegration while spending a pittance for defense. The US is strategically blind in regard to the Middle East. Our military capacity and morale have been destroyed by the present administration that is notorious for embracing enemies or opposing them with inadequate force and commitment.

Our nuclear forces have been allowed to deteriorate into a de-facto unilateral disarmament. Russia has begun to modernize its nuclear force and is rattling its nuclear sabers. We have not challenged Putin's adventurism in the Ukraine or Middle East. China has essentially "annexed" the South China Sea and is expanding its Navy exponentially while our Navy degrades into the smallest fleet since 1916. China's nuclear program is a mystery to the US. We are paying Iran to collaborate in a most disastrous nuclear agreement; the details of which no one in control seems to comprehend. North Korea's nuclear program and strategic delivery systems proceed unabated. Our nuclear policy of permitting more unstable states in the "nuclear club" is unacceptable.

What is emerging are three major nuclear powers, the US, China, and Russia; each with their cadre of shifting alliances and dangerous/unstable/Western-hating governments possessing nuclear weapons and missile delivery systems.

Our nuclear weapons and forces must be modernized. The attendant strategic bomber must be built in quantities of 200. Our ICBM force is aging out. China must be brought to a negotiating table. We and our allies must take a very hard line on nuclear proliferation and fix the Iran fiasco. We must insist that NATO step up and meet its commitments. We must augment NATO in Europe to counter the Russian threat.

To be effective in the Pacific, we must build our Navy to at least 330 ships; provide the Philippines, Japan, and Australia with sophisticated air and missile defenses, and state-of-the-art interceptors. Coastal defense missiles must be provided. An additional 200 improved F-22s must be added to our Air Force. Our Army and Marine Corps must be expanded, modernized, and equipped to handle the new multi-dimensional threat. ISIS is a priority; but longer term preparing for the nuclear threat is imperative.

There is little evidence that the present administration or those trying to gain the White House and Congress are fully aware of the fact that the very existence of our Nation, way of life, and existence are in peril.

Sources: Wall Street Journal and Air Force Association Magazine

Career Enlisted Aviators (CEAs) will begin training to fly the RQ-4 Global Hawk this September, Air Combat Command chief Gen. Hawk Carlisle said in late June. Speaking during an enlisted all-call that was broadcast on Facebook Live, Carlisle said Career Enlisted Aviators will make up the first two Enlisted Pilot Initial Classes (EPIC) during a test phase before the training is opened to more enlisted airmen. Carlisle said the service expects to eventually have one-hundred enlisted RQ-4 pilots. "There's absolutely no doubt in my mind, and I know this for a fact because I've been around the Air Force for 38 years now, ... our enlisted force can do absolutely anything in our Air Force," Carlisle said. "This is one extension of that. This is taking advantage of our talent. This is giving us more flexibility in the future as we move forward." The service announced in December that enlisted airmen would soon be able to fly unarmed RQ-4 Global Hawks in an effort to help alleviate strain on the RPA community. "It's a big deal," Carlisle said, "but we're doing it because it's the right thing to do, and there is absolutely no doubt that our enlisted airmen—the greatest asset our Air Force has—can do this mission without any problem." There is no plan to have enlisted airmen fly the armed MQ-1 Predator or MQ-9 Reaper, but Carlisle hinted the enlisted mission could broaden in the future. "And we'll see where that goes," he said, "it will probably lead to more."

A test **B-52** airframe recently **demonstrated** the new **Conventional Rotary Launcher** designed to drop joint direct attack munitions from the Stratofortress. Crews flying from Edwards AFB, Calif., are testing the new internal rotary launcher to place MIL-STD-1760 weapons, which previously had to be placed on external pylons because the Common Strategic Rotary Launcher in use in the B-52 could only carry gravity nuclear weapons, nuclear Air-Launched Cruise Missile, and the Conventional Air-Launched Cruise Missile. After successful demonstration of JDAMs, test crews will now evaluate the use of Joint Air-to-Surface Standoff Missiles and Miniature Air-Launched-Decoy Variants.

A **retired B-52H pulled from the boneyard** will **return to the active fleet** if depot maintenance goes well this year after its first depot maintenance in more than a decade. "Ghost Rider," 61-007, came out of the boneyard at Davis-Monthan AFB, Ariz., for more than seven years. The aircraft is replacing an operational Stratofortress that was severely damaged by a cockpit fire in 2014, and will be the first B-52H ever regenerated back into the fleet. After seven years in storage, there are many modifications and inspections that must be done to ensure a safe and reliable aircraft. The rehab is scheduled to finish in December, and the bomber will re-enter the inventory at Minot AFB, N.D., shortly thereafter if all goes well.

The campaign's deputy commander for operations and intelligence Maj. Gen. Peter Gersten said cyber operations "are cloaked in the highest of secrecy," but are "highly coordinated and it has been very effective, and Daesh will be, definitely, in the crosshairs as we bring that capability to bear against them." Gersten also mentioned the recent arrival of B-52s to the fight, and noted that while his **father flew B-52s in the late 1960s and early 1970s**, **"this is not my father's B-52**. It's a highly upgraded B-52, extraordinary platform, that strikes with the same accuracy and precision that every other coalition aircraft has struck in the recent past."

The Air Force is going to coordinate **training flights** in the Caribbean and Latin America to **assist with drug enforcement** efforts, sending aircraft such as B-1s and **B-52s** on flights that could **help deter trafficking**. A B-1 was flying a training sortie in the Caribbean in March, when its sensors picked up a boat in the waters below it. The crew, working with other aircraft and the Joint Interagency Task Force-South, were able to identify it as a "go fast" drug running boat. The Bone then flew low over the boat, scaring the crew, who then threw about 500 kilograms of cocaine into the water. The Air Force needs to look at "additional ways to replicate" this flight using other training sorties that are being flown anyway. Lt. Gen. Mark Nowland, commander of 12th Air Force and Air Forces Southern, said this could include aircraft such as the E-8C Joint Surveillance Target Attack Radar System, Navy P-8s, and B-1 and B-52 bombers.

Several **B-52s** from Barksdale AFB, La., **arrived at Al Udeid AB, Qatar**, in April where they will operate in support of the anti-ISIS campaign. The deployment marks the first time in 26 years the B-52H will be based in the US Central Command area of responsibility. B-52s operating out of Saudi Arabia during Operation Desert Storm were the last to be based in the AOR. The first thing about the B-52 is the historical presence it brings. **When an enemy sees B-52s fly overhead it strikes fear into their hearts**, and that's something that we absolutely want to take advantage of, said one of the deployed pilots. The B-52, which can carry about 70,000 pounds of mixed ordnance, can perform a variety of roles, including strategic attack and close air support. "The B-52 will provide the coalition continued precision and deliver desired airpower effects," said Air Forces Central Command boss Lt. Gen. Charles Brown. "As a multi-role platform, the B-52 offers diverse capabilities including delivery of precision weapons and the flexibility and endurance needed to support the combatant commanders' priorities and strengthen the coalition.



AFGA NEWSREEL

The **Strategic Air Command Hall of Fame** inducted its first members recently during a Wings of Freedom gala held at the Strategic Air & Space Museum in Ashland, Neb. Inductees include Gen. Curtis LeMay, who led SAC for nearly 10 years, established its headquarters at Offutt AFB, Neb., and laid the groundwork for the Air Force's ICBM capability; Gen. Thomas Power, who succeeded LeMay as SAC commander in 1957; Gen. Richard Ellis, who served as the command's ninth leader from 1977-1981; Gen. Bernard Schriever, who is widely regarded as the father of the Air Force's ballistic missile and military space program; and retired CMSAF James McCoy, who at 85 is the only living member to be inducted into the Hall of Fame's first class. McCoy established the command's noncommissioned officer academy and its NCO leadership programs and later served as SAC's senior enlisted adviser. McCoy also served as first enlisted chairman of the Air Force Association's board of directors from 1994-1996. Funds raised from the gala will be used to support operations and help the museum make needed improvements in its 18-year-old facility.

Even though the Defense Department is looking to double the amount it spends on its **nuclear arsenal**, the total number is still just a fraction of the Pentagon's overall budget and the funds must be protected, the head of US Strategic Command said. The issue isn't if the US can afford keeping a **nuclear triad**, it's "**can we afford not to**," STRATCOM chief Adm. Cecil Haney said last March. The Defense Department currently spends about three percent of its total budget on its nuclear capability, but that number is expected to increase to six or seven percent through 2020 into the 2030s as the Pentagon invests in programs such as the Ground Based Strategic Deterrent and the Navy's Ohio-class nuclear submarines. However, those numbers do not reflect the "conventional piece" on top of that, including human capital and support equipment, noted Haney.

B-52s and more than 250 airmen from **Barksdale AFB, La.**, participated in **exercises across Europe** earlier this year, including Exercise Cold Response 16 and the French-led Serpentex. "Exercises like Cold Response and Serpentex sustain and strengthen operational and coordination capabilities between allies," Lt. Col. Dennis Cummings, 20th Expeditionary Bomb Squadron commander, said in a release. "It is through these joint-efforts that we develop a capacity for working together smoothly and efficiently." About 16,000 troops from twelve NATO nations took part in Cold Response, which was focused on air, ground, and maritime operations in Norway and Mediterranean Sea. As part of Serpentex, B-52s and French fighters conducted close air support training with joint terminal attack controllers from a dozen nations.

The Air Force's nuclear missile **alert force was operated entirely by women** on March 22 in honor of Women's History Month. Missile crews at Air Force Global Strike Command's three missile bases consisted entirely of women, with **all-female B-52 aircrews** from Minot AFB, N.D., and Barksdale AFB, La., and all-female operators from Offutt AFB, Neb., on alert as well. The crews at Malmstrom wore a special patch, with an image of Rosie the Riveter and the slogan, "We put the 'Miss' in 'Missileer'" to mark the occasion. "The fact that we can look across our pre-departure briefing room and see a woman sitting in every seat, for every combat crew going out on nuclear alert, is in itself significant, not because team Malmstrom is fielding an all-women alert force, but because we have enough women filling combat leadership roles to take alert for the entire wing," said Col. Tom Wilcox, 341st Missile Wing commander.

Sixty-five US airmen, a **B-52 Stratofortress**, a C-130, a C-17, and two F-22 Raptors **deployed to Chile** recently for FIDAE 2016. FIDAE, or the Feria Internacional del Aire y del Espacio, provides "a great opportunity for airmen to work hand-in-hand with the Chilean air force," Col. Mike Torrealday, reserve advisor to the 12th AF commander and Air Forces Southern mission commander for the event, said in a press release. The two Raptors from Langley AFB, VA, and a C-17 from Wright-Patterson AFB, OH, arrived in Santiago, Chile, and a few days later, the **B-52 did a fly over**. Torrealday said the international air and space fair "gives our airmen a chance to learn new concepts and procedures from the several other air forces that are here, and it also gives them the chance to interact and learn about the latest technology in air and space."

Lt. Gen. Stephen Wilson, deputy chief of US Strategic Command, is likely to be nominated to receive a fourth star and to take over as Air Force vice chief of staff from Gen. David Goldfein. Wilson has been a **bomber pilot** and commander at the flight, division, group, and wing levels during his 35-year career. He led 8th Air Force and then Global Strike Command before taking the No. 2 job at STRATCOM. Sources said his **knowledge of the nuclear mission** was a big factor in his becoming the top candidate for the vice job, as the Air Force is about to embark on a widespread modernization of its nuclear assets, from the Ground-Based Strategic Deterrent ICBM to the new B-21 bomber and the Long-Range Standoff missile, or LRSO. Wilson, who has over 4,500 flying hours—some 680 of which have been in combat—has been a **vocal advocate of re-engining the B-52** bomber fleet. Wilson commanded the 379th Air Expeditionary Wing at Al Udeid AB, Qatar, from July 2009-July 2010, supporting the last stages of Operation Iraqi Freedom.

Air Force **B-52s** took time away from fighting ISIS to fly close air support training as part of a large-scale, bilateral **exercise with Jordan**. Exercise Eager Lion 2016, which began in the middle of May, included 6,000 US and Jordanian troops training on scenarios such as border security, command and control, cyber defense, and battle space management, according to a Defense Department release. US airmen and Jordanian troops conducted close air support training, including a live ordnance demonstration from B-52s. The B-52s deployed in April in support of Operation Inherent Resolve.

The **96th Bomb Squadron** at Barksdale AFB, La., became the first operational B-52 squadron to train with **recently upgraded aircraft**. The Military Standard 1760 Internal Weapons Bay Upgrade allows the B-52 to carry significantly more Joint Direct Attack Munitions, by rewiring the internal bomb bay, and reconfiguring the external pylons. The B-52's pylons have been able to work with digital systems on precision weapons for some time but the bomb bay was analog, making it incapable of dropping guided weapons. The upgrade extends the range of the aircraft and lowers fuel needs by reducing drag, and gives the option of cutting the number of aircraft required for a mission. The first increment of the upgrade allows the B-52 to carry up to eight J-series weapons, such as the Joint Air-to-Surface Standoff Missiles (JASSM) and the Joint Standoff Weapon (JSOW), internally and up to sixteen laser-guided JDAMs externally. The next increment will allow the aircraft to carry eight JASSMs and a variety of miniature air-launched decoys internally, and increase the external capacity to up to twelve of the JASSM-Extended-Range variants. A test B-52 in April demonstrated the new conventional rotary launcher, just days after several Barksdale B-52s arrived at Al Udeid AB, Qatar.

The **B-52s** that deployed to **fight ISIS** earlier this year were still standing up and have not been flying high-tempo operations, though they have been "picking up the pace," said Air Forces Central Command boss Lt. Gen. Charles Brown. Since the B-52 hasn't been based in the US Central Command area of operations for 26 years, the command needed to build up its logistic supports to "make sure they've got everything they need," he noted. The operations tempo has continued to increase, and will continue to do so, Brown said. The Stratofortresses replaced B-1s, which recently rotated out of CENTCOM for the first time since 2001 after setting records for the amount of weapons dropped during its last deployment.

Another **B-52** has arrived at **Andersen AFB**, Guam, to keep up the **continuous bomber presence** following a ground mishap that severely damaged a Stratofortress last month. The bomber, deployed from Minot AFB, N.D., arrived June 2 at the base, according to photos released by Pacific Air Forces. A B-52 deployed from Minot's 69th Bomb Squadron on May 19 was severely damaged upon landing after a training mission at Andersen, with all seven crew members escaping without injuries before the bomber was almost completely engulfed in flames. Air Force B-52s deployed at a high rate so far this year, with two more arriving this June 1 at RAF Fairford, England, to kick off a rotation through Europe, according to US Air Forces in Europe. B-52s are also still deployed to the Middle East for the ISIS fight in Iraq and Syria.

AFGA NEWSREEL

B-52s participated in exercises throughout Europe in early June, **dropping live ordnance in Latvia** and training mines in the Baltics. B-52s, deployed to RAF Fairford, England, on June 13 took part in the US Army Europe-led exercise Saber Strike 16 in Latvia, flying close air support training with US and Latvian joint terminal air controllers on June 13. The exercise included 4,500 service members from thirteen NATO countries and was focused on partner nation ground operations, close air support, and air deployment of forces. During the flight, a B-52 crew used a targeting pod to view targets on the ground and direct munitions, according to a 5th Expeditionary Operations Group release. On June 8, two B-52s deployed to Fairford dropped 12 MK-62 Quick Strike inert mines during a training mission to test the bombers' ability to precisely drop munitions as part of BALTOPS 2016, according to Air Force Global Strike Command.

A **B-52 from Minot AFB, N.D.**, flew the **first sortie** of its European rotation from **RAF Fairford, England**. The crew practiced overcoming language barriers during a fighter intercept exercise as part of Baltops 16, according to a US Air Forces in Europe release. Two of the Stratofortresses arrived at Fairford and will take part in multiple exercises, including Baltops, which will include participants from seventeen countries, Saber Strike 16, and several air shows across Europe. Lt. Col. Mike Maginness, the 23rd Expeditionary Bomb Squadron commander, said the airmen will drill the entire spectrum of the bombers' capabilities during cruise missile, sea mining, and targeting pod exercises with NATO allies. "In today's world, we will very rarely go at any fight alone," he said, according to the release. "It is important to train how we fight."

Two **B-52H** Stratofortresses flew **home to Minot AFB, N.D.**, on June 23 after completing a roughly one-month deployment to RAF Fairford, United Kingdom. While in Europe, the bombers participated in exercises Baltops 16 and Saber Strike 16, flying a total of 25 sorties in countries such as Poland, Denmark, Sweden, Estonia, Lithuania, Latvia, France, Germany, and Italy. The heavy bombers also participated in airshows around Europe, including shows in Paris and Berlin. "The B-52 is a great sign of America's presence for assuring allies and deterring potential enemies," said Col. Kieran Denehan, 5th Expeditionary Operations Group commander, in a June 23 release.

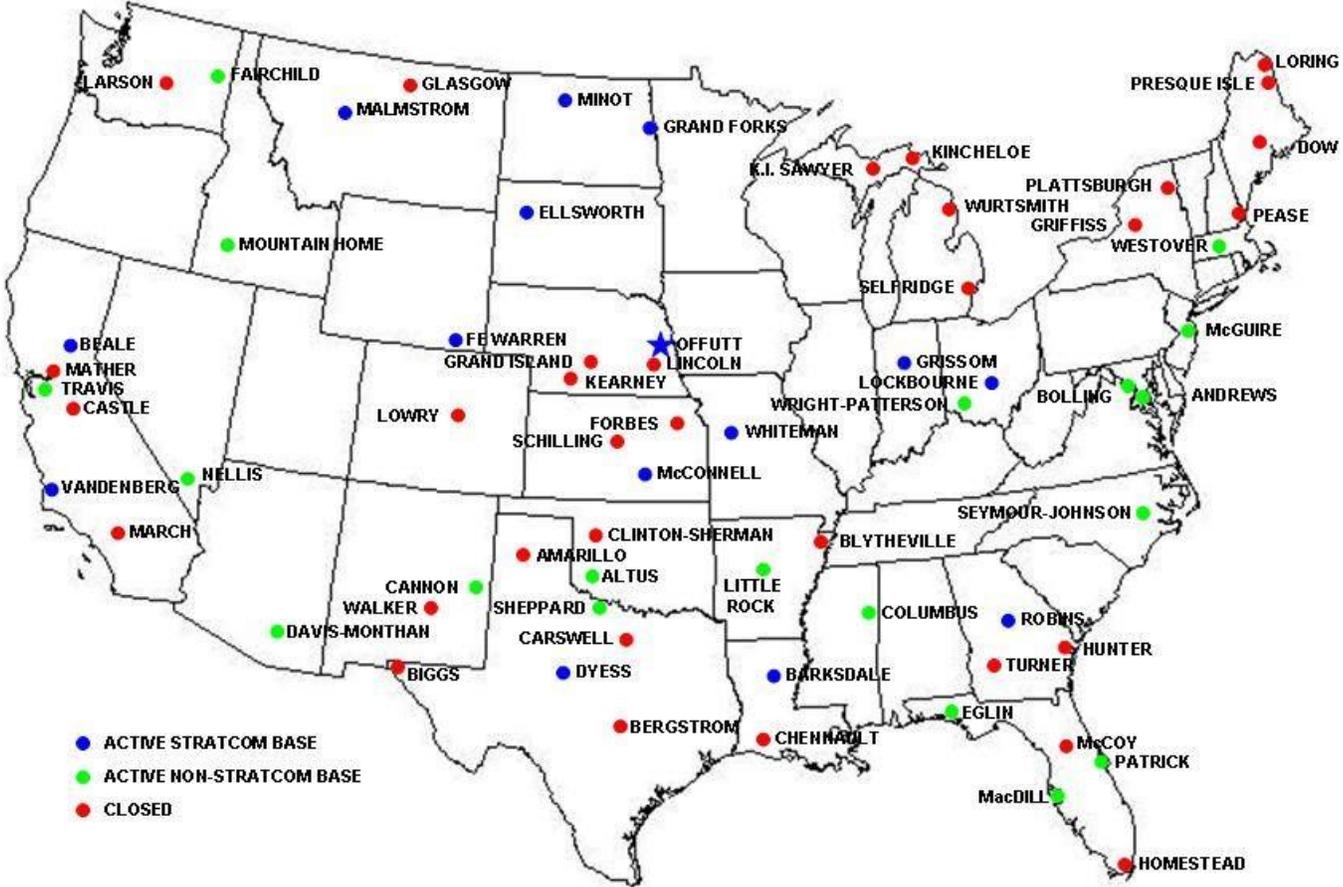
B-52s deployed to **Andersen AFB, Guam**, had a busy week in June, flying eight training missions that covered more than 5,000 miles. The bombers, deployed from Minot AFB, N.D., participated in eight joint and bilateral sorties from June 13-20, including a **trip to Australia** for close air support training and a mission near **Japan and Korea**, according to a Pacific Air Forces release. B-52s also flew the first-ever live fire integration training sortie with the US Navy's Guided Missile Destroyer USS Spruance, firing live munitions on the Farallon de Medinilla range near Guam, according to PACAF. The training events happened shortly after a B-52 was severely damaged on the Andersen flight line, leaving the deployment one bomber short with a full training schedule. "Despite the loss of one of our aircraft and the bomber crew's very close call, our combat aviators kept on trucking," Lt. Col. Jeremy Holmes, commander of the 69th Expeditionary Bomb Squadron, said in the release. "We saw our warrior ethos shine just a bit brighter then, and after."

The Pentagon approved **ground testing** and **eventual first flight** for a **restored B-29 Superfortress**, called "**Doc**," from a non-joint-use runway at McConnell AFB, Kan. The B-29 received an airworthiness certificate from the FAA earlier in June, meaning "first flight for Doc is imminent," said Jim Murphy, restoration project manager. The approval lets the flight crew schedule high-speed taxi testing and eventually takeoffs and landings. Volunteers have been working on restoring the B-29 for 16 years are now a "few final steps away" from flight.

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

AFGA NEWSREEL

The Air Force's **working goal is to buy 100 B-21 bombers**, said Chief of Staff Gen. Mark Welsh, who noted that now's not the right time to debate the ultimate size of the fleet. Speaking at a May 26 AFA-sponsored, Air Force breakfast in Arlington, Va., Welsh said Global Strike Command is "finalizing the actual bed down concept" for the B-21. "I think a lot of that will depend on what the budgets look like, what the threats look like" when the B-21 starts entering the inventory in the mid-2020s, he said. Indirectly answering whether the B-21 replaces the B-52 or is additive to it in the bomber fleet, he said, "We'll have the same issue then as we have with the F-35 now ... If we don't replace something with it, we won't have the manpower" to operate and maintain it. He added, "I have no idea what the right number is and neither does anybody else right now." What USAF needs to do now is "get the program solidly on track, keep it under cost and on schedule." When the jet is flying and ready to enter service, it will be a better time to "look at the emerging threat," and "we'll have a much better picture of what things will look like 10-15 years beyond that." For now, "it's too early" to nail down numbers, Welsh said.



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CHAPLAIN'S CORNER - JOHN STANTON



Summer has arrived in the great Central Valley. We are in our second session of triple degree temperatures. We are experiencing a lot of very dangerous forest fires. We did have a normal winter with plenty of snow in the high country. Our water situation is improved but we are not out of the drought completely.

I recently returned from a 35-day cruise to Hawaii and the South Pacific. We crossed the international date line and the equator twice. It was an interesting experience. We sailed from San Diego to Hawaii then on to French Polynesia then ended in Seattle. It was very relaxing being on the ocean.

One of our members, Ernest Conner, had a stroke last February. I met with him in late May and am happy to report he is on the road to recovery. His speech and memory seem to be normal. His mobility is improving every week. He can walk a little bit with a walker and a cane. He seems to be in good spirits.



Another one of our members, Don Laporì, was diagnosed with cancer and is currently going through extensive testing. I will keep you updated as we have more definitive information. We ask that you keep Don in your prayers.

Pete asked that we mention a little about our gunner mentors. My list of mentors is long and distinguished. It includes my CCTS instructors, Squadron and Wing gunners and HQ SAC gunners. The list is too long to identify just one name. Another good idea Pete.

I would like to thank the officers of our association for your help in keeping me informed about changes. I would also like to thank Bob Matherly. He has the trust of all our members and passes any important information to the officers so we can perform our duties. Thanks Bob.

Until next time may you all have a safe, happy, and healthy summer.

John Stanton



Retired USAF **Col. Thomas Schaefer**, the former military attaché at the US Embassy in Iran who was taken hostage for 444 days, died June 4.

Schaefer, 85, died at a hospice facility in Scottsdale, Ariz. The **former B-47 and B-52 bomber pilot** was the highest ranking military officer in the embassy in Tehran when it was seized on Nov. 4, 1979, and Iranian officials accused the Rochester, N.Y.,-native of "running a nest of spies," according to The Associated Press.

While captive, Schaefer was held for 150 days in solitary confinement and endured 14 days of interrogation. When he was finally released in 1981, Schaefer was invited to fly part of the way home in the cockpit of the aircraft taking the rest of the hostages back to the U.S., according to the AP.

Schaefer retired from service about two years after he was released, and spoke publicly about his ordeal to students and adults facing adversity, the AP reported.

FINAL FLY BY

WWII vet dies on his 'final mission' in London, *R. Norman Moody*, Florida Today 5:28 p.m. EDT May 26, 2016

Until earlier this month, Army Air Corps veteran **Melvin Rector** had always regretted not having returned to the place where he served during World War II. This year, the 94-year-old Barefoot Bay, Florida, man who served as a **radio operator gunner on B-17 Flying Fortress** bombers decided to return to a country he last saw in 1945: England.

It was such a milestone that the pilot of his American Airlines flight to England invited Rector to the cockpit and snapped pictures with the veteran. "The flight attendant stopped us and said, 'Mr. Rector, the captain would like to meet you,'" said Susan Jowers, who accompanied Rector on the trip.

On May 6, he arrived in London for a tour of World War II sights and the places he had served 71 years earlier. Rector was scheduled to visit his former base, RAF Snetterton Heath in Norfolk, but started the tour at the Battle of Britain Bunker in the Uxbridge area of London that first day. "He walked out of that bunker like his tour was done," said Jowers, 60, who first met Rector when she served as his guardian during a 2011 Honor Flight trip to Washington, D.C. She said she became like a daughter to Rector after that. As he walked out, Rector told Jowers that he felt dizzy. Jowers took hold of one of Rector's arms while a stranger grasped the other. Rector died quietly there just outside the bunker.

Jowers said she expected three or four people for the simple funeral service in London. That was until others found out about it. "They just wanted something simple, and when I found out a little background about Melvin, there is just no way that we were just going to give him a simple service," funeral director Neil Sherry told British ITV Network, which aired a news piece about Rector's funeral service. "We wanted it to be as special as possible."

Though no one knew him, the Royal Air Force, U.S. Air Force, and historians in London attended and participated in the funeral with military honors. "He certainly got a beautiful send-off," Jowers said. "People everywhere, from Cambridge to London heard his story." U.S. Army Maj. Leif Purcell told ITV he thought he and a few other U.S. military personnel would be the only ones to attend the funeral, but was surprised. "The representation from the Royal Air Force and the British Army that I saw here was phenomenal," he said.

Rector's daughter, Sandy Vavruich, who lives in Gloversville, New York, said she was touched that so many people cared and showed up for her father's funeral in England. "You go to a foreign country and they have the love and honor for a veteran," she said. "It was so nice that he had those to participate in his service." Vavruich said her father was in a peaceful place doing what he had set out to do. "He couldn't have asked for a better way to go," she said. "It was quick and painless. He had just gotten to see two planes and he passed away between them."

Rector served with the 96th Bomb Group during the war, flying bombing missions over Europe. He served in the military from 1943 to 1951 and attained the rank of master sergeant. He last served in 1945 in England. "He planned it for like the last six months," said Darlene O'Donnell, Rector's stepdaughter who lives across the street from Rector's Barefoot Bay home. "He couldn't wait to go." O'Donnell said Rector volunteered with Honor Flight, helped out at his church and did other volunteer work.

In 2011, he was taken on an Honor Flight, which takes World War II veterans on all-expense paid trips to Washington, D.C., to reflect at the monuments in their honor. He was paired with Jowers as his guardian for the trip. Her father also served in the Army Air Corps but died when she was very young. "Since then we became like father and daughter," said Jowers, who has an interest in World War II history. "There was just something about Melvin. We had a connection."



FINAL FLY BY



Wilkenloh, John Robert "Bob", 86 of Galloway Twp., New Jersey, formerly of Hazlet and Morganville, Monmouth County passed away on Monday, June 6, 2016. He was born in Newark then moved to Monmouth County after getting married to his beloved Elaine. They moved to Smithville in 2003.

He served in the 98th Bombardment Group out of Yokota Air Base in Japan. He was a left gunner on a B-29 in Korea, flying 30 successful missions. After Korea he was a boom operator on KC-97 refueling aircraft. He was an avid NY Giants fan. He was a lifelong Presbyterian and very active in every church that he belonged to. He is predeceased by his dear wife, Elaine and is survived by his loving daughter, Dianne Seymour (Danny) of Jackson; loving granddaughter, Claire Walters (Chase) of Alexandria, Va.; and his sisters, May, Gail and Adele.

He and Elaine attended many Gunners Association events. His last greatest joy was to be able to *fly in Fifi* in Reading, PA, June 2011. That was the ONLY time I saw him run! He sat in his gunner's position reliving his past service in Korea (without the anti-aircraft fire!)

Memorial contributions may be made to the Disabled American Veterans at www.dav.org/Donate



From: "Sandy Emberland"
Date: April 9, 2016 at 9:46:35 PM PDT
Subject: Roy Emberland



I would like to have the photo and obituary printed in the next edition of Short Bursts. The photo is of Roy aboard *Fifi* when it visited Camarillo Airport a few years back. Roy had just taken a ride for "old times' sake."

Sandy Emberland



FINAL FLY BY



Roy Stanley Emberland, Thousand Oaks, California

Roy Emberland, 81, passed away on Dec. 3, 2015, in Thousand Oaks.

Roy, the man with sparkling blue eyes and beautiful white hair, was born in Rose Valley, Saskatchewan, Canada on March 3, 1934. He was proud of his Norwegian heritage. After moving to Willmar, Minnesota, Roy grew up on a farm with five brothers and one sister.

In June, 1951, Roy joined the Air Force and served during the Korean War. He was stationed at Kadena AFB, Okinawa, and flew 26 combat missions as a Tail Gunner on a B-29 Super Fortress. He was awarded the Air Medal, Korean Service Medal, Battle Star and the United Nations Service Medal.

After discharge, Roy married Beverly. They had 2 children - Laurie & Craig. They grew up in the Canoga Park/West Hills area. In 1981, Roy married Sandy and they lived in Calabasas until moving to Thousand Oaks in 1996.

Roy was Configuration Manager at Litton Guidance & Control in Canoga Park and retired in 2000 after 37 years.

Roy loved the water and enjoyed camping, boating, water skiing, hiking, tennis, and snow skiing. Roy loved visiting with his family in Minnesota and traveling with his wife, Sandy, on many wonderful trips around the world.

Roy is survived by Sandy, his wife of 34 years; daughter & son-in-law Laurie & Steve Minor of Moorpark; son and daughter-in-law Craig and Kimberly Emberland of Henderson, NV; brothers & sisters-in-law Wayne & Lynette Emberland of Willmar, MN & Don & Mary Emberland of Minneapolis, MN, Karen Emberland and Beverly Emberland; sister and brother-in-law Diane & Mike Vosika of Willmar, MN; step-daughter & husband - Jeanne & Andy Moskoff; seven grandchildren and three great-grandchildren.

Roy was preceded in death by brothers Jimmy, Gayle and Dickie, his mother Eleanor and step-daughter Jo Anne Franzenburg.

A private memorial will take place off the Ventura coast later in December. In lieu of flowers, please consider contributing to your favorite charity or Cancer Support Community VVSB - <https://www.cancersupportvvsb.org>.



FINAL FLY BY



Dr. James Richard Milstead, 62

Dr. James Richard Milstead 62, of Frankfort, died at 3:40 a.m. March 11, 2016 at his home. Born September 13, 1953 in Fairbury, Illinois to the late Carl Richard & Mary Lou (Blundy) Milstead. He married Becky Sans on August 12, 1978 in Thawville, Illinois and she survives.

Dr. Milstead was a 1971 graduate of Forrest-Strawn-Wing High School. He served in the U.S. Air Force during the Vietnam War from 1971 - 1975 as a B-52D tail gunner. He was assigned to the 34th Bomb Squadron, 17th Bomb Wing, Wright Patterson AFB, Ohio, as a gunner on the B-52H. He



deployed and flew during Operation Linebacker II, was awarded two Air Medals and during that deployment, his crew was awarded the Most Professional Strat Wing Crew award.

After the war, he received his undergraduate degree from Southern Illinois University and went on to graduate from Southern Illinois University School of Medicine in 1982. He was an Emergency Room physician at the Clinton County Hospital in Frankfort, Indiana for many years, serving also as the ER director. Dr. Milstead was also an ER doctor for Union Hospital in Terre Haute, until October 2015.

Jim was an active member of the First Evangelical Presbyterian Church in Frankfort, Indiana where he served as a mission team leader, a deacon and an elder. He and his wife had been involved in short-term mission work around the world for more than 20 years. He was Chairman of the Board of Directors for Hope in the Harvest Missions International, a non-profit organization working in Liberia, Africa, as well as Medical Director for Grace on Wings, the nation's only charity air ambulance service.

He is survived by his wife Becky of Frankfort, two daughters, Susan (Scott) Haynes and Angela (Hans) Vargas of Frankfort; son Dustin (Rachel) Milstead of Carmel, sister Karen (Andy) Freehill of Carlinville, Illinois; brother, Tom (Jody) Milstead of Burlington, Indiana; seven grandchildren, Trenton, Bryson, Cameron, Madison, and Jackson Haynes, Ian and Kira Vargas and two unborn grandchildren.



Dr. Milstead published two books, *No Other Choice* and *Answering the Call*. Jim was blessed to receive the 2013 Christian Writers Award for *Answering the Call*. The Christian Writers Award recognizes preeminent new Christian authors who are independently published.



Visitation was 4-8 p.m. Monday, March 14, 2016 at the Goodwin Funeral Home in Frankfort. Services were held at 11 a.m. Tuesday, March 15, 2016 at the First Evangelical Presbyterian Church, 352 W. Clinton Street Frankfort, Indiana.

Friends visited one hour prior to services at the church. Pastor Paul Copeland officiated. Burial was at Green Lawn Cemetery in Frankfort.

In lieu of flowers the family request donations be made to Hope in the Harvest or Grace on Wings.

Online condolences may be made at goodwinfuneralhome.com.

Service in Faith!

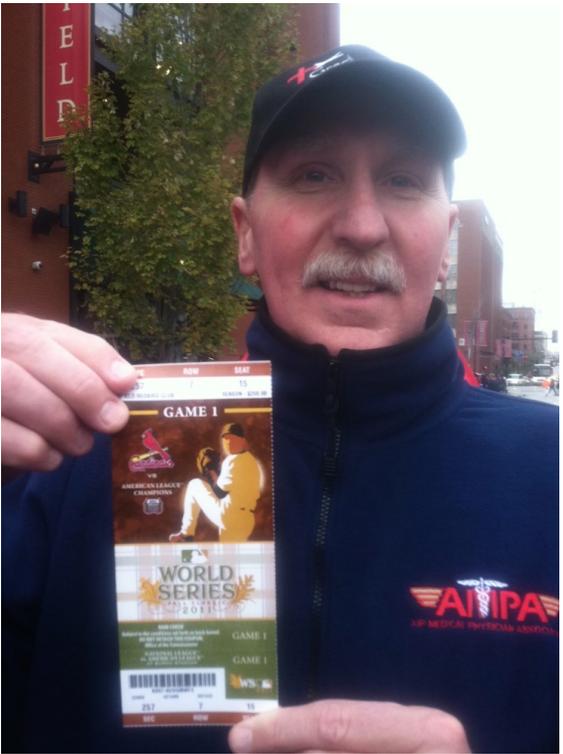
"Answering The Call" shares the stories of how God created Grace on Wings and sent the group of volunteers who responded His calling.

ANSWERING THE CALL

Buy Now!

FINAL FLY BY

Dr. James Richard Milstead



FINAL FLY BY

Received a phone call from the wife of Rodger Fraine from Hawaii in May that informed me that he had passed. I researched the web for an obituary but none could be found. I wrote a letter of condolences to Mrs. Fraine and asked if she could send an obituary and picture. Have not heard back at the time the Short Burst went to the printer. If any one has any information on Rodger, please pass on the information or your personal story of your remembrance of Rodger Fraine to the editor and we'll get it in the next Short Burst.

From: Harris
 Sent: Sun, Jul 3, 2016 1:50 pm
 Subject: Fwd: **MSGT ERNEST SEXTON**
 At Fairchild for along time B36, B52. Now @ hospital in Spokane. Arclight also.
 From: Teresa Richards
 Date: July 3, 2016 at 4:29:44 AM PDT
 To: Harris Tolmich
 Subject: **MSGT ERNEST SEXTON**
 Sorry to say my dad has taken a turn for the worse. He is not alert and his heart and kidneys are failing. He is at Sacred Heart CICU #827. I will keep you posted.
Terry

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

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

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



LETTERS AND E-MAILS TO THE EDITOR

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

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

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

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

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

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

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

Johnny

Jjohn71660@cox.net



Subject: Gunners Sculpture

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

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

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

Thank you,
Art Pollard



AFGA MEMBERSHIP APPLICATION



NAME: _____ RANK: _____

ADDRESS: _____

CITY: _____ STATE: _____

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

WIFE'S FIRST NAME: _____

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

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

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

SHORT BURSTS SUBSCRIPTION (SUBSCRIPTION REQUIRED TO RECEIVE HARD COPY):
 ANNUAL \$15: _____ 3 YEARS \$45: _____

E-mail address: _____

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

One time flying at the Nellis Range (I can't remember if it was a Red Flag or Green Flag), Spanky and Kevin were yanking and banking down low and the lid came off the urinal downstairs. While we were at about zero G, I witnessed what can only be described as a "piss amoeba" as it came floating up from downstairs to mystically hang right below the sextant port. I'm not kidding when I say that time stood still. What could have only been a second or so seemed like an eternity. You can guess what happened when Spanky and Kevin put a positive G-loading back on the aircraft. Lesson learned - there may be worse things than dying. Getting covered in boiling piss might well be one of those things.

B-29 Gunner, A/2C James J. Prater of 98th Bomb Wing, Japan, March 1953



AFGA BX OFFICER - BOB DICK Jr.



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

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

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

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



The "Official" **2015 Gunner's Reunion** His & Her personalized coffee mugs are hot off the press. 15oz His mug \$17.99, 11oz Her mug \$14.99. These can be ordered anytime WWW.crewdawgcreations.com.



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



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



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

AFGA EXCHANGE

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

AFGA EXCHANGE

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

AFGA EXCHANGE

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

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

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

EMAIL ADDRESS:

PHONE NUMBER:

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

Signature

Date

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

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

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

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

