



Depot Fallout

AFTAC Alumni Association - West Coast Chapter
AFTACAA-WCC, c/o 6805 Sweet Gum Ct., Citrus Heights, CA 95610
Email: TOD.Alumni@AFTACWCC.org



JANUARY 2021 EDITION

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LOOK US UP AT
www.AFTACWCC.org

A WORD FROM THE PREZ

by , WCC President Allan Pentecost

It's my pleasure to extend a hardy welcome to two new life members and their wives. **Thomas Loebach** and his wife **Rosemary** just recently joined us. **Warren Guinn** and his wife **Diana** joined us last October. We welcome you to the West Coast Chapter of the AFTAC Alumni Association. Unfortunately, the pandemic kept our social events on hold last year, but I am hopeful that we will be able to see each other again this year at our scheduled events: a Spring Picnic in May, and a Fall Social in November. See the Events Calendar on page 5, and always refer to our website "**Events**" page for updates, especially when the dates of the events get closer, to make sure there are no changes. I hope everyone is staying safe and healthy. I am really looking forward to when we can see each other again.

LATE BREAKING WCC NEWS

By: Don King, Fallout Editor

BUSINESS MEETING TIME CHANGE:

Due to many members living well east of us, we have moved up the board meetings from 7:00 PM to 4:00 PM. So now, our quarterly WCC General Business Meetings are held the 2nd Monday of March, June, September & December at **4:00 PM PST**. The next meeting is March 8. It will be online using ZOOM. Please join us. An invitation link will be sent out via email as we get nearer to the date.

THE NEVER ENDING WAR

By: Don King, Newsletter Editor

That's right! When we all served, the enemy was contained in a nation or several nations. Beat them back and destroy their power to make war. But now we are in a global war where the enemies are groups of people anywhere. This is tough on our service men and women. They and their families need stronger and longer support where there seems to be no end in sight. Seek out reputable organizations that are providing support for them and join the effort. It can be as simple as writing a note of encouragement. Being fellow military guys carries a special meaning to anything that we do. We are part of a huge fraternity. Provide some financial support to a family that you know who have men or women serving this great nation. Check with the local reserve units to see what you can do. Don't give them cause to wonder if there is anybody there who cares about them. Think of ways that inspired and comforted you when you were deployed away from your family. **We must win!**

IN MEMORIAM

MILDRED "MILLIE" ANDERSON

b. 26-Oct-1935 in Hancock, MI d. 03-Oct-2020 in Cameron Park, CA

*(As reported by husband, **Richard A. "Dick" Anderson.**)*



Millie was born on October 26, 1935, to Hilda and Fred Tossava in Hancock, Michigan. She attended grade and high school in Hancock. In her Junior year, 1952, she met Dick Anderson and they were wed on May 28, 1955 at St. Peter & St. Paul's Lutheran Church in Hancock. They had three children Andy, Janet and Leif, and were married for 65 years.

Dick was an USAF pilot for 20 years and had many missions that took him to "faraway places with strange sounding names", sometimes for weeks at a time. Millie manned the home front during those times. In 1973, Millie took a job with the State of California, Department of Conservation.

She was a receptionist in the Division of Resource Conservation, a secretary to the Resource Conservation Commission, and Executive Secretary to the State Geologist in the Division of Mines and Geology. In 1985, Millie became Executive Secretary to the Chief of the Division of Oil and Gas. Dick also worked for the State of California after retiring from the USAF in 1974, and in December 1986, they both retired from State service. Millie and Dick enjoyed many years of retirement together. Summers were spent living on their boat docked in Sheboygan, WI. Days of sport fishing for salmon and trout were enjoyed. Several couples from LOTH visited us on our boat and enjoyed a unique day of fishing on Lake Michigan with us. In the fall Millie and Dick hunted deer in the mountain country of NE Utah. Millie bagged a buck every year they hunted. She was an excellent shooter and seldom missed her target. Millie was an avid counted cross stitch enthusiast. She had the patience of Job and spent many long hours stitching beautiful pictures. In later years they purchased a motor home and made annual trips to their childhood homes in Wisconsin and the Upper Peninsula of Michigan.

Millie is survived by her husband (Dick), daughter Jan Deakle, son and daughter-in-law Leif & Lisa Anderson, and six grandchildren, April, Rudi, Eli, Danny, Briana, Matthew and great-grandson Ayden and great-granddaughter Makinzy, sister-in-law Nancy J Anderson of Seymour WI, as well as many other extended family and caring friends. Their son Andy preceded her in death in 1978.

Viewing will take place at Green Valley Mortuary funeral home from 9:30 AM to 11:30 AM on Tuesday, October 13 [2020]. Private burial will follow at 1:30 PM at East Lawn Sierra Hills Memorial Park. A memorial service will take place at Light of the Hills Lutheran Church in Cameron Park, CA on Saturday, October 17, at 11:00 AM, with a reception to follow.

Personal info provided by Richard A. "Dick" Anderson, Major, USAF (Ret.):

I was an aircraft commander on the WC-135 at the 55th Weather Squadron. I had a degree in Science Engineering and was an aircraft commander on C-54. HQ USAF contacted me to see if I was interested in going to the 1155th Sq. Lt Col Esping and Maj Bird interviewed me and that is how I got transferred to the 1155th. I transferred to the 1155th TOS in July 1971 and was an Electronics Officer in "F" Troop until 1972 when F Troop was disbanded. The Airborne Ops at that time was transferred to Alexandria HQ and I became the OIC of an Operating Location (OL) in the 1155th TOS building and I directed air operations that Lt Col Esping did previously. I reported to Lt Col Mason at AFTAC HQ. I directed airborne operations then using 55th Weather Squadron WC-135 and WC-130 aircraft and crews. I directed sampling missions and several Pony Express missions out of Midway Island during that time. There were 4 SEO's with me then. Eventually AFTAC HQ transferred me back to the 1155th Sq and I became the 1155th's Operations Officer under Col [Cal] Brown. I retired on Feb 28, 1974. I have many fond memories of my time with the 1155th.

*Note: Photo provided by Dick Anderson. The above is available on our www.AFTACWCC.org website
"Departed" page. ... Bob Fitzgerald, WCC Webmaster*

IN MEMORIAM

JOHN E. LANIGAN

d. 17-Dec-2020 in Yuba City, CA

(As forwarded by AFTACAA FL Chapter eALLert Notice, possibly from Son's FB page.)



"Hello to all of John's friends, I am saddened to have to say these words; John has come home to his father, our savior, today, December 17, Year of our Lord 2020. He is survived by his wife Dorothy and his 3 children, and 3 grandchildren, two stepson[s] and their families, and many, many loving friends. He is missed and will be missed by all of us. Rest in peace John Edward Lanigan."

The published obituary was as follows:

LANIGAN - John Edward Lanigan, 91, of Yuba City, CA, passed away December 17, 2020. Arrangements are under the direction of Lipp & Sullivan Funeral Directors, (530) 742-2473. To Plant Memorial Trees in memory, please visit our Sympathy Store:

[<https://sympathy.legacy.com/en-us/funeral-flowers/gallery/?type=obituary&p=197388583&pn=john-lanigan-funeral&affiliateId=2175&pm=240>].

No memorial events are currently scheduled. To offer your sympathy during this difficult time, you can now have memorial trees planted in a National Forest in memory of your loved one. Funeral services provided by Lipp & Sullivan Funeral Directors, 629 D Street, Marysville, CA 95901 (530) 742-2473.

Note: John was a Life member of the West Coast Chapter (WCC) - AFTAC Alumni Association. He and his wife Dorothy were regular attendees at the AFTAC reunions held in Sacramento, our annual WCC Spring Picnics & our Fall Socials. John will be missed. May he rest in peace. Our prayers are with Dorothy and all the Lanigan family.

*Note: Photo from the FB entry. The above is also available on our www.AFTACWCC.org website "Departed" page.
.. Bob Fitzgerald, WCC Webmaster*

IN MEMORIAM

DONALD L. PAISLEY

b.08-May-1935 d. 13-Nov-2020 in Hidden Valley Lake, CA



Donald Paisley, 85, died peacefully at his home in Hidden Valley Lake California. Don was born at home to Norman and Dorothy Paisley on May 8, 1935. He is survived by his loving wife of 41 years, Marcene (Marcy) Paisley and his step-daughter, Tonya Rochester. By a previous marriage to Beverly Beyer, he had two sons Denny and David Paisley and two daughters Diana O'Malley and Deb Parker. He has 16 grandchildren, 33 great grandchildren, and 3 great-great-grandchildren, all girls, who are to be born in the next few months.

Don served honorably for 20 years in the Air Force and retired as a TSgt. His various jobs were to monitor the Nuclear Test Ban Treaty for the United States and our allies.

He worked for the [1155th TOS and] Technical Operations Division (TOD) at McClellan AFB, CA. Don was rehired by TOD as a civilian, and he retired a second time as a GS12 Program Manager. At that time, Don was presented the Distinguished Federal Civilian Service Award. Don worked as a contractual consultant for the Air Force Technical Applications Center (AFTAC) at Patrick AFB, FL from 2003 'till 2007. He helped to design the new laboratory and procure specific laboratory equipment for the Nuclear Measurements Department.

Don was cremated by the Neptune Society. He will be interred in Elizabeth, IL in the Spring of 2021.

He will be missed by his family, friends, and military associates.

In lieu of flowers, please donate to the Paralyzed Veterans organization.Brenda.

See Don's actual obituary and guest book as published in the Lake County Record-Bee

<https://www.legacy.com/obituaries/record-bee/obituary.aspx?n=donald-paisley&pid=197161828>

Note: Photo provided by Marcy Paisley. Don was a Life member of the AFTAC Alumni Association - West Coast Chapter (WCC). He and I worked together in various units of the McClellan Central Laboratory (MCL), part of the 1155th TechOpsSq, during the mid-to-late 1960's and 1970's. He was a good friend who will be missed by us and all those who knew him. ... *Bob Fitzgerald, WCC Webmaster*

IN MEMORIAM

ROBERT "BOB" LONG

b.07-Aug-1937 d. 11-Oct-2020 In Cameron, MO

(AFTACAA FL eALLert by Sean Ryan, from a FB entry by Lee Miller.)



It is with deep sorrow that we announce the death of **Robert Long** of Cameron, Missouri, who passed away on October 11, 2020, at the age of 83, leaving to mourn family and friends. Family and friends can light a candle as a loving gesture for their loved one. Leave a sympathy message to the family in the guestbook on this memorial page of Robert Long to show support. He was loved and cherished by many people including: his parents, Robert Sheridan and Ethel Sheridan (Roberts); his husband Lee Miller; his daughters, Kimberly Shafstall of Kansas City, MO and Roberta "Robbie" Long; and his step-son Correy Miller of Cameron, MO. He was also cherished by several grandchildren and great-grandchildren..

NOTE: This information will (also) be posted at the AFTACAA Website, and published in the Post-Monitor. (As well as AFTACAA-WCC's "Depot Fallout" newsletter.)

AFTACAA FL Chapter provided the above obituary and the online link to it as well as this additional comment: "Bob is in our master database identified as serving AFTAC 1961-75 at several detachments and a member of both the CA Chapter as well as the AFTACAA."

See published obituary and guest book for Bob at:

<https://www.echovita.com/us/obituaries/mo/cameron/robert-long-11579053>

Note: Photo provided by Lee Miller. Bob Long was a Life member of the AFTAC Alumni Association - West Coast Chapter.

"www.AFTACWCC.org"

Website Quarterly Activity Report for the period 1 Oct 2020 – 31 Dec 2020

Submitted 25-Jan-2021 by Bob Fitzgerald, WCC Webmaster

Visitors This Quarter	Highest Visitors Week	Total Sessions	Most Popular* Page (#Sessions)	Next Most Popular* Page (#Sessions)
2,984	12/06-12/12 (308)	3,205	Departed (158)	Links (134)

Notes: * Does not include our 'Home' page, which almost always is the most popular page.

Visitors: This evaluation shows how many visitors accessed our website. Visitors are uniquely identified on the basis of the IP address and the browser ID. **If a visitor goes to our website more than once a day, only one visitor is counted.**

Sessions: This evaluation shows the number of sessions. A session starts when a visitor accesses our website and ends when he or she leaves it. A session ends automatically after 30 minutes without activity. **If a visitor goes to our website more than once a day, multiple sessions are counted.**

EVENTS CALENDAR

(By Bob Fitzgerald, WCC Webmaster)

QUARTERLY MEETINGS:

Our quarterly WCC General Business Meetings are held the 2nd Monday of March, June, September & December at 4:00 PM, but due to CA government & Sacramento County orders regarding the ongoing Coronavirus pandemic, our next meeting **March 8th** will be held online using "Zoom Meetings". All WCC members are welcome to join us online. If you are interested in participating in the meeting, contact Bob Fitzgerald, Webmaster@AFTACWCC.org for instructions at least a week or so prior to the meeting date for access instructions. Always check our www.AFTACWCC.org website "Events" page to confirm the details for all Events in case of last minute changes.

UPCOMING SOCIAL EVENTS:

Our annual **WCC BBQ & POTLUCK PICNIC** is still scheduled for **Armed Forces Day, Saturday, May 15, 2021 at Tempo Park**. Please watch our website "Events" page a few weeks prior to that date for details and sign-up requirements, or in case of cancellation, a postponement date.

Our annual November "**FALL SOCIAL**" event is scheduled for **Saturday, November 13, 2021**. Watch for updates on our website. **Stay well & safe, and keep the faith.** ☺bf, Webmaster

MEMBERSHIP NEWS

By Dave Price, Membership Chairman

AS OF OCTOBER 25, 2020

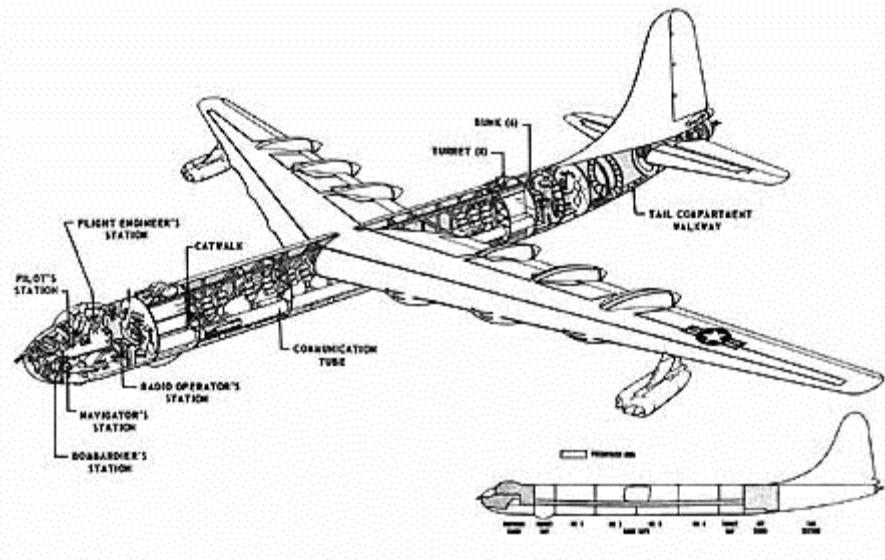
Total Active Members = 141 Life Members = 138.

Annual membership fee of \$10 is due by 01 Jan each year. Check your mailing label, or check the "**WCC Roster**" from our website "**Forms**" page. **Life memberships are available for \$75.** You can use the "Membership Application/Roster Update" form on the last page of this newsletter or the one from our web site "**Forms**" page to send with your dues. Don't let your membership lapse. **Those alumni who are not current with their membership dues will be dropped from the "active" roster along with our newsletter distribution & email notification lists.** (See our web site "**Forms**" page, "**WCC Roster**" link to check your status.)

ON BOARD A B-36 MISSION

By SEO Don King, Fallout Editor

There she stood! Longer, taller and wider than any airplane that I had ever seen! B-50's were big, but this staggered the imagination! To think that it took about four hours for the pre-flight briefing gave me an idea of how complex this aircraft and the mission were. Compared with the usual at-the-aircraft briefing and chute checks of the 50, capabilities of this aircraft and our equipment far surpassed it. The previous day I had climbed into the bomb bays to thoroughly inspect and test our sampling equipment. I sure didn't want to board the bird for the mission and find out that something was wrong with it and be the cause of a lengthy delay or have to abort the mission. SAC was not the command that tolerated anything but excellence! And I sure didn't want to try to explain anything like that to my CO! We were highly regarded and I didn't need to blemish our reputation! I learned that discipline when I had been specially flown in to McChord AFB in Seattle Washington for a short-notice mission. As soon as I got there, I went to the hangar to run all of our equipment including the foil. The 199 failed due to a bad transformer. I called our base and asked them to fly me up a full unit since our scheduled takeoff time was just several hours off. They got it to me as we were sitting with engines running! Back to the 36. I needed to go underneath to the specially configured forward bomb bays that housed our sampler. It had a number of probes that spread out in the slipstream, and I had to make sure that nothing was amiss with them since ground vehicles could hit them and cause damage. With a normal crew of fifteen, the flight deck crew entered up front while the rest of us went in about ninety feet from them into the rear compartment. We were connected to them with that 85-foot long tunnel beside the bomb bays if anyone really needed to make the trip. The huge rear compartment even had bunks if you had some dead time, though they were rarely used by us since we needed to monitor our readings in the same way that we always had.



AFT CABIN Arrangement

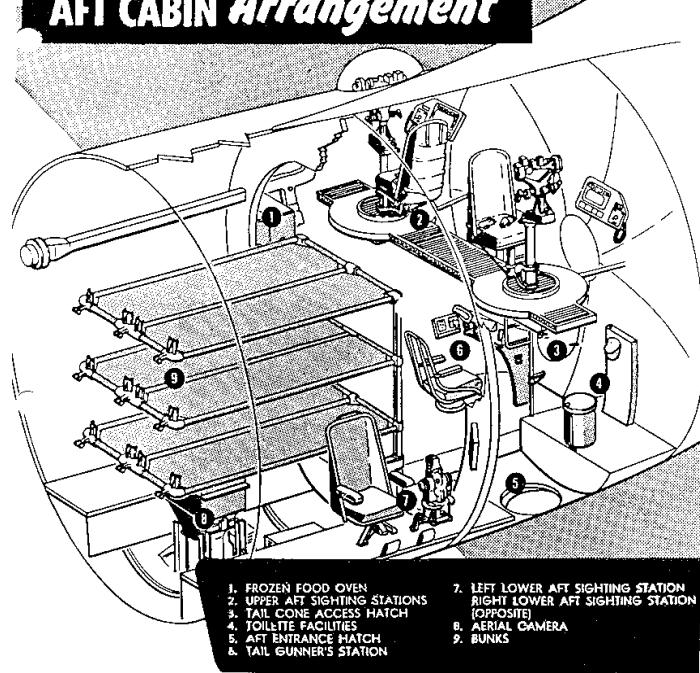


FIGURE 7. B-36F(III) Aft Cabin arrangement. This shows the sighting equipment for the four aft 20mm gun turrets in addition to the tail gun turret sighting station.

Starting all ten engines seem to take forever, and the four sighting bubbles needed to be used to watch for the usual visual signs; hopefully no unusual ones. Once all were up and running, you could hear and feel that familiar throb that was a unique characteristic of this bird. Having tested the equipment the day before the mission, I then tested the monitoring instrumentation one more time just to make sure that I was ready since this was a sampling mission. Everything looked good as I strapped into the seat just inboard from the lower right scanner, or rather sighting station in 36 lingo. My main station when in flight was the starboard camera location. Sometimes I would sit there for takeoff and landing as well since there was no camera work during those times.

This particular mission was during the 6th BW(H) 1955 90 day rotational deployment to Guam. We were assigned an upper-air sampling mission over the Siberian Sea and northern Russia. I was more than a little nervous since we were going to be above 35,000 feet during much of the mission over our Cold War enemy! I wasn't so darned sure that the Russians weren't going to do something to take us out! Ah the joys of being young and fearless!

As we rolled out for takeoff it seemed that the runway had gotten really narrow! You couldn't see it unless you were able to look down. And they full throttled all ten engines with the brakes on. The throbbing really got intense! Then we started to roll and it was almost a letdown to just start rolling rather than a high acceleration. The liftoff was gradual. Soon, the airspeed climbed and we pointed up. Things were uneventful until about 20,000 feet when one of the engines started acting up. Now nine engines are plenty enough to keep us going, but this is a SAC Select crew, the highest rating that a crew could attain. Nothing would be overlooked. One of the engineers went into the wing to see if he could straighten it out. It turned out to be a loose instrumentation wire, so everything was ok after that. Once we neared 25,000 feet, we went on oxygen because we were only pressurized to 4.0 psi differential. The aircraft was heated, so I was comfortable from that aspect.

I actually started to get some increased background readings over the Siberian Sea, but nothing fast enough to be interesting. There was still no sign of any Russian actions. Then we crossed over into Russia and I got my first glimpse of that country that figured so prominently in our world. It didn't seem to be threatening at that altitude, but you couldn't see what was going on on the ground. I then started picking up indications of an unusual nature. I radioed the AC and NAV to let them know. After about five minutes they stopped. I advised the AC and NAV and then proceeded to check what I had observed. It looked good enough for another pass, so I requested a 90/270 and prepared for the second pass. Man does it take a long time for a 36 to turn around! After about seven minutes I got another positive indicator and stayed with it for four minutes. Then I advised the AC and NAV to return to the original course and picked up another three minutes of sample before exiting it since we had a lot more airspace to look at. This was to be a twenty-hour mission. Other than background information, that was the highpoint of my work that day.

We needed to land at Misawa AB on the northern Honshu Island, Japan on the return for special debriefings and postflight servicing. AS we were the first B-36 to land there, B-36 ground handling equipment was in short supply. On departure we had no tug to move us out of our nose-in parking, so we put the propellers in reverse and backed out of the parking area. That was quite an up-and-down sensation in our rear compartment! We taxied down the runway to the take-off end since the taxiway was too narrow and weight-limited for B-36 operations. We did a 180 degree turn at the end of the runway and again reversed the props and backed to the end of the runway with our tail over the overrun. While we were doing this, numerous spectators, mostly Japanese on bicycles, massed behind us along the perimeter fence to watch the spectacle. When we applied full take-off power on all ten engines, the aft gunner reported that the windblast was blowing them, bicycles and all, end over end in all directions! We stayed on the roll a little longer than usual so that we could make a sharper angle of takeoff! After take-off we came around and made a rather low altitude flyover guaranteed to rattle everything not securely tied down! That was some experience for us and the people on the ground probably are still talking about that day! The rest of the trip back to Guam was a normal training flight.

After landing and parking, I stayed with the aircraft for the downloading of the samples and my data. In all it was about 26 hours for the flying and the Misawa time. I was sure glad that I was in a large area inside that bird!

I really grew to appreciate those SAC crews. They always pushed me to high performance standards that followed me from the B-36 to the B-52. Integrating our system into the 52 went relatively smoothly because of their support.

Note: For a really good first-hand account of a B-36 Aircraft Performance Engineer (APE) story on flying the B-36 go to the following url. Credit for that very interesting piece goes to Lieutenant Colonel Ted Allan Morris, USAF (Retired).

<http://www.zianet.com/tmorris/b36.html>



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Annual membership fee of \$10.00 is due by 01 January each year. Check your mailing label for expiration date. Your last newsletter will be the one following your expiration date. Life memberships are available for \$75.00.

PLEASE PRINT

Name: _____
Last, _____ First, _____ MI, _____ Last Rank Held, _____ Nickname, _____ Name of Spouse

Addr: _____ Street, Apt #, etc. _____ City, _____ State, _____ Zip Code

(____) _____ - _____ (____) _____ Home Phone Work Phone _____ E-mail Address

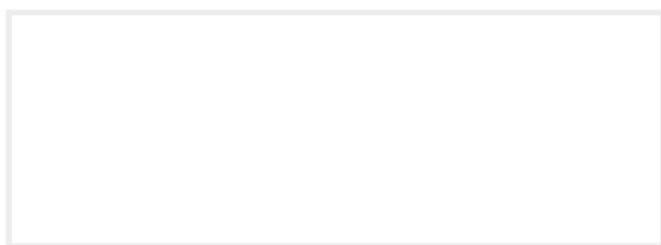
Active Duty: _____

AFTAC Dates: _____ From: mm/yyyy - To: mm/yyyy _____ From: mm/yyyy - To: mm/yyyy _____ From: mm/yyyy - To: mm/yyyy

Support your West Coast Chapter: Please pass a copy of this form to your AFTAC Alumni friends. [From the Depot Fallout]

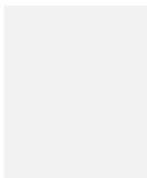
CHECK OUR WEBSITE AT www.AFTACWCC.org FOR THE LATEST WCC NEWS & PHOTOS

(updated 9/24/2020 ..bf)



To:

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