



Depot Fallout

AFTAC Alumni Association - West Coast Chapter
AFTACAA-WCC, c/o 8605 Sweet Gum Ct., Citrus Heights, CA 95610
Email: TOD.Alumni@AFTACWCC.org



OCTOBER 2020 EDITION

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LOOK US UP AT
www.AFTACWCC.org

WCC ADDRESS CHANGE:

Please note our new address in the banner above.

A WORD FROM THE PREZ

by , WCC President Allan Pentecost

Again, due to the Covid-19 virus pandemic, there is not a lot of new news to report. Please note though that ALL WCC Social Events are temporarily suspended until further notice. Please check with the AFTAC Alumni West Coast Chapter website for updates to events - www.aftacwcc.org -> Events tab.

I hope everyone is staying safe and healthy, and taking all of the precautions that ensure you remain so. I am really looking forward to when we can get together again.

LATE BREAKING RETIREE NEWS

By: Dale Klug

EXPIRED ID CARD POLICY

Due to the continued spread of COVID-19, and the Department's limited ability to return Identification Card facilities to normal operations while complying with all safety precautions the policy for use of expired cards has been extended. Cardholders with expiration dates of 1 Jan 2020 through 30 June 2021 will be extended through 30 June 2021.

DEATH OF A RETIREE

If you are a surviving family member of a retired military service member residing in the United States you can receive personal assistance in applying for eligible benefits on his or her behalf. The Retiree Activities Office on McClellan Park has two Casualty Assistance Representatives to help you report the death and apply for arrears of pay & survivor's benefits to DFAS, VA and OPM. They also do pre-planning counseling so you will be prepared when a death does occur. They can be contacted at 916-640-8446. The RAO is located in Bldg 949 on McClellan.

2021 IS A-COMIN'

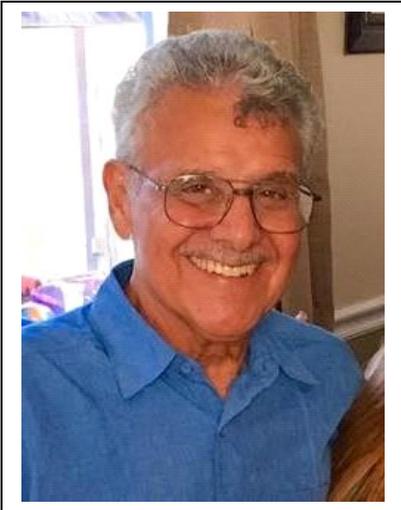
By: Don King, Newsletter Editor

That's right! The **Florida Worldwide Reunion** is just around the corner in June, 2021! Be sure to let them know what length of event interests you, what things you would like to do, and if you will be coming. They are in the planning stages, so your inputs will help.

IN MEMORIAM

Bernardo (Bernie) Castillo Jr, MSgt, USAF, 1939 - 2020

Condensed from the eulogy given by his daughter-in-law, Cindy Castillo



Born and raised in Del Rio, Texas, Dad was the 2nd oldest of 16 children. He joined the Air Force soon after graduating from high school and marrying his sweetheart, Alicia. Even though his assignments took him thousands of miles away and he settled with his family here in North Highlands, he never forgot his roots in Del Rio, and often visited his family and friends during the years.

He served in the Air Force for over 23 years as a Morse code radio operator, foreign students training officer and administrative & personnel manager. He received multiple commendations and rose to become a Master Sergeant. **Bernie spent over 19 years in AFTAC; 17 at 1155 TOS and 2 at 1158 TOS.** He then worked as an Air Force civil servant for another 18 years, and finally retiring in 2001.

He was a devoted husband to Alicia for 61 years, a loving father to his five children: Jerry, Laura, Bernie, Chris, and our late Mary; a proud grandfather of 12 grandchildren, and a doting great-grandfather to four great-grandchildren. He was always very gentle and loving with them, always ready with his hugs and kisses.

Dad worked hard to provide for his family, sometimes holding a second job. Even though he was busy with work, he was always there to discipline his children, help around the house, and attend their sporting and school events, whenever possible. Dad continued to do the same with his grandchildren and great-grandchildren. He and Mom even drove as far as Las Vegas to attend a gymnastics meet and another time to watch a cheerleading competition. If you told him and Mom that there's an upcoming event, they would often make the drive to be present.

He enjoyed working on cars, many home improvement projects, yard work, traveling, watching cowboy movies and football, listening to Spanish music, volunteering at church functions, having his daily McDonald's coffee, and lending a helping hand to anyone that asked. He also loved to run, completing at least 16 marathons during his lifetime. In later years, he enjoyed his long walks with Mom. He lived a full life; enjoying his retirement with travels to Europe, Japan, and many other parts of the United States, and of course, being present at his grandchildren's events, and visiting friends and relatives.

I recently learned that he was voted "Most Likely to Succeed" by his senior high school classmates. I definitely believe that he fulfilled that because he lived a very successful and purposeful life that God had planned for him. He shared his many talents, his time and devotion, his endearing hugs, his beautiful smiles; most of all his unconditional love to all of us. He raised a beautiful family and built a community of loving friends and relatives.

As we move on in the days ahead, I am sure there will be moments when you'll have a question about how to fix something that's broken, have a story or funny joke that you'd like to share with him, or a Dallas football game you'd like to watch at his house, and you'll catch yourself; because he won't be there in the den watching TV, or on the other end of the phone or FaceTime laughing, or across the table from you.

We were very blessed to have had him with us for a very long time and we will miss him dearly. But I know that he is watching over us. He will remain in our memories and in our hearts. Let us honor him by carrying on his legacy of integrity, honesty, respect for others, love and dedication to family and friends, and service to the Catholic Church and God. When we're making a choice, let us try to ask, would Nano, Dad, Abuelo, Grandpa, Bernie, or however we knew him, approve of the choice we're making, or would he say, "C'mon man!"

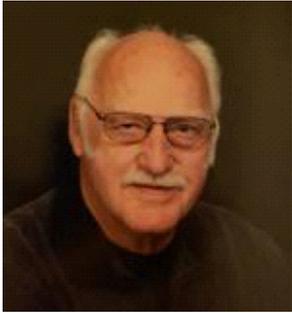
Note: Bernie was laid to rest on 9 Oct, 2020 at Calvary Cemetery following a viewing & Mass at St Lawrence Church, North Highlands CA

IN MEMORIAM

WILLIAM "BILL" STEPHAN

b. 29-Dec-1942 in Paynesville, MN d. 02-Sep-2020 in Roseville, CA

(Alerted by member **Alan Cramlet** the following is as published in the Sacramento Bee on 09/09/2020, plus a photo obtained by **Ken Breitwieser**.)



On Wednesday, September 2, 2020, **William August Stephan**, loving husband and father of two, passed away at age 77. Bill was born in Paynesville, Minnesota to Raymond and Florence (*Flewell*) Stephan. He served in the United States Air Force for 26 years and California's Strong Motion Instrumentation Program for 12 years. On Sept. 12, 1986, he married Darlene Marie (*Tino*) Stephan. He has two children from a previous marriage: Kimberly Stephan Cabral of Eastham, MA and Peter Scot Stephan of O'Fallon, IL. Bill has three grandchildren: William Eugene Stephan, Daniel Cabral, and Michael Cabral.

Bill's beloved animal kingdom included his dog, Forrest, who could be found walking Bill every day at the local park and his two cats, Pumpkin and Acorn, who could be found creating extraordinary furniture and turnings that are well on their way to becoming family heirlooms. Bill was preceded in death by his father, Raymond, his mother, Florence, brothers Dave and Bob, and sister Patricia. He is survived by his wife Darlene, his children Kim and Scot, his brother Richard, and his three grandchildren.

A viewing (was) held at 10:00 a.m. on Friday, September 11th, 2020 followed by a graveside service at 11:00 a.m. with AF funeral honors at the Calvary Cemetery and Funeral Center, 7101 Verner Ave., Citrus Heights. In lieu of flowers, donations may be made to United Through Reading, 1455 Frazee Rd., Suite 500, San Diego, CA 92108.

Here is a link to the published obituary where you'll also find a "Guest Book" for comments.

<https://www.legacy.com/obituaries/sacbee/obituary.aspx?n=william-august-stephan&pid=196763762>

Bill was a Life member of the AFTAC Alumni Association – West Coast Chapter.

Note: The above is also available on our www.AFTACWCC.org website "Departed" page. .

IN MEMORIAM

CHARLES ROBERT LOVAN

b. 4 MAY, 1949 in Georgetown, KY d. 27-Sep-2020 in Rockledge, FL



Charles Robert Lovan (Bob) unexpectedly went to be with the Lord on September 27, 2020. Bob was born May 4, 1949 in Georgetown, KY to parents Boyce and Libbie Lovan. He grew up in a large loving family with two brothers and three sisters.

Bob and Elizabeth were sweethearts since the age of 12 and were married on June 1, 1968. He joined the United States Air Force in May of 1969 and proudly served his country for 20 years, retiring in 1989. Later he joined Wuesthoff Hospital and worked for 22 years and then retired to enjoy his family. . Bob was a committed and loving husband, father and grandfather. His daughters and son in law were added bonuses to his family

His favorite past times were watching his grandchildren participate in their hobbies such as theater, sports or playing in the back yard together. Some of Bob's favorite memories with family were

traveling to places like the beach at Wild Dunes, Pittsburg, Mark Twain Lake and spending the day-to-day events with his children, like breakfast, golf cart rides, shopping and holidays. Special family phone calls were the highlight of his days, above all else Bob loved spending time with family. He always took time to help his family no matter what they were doing or what they needed, to include babysitting, moving or just everyday projects. Bob was always there to share his knowledge with his family, if they understood it or not, they would still hear it.... he will be remembered for his large personality, his intellect, antics and sense of humor.

Bob is survived by his wife, Elizabeth and three children, Kirk (Michelle) Lovan of Charlotte North Carolina, Jake (Karen) Lovan of Orlando and Molly (Aubrey) Barrett of Rockledge. Grandchildren, Justin, Katelyn, P.J., Kala (Chad), Zander and Ryder. Bob's siblings include Bill, Debbie, Mary and Brenda. He is preceded in death by three children, Charles Robert Jr, Charl Rene and Luke Michael and his parents, Libbie and Boyce Lovan and brother, Mike Lovan.

The services were held at First Baptist Church of Rockledge, 1810 Cedar Street Rockledge, FL 32955 on Saturday October 3, 2020.

www.AFTACWCC.org

Website Quarterly Activity Report for the period 1 Jul 2020 – 30 Sep 2020
Submitted 2-Oct-2020 by Bob Fitzgerald, WCC Webmaster

Visitors <u>This Quarter</u>	Highest <u>Visitors Week</u>	Total <u>Sessions</u>	Most Popular* <u>Page (#Sessions)</u>	Next Most Popular* <u>Page (#Sessions)</u>
4,216	8/24-8/30 (548)	8,901	Departed (463)	Links (460)

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)

Our quarterly WCC General Business Meetings are usually held the 2nd Monday of March, June, September & December at 7:00 PM at the Lionsgate Restaurant in McClellan Park. The meetings usually last an hour or less. All AFTAC alumni are welcome and encouraged to attend.

NOTICE: Due to CA government & Sacramento County orders regarding the ongoing Coronavirus pandemic, our next meeting **December 14th will be held online using "Zoom Meetings"**. All WCC members are welcome to attend. If you are interested in participating in that 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 this meeting in case of last minute changes.

UPCOMING SOCIAL EVENTS:

Our annual "WCC PICNIC & BBQ": We are now hopeful of holding this event next year on Armed Forces Day, **Saturday, May 15, 2021**. Watch our website for updates and registration details.

Our annual November "FALL SOCIAL" event has also been cancelled for this year. Next year will hopefully be a better year for everyone, and with a Coronavirus vaccine available we hope to have our Fall Social event next year on **Saturday, November 13, 2021**. Updates will be posted on our website. **Stay in, stay well, 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.)

THE BIRD THAT ALMOST DIDN'T FLY

By Don King, Fallout Editor

Many things in life have turned on seemingly insignificant or failed events. Paper with poor adhesive that ended up being a sticky note. A white line painted on the sides of a country lane that has saved lives worldwide. Many failures that ultimately gave us the light bulb. Many failures that ultimately gave us the airplane. We never thought about those failed attempts when we boarded those huge B-52's or B-50s. It probably would have scared us if we had! What made us so confident that those things would actually levitate and carry us vast distances with only an occasional hiccup? What follows is the early history of one of our most famous successes that almost died before it was born – The B-17 Flying Fortress.

1921 – General Billy Mitchell tries to prove that airplanes can sink the foundation of our offensive war equipment, a battleship. Although the bombs sunk the ship, the German battleship *Ostfriesland*, the Navy rejected the results because the ship was not manned nor maneuvering.

1926 – The Army Air Corps is formed.

1927 – Charles Lindbergh flew solo from Roosevelt Field in New York to Le Bourget Aerodrome in Paris, a flight of 3,600 miles by dead reckoning, in 33 ½ hours!

1928 – Boeing Aircraft Company Vice President Clairmont L. Egtvedt talks with the navy about a contract for naval patrol aircraft. The conversation turned to the battleship vs. airplane debate. General Pershing still felt that the former was still the bulwark of the nation's sea defenses. Egtvedt felt otherwise, but realized that he would have to overcome this attitude in the services to build a heavy bomber. More formidable was how to design, let alone build, an airplane comparable to a battleship! Fortunately, when he returned to Seattle, Boeing was working on developing aircraft for commercial travel. Egtvedt teamed up with Edward Hubbard, founder of Boeing Air Transport, to design an all-metal monoplane for commercial use.

1930 - The result was the smooth skinned Model 200 Monomail. The Model 221 followed and provided room for 6 passengers and cargo. The succeeding Model 221A was modified for transcontinental mail and passenger service. At the same time, John Sanders was planning the Model 214, a two-engine bomber.

1931 – The Model 214, designated the B-9, was ready for its first test flight. Problems with engine vibration and twisting of the long thin fuselage in flight needed fixing. In the meantime, the Glenn L. Martin Company had submitted a plane designated the B-10, which was the mainstay for the Air Corps' bombardment arm for the next decade. Boeing continued to develop commercial aircraft. the Model 247 two-engined concept for ten passengers including a crew of three.

1934 – Boeing and Martin were authorized to design a bomber with a bomb load of a ton over a distance of 5,000 miles. This was to be for one experimental plane, the XB-15. Neither came up with a plane to meet these standards. The Air Corps put out a circular for a production of a multi-engine bomber carrying a ton of bombs over 2,000 miles. The winner would receive an order for 220 planes. The prototype was to be ready in one year! The birth of the Model 299!

1935 – The plane is ready for tests. It first flew in July. A reporter exclaimed, “Why, it’s a flying fortress!” With a 103 foot wingspan and 69 feet long, four Pratt and Whitney engines with 11 ½ foot propellers, five gun emplacements, retractable wheels and an elevator span of 33 feet, it was indeed a fortress. An innovation to prevent wind damage when parked, the elevators were locked into position. The pilot would unlock them with a spring lock in the cockpit before takeoff. The flight from Seattle to Wright Field took 9 hours at an average speed of 232 mph at an altitude of 12,000 feet, all new records! Preliminary flight test results surpassed all of the Army’s specifications for speed, climb, range and load carrying. For the final phase of the testing, Major Ployer P. Hill warmed up and taxied down the field. The four engines roared smoothly on takeoff and she rose into the air and began to climb. But then, for some reason stalled, turned on one wing and plunged to the ground! Hill and an observer, Tower died of their injuries. It appeared that the Project 299 was also dead. The cause? No one remembered to turn off the elevator lock. This made the aircraft unable to be controlled. An inquiry found that the aircraft in no way failed.

The rest of the story, as Paul Harvey always said, is where the success literally rose from the burning plane. The army ordered 13 YB-17’s, as it was now designated, and the only significant modification that was made was changing the engines to Wright 1820s, which increased the horsepower of each from 750 to 850.

1936 – When bring the first YB-17 in for landing, the Boeing pilot rode the brakes too hard and fused the iron and bronze causing the aircraft to snap over and skid 80 yards into the middle of a Congregational investigation! Any further incident would probably sent the 17 to the trash heap and obscurity. The remaining aircraft were built and delivered with the last one sent to Wright Field for static testing to determine what it would take to break the aircraft. One further mishap—this time with a happy ending would cancel the need for the static testing.

The 2nd Bombardment Group received the planes. This, the only heavy Bombardment group in the AAF, decided to carefully demonstrate the excellence of the B-17. Each crew was hand-picked. To prevent future pilot error, they devised –(Hold your breath!)—a pilot’s check list, a device listing all of the actions of the pilot and co-pilot in preparing the plane for take-off, flight, before and after landing! This plus some history-making flights worked as they flew more than 9,000 hours totaling a distance of 1,800,000 miles without serious accident! Meanwhile, the static plane was undergoing a long-range test, and approaching Langley Field during a storm. The plane was suddenly in a thunderhead which flipped the plane on its back! By the time the pilot had it under control, it was below the overcast and still had its wings! After landing, the pilot inspected the plane and found the wings bent a little and some popped rivets, the plane was intact! Instruments had recorded more stresses than the plane would ever be called upon to endure. So they took the static plane and added turbo-chargers to study the possibility of high-altitude performance. In order to achieve bombing accuracy and avoid enemy anti-aircraft guns, it must fly at high altitudes in daylight.

1938 – The year opened auspiciously when a YB of the group broke the transcontinental records for both directions: East – 12h50m; West – 10h46m at 245 mph! A number of other good-will flights were made by the group to Argentina and other destinations taking them to 21,000 feet, in unpressurized and unheated aircraft. A number of future command officers were among the crews, including a young officer named Curtis LeMay as a navigator. He didn’t have enough flight time as a pilot yet. They had covered 12,000 miles without any serious accident, thus proving the capabilities of the B-17 and obvious implications of its role as a formidable aircraft.

Then an apparent stumbling block dropped. One of the most formidable was contained in a memo from the Adjutant General to the Secretary of War. "The chief of the Air Corps has been informed that the experimentation and development for the fiscal years 1939-40 will be restricted to that class of aviation designed for the close-in support of ground troops and for the production of that type of aircraft such as medium and light aircraft!" The death knell of the heavy bombardment concept was ringing. Worse yet, with no new orders signed, Boeing was running a money-losing enterprise.

1939 - After months of negotiations and leaping roadblock after roadblock in the war department, by removing the electrically controlled cowl flaps, the external bomb racks and another feature, a contract for 38 B-17Ds was signed at \$205,000 per plane at the direction of General Hap Arnold. And then an event had a profound effect: on September 1 Hitler unleashed his Panzers and Stukas against Poland. The Second World War had begun.

1941 – The British requested B-17s and received 13 . The first offensive use was to bomb Wilhelmshaven from 30,000 feet with 3 aircraft. They missed their target and the guns were frozen and useless when attacked by enemy aircraft. Although subsequent raids were largely unsuccessful and lost most of the remaining aircraft, the crews heaped praise on the B-17. "These Fortresses are wonderful aircraft – perfectly maneuverable, steady as a battleship and incredibly efficient."

Boeing made major changes in the B-17E to improve its handling and its firepower with the war dictating its role to offense. The AAF anticipated the need for great numbers of B-17s. They formed a pool of Boeing, Douglas and Vega Aircraft Company, a subsidiary of Lockheed, to massproduce the B-17F. As battle needs dictated improved versions, B-17Fs and Gs were designed and produced. In all, 512 Es, 3400Fs, and 8680 Gs were produced and used in both theaters of the war. The G had a wingspan of 104 feet. Length of 75 feet, gross weight of 38,200 lbs, 302 mph top speed, 3750 mile max range, 35,000 feet service ceiling, and 13 .50 guns.

Other aircraft were obscured by the Fortress, but were nonetheless very effective. The B-24 Liberator was its equal in effectiveness, but it could not absorb the legendary punishment of the 17.

In looking back on the inception of the B-17 and its implications, namely the encouragement of the development of the B-24 and the B-29, as well as the employment of the Flying Fortress in strategic bombardment, especially in the costly campaigns against oil installations, General Spaatz succinctly expressed the professional's tribute when he said, "Without the B-17 we might have lost the war,"

For more information and great reading on the B-17, I refer you to Flying Fortress, The Illustated Biography of the B-17s and the Men Who Flew Them by Edward Jablonski; ISBN 0-385-03855-0.. This book served as my primary resource referenced in this article.

Our unit did use the B-17 at times until 1958.





Depot Fallout



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Email: TOD.Alumni@AFTACWCC.org

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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

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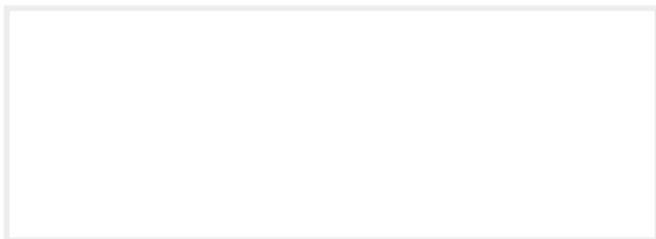
Active Duty: _____

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

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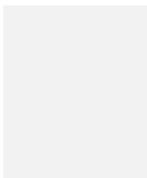
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(updated 9/24/2020 .bf)



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