

Retired Air Force Fire Chiefs' Network
QUARTERLY NETWORK NEWS



*Legendary Retirees Who Reminisce About the Past
But Focus on the Future*

<http://www.dodfire.com/Retirees.htm>

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Volume 1 2014

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January-March 2014

EDITOR COMMENTS. April is finally over. It was one of those months that I thought would never end. I really dislike April, especially tax time. By the time you get around to reading this, the new year is well along the way. Don't forget the joint reunion with the Air National Guard and Air Force Retired Fire Chiefs this September in Boston. If you are planning on attending, now is the time to make reservations and be sure to let Chief Ed Wolbert know that you will be attending.

REUNION INFORMATION:

Reunion Location:

Holiday Inn Express
405 Westgate Drive
Brockton MA 02301

Room Rate. King or two doubles \$104.00 per night plus tax.

A daily breakfast is served in the main lobby area from 0600 to 0900 Monday thru Friday. On Saturday and Sunday, it is served from 0700 to 1000.

Room reservations may be made via phone at 508-588-6300. Use the following group name: ANG/USAF Retired Fire Chiefs.

You may also go online at www.holidayinnexpress.com/brocktonma, click on ANG/USAF Retired Fire Chiefs guest.

Cutoff date for registration is 9 August 2014
Dates of reunion: 9 thru 14 September 2014
Tuesday and Sunday are arrival and departure days.

Parking is free

THE FOLLOWING IS AN OVERVIEW OF OUR PLANNED EVENTS ETC:

We will have a hospitality room off the main lobby area, "The Patriot Room." We have scheduled tours for Wednesday, Thursday, and Friday with Saturday being a free day to explore on your own.

Saturday evening we have our farewell banquet, (buffet style).

We have our usual door prize drawing (We ask that each couple bring one door prize from their area keeping the price in the \$10-15 dollar range. Bring the door prize in a plain brown bag.

Tours are scheduled to keep long walking to a minimum as best as can be arranged by the tour company.

Tour companies require a minimum of 40 people so we normally provide a total price for all 3 tours and we cannot work on picking and choosing the tour which makes getting numbers very difficult. Over the years all the tours that are selected have been very enjoyable to all our attendees.

We are working to keep the price for our registration fee (hospitality room, liquid refreshments, and munchies), tours and banquet as low as possible. Ball park figures for this year seem to be around \$250 per person. Keep in mind this includes the cost of tours, tips, and taxes for all events. We have found it better to include tips into our prices, and we do not pass the hat for tips etc.

Our banquet on Saturday night will be held at the Chateau Restaurant of Stoughton (Italian Buffet Dinner.) Restaurant is about 1 mile from hotel.

Upon arrival when registering with our group, payment for the tours, hospitality room and banquet must be made in either cash or check.

For those who are arriving by air, a shuttle service is available from the airport via LOGAN EXPRESS. Tickets are available in the airport and will cost \$20 per person for a round trip to Braintree and the return trip to the airport. We will pick you up at Braintree and transport you to the hotel which is about 6-7 miles away.

Our tours are scheduled as follows:

Tour 1 – Wednesday, 10 Sep – Private All around Boston Highlights, Cambridge, Lexington, and Concord tour. Tour bus will leave hotel at 9 AM and return around 5 PM.

Tour 2 – Thursday, 11 Sep – Private Plymouth Plantation Excursion tour. (PilgramVillage and Museum. Tour bus will leave hotel at 9 AM and return around 2 PM.

Tour 3 – Friday, 12 Sep – Salem, Marblehead and Boston Duck Adventure. The Duck tour will tour the downtown Boston area and then go into the Charles River for a waterfront tour. Tour bus will leave hotel at 9 AM and return around 4 PM.

Our hospitality room as normal will provide various spirits, sodas, and munchies such as chips, pretzels, cheese curls, and Hershey candy products. Room will be open each day after our tours until!

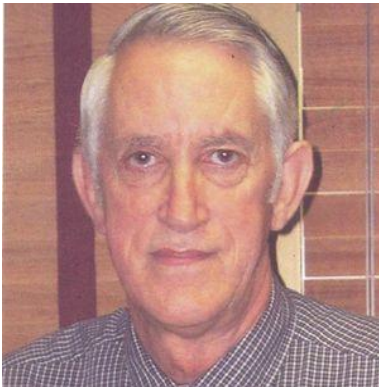
I encourage all of you to make an effort to attend this year's reunion in Brockton. Thanking you in advance for your early hotel reservations and letting me know that you are planning to attend. Ed

Ed, thank you for the update. For those of you who do not have Ed's address, it is ewolbert@comcast.net 4301 Webster Lapidum Rd, Havre de Grace, MD 21078-1335. 410-939-0751. I will pass along information as I receive it. If you think you are going, please let Chief Wolbert know as soon as possible. Charlie

TAPS



SMSgt James Douglas Carroll, USAF



Retired, age 67, of Moncks Corner SC, husband of Diane Ruotolo Carroll died Monday, February 24, 2014. Jim was born August 19, 1946 in Manchester GA, son of the late

James Carvel Carroll and Helen Clevi Campbell Carroll. He enlisted in the Air Force in 1964 and retired after 22 years of service in the Fire Protection Field. His last assignment was Base Fire Chief at George AFB in California. Jim was a Vietnam Veteran and received numerous awards including two Meritorious Service Medals and three Air Force Commendation Medals. In 1987 he began his second career as Occupational Safety and Health Manager for the Naval Health Clinic Charleston and retired after 20 years.

Jim and Diane had been happily married for 25 years. He spent his time in retirement enjoying his grandchildren, researching genealogy, fishing, and keeping in touch with all of his friends on Facebook. He was a life member of the Vietnam Veterans of America and National Association of Uniformed Service. He supported the Vietnam Wall Memorial Fund and was a charter sponsor of the Air Force Memorial Foundation.

He is survived by his wife Diane Ruotolo Carroll; mother, Helen Carroll; son, William Douglas Carroll of FL; sisters: Velda Phillips (Jesse) of Orangeburg SC, Ruby Linda May of Bristow VA, and Aloma Fitzgerald; six grandchildren; three great-grandchildren; and his faithful dog, Cayce. He was preceded in death by his father James Carvel Carroll and a son, Steven Jeffery Carroll.

Leroy Wenton Osborn was born on October 16, 1929 to Ella Ennenga Osborn and Harry Dewitt Osborn in Willmar, Minnesota. Leroy joined brothers Walter and Harry and sister Katherine at home, and was followed by Jerry, Elaine, Harris Dean, Bobby, and Gary (Skipper).



As a young man, Leroy enlisted in the United States Air Force as an Aircraft Crash Rescueman. His duties were to "perform rescues from crashed or burning aircraft by liberating, removing, and applying emergency first aid to entrapped personnel." He took that description of his service to heart, performing his duties admirably, saving many lives and earning numerous accolades for his bravery and heroism, including the Airman's Medal for valor. While stationed in Southeast Asia during the Vietnam War, he won the Bronze Star, with oak leaf cluster, the Vietnam Campaign Medal with battle star, and the Vietnam Service Medal. After 30 years of service, he left the Air Force in 1978 but stayed at Offutt Air Force Base as Fire Chief, retiring in the 1990s.

On September 4, 1954, Leroy married Gwendolyn Ruth Simanek, whom he loved deeply and cherished throughout his life. Together they had three children: Jeffery,

Rebecca, and Jacqueline. As a military family, the five of them were stationed all over the world including, Puerto Rico, Spain, and Germany. Leroy was particularly adept as a grandfather, and doted on his five grandchildren: Heather, Mindy, Molly, Roy, and Keith. After retirement, Leroy spent time working on projects at his house in Red Oak, Iowa. When he was not teaching his grandchildren a new skill or cooking dinner for the family, he enjoyed hunting, traveling with Gwen in their motor home, the outdoors, and playing cards with his grandkids. Since childhood, he enjoyed relaxing times in the fishing boat with rod and reel. It was with great joy he brought home the occasional "nice fish." Leroy was adored by his family and admired by his colleagues. His life touched many, from those he saved to those with whom he worked, selflessly sharing so much. His passing leaves a void in the lives of many people. He loved us well.

WHERE ARE THEY NOW

STILL LOOKING FOR THE NEXT VOLUNTEER TO BE FEATURED IT COULD BE YOU!!!!

REMEMBERING BOB MAILIN

I first met Bob Malin when I had completed a tour in Vietnam in 1969 and was assigned to Charleston AFB SC. Bob came by on a staff assistance visit, and on the third day asked me if I would be interested in being his deputy at HQ-MAC, Scott AFB IL. The slot had recently been converted from a civilian grade GS-12 position to a non-commissioned officer grade E-7/8. The other man he had approached, the E-8 fire chief at McCord AFB WA had first refusal, so it would be my move if he declined. He did so

shortly after Bob returned to HQ-MAC, and I moved there in turn.

One of my outstanding memories of Bob was when a C-9 crashed just barely off base while practicing engine-out take-offs on an aircrew training mission. We saw smoke from our office in headquarters building at Scott AFB and were on our way before we received any alarm information. Upon arrival we both pitched in to help the base fire crews already operating at the scene. I was engaged in assisting a lineman advance into the fuselage, and when I had time to look around I saw Bob backing us up by man-handling our line to make it easier for us to get over crash debris and other obstacles. He wasn't just a pencil-pushing headquarters stereotype, he saw where he could be useful in this emergency and didn't hesitate to jump in where his help would be most immediately effective.

In the routine Headquarters functions I learned a lot from Bob, and this comment gives me the opportunity to note another of his attributes. When HQ USAF made the decision to convert from protein-based mechanical foams to AFFF, they simply ordered every major command with a flying mission to buy enough to provide an initial load for every crash truck, with two backup loads available for replenishment,. Well, at that time protein foam was about \$1.25 a gallon and AFFF was something like \$12.00 a gallon. Anyway, we computed our cost of complying for the command as around \$300,000. This was in a period of austerity, when the war in Vietnam was consuming all available monies in DoD, and especially in USAF, who were flying air support mission of all types around the clock in the theater of operations. The standing joke in support activities was that we were doing so

much with so little that petty soon we would be doing it all with nothing.

Paraphrasing English Prime Minister's comment about the Battle of Britain in 1940, we felt that "Never had so much been done by so many with so little." Where were we going to find \$300,000 lying around, unused and unclaimed? When we checked with other major commands, they all told us they were robbing Peter to pay Paul, and ordering the necessary AFFF out of their own budgets. Bob, however, dealing more directly with the reality of the situation and with the backing of the HQ-MAC brass, simply asked HQ-USAF what they wanted us to stop doing and funding in order to comply with their conversion orders. The upshot was that we were, to the best of my knowledge at the time, the only major command that got the money from HQ USAF to initiate the conversion. Bob wasn't reticent about questioning the status quo when he felt there was a need and moral duty to do so, and we followed that example with others during my three-year tour with Bob.

For instance, as part of the fire protection mission in support of the (then) new C-5A aircraft operation debut, we needed to know what sort of firefighting equipment was available worldwide at bases where the C-5A would be routinely landing, and what was available at the emergency second-choice facilities. So we queried HQ USAF accordingly. To our surprise, they replied that they did not have that information or any such inventory of worldwide assignment of USAF crash-firefighting vehicles. They did, however, invite and authorize us to conduct such an inventory on their behalf. We did so, and the results we returned to them were instrumental in a repositioning effort worldwide which saw a

larger (P-2 Type) crash fire vehicle assigned to the bases which had the larger aircraft and the smaller capacity (P-4 Type) vehicles assigned to those bases supporting the smaller planes.

Another area which invited Bob's management talents was when our staff assistance visits revealed that we had no published policy to guide base fire chiefs in the constant battle to resolve the cross-manning dilemma, wherein Air Force policy dictated that each assigned crew had to be able to man both a crash and a structural piece of apparatus during their tour of duty. To solve this problem and relieve the base chiefs of the responsibility for varying perceptions of priority assignments, Bob authorized and co-authored a new MAC regulation which incorporated the command priority of crash vehicle manning first, structural second, and laid this out in a decision logic table specifying how each would be manned depending upon whether flying operations were or were not, under way at the base level.

He also encouraged HQ USAF fire protection to reconsider the policy of foaming runways for aircraft landing with suspected or confirmed landing gear malfunctions. We collected data from the other armed services and the Federal Aviation Administration fire service which supported the concept that it was better to have runway foaming tankers vehicles ready to recharge emptied crash trucks at the scene of an emergency than have those same vehicles empty because they had expended their full load of water/foam on the runway and could not be recharged before the emergency aircraft had to land.

Air Force fire protection headquarters did not support this proposition when it was

submitted. We suspected one factor in their disapproval was that a major command had just made a large investment in converting surplus F-6 aircraft refueling trailers to runway foaming units. This was the early seventies and it was not until the 1980s that his prescient analysis of the effectiveness of runway foaming was vindicated by Air Force directives abolishing the practice.

This short summary only touches upon the many facets of Bob's dedication to the fire protection mission and his expertise in uncovering and resolving the many problems that arose during his watch, among which the bureaucratic resistance to change was perhaps his most formidable obstacle to implementing a realistic approach to the whole concept of fire protection management.

In closing, I must relate a strange set of circumstances which arose as Bob and I got to know each other. One day in 1972, he asked me where and when I had enlisted and when I told him he replied that he was assigned as the recruiting officer there when he was on active duty. When I checked my enlistment application papers there was his signature--twenty-two years earlier! Further I revealed that when stationed in French Morocco in 1954/5 I had attended fire school at Erding Air Depot, Munich, Germany. When I checked my graduation certificate, there was his signature as the civilian school commandant!

Bob Malin, in the three years we spent together at HQ MAC fire protection proved to me that

his experience, management skills, and dedication to the fire service were of a standard that set an example for others to emulate--if they could! We've lost one of the good guys twice; when he retired and then when he passed away.

Every fire station in the Air Mobility Command should bell his memory at roll call, for they all owe him more than they know.

William F. Ryan, CMSGT, Retd

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PUBLISHING AND MAILING FUND



The QNN is privately funded by members' contributions. All donations are strictly voluntary as no membership fees are charged. We started off last quarter with a total of \$1,382.27. The cost of printing and postage for the last QNN edition was \$134.04--\$37.44 for copies and \$96.60 for stamps (NOTE extra forever stamps were purchased for future use.) Leaving a total of \$1,248.23. During the past quarter there were no donations. I will keep the total posted in each edition so you know where we are on fiscal issues.

PEDRO'S CORNER

LEN SHULTS, SMSgt. USAF Retd, Firefighter

Plans for the Pedro Rescue second monument have been approved, and it will be placed at the AF Academy. Dedication has been set for September 19, 2014. Our reunion will be 17-21 at The Academy Hotel next to the Air Force Academy. If you are interested in attending contact me by e-mail or my home phone. I will send you the information. You are welcome.

Our First Monument was placed at the EHH Museum Maxwell/Gunter. We hope this will inspire our young cadets to higher service and provide a reminder of the service of fellow airmen.

I am not selling but informing you of this company that makes wooden, metal, plastic and other items of interest. I had an HH43 Helicopter with the Pedro and Air Rescue Service Motto and emblem on it. They have several nice Fire and Rescue oval plaques too. Go to the website: karowcraftshop.com to view their products and costs. (see photos)

Many military firefighters transfer in their careers. It is a hard task keeping up with any one person from base to base. I am attempting to put together a military rescue/firefighters listing for those who were from the State of Alabama and served in any military fire establishment on any military base, stateside or overseas. It will also have the names of those from Alabama who as enlisted military served as Fire Chiefs or other positions. I am especially interested in those who served with the HH43 who were from Alabama. If you are such a person, even living somewhere else now, please contact me at sugardaddyfor1@gmail.com or call me at 334-273-9804. This will be compiled

and placed in the Enlisted Heritage Museum on Gunter Annex of Maxwell AFB, Alabama.

I encourage you to make a trip to Montgomery, go to the Gunter Annex, to the Enlisted Museum and see what this facility offers in the history of the Enlisted of the Air Force. You will be amazed at what is there.

In fact every class of the Senior NCO School that is located on Gunter (along with many of those at the First Sergeant's school and even some of the OCS Cadets) is required to visit the museum and do some related paper on it. You will truly enjoy this facility.

Here are two of the plaques.



Have a great Easter and may spring be beautiful. Keep your hose dry!!

I am certain you will enjoy the Facebook site, if only for the photos and stories from former/current firefighters. It is interesting to see how the vehicles and fire gear have changed. I was an OJT firefighter at Charleston AFB in 1958.

YOUR WORD

WHAT A STORY

Sometimes things come back to haunt you; and at other times, simple remarks pleasantly surprise you.

After reading about the death of one of my old firefighting buddies listed in QNN and how soon one realizes life is too short, I was compelled to write a short article for the QNN Apr-Jun 2009 issue. The gist of the article concerned my tour of duty in Vienna Austria (1949-52). Tulln AB was 20 miles north of Vienna along the Danube River. During this tour 22 of us firefighters became close buddies. Some of us stayed in contact over the years, and others were lost in the shuffle of various assignments.

One of my closest buddies was Willy C. Kralicek. We both were of Czechoslovakian descent and this added to this relationship. Our first assignment together was at Tempelhof AB in Berlin Germany. While there we were on the same shift crew.

A C-54 aircraft crash on our shift brought us closer as friends. Our crew responded to the crash site, and we observed the aircraft upside down with both wings sheared off. There was very little fire around the fuselage so gaining access to the cockpit area was easy. We soon found out that the crew chief was still inside strapped securely in his seat. Willy and I were a team and with our high pressure fog/foam spraying our crew chief was able to enter the aircraft and rescue the crew chief. It seemed the aircraft had made a very hard landing and flipped over causing the crash.

In mid year of 1949 a film crew arrived to film the "Big Lift" with Montgomery Cliff and Paul Douglas. A scene was filmed simulating a crash of an aircraft. The fuselage of the C-54 was used in the filming. Luck would have it for our crew

to be used during the firefighting scene. Willy and I volunteered as one of the crew. We felt like celebrities.

A short tour of six months saw the close of the airlift, and we were both reassigned to Tulln AB near Vienna. We were again assigned to the same shift. One day while cleaning out the crash firefighting pit area our crew had a unexpected surprise. The pit was on a concrete pad of a bombed out building with one wall standing and another partially collapsed against the standing wall.

After all the debris has been flushed out of the area one of the guys yelled, "Hey what is this round piece of metal under that collapsed wall? A closer look revealed an undetonated 500-pound bomb from the war. Everyone backed out of the area, and the bomb squad from Vienna was notified. Once they arrived and made the bomb safe the officer in charge said, "You firefighters are certainly lucky as this thing was ripe to explode."

We parted company in 1952 and lost contact until the early 70s. I was driving through Conway, Arkansas, and remembered he had retired there. I found a gas station with a phone book and made a call. Fortunately he was home and we had a nice chat. A few phone calls during the next several years ended when I was informed Willy had died, thus ending a long and cherished friendship.

While Fire Chief at Davis-Monthan in the 70's, I needed some flightline lighting around the fire station and decided to schedule a generator from flightline ground power. When I made the call an airman answered the phone which I understood as "Airman Kralicek speaking." I asked him to repeat his name. When he did I stated "this is the Base Fire Chief, stay right there until I arrive."

Upon entering the office at ground power I observed that this young airman was a dead

ringer for my long-time friend Willy C. Kralicek. I asked if he was related to Willy, and he said he was the son of Willy C. Kralicek. I explained why I asked and we chatted for some time. The next day I met him, his mother and his sister at that office. What a small world. indeed! It seemed that he was leaving that week for an assignment and his mother and sister were there to see him off.

I am now fully retired but still stay in contact with four of my old timer firefighter friends from the Tulln AB days. To my amazement on 11 January this year, my inbox showed a message from someone with the Subject: Retired Air Force Chief's Network Quarterly Newsletter, April-June 2009. I eagerly opened the message and would you believe it was a request for information about Vienna and Tulln AB concerning the article I had written back then. She stated she had been using Google for her search of the Air Force Fire Chiefs and found the mentioned site.

As I read the message she introduced herself as Sandra (Kralicek) Cook, the oldest daughter of Willy C. Kralicek. asking if I could contact her so she could ask me some questions concerning the Vienna article. I immediately replied giving her my name and as a personal friend and firefighter buddy of her father. What excitement for me and this lady!

She called me on 16 January and I poured out my knowledge of information concerning her father and myself while stationed in Berlin Germany at Tempelhof AB and Vienna at Tulln AB.

Hooray for the editors of QNN and the internet. Pete Semanick email: slovakia@swcp.com

Pete and Chief Richardson, I apologize for not getting this to you sooner, but with the end of one term and the beginning of another, things

have been a bit crazy! The following is my information regarding the upcoming article.

In January of this year, I was looking up my father's name on the internet. One of the posts that came up was the April June 2009 issue of the "Retired Air Force Fire Chiefs' Network QUARTERLY NETWORK NEWS." Upon reading the newsletter I saw the article that Pete Semanick had written entitled "WAR STORY CORNER - LOOKING BACK AT THE GOOD TIMES." In the article he spoke of the Berlin Airlift and had mentioned my father as one of the airmen who had been part of the airlift and had passed on. While my father did not talk much of his service in the Air Force, I had heard from my aunts (along with a copy of his service record) that he had served in the Berlin Airlift. As a U.S. History teacher, I was not only intrigued but wanted to know more information from a first-hand account of the airlift.

I e-mailed Pete explaining who I was and asked if he would be willing to share with me some of the stories of the airlift and of my father's involvement. Pete graciously e-mailed me back and we got in touch by telephone. He shared stories of not only my father's antics but also stories about the airlift that you cannot get from a history book. Unfortunately and tragically, our history book gives about 1 paragraph to the Berlin Airlift. Pete shared about Berlin, Vienna, the train ride through Communist East Germany, being stopped at the gate of the Russian zone and the Russian guard's inspection of the bus.

He also shared about planes crashing, and the airmen dropping bags of candy to the children standing along the runway, along with his meeting one of those children years later. He graciously shared many other details and stories with me.

I took his "oral history" and created an assignment for my students so they could see

what the Airlift was really like through the eyes of 18-year-old airmen. The assignment asked them to put themselves in the shoes of the airman during the Airlift and write a journal entry of what it might have been like to be there. It was special to me to be able to share with them that my father was part of the Berlin Airlift and the stories from Pete that never make the history books. My students loved the assignment and commented that the oral history account brought the Berlin Airlift to life for them and that it helped them get a much different perspective of the Airlift and the United States' efforts to keep Communism from spreading to Berlin. There are not words to describe their reactions. It was one of the few times that you could hear a pin drop--and for a group of juniors in high school that is saying something!

I feel that it was fateful that I found your article, was able to connect with Pete, and connect with a part of my father that I never knew. It was my honor and pleasure to share the stories and remind the current generation of the sacrifices, commitment, and patriotism of those who have come before us.

Respectfully submitted,
Sandra (Kralicek) Cook

T.O. 11N20-11. Not until a B-29 crashed on takeoff at Fairfield Suisun (now Travis AFB)

with an early special weapon resulting in firefighter deaths, many injuries, crash trucks destroyed, August 5, 1950, did the Air Force develop guidance for firefighters. Tests followed for months under fire conditions. 1,500 gallons of gasoline used for each test, bunker 1/4 mile away with observation point 1 mile away. Everything monitored and recorded as burns registered smoke color, glow of high explosives, and most of all time factors. After tests, T.O 11N20-11 was published. Now you know the rest of the story. I participated in the test program; shared with you for the first time today. Chief Doug Courchene (Retd)

The following QNNs were returned last quarter. If you have a current address for any of the individuals, please forward it to me. Thanks, Charlie

Richard Zelonis
3533 Broadway Rd
Cleveland, OH

Chief Dan Devins
12450 Country Club Dr
Rolla, MO 65401-7424

Chief Larry Adams
410 25th Ave
Minot, ND 58703

LAST ALARM BELL

This bell was purchased by Jim Carroll and arrived while he was in the hospital. Jim's wife, Diane, sent it to Milt Puckett, and he made the stand for it. It will be used when memorializing fire chiefs at our retired fire chiefs' get-togethers. The very first ring of this bell will be in memory of Jim.

