

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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HAPPY NEW YEAR

Hi everyone, where did 2013 go? It seems like yesterday that we were looking at a reunion and gathering in Wilmington NC. That is all history now as 2014 roars in. Fear not, we have another reunion coming up this year. We accepted an invitation from the Air Guard Fire Chiefs to join them in Boston this year. It should be fun. I have known a lot of the Guard Fire Chiefs over the years and look forward to getting together again.

Boston seems to be a great city. I have only been through the airport a few times so I'm looking forward to seeing all the sights I have heard about all these years. I wonder if "Cheers" is still in business? Don't forget to bring a tea bag so that we can participate in another great Boston Tea party. Chief Wolbert forwarded information on the reunion schedule and it looks great. Check it out below. Charlie clardb@att.net

Hi Charlie

The following will help all to understand how our reunions are structured and hopefully will clear up any questions that may be asked. However, anyone with questions can feel free to contact me at the following addresses, email or phone:

Ed Wolbert

4301 Webster Lapidum Road

Havre de Grace, MD 21078

Home Phone: 410-939-0751

Cell Phone: 410-322-7250

Email: ewolbert@comcast.net

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 Chief's.

You may also go online at the following booking link:

www.holidayinnexpress.com/brocktonma

click on: ANG/USAF Retired Fire Chiefs guest
Cut-off 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

We have a hospitality room off the main lobby area "The Patriot Room"

We will schedule tours for Wednesday, Thursday and Friday with Saturday a free day to explore on your own.

Saturday evening we have a farewell banquet, (buffet style)

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

Tours are scheduled to keep long walking to a minimum as best 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 as 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 this 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.

Payment for the above must be made in either cash or check when you arrive.

I would appreciate the following information:

Are you planning on attending the reunion?
YES/NO

Are you planning on FLYING/or DRIVING?

This will help set up for your arrival and get numbers as we negotiate with our tour company for the best prices.

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. 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

Tour 2 – Thursday, 11 Sep – Private Plymouth Excursion tour. Tour bus will leave hotel at 9AM

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

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

Thanking you in advance for your prompt reply.
Ed Wolbert

Thank you Ed for the update. Charlie



TAPS

RAYMOND DEAN WEST



Raymond Dean West, 59, of Charleston, husband of Yong Cha (Lee) West, went home to be with the Lord on Friday, October 25, 2013. Raymond was a devoted husband, loving father and faithful friend. Raymond was

born on December 2, 1953, in Sumter SC, son of the late Homer Dean West and Clemmie Elizabeth (Scurry) West. He served in the United States Air Force for 9 years. He retired after 37 years of employment from Charleston Air Force Base Fire Department as an Assistant Chief. He also worked for two years with Charleston Aviation Authority as an Operations Supervisor. Surviving in addition to his wife of 38 years, Yong Cha are: a daughter: Jessica Lee West and her boyfriend Roger Valenzuela of Charleston; a sister: Betty West Smith of Hamlet NC; a nephew: John Smith of Hamlet NC; and close friends Roger and Nancy Schwartz of Charleston.

WHERE ARE THEY NOW

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

Greetings from Ray Porter, your Mid-Atlantic Associate Editor. As most of you have heard, I have been somewhat under the weather for quite some time. I had major back surgery on 7 May 2013, and then had two strokes over that Memorial Day weekend. Then I had a heart problem that put me back in the hospital in October. However, you can't keep an old firefighter down for long. I am up-and about, trying to keep up with life each day. Feeling good and getting around pretty darn good. I have various devices to aid me in these efforts, a cane, a wheeled walker, and scooters when needed.

I was pleased to attend the Langley AFB Fire Department Annual Christmas Party in early December. It was great to see some of the old folks (guys like me) from days gone by. Former Command Chief (TAC) Ben Partin and his wife Bernice, Former Langley Fire Chief Charlie Bowen and his wife Gloria were all in attendance. Just having Ben there is like having a Las Vegas Show on-going for the evening. Ben was his normal hilarious self with lots of tales of days of yore!

It was very nice to see a lot of the older retirees from the Langley Department that I had the pleasure of working with in the late 70s and early 80s. It did seem somewhat odd, as for some reason they had all grown much older than I had. The best part for me, however, was seeing the young folks who had become so successful in the intervening years. CMSgt (Ret'd) Edward J. Rouvet drove down from Ft Meade MD, where he is now the Civilian Fire Chief, to mix and mingle with all of us. I was his first A/C when he reported from 3 level tech school. Congratulations to EJ and the rest of our prodigies for all their successes.

Each time we get this QNN, reality sets in as we see the names of chiefs who have passed on since the last report. I am sure there will be

some in this copy as well. I want to report the passing of someone who never attained a chief's position, however, perhaps had an impact on several of us including myself. I learned that Mr Chester Lanehart, retired DoD Crew Chief at Andrews, passed in December at the age of 75. Now some of you may recognize the name, and some will not. Chester was the Union President at Andrews for over 40 years; in fact he was still serving when he died. Chester was always pushing hard for all DoD firefighters throughout his adult life. I spent many all-nighters at Andrews during staff visits just talking with Chester about what he thought was wrong with the system. I have to admit, he was frequently correct in his assessments. Those of you that did not know of Chester missed out on a real treat. It was not uncommon for him to walk right into to a congressional office and be addressed by his first name by Congressmen and Senators alike. He was brash, but had a finesse about him that made it seem appropriate to talk in the manner he did. If everyone had the conviction of purpose that Chester did, we would all be much better off. So to Chester I say Rest In Peace Brother, we have it from here.

I personally am excited about our opportunity to meet in the Boston area later this year with our brother retirees from the Air National Guard. Ed Wolbert and his group have always been leaders in getting things done right, and suspect that this retiree gathering will surpass all expectations. Please begin planning now for this extravaganza. I know it will be a hoot and a half. I for sure will either be there, or in the ground.

I will close my little corner now by wishing each of you a happy and prosperous New Year. May you enjoy the retirement that you have earned and revel in the fruits of your labor. Along with the other editors, I would urge each of you to set down, take up pen and paper, or computer, and

write out a little tidbit of history, an incident, or a memory about your career in Air Force Fire protection. Our numbers may be smaller, but our story telling will always be rich, if not exaggerated just a little.

Later my friends.

Ray Porter, Command Fire Chief (Ret'd)
afchief911@gmail.com

After Action Report, KC-135

The fire occurred on a KC-135 aircraft during a refueling operation on the aircraft parking ramp. The temperature was 8 degrees f. At 0324, the refueling pit cart operator reported hearing a crackling sound in the vicinity of the aft fuel cell of the aircraft. Upon hearing the sound, he turned toward the aircraft and witnessed an explosion and fire in the rear of the fuselage. The fuel panel operator was in the aircraft cockpit. Both the safety observer and refuel supervisor observed flames for a short period of time in the cockpit. The safety observer saw fire come out of the aircraft aft of the wings. The safety observer immediately notified Job Control of the explosion while the refuel supervisor assisted the fuel panel operator egress the aircraft. The panel operator sustained burns to his hands and face. The pit cart operator was knocked down by the explosion but managed to evacuate the area without injury. The fuel pump house operator upon hearing the explosion, immediately shutdown the fuel hydrant system pumps. The fire department was notified of the incident at 0326, and the first ARFF vehicle arrived in less than two minutes. Firefighters observed light smoke coming from the open aircrew entry hatch. Firefighters entered the aircraft through the open hatch with a Halon line. They encountered super heated air at the floor level of the cockpit and noticed a red glow in the rear of

the aircraft. They elected to evacuate immediately. Simultaneously, a large amount of fuel was observed leaking from the rear of the aircraft. AFFF was applied to the aircraft and fuel spill area. At 0334, another explosion occurred. Smoke and debris were ejected from the aircrew entry hatch and the cockpit was engulfed in flames. Fire was then observed through holes in the fuselage in the aft body tank area.

After numerous unsuccessful attempts to disconnect and remove the fuel pit cart, the cart was finally moved out the area. Prior to this time, firefighters did not know whether fuel was still being pumped to the aircraft or not. At 0407, firefighters entered the aircraft through the left over wing hatch and opened the cargo hatch. This action ventilated the aircraft of heat and smoke. The primary firefighting effort was then focused on the aft section of the aircraft. Fire extinguishment occurred at 0441. The aircraft sustained an estimated 3.9 million dollars of damage. . Richard Duncan, CMSgt USAF (Ret'd) r.duncan1949@yahoo.com

From the 30 December 2013 Air Force Times:

Five things every Airman should know about The National Museum of the U.S. Air Force

The National Museum of the US Air Force at Wright-Patterson Air Force Base, Ohio, will begin construction in late spring on a new building to expand its exhibit space. Even if you're one of the more than 1 million annual visitors who've explored some the 360-plus displays, coming attractions-and a special spring tour-may give you reasons to return. Here is what you need to know.

1 The new building . The new \$35 million, 224,000-square-foot building, financed by

nonprofit Air Force Museum Foundation, will be similar in size and shape to the museums three existing hangers. Opening is anticipated in late 2015.

According to retired Lt Gen Jack Hudson, the museum director, the fourth building will provide more educational opportunities and give visitors better access to aircraft and space exhibits.

"There will be opportunities for visitors of all ages, but a special emphasis will be placed on programs that inspire and motivate our youth toward an Air Force or STEM (science, technology, engineering, mathematics) career," Hudson said in a news release.

2 CV-22 Osprey. One highlight of the new building will be a CV-22 Osprey, which landed at the museum Dec. 12.

The new addition is an "opportunity to tell two stories," Hudson said. One is the story of the aircraft's role in the research and development of tilt-rotor aircraft, which combine the vertical takeoff, hover and vertical landing qualities of a helicopter with range, fuel efficiency and speed characteristics of a fixed-wing aircraft. The other is the story of the CV-22 used by Air Force Special Operations Command aircrews.

Major Wayne Dickes, a CV-22 test pilot from the 413th Flight Test Squadron, Eglin AFB, FL piloted the aircraft during its final flight. "From the operator standpoint, it hurts to retire a test asset in such good shape and one that has served well for so long," he said of the aircraft, built in 2005 for the Navy and transferred to the Air Force in 2007. "However we are incredibly proud that it will be in the museum, where it can begin a new public education mission."

3 Focus on space. The new Space Gallery will feature a space shuttle exhibit and NASA's first Crew Compartment Trainer, a full-size replica of a space shuttle crew station. Visitors will be able to walk onto the payload bay and

look inside the cockpit and mid-deck areas and learn how astronauts trained for their missions. Plans also call for a Titan IV space launch vehicle, Mercury, Gemini and Apollo spacecraft and many NASA artifacts such as a nose cap assembly, landing gear strut and a variety of astronaut equipment.

4 Presidential Aircraft Gallery. Here, the museum will relocate and expand one of the most popular galleries, currently accessible only by bus to a small percentage of museum visitors. Visitors will be able to walk through aircraft used by Presidents Roosevelt, Truman, Eisenhower and Kennedy.

The Boeing VC-137C used by Kennedy also carried his body back to Washington D.C. from Dallas after his Nov 22, 1963, assassination. Onboard President Lyndon Johnson was sworn in to office.

5 Apply now for spring tour. While the new building won't open until 2015, visitors can register now for behind-the-scenes tours of the aircraft restoration process on Friday afternoons from January through May. Visitors will be guided through the museum's restoration hangars and will see a variety of aircraft in various stages of restoration, including the World War II bomber, B-17F Memphis Belle and the newly arrived CV-22 Osprey.

Space is limited, so advanced registration is required. Call 937-656-9436 or register on line at www.nationalmuseum.af.mil/visit/tours.asp.

For more information about the museum, visit www.nationalmuseum.af.mil.

--Markie Harwood.

FOR WHAT IT IS WORTH DEPARTMENT FROM AROUND THE NET

Other organizations you may be interested in:

Friends of the National Museum of the United States Air Force

P.O. Box 1903

WPAFB, OH 45433

Friends@afmuseum.com

1-877-258-3910

There are numerous Facebook pages for Fire Fighters a few are:

A.F. Pingers Firefighters Corner

Air Force Firefighters/Fire Dog

U.S. Air Force CMSgts

Armed Forces Top Enlisted Association

P.O. Box 90030

Washington, D.C. 20090-0030

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 \$1440.87. The cost of printing and postage for

the last QNN was \$93.60. Leaving a total of \$1347.27. During the past quarter a total of \$35.00 was donated by Chiefs Sonny Glenn E. Cloud and Leo R. McCarty for a new total of \$1382.27. I will keep the total posted in each edition so you know where we are. If you would like to contribute to the stamp fund, please send contribution to Stamp Fund c/o Charlie Richardson, 5473 Landis Ave, Port Orange, FL 32127-5525.

PEDRO'S CORNER

LEN SHULTS, SMSgt, USAF Ret'd

This section is provided for those of you who served as crew members on the HH-43B Husky, known as PEDRO.

Some may not be familiar with the HH-43 Rescue Helicopter program. It began in the '60s as a local base quick response rescue/firefighting unit. So firefighters were selected to perform duties as fire and rescue with the helicopter. Pedro became the call sign for the HH 43 while in SEA, and has continued but not with the HH-43.

The Pedro Rescue Helicopter Association, wishes everyone a very healthy 2014 and keep your hoses dry.

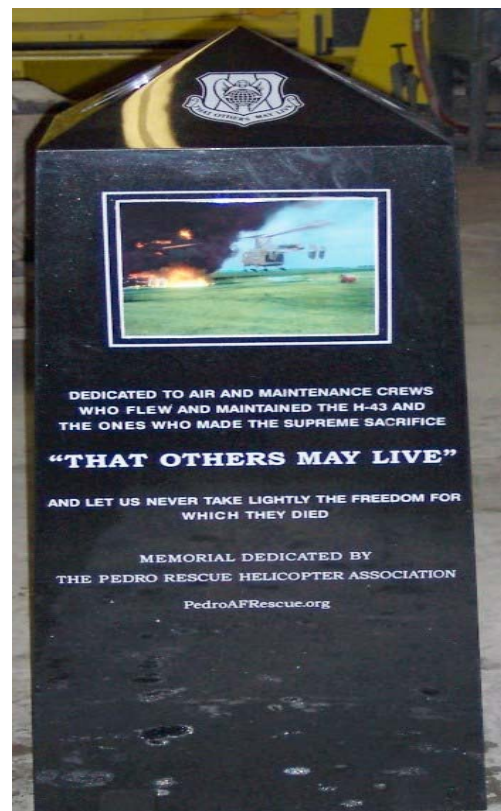
Plans for the Pedro Rescue second monument have been approved and will be placed at the AF Academy. Dedication has been set for September 20, 2014 at the Academy. Our reunion will be 19-21 at a hotel to be selected. If you are interested in attending contact me at the e-mail address above, or my home phone. I will send you the information. You are welcome to attend.

Our First Monument was placed at the EHH Museum Maxwell/Gunter. We hope this will inspire our young cadets to higher service.

Speaking of service. I learned a lot from, Archie Pylar, SSgt USAF, Ret'd, (who died Dec 2013)

my mentor when I came to Maxwell AFB in 1961 who taught me the base layout before I could go on shift.. After retirement he became involved with the Prattville City Volunteer Fire Department. He became its first Lt and was actually the first paid firefighter and later Chief. During this time he helped build the Prattville Fire Department up to a full staff; and as the city expanded, so did the department. He retired as Chief after 30 years with them. Just another of our unsung heroes of the men and women who served our country.

Below is a photo of the monument we will present and dedicate at the Air Force Academy in September. The designer of this monument (James Taylor, a crew chief on the HH43s) died the first of last year. Our monuments are dedicated to those who flew and served with them.



sugardaddyfor1@gmail.com, phone 334-273-9804

YOUR STORY

A true story: Saturday I received an e-mail from a lady who said she had seen my article in the QNN Apr-Jun 2009 regarding my time in Vienna at Tulln AB during 1949-1952 time frame. Evidently she was looking through Google about Air Force Fire Protection articles. It seems her father was in Fire Protection during this time and was also stationed in Berlin (Airlift Era) and Vienna. She asked if I might know her father, Willy C. Kralicek. She knew he was there but didn't know anything about his duty. Doug would you believe that Willy and I were special buddies. It seemed we were both Czechoslovakian heritage and we just hit it off. We were pals for three years. I visited him years ago while driving through Conway, Arkansas. He had retired and was in poor health. In fact he died shortly thereafter from lung cancer (smoking). How's this for a small world? I am waiting for her to call me some afternoon so I can relate to her information about the Berlin Airlift and duty in Vienna. She is a history teacher and knows very little about

those Cold War times in the four zone occupation. I'm sure this will be a great story for a future QNN article. Just thought I would share this with you.

Best regards. Pete Semanick

Thanks Pete please keep us updated it's a great story.

One last thing. Please complete the information below so that we can update our roster. Thanks.

NAME	
ADDRESS	
HOME PHONE	
CELL PHONE	
EMAIL	

Forward to me at Charlie Richardson, clardb@att.net 5473 Landis Ave, Port Orange FL 32127-5524 or Jim Carroll, carrolljd@homesc.com 1500 Snipe Rd, Moncks Corner, SC 29461-7050