



# Depot Fallout



AFTAC Alumni Association - West Coast Chapter  
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## OCTOBER 2018 EDITION

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**LOOK US UP AT**  
**[www.AFTACWCC.org](http://www.AFTACWCC.org)**

## From the Vice President

*by Bob Fitzgerald*

As you were made aware in our last issue, our **WCC Annual Fall Social** is coming up in less than a month, **Saturday, 10 Nov 2018**. We currently (*as of Oct 6<sup>th</sup>*) have just 15 reservations for the Fall Social. We need at least 40. If you haven't submitted your reservation(s) yet, please do so very soon as the deadline for us to receive them is **Nov 5<sup>th</sup>**. All the details, including the reservation form & where to send it, are in the flyer included in this issue and on our [www.AFTACWCC.org](http://www.AFTACWCC.org) website "**Forms**" page.

As most of you know our organization, The **West Coast Chapter of the AFTAC Alumni Association**, is getting on in age and in danger of not being able to continue for too long into the future unless we have more members who live in the greater Sacramento region willing to step up and volunteer to help us keep the WCC alive and well. If you have just an hour or so once a month or quarterly and are willing to assist, please contact us: [TOD.Alumni@AFTACWCC.org](mailto:TOD.Alumni@AFTACWCC.org), or better yet, **attend a quarterly business meeting**. See the "Events Calendar" in this issue for details.

This last quarter we have lost two well-known and respected members whose presence we will miss at our future events: **LtCol Dave Paquette** and **Col Cal Brown**. The details of their passing are including in this issue's "IN MEMORIAM" column.

## AFTAC ALUMNI ASSOCIATION OF COLORADO

### **Alumni Worldwide Reunion Next Year, 13 - 16 June 2019**

Please let us know if you are:

1. Definitely interested and will be attending
2. Definitely interested but may not be able to attend
3. Just interested and it's really iffy

Please send ONE email, stating 1, 2 or 3 as above and include both of these addressees:

[President@aftacco.org](mailto:President@aftacco.org) | [Treasurer@aftacco.org](mailto:Treasurer@aftacco.org)

## **IN MEMORIAM**

(Refer to [www.AFTACWCC.org](http://www.AFTACWCC.org) "Departed" page for add'l photos, details, etc., and other entries.)

### **Calvin Woodrow Brown, Col USAF (Ret.)** **b. 1925 d. 25 sep 2018 in North Carolina**



Colonel (Ret) Calvin Woodrow Brown, Age 93, passed away peacefully Tuesday morning, September 25, 2018. He was pre-deceased by his wife of 69 years, Alice, who passed away in 2016. Calvin was born in Newburyport, MA to Freeman and Ida Brown who were naturalized U.S. citizens originally from New Brunswick, Canada. He was the oldest brother of 3 siblings (deceased): Hazen, Shirley, and June. After graduation from Newburyport High School, Calvin was inducted into the Army Air Corps in May 1943, trained as a pilot, advanced pilot, and instructor pilot, and then trained new pilots for the WWII effort. During this two and one half year timeframe, Lieutenant Calvin Brown flew a total of about 1000 flying hours in the Fairchild PT-19, the BT-13 "Vultee Vibrator," and the AT-6 "Texan." He was discharged in late November 1945 after graduating a new class of pilots, 2 months after WWII ended. For the next 2 years, he attended Bates College in Maine, married Alice, and then accepted an invitation from the newly formed U.S. Air Force to re-enter military service. Calvin entered the Communications-Electronics field of the U.S. Air Force in February 1947. During his tour of duty in Germany from 1949- 1951, he flew in support of the Berlin Airlift, flying primarily the C-47 "Skytrain;" also the C-54 "Skymaster." In 1952, under Operation Bootstrap, Calvin graduated from the University of Maryland with a B.S. degree and later in his career earned 66 credit hours in Electrical Engineering. From 1954-1956, Calvin was assigned to the Electronic Defense Systems Division and assisted in the deployment of the SAGE System which became the backbone of the North American Air Defense response to a Soviet air attack; SAGE operated in this role from the 1950s into the 1980s. From 1956-1958, Calvin was Chief, Flight Test Officer at HQ Rome Air Force Depot, Griffiss AFB, NY, where he flew a variety of aircraft including the C-47 "Skytrain," C-45 "Expeditor," T-33 "T-Bird," T-6 "Texan," F-80 "Shooting Star," and the B-26 "Invader."

From May 1960 July 1976 (when he retired), Calvin was assigned to the Air Force Technical Applications Center (AFTAC) which monitors nuclear treaty compliance to preserve our nation's security. Calvin excelled in AFTAC and was appointed commander at several of its key locations. Calvin and Alice were noted for their contributions to the morale of his units' personnel. Calvin was close to his troops, loved to tinker with cars, and loved playing golf, including with Alice, and enjoyed visiting his extended family.

Calvin is survived by his three children Tom (wife Cathy), Dick (wife Terry) and Bob; seven grandchildren Rob (wife Bonnie), Del (wife Genevieve), Cindy (husband Dan), Christy (husband Kurt), Nick (wife Santina), Tony (wife Lauren), and Jeff; and twenty-one great-grandchildren. He loved and was loved by his friends and his extended family and will be greatly missed. In lieu of services, contributions can be made in his name to DAV (Disabled American Veterans) Charitable Service Trust (<http://cst.dav.org>).

**Dave Paquette LtCol (Ret.)**  
**October 9, 1942 - July 28, 2018**



It is with a heavy heart that I inform you of Dave's passing. He was returning from his daily walk last week when he took a fall on our front steps, and hit his head. He sustained a significant bleed due to being on blood thinners, and despite prompt surgery, he could not recover from the injury. He was injured on July 23 and passed away on July 28th. His care at Sutter Roseville hospital was exceptional, but he did not regain consciousness following surgery. He received supportive care and died peacefully. Gratefully, I was at his side when he died.

He loved the men and women of AFTAC and was so proud to be part of such an outstanding organization. It was like family to us and we have life long friends from TechOps. After his retirement from the Air Force, he received a teaching credential and taught high school chemistry for a number of years. He then graduated on to teaching chemistry at Sacramento City College, mainly to pre-nursing students.

When he finally retired for real, he enjoyed traveling, volunteering at the local middle school and county food bank, and most importantly, time with family and friends. The birth of our only grand child prompted yearly visits to the Philippines where our son, daughter in law and grand daughter were living, followed by a visit to Singapore when they moved there. Ken, our oldest son, and family moved back to the area 4 years ago. Darren, our younger son, lives close by in Natomas, so we were blessed with having family close by and part of our daily lives.

In June of this year, we gave ourselves an early 50th wedding anniversary gift - taking the whole family to our favorite resort in Kauai for a week. We had a wonderful time and my family and I are so thankful that we enjoyed that very special time together.

Dave's cremains were interred at the Sacramento Valley National Cemetery in a private family ceremony on August 20. A Celebration of Life was held for family and friends the evening of September 7 in our community of Lincoln Hills.

Should anyone wish to make a donation in honor of Dave, I have chosen the Placer Food Bank as the recipient. It is an outstanding organization that does so much good in our community and surrounding area and Dave enjoyed being a volunteer with the food bank. Here is a link to a donation page in his memory: <https://secure.qgiv.com/for/ihodp>

Alerted by Tom Niquette, this information from Mrs Paquette provided by the West Coast Chapter Webmaster Bob Fitzgerald.

NOTE: This info, and much more, is/will be posted at the Florida Alumni Assn Website, [www.aftacaa.us](http://www.aftacaa.us), CA/CO Website URL's available there also.

## First WB-47 Flight: Positive Contact!

*By SEO Bill Scott*



Shortly before our Special Equipment Operator (SEO) class graduated in the spring of 1969, instructors at AFTAC's Airborne schoolhouse in McClellan AFB's "Splinter City" decided there was no need to tag along on students' initial WB-47 training flights. After all, these kids were almost fully qualified SEOs. Why should an NCO instructor rattle around in the belly of a Forty-Seven for three boring hours, watching a student monitor a Rustrak recorder and change filter papers on-schedule?

I happened to be our class's first almost-an-SEO to "solo" on the WB-47. Then-Staff Sgt. Roger Krautkremer and I drove to the MCC flight line, where he re-briefed the emergency-egress procedures, then introduced me to the mission pilot, copilot and navigator. The pilot, a senior major, growled, "If I yell 'Bailout!' and you say 'What?' you'll be aircraft commander, because we'll be gone."

Of course, SEOs were the only crew members without an ejection seat. The two pilots were seated on an upper deck covered by a sleek aerodynamic canopy. The navigator was tucked into the bird's nose, riding a downward-firing ejection seat. The SEO position was an aft-facing, fold-down seat in a narrow aisle leading to the navigator station. To bail out, we had to unstrap, yank a lever that opened the crew-entry door and shed the ladder, then jump feet-first down a rectangular chute into the airstream. Hopefully, the SEO wouldn't bounce along the belly, before clearing the aircraft and opening his parachute.

Krautkremer had emphasized that, if I didn't bail out immediately, before the pilots ejected, a strong upward airflow would create a chimney effect that would preclude dropping through the entry chute. In short, MOVE, if given the bailout order!

Given the grumpy pilot's admonition, I jumped every time the guy muttered something throughout the flight. He also happened to be the type of jet-driver who talked to himself, exacerbating this young buck's hyper-attentiveness.

Our nuclear-debris monitoring equipment was tucked into a rack beneath the pilot's feet. Its Rustrak recorder and nuke-sampling control panel were mounted in close proximity to a crew "honey bucket", ensuring the SEO was treated to an aroma similar to that of a campground toilet.

Takeoff lived up to the narrow-landing-gear B-47's reputation as the fastest bicycle ride in the world. The navigator and I were literally in the dark, seated on the crew compartment's lower level, unable to see outside.

The training mission called for flying a triangular route over the Pacific Ocean between California and Hawaii. Our crew settled into what would be a long, boring flight, each man absorbed in his own tasks. The tap-tap-tap of my Rustrak recorder's pen was hypnotic as it inscribed a horizontal trace on a pressure-sensitive paper tape. Well into the flight, I noted a distinctive rise in that trace. My heart rate matched the increase, as I switched from Level Two, then Level Three. The line continued to angle upward.

Holy bat-s\*\*\*! A positive! We must have flown into a cloud of nuclear debris from an undetected nuclear weapon test! Standard procedures called for the SEO to announce a positive detection, then order an immediate orbit to stay in the cloud of debris and radioactive gas. Further, mid-scale Level 3 meant the debris was "hot" enough to require imposing crew-safety measures—everybody on oxygen, and no eating or smoking.

But something didn't add up. The slope of that Rustrak trace kept climbing at a steady rate as the aircraft droned along at 400+ knots. We should have flown through the cloud by now, I thought.

Should I call a "positive hit" and tell Old Grumpy to start orbiting over the ocean? If I were wrong, he'd rip my young tail to shreds. And I'd be the laughing stock of the 1155th Tech Ops Squadron, if the lab found nothing on my filter papers. Better do some checking....

Sweating more than a little, I started checking everything associated with our equipment. On the back of a box, I found a loose fuse, still in its socket, but rattling around. I pushed and turned, locking the fuse back into place. Immediately, the Rustrak trace reversed direction, tap-tapping downhill, then leveling off in the normal range. No way that would happen, if we had flown through an invisible cloud and collected radioactive particles on a filter paper out there in the airstream.

I logged the incident and breathed sighs of relief, profusely thanking the God who watched over green SEOs for helping me discover that jittery loose fuse. Luckily, I hadn't called for an orbit, which would have guaranteed an outburst from ol' Grumpy upstairs. I glanced up, noting that his flight boots were mere inches above my helmet.

On final approach to McClellan, I was alarmed yet again, when Grumpy started cussing and fuming. Buried in the WB-47's guts, unable to see a thing, I thought we were about to crash. The aircraft was rolling and pitching, but hardly enough to warrant such outbursts upstairs.

I felt a tap on my shoulder, turned and saw the navigator crooking a finger at me. I leaned closer and he yelled, "He always talks to himself on landing! Don't worry; everything's fine!" I grinned and popped a thumbs-up. Sure enough, landing, taxi and shutdown were routine.

That was my first and last flight on a WB-47. The "weather bomber" was retired soon thereafter, and the B-52 Stratofortress became AFTAC's sole long-range sampling platform.

A few months later, I was assigned to what is now California State University-Sacramento under the USAF Airman's Education and Commissioning Program. Throughout the next 2.5 years of brutal electrical engineering school, I never forgot a hard-won electronics lesson: Never trust a fuse.

## EVENTS CALENDAR

Just a reminder that our business meetings are held the **2<sup>nd</sup> Monday** of March, June, September, and December at 7:00 PM at the Lionsgate Hotel in McClellan Park. The meetings last about an hour and all Alumni are welcome. It is also a great time for the kind of informal get-togethers that we had when we were on active duty at a site or on TDY somewhere, or when we are in the hospitality rooms during a reunion. The date of the next meeting is **Mon Dec 10<sup>th</sup>**.

*Always check our 'Events' page at [www.AFTACWCC.org](http://www.AFTACWCC.org) or call ahead to our President to confirm time & place.*

### UPCOMING 2018 SOCIAL EVENTS:

. **Saturday 10 Nov 2018 11:30am-2:00pm Fall Social.** Details and Sign-up form on website & in this Fallout issue.

*(Note: Updated schedules of all meetings & social activities are always available our [www.AFTACWCC.org](http://www.AFTACWCC.org) website "Events" page.)*

## MEMBERSHIP NEWS

*by Dave Price, Membership Chairman*

**As of Aug 6, 2018**

**Total Active Members = 146    Life Members = 139.**

**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.)

## "[www.AFTACWCC.org](http://www.AFTACWCC.org)"

Website Quarterly Activity Report for the period 1 Jul 2018 – 30 Sep 2018  
Submitted 6-Oct-2018 by Bob Fitzgerald, WCC Webmaster

<u>Visitors</u> <u>This Quarter</u>	<u>Highest</u> <u>Visitors Week</u>	<u>Total</u> <u>Sessions</u>	<u>Most Popular*</u> <u>Page (#Sessions)</u>	<u>Next Most Popular*</u> <u>Page (#Sessions)</u>
2,837	07/23-07/29 (308)	3,322	Albums (2,808)	Contacts (448)

Notes: \* Does not include our 'Home' page, which almost always is the most popular page.  
The 05/19/2018 Spring Picnic Slide Show set a new record for number of sessions during this quarter.

**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.**

## NEXT MONTH: THE FATE OF WB-50 49-315

*by Don King, Depot Fallout Editor*

Lest we forget that a Loon Special flight out of Alaska before sunrise on August 31, 1956 would cost the lives of 11 airmen, including SEO TSgt Richard K. Brown, serving our nation has always had risks. Their story will be told in the next issue of the Depot Fallout. If anyone of you knew him, please pass on any memories to me.

**AFTAC ALUMNI ASSOCIATION - WEST COAST CHAPTER**

**WCC 2018 FALL SOCIAL**

**Saturday, 10 Nov 2018 – 11:30am-2:00pm  
at the Olive Garden Italian Restaurant  
5445 Sunrise Blvd, Citrus Heights, CA 95610**



The Olive Garden has assured us that we can each order off of their regular menu and pay separately for our meals. Therefore, no money will be required with your reservation form. **However, you need to inform us no less than 48 hours in advance if you must cancel your reservation.**

SAVE THIS PART FOR YOUR REFERENCE

My Name: \_\_\_\_\_ Spouse/Other: \_\_\_\_\_

Additional Guests Name(s): \_\_\_\_\_

TOTAL ATTENDING: \_\_\_\_

**The deadline for receipt of your reservation is Monday, 5 Nov 2018**

I/We sent our signup for the above names on \_\_/\_\_/2018  
via USPS to: **AFTAC-WCC, P.O. Box 3974, Citrus Heights, CA 95611-3974**

or

I/We sent our signup for the above names on \_\_/\_\_/2018  
via Email to: [FallSocial@AFTACWCC.org](mailto:FallSocial@AFTACWCC.org)

*cut here*

**WCC 2018 FALL SOCIAL**

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**RESERVATION FORM – *Please Print***

My Name: \_\_\_\_\_ Spouse/Other: \_\_\_\_\_

Additional Guests Name(s): \_\_\_\_\_

TOTAL ATTENDING: \_\_\_\_



# AFTAC ALUMNI ASSOCIATION WEST COAST CHAPTER

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## MEMBERSHIP APPLICATION / ROSTER UPDATE

**Annual membership fee of \$10.<sup>00</sup> 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.<sup>00</sup>.**

**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 Email Addr*

Active Duty: \_\_\_\_\_  
*Branch of Service From: mm/yyyy - To: mm/yyyy Branch of Service From: mm/yyyy - To: mm/yyyy*

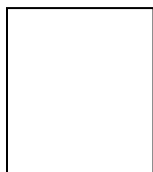
AFTAC Dates: \_\_\_\_\_  
*From: mm/yyyy - To: mm/yyyy From: mm/yyyy - To: mm/yyyy From: mm/yyyy - To: mm/yyyy*

**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](http://www.AFTACWCC.org) FOR THE LATEST WCC NEWS & PHOTOS



== FIRST CLASS MAIL ==



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