



## A message from our president Francis X Gosselin



**D**uring the past six years, we have seen many changes to our membership. Seventy-eight members and twelve of our member's wives have departed from our rolls. We are thankful because they have found the peace and rest they have so longed for. And this is why we look forward to each reunion wholeheartedly, hoping that this will not be our last one undertaken.

As our membership ages gracefully, our health deteriorates and prevents us from attending reunions and meeting some of their old comrades.

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We attempt to make each reunion more and more enjoyable to enable each attendee to take home something to remember. But the work to get these reunions properly coordinated and setup require many man-hours in the planning and implementation. Therefore, once again I ask each one to assist Fay in her attempt to obtain the best available cost and notify her as early as possible of your intention to attend.

In addition to displaying the reunion information in our web site, we have included this information as part of this newsletter. If you have any questions about the planning of the reunion, please notify Fay by e-mailing her at [faydickey@qvtel.com](mailto:faydickey@qvtel.com).

Additionally, if you have any article, recipe, joke, photo that you would like to contribute to this newsletter, please send it to [newsletter601-615@comcast.net](mailto:newsletter601-615@comcast.net).

***You are invited to our 601st & 615 th AG&WS Association  
2012 Reunion***

***Date: Apr 23-27, 2012***

***Place: Wingate By Wyndham Hotel,***

***800 Royal Parkway, Nashville, Tn 37214***

**Please make your own  
reservations as soon as you  
can, cut off date is April 1,  
2012, then the block of  
rooms is returned to the  
hotel inventory.**

**Telephones:  
615-884-9777  
888-637-4880**



**Our price is \$83.17 per night, tax included.**

**The address for the "Wingate by Wyndham" hotel is:**

**800 Royal Parkway  
Nashville, TN 37214  
Telephone: 615-884-9777**

**Room Rate breakdown:**

**\$70.00 - Room rate  
\$ 6.47 - state tax 9.25%  
\$ 4.20 - lodging tax 6%  
\$ 2.50 - per night, per room (Excise Tax)**

**-----  
\$83.17**

**Your room price includes:**

**Complimentary Hospitality Room  
Complimentary Hot Breakfast Buffet  
Complimentary Airport Shuttle 24 hr Service  
Complimentary Wireless Internet Service  
Open 24 Hours Fitness Center  
Outdoor Pool and Indoor Hot Tub  
Fridges and Microwaves in all rooms**

**Questions: Call Fay Dickey (home)  
(218) 968-2376 or (cell) (425) 422-  
5171, or Email her at:  
[faydickey@gvtel.com](mailto:faydickey@gvtel.com)**



## **Agenda for the 2012 reunion at Nashville, Tn**

The cost per person for the activities is: **\$180.00** and it can be paid in three **\$60.00** dollars installments due in October 2011, November 2011 and by January 31st, 2012 to:

**Fay Dickey**  
**27382 450th Street**  
**Leonard, MN 56652**  
**Home Phone: 218-968-2376**  
**Cell Phone 425-422-5171**

**It is important to let me know soon, if you can attend. You can cancel until March 20, 2012.**

### **Agenda:**

Day	Date	Time	Event
Sunday, Room Opens	04/22/2012	Noon	Hospitality Open
Monday	04/23/2012	9:00-11:00	Registration
		5:00	Welcome Reception
Tuesday	04/24/2012	10:00	Nashville Tour
		6:00	'Grand Ole Opry Show
Wednesday	04/25/2012	9:00	Hermitage Mansion Includes Lunch
Thursday	04/26/2012	10:00	Annual Meeting
		5:30	Nashville Dinner Theater
Friday	04/27/2012	8:00	Breadfast - Auf Wiedersehn



# The Alaskan Bush Pilot

By Dick Peiffer

*After the Air Force, our younger days were spent in Alaska. Mostly in Anchorage but a little over a year in what is called the bush. The bush is any village that has no roads leading in or out. The villages must rely on the airplane for everything. Stories about flying, bears, fishing and the winter abound. And about the time you think you've heard them all, someone tells another.*

A young bush pilot, Jim Foxx, bid and was awarded a contract to serve a number of remote Alaskan villages. With a month before the start of the contract, he added to the fledgling business by ordering a new Cessna 185, Skywagon, and hiring another pilot to fly his older Cessna 180. The new bird arrived with only a day before the contract began, ferried in from the factory in Wichita, KS. He spent the day proudly showing it off to everyone who came close to the hangar.

Early the next morning, rear seats removed, they loaded the new plane with nearly 1000 lbs of supplies and Jim was off on his first trip.

The sky was clear and visibility unlimited and the new Skywagon flew like a dream. His first stop was a village along a river. He made a turn overhead looking for a place to land and wishing he had come earlier in his Cessna 180 to check the landing areas. In the river next to the village, was a sand bar and on the other side of the village a large field.

Both long enough and looked okay but he wasn't sure of the condition of the field. Tundra,

the soil in much of Alaska, can hide any number of unseen hazards for aircraft and the big oversized tundra tires he ordered had not arrived.

To be safe, he landed on the sand bar, and would check the condition of the field when he got to the Trading Post. As he began unloading a village elder came wading through the shallow water. The pilot introduced himself, "I'm Jim Foxx the new guy out of Anchorage." "Leonard," The elder replied, as they shook hands. "Leonard, can you give me a hand with this stuff?" he asked the old timer.

"Yep," the elder replied, "Johnny Smith land on field in back of village."

The trading post was next to the field and he had seen tire tracks.

"He did? Okay, can you meet me over there?"

"Yep," said the elder.

The pilot tossed the boxes back into the plane, as the elder sloshed back through the water. The big 300 hp Continental engine got him off the sand bar with plenty to spare. He banked and made a half circle around the village and landed on the tracks in the field. Fairly smooth, adequate length, he slowed and taxied toward the Trading Post. Just as he was about to turn around close to the building, the gear dropped into a

ditch and the airplane rolled over its nose, like slow motion, onto its back.

He shut everything off, kicked open the door and crawled out unhurt. As he stood there, looking at his brand new airplane upside down, the village elder walked up next to him and said, "Johnny, do same thing." →



R. J. "Dick" Peiffer was in the 601st in Ops on Alpha Crew, from May 1954 to May 1957. Entered on duty with the FAA in 1958 in ATC and retired 1990. Then until 2003, he was a corporate pilot flying for a half dozen companies in a variety of business aircraft. Still an active pilot he gives required pilot flight reviews, instrument competency checks and conducts aviation safety seminars.

# Obama proposes TRICARE changes

Release No. 09-10-11

Sept. 20, 2011

By Lisa Daniel

American Forces Press

**W**ASHINGTON (AFRNS) -- Military retirees would pay an annual fee for TRICARE-for-Life health insurance and TRICARE pharmacy co-payments would be restructured under the deficit reduction plan President Barack Obama released Sept. 19.

"If we're going to meet our responsibilities, we have to do it together," Obama said during a Rose Garden speech to announce the President's Plan for Economic Growth and Deficit Reduction. The plan reduces \$4.4 trillion from the \$14.7 trillion federal deficit over 10 years through a combination of spending cuts and increased tax revenue.

For the military portion, Obama said the government will save \$1.1 trillion from the drawdown of forces in Iraq and Afghanistan, which are to be complete at the end of this year and in 2014, respectively.

The plan includes savings of \$6.7 billion over 10 years by establishing "modest annual fees" for members of TRICARE-for-Life, which becomes a second-payer insurance to military retirees who transition to the federal Medicare program upon turning age 65. The change would begin with a \$200 annual fee in fiscal 2013.

The plan also includes savings of \$15.1 billion in mandatory funds and \$5.5 billion in discretionary funds over 10 years by restructuring co-payments for TRICARE pharmacy benefits.

To bring the TRICARE plan more in line with private and other federal plans, the president's proposed plan would eliminate co-pays for generic mail-order drugs, while shifting retail co-pays from a dollar amount to a percentage co-pay. The change would apply to military families and retirees, but not active-duty service members.

These changes will ensure fiscal responsibility without compromising quality care for service members and their families, Pentagon Press Secretary George Little said in a statement released Sept. 19.

Defense Secretary Leon E. Panetta "has consistently emphasized the need to keep faith with our troops and their families," Little said.

"That includes maintaining the highest quality health care for them," he continued. "We will continue to maintain the highest possible health care, but during this period of fiscal belt tightening, we may see modest cost increases in TRICARE enrollment fees and co-pays to sustain the health system."

The changes are necessary to help reduce the deficit and ensure the long-term strengths of the programs, a White House news release issued after Obama's speech said. The changes also

would help to level "a measurable disparity" between military retirees and private sector workers, it says.

The statement notes that the administration has expanded GI Bill benefits, job training and veterans' homeless prevention programs, and proposed tax credits for employers to hire veterans.

"Still, as the cost of health care rises and benefit programs across the public and private sectors are being restructured to remain solvent," the release says, "it's important that programs that serve military retirees and veterans are modernized to be able to meet the needs of the future."

The plan also would create a commission to "modernize" military benefits through a process based on that of the 2005 Base Realignment and Closure Commission, the White House release said. Under the proposal, the Defense Department would make a proposal to the commission, which can alter the proposal before sending it to the president. The president may not alter the proposals, but would decide whether or not to send it to Congress. The Congress would have to approve or disapprove without modifications.

"The administration believes that any major military retirement reforms should include grandfathering provisions that ensure that the country does not break faith with military personnel now serving," the statement said.

Obama said the proposal to save \$4 trillion "finishes what we started last summer" when he and the Congress agreed to \$1 trillion in cost savings. Under the plan, the deficit -- the difference between revenue and spending -- would level out in 2017 where spending is no longer adding to the nation's debt.

While "we are scouring budget for every dime of waste and inefficiency," Obama said, the proposed plan also closes corporate tax loopholes, raises taxes on millionaires and makes changes to Medicaid and Medicare in an effort to help small businesses and middle class Americans, and protects spending on education, science and infrastructure such as roads and bridges.

"We're asking everybody to do their part so no one has to shoulder too much burden," Obama said.

Related Sites:

The President's Plan for Economic Growth and Deficit Reduction  
<http://www.whitehouse.gov/sites/default/files/omb/budget/fy2012/assets/jointcommitteereport.pdf>

For more retiree news and information, please visit  
[www.retirees.af.mil](http://www.retirees.af.mil)



# Rothwesten Secret Plans

*As Suggested by Silvia Heise*

Rothwesten amateur historian, Klaus Brandstetter, during a research found that the former Rothwesten Air Base has a lot of significant historical value. According to him: "It is a historical place in several aspects. For one thing the small district of Fuldata and its former air base qualify as the birthplace of the Deutsche Mark (D-Mark) Revaluation in 1948". He adds: "For another thing, the district, together with the historical Fliegerhorst, built a milestone in the development of military airfields". Mr. Brandstetter continues to say: "these are enough reasons to take a closer look at the air base's history."

Mr Brandstetter found out that long before the takeover of power by the National Socialists in 1933, "classified plans had existed for a buildup of the German Air Force". "The Reich Air Transport Ministry eventually chose Rothwesten, the area near Eichenberg, to allow the birth of the German Air Force, but since The Treaty of Versailles signed after the conclusion of World War I prohibited the existence of a German Air Force, a covered organization was created to make this become a reality", he said.

"The German Air Transport School (Deutsche Verkehrsfliegerschule - DVS) was in charge of the construction of the new air base and within eleven months the entire area had been turned upside down and ready for construction.. Under the direction of engineer Werner Noell, a landing strip was built to a length of 0.5 miles and had a width of 0.4 miles, which was extended in 1938 to 0.6 miles. At that same time, the barracks area and hangars for airplanes and maintenance were built in the woods near Knickhagen and on the area known as Erlenbuschsiedlung", Mr Brandstetter explains. He adds that "On the first of May, the military took over the new air base, an event which was attended by numerous local and national dignitaries." "Until the end of World War II in 1945, the air base was used operationally by the German Air Force. Afterwards, the Americans were stationed as part of the occupation forces at Rothwesten Air Base until 1972".

"During the occupation period, the top secret conclaves took place at Haus Posen on the air base at Rothwesten. There, preparations were in progress for the German currency reform scheduled for June 1948, which eventually led to



A above is a photograph of the Posen Haus where the D-Mark plans were made. The conclave took place during the period April 21st to June 8th 1948.

the introduction of the D-Mark within the three western occupation zones", Brandstetter explains.

The reform of the D-Mark was necessary to rebuild the German economy and decontrol prices and wages which had been in existence since 1933. Since money had been plentiful, the German people had accumulated large paper assets, and official prices and wages did not reflect reality, since the black market dominated the economy and more than half of all transactions were taking place unofficially. The reform of 1948, replaced the old money with the new Deutsche Mark at the rate of one new per ten old. This wiped out 90% of government and private debt, as well as private savings. Prices were decontrolled, and labor unions agreed to accept a 15% wage increase, despite the 25% rise in prices. The result was the prices of German export products held steady, while profits and earnings from exports soared, and were poured back into the economy. The currency reforms were simultaneous with the \$1.4 billion in Marshall Plan money coming in from the United States, which primarily was used for investment. Marshall plan funding overcame bottlenecks in the surging economy caused by remaining controls (which were removed in 1949), and opened up a greatly expanded market for German exports. Overnight, consumer goods appeared in the stores because they could be sold for realistic prices, emphasizing to Germans that their economy had turned a corner.

The introduction of the new currency was intended to protect western Germany from a second wave of hyperinflation and to stop the rampant barter and black market trade where American cigarettes acted as currency.

# WEB BITS @ PIECES

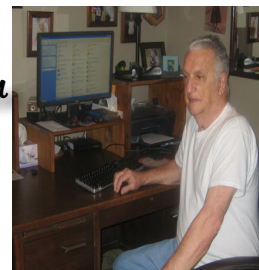
Be kind to our email friends

By

William (Willie) Hanson

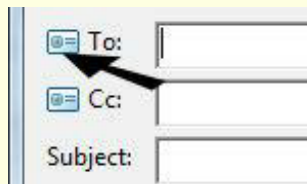
601st-615th ACW

Webmaster

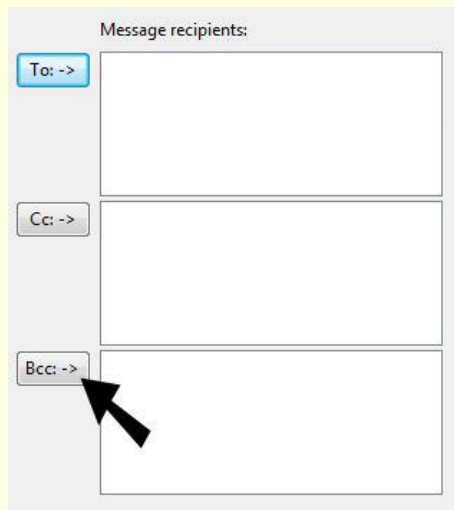


Our mode of communication has changed much over the last few years. Instead of sitting down, writing a letter, addressing an envelope, applying a stamp; then taking it to the mailbox or post office, many of us now take a minute to type a message, pick an address, or addresses from a list, click send and off it goes. Instead of days, it takes only seconds to arrive. The electronic media saves us time, labor, money and probably keeps us in better contact with family and friends. I believe there is one thing we could all do that would help to insure privacy when emailing to others. That is to keep from displaying the addresses of everyone else when sending or forwarding messages to multiple addressees. By doing so the chances of the addresses being used by those who might do us harm is all but eliminated.

The method, which many of the 601<sup>st</sup>/615<sup>th</sup> members use, is to use the BCC (Blind Carbon Copy) address line found in probably all email programs. In this case, when the message is received, the "To" line shows: "Undisclosed Recipient". When addressing an email, the BCC line usually does not show until the "To" button is clicked on as shown in the below graphic.



Then another graphic appears along with the address book.



Now selected addresses from the address book can be placed here by pressing the Bcc button.

These graphics are taken from the Windows Mail program. Outlook Express works the same way. Other programs have this feature but may have to be accessed somewhat differently.

When this method is not used and messages are forwarded more than once, the addresses of the prior senders are visible in the message itself. These can be easily erased prior to sending. Messages forwarded multiple times can contain a hundred, maybe hundreds of addresses. A little care can show respect for privacy concerns of others.

Before sending this message to you I have removed all previous links, forwarding threads and sender identities. Please do the same, before forwarding, to reduce the possibility of junk, reduce spam and safeguard genuine Email users and yourself.

~~~~~ **REMEMBER** ~~~~~  
If you forward this, PLEASE REMOVE all email addresses before you send it on, and use the BCC area When forwarding to friends.  
**"Be kind to our email friends"**



# FROM OREGON TO WASSERKUPPE

By Glen Griffiths

As you may recall, military service to our country was an obligation in our time. By law, all boys were required to register for Selective Service within 30 days of their 18<sup>th</sup> birthday. If memory serves me, one could expect to be drafted into the Army somewhere between the age twenty and twenty-two. Of course there were a number of exceptions and some deferments were legitimate and others, well, questionable. That discussion must wait for another time. Rather than wait to be drafted into the Army many young men enlisted in the military branch of their choice. The U.S. Air Force was my preference.

**DUPLICATE** SELECTIVE SERVICE SYSTEM  
**REGISTRATION CERTIFICATE** SSS Form No. 2  
(Rev. 11-24-54)  
Approval not required.

THIS IS TO CERTIFY THAT IN ACCORDANCE WITH THE SELECTIVE SERVICE LAW

**Glenn** (FIRST NAME) **Griffitts** (LAST NAME)  
(MIDDLE NAME)

SELECTIVE SERVICE NO. **351 22 3815**

RESIDENCE AT REGISTRATION **Rt. 2**  
(NUMBER AND STREET OR R. F. D. NUMBER)

**Nyssa** (CITY, TOWN, VILLAGE, OR COUNTY) **Oregon** (STATE)  
**Rocky Ford, Colo.** (PLACE OF BIRTH)

**NINETEEN FIFTY** (DATE OF BIRTH)

WAS DULY REGISTERED ON THE **23** DAY OF **Jan.** 19**50**

*Ruth L. Ingebritsen*  
(SIGNATURE OF LOCAL BOARD CLERK) 16-71203-1



The *Spanisches Wienstube* was a watering hole for both airmen and soldiers. The atmosphere often became rather tense after a couple hours of drinking and dancing with local frauleins. An exchange of insults with "ground pounders" could result in a bar room brawl. On one occasion, we barely escaped the premises as the MPs and Kassel Polizei descended to breakup a free-for-all which, I believe, Kilo and I actually instigated. Off we rode on the BSA to find another gasthaus.

The monetary rate of exchange for a US Dollar at the time was very favorable for GIs. Refer to the Special Services card below:

**CURRENCY CONVERSION**  
as of 1 Oct 1959

\$ 1.00 is approximately:

|                         |                             |
|-------------------------|-----------------------------|
| 4.20 Deutsche Marks     | 5.10 Swedish Kroner         |
| 4.25 Swiss Francs       | 6.75 Danish Kroner          |
| 490.00 French Francs    | 6.95 Norwegian Kroner       |
| 49.20 Belgian Francs    | 25.30 Austrian Shillings    |
| 49.20 Luxembourg Francs | 58.00 Spanish Pesetas       |
| 608.00 Italian Lira     | 27.50 Portuguese Escudos    |
| 3.72 Dutch Guilders     | 1 £ \$ 2.98 (English Pound) |

**KNOW YOUR  
SPECIAL SERVICES LIBRARY**

I enlisted in January 1957. Basic training was completed in Lackland AFB, TX., followed by radar operations (AC&W) school in Kessler AFB, MS.

It was June 30, 1957 when I arrived at Manhattan Air Force Station, NY for overseas processing. There were a few other airmen from my radar operator class arriving at the same. Bob Thrall, Pat McCann and Dick Miller are the names I remember. We were instructed to check the bulletin board each day for our deployment schedule. In the meantime, we enjoyed a few sites of the big city. The USO offered complimentary tickets to a 4<sup>th</sup> of July NY Yankees doubleheader. One of my friends and I received tickets and eagerly anticipated our first real major league game. As luck would have it, our names appeared on the bulletin board on the night of July 3 for deployment. We were to be "shipped out" on the 4<sup>th</sup> of July. *I have never yet seen a major league baseball game.*

Nonetheless, I was looking forward to going to someplace called Rothwesten, Germany. We were put on a bus, driven to McGuire AFB NJ and boarded a MATS C-54. After a technical stop at Newfoundland, we flew on to Liverpool, England for an overnight stay. Early on July 5<sup>th</sup>, we were loaded aboard a C-119 "flying boxcar"



for a very rough and noisy flight to Rhine Main AFB, Germany.

We stayed in transit billets overnight in Frankfurt, then boarded a train for a city called Kassel. We arrived after dark, not knowing exactly where we were or

how to get to Rothwesten. An English speaking German citizen directed us to the Rothwesten shuttle bus stop.

We finally settled in and after processing, I was assigned to radar operations Bravo Crew. My roommate was Kenny "Kilo" King. I learned he was on his fourth year at Rothwesten and considered to be an "old timer." Kilo would become my mentor at work and, as it turned out, at play. He soon learned that I was a very naïve 19 year-old farm kid from eastern Oregon. He took great delight in introducing me to German "bier", Seinhäger, Jägermeister, Cognac, and the like. I quickly learned that my body could not tolerate alcohol very well. I suffered from horrific hangovers. Consequently, I became target of many Bravo Crew jokes. Kilo owned a 1956 BSA motorcycle we often used to hop from one Gasthaus to another. Among others, Bravo Crew frequented the *St. Pauli Gasthaus* on Eisenschmeide Strasse and sometimes visited the *Spanisches Wienstube* on Holländisches Strasse.

One DMark = 100 pfennig (Approximately 25¢). Thirty-five pfennig could buy a 12 oz glass of *beir*. Therefore, one quarter could buy three of them. It's no wonder I suffered headaches.

If you were stationed at Rothwesten you probably drank a beer or enjoyed a wiener schnitzel at the Hauptbahnhof restaurant. If you enjoy reminiscing, look over the restaurant menu:

In my opinion, the best restaurant in Kassel at that time was the *Budapest*. Located in a cellar on Holländisches Strasse, they offered the best spicy Hungarian goulash soup you could imagine. A bowl of soup, a *brotschen* and a *Hercules Beir* made the perfect GI meal. The total cost was about 2.5DM.

My assignment in Rothwesten/Kassel was not long enough. Radar operations were transferred to Wasserkuppe in the spring of 1958. I felt fortunate to be among the ten airmen detailed to stay behind to deactivate the operations on Gunpost Hill. We stayed about six weeks longer, then transferred to Wasserkuppe. It was during that time I met a very attractive 18-year-old girl. She became the reason for many return visits to Kassel over the next two years. We were married in 1960.

The life of my former Rothwesten roommate and good friend Kenneth "Kilo" King was much too short. He passed away at age 39.

"Glen served at Rothwesten 1957 - 1958 and Wasserkuppe 1958 - 1960. He lives near Portland, OR."