



TAC Tanker Tales



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General Corley, Vice Chief of Staff of the United States Air Force, Speaks at Our Dedication

AND THE GENERAL CAME!

Dedication day dawned as beautiful as Ohio could produce on 18 May and the bus showed up on time at the Hope Hotel for transportation to our grandiose event. Our arrival at the National Museum of the U.S. Air Force (NMUSAF) was uneventful since the staff was certainly expecting us—they had been in place very early to drape our Memorial, set up some 200 chairs, block parking spaces and do all the things that a talented staff does.

Normally an event of this type at the NMUSAF warrants a “boom box” for the National Anthem, but since we were expecting a very important visitor, the 32 piece ceremonial band from Air Force Materiel Command was in place for us! Those who attended know what happened next but for those of you who were unable to come you will be disappointed to know that right on time the Vice Chief of Staff of the United States Air Force, Gen John D.W. Corley, arrived with his staff.

The son of one of our members, Rip Collins (431), had invited Gen Corley since they were long time friends and the Gen accepted! Following the National Anthem and the invocation Gen Corley presented a tribute to the TAC Tankers. During his remarks we had the opportunity to show our stuff when Mother Nature arrived with rain. The Gen said “Now we will see what the tough ones do” and everyone stayed right in place as he continued. The rain quit, the Gen concluded and was presented with a TAC Tanker’s name tag holder and one of our famous caps which he enjoyed to the fullest.

Following the General, Rufe Mewborn and Ted Buck unveiled our spectacular Memorial, it was presented to the Museum and the ceremony concluded.

Sure wish you could have all been there!

Even though Natalie did her normally astronomical job everything paled in comparison to our “Day in the Sun”. Most of our members now have digital cameras and I have CD’s available to anyone who would like to have one for a mere \$5 to cover production costs and shipping.

We all took our drippy bodies into the Carney Auditorium at the museum where our Historian, John Bessette, reviewed our history. Great job John! The rest of the day was spent by the membership enjoying the Museum and each other.

Friends of Fred Wynn (429), Wayne and Karen Pittman volunteered for a private tour of the NMUSAF which the participants certainly appreciated. Friday morning the golfers did their thing. I understand the results were suspect.

In the afternoon we all met at the Bass Lake Lodge for a picnic. Good food and more fellowship. Joe Marchant, (429), had NO luck catching an Ohio bass but he said the water was “promising”.

We were glad to welcome several old friends especially Robert Munday, son of Bill Munday (429), Lesley, daughter of Vern Thornton (421) and my ex-wife Tillie got to see lots of her old friends from the 421st. This reunion produced the largest crop of first time attendees (24) which made me and Natalie very happy.

Our Saturday tour of the Dayton Aviation Trail was great and no rain so many folks were treated to Ohio at its finest including another fine free lunch.

In the afternoon, a very spirited meeting of the Board was attended by the members which is reported in the Secretary’s column on page 4.

(Continued on page 3)

The President's Corner *By Warren "Rufe" Mewborn*

I humbly accept the trust you gave me with my election as President of the TAC Tanker Association. This honor was a perfect cap to a great reunion at Wright-Patterson AFB. During this reunion, May 17-21, we enjoyed walking in the footsteps of Orville and Wilbur Wright and completing a two-year project of designing, programming and installing a memorial for the TAC Tankers.

It is going to be a few weeks before we realize what actually took place on May 18, 2006 in the Memorial Gardens of the National Museum of the United States Air Force. One thing, for sure a beautiful memorial was dedicated by the TAC Tanker Association.

But it was a lot more than that. We remembered all of those comrades who could not be there, alive and deceased. They have been a vital part of the life of the TAC Tankers for a great many years. There were 6 flying squadrons, one maintenance squadron and a wing headquarters. The manning of these organizations must have exceeded several thousand dedicated personnel. For 12 years they operated the KB-29s and KB-50s in every part of the globe. We recognized the outstanding accomplishments of this highly dedicated group of operation, maintenance and support personnel. They were ordered to perform the most difficult mission of providing in-flight refueling anywhere in the world for tactical fighter operations and the Composite Air Strike Force.

We were honored to have General John Conley, Vice Chief of Staff of the USAF participate in the dedication. His words were both appropriate and inspirational in that he praised the missions accomplished by the TAC Tankers. He felt that this dedication, while being only a brief moment in time, would be viewed by many generations in the future. It would reveal the contributions of a small group of dedicated airmen in maintaining the freedom of their country.

Anyone desiring a copy of the DVD which was shown Saturday night at the reunion banquet, please contact me at mew2@cox.net. It is anticipated that the cost will not exceed \$15.00.

Results of the Golf Tournament *By Warren Mewborn, Captain*

The tournament started under cloudy skies with a threat of rain and four players decided not to play. By 0930 we had sunshine and a nice breeze for the remaining 12 players to challenge the Prairie Trace course. One the back nine the course was adjacent to the Wright Brother practice flying field at Huffman Prairie. Our activity would probably look as strange to the young flyers as their takeoffs and landing looked to the disbelieving citizens of Dayton in 1905.

It was unfortunate that we didn't have current handicap indexes for all of the players. A random selection of the teams resulted in unequal competition and some comments about the winning team being stacked. That may have been true, but the tournament was still very enjoyable. Some teams just had more joy than others.

First Place:

John Hanna,
Don Bill, Bob
Frazier & War-
ren Mewborn.

Second Place:

Vic Ventura,
Ron Taylor,
Jim O'Dell &
Bob Cleckler.

Third Place:

Bill Brown,
Matt Mathews,
Ron Engle &
Jim Callahan.



Page 2

New Life Members

Carle Bedark, Davidsonville MD-431
Gregory L. Rowell, Henderson NV-622 (legacy)
Charles "Herb" Pyle, Arlington TX-421, 429, 420
Jerry M. Schack, Bismark ND-429
Robert W. Smith, Las Vegas NV-622

Welcome New Members

George G. Black, Grandview MO-429 (renewal)
Robert J. Cross, Continental OH-622
Delbert "Pearl" Fleener, Greenwood IN-622
Darrell W. Grapes, Springboro OH-431
Ronald W. Miller, New Haven CT-421
Douglas Prenatt, Cincinnati OH-622
Jerry R. Swanson, Beavercreek OH-421

Memorial Donations List (as of 6/2)

George Burall	Rip Collins
Bill Dickson	Myron Driskell
Harold Elliott	Jerry Garber
Frank Gavell	Max Gillaspie
David Gruneisen	D.D. Hartzell
Harvey Jenkins	Harvey Lee
Nina McCarville	Anne Mills
Chuck Monka	Jack Nicewander
James O'Dell	Tony Pronier
Doyle Reid	Gil Switzer
Dan Weber	Thomas Wedel
Vern Williamson	

(as of September 1, 2005)

John Bessette	Ray Donaghue
Carole (Palmer) Crabb	
Archie Graham	Geach Hamilton
Charlie Harrell	William Hays
Irv (Roy) Marler	Ed Moore
Willie Perry	Gary Pflughaupt
Rick Peters	Bob Sturdevant
Bill Szanyi (Oops! left off list in the last issue)	

(as of December 1, 2005)

Robert Archer	Tom Cookston
T.P. Fowler	George Ganjon
Jack Gilpin	Tom Grey
Nate Hill	Marie Macko
Milo Maness	Billie J. Taylor
Lesley Thornton	

(as of March 1, 2006)

Jim Boyington	Ken Carter
Ingrid Foxwell	Joe Furukawa
Bobby Gwaltney	Joe Martel
Mike O'Leary	Bob Peterson
Gus Rinaki	

(as of June 1, 2006)

Lester Clark	Jim Holbrook
Ron Taylor	Stan Thalacker
Robert Thomas	Charles Vellines
T.O. Williams	

**Letters Received
From Our New Members**



Darrell W. Grapes of Springboro OH (April 2006)

Retired from AF in 1991. Married to Nancy and have two grown children and 3 grandchildren. Worked for several contractors from 91-2001. Completely retired in September 2001. Was caregiver to my mother for 4 1/2 years. Nancy recently had a stroke, so am now her caregiver.

Retirement has allowed that flexibility. I do some volunteer work at a nursing home in the area and support the Alzheimer's Association. Love to hunt pheasants in NE and am a die hard Cornhusker football fan.

Ronald W. Miller of New Haven CT (March 2006)

I am a retired tool and die maker (40 years) - currently working for the VA Hospital in West Haven CT. I like being able to do something for the vets, also being a vet myself, I kind of like to hang around with them. The job keeps me active and puts a few extra bucks in my pocket too.

In my spare time, I like to shoot my collection of firearms. I belong to the New Haven Sportsmen's Club. I also make all my custom loads.

I am divorced, have three children and six grandchildren whom I absolutely adore. My father and his brother were killed in WWII. My mother is still alive and will be 88 in July. She lives in Topeka KS and worked as a volunteer in the VA Hospital there for 20 years. My brother is also a USAF vet and lives in Kansas also.

By the way, it was at the VA Hospital in West Haven where I met a TAC member, who put me onto your organization.

Greg L. Powell of Henderson NV (March 2006)

My father was Guy L. Powell, LRO on the 622nd plane that went down Feb. 9, 1962. I would like to be a part of the group of men that he flew with, and would like to learn about what he did, and who he was. I was born July 24, 1961, so never knew him. If there are any members out there who knew my dad, I would appreciate them contacting me (702-617-0362 or gpowell15@cox.net).

I am currently going through 17 boxes of slides that he took, and have converted many of them to digital. I am more than willing to share them with any of your folks who are interested. Some may be of places he went while a radio operator on SA-16s.

Under the tutelage of my step-father, Retired MSgt Ron Thomas, KC-135 Boom Operator, I have had a pretty interesting life so far. Graduated from the Air Force Academy in 1983, 83-84-UPT Columbus AFB, MS, 84-88-349 AREFS Beale AFB, CA as STAN/EVAL co-pilot and the AC; 88-89-Dhahran, Saudi Arabia as US Military Training Mission and instructor pilot flying C-12C King Air for the US MEM General and other special personnel.

89-90-assigned to Robins AFB, GA as wing scheduler after putting in separation papers; 90-94-instructor pilot,

KC-135E, 940th Air Refueling Gp, US AFR, Mather AFB, CA, then McClellan AFB during unit move; 94-98- instructor pilot, KC-10, 70th AREFS US AFR, Travis AFB, CA; 97-present-First Officer, Boeing 757, 767, Delta based at LAX.

I am married to a wonderful gal, Monica, and have 2 daughters: Sofia, 2, and Genevieve 8 months. It took awhile to get started family-wise, but its been the best assignment yet!

Jerry M. Schaack of Bismarck ND (March 2006)

After leaving the Air Force in Dec 1959, I went on about 9 months R&R and then decided I better do something and went back to school and got my Masters Degree in Agricultural/Civil Engineering. Good move! I then worked for the Bureau of Reclamation which has built some of the largest dams and irrigation projects in the western US such as Grand Coulee and Hoover Dams, etc. Had a fun and interesting time working throughout the west in water resources living in such places as Riverton WY, Billings MT, Bismarck ND, Boise ID and Denver CO. All good places.

I ended my first career by working with people in both the US and other countries. My second career was consulting in water resources internationally in mostly third world countries. I decided to come back home (Sykeston ND-pop. 150) for my third career and spent 10 years as a Water District Engineer working in a metropolis 13 miles to the east (Carrington-pop. 2500). I engineered and helped build a 18 hole golf course while working there. Golf is one of my several passions, along with racquetball, running, reading, and helping those in need.

The highlight of my time in Carrington was meeting and later marrying my second wife, Madene, who I had dated 40 years previously. We now live in Bismarck and between the two of us have 8 children and 11 grandchildren living in ND and Colorado. Madene is working 1/2 time and will probably retire soon. Me, I am working on career #4 on irrigation in ND, just enough to keep me out of trouble. Life is GOOD. I would like to hear from some of my old friends.

The General Came (continued from page 1)

Our banquet was another rousing success, especially the "picture show" presented by President Rufe; lots of hard work evident there. Additionally we were all impressed with inspirational remarks by Bo Ault, the only introduced dignitary in our group! As it was to happen, several folks were again disappointed because they didn't get one of Natalie's quilts but there are at least six chances every year.

Too soon, it was breakfast time on Sunday. I have heard that diets are becoming critical for some so more folks need to follow Pug and Norma Hoover. They were seen leaving a roadside rest in Ohio so the travel keeps them slim and trim. Pug, remember you never know who is watching.



Our Letter to PIM A

June 7, 2006

*Mr. Daniel J. Ryan, Executive Director
Pima Air and Space Museum
6000 East Valencia Road
Tucson, Arizona 85706*

Dear Mr. Ryan:

Thank you for your letter of March 25, 2006. The matter of our funds in account #876 was discussed at length during our regular meeting at the Air Force Museum on May 20, 2006. It was decided to accept your offer to refund the balance of \$2345.00 to the account. Please send the check to me and I will handle the final disposition into our treasury.

We are still anxious about the condition of the RB-50 and hope that you will preserve it as much as possible with our complete understanding of the many other projects that require your funds and attention. It is one of the last two RB-50s in existence, and we hope that future generations will be able to see the aircraft which played such a big part in the development of the flight refueling and the rapid deployment Composite Air Strike Force.

The Pima Museum is one of the best, and we are pleased that you have the RB-50 under your wing.

Sincerely,

Rufé Mewborn

President, TAC Tanker Association

BOARD MEETING MINUTES

By Jim (Pappy) Boyington

Minutes of the General Membership Meeting in the Hope Conference Center, WPAFB, 20 May 2006.

The meeting was opened by Chairman Dan Weber at 1430 in the Hospitality Room. There was a capacity audience of members with 69 ballots cast for new officers.

Vice President Nate Hill reported expenditures he had made on behalf of the TTA. He had purchased a copy machine to support the newsletter and supported the KB-50 Display at the Warner Robins Museum. Motion, 2nd, vote and approval.

Secretary Jim Boyington noted that each member had a copy of the minutes of the 2004 meeting suggested the minutes be accepted as printed. Motion, 2nd, vote and approved.

Treasurer Bo Ault gave a full account of all monies. Rufe Mewborn and Carel Humme had performed an audit and reported no discrepancies observed. Motion, 2nd, vote, approval to accept report.

Historian John Bessette reported the activities and expenditures he had made in gathering the information to complete the histories of the squadrons. Some additional research is necessary, particularly on the 421st. Members were requested to contract John if they had helpful information to fill in the gaps.

Old Business: The KB-50 at PIM A has been put on the backburner. There has been no work performed to preserve the aircraft. A turnover in staff and revised priorities have resulted in the funds provided by TTA and Monka laying idle. After much discussion, there was a motion, 2nd, vote and approval to have PIM A refund the entire \$ 8300. (see letter to left).

Disposition of the two existing KB-50 aircraft. It was noted that the general condition of the aircraft favors the one stored at PIM A since the desert climate is better for long term storage. Either the MacDill aircraft or the PIM A aircraft could be relocated. The nuts and bolts of transferring an aircraft were presented. Basically, there has to be agreement among the gaining organization, the losing organization and the Air Force Museum-true owner of the aircraft.

Dover AFB Museum was suggested as possible willing recipient and MacDill a willing donor. Rufe Mewborn was appointed a 'Committee of One' to look into the possibility of relocating an aircraft. Motion, 2nd, vote, approved. Rufe noted that long term, a climatically controlled facility is the best solution. Again, a costly proposition. Funding for such an enterprise would entail a lengthy letter writing effort to our congressman. (Minutes continued on page 6)



Board Members Mewborn and Buck unveiling the TAC Tanker Monument on May 18, 2006 at the NMUSAF.



Center: MC Nate Hill looks on as Rufé Mewborn entrusts the monument to the Museum Director Gen. Metcalf. Bottom: Section of the TAC Tankers at ceremony.

Historian's Report for 2006**Collecting Information**

In early April, I went to the Air Force Historical Research Agency at Maxwell AFB, AL. There I spent most of five days retrieving material on the histories of our various units. I have mentioned before how the 421st AREFS has presented the hardest challenge in finding their official histories, because they were subordinate to a number of varied higher headquarters. I did make progress with the 421st, especially with their time under the 3rd Bomb Wing at Yokota, whose histories included the 421st in the early 1960s. I was partially helped by discovering good copies of the Yokota base newspapers for 1954-55. These are always good in uncovering the human interest stories behind the operation. Other volumes may be there, awaiting my next visit. I also obtained more material on the other squadrons, and I may be close to having as complete a collection of official histories as can be had. Maybe this time next year!

A major discovery this spring was the 421st accident on 8 April 1954. See my article following.

I continue to visit the AF History Support Office at Bolling AFB, near my home. I use their extensive microfilm collection to fill in the gaps. At both Bolling and Maxwell I have to contend with some still-classified documents, and must ask for unclassified extracts. That takes time, but its worth it.

My wife Carol and I visit Langley AFB VA, 8-10 times a year. While there I have extracted good stuff on our history from the Langley base newspapers, on file at the Base Library. Another couple of trips and I will have all our human interest stuff for our Wing headquarters, 4505th CAMS, 427th, and 429th (there 1954-1963). Next will be the local newspapers, on file at the Hampton Library.

A major contribution has been material from the excellent 622nd history CD put together by their squadron historian, John Needham. You 622nd types need that CD. Contact me or Bob Cleckler for info on how to get it.

And the best source remains you, the veterans of our shenanigans "back in the day." I have received excellent stuff from a lot of you, especially at the May reunion, and others have sent me your paper material, photos/slides, etc, which I can copy and return if you wish. Please keep it coming!!

History Talk

What do we do with this stuff? Our first real product is the presentation (or "briefing") about the history of tactical air refueling 1953-1965. I gave it first at the Museum of Aviation at Robins AFB GA, on 28 February. Then I gave an expanded version at the reunion at the National Museum of the USAF at WPAFB, Dayton on 18 May. It's ready for more opportunities! I have requests for it here in the Washington DC area. Contact me and we'll see whether and how I can give it elsewhere. It's our first big effort to "get the word out" to the world about the important part we played in our day, and

the foundation we laid then for the versatile, global Air Force we have today.

History Paper

I also have a seven-page paper that summarizes our history as well. Contact me and I'll send you a copy.

Chapter for "Aviation in Bermuda" Book

As we speak, I am drafting a chapter on our tanker effort out of Kindley AFB, Bermuda, for a British author's book. It'll have your info and some of your photos in it. For that book: Can anyone tell me when we regularly began stationing detachments at Kindley? I see that the 427th had regular detachments there most or all of 1959; how about earlier than that? There were some deployments for exercises in 1958 and maybe earlier, but when did regular detachments begin?

Archives Location

I continue to search for the best place to locate our "archives" (the material I am collecting) permanently. At the Dayton reunion I interviewed the archivists and historians at the National Museum of the USAF. They have great storage facilities and a professional staff, and they are eager for us to use and deposit our "stuff" there. I like them, but am not ready to commit yet. More later.

Please don't throw out things having to do with your tanker time until you contact me. We probably can use it! It's all part of the story we need to keep for our descendants, for all American, and for all those worldwide who love aviation history and whose hearts remain in the sky...

Our First Fatal Accident

While doing research at the Air Force Historical Research Agency this spring, I came across the accident report on what was to be the first fatal accident to a tactical tanker crew. It involved a 421st aircraft, KB-29M #44-97742, and its eleven occupants. Here is what happened:

On 8 April 1954, Major Warren K. Manning led his 421st KB-29 from Yokota to a rendezvous with some F-84s of the 9th Fighter Bomber Squadron over Komaki Airfield (near Nagoya, Japan) for some refueling training. After the crew successfully refueled three fighters, the pilot of the fourth F-84 reported that he saw excessive fuel vaporizing out of the "overflow," (something the KB-29M didn't have).

Upon inspection of the aft un-pressurized area, the refueling operators reported 6 to 8 inches of JP-4 fuel over the entire floor, perhaps originating under the aft pressurized compartment. The AC aborted the mission, and the instructor flight engineer went to the rear to try to drain the fuel. The last report from the rear of the aircraft called "fire in the rear." Then came smoke and a series of explosions.

Major Warren ordered an immediate bailout. As the KB-29 became unstable, the six men in the forward compartment did bail out, all successfully (2 were injured). But it was too late for the five men in the rear; all perished.

The Board found that the primary cause of the accident was "in-flight fire and explosion as a result of the failure of the...refueling line immediately aft (cont. on page 8)

Where Are We Going Next?

During our Business Meeting at WPAFB, held on Saturday afternoon, May 20, in the Hospitality Room, we voted for our future reunions for 2008 and 2009, and possibly 2010. The first choice was to be from a Southwestern site and the next from a South-eastern area.

If you have followed the progression of our past seven reunions, you will note that we have tried to travel from one part of our country to another. This is to give everyone a better chance to attend if long distances are a problem.

Our past reunions have been in Tucson AZ (Davis-Monthan AFB -SW) in 2000, Tampa FL (MacDill AFB -SE) 2001, Hampton VA (Langley AFB -Central E) 2002, Sonoma CA (Travis AFB -West) 2003, Colorado Spgs CO (AF Academy-M W) 2004, Nashville TN -(Central East) 2005, and now Dayton OH (Wright-Patterson AFB-NC) 2006.

We are set for Branson MO, in May 2007 and the results of the voting for the next 3-5 years are:

2008- San Antonio TX

2009- Charleston SC

2010-2012 -Savannah GA, Albuquerque NM and Washington DC—but not in that order. TBD.

So get your boots polished and those western duds out, cause we're going west again.

Announcing the Banquet Door Prizes

By Natalie Hill

Alas the end of the program at the Banquet. All have been fed, the speakers and slide show are over and out come the little blue ticket stubs. If you won something you get to be in print!

Pillows: Harv Margulies, Jim Meyers, Rick Peters and Jack Boehm

USAF Throws: Jim Sandusky and Bill Szanyi

Placemats: Ron Engle

Clisby Gift Bag: Horace Furlough

Gawell New Mexico Basket: Chick Wright

Chaplin Poster Print: Bob Peterson

Model Planes: Tom Hattaway and Pug Hoover

Airplane Puzzle: Anne Mills

Greene County Gifts: Bill Hays and Dick Hermans

Cross Stitch Pictures:

Wright Flyer: Frank Boggs

B-25: Gordon "Jake" Jacobson

Amelia Earhart: Larry Meyer

P-38: Vern Williamson

Quilts: Pursuit-Roy Thompson

Early Flight: Leonard Bose

Up & Away: Warren Mewborn

Flight Thru the Ages: Harvey Lee

Lots of Planes: Harold McAbee

Flying Formation: T.O. Williams

PS- Thanks to Gawells, Clisbys and Chaplins for gifts.

Poetry Corner

By Jean Caddell

(with thoughts about the passing of DeeDee Hartzell)

PEOPLE

There are all kinds of people, lend me your EAR.

I'll tell you a story of one who was DEAR.

Donald Duane was his name and that was for SURE.

We all called him Dee Dee, and I'll tell you some

MORE. He grew up in the mid-west, in a small, little

TOWN. Clinton, Iowa was HIS town of RENOWN.

Dee Dee was tall and really quite LEAN.

He worked for the Air Force, on a great winning TEAM.

Pilot and officer for the U.S. of A.

Always traveling the country, in his HAY-DAY.

On one of his travels while in JAPAN.

To his great delight, met his wife JAN.

Over the years, one of his JOYS,

Jan gave birth to two great BOYS.

Retire early, He DID.

When he was really just a KID.

Work and hard labor, No, not HE.

He would rather just sit and think what to BE.

Buying land was now his new GAME.

Making money was always his AIM.

He would rather sit and use his BRAIN.

Thinking and thinking was clearly his CLAIM.

Humor and dry wit is what he HAD.

And he knew what to say, to make a Democrat MAD.

Strict and stern in a conservative WAY,

Not even Lord Jesus could not make him SWAY.

If you wanted to be a really good FRIEND,

Just say I'm a Republican and am to the END.

There are all kinds of people lend me your EAR.

Our dear friend Dee Dee is no longer HERE.

Good St. Pete was way, way up THERE.

Floating merrily in the AIR.

He got to Dee Dee before he could SAY,

"I'll stay on condition, if I Do It MY WAY."

Gone are his troubles, gone is his PAIN,

He's in heaven with angels, but we'll see him AGAIN.

There are all kinds of people, lend me your EAR.

I have told you a story of one who was DEAR.

(To be continued in September Issue)

Minutes (continued from page 3)

Election ballots counted and results announced. Rufe Mewborn elected as president with VP, Secretary and Treasurer remaining the same. Natalie Hill collected the ballots for the selection of the next 3 reunion sites with results to be announced in the June newsletter.

New Appointments: Chairman of the Board Dan Weber was replaced by Bill Wolford and Board Member Vern Williamson was replaced by T.O. Williams.

Bits and Obits

Few were notified by James Mayfield (Ret. US Army MSG), that his father Gerald J. Mayfield died on 5 March at the age of 84 at the Hospice House, Williamsburg VA. Burial was at Arlington National Cemetery. Jerry was in WWI flying 50 missions, later entering the Air Force in 1947. He retired in 1964 as a Senior Master Sergeant. He was a member of the 429th at Langley.

Vincent J. McDonald, a TAC Tanker Life member of the 431st, died peacefully on March 24 in Sacramento CA. As mentioned in the March newsletter, he had surgery in January and in ICU for over a month.

Vince who was born and raised in New York joined the Airforce in 1951 during the Korean War and graduated from Aviation Cadets in 1955. Major McDonald served as a Navigator and was an outstanding instructor retiring in 1971. He pursued a teaching career as a Professor with Golden Gate University, where he received two Master's Degrees and also served with the California Highway Patrol for 14 years.

He is survived by his wife, Joyce and two daughters, and two grandchildren. Services were in El Dorado Hills and interment at San Joaquin Valley National Cemetery.

An email from Janet Barber in Columbia MS, notifying us of the passing of "PawPaw" Emory Morgan on 22 April from complications related to emergency surgery a week earlier to repair an aneurysm. Following the six-hour surgery, he was sitting up the next day which was remarkable, however he began having complications five days later and we lost him. Janet was his surrogate daughter and helped him with his legal business.

A note arrived from Barbara Graham this week letting us know that Archie W. Graham (429) died on 6 May due to a long battle with cancer. "He loved the Air Force and all the different airplanes everywhere. We had hoped to attend this past dedication, but soon found out we weren't going to be able. Archie enjoyed life so much."

Rufe Mewborn passed on word that a "great American and fellow TAC Tanker pilot died on 21 April in his home in Del Rio, TX. Jimmy Linebaugh was in the initial cadre of pilots in the 429th at Langley and later in the 420th. He had a second career with USP A and IRA and was quite successful, being the salesman/district manager of the year for the company on several occasions.

He is survived by two sons from his first marriage and five children that he adopted from his second marriage. He was buried in Del Rio.

The Passing of Colonel Tom Tiernan

John Bessette wrote: "On 1 June, the remains of Colonel Tom Tiernan, Commander of the 622nd AREFS 1959-62, were laid to rest with full honors at Arlington National Cemetery. I was there, representing the TAC Tanker Assn. Bill Tilton, representing the 622nd, was also there. The family, led by Tom's daughters, Barbara and Susan, were very grateful for our presence, and the support they have received from the tanker gang. It was a very rewarding time to get together.

Tom's spirit pervaded the ceremony and reception afterward, as only the spirit of an Irish-American like his can do. Rest in Peace, Col T."

Bill Tilton also sent an email regarding the funeral: "There were only 21 people in the chapel, but the funeral was very dignified and very religious service, with some well-prepared and obviously heart-felt words of love and appreciation from his daughter and other family members. The chaplain was so good that I began to think he was a family member who happened to be a priest. However, later he mentioned that he had been on his way to give a graveside service when the airliner hit the Pentagon.

The service was held in the Fort Myer Chapel, and the Andrews Band marched all the way across the cemetery in sweltering heat and smog, behind the caisson and a four-horse team (we followed in our air-conditioned cars). I introduced myself to Tom's daughter and she thanked me and said she had been told to expect me there, and appreciated that we had thought to do that. It was an honor to be asked to do this."

John Needham, 622nd Historian noted: "Col. Thomas John Tiernan took his farewell flight March 14, 2006 in a Ghost of an airplane as a KB-50J 47-0164. On the way into the wild blue yonder, Col. T transformed into a PERFECT SOUL and became a Soldier for the LORD. Ok! 164 transformed into the best means of transportation for him and they both soared into Heaven for eternity."

Colonel Tiernan, 88, of Poquoson VA was born in 1917 and served the USAF as a Fighter Pilot in 3 wars: WWII, Korea and Vietnam. He retired after 32 years of service.

Several members have notified us of the deaths of two other TAC tanker aviators: Bill Chaney (421, 431) of Washington state and Jack Gilpin (421) of Tennessee. At present we have no details, however we did have a brief visit by Jack during the Nashville reunion last year. When he saw the article about Gen Robert Scott in the obits, last issue, he called Nate to say that he had flown with "Col. Scott" in 1943. Jack sent his best wishes to all and said he was still getting around although a bit puny.

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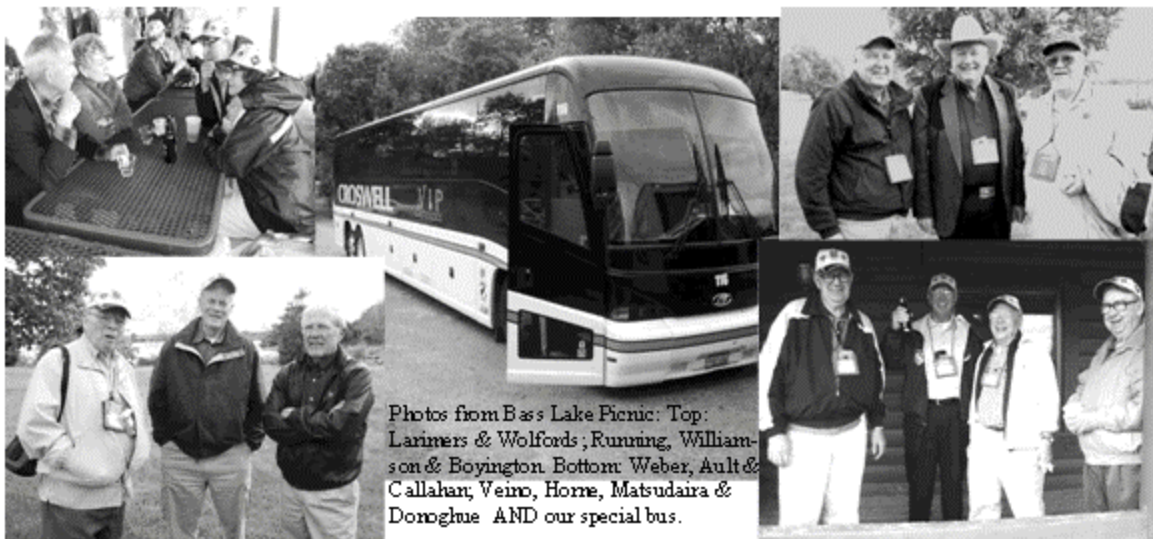


Fatal Accident (continued from page 5)
of the rear pressurized bulkhead and refueling unit." The following people survived: Major Warren K. Manning, AC; 2nd Lt. Wallace C. Guertler, Pilot; Major Raymond G. Messer, Passenger/3rd Pilot; Capt Felix O. Sinicrope, Navigator; A1c John Wiedow, Jr Radio Operator; A2c Richard K. Winter, Student Flight Engineer. The following died: 2nd Lt. John P Ast, Student Navigator; SSgt Charles W. Gleason, Instructor Flight Engineer; A2c Frederick L. Marshall, Right Scamper/RO; 2nd Lt Kay J. Medders, Radar Observer; A2c Wayne D. Witsell, Left Scamper/RO.

This increased the total air fatalities in the line of duty

within our tactical tanker units to 95 air and ground crew, plus one Hayes employee. Two passengers and 15 Thai civilians also perished during our service. This was a high price to pay for what we did, but we played a vital role in ensuring the Free World's peace and security during our time. RIP.

Postscript: I have passed on to the Boom Operators Association at Altus AFB, OK, the names of the two refueling operators and a copy of the accident report. Once they verify the facts, they will add the names of A2c Marshall and A2c Witsell to their imposing memorial, with an appropriate ceremony. They will notify me when that will take place. We hope that some TAC Tanker Association members can attend.



Photos from Bass Lake Picnic: Top: Larimers & Wolfords; Running, Williamson & Boyington. Bottom: Weber, Ault & Callahan; Veino, Home, Matsudaira & Donoghue AND our special bus.