

TAC Tanker Tales
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Last B-50 (cont. from P 5)

The operations people must have finally won the argument. We had returned from Louisiana on the afternoon of March 18, 1968, after a seven hour flight and were on final at Patterson Field when we got a call over the radio to break off the approach and land the airplane at Wright Field and taxi it over to the museum and park it. It had a new home. This was its last flight. I wish I could remember who was the engineer and navigator on this flight. I can only remember that Lt. Col George Simpson was the co-pilot.

That was the last flight of a B-50 in the Air Force. To this day, the plane sits were we left it. Should you ever visit the Air Force Museum at Wright Patterson. Go take a look. Know that a TAC Tanker Pilot flew it there. They have repainted it, I am told, to look like its SAC combat version. When we had it, it was covered with Flight Test decals. Another thing the museum did was turn its nose bubble around 180 degrees.. We had turned it upside down for our tests to give the observer more clear glass for downward vision. They returned it to its original bomber configuration.

If you get a chance to look in its cockpit, you'll notice that the co-pilot's "horn button," the yoke center cover with the logo, B-50 *Super Fortress*, will be missing. It was presented to me a couple of years later as part of plaque made up by Lt. Col. Simpson, at my going away party when I left for Viet Nam in 1970. I didn't know he had removed it after that last flight. It sits in my study to constantly remind me of the end of an era, and the last of a breed, the Boeing B-50. . . Pete Zuras

How to Protect Yourself Before You Lose Your Wallet

(forwarded by Tom Price)

Place the contents of your wallet on a photocopy machine, copy both sides of each license, credit card, etc. You will know what you had in your wallet and all of the account numbers and phone numbers to call and cancel. Keep the photocopy in a safe place.

We've all heard horror stories about fraud that's committed against us when our name, address, Social Security, credit cards, etc. and other identification are stolen. Unfortunately, I, an attorney, have first hand knowledge because my wallet was stolen last month.

Within a week, the thief (s) ordered an expensive monthly cell phone package, applied for a VISA credit card, had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record information online, and more.

But here's some critical information to limit the damage in case this happens to you or someone you know. We have been told we should cancel your credit cards immediately. But the key is having the toll free numbers and your card numbers handy so you know whom to call. Keep those where you can find them easily. File a police report immedi-

ately in the jurisdiction where it was stolen, this proves to credit providers you were diligent, and is first step toward an investigation (if there ever is one).

But here's what is perhaps most important: (I never ever thought to do this). Call the three national credit reporting organizations immediately to place a fraud alert on your name and Social Security number. I had never heard of doing that until advised by a bank that called to tell me an application for credit was made over the Internet in my name.

The alert means any company that checks your credit knows your information was stolen and they have to contact you by phone to authorize new credit. By the time I was advised to do this, almost two weeks after the theft, all the damage had been done.

There are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert. The numbers are Equifax: 1-800-525-6285, Experian (formerly TRW): 1-888-397-3742. Trans Union: 1-800-680-7289 and Social Security Administration (fraud line): 1-800-269-0271.

We pass along jokes; we pass along just about everything. Do think about passing this information along. It could really help some one.