



# TAC Tanker Tales



Volume 6 Issue 1

September 2005

## Finally Getting Some Respect By Nate Hill

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Here is an aerial view of the USAF National Museum. On the left is the entrance drive passing the outdoor aircraft display. Center is the museum and IMAX with the Memorial Garden to the lower right amongst the trees. Parking is on the outer sides.

Hello one and all !! I am indeed a happy man today. As lots of you know I spent six years flying the KB-50; almost that long running TAC Tankers Assn. Recently my frustration with "lack of respect" for what we did has increased to an almost intolerable level.

Several official Air Force publications which I have encountered over the years have failed to mention us completely or only had a token mention of us. i.e. "**Seventy Five Years of Air Refueling**" by Richard K Smith and the July 2005 issue of "**Airpower**" magazine; a special salute to aerial refueling.

When we tell the uninformed that we flew tankers the question that follows is invariably "Oh, the KC-97 or the KC-135 in SAC?" Then we bluster and restrain ourselves once more to preclude bashing the ignorant SOB.

We have just finalized the details on our memorial for the **Memorial Garden** at the National Museum of the US Air Force which we will dedicate during our Reunion in 2006 at **Wright Patterson AFB!**

Finally, we will get some respect and be recognized for what we did.

It continually amazes me that so few people know that for twelve years we singularly supported the overseas movement and rotation of all the fighters who went anywhere including the Thunderbirds on their overseas and South American tours. It has finally come to pass. Don't miss this reunion; it will be our best yet and the most meaningful to us all.

Additionally we are looking forward to the completion of our part of the air refuel-

ing display at the **Air Mobility Command Museum at Dover AFB**. John Bessette, our Historian, has been spearheading this effort.

Gil Switzer has also been quietly working on a tactical air refueling display at the **Museum of Aviation at Warner Robins**. This will be somewhat the same as the display at the Dover Museum and should be finished by February '06. All in all people are beginning to be able to see what we did; only fifty years late.

Natalie and I have been spending considerable time in the Wright Patterson area making plans for the reunion. Even though I spent four years assigned to WPAFB, I didn't realize how much aviation history is in and around Dayton. Lots to see and you will have a chance to do lots of it during our short stay.

Natalie insists that she continue her legacy of being the Supreme Planner so that it will be very easy for you to see what interests you. (See her article on page 5 with a thumb-nail look at the events). Check your upcoming packets in the December issue, closely and avail yourselves of as much as possible.

Our block of rooms at the **Hope Hotel** is over 75% full already and if you haven't made your reservation yet, do it now. We certainly would not want to see you miss out. The phone number is **937 879-2696** and the rate is only \$66.

Look forward to **Veterans Day on 11 November** and participate in as many activities as you can. Remember our youngsters who are continuing our work all over the world. They need all the support we can give

them. It's lots tougher now than when we were doing it. Less folks and more TDYs. By the way did you know that personnel now can send you TDY for twelve months! !  
NATE



## The President's Corner *By Bill Wolford*

Since returning from our wonderful reunion in Nashville, we've had a very busy summer. In June, we visited Shirley's mother and brother in Newburgh, New York and then in July, I was busy preparing for a Christian conference in St. Louis, Missouri, where I was responsible for a very large international sales area. Also, Shirley sang during the services.

We drove out and took our thirteen year old granddaughter with us. The conference was very successful. We had roughly 2,000 people attend from at least 25 countries. On returning home we stopped at Niagara Falls which we hadn't seen in about 30 years and Ariel was seeing it for the first time. We called and spoke to Natalie and Nate as we 'sped' through Ohio in both directions.

Our Dutch 'daughter' and her family visited us for a week in August. We had worked with her for several years in Israel until she met her Dutch husband and moved back to Holland.

We are now preparing to celebrate our 50th Wedding anniversary on the fourth of September. While looking at photo albums this morning, Shirley and I were reminiscing and came across an old video of our KB-50s refueling F-100s and F-101s at Wake Island. Sure brought back a lot of good memories and some not so good as you may recall. Many of you will remember how small Wake Island was. I will bring the video to the reunion at Wright-Patterson next May.

I want to encourage everyone to try to be there as we dedicate the TAC Tanker Memorial. It is a beautiful stone. Make your reservations quickly as our allocation of rooms is filling rapidly. The number is (937) 879-2696 for the Hope Hotel, 17-21 May 2006.

We can be proud of what we have achieved with the KB-50 and this memorial will be an awesome remembrance. In the last newsletter, you saw a picture of the front of the memorial and this time you will see the back with all the squadron patches, just below. What a wonderful job the Memorial Team did in making this possible. Our hats off to them.

Until we meet again, may God bless you and keep you in the hollow of His hand.  
Bill

## New Life Members

Wm. R. Brown, Bradenton FL-429  
Harry D. Scott, Tallahassee FL-429  
James W. Woods, Irving TX-431, 622.

## Welcome New Members

George M Neumeier, St. Charles MO-421  
Lee Wamsley, Mogadore OH-420

## Memorial Donations List (as of 6/2)

The following members have sent in Contributions toward the Memorial.

George Burall  
Rip Collins  
Bill Dickson  
Myron Driskell  
Harold Elliott  
Jerry Garber  
Francis Gawell  
Max Gillaspie  
David Gruneisen  
Donald Hartzell  
Harvey Jenkins  
Harvey Lee  
Nina McCarville  
Anne Mills  
Charles 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  
Carole (Palmer) Crabb  
Ray Donaghue  
Archie Graham  
Greech Hamilton  
Charlie Harrell  
William Hays  
Irv (Roy) Marler  
Ed Moore  
Willie Perry  
Rick Peters  
Gary Pflughaupt  
Bob Sturdevant

Here is a sneak peek preview of the back of the Memorial as the design was finalized. Nate and Natalie viewed the stone in late August just before the engraving was to be done in Lebanon, Ohio. Rufe Mewborn did most of the layout for the design.

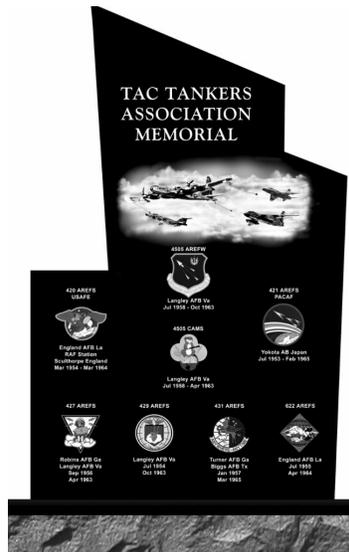
## Memorial Update *By Dan Weber, Chairman, Board of Directors*

Larry Morrison, our point of contact at Dodds Monuments Inc., in Xenia, Ohio, informs me that all is progressing well at this point. Our stone has arrived there in Xenia and Larry and the company have our final approval for the etching/engraving as Nate hand carried it over to Dodds business site. They have already started working.

The director of the National Museum of the USAF at Wright-Patterson AFB, retired General Metcalf has signed off on the project. Larry has also met with the grounds people and the location has been approved and it too has been given the general's signature. Now the foundation work will begin.

Larry is in constant touch with Ms Gail Beams, the general's administrative assistant and so Larry, in turn, keeps us informed. I am pleased that the project has moved along well, or at least as well, as can

be expected. I feel by the next newsletter, at the end of the year, we will have more good news. Dan



## Letters Received From Our New Members

William "Bill" R. Brown, Jr. of Bradenton FL (July 2005)

What a wonderful thing, I think this is to have an organization devoted to TAC Tanker folks. As you can see I live about 50 miles south of Tampa where MacDill AFB houses one of the tools of our trade. Been meaning to visit, but up to now just haven't taken the time. I stumbled across this Association site quite by accident. Have been reading it ever since.

I was 18 years old when assigned to the 429th as a Reel Operator. My first training flight was on a KB29 that was being phased out. Lots of memories. Since I was young and eager, I pulled a lot of TDY at Kindley, Bermuda; Lajes, Azores; Iceland, Newfoundland, El Paso, Alexandria, LA and all over the US. I ended up with over 4,000 hours to my credit. Among my many buddies were Bo Ault, George Black, Charlie Hropvich and many other.

After leaving the Air Force in October 1962, I worked as a pharmaceutical salesman for a couple of years. I went to college in the mid-sixties and graduated from Southern Methodist University in Dallas, TX with a BA in Political Science and a Masters in Public Administration. I began a career in City Management with the City of Dallas. I was the Director of Finance and Administration for the City of Houston for 10 years. And have served as City Manager for Shreveport LA and Odessa TX. I am now winding down from the position of Director Fiscal Planning and Budget for Sarasota County, Florida and will retire soon.

I am married to my wife Gloria for 25 years and have 2 children, 6 step-children and 7 grandchildren. We are very blessed that they are all healthy and doing well.

I am a Rotarian and Past President of the Sarasota Bay Club. I enjoy golfing and I'm in the right place for it. I am looking forward to reestablishing old friendships and making new ones.

Harry D. Scott of Tallahassee FL (August 2005)

Long time since I thought much about the tanker days. Last flight was Aug. 12, 1963, took one to the bone yard at Davis-Monthan. I get a little nostalgic every time I visit MacDill.

I retired from USAF in 1980 as Ops Officer of 61st TFS (F-4Es), after it became apparent I wasn't going to make Chief of Staff. Up to that time, I had flown several things including C-123, T-37, F-100, T-39, served two years in Nam, got shot down once, met and married my bride at Langley, survived most of the challenges aviation has to offer, and grew up a lot in the process.

Learned of your website/organization from Britt Glover, an old friend from RAF Lakenheath days (he also flew KB's out of Biggs).

George M Neumeier of St. Charles MO (August 2005)

I spent 1950-1960 in the Air Force. I was in Det 4 then 8, then the 421st. My enlistment was up in 1954 after the war slowed down. Returned to the states then. I was never in tankers again.

## Notes From Nate:

*(I picked these up listening to war stories at our reunions and from a memo from TO Williams:)*

On Night Flying - -

- Remember that the airplane doesn't know that it's dark.
- On a clear, moonless night, never fly between the tanker's lights.
- There are certain aircraft sounds that can only be heard at night.
- If you're going to fly at night it might as well be in the weather so you can double count your exposure to both hazards.
- Night formation is really an endless series of near misses in equilibrium with each other.

“Both optimists and pessimist contribute to the society. The optimist invents the aeroplane, the pessimist the parachute.”—George Bernard Shaw

“The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage.”—Mark Russell

When asked why he was referred to as 'Ace':  
“Because during WWII, I was responsible for the destruction of six aircraft, fortunately three were enemy.” - Captain Ray Lancaster, USAAF

“I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part.”—Lt. Col. John Wittenborn, USAFR

“When it comes to testing new aircraft or determining maximum performance, pilots like to talk about 'pushing the envelope.' They're talking about a two dimensional model: The bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, or course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too.”—Admiral Rick Hunter, US Navy



*What some people are having to do as a result of the high price of gas!!!!*

**Hurricane Donna at Langley AFB, Sept 1960**

This is pertinent during this latest hurricane season. While going through the old base newspapers from Langley AFB, in search of material on us tanker folks, I came across an article describing the base's response to Hurricane Donna, which struck Langley from the south the evening of a date in September (the paper doesn't mention -probably Sunday the 18th).

The article says that the base was well prepared in advance; among other things the KB-50 units had made plans to evacuate and the aircraft were manned for that purpose. To quote:

"KB-50 crews stayed with their 28 aircraft during the entire emergency. After it was determined that evacuation would not be required, the crews sat in their planes, periodically turning them into the wind to lessen the chance of damage."

My memory is slightly different. I was a newly-arrived, not-checked-out, raw navigator. I do recall that we did have evacuation plans, but my recollection is that we were called out to evacuate too late to actually launch the aircraft. I remember being assigned to a crew even though I wasn't checked out yet, and us all racing to man the KB's as the winds and rain howled around us.

It was too late. So we were left out on the apron to start engines once an hour and turn the aircraft into the wind. It was a long, shaky night! I remember dawn's gray light revealing shingles ripping off the flight line fire station' roof. Fortunately for all concerned, the winds never got over 71 mph (according to the newspaper article), and all the KB's and crews "weathered the storm" OK.

What do you 427th, 429th, CAMS, and Wing folks recall about this? Were we really caught too late, or was evacuation "really not required," as the article says. I welcome any of your memories on this incident.

**Unit Histories**

I have been copying the official unit histories for all our units as I have uncovered them, and I now have a good collection for our archives. The main sources have been the AF Historical Research Agency at Maxwell AFB, Alabama, and the microfilm copies of records held at the AF Historical Support Office at Bolling AFB, DC (near where I live). The collection isn't complete yet, but we're getting there. Here's how we stand:

4505th Wing, the CAMS, & the 4 Stateside squadrons: Will soon be complete for entire period July 1958 - October 1963.

420th: Complete January 1956 - June 1962. Histories to March 1964 will soon be copied. Earlier material (beginning March 1954) will be harder to find, but doable.

421st: We have only one history, January - June 1964. All the others are out there; I just have to dig them up!

427th: Complete September 1956 - December 1957. Early 1958 will be copied next year at Maxwell.

429th: Complete July 1954 - June 1955, also January - June 1957. Other gaps will be filled next year at Maxwell.

431st: Complete January - June 1957. Gaps 1957-58 and 1963-65 will be filled next year.

622nd: Need to find and copy these July 1955 - June 1958, and October 1963 - April 1964.

Bottom line: I can help anyone with info from the histories I already have, so if you have questions or need extracts of the histories I have, then just ask.

#### **420th and the AF Outstanding Unit Award**

In the last Tanker Tales I mentioned that the official AF list of units awarded the AFOUA did not include the 420th. We know that the 47th Bomb Wing at Sculthorpe was awarded the AFOUA, and the 420th was attached, then assigned, to the 47th during this period. Several of you have sent me copies of your certificates and letters from the 47th CBPO, and I now have a copy of the Air Force special order granting the AFOUA to the 47th. I now have enough ammunition to send a package of data proving the 420th's eligibility to the Air Force, and I will be doing so this fall. I'll let you know the outcome. We all know the 420th got the award; this effort is to make sure tomorrow's Air Force knows!

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That's it!

I am sending a copy of this to Walt Larimer, ex-420th, because I promised him a cut at anything about the 420th & the AFOUA which might appear in the Tanker Tales. Walt, if you have any comments/objections, please pass them on ASAP to Nate & Natalie, info me.

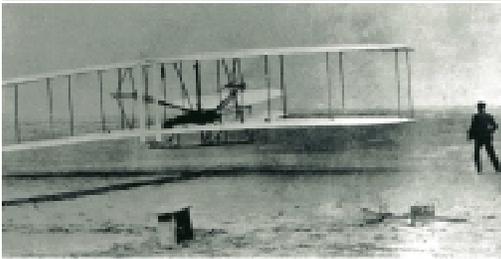
Regards,

John Bessette

### Bermuda Cruise Update

Well the plans for the Bermuda Cruise on the Horizon of the Celebrity Cruise Line are complete at this point and the cruise is set for October 15-22, 2005 and currently we have 7 staterooms booked. Jim "Pappy" and Bobbe Boyington, Harvey and Mary Jenkins, their friends: Ralph and Reitha Smith, Roy and Dean Marler, Ted and Helen Raschke, Bill and Annella Szanyi, Bud and June Wedel are all set to board ship.

I want to thank Ginger Shiver of the Warwick Travel staff for all her efforts in getting the arrangements made for our organization. If you ever want to take any type of a trip, cruise, etc, please check out their web site for all their "adventures," [www.warwicktravel.com](http://www.warwicktravel.com). They are located in Newport News VA and have been in the business for 30 years.



### ***Gearing Up For WPAFB: An Adventure in Aviation***

***By Natalie Hill***

*To give you an idea of what is being planned so far:*

Wed. 5/17/06-

*11-4 pm-Registration at the Hope Hotel.*

Thurs. 5/18/06-

*10 am-Dedication of our Memorial at the National Museum of the AF, our Historian's presentation, and tours of the museum. Evening Free.*

Fri. 5/19/06-

*9 am-Golf Prairie Trace Course on Base;  
9-2-Bus Tour to Clifton Mills, Young's Dairy and Village of Yellow Springs;  
4-8-Association Picnic at Bass Lake Reservation Lodge on base,;*

Sat. 5/20/06-

*9-1-Tour of Huffman Prairie, Wright Brothers Memorial and Carillon Historical Park/Aviation Center;  
3-5-Business Meeting at the Hotel ;  
6-9-Banquet at the WPAFB Club.*

Sun. 5/21/06-

*8-11- Farewell Breakfast Buffet at hotel.*

### **BOOK REVIEW**

**By Jim "Pappy" Boyington**

**FOREVER FLYING**, is an autobiography by R.A. "Bob" Hoover with Mark Shaw. This book is published by Pocket Books, a division of Simon and Schuster.

**This is Part II of the review given in the last issue.**

Two months after Bob had performed his usual Shrike Commander aerobatic routine at the 1992 Aerospace America Air Show in Oklahoma City, two FAA inspectors filed a report. They stated that based on their observations at that show, Bob's flying skills had deteriorated. This was the opening round in a battle that lasted three years and went all the way to the Supreme Court. The court refused to review the case, permitting the judge's decision that denied Bob's appeal for reinstatement to stand.

In the meantime, Bob had committed to appear at the show in Tasmania. After a first class medical examination and written and flight tests, Bob was awarded a commercial pilots license by the government of Australia, recognized everywhere in the world, except the United States. After much foot dragging, the NTSB and FAA finally came around in 1995 and issued Bob a Medical Certificate. This was probably the result of continuous pressure applied by friends of Bob and the resulting bad publicity.

The FAA men, small cogs in the big machine most likely started the whole mess in an attempt to make a name for them. Once the ball was rolling, no bureaucrat was willing to apply some common sense and throw the report out. Bob, true to form, fighter that he is stuck it out. His first chance to fly solo in the United States came at the Skyfest Daytona '95 Air Show in Florida in November 1995.

I guarantee your eyes will not glaze over while reading this book. There is plenty of detail, the kind true affectionados appreciate, but written in language anyone can appreciate. It offers great insight into the nature of an experimental test pilot's daily routine. The risks and the rewards and friendships he has enjoyed. From his humble beginnings, earning money to pay for flight lessons he could only afford in fifteen minute increments, to aviation cadet, graduating as flying sergeant, promoted to flight officer and finally to full commission status. He time and again demonstrated courage beyond belief. Bob Hoover always gave it his best. He recovered from his mistakes, learned and went on to greater challenges. This is a book you should encourage your children and grandchildren to read.



### **Trailer Addition Serves As a Conversation Piece For Couple**

*(This article written by Kelli Myers of the DOVER POST is a story about Gloria and Charles Hropvich (429) of Felton DE)*

As Dover's commercial strip, Route 13 has its share of unusual sights. Seeing the front of a plane attached to a trailer, however, is a little strange even for the curious driver. This contraption, which has been turning heads for many years, rests next to the 1970s home of Charlie and Gloria Hropvich about a mile south of the Woodside light.

The conversation piece, as the couple calls their trailer addition, is actually a C-5 simulator that Charlie and fellow members of the 20th Military Airlift Squadron trained in during the 1970s until the late '80s when he was a flight engineer at Dover Air Force Base.

Years ago, he learned the base had upgraded to a C-5 model B simulator—his was a model A— and that they would be auctioning it off at the salvage yard on base. Charlie still remembers the day like it was yesterday. It was Dec. 12, 1989, when he sent Gloria out to the auction—he was busy with work—with a spending limit of a couple thousand dollars.

"I got it for \$215," Gloria said proudly. "I had my card up, and nobody wanted to bid higher." "They told me, 'You realize you will have to haul this yourself,'" she remembered. "I said that was just fine."

"I wanted that thing so bad," Charlie said. "I couldn't believe it when she came back and told me how much she paid for it." He ended up shelling out though, he said, as the cost to haul the 10,000-pound simulator totaled about \$1,000, which he did with the help of friends and a large roll-back.

Mike Leister, director of the Air Mobility Command Museum, said the couple was lucky to snag such a great deal on the simulator. The craft was offered to the museum, which had opened recently, Leister said. He was intrigued by the idea and had visions of setting it up as part of an exhibit. The museum was to receive the simulator after contractors removed some of the parts, he was told.

"The entire thing was gutted right down to the fiberglass shell," Leister said. "There wasn't much left inside except brackets and wiring...it wasn't really valuable for what we wanted to use it for." Although the simulator would have been a unique display at the museum, he said, he was glad it would be put to use. "I think they got a wonderful deal...it really is a conversation piece," Leister said.

**"My little command post"** The simulator sat in the Hropvich's backyard for about five years, Gloria said, and was eventually moved and attached onto the 10 by 46-ft trailer that sits next to their home. "It was snowin' that day—we had some friends over, ate donuts and watched them move it," she remembered. The whole process took about four hours. All that was required for the project was a storage shed permit. Charlie said, pulling out the aged sheet of paper. "I told them it was going to be my little command post, or CP," he said, joking. "CP for conversation piece."

It's been 10 years since the simulator found its current home, and except for a coat of paint, nothing has been done to enhance its appearance.

Inside, traces of the addition's former use still linger.

The control panel remains intact, two monitors rest in clumps of tangled electrical wire, and frames from the seats, although rusted, are still visible. An aged smell fills the space, and a bird has made its nest there.

For Charlie, who dedicated 24 years to the Air Force, being inside the simulator brought back many memories. "I used to sit right there," he said, pointing to a pile of wires. "I remember one guy telling me I made flying look so easy."

However, Charlie said the use of the simulator will soon change. "It's a project that's been on the back-burner... I'm into a lot of things," he said. "But I'm gonna make it into a party room...a clubhouse. There's a bathroom in the trailer, so it will be perfect. 'I'll put a poker table in here, and of course a fridge for the beer."

Although his idea may seem a little off the wall, Leister said similar things have been done before. "Some people do buy aircraft and turn them into party home or additions to country homes," he said. "It's been done more than once." Hoping to have the party room cleaned up and completed by next summer, Charlie said he plans to invite the 20th MAS alumni over to spray paint the outside and celebrate the finished project.

**'Screechin brakes'** Despite being somewhat visible to passersby on the highway for many years, Gloria said her husband's CP still alarms people. "We definitely hear a lot of screechin' brakes," she said, noting the noise isn't as frequent as it was a decade ago. Visits from DAFB personnel, also haven't occurred recently.

"We heard there was a C-5 plane flying above not too long ago and it noticed the plane just sittin' in someone's yard," Gloria said. "They didn't know if someone had crashed or what was goin' on, so they sent someone out from the base to check it out." The Hropvichs weren't home at the time, but thought the incident was funny. Noting her husband "wheels and deals" a lot, Gloria said he often has visitors that come by to see what he has to sell. The conversation often turns to their "plane stickin' out of a trailer," she said. "People have never seen anything like it—they can't believe it," Gloria said. "A lot of people probably wish they could have something similar."



Photo taken July 21, 2005

Bits and Obits

On 4 July 05, Ralph Holt (622, 429, 420) lost his wife Marbary (Mabs). His email address is ralphmabs@yahoo.com or write him at 18825 94th Ave W, Edmonds, WA 98020.

**Colonel Sherod "Rod" Santos**  
*This is a reprint from the Monterey Herald (CA)*  
 Sherod "Rod" A. Santos, age 86, died at his Carmel home on July 25 (2005). A native of Ukiah, CA, he was born May 11, 1919 and has lived in Carmel since 1965. Mr. Santos served in World War II and Korea as a member of the US Air Force, retiring as a Colonel after 22 years.

A realtor, he was the owner of Carmel Associates for 40 years. Mr. Santos was a member of Monterey Peninsula Country Club and the Monterey County Board of Realtors. He was a fan of motor racing and sports. He also enjoyed fine food and wine.

He is survived by his children, Ralph Santos of Dallas TX, Rod Santos of Columbia MO and Cheri Lynn Brandon of Nashville TN; his grandchildren, Carter Colin, Caroline, Benjamin and Zachary and his great-children, Cole, Harper and Sloane.

Graveside services were held at El Carmelo Cemetery in Pacific Grove on Friday, Jul 29.

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**Comments From the Monterey Herald Guest Book**  
 A good man who could be a friend as well as an outstanding leader. *Loy & Ann Self (Seguin, TX)*

Col Santos was a real friend of the 622nd AREFS and we know he is the hands of God and flying great air machines. *Joe Boyer (Harker Heights, TX)*

Col Santos (Rod) is a friend of many years. He was the senior member of the TAC Tankers Assn (KB-50 aircraft) and was our surviving squadron commander. Rod was greatly respected by us all: not just the folks who worked for him in the 427th Air Refueling Squadron and the 4505th Air Refueling Wing when he was the Deputy Commander. We last saw him Colorado Springs in 2004. He will be greatly missed by us all. *Nate Hill (Lancaster, OH)*

All of us at the TAC Tankers Association extend our sympathies to the family of Colonel Santos. *Daniel Weber (Rancho Cordova, CA)*

Attending the funeral for Bob Rose and representing the TAC Tankers were Bob Sturdevant, Bill Rose (Bob's twin), and Bob Peterson.



**Chaplain's Corner** By Rev. George Burrows

It seems that each time I turn on the TV there is some terrible thing going on somewhere. I can not imagine this doesn't happen to you too. I say to God, "How has the world come to this?"

I say to myself, "What will come to pass?" My children and grandchildren are so precious to Marilyn and me. We are such a close family and we all love God. I pray for each of you and ask God to be with you no matter what.

My Bible tells me not to worry and that is hard not to do. My friends: Have faith. God's reward is something we can all count on regardless if the world doesn't go as we think it should.

**Bob Rose Passes Away July 2005**

*(The following information was given by Peggy Rose and Donna Pipkin)*

Major Robert Bruce Rose, USAF Retired, was born October 25, 1933 in Seattle WA where he lived with his parents and twin William. His father died when he was nine and the family moved to Everett, WA where he attended High school and Jr. College. He transferred to U. of Washington and left to join the USAF in 1954. Cadet training was at Ellington AFB TX then on to Moody and James Connelly where he was an instructor in navigation and radar observing.

It was at this base where he met his wife of 46 years, Peggy Beesley. They were married November 6, 1959 in Hubbard TX and went to Yokota AFB Japan. From there they moved to Glasgow AFB, MT flying the F101. Son Roger Dale was born December 1964 while in Montana.

Bob volunteered for duty in Vietnam and took his F4 fighter training at MacDill AFB and spent a year at DaNang, Vietnam totaling 319 missions. He returned to join his family in Tampa where he became the Stan-Eval officer at MacDill. He returned to college at the U. of Tampa and obtained a BS in Business Administration. It was at MacDill that he retired from the USAF.

In 1976, Bob and family moved to DeSoto TX, where he started his second career as an instructor at the American Airlines Flight Academy. In 1982, Bob took a leave of absence and sent to Jeddah, Saudi Arabia where he spent the next two years as an instructor on the 747 aircraft for Saudi Airlines.

He returned to American Airline as a supervisor of ground school. In the mid 80's, AA bought 25 A300 Airbuses from Toulouse, France, where Bob set up the American Airline pilots to be checked out in the aircraft. After two years in Toulouse, the operation was moved to Miami where Bob handled the training.

Because of the events of 9/11, Bob retired with 25 years with American Airlines. Just as Bob and Peggy were making plans for retiring in Hubbard TX, Bob was diagnosed with cancer and thus began his 3 year battle that ended with his final flight on July 2005. Memorial services were held on July 31, in Hubbard.

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Wedel & June Wedel



Jacobson & Lee



Elliott & Harold Elliott

**Memories From Nashville:** Row One: Bud and June Wedel; Jake Jacobson, Harvey Lee and Banquet Guest Speaker Gordon Jacobson; Gail and Harold Elliott.



Furukawa



Hemstra & Clark



Collins



Cossi



Myers



Parsons



Forrest



Holbrook

Row Two: Joe and Jean Furukawa, Don Hemstra and Les Clark, Rip Collins and Bob Home, Yoshi and Tom Cossi.  
 Row Three: Gary and Shirley Myers; Hospitality Room gathering-Doreen Parsons, Sonia Forrest, Maggie Iverson, Natalie Hill and Ingrid Fogwell; Gil and Marge Switzer at banquet; Jim and Elaine Holbrook waiting to board the General Jackson.