



CLASS 69-E
WEBB AFB PILOT TRAINING
FORTY YEARS LATER
(with 2020 and 2023 updates)

Originally Edited by Richard F. DeMong April 2009 – Updated October 2023

“The two things we are more likely to have in common are a love of flying and some fond memories (we tend to forget any bad memories, don't we?) of the 12 months we spent together way out in west Texas 40 years ago at a time in our lives when we had no worries about stiff joints, enlarged prostates, grey hair (or lack thereof), Medicare and retirement plans suddenly shrunk by 30-40 percent!” Jim Rembolt



Source: David Parson's Office Wall

Notes about our beloved Tweet (courtesy of Bill Campbell)

The AF is retiring the T-37, and is replacing it with the T-6 Texan II, a single engine turboprop aircraft. As of today, there are only 34 T-37s in the AF inventory and all of them are stationed at Sheppard AFB, TX. The last T-37 will retire next year, ending the "dog whistle" era. Perhaps the dog whistle is the reason that many of us have a hard time hearing.



Source: David Parson's Office Wall

Notes about our beloved T-38 (courtesy of Bill Campbell)

The AF has started the T-38 replacement process (T-X) with a proposed first delivery of its replacement in 2017. Most of us wouldn't recognize the T-38 cockpit today. It's has a glass cockpit, HUD, and advanced avionics.

In Memoriam

To fly west, my friend, is a flight we all must take for a final check.
Remembering our departed brothers:

Paul J. Baldy
Joseph M. Benson II
George E. Boehmer
Edward L. Chandler
Jerry B. Clark
Richard F. DeMong
Richard W. Edmonds
Douglas J. Hileman
Warren A. Hill
Paul D. Houppert
Donald S. Macomber
Thomas G. Neutzling
Donald E. Penn
Henry C. Rimmer, Jr.
Eugene W. Selby
Allen J. Thrush
Gary J. Walker
Dale L. Zerba
Mathhar Jamil Alawneh
Mohammad Hosseinalibake

Interesting Factoids about 69-E

- 70% retired from the Air Force or Marines
- 50% have reduced their working hours or fully retired from a second or third career
- 45% had a second flying career after their military duty or during their Reserve or ANG duty
- 65% served in Vietnam
- 0% were KIA in Vietnam
- 58% have a graduate degree including 2 law, 2 MD, and 2 Ph.D. degrees
- 1 is a Major General
- 10% were promoted to Colonel
- 35% were promoted to Lieutenant Colonel
- 13% were promoted to Major
- 43% were promoted to Captain

Webb AFB

Webb AFB was used first by the United States Army Air Force as **Big Spring Army Air Field**, opening on 28 April 1942 as part of the Central Flying Training Command. The mission of Big Spring AAF was to train aviation cadets in high altitude precision bombing as bombardiers. The airfield had received its first class of cadets in September 1942. The AT-11 (Beechcraft Model 18 and the B-18 Bolo) were the primary aircraft flown for training. The 79th Bombardier Training Group continued operations until the surrender of Japan, when the cadets who agreed to remain in postwar service were transferred to Midland AAF, Texas. The last class graduated on 26 Sep 1945. The base was declared surplus and reverted to city control in November 1945, and it served as the Big Spring Municipal Airport for six years.

The airfield was activated as **Big Spring Air Force Base** on October 1, 1951, brought back into service because of the Korean War, the base was renamed **Webb Air Force Base** on 18 May 1952 to memorialize 1st Lieutenant James L. Webb, a Big Spring native and World War II combat pilot in Europe, who was killed off the Japanese coast flying a F-51 Mustang in 1949.^[5]

The 3560th Pilot Training Wing of the [Air Training Command](#) (ATC) activated stationed at the base, and instruction of the first class began in April 1952. The base was equipped with thirty-seven T-28 Trojan propeller and twenty-eight T-33 Shooting Star jet trainers. The base population soon passed the 2,000 mark.

In the early 1960s, with the introduction of the [T-41](#) propeller aircraft and the [T-37](#) and [T-38](#) jet training aircraft, Webb became one of ATC's principal [Undergraduate Pilot Training](#) (UPT) bases. By the end of 1968, almost 9,000 pilots had been trained at Webb.

In 1956, the [Air Defense Command 331st Fighter-Interceptor Squadron](#) was transferred to Webb from Stewart Air Force Base in New York to defend the southern United States border on air intercept missions as part of the Central Air Defense Force. Originally flying the F-86D Sabre, the squadron upgraded to the F-102 Delta Dagger in 1960, then transitioning to the [F-104 Starfighter](#) in 1963.^{[6][7]} In March 1967 the 331st was redesignated the 4760th Combat Crew Training Squadron and charged with training Royal Jordanian Air Force students on F-104s.^[8] It was inactivated on 1 October 1967 when the Jordanians were recalled because of the war with Israel in the summer of 1967.^[9]

Webb was also the site of several annual summer Field Training encampments for college AFROTC (Air Force Reserve Officers Training Corps) cadets throughout the 1950s and most of the 1960s. In the early 1970s, the 3560th was redesignated the [78th Flying Training Wing](#) (78 FTW). The 78 FTW was subsequently reactivated as the [78th Air Base Wing](#) (78 ABW) at [Robins AFB](#), Georgia, a role it continues in today.

By the mid-1970s, the end of the Vietnam War, the associated financial costs of that conflict and related cuts in force size and future defense budgets meant a marked decrease in the need for Air Force pilots. As a result, Webb AFB, along with several other USAF [Undergraduate Pilot Training](#) (UPT) bases, was identified for closure and formally deactivated in 1977. The property it had occupied was turned over to the Big Spring Industrial Park.

Source: Wikipedia.com 4/15/09

Mathhar Jamil Alawaneh
Died 1969, F5 Crash

Mansour Bin Bandar Bin Abdulaziz

Married: Yes Year married: 1974 Wife's Name: Jawaher

Number of children: 4

Highest Military Rank: Major General Service: Royal Saudi Air Force

Number of years of active duty: 40 years

What aircraft did you fly? T-33, F-86, Lightning, Provost MK4, Gnat, F-15

Did you retire from the military? Currently active duty status

Have you retired or significantly cut back on your hours of employment? No

Major General Mansour Bin Bandar Bin Abdulaziz

Base Commander, King Abdullah Air Base
Jeddah, Saudi Arabia

Life After Webb

Major General Mansour Bin Bandar Bin Abdulaziz was born in Riyadh, Saudi Arabia, on 30 May, 1951. He received his Basic Flying Training in the United States at Webb AFB at Big Springs, Texas, and graduated February 1969.

Upon completion of the Basic Flying Training Course in the United States, he returned to Saudi Arabia for the Fighter Conversion Course on T-33, F-86 and Lightning Aircraft in Dhahran and was flying with the Number 2 Squadron as an operational pilot on Lightning aircraft. In 1972, he completed the Flying Instructor Course in the United Kingdom on the jet Provost MK4 and the Gnat aircraft. He was then assigned to the Lightning Conversion Unit at King Abdulaziz Air Base as an instructor pilot on the Lightning aircraft, and then selected to be the Operations Officer of the unit. During this time, General Mansour attended the Command and Staff College in the United States and the Defense Resources Management Course at the U.S. Naval Post Graduate School. Following his return to the Kingdom, General Mansour was selected to be the F-15 Peace Sun Project Officer and before the arrival of the F-15 aircraft, he was selected to be the first pilot for the Royal Saudi Air Force to attend the F-15 Conversion Course at Luke AFB, Arizona. After returning to Saudi Arabia, General Mansour was assigned as the 13th Squadron Commander at King Abdulaziz Air Base, Dhahran, which was the RSAF F-15 Squadron. He was also responsible for establishing all F-15 Squadrons in the Kingdom. He then assumed the

duties of 3rd Flying Wing Commander at King Abdulaziz Air Base. General Mansour was selected to be the Base Commander of Prince Abdullah Air Base (now known as King Abdullah Air Base) in Jeddah, Saudi Arabia.

General Mansour is a Senior Fighter Pilot and has been awarded numerous national and international medals and badges of honor.

Lawrence L. Anderson

Lost Classmate

Denny Baker Life After Webb

USAF

My duty assignment after graduating from UPT was *T-38 instructor pilot* at Randolph AFB, San Antonio, TX. After completing four months of PIT (Pilot Instructor Training) at Tyndall AFB, Panama City, Florida, I spent the remainder of my USAF commitment serving as a flight line instructor and an academic instructor for Instrument Procedures and T-38 Systems.

When it became obvious that there were fewer pilots needed in the Air Force because Vietnam was being scaled back, I petitioned for an early out. It was accepted and I had a year of my commitment waived. After being discharged in December 1971, Kathy and I moved back to Iowa to become involved in the family farm enterprise.

Back in Iowa

We spent 19 great years on the farm, specializing in pork production, intensive row crop production (corn and soybeans), Christmas trees, and livestock equipment sales. I have always loved getting dirt under my fingernails, whether it was from serious farming or digging night crawlers. We dissolved the family farm corporation in 1991 because my brother was ready to move on to another occupation. Kathy and I retained some of the land and I became involved in animal nutrition sales. I retired from Kent Feeds Inc, in September 2003, and have been spending most of my time hunting or fishing since.

Flying

In the mid 1970's several pilots in my area purchased a Citabria 7KCAB, a fully aerobatic fabric covered aircraft with an inverted flight fuel reservoir and oil scavenger pump that allowed for up to two minutes of sustained inverted flight (if you could stand it). Of the fourteen of us who flew the plane, only two did any aerobatic maneuvers. It had a 150 HP engine mounted on an

airframe that collectively weighed only 700 pounds. It was a fun aircraft that would spin, loop, barrel roll, perform clover leaves and split S's; virtually everything that we were taught to do in UPT.

I bought a Cessna 172 in 1983 and then replaced it with a Cessna 182 in 1987. In 1990 I decided that I had too many hobbies (flying, fishing, golf, frog hunting, quail and pheasant hunting, planting trees, etc), and not enough time to do justice to all, so I sold the plane. Even after retiring from fulltime employment over five years ago, there just isn't enough time to get everything done that I would like to.

Hobbies

BAKER'S Fish Hatchery (www.bakersfish.com) and BAKER'S Hunting Preserve are two post retirement enterprises that I stay active in on a part time basis. The hatchery, which we started 19 years ago, supplies fish for stocking private ponds and lakes. We also supply fish to some county and city owned recreational areas as well as other fish hatcheries. We are one of the few hatcheries in the USA that raise, and sell, adult small mouth bass.

BAKER'S Hunting Preserve, licensed by the state of Iowa, was started in 2002 as a mechanism to extend the regular pheasant and quail season from two to seven months long. We are essentially a members' only facility, releasing approximately 4000 adult quail and pheasants during the hunting season.

Southern quail

One of my favorite memories from UPT was heading to the parasail grounds west of Big Spring to go quail hunting with some of the classmates. A southern style game feed required black eyed peas as a side dish so the gals would start boiling the peas in the morning in order that they would be ready to eat that night with the quail.

Our family

Kathy was a stay at home mother until our son, Michael, was nine. She started working as a bank teller in 1980 and after twenty eight years in the industry, was named President of United Bank and Trust, Marshalltown, IA, on January 1, 2008.

We have five grandchildren, four boys and one girl. Our daughter, Leslie and her husband, John, live in Waverly, IA, and have three boys. Our son, Michael and his wife, Jesi, have a son and a daughter and live in North Richland Hills, TX.

Update September 2020:

- We now have six grandchildren, five boys and one girl. Our daughter, Leslie and her husband, John, live in Waverly, Iowa and have three boys. Our son, Michael, and his wife, Jesi have two boys and a daughter and live in North Liberty, Iowa.
- I have completely retired by selling the property where we had the fish hatchery and hunting preserve.
- Kathy and I moved to Ames, Iowa in February, 2020.

2023 Update: We retired the fish hatchery and hunting preserve and moved to 3103 Burnham Dr, Ames, IA 50010, in February 2020. Having a beautiful pond with a fountain in our Ames backyard has made the transition from rural to city life much more bearable. Denny has been a mentor working with Iowa State University football players for seven going on eight years. He spends several days a week "gone fishing" in private ponds and public lakes. Kathy retired as bank president in 2011 and is now very active in Ames community activities.

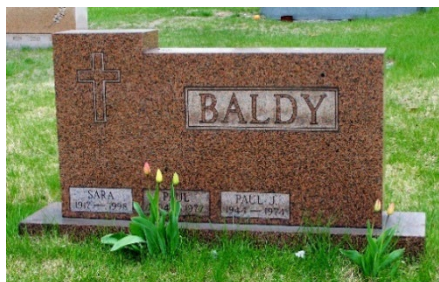
Family: We have six grandchildren, five boys and one girl. Our daughter, Leslie and her husband, John, live eight miles east of Ames in Nevada, IA and have three boys. Our son, Michael and his wife, Jesi, live near Cedar Rapids, IA and have two boys and a daughter.



Paul J. Baldy

Died February 12, 1974

Obituary: Born in Hungary June 21, 1944 – February 12, 1974; Buried at Woodmere Cemetery, Detroit, Michigan



Captain Baldy was the pilot of B-52G Stratofortress #58-0174. A faulty valve caused fuel starvation to the engines on one wing, causing the bomber to veer off course during take-off at Beale Air Force Base near Marysville, California, February 8, 1974. The airplane flipped over and exploded. Captain Baldy was critically injured and transported to Brooke Army Hospital in San Antonio, Texas, where he died 5 days later. Son of Paul and Sara (Sartos) Baldy. Buried in

Woodmere Cemetery in Detroit, Michigan.

Burt E. Ballentine

Married Yes Year married 1981 Wife's Name Duffy Anne

Number of children: 4 and number of grandchildren 2

Highest Military Rank LtCol USAF & TxANG

Number of years of active and duty? 11 years Reserve duty? 13 years

Did you serve in Vietnam? Yes No ___ Cam Ranh Bay, UBON RTAFB

Did you serve in Desert Storm? Yes ___ No

What aircraft did you fly after Webb? ___ F-4, ATC T-37, F-4, F-16. Airlines, MD-83, B757, B767

Did you retire from the military? Yes No ___

Did you have a second flying career? Yes Braniff and American

Have you earned a graduate degree? Masters: Yes TSU

Have you retired or significantly cut back on your hours of employment? Yes x No

Best memory of pilot training class or of Webb AFB? Living in the Q with the rest of the animals.

Worst memory of pilot training class or of Webb AFB? I can't think of one, I was just dumb and happy.

Other career notes: Furloughed from Braniff, Duffy and I owned and operated our small business for 14 years.

Burt E. Ballentine Life After Webb

Jonathan Cooke and I were lock step in assignments to George and all the survival schools. We were room mates at CRB and at Ubon. We were in the 497 TFS Night Owls. We were Night Owl FACs and I went on to Wolf FAC. I flew 68 Wolf missions and 208 total combat missions in the F-4. As a reward, I got a five year tour in the T-37 in Del Rio. I was a flight commander and went to Academics, became Chief of Academics. On to USAFE, back in the F-4, 78th TFS at RAF Woodbridge, nuke and such. Was ADO, left AD to the Texas ANG in 1979. Was a Guard Dog for 13 years, got to fly the F-16. We were on the ramp to launch for Storm but it ended before we took off. Was jettisoned by Wife 01, Betty in 1979, married Duffy Anne in 1981. Two daughters from each marriage (that is ZPG, right?), we all live in the DFW area. We sold our business and moved to Keller (just north of Fort Worth) in 1995. Put in 21 years with AA, retired from the B-767 in 2005. Got a teaching certificate with the intention to teach HS biology but they made me a business teacher. Fun, but to teach science, I had to quit and now sub. I didn't want a @!!* job anyway. Now I have a sweet deal working for the coaches. I sign up for their entire season and have a schedule, they don't have to sweat getting a sub for game days, and I teach what I want. I have been teaching science, physics, chemistry, and this year am back in the bidness section. High school is a blast, it is like living in an Archie comic book.

At AA I got to work at corporate level interviewing and hiring pilots. Did that for five years. In retirement I supplement at Crew Schedule when the weather hits the fan. Get to see all the guys, great fun.

Still play with cars, restored a 66, two 67s, and a 68 Mustang with my daughters when they hit 16. Made them do all the work. I tell ya, Bubba don't sit on their fenders, no sir. I am active in the River Rats and am President of the 78th Fighter Association. Was President of the West Texas chapter of AFA.

Life has been great, wouldn't change a thing. Well, maybe I should have gone to Stanford instead of Occidental, but who knew?

Lawrence A. Barber

See Directory

Joseph M. Benson

Died January 10, 2003

Theodore Bick

Highest Military Rank Captain USAF

Number of years of active duty? 5 years

Did you serve in Vietnam? No

Did you retire from the military? No

Did you have a second flying career? Yes Agricultural flying, Metro Airlines, Dept. of Energy (Ross airlines), American Central Airlines, SMB Stage Lines, American Airlines and maybe one I forgot.

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB: Going home to my wife. Also, hanging out with Buck Barber and Bob Mass.

Worst memory of pilot training class or of Webb AFB? Arriving in Big Spring and seeing how desolate it was because I had never been west of Hershey, PA before. But it grew on me and now I like desolation.

Ted Bick**Life After Webb**

I went back to Webb right after graduation to instruct in the T-38. After my discharge in early 1973, Ila, Lisa and I settled in Albuquerque but they moved to Brazil a few years later. After that I had numerous flying jobs, and enjoyed them all. I moved a lot. Lisa is now a jewelry maker in Brazil and my younger daughter Cassandra, 21, is a cocktail waitress and Nutrition major in Hawaii.

I retired from American Airlines and live in Dripping Springs, TX. I play the hurdy gurdy and take care of my horses.

My vision went bad a few years ago and so I don't fly any more but I miss it sometimes.

George Boehmer Died March 3, 2019

Married: Yes Year married: 1974 Wife's Name: Jean

Number of children: 2 Number of grandchildren: 4

Highest Military Rank: Col Service: USAF

Number of years of : 24 years

Did you serve in Vietnam? Yes
Where were you assigned? Pleiku

What aircraft did you fly? OV-10

Did you retire from the military? Yes

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb: Hanging out with a great bunch of people

Worst memory of pilot training class or of Webb AFB: Busting a 4-ship check ride

George Boehmer Life After Webb

From Webb, along with a few other classmates, I went to Fighter Qual (AT-33) and then to OV-10 Training before going to Vietnam.

I was stationed at Pleiku and flew "Out-country" missions in Laos and Cambodia. The primary mission was support of Special Forces LRP teams along the Ho Chi Minh Trail. One of those missions made news in 1998 when we were accused of having used nerve gas during a particularly tough mission in 1970. Not true, of course. Time and CNN later retracted the story and fired some folks.

Post-Vietnam I flew T-38s and B-52s before moving into Staff positions at HQ SAC and Air Force Space Command. My last Air Force job was as ADO for Space Command in Colorado Springs. Great job!

It was during my T-38 IP days in Selma, Alabama, that I met and married Jean, my “trophy” wife of 35 years,

I retired from the Air Force in 1987 (after 24 years) and went to work for TRW and then Northrop Grumman. I worked several DoD contracts, primarily on Space and C3I systems, in Colorado Springs and Omaha.

After having some heart problems and getting some strong recommendations from my doctors, I took early retirement from industry in 2003 and moved to Alabama. Best decision I ever made.

Obituary: Born November 4, 1940 and died on March 3, 2019; Buried at Alabama National Cemetery, Montevallo, Alabama



Survived by his wife Jean, his children and grandchildren. He was a retired Air Force Veteran and a member of First Baptist Church of Wetumpka, Alabama. He enjoyed fishing, hunting and gardening.

William H Campbell

Married: Yes Year married: 1967 Wife's Name: Barbara

Number of children: 2

Highest Military Rank: Col Service: USAF

Number of years of : 30 years

Did you serve in Vietnam? Yes Phu Cat AB, RVN for 6 mos and Cam Ranh Bay AB for 6 mos, RVN (C-7s)

What aircraft did you fly? C-141, C-7, T-39, T-29, B-52G/H

Did you retire from the military? Yes

Did you have a second flying career? No

Have you earned a graduate degree? Yes, Masters Southern Ill University (MBA)

Have you retired or significantly cut back on your hours of employment? No

Best memory of pilot training class or of Webb AFB? Too many to list

Worst memory of pilot training class or of Webb AFB? Night before graduation when my IP got me drunk, had the worst hangover of my life the next day at graduation

William H. Campbell Life After Webb

Barbara works for the Dept of Agriculture in DC. I work in Rosslyn, VA as a support contractor for the HQ/AF. My office and 1/5 of the rest of the Pentagon's occupants moved out in 1998 when the Pentagon renovation began. We will move back into the Pentagon in Oct 09 when

renovations are complete for the entire building. I currently am a contractor supporting the Asst Secretary of AF for Acquisition. Also I am the Division Chief for the 18 folks who support the AF's Global Reach Programs. We oversee a \$53B portfolio that procures and modifies the AF's C-17, C-130, KC-135, KC-10, C-5, T38, T-6, T-43, C/AC/EC/HC/LC/MC-130 fleets, as well as, all the VIPSAM fleet (President's VC-25), and all the AF's helicopter fleets. It's challenging but also a lot of fun.

Two sons: Trey and Todd. Trey is a building contractor in Northern California. Todd is an IT manager for Temple Inland Corp in Austin, TX

Another retirement is planned for this summer; Barbara will retire from Civil Service after 30 years service. I hope to work one more year and retire in 2010

This summer, we plan to start construction on our retirement home in Morristown, TN, overlooking Lake Cherokee.

UPDATE June 2020

We both retired in 2011. Barbara from Federal Civil Service (30 years). I retired from a consulting position w/Asst. SECAF for Acquisition in Sep 2011, a position I'd held for 13 years, 11 mos & 9 days. In sum, I enjoyed the work and the folks who worked for me. However, both Barbara & I had grown very tired of the arrogance, stupidity and traffic in the Nat Capital Region. We built our retirement home in TN & moved in upon completion in Sep 2011. We love it here, the pace is slower & the locals are the friendliest of any of our previous 27 locations in 53 yrs of marriage.

We remain in reasonably good health for two "old farts." Barbara and I spend our winters at our second home in Naples, FL

Military assignments:

20 Dec 1967: OTS commission date

1968-1969: UPT, Webb AFB, TX

1969-1970: C-141A, CP then AC, 41st Airlift Sq, Charleston AFB, SC

1970-1971: C-7A AC then IP, 537th Airlift Sq, Phu Cat AB, RVN

Barbara had our 2nd son (Todd) while I was a Phu Cat

1971: C-7A Stan/Eval Pilot, 483rd Airlift Wing, Cam Ranh Bay AB, RVN

1971-1973: C-141 IP, 41st Airlift Sq, Charleston AFB, SC

1973-1974: Chief of Career Development, 437th Airlift Wing, Charleston AFB, SC (Flew Base flight's T-29 and their C-131)

1974-1975: Air Staff Training Officer (ASTRA) Hq. USAF, Pentagon (Flew T-39s at Andrews AFB, MD)

1976-1977: B-52H AC then IP, 524th Bomb Sq (B-52G/H), Wurtsmith AFB, MI

1977-1978: Chief, Bomber Stand/Eval, 379th Bomb Wing, Wurtsmith AFB, MI
1978-1979: Operations Officer, 524th Bomb Sq (B-52G/H), Wurtsmith AFB, MI
1979-80: Student Air Command & Staff College, Maxwell AFB, AL
1980-82: KC-135/KC-10 Programmer, DCS, Programs & Resources (PR), HQ USAF, Pentagon
1982-83: Executive Officer, DCS/PR, HQ USAF, Pentagon
1983-85: Ops Officer then Commander, 340th Bomb Squadron (B-52G), Blytheville AFB, AR
1985-86: Deputy Base Commander, 97th Bomb Wing, Blytheville AFB, AR
1986-87: Student, National War College, Ft McNair, Washington DC
1987-89: Chief, Strategic Nuclear Policy Branch, J-5, Joint Staff (JCS), Pentagon
1989-90: Deputy Commander of Operations, 7th Bomb Wing, Carswell AFB, TX (B-52H)
1990-91: Vice Commander, 7th Bomb Wing, Carswell AFB, TX (concurrent with 2 above)
1991: Vice Commander, 1708th Bomb Wing (Provisional), Jeddah, Saudi Arabia (B-52G)
1991: Director, Tactical Air Control Center, Riyadh, Saudi Arabia, following DESERT STORM
1991-93: Commander, 379th Bomb Wing, Wurtsmith AFB, MI (B-52G)
1993-97: Professor of Aerospace Studies (AF/ROTC), University of Minnesota (Twin Cities)
1 Nov 1997, retired from AF after 30 years
Nov 1997 to present: Directorate Support Manager for the Director of Global Reach, Assistant Secretary, Air Force for Acquisition (SAF/AQQ), Pentagon

Education:

MBA in Management. Southern Illinois University, Edwardsville, IL
BA in Sociology. Siena College, Loudonville, NY
National War College. Washington, DC
Air Command and Staff College. Maxwell AFB, AL
Squadron Officers School, Maxwell AFB, AL

Edward L. Chandler

Died 2003

Dean W. Chapman

Married: Yes Year married: 1967 Wife's Name: Marcia

Number of children: 2 Number of grandchildren: 2

Highest Military Rank: Lt Col Service: USAF

Number of years of active duty? 20 years

Did you serve in Vietnam? Yes
Where were you assigned? 535 TAS Vung Tau

What aircraft did you fly? C-7A; KC-135A&R; EC-135 A,C,G,M,L; 8 Hours in B-52

Did you retire from the military? Yes

Did you have a second flying career? Yes Mesaba Airlines & Sun Country Airlines

Have you earned a graduate degree? Yes, Masters Boston University

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? All the good Friday night parties and the great Intramural teams we had

Worst memory of pilot training class or of Webb AFB? Flunking my T-37 Instrument check

Dean W. Chapman Life After Webb

After leaving pilot training many of us were lucky enough to go to Fairchild AFB for survival school. Having lived in MN all my life I thought this would be a snap. Boy was I wrong. It

was miserable and I did not like snowshoes. Then on to Vietnam. Originally assigned to Cam Ranh Bay but switched to VungTau when I arrived in country. Flying the Caribou was a hoot. It didn't go very fast but we could go about anywhere. We roughed it living in a Villa downtown just down the street from Madam Neu's palace. (think safe).

Back to the land of the big BX and KC-135 school at Merced. Then on to Robins AFB, Ga for 9 months, back to Castle and upgrade to AC. That got me back to Southeast Asia via Clark AB, PI refueling fighters. If you want to hear a good story ask Uncle Remus at the reunion. Finally got to be an instructor and went to Stan/Eval. Had a nice TDY to Spain but had to leave my son Scott whom we adopted just hours before I left. Got in a p---- contest with the DO and bugged out of town for Ellsworth AFB, SD. Flew EC-135's and had the opportunity to fire a live missile out of Vandenberg. Also got to be on the other end of the boom, lots of fun. While there we picked up another kid, Desiree (also adopted). We were very fortunate to have two very wonderful children and we are proud of them both.

Next was 1st Combat Eval Group at Barksdale. One of the no-notice bad guys. Almost got out of the AF but an old Boom Operator friend talked me out of it. I owe him big time. Got to travel all over the country and to Hawaii and England. Then went to Ramstein AB, Ge in the 7th AD as tanker liaison and then as the chief of the branch. That was an exciting assignment. We had a great time there traveling all over Europe especially Berlin. Very scary as they made you wear your Class A Blues. Nothing like putting a spotlight on you. I also picked up a Masters in Business in my spare time.

Back to land of the relatives again to McConnell AFB and KC-135's. Three months later I was the Ops Officer and a year later the Sq Commander of the other Squadron that I had been bad mouthing for a year. Teaches one humility. Had a great Squadron (#2 in SAC that year). Retired in 1987 and worked as a Financial Planner for 2 years but wasn't good at it so I went back to what I was good at, flying. Flew for Sun Country Airlines out of Minneapolis for 13 years before the FAA said I was too old. We had moved to Las Vegas in 2001 and I found some rich guy that was looking for a pilot and have flown both an F-27 and a Twin Commander for him. He is selling the last one now so it looks like my flying days are done.

We are really looking forward to the reunion and have had a lot of fun putting it all together. Marcia has been the brains and I just put out the e-mails. We really are looking forward to it, am so glad we have had such a great response. If any of you are ever in Las Vegas please call us and come stay with us. We have 4 Bedrooms and only use 1 ourselves, so we have plenty of room. Love to have company.

Hi to all those that could not make it and a great sadness to those that didn't have a chance to say yes. Many of our classmates will be part of my life forever. Thank you for sharing a year of your life with us. Dean

Update July 2020

Since the 40th I officially retired from flying shortly after the reunion. I try to play golf 2-3 times a week. We have taken a few cruises to the Caribbean and Europe which we really enjoyed. We are quite involved in a non-profit, Nevada Partnership for Homeless Youth. Las Vegas has the highest rate of homeless youth of any city in the US so they need help all the time. We have done fund raisers as well as provided meals, clothing, personal items and school supplies. We hope we can continue to go to the next reunions since we really enjoy seeing whoever participates.

Ed Cheaney

Married: Yes Year Married: 1985 Wife's Name: Sharon

Number of children: 1 daughter still in high school

Left the USAF after 5+ yrs. and was in the USAFR for another 7+ years leaving as a Major--did Vietnam at Bien Hoa AB in the O-2A and finished active duty in the KC-135. Flew the A-37 in the Reserves and left after 13 good years total service.--Flew for Fedex for 30 years until retirement at age 60. Still fly a Beech Bonanza. .

Best memory of pilot training class or of Webb AFB? My best memory from flight school was Bill Leneave's former sister in law who came out for the summer.

Worst memory of pilot training class or of Webb AFB? My worst memory was of Al Miller, my T-38 instructor. Am looking forward to seeing everyone at the reunion.

Ed Cheaney Life After Webb

After flight school I went to RVN, to Bien Hoa, and flew O-2A's for a year working at night as a Sleepytime FAC. During that year I got to see a bunch of guys from our class in country. After that year I got a KC-135 assignment to Grissom AFB, Kokomo, IN and stayed there until I got off active duty in April 1973. I immediately joined the reserves at Grissom and checked out in the A-37 and flew them until about 1981 when I finally cut the military tie. I was at Grissom and Navy New Orleans in the Reserves. I was hired at Fed Ex in January of 1976 and stayed until I turned the magic 60 and retired in October 2005.

I got married just prior to 40 and Sharon and I have been married for 23 years. We have a daughter, Emily, who is a senior in high school and is wearing our ass out, I fear parenting is a young person's sport. We currently live in Florida, just north of Orlando, and life is pretty good,

though I think we may move a little north after our daughter goes to school. I am really looking forward to the reunion.

Jerry Clark Died December 30, 2021

Married: Yes Year married: 1968 Wife's Name: Connie

Number of children: 2 Number of grandchildren: 2

Highest Military Rank: Capt Service: USAF

Number of years of active duty? 7 years Reserve duty? 13 inactive years

Did you serve in Vietnam? Yes
Where were you assigned? Phan Rang/Guam

What aircraft did you fly? C-123K and B-52D/H

Did you have a second flying career? Yes Ran a regional carrier Zia Airlines 1975 to 1980
(New Mexico and Colorado)

Have you retired or significantly cut back on your hours of employment? Yes, I retired Feb 2008
exactly 40 years from date of commissioning.

Best memory of pilot training class or of Webb AFB? The great Camaraderie!

Worst memory of pilot training class or of Webb AFB? My bout with iritis (infection of the
iris) during final 2 ship checkout.

Other career notes: 1980-2000 worked for General Dynamics (23 years as a satellite
engineer/systems engineer (Physics degree) for TDRSS (Tracking Data Relay Satellite System).
2000-2008 Program manager for new systems acquisitions.

Jerry Clark Life After Webb

Mar-June 1969 C123K Training Hurlburt Field Ft Walton Beach Fla

June 1969-May 1970 Phan Rang AFB RVN 415th Special Operations Wing

July 1970-Dec 1970 B-52 Training Castle AFB, CA

Dec 1970-Dec 1974 449th Bomb Wing Kincheloe AFB, MI

June 1975-Oct 1976 Zia Airlines Santa Fe, NM

Oct 1976-Feb 1980 Zia Airlines Las Cruces, NM

Apr 1980-Feb 2000 Tracking Data Relay Satellite System LBJ Space Center White Sands
Missile Range Las Cruces NM. Launched and operated 10 TDRS Satellites. Served as
Lead Spacecraft Systems Engineer and TDRS Flight Director for all launches.

Feb 2000-Feb 2008 General Dynamics Spaceplex NMSU Campus Las Cruces, New Mexico

Advanced Business Planning and Procurement

Feb 2008 Retired

Present Ziaspace LLC Consultant

Two Children

Jason 37 Architect Las Cruces NM, with one child, Javin; wife, Tara, who is also an architect

Jackie 31 Financial Planner Snowhomish, WA, with one child, Calvin, husband QAS Boeing

Update July 2020

39 years after receiving my wings I commenced my retirement from General Dynamics in Feb of 2008. While my “untimely” choice led me directly into the market collapse of 2008; my planning became limited as did my resources. Suffice it to say the bleak time led to a great time of retirement with a strong market and good investment.

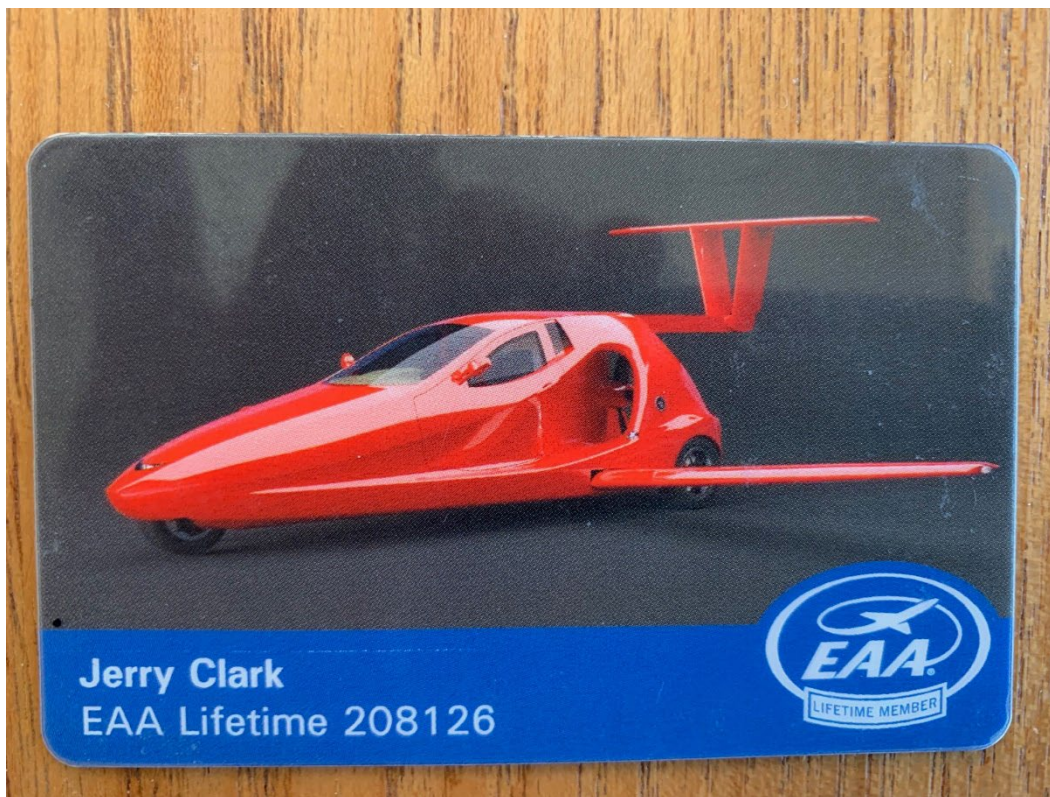
I was still working in 2008/9 with a portion of General Dynamics as Project Manager for an RFP from the State of New Mexico regarding the management and operation of SpacePort America. Mid-year 2008 the state pulled the RFP and chose to maintain control over all aspects of Spaceport America. My remaining connection with Space Port America as a Spaceport Ambassador continues to speak for the Spaceport and advocate for it in various publications.

The same year of 2008 saw me being elected the first President of the Las Cruces Tea Party. Constitutional values of smaller government, fewer taxes, and personal freedoms led me to this participation but the politics of the issues and the government's investigation of the 501C3 status of the TPs created a fear that individuals might be investigated as a result of their membership. so in 2010 after many great rallies and trips to DC I resigned. I met many great folks and like minded patriots who were among the 200 or so members. The local TP died not because of the above mentioned issues but because the Republican Party felt that the Tea Parties were too powerful and gathering too much support. This internal battle with entrenched Republicans was the death knell for the Tea Party.

About the same time, in 2011 the Presidential campaign was going hot and heavy and I became a Delegate to the National Convention in Tampa. With little or no warning in June of 2012 I was blessed to visit a cardiologist about issues I was having and a short time later had a triple by pass because of arterial disease and 3 almost completely blocked arteries. Recovery was quick and I have had a normal life since. Checkups every 6 months and continued exercising etc have kept me in fighting trim. In fact two weeks after my surgery I was in Tampa learning how screwed up my political party was.

After the convention I created the Las Cruces Sons of Liberty a much smaller group than the Tea Party but with more specific goals of historical education about the founding fathers and the creation of our country. With the assistance of Hillsdale College we were able to present Hillsdale courses (1 hour long) for every meeting over the next 3 years with an additional hour of discussion of current affairs within our country. 125 meetings later we terminated our bi-weekly meetings we went to facebook media and created 7 different facebook pages that continue to this day. All portray a civil, free, and smaller government for the American People.

Going back a bit to 2009 I became enthralled with the Samson Switchblade experimental aircraft:



In that period I was scratching an itch that had been there since I shelved my wings back in the



Zia Airlines days. In 1991 I had visited Oshkosh and fallen in love with the Lancair design and the whole composite concept. I went to Eloy Arizona with a friend and flew this Dragonfly

Mark II. It was quite amazing flying a canard aircraft and great performance on a small engine. The itch continued.

Retirement allows some craziness so in 2012 I purchased a kit for the yet to have flown Switchblade. The designer/builder felt at that time that a 7 year period would be adequate to get in production, but as in many transformative technologies he is taking longer than anticipated...so now I have become a Samson Ambassador and have presented Samson Switchblade presentations to some 12 EAA and Daedalians meetings. Lots of fun and great



people. I am also a Spaceport America Ambassador representing the Spaceport that Virgin Galactic will be flying White Knight II and Spaceship II from. Multiple trips to Oshkosh over the years have continued to partially scratch the itch until the Switchblade arrives.

Annual meetings at Emerald Isle have expanded my aviation contacts to many I would never have known or enjoyed. It has been great.

That's about it for the post retirement activities. Visiting children and grandchildren, church activities, and spending time in our mountain home at 9000' fills out a full and blessed retirement.



Jerry Clark

Obituary: September 5, 1945 – December 30, 2021;
Buried at Fort Bliss National Cemetery, El Paso, Texas



Las Cruces - It was December 30, 2021, our Lord Jesus called Jerry to leave this hard place and join Him and the saints in Glory! I could see it on his face, he was peaceful, and all was well with his soul, so my heart was glad that he would see Jesus next! Jerry is survived by his wife Connie, and their children: Jason Bryan Clark and Jacquelyn McNatt Davies, three grandchildren; Javin Clark, Calvin and Corinne Davies. Jerry was born on September 5, 1945, in Carlsbad, NM to his parents Julian Buryl Clark and Edna Lois McNatt. He did all his growing up in Alamogordo. He graduated from Alamogordo HS in 1963. He took with him his love for science and debate and pursued these subjects after college. He attended NMSU on an Air Force ROTC scholarship and earned a Bachelor of Science degree in Physics in 1967. Immediately, he began his Air Force Pilot Training assignment at Webb AFB, Big Spring, Texas where he learned to fly jets, the T-37 and T-38. His next assignment would be to learn how to fly the 123K transport which he would fly in the Vietnam War. For a year he was based in Phan Rang and flew cargo into short air strips, pushing off cargo and getting out of there! He was awarded three Distinguished Flying Crosses and an Air Medal for flying into dangerous situations. In the middle of Flight School, on August 31, 1968, he married his college girlfriend Connie Neale. It would be later in 1977 when we would come to know Jesus Christ as our Savior under Bob Scott's excellent Bible teaching. Jerry was a committed husband and father. Therefore, we attended Church and Sunday school every week. Small group Bible studies gave us long friendships. These impacted our view of God and life. Jerry would go on to fly the B-52H model with the 449th/Bomb Wing at Kincheloe AFB, MI. from 1971-1974. As a civilian pilot, 1975-80, he would become Director of Operations for Zia Airlines, a commuter that connected many towns and cities in NM every day! Then he had the opportunity to work for General Dynamics for 23 years as a satellite engineer/systems engineer for TDRSS (Tracking Data Relay Satellite System) at LBJ Space Center White Sands Missile Range Las Cruces. For his eight last years he did advanced planning and procured contracts for the satellite business. In retirement, 2008, Jerry was elected the TEA Party President. Later in 2012, he led a group, The Sons of Liberty. Both organizations wanted small government, fewer taxes, and personal freedom. The second group used Hillsdale College videos and discussion questions to inspire discussion of the high goals of the Founding Fathers for governing of America under God. Groups like these sounded the alarm that Progressive ideas were destructive and

corrosive to American ideals. Besides politics, Jerry invested in the Samson Switchblade, an airplane/car that will change transportation as we know it! He had a happy, full life, grandchildren, good friends, and a good church! Thank you, Lord! Connie Clark, January 10, 2022

In Lieu of flowers family ask that you please make donations to Mesilla Valley Hospice 299 E. Montana., Las Cruces, NM 88005 or EAA Chapter 555 PO Box 791 Fair Acres, NM 88033.

Services will be held on Friday, January 21, 2022 at University Presbyterian Church beginning at 10:00 am Followed with reception at the church. Burial with Military Honors will take place at 2:00 pm at Fort Bliss National Cemetery leaving church at 12:30 pm with escort.

Jonathan Cooke

Married: Yes, Happily Year married: 1967 Wife's Name: Linda

Number of children: 2 Number of grandchildren: 4

Highest Military Rank: Captain Service: AF

Number of years of : 6 years

Did you serve in Vietnam? Yes

Where were you assigned? Cam Ranh Bay, Ubon, Thailand, Guam

What aircraft did you fly? F4 & B52

Have you earned a graduate degree? Yes, Masters Centenary

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? My Bride getting pregnant, being undefeated and unscored on in football & Friday night boray games

Worst memory of pilot training class or of Webb AFB? Being isolated in west Texas was just not that bad

Other career notes: 376 combat missions, six in the Buff – Christmas of '72. Upgraded to AC in the Buff in a year.

Jonathan Cooke Life After Webb

Sperm (Burt Ballentine) and I followed each other to SEA, he researched the stereo equipment and I purchased what he did.

Out in six years, went into Sales and Marketing, have been in the DFW area since with a 4 year gig in Minnesota and Michigan. Mostly self employed, my bride made the kids who they are today, we all live in the same town so enjoy watching the grandkids grow up, do some travel, work at the lake house and enjoy an adult beverage with her every day. Enjoy semi-retirement!

Jack Cronholm

Highest Military Rank: **Lt Col** Service: **USAF**

Number of years of active duty: **24**

Did you serve in Vietnam? Yes **Pleiku & QuiNhon [FAC/O-2s]**

Did you retire from the military? **Yes**

Did you have a second flying career? **No**

Have you earned a graduate degree? **Masters State Univ. of NY @ Plattsburgh**

Have you retired or significantly cut back on your hours of employment? **Retired**

Best memory of pilot training class or of Webb AFB? **Graduating!**

Worst memory of Webb AFB? **West Texas!**

Jack Cronholm Life After Webb

Flew KC-135s & FB-111s.

Did four years on the Air Staff @ Pentagon – Big Mistake!

Retired in 1990 @ former Pease AFB, NH.

Eyes went south/too old...couldn't go with the majors; couldn't afford to go with the regionals

Sold my soul & went to work in defense acquisition @ Hanscom AFB, MA for 17 yrs

Married, two kids, one granddaughter & one grandson.

Craig V. Curran
See Directory

Bernie Dahlen

From demonstrating against these wars in Iraq and Afghanistan to writing letters opposing bailouts for banks, my attitudes about my government, capitalism & freedom have changed radically.

After a twenty-five year career flying for United Airlines out of Denver CO, my wife & I are buying a small house in Northern California. It is near an airport from which I hope to fly one of the two experimental airplanes I own. One of our two daughters lives nearby in San Francisco & the other hopes to find a job on the West coast after finishing a second master's degree at the University of Arizona in Tucson.

Jerry Davis
Life After Webb

- 1) AC on a UC-123, Vietnam, Bien Hoa, precision, low level combat defoliation. 2) 922 Air Refueling, Wright Pat, KC-135. IP, Stan Eval, and who cares? 3) T-38 Instructor Reese AFB. Chief of Training Flight...Chief of Academics...Chief of Student Branch. 4) MajCOM Officer, Plans Division in San Antonio.....deck job...no flying (hated it!) 5) 560th Training Division...T-38, Randolph, Back to Sac...Castle...Ops Officer for three SQ Commanders...Last three years in SOS. Ended up with 3500 flying time hours. Decorations include.."who gives a rats ass?" OK, so I got a medal for showing up on time. During those AF Years...did a lot of Coaching....Head Coach of a lot of Youth Teams...Little League, did 5 years of Umpiring, Little League Girls Softball, High School Football for four years...Girls Soccer...and the list goes on!. Did Real Estate for 4 years, then went to teach High School for three years while coaching the inside linebackers for the local high school. I am now a "golf bum"...I'm useless while Jerry Lou supports me...and there you have it, my friends. I'll gladly spend time with you at the reunion, at \$5 bucks a ten minute time frame, if you'd like more information as to what I've been doing since '69.....LOVE YOU GUYS.....DAVIS

Bob Deak

Remarried in 1993 after divorce. Wife, Amy, her son, Billy, from her first marriage and a cat (Puddy Willow Cupcake) make up my family. We live on UWS of Manhattan and have a country place on the North Fork of LI. Billy just graduated from NYU in 3 1/2 years so cash flow has turned positive. Amy is a managing director at Cushman & Wakefield where she runs Operations for the Americas -big job.

Left Air Force as a Captain. Was a FAC (Walt 43) flying O-2's in II Corps- stationed at Phan Rang.

Finished with KC-135's at Westover with Young Tiger TDY to Okinawa.

Did not fly after Air Force but became a banker and investment/financial consultant.

Still very busy trying to make a living and having lots of fun.

Best memory: T-41 solo flight.

Worst: Inverted spins in T-37.

Robert F. Deak Life After Webb

Mr. Deak has over thirty years of experience in financial services, a dozen of which were in investment management marketing and consulting. He formed Matryx Services International, LLC in 1995 to provide private clients and closely held companies with a wide range of high quality private banking, investment management, and loan consulting services.

Prior to this he was the United States Representative for the European based Bayard International Trust Company that specialized in corporate, hedge fund, and trust administrative services.

Previously he held senior positions at IBJ Schroder Bank and Trust Company and the Boston Company's Private Client Group where his responsibilities included new business development and relationship management for wealthy individuals. Services were investment management, trust, custody and credit facilities.

He was based in London with Chase Investors Management Corporation as Executive Director of marketing with global responsibility for all international investment products in the late 1980's when US investors were just discovering global diversification.

During his tenure as an international banker with Chase Manhattan Bank, his clients included the US State Department, the UN and global not-for-profit organizations.

He began his banking career as an operations manager with Citibank and moved to Chase to become head of European branch operations.

After graduating from Princeton University “cum laude”, Mr. Deak joined the U.S. Air Force. He became a jet pilot and served as a forward air controller in Vietnam flying over 200 combat missions. Mr. Deak was honorably discharged as a Captain and was awarded the Distinguished Flying Cross and Air Medal with nine oak leaf clusters.

He completed the London Business School’s Investment Management Program and New York University’s Certified Personal Financial Planning Program-1. Certifications include the NASD’s Series 6 and 63 and General Representative of the Securities Association of the United Kingdom.

Mr. Deak was a director and chairman of the audit committee of United Energy, a small public specialty chemicals company.

Update August 2020

Have continued my consulting business and still advise 5 clients, so not really retired (work 5 days a year). Am on the boards of 4 organizations -the treasurer of 2.

Amy and I have had wonderful travel adventures including photo safari in South Africa, trips to Northern Italy and the Amalfi Coast-love Capri and Ravello. France including Paris, the Loire Valley and the beaches and the National Cemeteries in Normandy (very moving and unforgettable). In 2017 we went to Australia visiting Sydney, Port Douglas (dived the Great Barrier Reef), and Brisbane where we marched as honorary members of RAAF No. 2 Squadron in their awesome ANZAC Day Parade.

When our son, Billy, moved to New Orleans in 2009 we fell in love with the Big Easy. I formed an LLC with Billy , and we bought a two-family house. This provided Billy the opportunity to learn about renovation and property management. Then when NYS became tax unfriendly we bought a high-rise condo on the bayfront in Sarasota, FL (SRQ). SRQ is like the Upper Westside of NYC but with palm trees. Lots of cultural activities-opera, orchestra, theaters, museums, and lots of great restaurants. This is our permanent home, but we are snowbirds and return to our house on Eastern LI and City apt for the summer.

Still enjoy gardening and now am an aqua farmer growing over 4000 oysters in the Great Peconic Bay. My tomatoes suck, but I continue trying. The deer eat most of what I grow.

Had both knees replaced five years ago-but not at same time. Thankfully no pain and don't even think about them.

Write haiku poetry for fun- check me out on Twitter @therealhaikubob

After having two flights in the IconA5 decided after a wait of 8 years and price increase of \$300,000 that renting and not owning makes sense. So got my deposit back. Was great fun to slip a few swirlies again.

Latest activity during the pandemic is building websites. Love to watch the sun set over Sarasota Bay from our sundeck with an adult beverage in hand sharing the moment with neighbors and friends. Check out <https://srqsunsets.com>

Zoomie happy hour with 69-05 classmates is a great treat and highlight of the week.



Johnny Engleman, Mansour Bander, Capt Frerichs, Bob Deak, Bill Crumm

Update April 2023:

Now call Sarasota, FL home. Bought a bayfront condo by the John Ringling Bridge in 2017 and after renovating it, became a Florida man in 2019. Still go back to NYC and North Fork of LI for the summers.

Amy retired from Cushman and Wakefield and now builds websites for organizations we belong to. Check out www.northforkfoodietour.com.

We have traveled to South Africa on a photo safari, visited France and paid our respects to the brave who died on the beaches of Normandy, and chilled in Italy especially on the Amalfi coast a bunch of times.

I had both knees replaced 6 years ago but not at same time. Thankfully, they have held up, and I can get around pretty well. Now it's dealing with arthritic joints and Mohs procedures that keep my doctors busy.

Active on the boards of four organizations none of which are remunerative. But, still work 5 days a year as a financial consultant.

Our son, Billy, had a bone marrow transplant January 2022 and is on a good recovery track so thank you for your prayers.

Puddy Willow Cupcake, the best cat ever, passed over the rainbow bridge in 2021 leaving a void in our lives.

Our condo has a sundeck overlooking Sarasota Bay which we use most evenings to meet with friends and neighbors and enjoy an adult beverage or two as we watch the sun set. Became fascinated with sunsets and created www.srqsunsets.com. Invite you to send me your faves, and I'll post them. Thanks to those of you who already have.

Sometimes inspiration strikes, and I become a Haiku poet. Not being very creative the structure and shortness of the style appealed to me. You can follow me on Twitter [@therealhaikubob](https://twitter.com/therealhaikubob)

Many years ago
Began quest for silver wings
God took care of me

Richard F. DeMong

Highest Military Rank: Col USAF

Number of years of active duty? 6 years and 17 years of reserves (VA ANG, CO ANG, USAFR)

Did you serve in Vietnam? Yes No Cam Ranh Bay and DaNang

Did you retire from the military? Yes No

Did you have a second flying career? Yes No Have you earned a graduate degree?

Masters: Yes No ; PhD: Yes No ; The College of William & Mary and University of Colorado, Boulder

Have you retired or significantly cut back on your hours of employment? Yes No

Best memory of pilot training class or of Webb AFB? Flying formation in the T-38; flying upside down in the Grand Canyon as wingman on a T-38 cross country; the beauty of Texas on the T-37 cross country; flying backwards in the T-41 in a strong Texas wind, and birth of first child at Webb AFB weeks after graduation.

Worst memory of pilot training class or of Webb AFB? Broken nose in football and not flying for a couple of weeks. Getting lost at night in San Bernardino Mountains on T-38 cross country.

Richard F. DeMong, Ph.D., CFA Life After Webb

My first child, Cheri was born weeks after graduation. After pilot training, I flew C-130s at Clark Air Base in the Philippines and spent almost two years flying out of Cam Ranh Bay and DaNang. I ended up with 896 combat missions in Vietnam. After Vietnam and the Philippines, I spent a year and half at Langley Air Force Base.

I left the Air Force in 1972 to get a MBA at the College of William and Mary and later a Ph.D. at the University of Colorado. I missed the Air Force while at William and Mary, so I joined the Virginia Air National Guard as a personnel officer, which is what I was before pilot training. When I went to Colorado to work on a Ph.D., I joined the Colorado Air National Guard as a supply officer. While a doctoral student, I was asked if I would do business research for the Air Force at Wright-Patterson AFB as part of the Air Force Reserves, which I did. My second child, Lynn was born in Boulder.

I stayed as a reservist at Wright-Pat when I moved to an assistant professorship at the University of Virginia. I put both my Air Force Reserve affiliation and my University of Virginia address on my publications, so I in effect got credit at both locations. I was selected as the Outstanding

Mobilization Augmentee of Air Training Command in 1979 and attended the Armed Forces Staff College in 1982. My kids hated moving away from their friends to go to the Staff College, but they now talk about how much they enjoyed living on base and being able to walk to the store, movie theater, and bowling alley.

Other than the six months at Staff College, we have lived in the county just west of Charlottesville since 1977. In 1989, I retired from the Air Force Reserves as a Colonel in Systems Command at Andrews Air Force Base. My retirement picture of Systems Command has some nice words and a signature of the infamous Darleen Duryen, along with a lot of other folks from Systems Command. You may remember Darleen as the senior Air Force procurement officer that “helped” Boeing with their tanker deal and ended up going to prison for the deal. At the time, she and I reported to the same one-star. You can’t miss her kind words and signature since they are right in the middle of the picture.

I have been at the University of Virginia since 1977 and was promoted over time to a chaired professorship in 1994. I have taught investment classes and managerial finance classes over the last thirty plus years at UVA. It has been a pleasure teaching at the number two public universities in the country and the number one undergraduate business school (*US News and World Report*, and *Business Week*, respectively). I have enjoyed teaching so many bright and motivated students over the years. One of my early students donated \$500,000 for the DeMong-Pettit Faculty Fellowship. Now if I could only get a cut of the endowment. I retired from the University of Virginia, but stayed on a lot of charitable boards of directors until 2020.

After a divorce from Sue in 1986, I married Linda Krongaard in 1988, who was a nurse practitioner. She retired in 2001 and then worked one day a week or so for Hospice. We have four children and eleven grandchildren. All of kids vacation together a couple times a year. We have even included their in-laws on some of our beach or lake vacations. Linda unfortunately died after hip surgery in December 2017.

Update August 2020

I remarried in 1988 after my divorce from Sue in 1983. Linda Krongaard DeMong, my new wife, was able to attend several of our Webb 69-E Reunions, including the first in Las Vegas, before she died in December of 2017 after hip surgery needed after she fell and broke her hip. She lived six days after the surgery. I was with her in the hospital room when she unexpectedly died.

I retired from the University of Virginia in January 2014 as a chaired professor (now the Virginia Bankers Association Professor Emeritus). I joined too many non-profit boards (including Innisfree Village—a wonderful 500-acre working community for intellectually-challenged adults—The Senior Center, University of Virginia Physicians Group, and the Senior Statesmen of Virginia) and have slowly reduced my involvement over the last three years.

Our four kids and eleven grandchildren live around the county (two families in Richmond Virginia, one near Annapolis, Maryland and one in Chicago). Before the pandemic I would get to see them frequently.

Update 2023: After a divorce from Sue in 1986, I married Linda Krongaard in 1988, who was a nurse practitioner and had two grown children. Our families blended perfectly and we vacationed often with the 4 children, 11 grandchildren, including their in-laws, on some of our beach or lake vacations.

I retired from the University of Virginia in 2014 and my first impulse was to get involved. I took four University classes the first semester and almost killed myself doing it. Then I got on to a lot of non-profits, boards, and committees. Unfortunately, in December 2017, Linda broke her hip and did not survive the surgery to replace it.

Obituary – Richard Francis DeMong

May 2, 1944 – August 5, 2023

Richard Francis DeMong of Charlottesville, Virginia passed away peacefully on August 5, 2023, after a valiant battle with glioblastoma. He was a beloved family man, a man of faith, an esteemed Professor at the University of Virginia's McIntire School of Commerce, a highly decorated U.S. Air Force Colonel, and a friend to all who were blessed to know him. His life was devoted to service.

Rich was born on May 2, 1944 in Freeport, Illinois to Maurice and Jane DeMong. He spent his childhood in Illinois, Upstate New York, and ultimately moved with his family to Southern California. He learned about service at an early age, starting as an altar boy in his parish and proudly earning the Eagle Scout Award as a teen. He graduated from Rancho Alamitos High School in Garden Grove, California and in 1966, he graduated from the California State University, Long Beach with a degree in Political Science.

Soon after graduating from college, Rich joined the U.S. Air Force. He flew 896 combat missions in support of operations in Vietnam, Cambodia, and Laos, serving as co-pilot, pilot, and an instructor in the C-130 aircraft. His military decorations include the Legion of Merit, Distinguished Flying Cross, Meritorious Service Medal, Air Medal with four Oak Leaf Clusters, Air Force Commendation Medal, Combat Readiness Medal, Vietnam Service Medal, Philippines Presidential Unit Citation, and the Republic of Vietnam Gallantry Cross. Rich left active service in 1972 and served in the Air Force Reserves until his retirement as a full Colonel in 1989 after 23 years of service.

Upon leaving active duty in the Air Force, Rich returned to his studies and completed his M.B.A. at the College of William and Mary in 1974 with a focus in finance and management. His desire to teach and do research then led him to pursue a Ph.D. in Finance and Management Science which he received from the University of Colorado in 1977. While a student at the University of Colorado, Rich also served in the Colorado Air National Guard.

Rich accepted a position as an Assistant Professor in 1977 at the University of Virginia's McIntire School of Commerce where he spent the entirety of his academic career. The University of Virginia, combined with the beauty of Charlottesville and the Blue Ridge Mountains, became his and his family's home. Upon his retirement in 2010 as the Virginia Bankers Association Chaired Professor, he wrote in his reflections as being "privileged to know and teach from the Class of 1978 to the Class of 2010."

Rich's considerable contributions to the University of Virginia extended across teaching, research, and administration. Over his illustrious academic career, he was a beloved teacher of many finance courses and authored numerous articles and books. His research led him to be a sought-after expert regarding subprime and non-prime mortgage and home equity lending. In 2004, he testified to two subcommittees of the U.S. House of Representatives on the need for federal regulations of subprime and predatory lending. He was relied upon to serve in several of McIntire's most important positions, including chairing its Appointments, Promotion and Tenure Committee for more than a decade.

Rich often spoke of his love for his colleagues, students, the UVA Honor Code, and the McIntire School's commitment "to excellence that paralleled Jefferson's vision for his academical village". Rich was humbled to be the first McIntire faculty member selected as the University's Secretary of the General Faculty, a position that dates back to Mr. Jefferson. Above all was his unending devotion to his students, and whenever he would see a former student at a football game or on grounds, he had an amazing knack to not only recall their names but ask about their professions and personal lives.

Following his "retirement" from the University of Virginia in 2010, his family joked with him that he was busier than ever. He continued as a faculty advisor to the McIntire Investment Institute and served on the Board of the University of Virginia's Physician Group. He was very active in civic service to the Charlottesville community including serving on the Board of Directors and as President of the Rotary Club of Charlottesville where he was awarded Rotarian of the Year in 2015. He was also a former President of the Senior Statesmen of Virginia and Board member for the Senior Center, the Charlottesville Committee on Foreign Relations, the Central Virginia Chapter of Military Officers Association of America, the Village of Innisfree, and led several parish council finance committees. His thirst for knowledge continued as he regularly attended lectures, enrolled in courses at The Osher Lifelong Learning Institute, joined the Oliver Turner Society, became a member of a Catholic Bible Study, and was involved in a wonderful T'ai Chi group.

Rich was an avid traveler, reader, and connoisseur of knowledge with news and data that greeted him daily in the forms of multiple newspapers and magazines. He never stopped learning. He maintained lifelong friends and even remained close to his flight school buddies with weekly meetings full of laughter and stories. He loved the mountains and the great outdoors, history, all things Disney, classical music, trains, UVA and his grandchildren's sports, staying fit, was an amazing ornithologist...and of course he could not make it through a day without a cold Diet Coke and a scoop of ice cream.

Above and beyond all of these vast achievements and interests, Rich loved and prioritized his family. In his final note to his family, he penned to his children and grandchildren “I have accomplished a lot, but none of my accomplishments were as important to me as you all were. I had a great life because I got to know each of you as individuals.” He attended nearly all of his large family’s celebrations including many events and trips with his beloved aunts, uncles and “dozens of cousins.” He was never too busy to cheer on a grandchild at a lacrosse game, a Rubik’s cube competition, first communion or graduation. He loved so deeply and generously and was the foundation and rudder for his entire family. He was blessed to share his young adult days with his first wife, Sue, mother to Cheri and Lynn. In his midlife, he married the love of his life, Linda, mother to Suzie and Mike, and they were blessed with 30 years together before she preceded him in death in 2017. In 2020, he met Adele “Hutch” Livingston who became his fiancée and loving partner until his death.

He is survived by his four children: Kathleen Suzanne “Suzie” Odell and husband George, Michael Scott Krongaard, Cheryl “Cheri” DeMong Hubbard and husband Thomas, Lynn Ann Waidelich and husband David, his fiancée Adele “Hutch” Livingston; his eleven grandchildren: Emily Odell Kirven and husband Blake, Linda “Blake” Krongaard, Garrett Joseph Odell, Michael “Mikey” Joseph Krongaard, Mary Jo Krongaard, Catherine Jane DeMong Hubbard, Marian “Claire” DeMong Hubbard, Matthew Barrett Waidelich, Andrew “Drew” Thomas DeMong Hubbard, Mary Elizabeth Waidelich, and Daniel Richard Waidelich; his brother Robert DeMong; sister Cheri Teale and husband Peter; sister-in-law Mary Gould-DeMong and nephew Michael DeMong. He was preceded in death by his parents, Maurice and Jane DeMong, his wives, Linda Krongaard DeMong and Sue Ann DeMong, and his brother Maurice DeMong.

At his request, in lieu of flowers, please consider a donation to support students in financial need at the McIntire School of Commerce or Cristo Rey Richmond High School, two schools Rich ardently supported.

Gifts made in memory of Rich at the McIntire School of Commerce Foundation will support the Alice V. Griffin Bicentennial Scholars Fund, which provides scholarships to McIntire students with financial need. Gifts may be made online (www.commerce.virginia.edu/give), or checks payable to the McIntire School Foundation can be mailed to P.O. Box 400173, Charlottesville, VA 22904-4173. Please indicate that your gift is in memory of Richard DeMong.

Cristo Rey Richmond High School where Rich’s daughter, Lynn, is now the principal, is a high school where 100% of the students receive financial aid and the school’s mission is to use the power of education to change the trajectory of a young person’s life. To donate, please send a check to 304 N Sheppard Street, Richmond, Virginia 23221 or donate online (<https://www.cristoreyrichmond.org/support/givenow/>) and indicate that your gift is in memory of Richard DeMong.

A visitation will be held on August 12th at 12:30 pm at the Church of the Incarnation in Charlottesville, VA, followed by a Mass of Resurrection at 2:00 pm. A final interment at Arlington National Cemetery is not yet scheduled.

“There is a season for all and my season has ended, not with sadness, but with joy, for I lived it,” were his departing words in his last letter to his family. We imagine upon his death, he was greeted by the Lord with the sentiment, “ well done, good and faithful servant” (Matthew 25:21).

Condolences may be shared with his family on the Tribute Wall.

Richard (formerly Dick) Edmonds
Died November 28, 2011

Married: Yes Year married: 2003 Wife's Name: Maria Antoinette

Number of children: 2 natural, 4 step: number of grandchildren: 6

Highest Military Rank: LtCol Service: USAF, ANG, AFRes

Number of years of active duty: 15 ½ (but 6 were active ANG),

Reserve duty: ANG – 4; AFRes – 8; 27.5 yrs total

Did you serve in Vietnam? Yes Phan Rang & Tuy Hoa

Did you serve in Desert Storm? Technically No

If so, where were you assigned? Pentagon

(Volunteered, but all 5 of my possible AFSCs were filled as were all Air Force slots. By contrast, a Marine down the street volunteered and was gone in 2 weeks.

What aircraft did you fly after Webb? F-100, F-4, T-29, AT-38, O-2, F-4, T-33

Did you retire from the military? Yes

Did you have a second flying career? Yes Continental Airlines

Have you earned a graduate degree? Masters: Yes; Stanford

Have you retired or significantly cut back on your hours of employment? Not really

Best memory of pilot training class or of Webb AFB? Loved flying, academics, & sports; unfortunately missed out on a lot of the camaraderie finishing Masters thesis.

Worst memory of pilot training class or of Webb AFB? Trying to figure out how to get along with Jack Chronholm.

Other career notes: Liked AF, loved ANG cause could get ahead by simply working harder than anyone else.

Old Continental was really cool (mostly ex military), and Continental's Air Micronesia was fantastic. After Frank Lorenzo took over, it wasn't much fun; so returned to active duty, saving someone from being furloughed. Assigned to Pentagon for the ANG Bureau, and that was super fun figuring out how to get money from the AF to fix old aircraft. Went back to Continental 5

years later after the strike was over, and management really sucked; but had left as a 2nd officer and came back as a Capt.

Ran for US Congress in 1994 & 96 with the Virginia Reform Party. Boy was that interesting & eye-opening (nothing is as it seems).

Richard Edmonds Life After Webb

The Really Short Version:

I live in Ridgewood, NJ (north Jersey about 20 min from NYC). 9 1/2 yrs active, 10 yrs Guard (including 5 years active in the Pentagon, 8 yrs AFRes in Pentagon part-time, and 26 overlapping yrs with Continental Airlines. Ran for Congress twice. Now keep busy by helping people buy and sell houses with my incredibly talented wife, Maria Antoinette. We bowl, golf, and raise money/visit our Rotary club's adopted school in Kenya.

Life before Webb:

I was born & raised in Santa Barbara, California in 1943. After graduating as valedictorian from Laguna Blanca School, he attended Stanford University where he earned a Bachelor of Science in Electrical Engineering ('67), and a Commission in the United States Air Force ('67), a Masters in Industrial Engineering ('69 – completed thesis while at UPT).

Life after Webb:

I served his country in the Active Air Force from 1968 thru 1977 as a fighter pilot, emergency actions officer, and forward air controller flying F-100's, F-4's, T-29's, AT-38's, & O-2's. His assignments based him in Arizona, Vietnam, England, Italy, New Mexico, Florida, and Hawaii; and they also sent him on numerous short tours throughout Asia and Europe. [Note: Unlike Dean, this city boy loved traipsing around in the snows of Fairchild; I actually put on weight since I would eat all that crap that everyone else couldn't stomach ☺. My flight won the extra rabbit for winning some sort of contest. The eyes were tasty.]

In 1977, I simultaneously joined the Ontario (CA) Air National Guard (O-2's) and Continental Airlines (B-727 2nd Officer & DC-10 2nd Officer in less than a year). At that time CAL was the highest paying airline in the industry, and we thought we had the world by the tail. But in late 1981, Frank Lorenzo took advantage of CAL's first ever strike and took over the airline. In 1982 my Guard unit moved to March AFB (F-4's), and Lorenzo used CAL's "peanut fair" losses to get us to take pay & work-rule cuts; the beginning of the end for a once great job.

In 1983 CAL began furloughing, so I took a full-time position in the Air National Guard Bureau (Pentagon) as part of a team to convince the Air Staff to upgrade all of the AF's older weapon systems. In just 4 years we were able to move the modification budget for those systems from \$1B to \$6B, and with two promotions and looming Air War College, my career was on the fast track. But in 1987 the airlines convinced the DOT to institute a 4 year rule limiting the length of time that pilots could milk the Soldiers & Sailors Relief Act, so I was forced to become a part-timer again or give up my Continental seniority number. With that no-brainer, I transferred to the Air Force Reserve in 1988, but that ended the promotion train. However, my last job was really cool; the Chief of Staff of the Air Force has his own think tank called "Checkmate", and we did some really cool stuff for him. I retired from the Armed Forces in 1995 having earned the usual, numerous awards including the Distinguished Flying Cross, Meritorious Service Medal, multiple Air Medals, etc, etc...

With Continental I flew most of their aircraft in North and South America, North and South Pacific, and Europe; and retired at the mandatory age of 60 in 2003, having accumulated over 18,000 accident free hours in the process.

Politics:

In 1993 I joined United We Stand America, the political reform group lead by Ross Perot. Ross got enough votes in the '94 election for the Virginia Reform Party to be validated as a third party in VA with the same rights, privileges, and responsibilities as the Republicans & Democrats. When we were looking for candidates in 1994, this think tank policy wonk was the only guy in my congressional district that understood the issues in detail; consequently, I was nominated to run for Congress. Same in '96. Boy was that interesting and eye-opening; and I wouldn't wish it on anyone.

Post-"Retirement":

Before my retirement, Maria Antoinette & I flew 5 trips a month together, and that was super. But after retirement, non-reving became pretty dicey for me, so we didn't travel together much. Never one to sit still, I joined Gentry Realty Associates in Maywood, NJ as a full time agent, representing buyers and sellers of residential real estate. Maria Antoinette became an agent also; and together we provide our clients the additional benefit of 10 hours of complimentary design and staging consultations from our company MAARE' Designs.

Community Service:

I have been serving my community as a third generation member of Rotary International since 1992, and Maria Antoinette & I are active participants in our club's Kenya Project which assists and visits the Empopongi Primary School in the Maassai Mara of western Kenya (on the border with Tanzania).

We enjoy bowling and golf with family and friends and gardening for the house that we restored in Ridgewood.

Discussion Item:

Since I expect that we may have some interesting discussions at the reunion about life and the direction our country is taking, I would like to add one final note: It's been said that young people should be liberal, but that people should become more conservative as they get older & wiser. However, my observation is that many become more liberal again when they reach our age, and AARP data supports this thought.

The reason I bring this up is the very hot topic of **health care**. Having been stationed overseas a number of times, I got to observe Universal Health Care first hand. The most telling example was in England. BJ's and my first daughter was born at Luke AFB with a heart problem and almost died in her 2nd week of life. It was decided to wait for the necessary operation until she was a little older. In the mean time, it was discovered that BJ had the same problem. The time was right for both of them while we were in England, and we had the choice of going all the way to San Antonio or to London to the National Heart Hospital with one of the World's top 5 heart surgeon's.

Because of the Status of Forces Agreement, it took us just 2 weeks to get an appointment. The hospital and staff were fabulous so we chose London, and both of them were operated on less than a month later. The point of the story is that we got to know a lot of the other patients, and every last one of them had taken AT LEAST 5 YEARS to get to the place that had taken us just 6 weeks (just as would have been the case in the US). I have observed similar delayed care problems in every country with Universal Health Care even in Canada, great capability at the top but long waits and bureaucratic hoops to get there.

On the other hand, it drives me nuts that 45 million Americans are uninsured, even if 30 million of those supposedly "choose" to be that way. The Republicans could have done something when they had both Houses & the Presidency. They didn't. Now the Democrats are going to give us Universal Health care on the European model even though they know that it works as I discussed above. Currently the whole world comes to us for the best of the best. Is this refusal of the two major parties to work together going to ruin the good parts and give us the bad? It seems to me that the country that is the world's leader in innovation could do better than that if we, the people, insist on it.

Ideas anyone?

Obituary: August 16, 1943 - November 28, 2011



Edmonds, Richard W., 68, of Ridgewood passed away peacefully with family by his side on Nov. 28, 2011. Originally from Santa Barbara, CA, he was a commercial airline pilot for Continental Airlines for over 3 years and also worked for Gentry Realty in Maywood, NJ. Richard was a United States Air Force veteran and served in Vietnam as a combat pilot and was also a member of the Maywood Rotary Club, and actively involved, and Treasurer of, two bowling leagues at Bowler City in

Hackensack. Beloved husband of Maria Antoinette (nee Sozio), loving father of Kelly Seeley, Katie Dix, Lou Enrick, Michelle Krafft, Erika Rowohit and Sal Orobello. Grandfather to 7 grandchildren. Dear brother of Joan Lynch and David Edmonds. Funeral from Trinka-Faustini Funeral Service. In lieu of flowers, donations may be made to LUNGeivity Foundation, 435 North LaSalle Street, Suite 310, Chicago, Illinois, 60654.

Johnny Engleman

Married: Yes Year married: 1973 Wife's Name: Terry

Number of children: 1

Highest Military Rank: Lt Col Service: USAF

Number of years of active duty? 22 years

Did you serve in Vietnam? Yes

Where were you assigned? Bien Hoa, Cu Chi

What aircraft did you fly? OV-10, T-38, T-37, AT-33

Did you retire from the military? Yes

Have you earned a graduate degree? Yes, Masters University of Northern Colorado

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? T-37 IP: Lt Frerichs, Friendly local civilians, Friday Nights

Worst memory of pilot training class or of Webb AFB? T-38 close trail, First T-38 IP (can't come up with a name but a screamer)

Other career notes: Absolutely can't find my yearbook or picture albums anywhere and I'm really kicking myself now! Got to be here somewhere. I know I would have kept them.

Johnny Engleman Life After Webb

Following UPT, I set off with a small group heading to Cannon AFB for instant fighter pilot training in the AT-33 and on to Hurlburt Field for OV-10 training. As I remember, Dave Parsons, George Boehmer, Ken Mathews and I were in the group. It was a fun time but we separated ways in Vietnam. I started at Bien Hoa AB, but after about six months, I re-united with Dave Parsons down the road at Cu Chi. We soon returned to Bien Hoa where I flew the Cambodia mission through the end of my tour. Vietnam was clearly the best flying I ever experienced. The freedom afforded to bone-headed young lieutenants still amazes me. I was fairly happy to receive a return assignment flying T-38s at Williams AFB since most first assignment FACs either received IP slots or tankers, and Willy was a garden spot.

I spent over 4 years there as an IP and Stan/Eval flight examiner and tolerated it pretty well. While there, I met and married a terrific lady, Terry. She was a high school teacher who has since taught at the high school and

community college level nearly everywhere we went. She has somehow managed to put up with me for over 36 years now though I often wonder why. Flying assignments absolutely dried up as I left Willy and the long arm of the rated supplement yanked me into the air traffic control business.

After training I lucked into another assignment in Phoenix at Luke AFB where I marked time as an air traffic control officer for another 3 years. While there my son was born and I learned to appreciate family life. That assignment also made me realize how happy I was to be a member of the pilot force. An assignment back to Willy, in T-37s this time, made me decide to hang in there for an Air Force career.

I was really glad to get back to a flying job, even in a 6000 pound dog whistle. While in the tweet, I was a flight commander, chief of check section, and eventually the wing Chief of Stan/Eval, a really great job. I joined a young bunch of hand-picked guys from both the T-37 and T-38 squadrons and I even got to be qualified in both airplanes. Good things end though and I ended up being reassigned to the Air Training Command IG team at Randolph AFB

The IG job pretty much ruined me for traveling as we hit the road for inspections way too much of the time. While home I was able to fly as an instructor with the T-38 pilot instructor training squadron, which helped. I finished with the IG in 2 years and lo and behold they sent me back to Willy, where I eventually became the T-38 squadron commander.

We later transferred to the Survival School at Fairchild AFB in Washington. Initially I was the assistant deputy commander for operations but later moved up to the real thing. What an eye opener that assignment turned out to be. Survival instructors are truly one-of-a-kind individuals. They were real dog and pony show artists who also preferred to ignore the rest of us, especially officers, and do just as they pleased. Most rated types ever assigned there would agree that it was something of a squirrel cage. Never-the-less, we loved Washington state and decided to stay here after retiring.

I retired in 1990 and graciously allowed Terry to support me until she retired from the community college in 2006. It wasn't all golf and afternoon naps, I actually became a marginally accomplished househusband. I managed enough energy to finish the basements and landscape each of the homes we lived in, and I did get my golf handicap down to a respectable level. I always meant to finally grow up and make something of myself but somehow the time was never quite right.

We've been in Spokane now for 22 years and have no plans to leave. Our son long ago grew up and is a network administrator for a dot com company in Seattle. That's a pretty good arrangement. It's a half day drive so we can see he and his family pretty easily but neither of us has to put up with unexpected drop-ins. Terry is a quilter, and good at it too. She's been at it since the early 80s and now has her own machine quilting business to keep her busy. I'm still working on my handicap.

David W. Hemminger

Married Yes Year married 1988 Wife's Name In

Number of children 3 and number of grandchildren 1

Highest Military Rank LTC USAF

Number of years of active duty? 20 years

Did you serve in Vietnam? Yes Thailand, Guam

What aircraft did you fly? EB-66c, C-141, B-52D

Did you retire from the military? Yes No

Did you have a second flying career? Yes No

Have you earned a graduate degree? Masters: Yes Auburn University

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? OClub

Worst memory of pilot training class or of Webb AFB? Chicken shit ATC and the constant revisions of our training folders

David W. Hemminger Life After Webb

EDUCATION

Master of Business Administration, Auburn University,. 1975.
Bachelor of General Studies in Physics, University of Nebraska,
1972. Member Physics honorary fraternity, Sigma Pi Sigma.

MANAGEMENT

Direct experience in such varied areas as planning, operations, sales, marketing and publishing. Provided executive level support working at corporate levels with Department of Defense, Department of State and foreign governments. Residence Director for Schiller International University.

- MARKETING** Sales and Technical Representative for Danish industrial paint manufacturer. Supported monthly sales of \$1.6 million. Coordinated with 323 offices in 67 countries. Represented several major US and Japanese manufacturers in the US military exchange and commissary systems. Federal account representative for Wang Laboratories. Senior Technical Advisor for Automated Data Management.
- MASS MEDIA** Assistant Publisher of KORUS magazine, a commercial enterprise publication for the U.S. Forces Korea. Editor for TV Guide Korea and TV Guide Okinawa magazines. On the job experience in ad design.
- TRAINING** Devised and directed Command & Control training for 12 US military command centers. Implemented and directed training and operations on the World Wide Military Command and Control System in Korea. Computer Science Instructor for Central Texas College. Computer Science Advisor for Costa Rica Academy. Computer instructor for Gateway Computers.
- ENVIRONMENTAL** Quality Assurance Officer for environmental services company. Extensive knowledge of environmental and regulatory compliance requirements. Hands-on EPA soil and groundwater sampling experience.
- INFORMATION** Streamlined throughput as systems priority monitor for computer resources in
- TECHNOLOGY** nuclear war planning department of the Joint Chiefs of Staff (JCS). Designed and computer-produced numerous statistical and operations documents pertaining to US/NATO Nuclear War Plans. Supervised design and operation of data retrieval system to support National Command Authority decisions in nuclear war options. Guiding member of Computer Resources Users Group and the Data Automation Review Group. JCS Briefing Officer for computer war planning. Comprehensive knowledge of personal computers.

Provided volunteer computer support, IBM-compatible and Macintosh, for local public school.

PERSONAL

Completed Air Force service as a lieutenant colonel. Previous Top Secret security clearance. FAA Commercial Pilot rating. Vietnam veteran.

OTHER Lived and worked in France, Thailand, Korea, Philippines, Costa Rica, and Guam plus 17 states in the US. My time now revolves around free computer work for friends, taking care of 19,000 square feet of yard, and a few beers.

8615 Tidal Bay Lane
Tampa, FL 33635
(727) 804-8473

DeWayne R. Hermanson
See Directory

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Doug Hileman Died October 6, 2018

Married: Yes Years married: 15 years Wife's Name: LJ (LuJean)

Number of children: 2

Highest Military Rank: Capt Service: USMC

Number of years of active duty? 5 years Reserve duty? 2 years

Did you serve in Vietnam? Yes Chu Lai, DaNang

What aircraft did you fly after Webb? A4

Did you retire from the military? No

Did you have a second flying career? Yes FedEx

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? Weekend trips with the gang

Worst memory of pilot training class or of Webb AFB? Getting airsick on "Spin 2" with Crazy George Niece

Doug Hileman Life After Webb

Returning to the USMC, I ended up going thru Yuma and El Toro becoming an A4 pilot. I went to Vietnam in early 1970, and ran into a number of classmates while transiting various bases. I returned to Yuma in 1971, and kept flying the A4.

Discharged Dec 72 from MCAS Yuma, AZ. I spent a year in Hermosa Beach, CA as a beach bum trying to get an airline job. Not an easy thing in 1973. Happened to hear about this startup in LIT called Federal Express, and that's where I ended up. I left Calif in late 1973 for Memphis. FedEx did not seem a good deal to start with, but it morphed into a good career.

I never cared for living in MEM, but as a FedEx pilot, you pretty much had to live there for a number of years. About the time that started changing my future 2nd wife discovered a beautiful town, Midway, in a picturesque valley in Utah in 1989, and we bought a vacation place here. A few years later, we moved out full time, got married, and are very happy with our choice.

I retired officially at age 60, but had to quit flying several years prior due to a medical problem. My wife is a Flight Attendant, and has worked for Braniff, Braniff 2, TWA, and has been with UAL since 1991. She's able to work reduced scheduled, and often takes a month off.

We do a lot of outdoor activities; biking, hiking, skiing, golfing. I play sax and clarinet in several different dance bands, and participate in orchestra work when we do community plays. After my career in the air, traveling just doesn't get it for me. I don't mind driving somewhere, and there are wonderful places within a days drive of SLC, but I'd rather see the dentist then go to the airport. My new titanium hip works great: I no longer walk like Quazimoto, but getting thru security is a major pain.

My daughter was a Navy nurse. With a military tradition, including women, on her Mom's side of the family, she accepted a Navy scholarship for nursing school. We envisioned a cruise ship like experience for her to exotic south sea islands.

Well, she ended up carrying a gun and medical kit in the sandpile in 2003. Her MASH unit was due to follow the first wave of Marines into Iraq, when she got pulled out days prior to the invasion. She returned to the states, and started a high level surgical room program she had previously applied for. If you would have told me in 1970 that I'd have a child, a daughter no less, that nearly ended up in a war, I would have laughed. My son graduated from the U of Utah, and is working in MEM. He tried to get an ANG slot, but a medical problem kept him out.

I'm looking forward to seeing everyone at the reunion, and I'm holding photo ID classes for LJ so she'll have some clue as to who is who, and who did what.

August 26, 1945 – October 6, 2018, Buried Midway Cemetery, Midway, Utah



Warren Hill

Married: Yes Year married: 1968 Wife's Name: Anne

Number of children: 3 Number of grandchildren: 2+1 in mid-May

Highest Military Rank: Captain Service: USAF

Number of years of active duty? 10+ years

Did you serve in Vietnam? Yes Korat RTAFB

What aircraft did you fly? F-4E / F-4D

Did you retire from the military? No

Did you have a second flying career? No

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? The classmates – not knowing anyone in the class in Feb '68, meeting for the first time and establishing lifetime friendships as a result of the year long experience.

Worst memory of pilot training class or of Webb AFB? Really, I can't think of any bad memories.

Other career notes: I resigned from the USAF in 1978 and went to work for IBM Corp in Billings, MT. We have lived in Billings from that time until now. I retired from IBM in Dec 2006.

Warren Hill Life After Webb

- Assignment as T-38 IP at Laredo AFB, TX with a stop at Tyndall AFB, FL for a 3 month PIT. Arrived at Laredo in June 1969.
 - Flight IP and Stan/Eval
- Assignment in Sep 1973 to Homestead AFB for F-4 checkout
- Departed for Korat RTAFB F-4 assignment on 18 Dec 1973 assigned to 388 TFW, 34 TFS until Sep 1974
 - First flight at Korat had to eject as a result of fuel cell failure caused fire.
 - Missed Mayagüez incident and Saigon evacuation after I departed. 34 TFS was involved in both.

- Assignment to Fighter Lead-in program, 465 TFTS, Holloman AFB, NM in Oct 1974.
 - With our classmate Dick Edmonds
 - Fighter Lead-in Mission - Teaching recent UPT grads, with fighter assignments, how to fly tactical formation, Basic Fighter Maneuvers and, later on, some air to ground techniques
 - While there and in 49TFW DOT, involved with 12th AF and Pentagon, in writing NATO Joint Jet Pilot Training syllabus.
- Assignment to TAC Fighter Assignment in April 1977.
 - Responsible for assigning pilots to mostly peripheral programs like 1st SOW at Eglin, HC-130, MC-130, CH-53s, ABCCC, FACs, etc.
 - Decided to leave USAF and did so in Aug 1978
- Joined IBM 1 Sep 78 in Billings, MT
 - IBM General Systems Division sales training until Feb 1979
 - Territory sales, Northern WY and Billings, MT until 1984
 - Sales management 1984 – 1994; covered the sales territory of MT and Northern WY in Piper Warrior and Bonanza V-35 until Bonanza cracked engine case
 - Software marketing 1994 – 1996
 - IBM Worldwide Tech Sales Enablement 1996 – 2006, lots of world travel associated
 - Retired IBM 31 Dec 2006
- Joined small MT company part time selling in Billings, MT, May 2007 – present
- Family
 - Married Anne in 28 Dec 1968
 - Daughter Shannon born at Laredo, Sep 1971; daughter Kelly born at Holloman, Oct 1975; son Spencer born in Billings, Aug 1979
- Avocation
 - Officiated high school and NAIA football until 2003
 - Umpired high school and college softball until 2003
 - Umpired Little League, American Legion and college baseball; still do Little League
 - Umpired Junior League (age 13-14) World Series 2000
 - Umpired Little League (age 11-12) World Series 2003
- Life is Good!



Top Row—Rudy Zahorchak, Bob Mass, Herm Hermanson, Dave Hemminger; third row—Warren Hill, Hank Rimmer, Gary Walker, Dean Chapman, Sam Robertson; second row—John Cooke, Buck Barber, Ed Cheaney, Jeff Hipps, Paul Baldy; first row—Cal Lowry, PDC director, Jackson Roberts, Dave Parsons, Jerry Clark, John Miller, Gene Selby; front—Billy Crumm and Jerry Davis, coaches

Warren Arnold Hill Obituary

June 18, 1944 – October 12, 2023

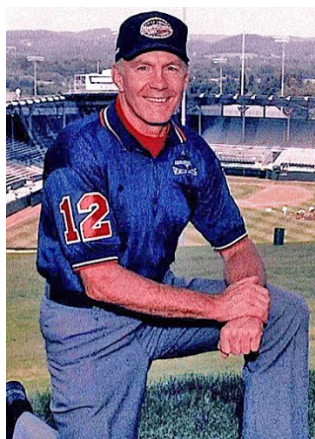
Published by Billings Gazette on Oct. 22, 2023.

BILLINGS - Adored father, loving husband, and stalwart of the community, Warren Arnold Hill passed away October 12, 2023.

Born in Bozeman, MT June 18, 1944 to Irene Durand Hill and Warren E. Hill, Warren was the eldest and most Type A of siblings Sharon (Pielact) and David. Warren grew up in Billings

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during a period of town expansion, attending the majority of elementary, junior, and high schools.



In 1962, he became a member of the inaugural graduating class of Billings West High. Warren started college at the University of Wyoming on a football scholarship. He transferred to the University of Montana by his sophomore year to continue his football career.

During his junior year at the University of Montana he received a draft notice at which time he rejoined the United States Air Force ROTC.

In his last quarter at the university he met Anne Spencer. They married December 28, 1968 in Missoula, MT After college graduation Warren began pilot training at Webb AFB in Pilot Training Class 69-05. He completed training and immediately became a T-38 instructor at Laredo AFB, Texas. In December 1973, he began his assignment at Korat AFB in Thailand. During his first mission, an engine fire prompted Warren and his co-pilot to work emergency protocol in textbook fashion before ejecting. He later quipped that he "made a million dollar deposit in a bank in Thailand" after his jet crashed.

After completing his overseas assignment, he returned to Holloman AFB, NM as an instructor pilot in fighter lead-in school. His last tour was in fighter assignments of a major air command based at Langley, Virginia AFB, flying a desk, as they say. After 10.5 years of service, 11 moves, 5 states and one tour in Thailand, Warren resigned and received honorable discharge. Searching for his career, Warren contacted a BWHS classmate who mentioned opportunities with IBM. Hired in the summer of 1978, his career of 28 1 years with IBM based in Billings, MT began. A testament to his value, skill and adaptability, Warren held many positions in sales, sales management, marketing and training. In his final position before retiring, he worked in technical training enablement for one of IBM's software brands, where he played a key role in training technical sales professionals worldwide whenever new IBM portfolio products were introduced. He worked with a worldwide team, by telephone, at all hours of the day and night coordinating events in Asia-Pacific, the Americas, Europe, Middle East, Africa and traveled extensively around the world. One year he gained top frequent flier status on two airlines by the end of February.

On December 31, 2006 Warren retired from IBM and applied his talents to lawn maintenance, neighborly driveway shoveling and obsessive car washing. Enjoying the benefits of a full retirement, Warren prioritized visiting his adult children as they moved through the country. He delighted in attending as many grandchildren's events as possible, cheering, whistling and acting as a photographer. Throughout retirement, Warren remained committed to learning and volunteer service. Elevating his love for car washing to new heights and achieving a long-held ambition, he purchased and restored a '58 Chevy Bel Air Impala, which opened the door to a community of enthusiasts, experts, and friends at "the shop".

As an active blood donor he recently achieved his 5 Gallon donation award. Since 2015 Warren worked with the Yellowstone County Sheriff's Department as an administrative volunteer. Warren touched the lives of many.

In addition to the restaurant waitstaff that he always addressed by name, the elementary student whose classroom he visited or the ball player whose game he officiated, he had many strong friendships. He nurtured connections with BWHS alumni, college football teammates (Griz and Bobcats alike), Phi Delta Theta Fraternity brothers, ROTC, USAF, IBM, Tigers sports family, youth sports, Montana sports officials, aviation enthusiasts, local car aficionados, Billings West Rotary, Yellowstone County Sheriff's Department, morning fitness devotees, Forest Park neighbors and various coffee clubs. Alongside his career and personal interests, Warren made a priority of his children's activities. When team mom and wife Anne needed an umpire for a little league game, Warren stepped up for the task kicking off an impactful officiating era. Officiating offered a new way to participate in sport and a volunteer commitment of significance. He evolved into a respected umpire instructor locally and at Western Region Little League Umpire School in San Bernardino, CA.

A credit to Warren's excellence, he was selected as an Umpire for the 2003 Little League World Series, in Williamsport, PA. From baseball to softball, and from Little League to college, players and families fondly reminisce about the game of their youth with Warren as their umpire. In addition to Warren's storied umpiring career, he officiated football for many years and continued support for fellow officials by handling chains, scorekeeping, and managing the game clock, even up until two weeks ago.

Warren is preceded in death by his parents Warren and Irene and is survived by his wife of nearly 55 years, Anne (Billings, MT), children; Shannon Ortt (Dan Ortt), Kelly Hill Shuptrine (Carl Shuptrine), Spencer Hill, four grandchildren; Rylan Ortt, Aidan Ortt, Emiline Shuptrine, Eliette Shuptrine, siblings Sharon Pielact, David Hill (Debbie Hill), nieces, many cousins, and extended family.

Cremation has taken place and a Celebration of Life will be held in Spring 2024.

To honor Warren with a donation, become a blood donor, support the BWHS Angel Fund at efbps.org, or volunteer your time in youth sports.

To honor Warren's character, make a dad joke, listen to 60's music, smile at a stranger, offer genuine gratitude, be present in your life, and know you can make a difference.

Jeff Hipps

Married Yes No Year married 1979 Wife's Name Pam

Number of children 4 and number of grandchildren 1

Highest Military Rank: Capt. USAF

Number of years of active duty? 5 years Reserve duty? _____ years

Did you serve in Vietnam? Yes No If so, where were you assigned? Tay Ninh

What aircraft did you fly? O1-E and OV-10

Did you retire from the military? Yes No

Did you have a second flying career? Yes Eastern Airlines and United Airlines

Have you retired or significantly cut back on your hours of employment? Yes No

Best memory of pilot training class or of Webb AFB? Graduation

Worst memory of pilot training class or of Webb AFB? T-41

Jeff Hipps Life After Webb

Presently working for the FAA as an Aviation Safety Inspector.

After pilot training, I flew the C-141 out of Charleston AFB. Then I spent a year in Southeast Asia as a FAC in support of the Cambodian Army. My final year was spent at Macdill AFB flying a VIP configured Convair 440 Executive for US Readiness Command.

I separated from the Air Force in Feb. 1973 and was hired by Eastern Airlines and flew the B727, DC9 and A300 until the strike in 1989 where I was a local council chairman in the Air Line Pilots Association. Ann (my wife in pilot training) and I divorced in 1974. We had two sons Jeffrey 40 and Gregory 38.

I met Pam, an Eastern Flight Attendant, in 1977, and we married in Feb. 1979. We have two children, Eric 28 and Michelle 25.

After walking the line in 89, I was hired by United Airlines where I flew the B727, B737, B747-400, B757, B767, A319, and A320. I retired Oct. 2004 as a Line Check Captain with a little over 19,000 hours.

I came out of retirement in Oct. 2007 to work for the FAA as a B757/767 Aviation Safety Inspector. I spend most of my time conducting simulator checks at Boeing's Miami facility and en route checks to Central and South America.

Pam and I have lived in Palm Harbor which is located on the west coast of Florida since 1984. We spend most of our spare time boating on St. Joseph Sound which is about ¼ mile from our house.

2023 Update: My wife Pam passed in 2011 from a rare brain disease, and my son Eric took his life in 2015.

I met Donna Sheridan in 2015, and we became Domestic Partners in 2018. Donna grew up in Alaska and retired to Florida after her husband passed in 2009. We have been traveling quite a bit, taking two trips to Alaska and spending a good bit of our summers in the Pacific Northwest. We took a seventeen day safari capped off with a four day trip to Cape Town in 2022.

My daughter Michelle gave birth to a baby girl on January 1st 2019 which also happens to be her birthday as well. Later in 2019, she moved back to the area and lives only two miles away from us. We spend a great deal of our time helping out while she works.

I finally retired from aviation on Jan. 1st 2021.

We continue to spend a great deal of our time boating to the barrier islands which are nearby.

Mohammed Hosseinalibake

Died 1991 – Date Unsure

Paul D. D. Houppert
Died June 13, 1977

Married: yes, 1961, Pat, 3kids, 5 grandkids,

Major, served in Vietnam, yes, Pleiku and DaNang,

A1 Skyraider, T38 and T33.

Masters degree, AFIT

Paul D. D. Houppert
Life After Webb
Written by Pat

From pilot training, Houp went to Vietnam and flew the A1 Skyraider doing close air support for search and rescue missions. From there we went to Craig AFB and Paul was a T38 instructor.. This was one of the few bases that had a great Officers Club! Then we were off to Wright-Patt for more school. After Houp completed his Masters at AFIT, we went to Brussels, Belgium. He was part of the international consortium to coordinate the production or the F-16 with our European partners, Belgium, Norway, Denmark and The Netherlands. This was a desk job but he loved to fly and got special Congressional approval to fly with the Belgian Air Force. Just before he died, we went to the Paris Air Show where there had been a crash two days previously. We talked about it and he said that it was terrible to die so young, but what better way for a pilot to go. And then two weeks later, he was gone.

I had a job teaching at the International School of Brussels at the time so the girls and I remained there until Gail, the youngest, graduated and went off to college. Meanwhile, I met a Frenchman named Jacques (what else!). He was a retired fighter pilot from the French Air Force. His dream was to buy a sailboat and sail around the world. Sounded good to me! Two weeks after Gail's graduation, we moved aboard and set sail. In the Med we sailed France, Italy, Greece, Turkey, and Tunisia. Then we set sail for the Caribbean. We sailed across the Atlantic in 1982, just the two of us in our 35 foot ketch. We sailed and snorkeled every island in the Caribbean, to Venezuela, Panama, and Central America. We spent the last five years in Guatemala and Belize.

Now I live alone in Sarasota, Fl, and I am still working to make up for those 13 years of sailing and snorkeling.

Our daughter Karen, whom you might remember as a cute 6 year old, is now an outstanding journalist (says a proud mother). She writes feature articles for the Sunday magazine in the Washington Post and does freelance work, also. She has written 2 books. The second is *Home Fires Burning*. It revolves around the spouses left behind by the military personnel deployed to Iraq and Afghanistan. The book was inspired by the time Houp was in Vietnam and I went to all those Waiting Wives meetings. I hope you all get a chance to read it.

We had three daughters, if you remember. Gail is a social worker in Ohio and Judy is a stay at home mom in the Seattle area.

Obituary: February 24, 1942 – June 13, 1977



Services for Maj. Paul D. Houppert, 35, formerly of Beavercreek, will be conducted Thursday at Craig AF Base, Ala. Maj. Houppert was killed June 13 when his parachute did not have time to open after he ejected from a T-33 jet plane at low altitude. The accident occurred on a training flight at Sint Truiden Air Base, northeast of Belgium. The Major was the Netherlands Country program manager for the F-16 contact administration office in Europe. He is survived

by his widow, Patricia; his mother, Helen C. DuPont Houppert of St. Clair Shores, Mich., and three daughters, Judith, Karen and Gail. From Gazette News-Current, Xenia, Ohio.

Donnie G. King

See Directory

Lee W. Kirkwood

Married Yes: X Year married 1967 Wife's Name Rosemary

Number of children 1 and number of grandchildren 0

Highest Military Rank: Lt. Col

Number of years of active duty? 7 years. Reserve duty? 18 years

Did you serve in Vietnam? No X

What aircraft did you fly? T41-C (800 hrs), T-29, T-33, T-37 (1500 hrs), F101 and RF101 Voodoo (300 hrs), RF4-C (4000 hrs/3000 hrs IP)

Did you retire from the military? Yes X

Did you have a second flying career? No X

Have you retired or significantly cut back on your hours of employment? No X

Best memory of pilot training class or of Webb AFB? Graduation

Worst memory of pilot training class or of Webb AFB? Last flights of the day, after lengthy weather holds.

Lee Kirkwood Life after Webb

My assignment, after graduation, was to instruct in the T-41-C, at the US Air Force Academy. Upon reporting for duty, after 3 months of instructor training at Perrin AFB, Sherman, Texas, I was informed that I was the youngest instructor, academic or flight, to have taught at the academy. After 2 years, I requested reassignment to Columbus AFB, Mississippi and instructed in the T-37 until departing active duty.

Rosemary and I moved to Louisville, Kentucky, after active duty, and I went to work as vice president administration and further, as, liabilities and government bond trader, for a bank that became JP Morgan/Chase. Simultaneously, I joined the Kentucky Air National Guard and flew the RF-101 Voodoo until we converted to RF4-C phantom. With my prior flight instruction

training, I checked out as an RF4-C instructor and spent the next 18 years flying and instructing in the RF4-C.

In 1980 I left banking and formed a direct mail advertising company, United Mail, which has become one of the largest direct mail processing companies in the Midwest. With processing centers in both Louisville, KY, and Cincinnati, OH, and onsite management centers across the United States, our 450+ employees process over ½ billion direct mail items annually.

Rosemary, my wife of now 42 years, has been actively involved in a number of community and civic organizations, and has served on the board of directors of the Louisville Ballet for over 20 years, the board of Yew Dell Gardens (Botanical Gardens), and the Heiser Hearing Institute, among others. She is currently chairing a major marketing and fund-raising event, with Louis Vuitton, their first ever with a nonprofit organization in the United States.

Our son, Chase, who was born at the US Air Force Academy, turns 40 this year and he and his wife, Jennifer, are expecting their first child this September.

Richard C. Kowalski

See Directory

Bill Leneave

Married Yes Year married: 1979 Rochelle

Number of children 5 and number of grandchildren 11

Highest Military Rank: Captain Service Air Force

Number of years of active and duty? 5 years

Did you serve in Viet Nam? Yes Clark Air Base, Philippines

What aircraft did you fly after Webb? C130 B and E models

Have you retired or significantly cut back on your hours of employment? Yes No

Best memory of pilot training class or of Webb AFB? The entire year of pilot training was great for me. I had a ball. It was one of the best years of my life.

Worst memory of pilot training class or of Webb AFB? I don't really remember any bad memories.

Other career notes: 10 years with Levi Strauss & Co in sales; 15 years with Federal Express in management

Bill Leneave Life After Webb

Upon earning my wings at Webb I was assigned to fly C-130s at Clark AB in the PI. This mission was almost entirely in airlift support of the Vietnam war. We went TDY to Cam Ranh Bay and staged out of there. I think I have been into every airfield in Vietnam that was long enough for C-130s. After Clark I was assigned to Little Rock AFB in the Tactical Air Command. While at Little Rock I went back to Vietnam for a 108 day TDY and this is when I knew I wanted to be civilian. I separated on 8 Feb 1973 4 years to the day from getting my wings.

After flying I joined Levi Strauss & Co in sales selling Jeanswear and Youthwear for 10 years. After a short career with Champion International Paper Co again in sales I joined Federal

Express and worked my way into management. My last assignment with Fedex was in San Antonio, TX where I was the "Airboss" for the San Antonio ramp operations. I retired from Fedex in 2004 and moved with my wife Rochelle to Belmont, NC just west of Charlotte where we are happily retired on Lake Wylie.

Rochelle and I have been married almost 30 years. When we married I had two children and she had three. All have college educations and they have given us 11 grandchildren who are scattered all over the United States.

Richard H. Lettan

Married: Yes Year married: 1968 Wife's Name: Cheryl

Number of children: 2 Number of grandchildren: 2

Highest Military Rank: Ltc. Service: USAF

Number of years of active duty? 21 years

Did you serve in Vietnam? Yes Nakon Phenom and Pleiku

What aircraft did you fly? O2-A

Did you retire from the military? Yes

Did you have a second flying career? Yes US Airways, CitationShares

Have you earned a graduate degree? Yes, Masters University of Utah

Have you retired or significantly cut back on your hours of employment? No

Best memory of pilot training class or of Webb AFB? 1st solo flight in the T-37 and then getting thrown into a "blow-up" pool, driving in formation to Midland TX for dinner, actually flying aerobatics in formation

Worst memory of pilot training class or of Webb AFB? Having to memorize radio calls, failing a T-38 instrument check ride because we went to a field that I hadn't previously studied

Richard H. Lettan
Life After Webb

Professional Experience

Management

Managing Partner – Bentley Capital Partners LLC (Current Responsibility)

Provide rental property management that includes advertising, new tenant qualifications, maintenance, billing, collections, and legal actions. Provide trust management, investment management and tax services.

Wing Chief of Flying Safety

Managed a flight safety program for over 2,000 flight crewmembers. Led a staff that investigated and reported on numerous safety incidents. Delivered lectures to audiences of 1,000+ personnel on accident prevention. Authored many flying safety related policy documents. Graduate of the University of Southern California, Institute of Safety and Systems Management, Flight Safety Course.

Station Operations Manager

Airport Station Operations Manager - Athens International Airport, Greece. Directly supervised 48 Greek national personnel and 27 Americans. Managed a \$600,000 operations budget. Planned and supervised several airport terminal construction projects. Officially recognized as having the most outstanding unit, in a world-wide organization, for two separate years of a three year assignment.

Civil Aviation

Captain for a corporate jet fractional ownership company. (Current Responsibility) Provide individual “5 Star” flying services on a Citation Sovereign 680 to owners and their guests.

Check Airman and Captain on +\$40 million aircraft for a major commercial airline used in the transportation of passengers and cargo to domestic and international destinations; oversaw and coordinated scheduling, maintenance and service operations to ensure the safety and comfort of passengers. Trained newly assigned first officers and captains on their first operational flights. Provided instruction on aircraft systems, FAA and Company operational requirements and teambuilding. Qualified on five different types of large commercial aircraft. (DC-9, B737-200/300/400, CRJ 65, ERJ 179/190)

Training

Chief of Recurrent Pilot Training - Conducted a comprehensive continuation flight training program for a continuously changing group of 78 internationally qualified pilots.

Flight Instructor - Trained new aircraft commanders on C-5A worldwide missions.

Simulator Instructor - Taught emergency procedures on C-5A and C-141 aircraft.

Military

Command Pilot that coordinated and executed flight activities for world wide flight missions.

Most satisfying mission - Selected to fly the second C-141 into Hanoi, North Vietnam to evacuate American Prisoners of War. John McCain and Robinson Risner were on my aircraft.

United States Presidential Support Pilot for the highest-level executives of the United States federal government. Qualified on eight different types of military aircraft with significant

time in C141, AT-33, O-2A, VC-140, and the C-5A/B. Attained the rank of **Lieutenant Colonel**.

Employment History

CitationShares – Captain	10/2005	Present
US Airways Mid Atlantic –Line Check Pilot	12/2003	10/2005
US Airways – Captain	1/1989	1/2003
United States Air Force - Officer	9/1967	3/1989
Standard Brands Corporation – Chemist	5/1967	9/1967

Education

Air War College	Senior Military School in International Affairs
National Defense University	Graduate Level Degree in Logistics Management
MS, University of Utah	Human Resource Management
BS, Carroll College	Chemistry and Biology

Personal

Married for 39 years to the former Cheryl Reinke of Lodi, Wisconsin – we met in college

Two children:

Valerie Lettan – Sales Associate at Prudential Real Estate, 535 Madison Ave., New York
 Carlyn (Lettan) Capella – married to Dr. Joseph Capella, Plastic Surgeon, living in Tuxedo Park, NY

Two grand children: Lucas (3 years old) and Christian (2 years old)

Current Hobbies:

Travel, Wood working

Update June 2020

Since our 40th reunion in Las Vegas in 2009. At that time, I was flying as a Citation Sovereign Captain (CE-680) for Citation Air until December 2013 when the company went out of business.

I continued to fly the same aircraft as an independent contract pilot for various owners until 2016. I even spent one month flying out of Dar es Salaam, Tanzania going mostly to Nairobi, Kenya and Marrakesh, Morocco. Then, I was hired “on retainer” by an Iranian/ American aircraft owner and flew numerous trips to Europe for one year.

In 2018 I was hired full time again as a Captain (at age 72) at Gama Aviation on a managed account out of Bridgeport, Connecticut. The aircraft was an upgraded version of the same airplane called the Sovereign 680+ that required a different FAA type rating. It had the Garmin 5000 “smart” avionics suite, a significant challenge for me to learn. The flying was mostly stateside, Canada and the Caribbean.

In March 2020 the Coronavirus pandemic caused significant layoffs at Gama and I was downsized at age 74½ finally forcing me into retirement.

I'm currently fixing up a rental house in Davis California. Cheryl, over the last several years has travelled extensively to Russia, Mongolia, China, Egypt, England, Greece and the Galapagos Islands. ‘

2023 Update:

Retired after 16 years from US Airways in October 2005 – Age 60.

2005 -2013 Pilot for Citation Air flying Citation Sovereign 680 aircraft – Left company at Age 68.

Flew as an Independent Contract Pilot on the Sovereign 680 – until Age 72. Hired as a full time Sovereign 680+ Captain out of Bridgeport CT for 2 years and retired again - Age 74 ½.

Continuing to reside in Broadlands, Northern Virginia and managing 2 rental properties.

Donald S. Macomber
Died 1969, Hodgkin's Lymphoma

Bob “Kiss” Mass

Married Yes No Year married: 1998 Inga

Number of children: 3 and number of grandchildren: 6

Highest Military Rank: Lt Col USAF

Number of years of active duty? 22 years

Did you serve in Vietnam? Yes: No NKP

What aircraft did you fly after Webb? C-141, QU-22B, T-38, A-10, AT-38, Hot Air Balloons

Did you retire from the military? Yes:

Have you earned a graduate degree? Masters: Yes AFIT

Have you retired or significantly cut back on your hours of employment? Yes ___ No

Best memory of pilot training class or of Webb AFB? ___ 1st Born Child

Worst memory of pilot training class or of Webb AFB? _____ Missing out on an A-1 to Nam

Other career notes: Test & Evaluation F-22 and F-35 Operational Test & Evaluation

Bob “Kiss” Mass Life After Webb

After Webb I followed a varied career in the AF for 22 years, flying a diverse set of aircraft, operational testing and man-in-the loop simulator development. Since 1990, I have been employed by SAIC and involved with operational testing. Currently planning the operational test for the F-35 and making periodic assessments of the acquisition progress.

Along the way fathered three children (2 girls, 1 boy) who have provided two grandchildren each. Divorced in 1984, single until 1998 when Inga married me and really made my life wonderful.

Earlier activities such as skiing, camping, hiking, white water have given way to my weekend activity of hot air ballooning for the last twenty years. It's a wonderful way to keep air under your butt and is a social sport.

Kenny Matthews Life After Webb

I went to Vietnam in Oct1969 and returned Nov1970. I was flying forward air control w/20th TASS in OV10s. Initially in Chu Lai, then Danang and finally in Pleiku. Moved around a lot and had 4 different call signs (you'll remember how hard I was to get along with). Came back as T38 IP @ Webb AFB until DOS of 15Jan73. Hired by Delta Air Lines 15Mar73 and retired 31 yrs later in Jun2004 (one year early).

My oldest son, Marshall was born during pilot training in Dec. 1968. He lives an hour away in Ft Worth. He has a daughter, Brittany 19 and two young sons, Marshall Dylan (funny?) who is 8 and Seth who is 5.

My second son, Casey, was born at Webb after I returned from SEA in the NEW hospital (20DEC72). Casey and his crew live in Ft Worth as well. Wife Monica, sons Mason 9 and Reese 7 and the princess(of course) Adriana, 5.

My first wife Mary Margaret and I divorced in1974. She remarried in1975 and she, her current husband and I have become good friends and converse on a regular basis.

I remained single for 26 yrs. Couldn't find anyone who deserved me (I guess this could be taken one of two ways !) I remarried in1997 at age 52 (thought I was surely old enough by then) to my "Trophy Wife" who is 13 yrs my junior. Actually, we had dated 20+ yrs earlier. She is a 3rd gen horse trainer, way type A and a constant handful. Life is not boring. We have a little ranch here in Palo Pinto County an hour W of Ft Worth (the world's largest small town) We have black Brangus cattle, too many horses, 6 Border Collies, four barn cats, the fattest raccoon in captivity, one ball python and one Western Diamond-back/ Mojave rattlesnake cross.

I have had Cessna 180s and 185s for 25+ yrs and with friends with similar interests, have flown them all over from Canada on floats to Baja, California to Conn. Mostly W Texas and mountains in Idaho.

With Delta I flew Boeing 727,737,757,767,767/400,767ER and 777. Also, Douglas DC9, DC8 and MD11. Also the Lockheed L1011 and L15. I loved them all. I was fortunate to be able to fly International Capt for the last 12 yrs. Probably the best time ever on the airline was during the CRAF (civil reserve air fleet) moving troops into and eventually out of Kuwait City. We staged in Rome and Bridget and I virtually lived at the Savoy Hotel for two months...paid vacation! Rules were very different, everyone one board had an automatic weapon ! Awesome! Great experience for us and the troops were more than you could hope for. You, too, would have been very proud of them.

Also, and surprising I'm sure, I'm now a rotor-head as well. While helping a friend work cows on their 88,000 acre ranch, I spent some time riding with him in his Bell 47 (think...MASH) helicopter. I started really enjoying it and ended up buying one and learning to fly it. It may be the most fun flying I've done.

My health has been very good. One knee surgery, one back surgery and one appendectomy is about it. I have tri-focals that I only wear when I want to see and I have my father's haircut. I take Lipitor daily for high cholesterol and one 87 mg aspirin for good luck.



1959 Cessna 180B. Bridget holding her dog Perfect, and Kenny Matthews, with his dog Dirty



Kenny Matthews 1951 Bell 47G2, was probably MASH helo in Korea

Michael McGuirk

Married: Yes Wife's Name: Helen Jacobson

Number of children: 5 Number of grandchildren: 1

Highest Military Rank: Capt Service: USAF

Number of years of active duty? 5 years

Did you serve in Vietnam? No

Did you serve in Desert Storm? No

What aircraft did you fly after Webb? T-37 at Reese, in Lubbock TX

Did you retire from the military? No

Did you have a second flying career? No

Have you earned a graduate degree? Yes, Masters and PhD U. Maine

Have you retired or significantly cut back on your hours of employment? No

Best memory of pilot training class or of Webb AFB? T-37 X-C Bringing Monsour back into the USA from Juarez, T-38 X-C wingman flying inverted while I was straight and level so he could watch my IP shit in his hat – remember the model with the gear pin and streamer on a base of GI tp?

Worst memory of pilot training class or of Webb AFB? Cassius Harris washing out; breaking my nose playing flag football; having Jim White – my T-38 IP - assigned to SEA, and then learning before we graduated that he was already dead. Jim was brother of the late astronaut Ed White, and his two other brothers had already died in SEA. As sole surviving son, he did not have to go, but he wanted to follow Ed's path, and you had to be a SEA returnee to go to any school. Jim had a class date for test pilot school at Edwards, but he never made it. His father was a Congressman who lost all four of his children serving the country.

Other career notes: I had a couple of memorable experiences as a T-37 IP. One was soloing Iranian Aviation Cadet Pars-Tash. He became famous as the most dangerous and least competent student to ever graduate. Pars-Tash handled flying the T-38, but he failed when he had to add the additional tasks of gunnery. He augered in at Nellis. Later, I washed out a USAF Lt. from NJ who had an MS in EE before coming to UPT. At his FEB, I was asked "Couldn't it be that your standards are a little too high?" My answer was "I soloed Pars-Tash." There were no more questions.

The other experience was having a student, Joe Emerson, go unconscious doing a loop. I sent Joe to the flight surgeon, who told Joe to have something to eat and sent him back to fly solo. I called the flight surgeon and explained that Joe did not just get tunnel vision, but he was unconscious for ~30 sec after restoration of 1g. The flight surgeon reconsidered, and sent Joe to San Antonio for some centrifuge rides. Those docs discovered that Joe routinely fell asleep at 3g, even wearing a g-suit and doing proper crunches. EEG showed he was not faking. Since Joe's ANG unit only flew interceptors, Joe was mustered out. I have since learned that the Russians always did centrifuge g-tolerance tests before spending any money on actual flight training.

When I had recovered from Jim White's death, and was ready to go to SEA, the war ended. It was also the first gas crunch. USAF RIFed 6000 pilots and the airlines RIFed 600. Graduate school beckoned.

Michael McGuirk Life After Webb

Grad school was lots of fun. Lots of canoeing, some skiing, inverted sledding decades before the X-games (and I have photos to prove it.) I went on a 100 mile canoe tour of the Allagash Wilderness in 22.5 hours. Our trek got a two page write up in the Boston Globe. I did some Physics, too. Mostly optics, but I also built some micro-climate recorders for the Plant and Soil Science Dept. They could predict potato blight growth rates, allowing the farmers to use less pesticide. The optics work turned out OK, also. Most technical papers are referenced a few times, mostly by the authors as they build on their earlier work. The paper summarizing my doctoral research has been referenced over 60 times by others.

If you look at <http://www.youtube.com/watch?v=LtxkS9G5y-g>, which is a 10 minute movie of a recent Kenduskeag Stream Canoe Race, 3 minutes into the flic you will see me in a white hat, with my daughter Jill in the bow, running "6-mile falls". Jill was born 3/3/69 in the Webb AFB hospital. Rich DeMong and Sue stood in for my brother as godparents. Christina was born 2/27/77 as I was finishing grad school. Dina left in 1980. I married Marie in January 89. My son, Michael, was born 7/28/90 and daughters Madison and Morganne on 10/9/92 and 4/28/95 respectively. Marie and I divorced in 97. A mutual friend introduced me to Helen Jacobson in September 2001, and we have been together ever since.

After grad school, I went to work at Perkin-Elmer Corporation in CT. I worked on optical instruments for NASA, including the InfraRed Astronomical Satellite, the DIRBE instrument on the Cosmic Background Explorer (for which John Mather won the Nobel Prize), and on fabrication equipment for a classified project. When the classified project was completed, the equipment was used to make the Hubble Secondary Mirror, the one done correctly. I was a very small part of the "national technical means" to verify SALT compliance. There were articles published ~1986 saying that the SDI space segment was not possible because of the historically slow increase in laser damage threshold. To keep from self-destructing, the mirrors would have to be so large that launch costs would be prohibitive. Dr. Donald Decker, of the Naval Weapons Center, China Lake (not Beach) identified the damage mechanism for the type laser SDI used. I applied that knowledge to develop manufacturing processes that increased the laser damage

threshold 100x in 1 year. The technique was transferred to a number of vendors and applied to a number of systems. The SDI ground demo laser system at White Sands shortened a surplus Minuteman by about 10 feet.

Most of you know that our designators were eye safe for the naked eye, but using telescopic sights posed a risk. After P-E I went to work for a company producing eye protection for the Army. The specs changed, and the company needed a new design. The owner had a young engineer do the design, and the young engineer made a mistake. The owner manufactured about 1100 ship sets during the First Article Test period, and then discovered the error. He ordered me to rig the test equipment so the defective optics would appear to pass. I went to a friend in the Army, who in turn went to the US Attorney. The US Attorney told me to follow the owner's orders, and he delayed the inspection a week to give the owner a chance to change his mind. During that week I wore a wire for the FBI. The FBI taped the owner telling me not to worry, because I was just following orders, and that he would be the one to go to jail if we were caught. The owner's greed was his undoing. He did not change his mind, and he ended up pleading guilty to fraud. The defective parts never made it to the field. A competing company delivered good parts.

After my "disagreement" with the owner, I eventually went to work at MIT on the High Energy Transmission Grating Instrument for the Chandra X-Ray Observatory. Chandra, like Hubble, is one of the five "Great Observatories" planned for the post-Apollo peaceful uses of space. I had worked on Chandra at P-E, and knew people on the project, so I was hired without current references and while still under a gag order from the US Attorney.

After Chandra, I free lanced for a while, but now I am back at MIT Lincoln Laboratory, working on the next generation GOES weather and communication satellites.

Jill, who had a BS in accounting, went back to school after her daughter Audrey was born. She is finishing her training at NY Chiropractic College. She expects that being a Chiropractor will allow her to have "mother's hours" and still earn decent money.
Christina is a middle school teacher in Sonoma, CA.

I have a house a mile from Marie, so the kids can go back and forth freely.
The kids say they and Helen have joint custody of me.
Michael is a freshman at SUNY, Canton.
Madison is a sophomore in HS.
Morganne is in 8th grade. She should finish college in 2017. Maybe then I can retire.

John H. Miller
Lost Classmate

Phil Nelson

Highest Military Rank: Capt USAF

Number of years of active and duty? 5 years

Did you serve in Viet Nam? Yes No Two tours at Cam Ranh Bay (out of both the Philippines and Japan)

What aircraft did you fly after Webb? C-130

Did you retire from the military? Yes No

Have you retired or significantly cut back on your hours of employment? Yes: No

Best memory of pilot training class or of Webb AFB? Classmates and the spirit of adventure of UPT

Worst memory of pilot training class or of Webb AFB? "Canceled due to weather."

Other career notes: Participated in a 20 year health study on agent orange which began in 1982. The study compared those who dropped agent orange to a control group(C130 crewmembers) who had the same environment with no exposure to agent orange.

Went through several jobs after leaving the Air force. Retired from the Post Office as a letter carrier in my hometown about 2 years ago.

Will be unable to attend the reunion. Have fun and good luck to everyone.....Phil

Thomas G. Neutzling

Died August 30, 2013

Obituary: June 18, 1945 -August 30, 2013; Burial Details Unknown



Thomas Neutzling was born on June 18, 1945 in St. Cloud, Minnesota and departed August 30, 2013. He was one of twelve children born to Andrew and Florence Neutzling.

After graduating from the University of Minnesota, Thomas briefly taught English before becoming a pilot in the US Air Force. He was a decorated Viet Nam War veteran, proudly serving 2 tours where he flew C-7A Caribou & B52s. After

leaving the Air Force he founded Project Management Inc in Sacramento, CA where he spent the next 30 years until his recent retirement.

Though residing in CA since 1970, Thomas returned to Pearl Lake each summer where he loved to fish and play his favorite card game Crazy 8's with family & friends. He was an avid duck hunter, founding Cameron Outing Duck Club in Rio Oso, CA in 1985.

Thomas was preceded in death by his wife Cheryl, his parents & seven siblings. He is survived by Kimberly Knott (Glendon) of San Diego, CA; son, Dustin Neutzling of Folsom, CA.; sisters Jeanne Rosebrock of Sacramento CA; Kathleen Wimmer of Kimball MN; Nancy Weber of Sydney Australia; brother Michael Neutzling of St Cloud, MN; and three grandchildren.

A Celebration of Life will be held Thurs., Sept. 12 at Sienna Restaurant, 3909 Park Drive, El Dorado Hills, CA 95762 at 4PM. In lieu of flowers the family has requested donations be made to Quiet Oaks Hospice House in St. Augusta, MN. Mailing address: P.O. Box 1241, St. Cloud, MN 56302. Published by The Sacramento Bee from Sep. 6 to Sep. 7, 2013.

Will Ouellette

Highest Military Rank: Colonel Service: Michigan Air National Guard

Number of years of active duty? 26 years (some active, most reserve)

Did you serve in Vietnam? No

Did you retire from the military? Yes

Did you have a second flying career? Yes Civilian flying, smashing bugs

Have you earned a graduate degree? Yes, Masters University of Detroit

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? Seeing Webb AFB in my rear view mirror as I drove my 1947 Ford Sedan back to MI; flying T-37s with Major Hart (the Leper Colony); my first T-38 dollar ride. Johnny Englemann for a roomie. Getting a fighter assignment (even if it was a pitiful RF-84F).

Worst memory of pilot training class or of Webb AFB? Never knowing if I would still be there tomorrow. George Boehmer without a shirt on. Snow in Big Springs. Watching other guys wash out. T-41 instructor who said I fly as if I have no fear of dying.



Dave Parsons

Married Yes XX No _____ Year married 1966 Wife's Name Begee

Number of children: 3 and number of grandchildren: 7

Highest Military Rank: Col Service: USAF Medical Corps

Number of years of active and duty? 26 years

Did you serve in Vietnam? Yes xx III Corp with US Army, Cambodia invasion from Bien Hoa

Did you serve in Desert Storm? Yes xx Contingency Hospital, England

What aircraft did you fly after Webb? AT-33, OV-10, F-105

Did you retire from the military? Yes xx No _____

Did you have a second flying career? Yes ___ No xx__

Have you earned a graduate degree? MD: Yes xx The University of Texas at Houston

Have you retired or significantly cut back on your hours of employment? No (a little)

Best memory of pilot training class or of Webb AFB? Great friendships, cross countries, flying formation, flying formation with Mansour!, getting through the last flight physical even though I was color blind (yes, really!) and I had a seizure disorder and lost consciousness getting my wisdom tooth pulled and the dentist didn't want to report it because it would knock me out of UPT!

Worst memory of pilot training class or of Webb AFB? Getting drunk way too often! Having a little spat with my good friend Jeff Hipps that cause us to lose contact with each other. At the last reunion, we had a wonderful time together and I am so thankful for such a good friend!

Other career notes: One of the joys of being a sinus specialist surgeon was that I was able to get grounded pilots from all branches of the service back into the cockpit. I really enjoyed taking care of the POWs from Hanoi Hilton. My last day of active duty, I went Mach 2 in an F-16 (then was "shot down" by a simulated missile attack!).

David S. Parsons, MD, FAAP, FACS

Life After Webb

David is an active participant in international medical missions. He is driven to do this by his strong faith and desires to share the blessings God has given him with those less fortunate in the Third World.

He is board certified in both Pediatrics and Otolaryngology/Head and Neck Surgery, and completed an international fellowship in Pediatric Otolaryngology (ENT). He specializes in adults and children with difficult sinus problems, and in Pediatric Ear, Nose and Throat care. He wrote and edited one of the largest selling books in the world on sinus care, and created two internationally distributed CD-ROMs describing comprehensive sinus care emphasizing the Minimally Invasive Surgical Technique, which he helped develop.

Dr. Parsons received two special international honors in 2002. He was selected to receive the Distinguished Award for Humanitarian Efforts by the American Academy of Otolaryngology-Head and Neck Surgery. This 11,000 member organization recognized him for his missionary work in Vietnam, Cuba, Mexico and Cambodia. He was honored to receive the Sylvan Stool Award by the Society for Ear, Nose and Throat Advances in Children. This award is presented annually to one international medical professional for outstanding lifetime contributions in teaching and service for the care of children.

Dr. Parsons has been selected to multiple "Best Doctors in America" including one that named the top 1000 doctors in America. He is in Who's Who International, Who's Who in America, Who's Who in Medicine and Healthcare, and is in the National Registry of Who's Who. He has designed more than 44 surgical instruments and published over 130 medical articles plus multiple non-medical articles. He has lectured internationally in more than 20 countries on 6 continents.

Colonel Parsons completed a 26-year Air Force career as the Consultant to the Surgeon General for Head and Neck Surgery. He graduated with honors from the School of Aviation Medicine. During his academic military career he simultaneously served as Clinical Professor of both Otolaryngology/Head and Neck Surgery and Pediatrics at the University of Texas-San Antonio and the University of Colorado. After military retirement in 1993, he was the Professor of Surgery and Pediatrics for the University of Missouri. In 1998, he entered private practice in Greenville, SC and serves as a Clinical Professor at the University of South Carolina.

He graduated with honors from the University of Texas Medical School at Houston. He completed a pediatric residency in San Antonio and practiced pediatrics in Albuquerque, NM. He became the Chief of the Division of Pediatrics, and later the Chairman of the Department of Medicine at Kirtland USAF Hospital. Dr. Parsons then completed an Otolaryngology-Head and Neck Surgery residency at the University of Colorado. He completed fellowships in Pediatric Otolaryngology at the Great Ormond Street Hospital for Sick Children in London, UK, the Royal Alexandra Children's Hospital in Sydney, Australia, and The Children's Hospital in Denver, CO.

Dr. Parsons serves on the Editorial Board of the International Journal of Pediatric Otorhinolaryngology and editorially reviews for six international journals.

Dr. Parsons was a USAF fighter pilot in the F-105 Thunderchief, and flew more than 450 combat sorties in the Vietnam War as a forward air controller in the OV-10 Bronco. He won the Top Gun award in 3 different fighter type aircraft. He is actively involved in Christian medical missionary work in Mexico, Vietnam, Cuba, Cambodia, Poland, Hungary and Israel, and with Executive Ministries (Campus Crusade for Christ) in the USA.

Update June 2020

I retired from my paying job in 2013. We have continued our active Third World missionary work but are slowing down to just Honduras and Cuba. I still help recruit for Vietnam (where we worked for 20+ years in short term medical/surgical teaching), Nepal, and other international sites. I served in ministry stateside with Search Ministries as an Associate Staff (meaning I worked for free) until the end of 2019. I still work with Campus Crusade for Christ (Cru) and Kairos Prison Ministries.

www.parsonsmministries.org

David L. Patrick

See Directory

Donald E. Penn Jr.

Died November 5, 1986

November 16, 1945 – November 5, 1986; Buried at Shelfer Cemetery, Havana, Florida



Ken Ptack

Married: Yes Year married: 1967 Wife's Name: Jo Ann

Number of children: 2 Number of grandchildren: 8

Highest Military Rank: Major Service: USMC

Number of years of active duty? 20 (3 enlisted) years

Did you serve in Vietnam? Yes DaNang

What aircraft did you fly? A-6 Intruder, A-4 Skyhawk, T-2 Buckeye, T-39 Saberliner

Did you retire from the military? Yes

Did you have a second flying career? No

Have you earned a graduate degree? Yes, Masters

Name of Graduate School: University of West Florida

Have you retired or significantly cut back on your hours of employment? Yes

Best memory of pilot training class or of Webb AFB? The friendships developed during "The Year of 53 Weeks"; "Duty" working in the Snack Bar; Quail Hunting with Classmates

Worst memory of pilot training class or of Webb AFB? Trading our MG-B for a Pontiac Station Wagon

Other career notes: After getting Masters Degree assigned to Headquarters Marine Corps in Washington, DC. I retired out of Headquarters in December 1984. Started working as a Government Support Contractor in Crystal City, VA with Advanced Technology, Incorporated (AdTech/ATI).

Ken Ptack Life After Webb

After getting my Air Force Wings at Webb, I was stationed at Cherry Point, North Carolina. I checked in to Cherry Point in February 1969 and started training for my Navy Wings. I received my Navy Wings in July and was assigned to a tactical A-6A squadron at Cherry Point. I completed my A-6 qualifications in October and was in DaNang in November 1969. While at DaNang, I ran into Kenny Matthews and Jackson Roberts. We had a "Taco cook out" at my

hooch with some fixing's that Jo Ann had sent me in a "Care Package" from the States. Good time was had by all. In about April 1970, I met Kenny and Jackson at Plaku. After a hard night of parting, I went on a FAC mission with Kenny in his OV-10. The Air Force F-4's couldn't hit anything with their bombs but tore the hell out of the targets with their 20mm. I returned from RVN via a Navy "Cruise Ship", the USS Mobile, LKA115, an Amphibious Cargo Ship. I was the "Team Embarkation Officer" responsible for transporting my Squadron, VMA(AW)-242, MAG-11, 7th Marines, 1st Recon Battalion and MABS-11 out of RVN for redeployment to Hawaii and California. My three week cruise included celebrating the USS Mobile's first anniversary afloat – 6 hours of liberty (the anniversary date was actually while we were loading the ship in DaNang harbor so it was not celebrated until we reached Okinawa). We spent 12 hours in Hawaii off-loading some equipment then proceeded to San Diego where we off-loaded the rest of the equipment. I was "Bussed" to Camp Pendleton where I was welcomed back to the US then went on leave to Maryland to pick up Jo Ann and Ken Jr. (our first son, born at Webb AFB Hospital 1 Nov 1968) for our drive to El Toro, CA. where I was stationed until 1976.

While at El Toro, I was the VMA(AW)-242 Aircraft Division Officer, Squadron Safety Officer, Marine Air Group-13 Safety Officer and then the best ever job that can be had. I was chosen as the A-6 Weapons Delivery and Tactics Training Officer for the Marine Air Weapons Training Unit Pacific (MAWTUPac) which is now MAWTS (Marine Aviation Weapons and Tactics Squadron One) stationed at Marine Corps Air Station Yuma, AZ). At El Toro, our second son Adam was born 20 Jan 1972 in the Newport Beach Hospital. While at El Toro, I was fortunate and had the opportunity to fly back to Webb AFB for the last graduating class that had Marines students in it. We shared some fond memories of Webb. Also while at El Toro, Kenny Matthews visited with a student that he was instructing while a Flight Instructor in the Air Force.

In July 1976 I was assigned to the First Marine Aircraft Wing stationed in Okinawa. I was the G-3 Attack Action Officer and lived in the BOQ about 50 yards from my office. I was working in the office, flying the A-6 and A-4, attending planning meetings for the 7th Fleet throughout the Pacific and Scuba Diving in the beautiful waters around Okinawa for the year, unaccompanied. I spent time in Korea, Japan, Taiwan, and the Philippines. In 1977, I had to spend a week at Clarke Air Base flying A-4s against the Air Forces F-4s for dissimilar ACM training. At the time, the T-38's were restricted to 1-G flight due to wing problems. We would brief at 0400 with 4 different flights of F-4 crews then launch for the 4 different dog fights. We would fight 2 sections of F-4s then go to an airborne tanker and refuel then fight the other 2 sections of F-4s. During the week, the only time we got shot down was on take-off when the first set of F-4s came around after take-off and got us prior to "Cleaning up". The A-4 was one tight turning machine with a good thrust to weight ratio. After the flights were over we landed, debriefed and hit the pool and bar (not necessarily in that order). It was a tough life, but someone had to do it.

In July, 1977, I was transferred to NAS Pensacola where I was the Standardization Officer for VT-10, the Naval Flight Officer Basic Training Squadron. I flew the T-2 Buckeye and the T-39 Saberliner. While there, I was selected for Major and applied for the Marine Corps Advanced Degree Program. I was accepted to the Advanced Degree Program and attended the University of West Florida where I got my Masters in Systems Analysis. While attending classes, I continued to instruct and fly with VT-10. I got more flight time in those 15 months than I did in

the last 15 months in the Marine Corps. Pay back for my Masters was an assignment at Headquarters Marine Corps.

I checked into HQMC in January 1981 where I was the Acquisition Sponsor for the Marine Corps Tactical Combat Operations (TCO) System, an aviation Command and Control system. TCO was eventually fielded using lap top computers vice the transportable command and control vans as originally conceived. I retired out of Headquarters Marine Corps December 31, 1984.

I started work for Advanced Technology, Incorporated (AdTech/ATI) on 3 December 1984. The following weekend was the Company Christmas Party and the Beach Boys were the entertainment – paid for in full with banquet dinner plus all drinks by the Company. What a change from the Military. ATI was bought by the Emhart Corporation in 1987 which was bought by Black and Decker in 1988. The good deal about being a Black and Decker employee was the employee discounts on DeWalt Tools and Black and Decker products. The bad thing about Black and Decker was all they wanted from us was the profit we generated. In 1989 “The Wall” came down and Peace broke out. Black and Decker finally sold us to Litton in 1992. Litton was bought by Northrop Grumman in 2001 and I retired from them in October 2008 with just under 24 years of service in the “Same Company” but with several different organizational names. When I retired, I ran the Pataxunt River Naval Air Station office for Defense Mission Systems operations. This included technical, acquisition and management support for the Government employees at Pataxunt River.

In 1982, Jo and I “bought the farm” here in Southern Maryland. We bought a brick Federal home that was built in 1822 and 20 acres in the middle of a 360 acre farm. The first thing we did was get it on the National Register of Historic Places in hopes of getting Government help in the restoration. We qualified, but didn’t get funded. This, plus the purchase of 155 of the 340 adjoining acres, slowed our 10 year restoration project down to 26 years. We reached a 98% completion point in September 2008, just before I retired from Northrop Grumman. There is a 55 acre parcel of the original 360 acres that we are standing by to purchase when the heir is ready to sell it. We gave our son Adam a lot off of the back of the farm. He and his family live there and enter from the road runs by the back of the farm. They are our closest neighbor, about ¼ mile walk through the woods. Their four daughters enjoy coming over for visits and bring their horses to graze with our one remaining “Old man”, Dusty. Dusty is 31 years old and lost his buddy, Horse, last year. Horse was 32 when he died.

Kenny Matthews and Spanky (Bill Campbell) are the only ones from 69-E that have visited us here on the farm. We look forward to seeing more of you in the future. We have a 24 foot Class C RV and have made several trips in and around MD and VA. We eventually plan to travel the old Route 66 in it. Maybe we will run into some of you on the trip.

Update June 2020

HOBBIES AND INTERESTS:

In January 1991, I attended my first National Council on Systems Engineering (NCOSE) meeting. I helped write the first charter for the Council and served on the

Board of Directors. NCOSE changed from National and US only to an international focus and was re-chartered as the International Council on Systems Engineering in 1995. I am an INCOSE Founder, am an INCOSE Expert Systems Engineering Professional (ESEP), and was the INCOSE President in 1999. I am still active in INCOSE supporting the BoD, Working Groups (WG), and ISO standards development.

I'm a "weekend farmer" and sometimes a "Day Laborer". I have learned how to build "timber framed" buildings. I have assisted our restoration expert build a historic bake oven, a working historic style smoke house and a dairy. I have also assisted with historic restoration work ("Day Laborer") on General Lee's Grist Mill in Stratford Hall, VA, the Wye Mill in Talbot County, MD, the Sotterley Plantation in Hollywood, MD, the Cremona Plantation in Mechanicsville, MD, and Cross Manor in St Inigoes, MD.

Still traveling around the country and world. Travels associated with the Marine Corps, Northrop Grumman, INCOSE, and ISO have taken me around the world. I have over 3,580,000 miles on American Airlines plus many thousand more miles on other airlines, which I have "Redeemed" for flights with them, if they were still viable. December takes Jo Ann and me to Aruba for 10+ days each year.

INTERESTING, UNUSUAL, OR MEMORABLE LIFE EVENTS:

In 1982, Jo Ann and I "bought the farm" in Southern Maryland. We bought an 1822 brick Federal three-bay house with 20 acres in the middle of a 360-acre farm, remaining from the original 1000+ acre plantation. The first thing we did was get it on the National Register of Historic Places. We dedicated ourselves to restoring the house as architecturally accurate, for the period as possible, with hidden modern conveniences, vice rehabbing it as a modern home. This, plus the purchase of 205 of the remaining 340 adjoining acres, turned our planned 10-year restoration project into 26 years. We reached a 98% completion point in September 2008, just before I retired from Northrop Grumman the first time. We gave our son, Adam a lot off of the back of the farm where he and his family live. They are our closest neighbor, about 4/10 mile walk through the woods. Four of our granddaughters enjoy coming over for visits and bring their horses to graze on our pastures. Our horses died when they were about 32, after living here on the farm with us for 25+ years.

CURRENT GOALS (BUCKET LIST)

We have a vintage 24 foot Class C RV and had planned to eventually travel the old Route 66 and the Lincoln Highway in it. We have made several trips in and around

MD, VA, WV, TN, and KY. Based on the age of us and our RV, in the future we may be "camping" at local Marriott's in our travels vice the RV. We hope that we will run into some of you on a future trip.

Picking up from the 40th write up.

Update 2023: Kenny Matthews and Spanky and Barbara Campbell (Bill) were the only ones from 69-E to visit us here on the farm until Bob and Amy Deak plus Richard Lettan visited us in August 2022. We enjoyed the visit and some good seafood at our local Captain Leonard's restaurant. We look forward to seeing more of you in the future here at the farm.



Our horse, Dusty, died when was about 32, after living here on the farm with us for 25+ years.

We have knitted as much of the farm that is available back together, now 225 acres with our youngest son and his family still living on the back of it. We plan to remain here the rest of our lives and have our ashes spread on the farm when we die.

We have a 24 foot Class C RV and have made several trips in and around MD, VA, WV, TN, and KY. . We had planned to travel the old Route 66 and the Lincoln

Highway in it, but based on its age and ours, our future “camping” will be at local Marriott’s vice the RV. We hope that we will run into some of you on a future trip.

I helped found the International Council on Systems Engineering (INCOSE) starting in 1989, was the INCOSE President in 1999, am an INCOSE Expert Systems Engineering Professional, and Founder. Since my final retirement in 2010, I continue to support INCOSE and ISO as a volunteer, supporting systems engineering efforts worldwide.

Now I’m a “pretend farmer” and sometimes a “Day Laborer”. I have learned how to build “timber framed” buildings, have built a historic bake oven, working smoke house and dairy. I have also assisted with historic restoration work on General Lee’s Grist Mill in Stratford Hall, VA, the Wye Mill in Talbot County, MD, the Satterley Plantation in Hollywood, MD, Cross Manor in St. Indigos, MD, and the Cremona Plantation in Mechanicsville, MD. I have made some wooden cogs for the grist mill at Mt. Vernon as replacements.

Travels associated with both USMC and Northrop Grumman have taken me to around the world and I have over 3,480,000 miles on American Airlines plus many thousand more miles on other airlines. Jo Ann, our two boys and I have used the majority of those miles to make many trips, with the next one being in July this year to Hawaii for Jo Ann and me.

Our two sons have eight children, 6 girls and 2 boys, between them. One son, Adam, his wife, and two of their four daughters live on the farm and our other son, Kenny, lives across the Patuxent River in Calvert County, MD with three of his children. Of the eight, our oldest granddaughter is happily married in the Richmond, VA area. The next oldest granddaughters have graduated college and one is an Event Planner for pharmaceutical companies with her twin sister being a Charles County Sheriff’s Deputy. The next granddaughter does Web-based marketing and her oldest brother is a Snap-On Tool distributor. The next oldest granddaughter is finishing her senior year in college with her younger sister in the plumbing apprenticeship program setting all kinds of records. Our youngest grandson is working with his father as a car painter helper. They all live in the Maryland and Virginia area.

My Mother and Grandfather were in their high 90s when they died. My main goal is to outlive them and make it to 120 with Jo Ann and our health and mental capabilities still intact.

Jim Rembolt

Married Yes Years married: 37 Wife's Name: Marilyn

Number of children 2 and number of grandchildren 1

Highest Military Rank: Capt. Service: Air Nat'l Guard; USAF Reserve

Number of years of active duty? 1 1/2 years Reserve duty? 5+ years

Did you serve in Vietnam? Yes ___ No

What aircraft did you fly? RF84F; RF4C

Did you retire from the military? Yes ___ No

Did you have a second flying career? Yes ___ No

Have you earned a graduate degree? Masters: Yes No ___; University of Nebraska Graduate College of Business; University of Nebraska College of Law

Have you retired or significantly cut back on your hours of employment? Yes ___ No

Best memory of pilot training class or of Webb AFB? Classmates; T-37 instructor (Flygare); T-38 instructor (Merrill); weekend trips to Midland; graduation!

Worst memory of pilot training class or of Webb AFB? West Texas dust/sand storms.

Jim Rembolt Life After Webb

After graduating from UPT at Webb AFB, I spent approximately six months on active duty at my Air National Guard base in Lincoln, Nebraska checking out in the RF84F, a Korean war era single engine, single seat fighter adapted for photo recon. It was a notoriously under-powered jet with a reputation for very long takeoff rolls. However, once it got to flying speed, it didn't handle too badly.

Since there were no two-seat trainer versions of the airplane, new pilots' first flights and first aerial refueling missions were always interesting. The airplane didn't have nosewheel steering, so it was steered by applying left or right brake to the main landing gear wheels. There was always a delay between the application of a brake pedal and the hydraulic fluid reaching the brakes, so it took a while for new pilots to get the "feel." When word

got around that a new pilot was taking his first flight, all the crew chiefs would gather on the ramp to watch the fun when it was time to taxi.

Although the airplane was outdated, I really enjoyed the mission, which I felt had most of the fun elements of military flying (lots of formation flying; aerial refueling; low level, high speed flight). Although the aircraft at one time had been fitted out with a 50 caliber machine gun, it had been removed by the time I checked out.

After I completed my active duty check-out in the aircraft, I started law school at the University of Nebraska College of Law that fall. During my second year in law school, my ANG unit transitioned to the RF4C Phantom, which at that time was a state-of-the-art photo recon aircraft for the Air Force. Since most of the pilots in the unit were civilians with full-time jobs, the Air Force sent a training unit from Shaw AFB to conduct a night ground school for the pilots. That was a particularly challenging time for me, since I was attending law school full time during the day and attending the ground school at night, followed by the flight check-out. When our unit became combat ready, I fully expected we would be called up for Vietnam duty....but it never happened.

I graduated from law school in the spring of 1972 and took a job with a Lincoln attorney who specialized in transactional tax planning. Marilyn and I were also married that July. My law practice, Guard flying, and teaching a legal writing course at the University of Nebraska College of Law kept me busy. A couple of years later, we were expecting our first daughter (Tami), my law practice was growing and I knew I needed to give up something in order to have sufficient time to devote to the family.....so I discontinued my teaching at the College of Law. A couple of years later, our second daughter, Michelle, was born and the time demands of the law practice caused me to regretfully resign from the Guard.

Our law firm (www.remboldtudtke.com) has grown over the years to over 20 lawyers and the practice has expanded to include most areas of law, with the exception of criminal and patent law. My personal practice includes business, estate planning and probate law. I am still practicing full time, but hope to gradually “fade out” during the next few years.

I look on my years in UPT and the Air Guard with great fondness. I feel extremely fortunate to have had the opportunity to make some great life-long friends and to have some experiences that few people are privileged to have. Time marches on and I was reminded of that recently when an RF4C Phantom I flew in the Guard was recently added to the collection at the Air and Space Museum (formerly SAC Museum) located on Interstate 80 between Lincoln and Omaha. Are you officially an “old man” when your airplane sits in a museum?

Hank Rimmer

Life After Webb

Died March 7, 2013

Initial assignment after UPT was T-37 IP right there at Webb. Served until Dec 1972 when I left active duty. No SEA experience, unlike many in our class. Hired by Delta Air Lines Jan 1973. Flew for Delta over 30 years, retiring in 2003 at age 60.

Joined the Louisiana Air National Guard in 1978 and flew for about 13.5 years (after my 6.5 years of active duty). Flew F-100, F-4C, and F-15 during those years. We were the first Guard or Reserve unit in the country to get the F-15 in 1985. Retired from the Guard as a LtCol with 20 years of combined service.

Presently still working part-time for Delta as a simulator instructor. About half of Delta's sim instructors are retired pilots.

Chris and I have 2 sons, Matthew and Gregory, and 3 beautiful grand-kids.

Henry C. Rimmer Obituary

Obituary: June 12, 1943 – March 7, 2013



Henry C. Rimmer Jr., 69, of Marietta, GA passed away at home after battling cancer. He was born in Vallejo and attended St. Basil's and St. Vincent's H.S., Class of 1961. He was active in many sports, but had a lifelong passion for baseball and golf. Hank eventually went on to St. Mary's and ultimately graduated from U.C. Berkeley. He served in the U.S. Air Force initially as an intelligence officer at March AFB, where he met his wife Chris. He completed USAF pilot training at Webb AFB, in Big Spring, TX. He flew several years as an active duty fighter pilot instructor prior to accepting a position with Delta

Airlines. The Rimmer's lived in Miami, FL, New Orleans, LA and eventually settled in Marietta, Georgia. Flying several jet fighters throughout his 20 year career in the USAF, including the F-100, F-4 and F-15, he retired from the 122nd TFS, Louisiana ANG as a Lieutenant Colonel. He also retired from Delta Airlines after a 30 year career, as a Captain of the 767-400. He is survived by his wife of 45 years, Christina and his two sons, Matthew and Gregory, Greg's wife Teresa and his grandchildren, Ian, Sam and Emily. In lieu of flowers donations can be made to St. Patrick - St. Vincent HS in Vallejo, CA or cancer research. Published by Times Herald Online on Mar. 22, 2013.

Jackson Roberts

Married: Yes Year married: 1971 Wife's Name: Tracy

Number of children: 1 (Aaron born 2/18/77)

Highest Military Rank: Maj Service: USAF

Number of years of active and duty: 21 years +or -

Did you serve in Viet Nam? Yes Pleiku, NKP, DaNang

What aircraft did you fly? A-1

Did you retire from the military? Yes

Did you have a second flying career? Yes; Eastern, Northwest and Seaborne Seaplanes

Have you earned a graduate degree? No

Have you retired or significantly cut back on your hours of employment? Yes and No

Best memory of pilot training class or of Webb AFB? Road trips, Stag bar, sports

Worst memory of pilot training class or of Webb AFB? Dust

Jackson Roberts Life after Webb

USAF: After VN, back to Webb as 38 IP, then 37-38 Flight test. Early out to A-37 Reserve Squadron, then to NJANG, F-105's & T-33 (14.5 yrs) After a 5 year hiatus I did 6+ years as CAP advisor in St Thomas ended up as a Tech Sergeant (forgot to take those darn correspondence courses) but retired as a Major.

Airlines: EAL 1972-89, NWA 1990-2006, Seaborne Seaplanes 1992 (NWA furlough)

Family: Based in NY with EAL, lived in Jersey (down the road from Rudy), ended up in Brooklyn as Tracy finished her Architecture Degree (Pratt Inst). Laid off from EAL went with Tracy to Rome for 6 month abroad study. Her first job was in Philly, we moved there when Aaron was less than a year old. Moved to the VI (St Thomas) in 1986. EAL under in 89, hired at NWA in 90. (Thanks Rudy) Tracy merged with two other Archy's in 2002 & they now have the biggest & most successful firm in the VI (maybe the Caribbean) see www.springlinearchitects.com. Retired in 2006, bought into a sailing school see

www.islandsol.net . Our venue is at the Ritz Carlton in St Thomas. Aaron moved to Seattle several years ago so mom bought a condo there and we go 4 to 5 times a year.

Sam Robertson

Married: Yes Year married: 1979 Wife's Name: Rita

Number of children: 4

Highest Military Rank: Capt Service: USAF

Number of years of active duty? 5 years

Did you serve in Vietnam? Yes, but TDY from Taiwan

What aircraft did you fly? C133 and C130

Did you retire from the military? No

Did you have a second flying career? No

Have you earned a graduate degree? Yes, MD Case Western

Have you retired or significantly cut back on your hours of employment? No

My memories of pilot training are of a group of guys who got along well and easily, weren't too serious and knew how to have fun. The best and worst would require more alcohol than I have on board.

Sam Robertson Life After Webb

I had two tours of duty after pilot training. The first was in Dover Delaware flying C133's hauling whatever, wherever. The second was in Taiwan flying 130's, but the mission was in Vietnam.

I became interested in psychology while I was in Dover and took a few courses at a nearby University. I decided I wanted to be a psychoanalyst which, at the time, required going to medical school. When I was discharged in late 72, I took premed courses and went to Case Western Medical School in Cleveland. I married Rita and we moved to Cincinnati where I did a

residency in both child and adult psychiatry and then entered training to become a child and adult analyst. Since, I spend my professional time learning and teaching and practicing with a primary interest in helping patients understand their minds and the hope that I will learn more about mine along the way. Rita is involved in the same.

We live in an old house in the university neighborhood not too far from downtown. Our offices are nearby on “pill hill” and we like the mix of people. Keri was born in 1984, Leah in 1988, Mara in 1990 and Kyle in 1991. Like many parents of our era, Rita and I have been quite absorbed in their lives. That gave us ample opportunity to make lots of mistakes of which they love to remind. Despite that, they are turning out reasonably well. My natural tendency is to say more about them but I’ll wait, and bore those foolish enough to listen later.

Eugene W. Selby
Died September 18, 2001

Married Yes_ * Year married __1969 Wife's Name: Joan

Number of children 2 and no grandchildren

Highest Military Rank: Lt. Col USAF

Number of years of active duty? __22 years

Did you serve in Vietnam? Yes_ * __ No___ If so, where were you assigned? DaNang Flew Spooky AC-47

What aircraft did you fly after Webb? __AC-47_C-141 C-5

Did you retire from the military? Yes_ * __ No_____

Did you have a second flying career? Yes_ * __ No___ C-141 and KC-10 Simulator Instructor at McGuire AFB

Eugene W. Selby
Life After Webb

The Selby name lives on in the Air Force. Daughter, Rebecca, is a Captain in the New Jersey Air National Guard in Logistics. Daughter, Christina, is a CFO with General Electric. They both are so much like their DAD.

Vietnam 1969-1970

Charleston AFB C-141 1970-1972

Duluth, Minnesota (Rated Supplement and flew the General around) 1972-1975

Dover AFB 1975- 1980 C-5

Altus AFB, OK Instructor C-5 1980-1985

Advisor to the New York National Guard with C-5 1985-1986

McGuire AFB Safety 1986- retirement 1989

Simulator Instructor in C-141 and KC-10 1989 to 2001

Update September 2020 (Joan Selby)

We lost Gene to lung cancer (Agent Orange) Sep 18, 2001. Major Rebecca Selby got sick in Afghanistan in 2011 and was medically retired. Seems to be from the burn pits. Lots of pain and pills. The VA has taken care of her. She lives with me. I retired from education after 22 years. I moved to Louisiana to be near my sister and Gene's sister for 6 years. Christina (CFO in Vanguard) blessed us with Victoria Gene on January 2017. Rebecca and I moved to Media, Pa,

being only 9 miles from them. Gene left a huge hole in my heart, but Victoria Gene has filled it with love.

Eugene W. Selby Obituary

April 15, 1944 – September 18, 2001

Buried at Brigadier General William C. Doyle Memorial Cemetery, Arneytown, NJ



Lt. Col. Eugene W. Selby, USAF (Ret.) made a major impact to Air Force aviation during his lifetime. He began his career in the T-29D at Webb AFB, Tx. In 1969, Gene deployed to Da Nang, Vietnam, flying the AC-47 Gunship and received the Distinguished Flying Cross for his heroism. He also flew the C-141 and C-5 during his career and on multiple occasions personally had a hand in changing history.

In 1979 during the political revolution in Iran, he flew the Shah of Iran, Mohammad Reza Shah Pahlavi, out of Iran into exile. Gene also flew, in the C-5's cargo hold, the Spirit of St. Louis, following Charles Lindbergh's original flight path to Paris for an anniversary of the historical flight. Additionally, he was the Active Duty Advisor for the New York Air National Guard's conversion to the C-5 at Newburgh, NY. He personally delivered each C-5 to the unit as well as instructing each pilot on flying the new airplane.

After 22 years of service, Gene retired in 1989 and became a civilian flight instructor at McGuire AFB, NJ, in the C-141 and KC-10. On September 18, 2001, Gene died of lung cancer from his exposure to Agent Orange during his service in Vietnam.

Robert W. Simonton
See Directory

A. J. Thrush

Married Yes No Year married 1968 Wife's Name Mary Anne

Number of children 2 and number of grandchildren 5

Highest Military Rank Lt Col Service USAF

Number of years of active duty? 21 years Reserve duty? years

Did you serve in Vietnam? Yes No

What aircraft did you fly after Webb T-38IP, F-5, F-4E, G, K, M, 727, 737-200, 300, 500, L-1011, DC-10, 747-400, 777

Did you retire from the military? Yes No

Did you have a second flying career? Yes No TWA, United

Have you earned a graduate degree? Masters: Yes No ; U of Montana

Have you retired or significantly cut back on your hours of employment? Yes No

Best memory of pilot training class or of Webb AFB? Friday nights at the Club and get together with the wives after.

Worst memory of pilot training class or of Webb AFB? Dust storms

Allen J. Thrush Life After Webb

I retired from the AF in 1988. Spent most of my career in F-4s, did an exchange tour with the RAF and ended as a Wild Weasel. Flew for TWA for three years, United for 14 and retired from the airlines in 2005. I enjoy the outdoors and do a lot of hunting and fishing. I'm still married to Mary Anne (my original) and we have three grandkids.

2023 Update: we now have 5 grandkids.

Allen “AJ” Thrush Obituary

May 9, 1945 – October 20, 2023



Allen J. (AJ) Thrush, age 78, of Lancaster, passed away in a sudden accident on Oct 20, 2023. He received a BS degree from the Ohio State University and an MBA from the University of Montana. Lt. Colonel Thrush retired as an F-4 fighter pilot after 21 years in the United States Air Force and retired a second time as a Captain from United Air Lines.

AJ was an active member of Fairfield Christian Church and President of Green Mound Cemetery. He was an avid fisherman and hunter and enjoyed caring for his orchard and garden. AJ was selfless and spent regular time studying the Bible, loving and pouring into others. He adored his high school sweetheart and wife of 55 years, Mary Anne, and was happiest surrounded by her, his family and friends.

AJ is survived by wife, Mary Anne; children, Stacy (Denny) Bender and Jason (Katie) Thrush; grandchildren, Gabbie, Reid and Ainsley Bender, Gracie and Mary Claire Thrush; sisters, Sue Moore and Aura Lee Norris; several nieces and nephews and many close friends. He was preceded in death by his parents, Fred and Mildred Crumley Thrush and brother, Billy Thrush.

Caring Cremation will take place through the Frank E. Smith Funeral Home. There will be a memorial service at Fairfield Christian Church on Sat. Oct 28 at 1PM. Family and friends may call from 11AM until the time of service, and a reception will follow. A graveside service at Greenmound Cemetery with Military Honors will take place at a later date.

AJ volunteered for Samaritan’s Purse, a Christian organization founded by Franklin Graham, and was fulfilled by this mission. He spent a week in Kentucky building homes this summer and planned to return in January. Donations to AJ’s name can be made to Samaritan’s Purse <https://www.samaritanpurse.org/memorial-page/allen-j-aj-thrush-lancaster-oh/> or Fairfield Christian Church <https://secure.accessacs.com/access/oglogin.aspx?sn=105485> . Please include Allen’s name in the memo. Online condolences can be made at www.funeralhome.com

Gary J. Walker
Died – Date Unknown

Bill Wirth
Life After Webb

Married to Ellen 40 years, two children. Retired Delta Air Lines (31 years), currently Air India B777 Captain. Attorney at Law (private practice - emphasis in aviation safety law).

Rudy Zahorchak

Married with child (13) Wife Name: Sandy

Highest Military Rank_ Lt Col USAF

Number of years of active duty? __26 (active +reserves) activated for Desert Storm

Did you serve in Vietnam? Yes__ Tan Son Nhut (Saigon) Korat AB Thailand Danang AB

Did you retire from the military? Yes____ No_____

Did you have a second flying career? Yes__ No___ TransInternational/TransAmerica Airlines 1976-1986/ Cargolux 1979(Luxembourg) Northwest Airlines_1987-2007

Have you retired or significantly cut back on your hours of employment? No__ Working harder than ever now. Own a winery with my wife Sandy (www.TimetoMakewine.com) in Cape Coral, Florida

Best memory of pilot training class or of Webb AFB? Actually, it was all good memories

Worst memory of pilot training class or of Webb AFB? Didn't the O Club run out of beer once?

Rudy Zahorchak

Life After Webb

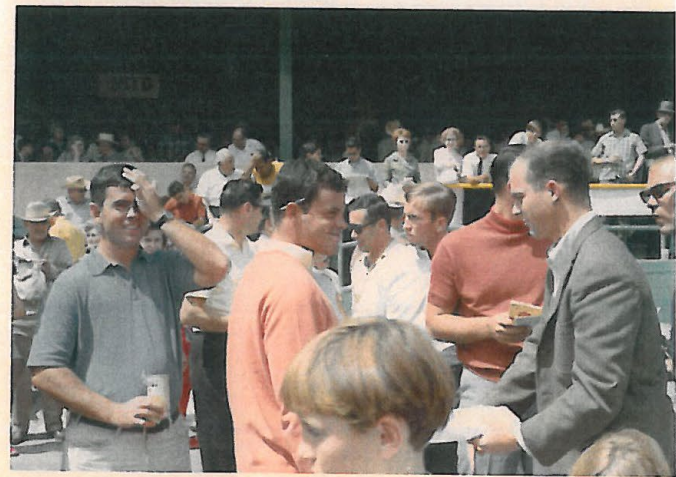
For all those years in the military and flying for the non-skeds, I came to the conclusion that no self-respecting woman would have me as a spouse. After a couple of years at Northwest, I was introduced to Sandy, who became my 'trophy wife' (BTW she IS a self-respecting woman). She is retired from the ANG and claims she is a "Major Mom". We were married in 1990 at "The Chapel of the Air" at the Lakehurst Naval Air Station, NJ, not far from where the Hindenburg crashed a few years before. We have one child, oddly enough named Rudy, who's 14th birthday is today (April 1st- no kidding). He is a delightful lad, at 6'6" loves basketball, and is the excellent student that his dad never was. So life is good, a lot of fun, and I am looking forward to seeing all of you in Las Vegas. My golf handicap is normally 26 but will be 35 at this reunion only and I don't play poker.

Dale L Zerba
Died 1986

Training Room



**(left to right) Buck Barber, Ted Bick, and Dave Hemminger
(reading the manual)**



Source: Jerry Davis

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Webb AFB (in 2007)



Source: Wikipedia.com 4/15/09

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