

# 55-INDIA

## CLASS REGISTRY



56 YEAR REUNION  
DAYTON  
5-8 MAY 2011

# DEDICATION

This Class Registry  
Of USAF Pilot Training Class 55-India  
Is Dedicated to Those  
Who  
Like *Icarus*  
Fell To The Earth,  
But Remain In Our Hearts  
For All Time

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## **PILOT TRAINING CLASS 55-I**

**We are a group of USAF veterans who went into pilot training in the 1950's, ending our training on February 24, 1955. The aircraft pictured here are some of the planes we flew during our primary and basic training.**

**We all started in the Piper Super Cub, the PA-18. After about 20 hours in the Super Cub, we progressed to the North American T-6G, a World War II vintage trainer. Our primary training was conducted by civilian flight schools, and we were based at several sites for this phase: Malden, Missouri; Marianna, Florida; and Columbus, Mississippi.**

**Graduates from primary spread to several different bases for what was known as "Basic Training." Students were divided in those days into two groups: Single Engine Jet, and Multi-engine. This was near the beginning of the Jet Age, and those of us assigned to Single Engine Jets went to Greenville AFB, Greenville, Mississippi; Webb AFB, Big Spring, Texas; and Williams AFB, Chandler (near Phoenix), Arizona. 6 Pilots went from Greenville to Laredo AFB, Texas to complete training. The aircraft we flew were the piston-engine North American T-28A, followed by the venerable Lockheed T-33A. The "T Bird" was an outgrowth of the P/F-80 "Shooting Star," the first operational jet fighter used by the USAF.**

**Multi-engine students went to Vance AFB, Enid Oklahoma, and Goodfellow AFB, San Angelo, Texas. Multi students also started basic in the T-28 then did their multi-engine training in the twin engine World War II medium Bomber, the North American B-25 Mitchell (the same airplane used by Doolittle's Raiders).**

**After primary and basic training, the class scattered to the winds and the four corners of the world. We did not meet again as a group until October of 1998, when we held our first reunion, attended by nearly 90 members of the original class.**

**In the intervening years, our members flew just about every aircraft in the USAF inventory, not to mention some Navy and NATO types. A large percentage of the class stayed in the service as a career, and most served at least one tour in Vietnam. We lost many members over the years in airplane crashes; eight of our members were KIA in Vietnam, two were POWs, and four attained the rank of General (2 one- star, 1 two-stars, and 1 four-stars). Our numbers diminish now due to the ravages of time, but we get together now and then to relive those days of youth and glory.**

**The period of training was definitive in most of our lives: it was a turning point, a place where we started on a great lifetime adventure that now has faded into distant but distinct and cherished memories. We have a bond that cannot be broken; we are well into the "Golden Years" but all that falls away at our reunions, when we are once again young, brave, handsome, and "The Best Damned Pilots In The World."**

# 55-1 DIRECTORY OF ACTIVE MEMBERS



Harold L. Adams 'Harold'  
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After gunnery school at Laughlin AFB and Luke AFB, served in the 515th Strategic Fighter Squadron (407th SFW, 15th AF) at Malmstrom AFB in Great Falls, Montana until discharge in December 1957. While at Great Falls married Elaine Baxter (May 5, 1956) and with her had a daughter, Sari Annette. Received a BA degree from the University of Mississippi and then a Master of Divinity and a Master of Religious Education from Southwestern Baptist Theological Seminary in Fort Worth, Texas. Moved to Houston, Texas in 1964 as pastor of a church and in 1965 a second daughter, Paula Jean, was born. In 1975 earned a Doctor of Ministries degree. Was a minister/pastor for 32 years then earned a Masters in Psychology Degree in Counseling and was licensed by the state of Texas as a Professional Counselor and Marriage and Family Therapist aid and worked as a therapist for 15 years.. Elaine and I have celebrated our 54th anniversary and we have a 25 year old granddaughter . I am now retired .



Billy G. Alexander  
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Malden Williams

Status: Active

Not in Preflight E, F, G, or H Sqdn



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I am, indeed, a 55-I graduate. I went on to log over 7000 hrs in the Air Force, fly with commuter airlines and retired last year as the FAA executive in charge of navigation and GPS. Air Force pilot training set the stage for a life long career in aviation—I am truly grateful. I have been serving recently as a member of the AF scientific advisory board.



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After Goodfellow graduation, it was off to Maine for the wedding bells - the high school sweetheart who was a junior at Colby College. Then to Enid for B-26 advanced - another sweetheart - the plane would go 400 mph straight aid level across the Ok. countryside! Oh, never mind the engine failure on takeoff; on the first night solo; with the crew chief in the right seat on his very first plane ride; who couldn't find the last two switches on the top sw. panel (happened to be landing lights & the only reason he was along). I think that incident set me up for a career of flying during which mechanical problems would come and go without panic (lots of sweat - no panic). From the '26 to T-29 at Connelly - 2000hrs before 1st I/ Pete Bartley and I flew together often. We and our wives went out to the pubs often - life was good. Then SAC for 10 years - 5 in '97s and 5 in '135s. Had a '97 that two turbos blew up on at 19,000' -still have a blade as a paper weight Mother got me off the ground at night in light snow and left me without an engine I could push the throttle forward on - one feathered, two pulling just their own weight and one that topped 3000 rpm on final and wouldn't toggle down. From SAC at Travis, I went to Cigli AB - a little field just north of Izmir, Turkey. Probably the best assignment in the world.

Took my family of seven kids and their mother with me for two years - on base housing - Chief Ops plans, Manager of the flight operations program, and the last six months picked up a convair 340 vip type and was the personal pilot for Gen. Ben Harrell, USA, the NATO Com-LandSE at Izmir. Just as good as Andrews without all the attention. The General went all over and would just as soon have Justice Earl Warren on board as some Greek dignitary - one became flexible. Many flights into strips without buildings or lights much less a tower or radio. (Maint would complain about sheep dung on the plane)... Was assigned to SEA in the Caribou - fun flying for a Major. They found out about Plans background and I became Chief, Ops Plans for the Airlift Wing at CRB.

Had a good time raising hell with the staff - wrote the first anti-hijack plan for the theater - got them to adjust to Defcon 3, down from the Defcon 4 that was posted when I first walked in - unbelievable, and after rocket and sapper attacks too! Got the Bronze Star there... Back to the states to Maxwell in Convairs and two 18 hole golf courses, and retirement. Survived 20 years on a reserve Commission (extended active duty) left heel marks out the gate; 9 days short of the board for LC. Had a house in Tampa - sold it to return to my boyhood home in Maine - near grandparents etc. Had four retirement jobs including Senior Buyer for the Bath Iron Works, maker of the finest destroyer type navy ships in the world. If you see or read about the Perry class FFG's - I bought every hand operated valve on *everyone* of them built at BIW -great job. Was Chair, Bath Housing

Authority, Chair, Coastal Trans, a small non-profit serving elderly and handicapped (12 years of volunteer work); Master of the local Masonic lodge and several other lesser pastimes. Healthy, and enjoying life as much as I can. I am very pleased to see so many of the class alive and well - I hope to renew some old friendships.



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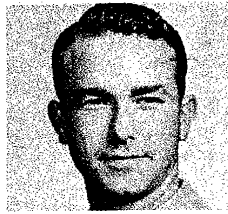
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Columbus Greenville & Williams

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Served as a flying instructor at Williams, Laughlin and Bryan AFB until 1958. Attended University of Colorado in AFIT graduating in Aeronautical Engineering 1960. Flew B-57s in the 3d Bomb Wing, Yokota Air Base, Japan through 1963. Graduated from Air Force Test Pilot School at Edwards AFB in 1966 and served as test pilot at Wright-Patterson AFB. Flew RB-57's in 460th Tactical

Reconnaissance Wing at Tan Son Nhut AB returning in 1970. Assigned to the B-1 Project Office at Wright-Patterson AFB through 1974. Attended Industrial College of the Armed Forces at Ft. McNair, followed by assignments in the Pentagon. Obtained Masters Degree from George Washington University. Served in Headquarters USAF Aeronautical Division for Research and Development of the A-10, F15, F16, C-5 and tactical missiles. Served in the Office of the Secretary of Defense Research and Engineering for F15, F16, F14, F/A-18, AV-8B and Tactical Missiles. Retired USAF 1979 in the rank of Colonel. Worked for a major defense contractor in Dayton and Washington offices on C-17, F-15, F-16, F-22 and more. Retired as Vice President in 1993. Happily married for 39 years to the Navy Nurse I met at University of Colorado. One son. Have enjoyed retirement in warm and wonderful Texas. Memorable moments in aviation include soaring to 90,000 feet in an F-104; flying Hugh Downs and Dr. Werner Von Braun on KC-135 zero gravity missions and landing a C-141 hooded to a full stop in blind landing experiments.



Edd G. Barnes

'Edd'

Wife: Linda

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Flew fighters, trainers and helicopters. Completed a USAFA tour, at three years, that was my longest. Two tours in Vietnam, one Okinawa and 1/2 each at Clark AB and Taiwan. Retired Sep 1980 at 30 and 47 years respectively. Went back to school and learned how to build new houses and fix broken ones". Linda retired from the USAF In 1993-we came home. Ahhh. but it is a great life.



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Marianna Vance

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After Enid-C-119 Advanced Training-never flew a C-119 after that training. Went overseas to Germany with Carl Gail & Jerry Smead. Ended up in Vienna Austria at Tulin AB, located 26 mi. in the Russian Zone of Austria. Flew "Spook" missions as co-pilot in a "Goon". I had 12 ground jobs also. The base closed after 3 months and I ended up back in Germany. Gail & Smead went to Paris, then to a C-119 Sqdn in France. 1956—SAMs at Rhein/Main in C-47 & C-54. 1957/58—United Nations-Jerusalem, Israel; C-47. 1958-Pope AFB NC; C-123. 1959—married an angel from Fayetteville. 1962—Saigon; C-123. 1963 66—Pope AFB, NC; C-123, C-130 in '65. 1966-67—Na Trang; C-130. 1967-68—McGuire AFB, NJ; C-130 (MAC) What a change from TAC! 1968-69—England; T-29, C54, 322nd AD Command Post 1969-72—Rhein Main Germany, Flew the last "Goon" in Europe. It crash landed on the Greenland icecap on its way to the boneyard! 1972-76—McGuire AFB, NJ (Back overseas); C-141. 1976-83—Charleston AFB, SC-God's Country. Have three sons: John Jr., M/Sgt, Loadmaster C-17; Craig, Major, Pill, C-17, and Stuart, Captain, USMC. 1983—Retired after 29 years, 4 months, 26 days, and loved every minute of it!!



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I enjoyed flying airplanes for the Air Force and retired with the rank of Lt/Col. after twenty years. I was one of the few who did not sign the four-year contract that was offered just before graduation and true to *their* promise I was assigned to a desk I got back in the cockpit in 1956 flying low-level rescue missions in the C-47. For you bomber pilots, we were your return ticket from the drop zone. In 1957 I transferred to the C-54 with *the* mission of rescue cover for the U-2 program until 1960. As that program Fazed out, I found myself in C-123's on a SAC base. I completed training at Pope AFB and spent a short tour in Vietnam in 1962 and 63 in the C-123. I found my way into MAC and the C-124 in 1964 stationed at Hill AFB. I flew cargo to Vietnam for four years. I was chosen for an instructor in the C-124 training program at Tinker AFB. After Transition into the C-141, I was assigned as an instructor & flight examiner in the C-141 training program at Altus AFB, OK until retirement. I married a wonderful woman, Ruth E. Fuchtmann, in 1956 and we have two children living away from Reno. We moved to Reno, NV after retirement and settled into a low profile life-style with a no stress job. I made some good investments over the years. We have enjoyed the area with all it has to offer. We were blessed with very good health. I stopped going to work two years ago to enjoy life more but found out that I had lung cancer. I had to have my right lung removed. I have recovered but with much reduced activity. But I still ride my motorcycle on good weather days.

## NO PHOTO

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Attended Oregon State U. Graduated with  
Engr. Degree. Worked for US West in Boise  
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Retired from USAF 1973. Retired from civil-  
ian position 1991. Retired FOR REAL 1995.  
I consider myself a professional retiree. How-  
ever, along the way, I spent most of my ser-  
vice time in Air Rescue Seaplanes, then a  
jaunt to Vietnam with the US Army in Cari-  
bous, followed by several years in SAC  
tanker. I was medically grounded in 1970  
which kept me from making the big bucks in  
airliners, but had a satisfying second career  
in the electronics world producing flight simu-  
lator displays. I met Nancy in North Africa  
(she is from Dayton, Ohio) and we were  
married in 1964 eventually producing two  
sons who remain in the Dayton area. Now  
we reside in a golf community but I must  
admit "I don't give a twit about golf!"



Theodore F. Beresford Ted'  
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Marianna Goodfellow  
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Got my wings in Feb, got them clipped in  
June. Married college sweetheart, Betsy.  
Flew the RC-121 for three years. Then to  
AFIT for a BS and MS in Elect.  
Engineering. On to the Air Force Academy  
to teach Elec. Eng. For four years. Then to  
Okinawa, flying the Herkybird for three  
years. Then to Korat in the EC-121 for a  
year. Back to the States to Air Force Sys-  
tems Command at ABRES. Retired in  
1971 and went into the Commercial Real  
Estate business. Still fussing around with  
real estate although not as active as I once  
was. Along the way we had three boys.  
They are all married now and we have four  
grandchildren and one step granddaughter,  
and ONE OUT-OF-CONTROL grand-  
mother.



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1955-1958—Tankers with SAC; 1958-1993--  
Airlines: Hired on at Pacific Northern Airlines in  
June 1958. In 1968 Western Airlines bought  
PNA and we moved from Anchorage to Seattle  
area. In 1987, Delta Airlines bought Western  
and I finished my career flying MD-11's out of  
the Portland OR base. Married Effie in 1960,  
whom I met in Alaska. We have two children,  
Dirk age 37 and Laura age 35.

## NO PHOTO

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I spent 5 years in the AF after Greenville;  
got out in late '58 to finish college at U.C.  
Berkeley the hard way with a wife, 2 kids, a  
full time job, G.I. Bill and the Ready Re-  
serves (I attended Cal on a waiver because  
my hair was too short and I was a non-  
communist). After graduation in '60 was  
transferred to the Sacramento Valley by my  
company (mfr's rep for electrical construc-  
tion equip); joined the Ready Reserves at  
McClellan AFB from which I was recalled  
to active duty during the Cuban missile  
crisis in '61. Stayed in this time because 1.)  
there was a huge pay raise, 2.) my  
chances for regular were great (I did make  
it), 3.) they promised me C-130E's and 4.)  
I was between jobs. Spent tours in  
France, the Congo, throughout the globe

and all of 1966 in Vet Nam flying C-130E's out of Cam Ranh Bay and Na Trang (carrying ammo, fuel and troops into battle zones ("TAC-E's") and dead bodies out) plus "you call we haul" throughout the Far East. Our unit supplied 80% of the in-country logistics in the theatre. While there I ran into Harvey Kimsey who was flying "Scoshi Tigers" in an experimental combat sqdn out of, I believe, Tan Son Nut—talk about Gung Ho!. After VN went to 12th AF HQ (staff job) where I started corresponding with the airlines, got my ATP and went with UAL in Feb of '68. Rejoined the reserves at McClellan AFB from where I retired as an L/C and Group Chief of Stan Eval. After 11 years active duty and 12 in the reserves I'd had enough - was 3 years short of eligibility for Bird! But the reserves were great flying and a hedge against furlough in my early UAL years; the IP/Stan Eval experience got me into the UAL training center later on. Married a flight attendant the 2nd time around (naturally). Went through the seniority hoops very slowly and in 1986 was lucky to get a place in our Denver Training Center as a B767/757 simulator and aircraft instructor and a check pilot (great way to beat the seniority system if you're junior!). Flew captain on the B737 and B757/767 and that's as high as I could get being very junior for my age. Retired in 1994. Have lived in the Sacramento area since '72 and am having a ball with my McClellan AFB Aero Club, the CAP, my motorcycle (just got a BMW R1100GS which I use for the best cycling in the world in the Sierras and the foothills! Come join me. I help the high school football team, do a little consulting with Aviation Consulting Services in San Carlos plus a lot of other stuff. Have a 19 year old daughter who's a sophomore at U.C. Davis and a 21 year old son who is in Special Ed and lives with Ann and me. My 3 kids by the first marriage to Marge are doing great. My son, Steve40, (how can that be when I'm only 39?), born in Evreux, France, did all the stunt work for the MacGyver TV series and is still an active stuntman soon to be in a series with Lorenzo Lamas; Tracy (30), born at Pope AFB, NC, was a model, actress and Raiderette for the LA Raiders until a lawyer came along and married her. And Linda 41, also born during my tour in France, lives in the Lake Tahoe area and manages property. 10 grand kids! Enough I won't repeat this at the reunion, I promise.



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MDAP, Belgium Stayed in Belgian Air Force, retired in 1980. Now is Airport Commander of an airport near French-Belgian border.



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Marianna Webb  
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Married in 1955—two children, four grandchildren. Flew RF-84Ps at Shaw AFB, SC, UK, and Germany. Left AF 1958 for career in investment management. Retired in 1992



George P. Bracke 'George'  
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Malden Williams  
I enlisted in the Air Force in April 1953, took the Aviation Cadet tests, and started with class 55-I preflight in November 1953. Primary at Malden Airbase, Malden Mo., to Williams AFB for basic and graduation in February 1955. T-33 gunnery at Del Rio, Tx. and to Nellis for F-86 training. Left Nellis in August, went home to Portland, Or. married Sharon Sutherland. In September my self and four other classmates left for Clark AB, Pi. to join the 44th Fighter Bomber Squadron. On arrival we were shocked to see, not F-86 F's on the ramp, but F-86D's. The 44th squadron had left three months earlier for Kadena, Okinawa. After several requests for transfers to Okinawa, they were finally approved and we were reassigned to the 18th FBS,

Kadena Okinawa. Myself and Bing Girling went to the 67th FBS and Bill Fletcher to the 12 FBS. We flew the F-86 until February 1957, then transitioned to the F-100D. In March 1958 I was sent to Webb AFB, Tx as a T-33 flight instructor. This was to be a three year tour, ended up six years. While there flew the T-33, T-37 and the T-38. In March 1964 was sent to Randolph AFB, Tx. to the T-38 instructor school. After eight years in the Training Command, and no hope of getting out, I left the AF and went to work for United Airlines in Chicago. In 1967 I joined the Indiana ANG, flew the F-84F and the F-100. Retired from the Air Guard in 1977, and United in 1993. I still fly, having a Beechcraft Bonanza. Have four children, nine grand children and my beautiful wife of 55 years. Still living in Elgin, Ill. putting up with the winters, good health and all.



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Columbus Vance  
SIE, Feb 55, left Enid and went to college at Parks College of Aero Tech, St Louis, (Apr 55-Apr 58). Graduated with BS in Aeronautics. Had a commercial and Instrument Ratings 2 weeks after leaving Enid! Instructor 2 months later (5/55). Hired as copilot DC-4 by Northwest Airlines (Oct 58). Briefly at McDonald as Tech Writer. Married in 57. 6 Natural '2 imports on kids. Divorced (77). Clobbered self in Pitts Special at air show (Aug 74) Off NWA 4 years! Returned with 1st Class Medical?! (Oct 78). Married later (84), 2 more boys, divorced (not good at marriage!). Teach flying in gliders, Great Lakes Biplane, seaplane, Lake Amphibian. Retired NWA Dec 17, 93. DC-4 to B747 (8900hours). Great "job": an handling retirement well. 94 Lake Amphibian to Merrill Field ANC over routes I flew @35000', 95 camera Safari to Kenya, 96 Missouri RV canoe trip out of Fort Benton MT. After NWA retired Pilots "Convention", 97 England-Duxford Airfield, Normandy Beaches, Athens. Repeated canoe trip on Missouri River (7 days solo).98—Seven day canoe trip in Boundary Waters Canoe Area, in Northern Minnesota; two weeks flying a Twin Beech on floats into Ontario, Canada; teaching 17 year old son to fly gliders; still going...





Benjamin S. Brown III 'Ben'

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Marianna Vance

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Separated from USAF in 1956. Married late 1955. Went to Michigan State University majored in Mechanical Engineering. Graduated in 1960. First daughter born in 59. Went to work for Union Carbide, battery development. Cleveland, second daughter born. Then on to McDonnell Aircraft, St Louis, Plasma Physics research and static structural testing of the Gemini spacecraft Then on to General Electric Company, Cincinnati in 1963, jet engine development. By 1966 I was ready for the Air Force again and went to Holloman AFB, NM, as a structural engineer in design of rocket sleds for their supersonic railroad. One of my designs set a new track speed record. Wanderlust set in again and I transferred to Ankara, Turkey, 1967, where I worked in the headquarters AF Civil Engineering. Wife did not like the traveling I had to do and left and divorced nine months later. Wife number 2 came along, actually number last. Our first son was born there. Returned to USA in 1973, five-year plus tour expired. Sent to then McDonnell-Douglas, St. Louis, as a Quality Assurance Engineer for the USAF at the plant. This time worked in this capacity in the Flight Operations section for the production test flying of the F-4 and new F-15 at the time. The person who replaced me in Turkey was returned to US and I had the opportunity to return to my old job in Ankara. I returned Christmas 1975 and stayed until October 1992 when the headquarters was abolished. Second son was born in 1977. First son graduated from high school in Ankara and eventually went to Air Force Academy Class of 94. Now working in Los Angeles, after separating from USAF in 1999 as an Intelligence Officer. Is now a major in the AF Reserves. From Ankara, Turkey Transferred to Scott AFB, Illinois Air Mobility Command Directorate of Civil Engineering where I finished my 35 years of Federal Service as a Project/Program Manager for Military Construction in Jan 1998. Second son to graduated from Southern Illinois University-Edwardsville on a US Army scholarship in late 2000. Now a Intelligence Officer attending language school in California after two tours in Iraq and one in Germany Taught a course, Introduction to Construction Management, at Southwest Illinois College. one day a week. I am enjoying retirement the rest of the time.

During my two tours in Turkey I met four former 55-I classmates. Except for Atwood and Bartosh the other two are among the missing, Warren Bohn in Ankara and Flowers while TDY to Torreion Spain.

## NO PHOTO

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Didn't sign up for the extra year to get a cockpit job so I went into Radar Controller (AC&W) business. Was at Ellington, AFB, TX, Eniwetok (Bomb tests) and Rockport, TX. From there to AFIT (Texas) Tech, BS, EE '61. Degree in hand to an ATLAS "F" ICBM Missile Site Activation Task Force (SATF), Dyess AFB, TX Finally in 1963 a flying job, AF Missile Development Center, Holloman AFB, NM, Flight Test. Flying C-131's, C-123's, and U-3's. Fun. 1965 to Korea-Ops Officer in F-105 STOP facility. Back to land of the Big BX in 1966 and a C-123 Air Commando Sqdn (now called Special Operation) at England AFB, LA and Hurlburt Fld, FL 1970 to 'Nam in a C-123K Special Ops Detachment called 1st Flight. My final AF assignment was at Wright Pat, ASD, EF-111A program Office where I retired with the rank of major in 1973. Returned to Texas and worked for the state in Austin as engineer and pilot. Retired from the state in 1985. Jumped in our motor home and toolled around the country for a couple of years then settled down in El Paso & Ruidoso, NM. Worked for a while with the city of El Paso.



John Burnett

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1955-Graduated from Laredo-Sent to Tyn-dall for Aircraft Controller School. 55-57 AC&W at NAS Hutchinson, Kansas. Remember the Central ADIZ? I certainly do! No/ 57-Mar 58. Spanish Language School at Foreign Service Institute, Arlington Va. Apr 58- Jun 61 Aircraft Controller Duties at Madrid, Barcelona, and Rosas, Spain. Jun 61 -Jun 70 Flew C-133 at Travis AFB, CA. World-wide trips-Vietnam etc. Jun 70-Jun 71 Operations Officer at Wake Island. Additional duty-Recreation Officer. The Black Marlin hanging in the Terminal building has my name under it!! Jun 71 -Man Base Flight duties at Travis-retired 16 Mar 73. Jun 73 Started working at Mare Island Naval Shipyard as a Marine Machinist in the nuclear refueling of attack and missile submarines. Later worked in Safety at Travis. My wife and I also owned and operated Granddads' Christmas Tree Farm here in Vacaville CA. for about 13 years. I Married my childhood sweetheart while I was at Hutchinson, KS. We have two children and four grandchildren ages 17, 13, 6, and 2. They all live here and we see them at least once each week. We have lived here in Vacaville since Jun 61 and everything went fairly well until Harold Van Ree called me and asked me if I knew anyone named Ron Weinert!!!



Ramon L. Busick

Wife: Lena

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Marianna Vance

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I spent 20 years 6 months, and 3 days with the Air Force, and retired as a major. I went to the Military Air Transport Service out of pilot training, and continued with the Military Airlift Command (now the Air Mobility Command). I was stationed at Dover AFB, West Palm Beach AFB, James Connally AFB, Hickam AFB, Castle AFB, Travis AFB, Clark AB, Tinker AFB, and Altus AFB. I flew C-47's, C-54's, C-119's, C-, 124's, C135's, and C-141's. After I retired, I got a BS in Physics from the University of Oklahoma. I went to work for the University of Oklahoma Health Sciences Center in Oklahoma City, where I ran the academic computer center, completed around 90 semester hours of

. graduate work in computer science, but never did get my PhD because I never completed my dissertation. I retired from the HSC on the 1st of February 1996. My wife (Lena) and I spent 7 months in 1996 with my youngest son in Pisa, Italy. In December 1996 I was recalled to active duty with the University on a part-time temporary basis to manage a telecommunications system. That was supposed to last only 3 months, but it lasted 4 years. I was courting Lena all through pilot training, and married her after I was commissioned in 1955. We now have six children, 13 grandchildren, and 8 great-grandchildren. After I retired from the Air Force, I became active with the Civil Air Patrol (USAF Auxiliary) again. I had been a member of CAP as a cadet before I went into the Air Force. I spent 8 years as a CAP squadron commander and 3 years as the Oklahoma Wing commander. I am presently an O-6 in CAP.

## NO PHOTO

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After 2/24/55, and not agreeing to the 4 years, I was 1 of 7 sent to GCI school at Tyndall. Trained for GCI work ½ day and flew T-33 as targets for ½ day. 8/55 To King Salmon AK, as GCI controller and early '56 to Cape Romanzof, AK on the Bering Sea, as Radar Ops Officer. While in AK, T-33 and C-47. Fall '56 To Winston-Salem, NC, AC&W, as Ops Officer. C-45 and L-20 out of Pope Field, NC. Ellen, the lovely nurse who worked for our civilian (contract) physicians, became my wife in 9/58. So although I was annoyed with the 4/3 option, if I had signed for 4, I would never have met my wife of 52 years! Life unfolds in mysterious ways! I never did like the GCI work and was told I couldn't get out of it even in the AF Reserves, so in 1/58 I took an early out, went back to the State University of Iowa (SUI), got my former student job back with J. A. Van Allen (Van Allen Radiation Belts) and his group working on balloon, rocket, and satellite scientific projects. In 2/59 got a BSEE and in 6/60 a MSEE. In 8/60, I went to Littleton, CO with an engineering consulting firm, then to the Martin-Marietta Corporation. 3/62: Went back to SUI as Project Manager for several scientific satellite experiment payloads, including NASA's EGO 1, POGO 1, Mariner C, and Anchored IMP. In 9/64, I participated in the EGO 1 satellite launch at Cape Canaveral. While in Iowa City, I was president of the SUI Flying Club. Our Tri Pacer, Cessna 140, and J-3 were not as interesting as AF planes! As time went on, work and family, (4 sons in 5 years) left little time or money to fly safely so have seldom flown since. (At Laughlin, Gerry Richey told me that the AF changed the 4/3 back to 3 not long after 2/24/55 which made it possible for those of us who did not get a flying assignment to apply for one. I didn't know about it. By 1998, it was far too late!!) 8/65: Went to Marshall Labs, Torrance, CA as Program Manager for the Ames Research Center Plasma Probe experiment for Pioneer C & D spacecraft. 11/67: Relocated to the University of New Hampshire (UNH) to be the Associate Director of the UNH Space Science Center to provide administrative and technical support for faculty researchers and staff who were engaged in space research using balloon, rocket, and satellite experiments. In fall '73, helped create and became director of the UNH Northern New England Clinical Center which provided engineering and technical services to 28 hospitals in NH and ME. This encouraged hospitals to build their own engineering staff to look after the enormous influx of patient related instruments entering hospitals at that time. We worked ourselves out of a job and this program was turned over to the NH Hospital Association in 1980, at which time I left UNH. In 1980, we started investing in local rental real estate, single and multi-unit, and eventually into larger UNH student

complexes. I am president of Eldorado Corporation, a property management company which managed primarily family owned properties. We are winding down this operation now. Ellen is a retired real estate agent and I am an (almost) retired RE Broker. Three of our sons are in the building business, including high end homes and also converting old mill buildings into residential and commercial space.

Our # 3 son, Mike, an F-16 pilot (Willie Class 88-04), was killed on 8 Jan 91 on a "training mission" in Saudi Arabia, just before the Gulf War. This was the toughest time in our lives, before or since.

We have 11 grandkids (8 boys, 3 girls, ages 22-6), and 3 sons, all within 15 miles. Ellen and I are both on the verge of retiring completely. Ellen wants to again sharpen her painting skills and I want to continue to hunt, shoot, and teach grandkids and others to become safe and proficient in the responsible use of firearms, and other elements of good citizenship, including study of the US Constitution.

We have lived in Durham for over 42 years, and have served the town in various ways, including being elected to the Town Council for 6 years, 1996-2002.

In June 06, I hunted in Zimbabwe, had a great hunt, and got a Cape Buffalo. Hope to hunt in Africa again!

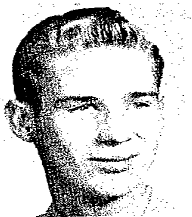
The USAF and 55-I was a great experience. I am honored to be associated with all of you!



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Malden Williams

Stayed in for Twenty years—three USAFSS Assignments, Search and Rescue I Viet Nam, and the rest in MAC. Last assignment was Chief of Standardization in a C-141 Squadron at Dover, DE.



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After graduation went to Advanced and Weapons training at Del Rio, TX, and Luke AFB, AZ. I accumulated 4000 hours flying on Gloster Meteors VII and VIII, Hawker Hunter IV, VI, and VII, Oxford (Liaison Aircraft), F-84F Thunderstreak, Vampire (as a member of an RAF weapons training squadron, and the F-104 Starfighter, I retired from the Air Force at the age of 45. Between the age of 52 and 74 I have been working for the Belgian Ministry of Justice and actually I am enjoying my pension.



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After successfully defending Oklahoma from air attack for a year following my refusal to sign the infamous 'contract, moved on to the F-86D and the 496th FIS at Hahn AB, Germany. This was fun but, needing a real job, picked up a

BSEE via AFIT at Texas and subsequently a masters from USC in pursuit of a career in R&D developing and testing electronic systems in assignments at Holloman, Hanscom, the Pentagon, and Andrews. These pursuits were interrupted briefly during a return to cockpit duties in the F-100D and 513 missions in O-1s and Huey's as a forward air controller with the 2nd Brigade/1st Infantry in Vietnam. Retired in 1980 as DCS Engineering and Programs, HQ AFCC at the rank of Colonel with 27 years service. Civilian employment in the Dallas area included seven years at E-Systems on the Flight Service Automation System for the FAA and ten years with Continental Electronics on a mixed bag of military and commercial products, retiring as the Vice President of Manufacturing in May 1997. Bobbie and I married in 1955 and have three sons (two now deceased) and two granddaughters. Our youngest son (also BSEE Texas) is a product line manager with Honeywell in Albuquerque developing avionics upgrades for military aircraft following engineering assignments on the Tiltrotor, F-16, A20, and European Fighter Aircraft (ah to be young again). I continue to do some consulting work and we visit Germany as often as the budget allows, but have lots of time for visitors.



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1955-57—USAF—last 2 years flying from Furstenfeldbruck AB near Munich, Germany. 1957-59—flew crop sprayers in Texas while attending Texas Tech University. 1959-86—flight instructor—FAA Designee, Piper Distributor, aircraft sales—accumulated 13,700 flight hours. 1986-present—International Business Consultant  
Since 2003 I have owned and operated a small manufacturing business. Our principal product is a key box that car dealers use to keep the keys to each car with the car so the salesman doesn't have to go back to the office when the customer changes his/her mind and wants to look at a different car. We sell all over the world. Our plant is in Lubbock, Texas."



Howard G. Crites 'Howard'  
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After Willy, went to Laughlin AFB for T-33 Gunnery; Luke AFB F-84F; England AFB F-84F and F-100D; CU Blider AFIT; Incirlik AB (Adana) T-33/F-100 Combat Ops; Laughlin AFB T-33/T-38 IP/Ops; George AFB F-4 RTU; Homestead AFB F-4E; Kunsan AB F-4D; Lowry AFB Retired in Colorado. Currently reside with wife of 56 years, Marge, who I met as a Cadet at Willy. After 20 years active duty in AF, second career in Educational Administration with the Univ. of Northern Colorado, retired in 1993; served as a SAR pilot in Civil Air Patrol; third career as a Tow Pilot for the USAFA Soaring Program at the AFA retiring in 2010. Have flown continuously for nearly 57 years since initial solo at Malden in '54. Received the Wright Brothers Master Pilot Award for over 50 years of safe flying. Current membership in CAP, was Wing Safety Officer of year in 1994; Order of Daedalians; SSS (Super Sabre Society), Red River Valley Fighter Pilots Assoc., EAA Experimental Aircraft Assoc., MOAA. Reside in Black Forest (Colorado Springs) Colorado. Hobbies include Flying, hunting and fishing and skiing. Have one son, David and twin grandsons who live in Texas.



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I went to multi's then helicopter's after Malden. Then Rescue in Alaska and Denver. A year at Oida. St to work on my masters, then to Missies at Norton and McClellan. From there I lucked into a test program for mid-air recovery by helicopter at Pt. Mugu NAS, followed by a year in Nam. I ended my 20 at Edwards, as a Program Manager for the Systems Command. Retired to San Diego County to raise horses. Last year they decided to build a high school across the street from me, so I retired again. This time to a log cabin in the Ozarks.



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Marianna Williams

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I wound up flying F84-G's and took an honorary retirement after 8 years - went on to teach physics at San Diego State U and raise a family in San Diego. Mary and I now alone, doing a bit of traveling and monkeying around. Can't fly any more - glaucoma, and diabetes mellitus, but I can still talk a good game. Thirty two years teaching at San Diego State U. and several before that at Iowa U. I've retired from teaching, and am now Senior VP at Henderson Group, Inc., in San Diego.



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Marianna Vance  
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The major activity since 1955 seems to have been a weight gain and gray hair.-) Earned a living in franchise sales. A dry cleaning product called One Hour Martinizing Have stayed away from bars, drugs, and most other forms of trouble :-). Only bad habit I've been able to maintain, is playing with airplanes. Presently have a couple of boat anchors, a 1340 powered Stearman, Apache, and a J3 which is probably the only keeper.



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After graduation, for declining the offer for another additional year of service, I was sent to radar school at Tyndall. I Trained as an intercept controller each morning then flew T-33's as bogey & fighter in the afternoons. Upon completion transferred to a radar station in Calif. I flew out of Hamilton AFB as co-pilot in B-25's checking on blind spots over the ocean, calibrations, etc. got time also in C-45's & C-47s. Then assigned to a DEW Radar site in British Columbia flying a Beaver twice weekly to Vancouver plus taking all the visiting VIP's to remote fishing spots. Got 300 hrs in the beaver that year. The last 6 months ended up flying what ever I could get out of O'Hare Air Base until my discharge in 1958. Returned to farming with father until 1962. Long hours and hard work, decided there had to be a better way. Worked in a local factory, time study through foreman. During this period the wife started in Real Estate sales, by 1965, She was making more money than I, So I also started selling. We both became brokers and launched our own business within two years. During the 70's, our area experienced 24% unemployment to keep the business going I worked for the Pinkerton Detective company. I worked as a detective and then management for a three year period. The wife kept the business alive. In the last 20 years, We have had as high as 30 salesmen working. Sold a 6 million dollar elderly



project to HUD. Operated a mortgage brokerage, and presently run a rental management section in addition to the sales dept. using web sites for relocations, rentals and sales. My primary work was in buying old properties, remodeling them for resale and building new houses. My last project was building a shop to restore my old cushman motor scooters. My wife and daughter still run the family business. We raised 4 children 2 boys 2 girls and now have 7 pretty impressive grandchildren. They help me ride my scooters. I did re-new my flying license in the late 70's,

2001 started with the grandsons and granddaughters marriages and Great grandkids arrival. been pretty busy just keeping track of who has what and when, Nine GKG's so far. the rest of the time flies by, either at the cabin in WI. ( putting vinyl siding on ) or tending the 1/2 acre garden, ( good sweet corn, tomatoes, etc.) 2009 saw us put a 5th Whl. on our son's property in the L.A. area, intend staying there Jan. thru Mar. ( much prefer 70 degrees than -30 & snow ) still both in good health ( few extra old age pains ) But still having fun traveling and enjoying life.



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Biggs AF-B, Co-pilot, KC-97; Malmstrom AFB A/C, KC-97; Plattsburgh AFB, Chief of Standardization; Westover AFB, 8th AF Staff; Anderson AFB, Chief Base Ops & Training; Westover AFB 8th AF Staff; retired 1971 Major Reg. AF. National Blankbook Co., Chicopee, MA; Chief Labor Negotiator, VP Sales (Office Products); Recruited by Eastman, Inc., Long Beach, CA. Senior VP and General Mgr. with stock ownership (Office Products); Business sold to Office Depot; retired 1993. Relocated to Medford, OR to develop family ranch and play golf.



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We're very busy over here in Aloha-land, mostly with church work. I am also I decent at the Pacific Aviation Museum on Ford Island at Pearl Harbor. It's a fabulous museum, so if any of you come this way, we need to get you in there on a tour. It's rated as one of the eight top aviation museums in the world. We have two of the navy hangars that were attacked by the Japanese on December 7, 1941 and will be adding a third hangar shortly. We also have recently been given the tower that was used during World War II. They called me about 3 months ago to ask if I would go in for an interview. That had heard about my aviation experience and wanted to see if I would volunteer to give tours. It turns out that I have more flying time, 22,000 hours than all of the rest of the pilots at the museum put together. I have also had connections with several of the exhibits in the museum, including having flown an Aeronca that was shot up by the Japanese on Dec 7th. They have it hanging from the ceiling in their main hangar. It was flying when the Japanese attacked, but luckily the two people in the aircraft were not hit, just the airplane. I used to work on it and flew it in 1948 to 1950. They also have on display the Stearman PT-17 that the first President Bush flew during his navy pilot training.

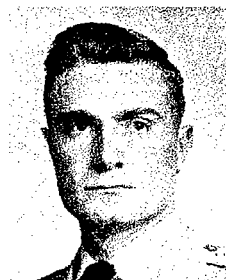


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Malden Williams  
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After flight school I returned to Iowa and finished school at Univ. of Iowa.

Flew with Norm Dessell in the Iowa ANG through college and beyond. Norm and I were part of a short story written by Don Hough (who wrote several books) called Dog Flight. Duke, Durst, Dessell and DePew. DePew's brother is also a writer. Wally DePew wrote Breakaway. Norm and I flew with Dick Bach in DSM (Jonathan Livingston Seagull and others.) Dad got sick and I returned to the farm to help him. So he ups and dies and I rediscover that there were only two things I disliked about farming. The chores and the field work. Flew with the SUX ANG, but I was working for the Social Security Adm. and was traveling too much to be safe in the air. I spent 32 years or so with SSA, my last 17 as District Manager in the DSM district. Lots of public contact and working with the community. I loved it and was fairly good at it. Married and have three kids who seem to be fending for themselves fairly well. Long suffering spouse, (Margaret) and I have been married for over 43 years. When she reads this she may correct me, but it will be too late for adjustment in the bio. I am secretary treasurer for the Des Moines Hangar of Quiet Birdmen, and will be happy to take applications from qualified candidates. Onward and upward. Update: still up and around. Info still good, now married 55 years, and we are planning my Mom's 100th birthday in December. Best to all.



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Malden Williams

I left the USAF in 1958 and joined the Tenn. ANG at Knoxville where I flew fighters and tankers part time until 1983. I studied engineering at the University of Tennessee and worked for Union Carbide and Lockheed Martin at Oak Ridge, Tennessee from 1963-1999. I retired from Lockheed Martin in 1999 and have worked at the Y-12 National Security Complex at Oak Ridge as a subcontractor from 2001 to present (10-29-2010).



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Marianna Webb  
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1958-Married, just celebrated 40th Anniversary. 62-65-36th TFW Bitburg, Germany. 65-70, Williams AFB, Chief Flight Examiner. 71-SEA, flew Jolly Green Giant-ugh! No wings! 73-retired, Lt/Col. 78-BS Degree from Arizona State Univ. 80's-semi-retired. 93-present-became Traffic Hearing Officer. I do that every day. If you get a speeding ticket in the PHX Metro Area, you may get to see me! Bring lots of \$\$



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I was born at a very early age. Graduating from High School in June of 1950, as the Korean War started, I wished to join the Navy, but my folks wouldn't sign for me. I told them I would then get some college, and apply to the Aviation Cadet program, with all the glory that entailed. They very wisely agreed, and my course was charted. Somehow I managed to complete pilot training. My friend, Wayne Colvin, and I signed up for three years as pilots in Paris, France, but when we started getting homesick, we swapped with 2 other new officers and gentlemen and arrived at Norton AFB in the 64th Air Rescue Squadron (8th Air Rescue Group). We flew SC-47s, and were proud to say we could fly lower and slower than you! Our tour of duty took us to East Kirkby RAF Station in England in the summer and early fall of 1955. Returning to Norton that fall, Wayne decided to take a shot at flying Sabre Jets, and I was sent to the 60th Air Rescue Squadron at Itami, Japan. I protected the Far East until I received an early out to enter Law School at the University of Minnesota in the fall of 1957. Graduating with a JD in the spring of 1961, thanks to the tremendous assistance of my wife, Phyllis (blessed in marriage on Thanksgiving day in 1959), I entered the commercial world, working in the insurance industry and in a trial firm. I then had the good fortune to practice law and also fly. When I graduated from school, I joined the Air Force Reserve, and flew C-119s. I was called up for the Cuban Crisis, but there weren't enough parachutes to use, and I spent that war on the west coast waiting for chutes and troopers to jump aboard for the great assault. These fun times of dropping troops wherever we wanted continued until a friend suggested I join the Minnesota Air Guard (in 1967). In the Guard, I flew C-97s (the Cadillac of the Air Force), and toured Europe on many occasions. I have three brothers, all who joined the Army. On a visit to Vietnam (Foo Cat) I was even able to

see one brother for a few moments. Then we switched to C-130As, and the old idea of dropping them where we wanted started up again. I stayed in the Guard until 1979, retiring as a bottle cap Colonel. In the real, civilian world, our family grew to one daughter and two sons, and I became a prosecutor in the Hennepin County Attorney's office. I headed up the Criminal Division for 6 years and then switched to head of the Human Services Division, concerned with the welfare of children and the mentally ill. I retired in February, 1997, hoping the wife would take care of me from that point on. But, alas, she opted to retire as an RN shortly thereafter. The kids are gone, and they and the grand kids (three grandsons and a granddaughter) are spread from Seattle to Key West. Phyllis and I live in a small town in Wisconsin close to Mpls, and have a condo in Ft. Myers, Florida, where we will spend the winter months. This, then, is who I was and *who I am*.



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I spent most of my AF career in the Training Command. One year in ADC (F-101B) and one year in Nam (L-19). Pilot training at Marianna, Webb, back to Webb as instructor pilot, Randolph, Laughlin (helped open up in 62), Oxnard, Nam, Webb again, and Sheppard in 70. Retired in 73 as Lt/Col.



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Retired from USAF in 1966—Pilot for  
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From F-89Ds to RB-66s to B-66B (Nuke)  
back to RB-66s again. Thence back to  
Webb in T-37 followed by a return to EB-  
66s and SEA to retirement in 1972. 23  
years to date as Real Estate Broker and real  
estate instructor at Austin Community Col-  
lege. In between a father, grandfather, and  
a great-grandfather. One heart attack, quad-  
ruple by-pass in 1982 and both knees along  
the way. I guess not much is happening.



William H. Fletcher 'Bill'  
Wife: Martha  
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Malden Williams  
E-Mail: whfletcher@windstream.net  
Feb 55-Sep 55—Gunnery at Laughlin AFB,  
TX (T-33) and Nellis AFB, NV (F-86) Sep  
55-Feb 57—Okinawa (F-86) Feb 57-Sep  
58—Bryan AFB, TX Basic IP (T-33) Sep 58-  
Aug 61—Nellis AFB Advanced Training Instr  
(F-100) Aug 61-Sep 64—Lakenheath, Eng.  
(F-100) Nov 64-Mar 65—TDY  
Danang, RVN During that time period the  
Sq. was conducting day and night operations  
in Laos. In Feb in N. VN we lost two pilots in  
Laos and one in N Vet. I flew 54 missions  
(122 hrs) Sep 66-Aug 67—Phan Rang AB,  
RVN (272 missions, 552 hrs, F-100) Aug 67-  
Apr 70—Nellis AFB (Weapons School) Apr  
70 (retired). I ejected in 1962 and injured the  
back The aging process has not been kind  
to it. I will be unable to attend the reunion. I  
wish you all the best and long life.

## NO PHOTO

Follmer, James M  
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Salisbury, Md 21804  
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Clyde M. Ford Wife: Angie  
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Malden Williams  
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When I was about two-thirds finished with  
basic at Willy, two serious misfortunes  
crashed down on me within one week.  
First, while taxiing in from some hard acro-  
batics, the canopy blew about a hundred  
feet in the air when I unlocked it. [Honest, I  
didn't pull down the yellow lever, but I'm  
sure they thought I did]. A week later, had  
to jettison a pair of tip-tanks because I  
didn't replace the caps in the walk-around.  
[My fault]. Result, several rubber-stamp  
check rides and a washout. Felt I'd been  
treated very poorly in this matter and took it  
up with Col. Chenault, head of flying train-  
ing at the time. He agreed to give me  
another ride himself and after the ride,  
reinstated me, felt like I'd been resur-  
rected from the dead. Didn't sign the  
contract so was sent to Wethersfield, Eng-  
land as supply officer, good duty, lots of T-  
33 time. Discharged Feb 58, married soon  
afterward to a beauty from Honduras who  
gave me three fine daughters, all now with  
college degrees. Worked for American  
Can Co till 77 when it was closed and was  
pensioned out with 26yrs. Opened a used  
car sales business, it went well and life  
started to get fine! After 10 yr. of this I was  
55 and decided it was time to play. Leased  
out the business, built a second home in  
the FL Keys [Sugarloaf] and spend a lot of  
time fishing, diving and lobstering, [Caught  
a marlin last summer]. Always dolphin  
in the Gulf Stream [delicious eat-  
ing]. Have owned a Grumman Traveler  
for 12 yr.. Quick trips to the keys, good  
strip on my island. Life is so short-where  
did it all go so fast!! Angie and I have  
almost 40 yr. together and hope there will  
be many more.



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Marianna Goodfellow  
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**James A. Freshman** 'Jim'

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Flameout in T-33 in November, 1954. Crashed and was seriously injured. Spent 9 months in the hospital. Did not graduate due to injuries (Editor's note: Willy Class Book dedicated to him), I woke up in the hospital in November 1955. I had to spend another couple of weeks in the hospital in the middle of 1956. I resumed my college education in 1957 and graduated from San Jose State in 1959. In 1958 I married a young lady attending San Jose State. I spent 34 years in the real estate appraisal and underwriting business. I retired for the last time in 1993. We have two daughters. One is a Board Certified Veterinarian in Colorado and the other is an assistant manager of a wildlife refuge in Montana. I have kept my hand in the airplane business by flying R/C airplanes. I am a contest director for the Academy of Model Aeronautics. We built a retirement home in Las Cruces in 1995. The VA raised my disability to 100% about 8 years ago. I do have limited mobility. I can walk OK but not for very long or far. I am limited to about 2 hours a day on my feet. My eyesight has declined to the point that I don't fly RC planes now. Other than the orthopedic problems I am OK. I expect another 15 years or so based on my ancestors life spans.



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John P. Garbe 'John'

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Malden Vance  
55-59; Aircraft Commander, EC121, 551st AEW & C Wing, Otis AFB, MA. 60-62; A/C KC-135 r2nd AFRES, Loring AFB, ME. 63-65; Controller-Command & Control Div, 42nd BW, Loring AFB. 65-67; Controller-4252nd Strategic Wing, Kadena AB, Okinawa. 67-68, Controller-4258th Strategic Wing, U-Tapao RTAFB, Thailand. 68-72; KC-135 Project Officer, Directorate Air Force Safety, 1002nd Inspect. Gen. Gp, HQ, USAF. 72-73; Dep. Chief, Command & Control Division, 5th BW, Minot AFB, ND. 73; July, Retired (Lt./Col.). 73-74; Anoka Technical College-Optical Technician. 75-97; optical business. 98; Retired.



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Military- 02/55-08/55 F86D CCT Perrin AFB, TX -08/55-07/57 F86D 13th FIS Sioux City AB, IA-57-04/58 F86D 513th FIS RAF Station Manston, UK-04/58-06/60 F86D 513th FIS Phalsbourg Air Base, France- 06/60-08/62 T33 683rd AC&W SQ Sweetwater Air Force Station, TX - 08/62-11/62 F102 CCT Perrin AFBTX-11/62-06/65 F102 482nd FIS Seymour Johnson AFB, NC- 07/65-10/65 OIE FAC TNG Hurlburt AFB, FL -10/65-11/66 T33 4h DASF Osan AB, Korea- 11/66-09/68 T33,T39 HQ ADC Ent AFB, CO- 09/68-02/69 F4C,D CCT Davis Montan AFB, AZ-02/69 -07/70 F4D 417th TFS Mountain Home AFB, ID- 08/70-09/71 F4D 555th TFS Odorn RTAFB, Thailand- 09/71-07/73 T33 24th Air Division/NORAD Region Malmstrom AFB, MT Civilian- 07/73-07/74 Var. Manager, Holman Aviation, Great Falls, MT - 07/74-06/75 Var. Charter Pilot, Phoenix Air Transport, Phoenix, AZ- 06/75-03/77 Var. Chief Pilot, Chief Flight instructor, Nashua Aviation, Nashua NH- 03/77-10/77 N265 Simulator/Flight Instructor, Flight Safety International, St. Louis, MO-10/77-06/81 N265 Chief Pilot, Lone Star Steel Corp., Dallas, TX - 06/81-09/84 N265, Ce500 Pilot services, Colorado Springs, CO-09/84-04/88 Ce500,650 Simulator/Fight Instructor, Flight Safety International Wichita, KS -04/88-05/90 N265, Ce650 Pilot Services Colorado Springs, CO- 05/90-08/96 Ce650, Ce750 Chief Pilot Arnold Palmer Aviation, Latrobe, PA and Orlando FL- Kenneth W. Gero, Lieutenant Colonel, USAF Retired ATP LT33, N265, Ce500, Ce650, Ce750 CFIAI



Donald A. Glerard 'Don'  
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Malden Williams  
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Married, 3 children, 3 grandchildren,  
USAFSS (Security Service) 1955-58 SAC (Superior) Air Command 1958-64



PAANG (raggedy ass militia) 1964-77,  
Carnegie-Mellon University 1954-68  
(BS/EE) Hughes Aircraft Co 1970-90,  
Recalled-Pueblo Crisis 1968-70.



Wallace D. Girling 'Bing'

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Clark, PI, and Kadena, Okinawa, '55-'56-F-86. Bryan and Reese, TX '57-'63, T-37 and T-38. Luke AFB AZ F-100 upgrade, '63-'64. Wethersfeld, England, '64-'67-F-100. Viet Nam, Phan Rang, '67-'68-F-100. ACSC, Maxwell, AL, '68-'69. 9th AF, Shaw AFB, SC '69-71-IG Team. AWC, Maxwell, 71-'72. England AFB, 72-75-A-7. Nellis, AFB, NV, '75=79-DCM 57th Fighter Weapons Wing. Retired 3/79. VP Maintenance, Golden West Airlines, LAX '80-'82. Realtor '83 to present.



Richard O. Gladish 'Dick'

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Malden Vance  
E-Mail: dick.n.sue@netzero.com  
Upon leaving Enid, I was assigned to the 62nd ARS, where we flew SC-47's, which I considered quite a step down from the B-25. I got married the first time and spent 18 months in air rescue aid then applied for and got C-118 training at West Palm Beach and then on to McGuire AFB in New Jersey. While flying with MATS for nearly four years, I racked up about 1,000 hours per year. Someone told me that while the airlines were doing just about the same thing, the working conditions were better and the potential for better pay was there. So, I applied for a job with Northwest Airlines. It worked out so that I got my training with NWA while I was on leave from the AF. That worked out well for me because I would be flying copilot on the DC-6B. The same airplane I had been flying with MATS. Also flew the DC-4 with NWA. All was not gravy, however. NWA was growing rapidly but had seasonal cutbacks and labor (management?) problems. Two months after completing my probationary period with airline I was given a furlough notice. I had nearly gotten to the same pay I had when I left the Air Force. I was looking for what

everyone considered a temporary job, for which I was "overly qualified". Most of us must have run into that at one time or another. But, I applied for a job with Western Airlines, as a flight engineer. That was to be with the understanding that I would not be required to resign from NWA until I had completed my probationary period with Western. However, they reneged and wanted my resignation from NWA. So, I gave Western my resignation and was again unemployed. My wife at the time and I went back to the house we were purchasing in Minnesota, and I got what happened to be a very short term job with North Central Airlines. It was short because I had also applied for recall to the AF. That came through and I was sent to Schenectady, NY. There, I learned to fly the C-97 with an outfit, National Guard, that had just lost their P-51's. Not a happy group! That lasted for about 10 months and I had the option to go back to the regular AF. I told them I wanted to be as far west as possible, meaning Hawaii, where there was a MATS squadron at the time. They found out, of course, about my qualifications in the C-118 and previous tour at McGuire and that's where I wound up again. I was there for a couple of years and finally managed to get a discharge so I could go back to NWA, where I had been recalled, but so far had been unable to make the move because of the AF commitment. Back in Minnesota, I flew copilot on the Lockheed L-188, then the Boeing 707 and in 1968 I checked out as captain in the L-188. About '69 I qualified in the left seat of the 707, and transferred to Seattle. That was what I had hoped for. But, I got to Seattle and the labor problems boiled over. A BRAC strike kept the airline almost shut down for six months.

Finally with that over in late 1970, I was again flying copilot on the 707, but since my seniority entitled me to copilot on the 747, I got paid for that while flying copilot on the 707! I was making more money for a time, than my captain was making, on the 707. That discrepancy was soon rectified. He got a raise. My wife and I had a parting of the ways in 1980—had been a long time coming, I guess. But, we had two fine daughters and now have 4 grandchildren. I remarried and have been with my present and final wife, Sue, since 1983. That was the best move I have made in the last 43 years. In fact, in my life!

Back to the early 70's, I picked up a few trips as captain on the 707, then was flying regularly on the 747 as copilot, until I checked out in the left seat of the Boeing 727 which I flew for a little over a year, then checked out as captain in the Douglas DC-10. That was in 1980. I flew that for 5 years, then in the left seat of the 747 and was flying that until I retired in 1990. Those trips were mostly TransPac and SE Asia. After retiring from NWA in Seattle, my new wife (of several years by then) and I moved to Asotin, Washington, and built a house on the Snake River. I check the river daily for a bottle with a note in it coming from Ron, who lives in Buhl, Idaho, upstream from us. No messages yet. But I have dampened a fly line searching for (catch and release) steelhead. So far with minimal success, but I'm just learning and the run isn't in yet. Now I am sitting in the "computer room" typing this biography and watching a couple of sparrow hawks out the back window. From here, in a couple of days we will be on our way to Laughlin, NV for the reunion of a bunch of old guys, many of whom I knew as kids! Hope it doesn't snow before we get back. We are pulling a 5th wheel. See you there!



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Renaldo Guerra 'Ron'  
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Columbus Greenville & Williams  
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USAF until 1966—based at Castle AFB, Tyn-dall AFB, Itazuki AFB, Japan, George AFB. 1966-1989 American Airlines, based LAX 1989-retired to Henderson, NV.



Ronald L. Haase 'Ron'  
Wife: Joann  
1306 Parkway Circle  
Bossier City, LA 71112-3740  
Hm: 318-742-7905  
Marianna Vance  
2/27/55 Married Joann in St. Louis (why wait?). '55, A-26 Transition, Vance AFB, OK. '55 '57: T-29s © Mather AFB, CA (line pilot/ITO KC-

Instructor). '57-'61: KC-97s @ Westover AFB, MA (Crew Commander/IP/Standboard Evaluator). '61-'63: KC-135s @ Westover AFB, MA (Crew Commander/staff weenie), '63-'65: KC-97s & 135s @ 4050th Air Refueling Wing, Westover AFB, MA (Wing Controller/KC-135 IP). '65-'67: KC-135s @ 4252nd Air Refueling Wing, Kadena AFB, Okinawa (Wing Controller/IP/Airborne Mission Commander/forward area Operations Officer @ Talchli & Don Muong, Thailand). '67-'70: T-39s @ 2AF HQ, Barksdale AFB, LA (2AF command post controller/ IP T-39s). 70-'73: EC-135 AB/Cs @ 4th Airborne Command Control Sq., Ellsworth AFB, SD (Chief of Airborne Battle Staff Operations /Chief of Airborne Battle Staff Branch/ Squadron Commander). '73-'74: Desk @ 56th Special Operations Wing, Nakon Phanom, Thailand (Director, Tactical Unit Operations Center). '74-'77: Desk @ 2nd Transportation Sq., Barksdale AFB, LA (Squadron Commander). Retired 2/77 (7 day option-out retirement. Offered: Deputy Director SAC Transportation @ HQ. SAC, Omaha OR Transportation Air Staff @ Pentagon NO WAY!!!

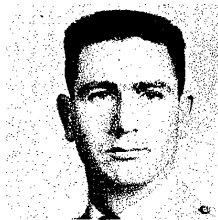
AFTER LIFE: '77-'86 (real estate broker/company owner). '86 to present – PUT-DOWN beeper, cell phone, mobile radio and 12-16 hour days. PICKED-UP fishing rods, bass boat and grandsons.



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Eugene I. Halbach 'Smokey'  
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Stayed in military 27.5 years. Retired 1 Sept 80. Exercised GI Bill for the Max (3 yrs) in home building. Became a Ph.D. for Century 21 (upgraded from Ditch Digger to Post Hole Digger (PHD). Been fully retired for 2+ years, monitoring our (7) children and (14) grandchildren.



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Alfred G. Hansen Wife:  
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37 years in the USAF—Retired as an O-10 and Commander of the Air Force Logistics Command. Worked 9 years with Lockheed Martin and retired as Executive Vice President and Corporate Vice President. Formed my own company. AG Hansen Associates.



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Marianna Vance



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Malden Williams



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## NO PHOTO

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DK 2300 Copenhagen  
Denmark  
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Marianna Williams  
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I continued in Royal Danish Air Force for 7 years as fighter pilot on F84G, Meteor MK 7- 8 and NF 11. My last airplane flown was the F86D.



Jay C. Hess 'Jay'

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USAF 20 years ADC/TAC-Kinchloe,  
George, Bitburg, Hanoi (51/2 yrs POW). AF  
Junior ROTC instructor 22 years, Clear-  
field, Utah



Eller C. Heyn 'Chris'

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Malden Vance  
After Graduation, assignments were  
Randolph, AFB (C-119 Training), RAF Sta-  
tion Scutthorpe, England; Brookley AFB, Mo-  
bile, AL, Tinker AFB, Oklahoma City. Finally,  
a year's duty with the 1st Aero Commandos  
followed by a year TDY with the FAA. I left the  
USAF in Sep 62. Three of those assign-  
ments made me believe that the USAF was  
doing everything they could to lose me and  
hope that I would never come back. All of the  
assignments are long stories that sound like  
a mixture of the Monty Python Sham,  
MASH, and Catch 22. It was hard to believe  
that it really happened.



James E. Hicks 'Jim'

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Malden Williams  
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Hm: (520) 521-1523  
FAX/OTHER: DJHIC3333@aol.com  
Married Diane, the love of my life.  
Returned to my home state of Michigan and  
finished college. Moved to Tucson AZ to work  
for Hughes Aircraft Co. Raised 3 children.  
Jennifer,

Tucson, AZ (teacher), Kathryn, Louisville,  
CO (Medical Doctor), Dan, Greenwich, CT  
(NBC Sportscaster). Retired as Business  
Operations Manager Hughes Aircraft Com-  
pany (1988). Diane and I enjoy our high  
mountain cabin in the White mountains of  
northern Arizona, traveling and visiting our 8  
grandchildren. I also enjoy big game and  
bird hunting in Arizona. I still enjoy big game  
hunting and am thankful to be in good  
health.



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Hoyt D. Hook  
Wife: Betty  
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Marianna Webb  
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I did not agree to the additional year upon  
graduation and was assigned to the Air De-  
fense Command as a GC! controller. I did my  
flying at Castle AFB, Merced, CA, and with the  
Fighter unit at Hamilton AFB, San Rafael, CA.  
I left the AF in February, 1958, went back to  
school, and graduated from UCLA with a BS  
degree in Electrical Engineering. I worked for  
IBM as a Technical Marketing and Support  
Rep. (Customer Consultant) for their large  
computer systems. I retired from IBM in  
1993.



Ramon A. Horinek 'Ray'

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Instructor pilot at Williams, Laughlin, Enid,  
Randolph until 1963 (in 57, two of us helped  
to design and engineer the simulated space  
cabin. Spent 30 days in the capsule). Then  
went to Stead, COIN School, 1st Commando  
Wing, checked out in AI E. 1965-Bien Hoa,  
50 missions, then to Udom, Thailand, for  
about 60 days covert assignment, Sheep-dip  
out of Air Force. Civilian for a year or so; Air  
America/Raven, etc. Pulled out by an am-  
bassador, sent to Japan, PCS. After Air  
Force found me again I volunteered for F-  
105, left 15 days later, checked out at  
Nellis, then to Thailand. I flew about 32 mis-  
sions in F-105. Shot down on October 25,  
1967, and spent 5 1/2 years as POW up  
North. Returned 14 March, 1973, and went  
to Randolph for check out as Freedom 69. I  
just didn't enjoy flying again. It was very dull.  
I turned down a flying job as a commander,  
and got a desk job. Went to England then  
back to Hurlbut I fell off a one story building,  
wound up with a total disability discharge;  
couldn't walk or talk. Was in hospital for  
about six months.



Ihi, Gene J. 'Gene'

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Columbus Greenville & Williams  
My first assignment was to the 456th TFS,  
Castle AFB, and subsequently to the 431st  
FIS, Zaragoza, Spain; 3646th PTS, Laughlin  
AFB, TX. After leaving Laughlin I was as-  
signed to the 4th TFW and served in the 334th  
and 335th TFS at Seymour Johnson. I also  
served at Cam Rahn Bay, RVN; 67th TFS,  
Misawa, Japan; 309th TFS, Homestead AFB;  
ADC at Pakse, Laos; then back to 31st TFW,  
Homestead AFB, and retired there in 1973.  
After 5 years in Miami and Hartford, CT, I  
returned to Idaho, bought my "Retired Gentle-  
man's Farm" and raised hay and cattle,  
whereupon, in 1977, we built a new home,  
retired to the garden and other enjoyable  
endeavors such as hunting, fishing, and  
bridge.



Carl F. Irwin 'Carl'  
Wife: Barbara  
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Marianna , Vance

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E-Mail: ciwin1@twcnv.itccm

Following graduation—married Barbara Lucille Fowler. Received helicopter training at San Marcos TX—spent two years as helicopter pilot for air/sea rescue in Tripoli, Libya, accompanied by wife Barbara who presented me with twins while there. Sept 57 exited service on early release to start career as carpenter (started working for my father-in-law). Finished college with major in Industrial Arts Education and taught school one year '62-'63. Transferred to Army Guard flying L-19 or J-1A (Cessna) . '64-'65. Continued carpentry and raising a family-7 children. Two are pastors for Christian Missionary Alliance, 2 are school teachers, 1 is into computer software, 1 is carpenter, and 1 is homemaker yet. We • have 16 grandchildren! I retired in 1995 and Barbara retired from Town Clerk in 1996 and we enjoy more time together and traveling to kids, traveling to Florida winter home. Also travel to see friends. We attend Lakeland FL (Fun and Sun) air show each year.



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Richardson, TX 75080-4007  
Hm: (972) 235-8106

Marianna Goodfellow  
E-Mail: jankowiak@juno.com  
B-26, Advanced Training, Vance AFB, OK; T-29 Mission Pilot (Nav Tng Sqdn) James Connelly AFB, TX; KC-97s, Pease AFB, NH; KC-135s, March AFB, CA; EC-135s Airborne CMD Post, Offutt, AFB, NE; 02-A Pilot & Air Liaison to Korean Division, SEA (Phu Cat); as civilian several Ops Mgmt jobs. Then: Model builder (prototypes) for Industrial Designers. Accepted early retirement in Dec '96—still can't catch up to myself!



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I left the program at Vance about a month before graduation when the famous "other job vacancies throughout the Air Force" directive came out. I read several years later that a congressional committee was studying the huge loss of pilots because of their decision to cut back in 1955. More than half the class SIE'd. I returned to the U of Minnesota, graduated in 1957 and taught for nine years. In 1966 I went to work as a publishers rep for Josten's American Yearbook Co., left them less than two years later and have been self employed in school picture contracting and processing since then. My wife Beverly is the brains behind the operation and a major partner in the business. We were married in 1961 and will celebrate our 38th anniversary this fall. Our youngest daughter is married with two children living in Santa Rosa about a mile from where she grew up. Daughter Jenny is living here in Hopkins near us and is self employed in her own graphic design business. Our son Brad is a radiologist in Mason City, IA. Because of the seasonal nature of my business we have taken advantage of 9 months of free time each year to either enjoy the wonderful weather here in Minnesota, December thru March, or bail out for early spring travel usually in Europe. I've enjoyed sailing on Lake Superior for the past ten years on our Ericson 29. It was sold last spring and I promptly chartered a boat with four colleagues to sail the Chesapeake for eight days where we were weathered in for four days on Tilghmans Island. Of more than passing interest to others in 55-I at Malden is Oscar Veschini, one of the Italian cadets. Oscar, Howard Hamilton and I had the same instructor, Sidney Hallman. For some obscure reason Hallman disliked Oscar intently and made it clear to other students and instructors. Oscar was washed out and went back to Italy to finish his training and become commissioned. In 1959 I visited him in Italy where he was stationed at Lake Bracciano north of Rome. He was a captain in air-sea rescue. Other Malden cadets may remember the afternoon when Oscar brought in a T-6 with a huge oil leak sending a trail of white smoke several miles behind him. Hallman and I, wing on wing, got him back to the field for a remarkably smooth and non eventful landing, even considering the fire trucks and ambulances on hand for his return. Needless to say he was the village hero for at least a couple of days. We kept in touch over the years and planned a grand reunion in Italy three years ago. He met us and the Portmasis at the station in Velletri, south of Rome where he was a retired colonel living in rather sumptuous villa. It was one of the best weeks of my life reminiscing and seeing the country around Rome. He and my wife got along famously. Less than a month later I sent a huge pack of photos to him and promptly got a letter back from his daughter telling us that he died of a heart attack several days after we left. God must be sending us a message regarding unfinished business.



Ralph C. Jensen 'Bud'  
Wife: Donna Mae  
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Marianna Greenville  
First I graduated from the University of

Wisconsin. Then I spent 3 years in financial planning while flying with the 176th FIS w/1s ANG. Then I went to work full time as an Air Technician for Air National Guard. Had operations jobs and then spent a majority of time as Chief of Safety. Flew F-89, F-102, O2A, and A-37. Also flew C-54, C-131, and finished flying the KC-135. Was promoted to Brig/Gen. and served as Chief of Staff of the Wisconsin Air National Guard. Retired in 1988. Was appointed by Gov. Thompson to serve on "governors Council of Aeronautics. Served as chairman from 1990 to 1997. NOW am full time Grandpa with my pretty Granma, Donna Mae. Have two sons in the WI ANG, Dave and Steve, a daughter, Holly Ann, plus six grandchildren. Moved to conservative territory & to be closer to the "Green Bay Packers." Also, to finally live on the lake (Lake Stratton).



M. Frederic Johnson Jr. 'Fred'  
Wife: Catherine  
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Marianna Vance  
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After finishing basic training at Vance AFB, I completed the USAF helicopter school at San Marcos, Texas. My first assignment after pilot training was to an Air Rescue squadron at Wheeler Field, Tripoli, Libya. I spent a major portion of my career in SAC flying H-19s, UH-1Fs, I3-47s, C-97s, and HU-16s (in Labrador flying to fish camps - my final assignment in the Air Force. The fishing was great but not the winters.). In 1966, I spent six months flying helicopters in northeast Thailand, and in 1967, six months flying a helicopter gunship in the tri-border area of Vietnam, Cambodia and Laos. I retired from the Air Force October 1, 1972, after 20 years of service. After a second career in

accounting, I retired again and, nowadays, I'm trying to allocate my time between golf and bowling - trying hard to keep my bowling score higher than my golf score -with an occasional workout at World Gym. My wife, Catherine, and I are beginners at golf, but we love every minute of it. We play on an island course with lds of water hazards. The local ducks know us well' they leave the water and sit in the middle of the fairway until we play by.



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Malden Williams  
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After serving with USAF, attained an Aeronautical Engineering degree in 1961. Joined the engineering team of McDonnell Aircraft for 30 years. Major concentration was the design and development of advanced aircraft. Currently retired and living in the sticks.



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Harvey L. Kimsey 'Han'  
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Columbus Greenville  
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Following graduation from Basic proceeded to Phase 1 Gunnery School at Laughlin AFB, Tex. Upon completion moved to Nellis AFB for Advanced Fighter Gunnery training in the F-86H. Following Nellis my assignment was to the 50th TAC Ftr. Wing, 10th Fighter Squadron, at Hahn Air Base, Germany. After 2 years at Hahn the 50th Wing and all squadron's moved to Toul Rosiers, France. Following my tour in USAFE I was assigned to ADC and then to ATC as a flight instructor. After my tour in ATC I was assigned to the test force (Skoshi Tiger), 3rd Tac Fighter Wing, at Bien Hoa RVN. After this tour I joined the RVN 512 Ftr Sq. Reassignment to the US took me to Luke/Williams AFB as a fighter gunnery instructor until being selected for Exchange duty with the Royal Air Force Staff College in the UK. After completing the RAF staff college my assignment was to USAFE and the 401st Tac Ftr Wing at Torrejon, Spain for almost 4 years. Here, I was Operations Officer of the 353rd Ftr Sqd and Commander of the 613th Ftr Sqd. Next I was assigned to the Pentagon as Chief of the Military Sales Division for two years. The Pentagon tour was followed by assignment to the Air War College. My final assignment was as the DO of the 4th Tac Ftr Wing until retirement in 1977. Immediately following my retirement from the USAF I joined Northrop Corp, moved to Switzerland, and managed their operation at Zurich for two years before returning to Washington DC on the Northrop staff there. In very early 1980,s I was selected to open Northrop offices in Madrid, Spain. Here, I remained for nearly 10 years before returning to Washington as the manager of Northrop's Aircraft Division activities. I remained in Washington until retiring in 1999.



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1955-6iffight Instructor (Webb AFB, TX and Craig AFB, AL); 1960-63 AFIT (Univ. of Colorado) BSEE; 1963-66 Air Proving Ground Center, Eglin AFB, FL; 1966-67 F-100, Luke AFB, AZ, and O-1, Hurlburt Field, FL; 1967-68 7th AF Staff, Saigon, RVN; 1968-69 Tactical Air Warfare Center, Eglin AFB, FL; 1969-73 Ha USAF/RD, Pentagon; 1973-76 Air Force Systems Command, Andrews AFB, MD; Dec 1, 1976 Retired O-6; 1976-present Attorney (Private Practice) Klimek, Kolodney & Casale, P. C. 1701 K Street NW, Ste 900 Washington, DC 20006 (202) 785-0491 Fax (202) 659-9852



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Marianna • Goodfellow  
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Short summary for me is as follows: After basic At Goodfellow AFB I went to Palm Beach AFB in Florida in Photo Mapping. Then Spent 3 Years TDY in Madrid, Spain. Then a Year in Italy and Portugal. Back to P Beach for another year. Then to Albany, Georgia for a year. Then to Orlando AFB for about 2 years. Korea was next for a year Carswell for a year Washington DC for a couple of years. All in all I spent 11 year in the Air Force. I was a regular, then resigned in 1966 when I went to work for American Airlines where I stayed until I retired in 1992. Flew all of the old ones: 727, MD 80, 707, DC 10's.

I lived in California (Long Beach) for about 25 years and have now retired in Abilene, Texas.



Royce K. Kortbein 'Royce'  
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 Columbus Greenville  
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I'm well and enjoying retirement on my farm here in the dairy belt. I've been here since retiring in 1973, raising cattle, hogs and corn. Also 2 sons who didn't like driving tractors but are doing well in the big cities. My tours in the Air Force were F-84 at Malmstrom F-86 in Korea F-102 at Truax AB Radar Controller in Germany T37 Instructor At Laredo AFB RIFed in 1970, spent 3 years as E-5 to complete 20.



Darold J. Korzan 'Kozy'  
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 FAX/OTHER: (605) 734-6703  
 1955-IP @ Greenville, MS, 1958-Ops @ Chanute, IL 1961-Missiles in Korea, 1962- IP @ Moody, GA, 1963-Stan/Eval @ Randolph, TX, 1964-Stan/Eval @ ATC HQ, Randolph, TX, 1968-Special Ops in SEA, 1969-Ops at Williams (T-38), 1971-Systems Training Directorate, Tech Training, Randolph, 1973 Full retirement-travel-hunt-fish-golf-etc. 1990-Married newspaper publisher Holly- I was Sports Editor, Newspaper. 1993- present, manage Commercial Printing Co. w25 employees.



Henry F. Lackey 'Hank'  
 Wife: Lill  
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 Marianna Williams  
 E-Mail: hanklill@msn.com  
 1955-1985: Served in USAF, Primarily as fighter pilot and manager of personnel and resources. Retired in March '85 with 32 years active service (two years enlisted, thirty years as officer). 1985-present: Served as speaker in Christian Businessmen's Fellowships throughout U. S. , Canada, Europe, Africa, South America, Latin America, Caribbean, and the Pacific (Australia and New Zealand).



Armand V. LaRocque 'Skip'  
 Wife: Jeanne deceased Feb 2010  
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 Columbus Greenville  
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 grims@aol.com  
 1955 - Released from active duty. Returned to Mass ANG; 131st FIS, Westfield, MA F-94A/B, F-94C, F-86H. 11956 - Married Jeanne S. Samson. Went to work for New England Tel & Tel Co. 1957 - First child born (daughter). 1960 - Second child born (daughter). 1961 - Called to active duty during the Berlin Crisis. Stationed in Phalsbourg, France. 1962 - Released from active duty. Third child born (son). 1964 - Went to work for United Airlines. 1965 - Domiciled in DCA Lived in Mt Vernon, VA. Co-pilot DC-6, Viscount, 8727, DC-8. Captain: B-737, B-757, B-767. 1994 - Retired from UAL Built a beach house in Bethany Beach, DE. 1997 - Built a winter house in Boca Raton, FL 2005-Moved to Hobe Sound, FL 2010-Wife, Jeanne died from failed open heart surgery.



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Gerald Larson 'Jerry'  
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 Stayed in Tactical Fighters: Nellis AFB, K-55 AB, Korea, Bunker Hill AFB, England AFB, MacDill AFB, SEA (Ubon AB), Europe and NATO. Flew solo position with AF Demo Team (60-62) & initiated Double Solo Routine. Attended & graduated from USAF Aerospace Research Pilot School, Edwards AFB. Commanded 435th TFS, Ubon, Thailand. 81st Fighter Wing; 20th Ftr Wing, 45th Air Div (SAC) USAF Inspection and Safety Center. Retired from Active Duty July, 1987. Now travelling, cycling, and continuing to enjoy every day.



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Columbus Vance  
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Ramon M. Lefevre 'Ray'  
Wife: Nona  
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Marianna Webb  
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Clovis AFB, NM, Adjutant, Fighter Squadron. TDY to helicopter school summer '56. Gp personnel officer and helo pilot (H-19B). '57-'59 Air Rescue Svc. Helicopter Rescue Crew Commander (RCC) H-19, Clark AFB, P. I.) '59-'61 Helo pit Base Fit Larson AFB, WN '61-'63 Det CO Local Base Rescue (HH43B) Malmstrom AFB, MT (Detachment deactivated) '63-'64 RCC HH-43B George AFB, CA 1965-'65 Rescue Crew Commander HH43-F, Attached to 1st Air Commando Sq, 225 combat missions Bien Hoa AB, RVN. '65-'68 RCC CH-3C Patrick AFB, FL Primary mission NASA support Cape Canaveral, all launches at cape and member Launch Site Recovery Force Gemini and Apollo missions, downrange cay site supply & pax missions Bahamas. '68-'70 Wheelus AB, Libya, Schools Officer, closed down base when Qadafy came to power. 70-'72 Base Chief of Admin Blytheville AFB, AR. 1 Oct '72 retired Major. Run my small ranch (240 acres), Real Estate Broker approx 15 wars. Shut down R. E. office past year, doing some property management out of home.



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William O. Lessard 'Bill'  
19201 S.W. 248th St.  
Homestead, FL 33031-1765  
Columbus Greenville & Ladero  
E-Mail: bunyap@bellsouth.net  
I've never had the time to reflect on our class of 55-I since we orphans from Laredo never got a yearbook. My time in the Air Force has been spent flying fighters and chasing women. I have been married for forty years however so my chasing has been confined to my wife for that amount of time. When my time came to make Major, I didn't so I refused their continuation offer and joined the Reserve there I made O-5 and retired at that The Reserve flying consisted of C-124s and C-121s there was lots of flying to do so I retired with plenty of points. I knew that the continuation offer was to send me back over to Vietnam and fly another 100 missions over North Vietnam. There was no way one could survive two hundred missions over that place so I said screw it and stayed home. It all worked out for the best and I'm happy as a clam where I am. There is great fishing, great diving and good weather. I have a fruit farm. Real fruit not fairies, (you have to go to Key West for that), a good boat and love the sunshine. I can work when I want to and goof off when I don't want to work. Life is good.



Herman E. Liebaut  
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Malden Greenville

Left BAF in 1958. I started transportation firm with my then father-in-law, did not like it, joined PanAm as Ops Rep in 1966, and started flying again as instructor in private flying school & air taxi. I left Belgium to become PanAm Director for French Africa, based in Dakar 11978; moved to Paris in 1988 as Director, Security and Services, Europe, moved to Stockholm in 1988 as General Mgr. Sweden, moved to New Delhi in 1991 as Director India, was taken over by Delta in Nov. 91, and remained in Delhi as Station Manager. Moved to Copenhagen in 1993 and remarried, made it back to Brussels in 1994 still as Airport Mgr., and called it quits as of Sept 1997, date at which I retired moved to France and plan to live happily ever after.



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William T. Marshburn Jr. 'Bill'  
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 Malden Williams  
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 Retired from USAF 1973. Retired truck-  
 ing company executive 1997. Play golf  
 every day



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Charles L. Melke 'Chuck'  
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 Malden Williams  
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Weekend warrior from 1955-1961, then a  
 Guard bum for a couple years, then an  
 Air Technician in the SC Air National Guard  
 until I retired as a Lt/ Col. in 1984. Flew the  
 F-80, F-86E, F, and L, F-102, F-104, and  
 A-7. Two wives, three kids, 5 grandkids.  
 Number 1 son is an Air Traffic Controller at  
 Memphis, TN. Number 2 son is a Master  
 Sergeant at Tyndall AFB, and daughter is  
 married with 4 kids, in  
 Columbia, SC. Avocation: Full fledged  
 member of the Honeydew Club, full time  
 couch potato. Home repair genius.  
 Hobbies: piddling with the computer, on the  
 Internet occasionally; TV critic. Full time  
 curmudgeon. Humorist and philanthropist.  
 Cheapskate. UFO buff and X-file fan.



Julian Miller 'Julian'  
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 Columbus Greenville  
 E-Mail: miljul3471@newwavecomm.net  
 Married two days after graduation, which  
 resulted in two lovely children, a boy and a  
 girl. Male a career of the Air Force, flew two  
 years in Viet Nam (1967 & 1971). Two  
 DFCs & 12 Air Medals. Retired in 1973 as  
 Lt. Col. Hunted and fished for three years  
 and decided that I had enough. Started flying  
 for Myers Corp. They purchased a fishing  
 and hunting outfit in Alaska, right up my  
 alley. I flew the Alaskan Bush from 1990  
 until I lost my medical in 1997, diabetes. Now  
 I fool around with computers, more trouble  
 than a wife.



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## NO PHOTO

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Wallace B. Mitchell Wally  
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 Malden Webb  
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 Washed out at Webb in T-28. Went on to  
 Ellington to become a Navigator. McClellan in  
 RC-121 for 2 years. Thule, Greenland

all of 1958; very interesting year. Re-  
 turned to B-47 training. Lincoln AFB till  
 307th BW closed in spring of '65. Next  
 year at Mt Home and retired the B-47.  
 Last 21 1/2 years flew on C-130s out of  
 Dyess. Retired Sept 1, 1968. Worked  
 for Wells Fargo Bank till 1 Jan 85, retir-  
 ing as local Branch Manager. Haven't  
 worked since and enjoying every mo-  
 ment. Stay busy with Travis Museum  
 and playing tennis and golf.



James G. Monk 'Jim'  
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 Columbus Greenville  
 E-Mail: J.G.Monk@comcast.net  
 In a nut shell: 27 years in the Air Force,  
 most of this time was in NORAD, ADC or  
 ATC. Retired in 1980 as a Col., 197 com-  
 bat missions, 3 S.S., 2 DFC, 13 Air Medals  
 & etc. Once out, got an ATR, but the only  
 Airline I could get on with in 1980 was this  
 "little airline" flying out of Love Field in Dal-  
 las (Southwest - talk about Whoops), so  
 instead, took a job with a  
 Manufacturing Co. as their V.P.  
 for Operations for the next 10 years,  
 then we were bought out and I retired  
 again and cashed in my company  
 stock. Lots of volunteering in the com-  
 munity since then.



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Norman E. Morton 'Lou'

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Malden Vance  
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1955-57 France-BOO Officer/Club Officer/  
C-119s. 1957-58 Hunter AFB, Savannah,  
GA KC-97s, Copilot. Met and married  
wife. 1959-64 Clinton-Sherman AFB, OK  
KC-135s, Copilot, First Pilot, IP. 1964-74  
Carswell AFB, Fort Worth, TX KC-135s,  
First Pilot, IP-5 years Standardization.  
Just prior to retirement promoted to Lt/  
Col.—went through C-130 Training and was  
enroute to Korea as an Ops Officer when  
they retired me. 21 years service. Reserve  
Officer (turned down Regular when offered—who knows what direction a life  
sometimes takes?). Various jobs in material  
handling Mgmt & car sales. Retired for  
good in 1983—some volunteer work  
since.



Raymond Nasypany 'Ray'

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Columbus Greenville  
1955-Feb to Aug, F86D School at Perrin  
AFB. 1955 (Sept) to 1957 (Aug), F86D  
13th FIS at Sioux City, IA. 1957 (Sept) to  
1959 (June), F-102s 11th FIS, Duluth AB,  
MN. 1959 (July) to 1960 (Mg) 753  
AC&W Sq. at Sault Ste. Marie, MI. 1960  
(Sept) to 1961 (July) 615th AC&W Sq. at  
Prum AS, Germany. 1961 (Aug) to 1963  
(Sept) 86th AD Weapons Officer at  
Rarmstein, Germany. 1963 (Oct) to  
1966 (June) T-37 IP & TAC Officer at  
Vance AFB, OK. 1966 (July) to 1969 (July)  
HQ ATC at Randolph AFB T-37 Ops  
Officer. 1969 (Aug) to 1971 (April), F-4  
Tng at Davis Martin AFB, 389 FIS (F-4s)  
Phu Cat, RVN 620th TCS at DaNang,  
RVN 1971 (May) to 1973 (Nov) Curriculum  
Mgr. at Lowry Tech School, Denver,  
CO. 1973 Dec) to 1979 (Jan) Ass't Ops  
and Ops Off. At Sheppard AFB Tech  
School, Wichita Falls, TX. 1979 (Feb) to  
1992 (June), Counselor, Admin Director,  
UP Human Resources, President, Work  
Services Corporation, Wichita Falls, TX.  
1992 (July), retired at Wichita Falls, TX  
1999 (Aug) moved to Granbury,



Don L. Nelson 'Don'

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Malden Williams  
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Washed out of the program on the last night  
cross country flight just prior to graduation,  
making an unscheduled out-of gas landing  
at Gallup, NM—a long story but buy me a  
beer sometime and I'll tell you about it.  
Finished up my two-year enlistment on  
the staff of the Williams AFB newspaper, the  
Jet Gazette. I finagled an early out to attend  
summer session at Colorado University and  
then back to the University of Iowa where I  
graduated in 1958 with a BA and M. A. in  
Journalism. Did a short stint as a reporter on  
the Colorado Springs Free Press and then  
worked as a salesman/charter pilot for a  
Piper distributor for the Rocky Mountain  
Region. This led to job with Beech Aircraft  
in Wichita in their public relations department  
But couldn't stand the flat land, the  
heat and the wind and returned to Colorado  
where I secured a job as a claims investigator  
for an insurance group while attending  
night law school at Denver University. Following  
graduation in 1967 I practiced law in  
Fort Collins, Colorado and was the first public  
defender for that area I was appointed  
judge in 1978 and retired from the bench just  
this year, although I still serve on a part-time  
basis around Colorado as a senior judge.



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Wife Buni  
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Columbus Greenville & Williams  
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February 1955 to January 1960, Instructor  
pilot, first at Williams, then Laughlin, then  
Greenville AFB. I had a serious accident in a  
T-33 on 6 October 1957, recovered, and continued  
flying. Met Buni in Greenville Mississippi  
during October 1958. We married in  
April 1959. In January 1960 I was sent to  
Korea, and returned in February 1961. Our  
next posting was Truax Field in Madison,  
Wisconsin, where we had our first child and  
stayed till the Cuban crisis in 1962. During  
that crisis I became an instant co-pilot in an  
aircraft I had never seen before, the C-123.  
After successfully flying the entire Air Force  
to the tip of Florida, I was assigned to the C-  
123 Detachment at Hamilton AFB, California,  
in December 1962. We stayed there till 1966  
with a brief six-month "bootstrap" pause in

Omaha Nebraska, during 1964 where I got  
my bachelors degree and we had our second  
daughter. On 9 March 1966.. SURPRISE..I  
had a heart problem (atria fibrillation), and  
was suspended from flying status in the  
USAF, and then permanently grounded. The  
FAA said, no problem. I still retain my commercial  
pilot rating and second class physical.  
This was a big life change!! What to do  
in the Air Force if they won't let you fly? The  
short term answer was .. be an ROTC Instructor  
at San Diego State. The long term  
answer was to be a staff officer and war-  
planner at the highest level possible. We  
stayed at San Diego State from 1966  
through 1969. While there I gained my masters  
degree. In June of 1969 I became a faculty  
member at the Air University in Montgomery,  
Alabama. In 1971 I got a by-name request  
to be an Air Force representative in the  
Office of the Secretary of Defense (OSD). I  
was stationed at the Pentagon till July 1973.  
During this time I traveled literally around the  
world with the Assistant Secretary of Defense  
and General John Singlaub as a member of  
a drug abuse policy group. (signs of a mis-  
spent youth). From July 1973 to December  
1974 I had a JCS assignment as head of a  
joint US/UK planning group in London, Eng-  
land. There I wore civilian clothes and spent  
a third of my time in the British Ministry of  
Defense. Because of my position "Buni and I  
were invited to Buckingham palace for a  
garden party with the royal family. As we  
drove there in our own vintage Bentley I told  
Buni this was probably the pinnacle of a  
military career for me. I was right The British  
had a government change, the planning  
group was closed, and I got an off-cycle  
NATO assignment as a war plans officer to  
NATO's AIRSOUTH HQ, in Naples, Italy,  
in December 1974. We lived outside Naples  
for 3 years. It was interesting work, and an  
exciting country. In May of 1977 we returned  
to the Air University in Montgomery, Alabama.  
After retiring in 1983 I finished my doctoral  
dissertation and was awarded a Doctor of Education  
degree Ed.D. from Auburn University. Then I  
set up and ran an alcohol and drug abuse  
rehabilitation center for a year at St. Margaret's  
hospital in Montgomery Alabama (more signs  
of a misspent youth). Realizing that directing  
a rehabilitation unit was not my life's calling  
I decided to become a professor. I signed on  
with Embry-Riddle Aeronautical University  
to teach college-level courses in Europe,  
just for a year. They paid me twenty-odd  
cents a mile to see Europe (and teach  
Montgomery, Alabama. I was assigned to  
the Extension Course Institute, (ECI), first as  
the plans officer, and later as Vice Com-  
mandant. I retired from the Air Force in  
January 1983.

CIVILIAN UFE:classes) while we  
kept our apartment in Wiesbaden, Ger-  
many. That one year became two, and kept  
extending. They asked me to take over the  
graduate program, then I became associate  
dean and finally dean of the European division.  
After seven years we were ready to come  
home, and in June of 1992 we came to  
Crestview, Florida, sort of mid-way between  
daughters aid in-laws. I teach at aviation  
centers and military bases in this area of the  
south. Teaching is really enjoyable, and I am  
now a full professor with tenure, which I  
guess means I can be as grumpy and can-  
tankerous as I want. So ends the tale for  
now. See you in October.



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After graduating at Greenville I've lived: three more years at Greenville (after three months at Craig AFB), two years at Miss State University and received a BS in Business Admin. AND flew RF84F on weekends at Meridian, Mississippi, almost three years at Kingsport, Tennessee flying DC-3 and Martin 404. Then back on active duty for two years in C-47 and Convair 440, PCS to Oslo, Norway in C-47 for nearly three years, then PCS'd to SEA with TDY enroute to Hurlburt AFB for FAC training and transition into the O-1 for a 12month tour, then into SAC for two years in the KC-135, then to AFIT for my Graduate Degree(which I didn't receive because the criteria changed just as I finished), PCS'd to McDonnell Douglas plant in St.Louis, Mo. as deputy QA in the AFPRO. then to the pentagon for four years, and finally to Kirtland AFB as director for Flight Ops. Retired there in 1979.



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I left Vance for the exciting job of flying C-47's at Norton AFB, San Bernardino, CA, in an Air Rescue squadron. Actually it did turn out to be a fun assignment-legalized "buzzing"-we could fly 50 feet above the terrain anywhere in the free world while

logging training! In late 1956, through a glitch in the system (the old 3 year, 4 year deal), I was able to switch to single engine jets and flew the F-86D at Sioux City, IA for a couple of years. This is where I met my future wife, Flo Papritz, a local lovely. We had two children. In late 1959, after getting stuck in a supply job for a year, I got out and enrolled at the U of Florida, Gainesville, to study citrus production. Commensurate with my studies, I was flying in the Florida Air Guard at JAX: F-86D and later the F-102. After finishing the citrus program in the spring of 1961, I moved to Jacksonville, because I liked the Guard flying. No citrus around JAX, so I never used the degree directly. I taught school for awhile, sold some real estate, and ins1962 hired on with Jacksonville Center (ARTC). In 1964 UAL opened the door for old guys over 29 who couldn't see, so I lucked out and got hired I worked for UAL for 27 years. I flew out of MIA for 11 years, Washington DC for 13 years, and Chicago for 3 years. It was a good career. I enjoyed it very much. I presently live on a farm on the Shenandoah River, near Front Royal, VA. It is a very scenic area, not far from Dulles.

## NO PHOTO

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James C. Portmann  
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My brother John and I were transferred to Vance Air Force Base in Enid, OK. At that point I was eliminated (washed out) when we got into the B25's. I finished my two year enlistment and returned to Minneapolis. Soon thereafter, I joined a Wisconsin manufacturer by the name of Regal Ware in the sales department. I was assigned to the Mid West area and eventually winding up as a Regional Sales Manager. I retired in 1991 after 40 years with this company. Since then, I have kept busy being retired. My wife Helen and I have two children, Doug 42 and Susan 40. Both married and doing their thing. Brother John is living in Tenn. with wife Mary Lou. They also have two children. John and family are well and doing just fine



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Here is a brief on the last 43 years: Graduated from pilot training at Enid in 1955 and attended advanced training there in B-26s. Was assigned to Mather in T-29s flying navigator training. While attending the Instrument Pilot Instructor School (IPIS) in 1958, was invited to join the faculty at James Connelly, still flying T-29s. Went to the Squadron Officer School (SOS) in 1960 and was invited to join that faculty. Said yes, but attended undergraduate work at Omaha University under Operation Bootstrap for six months. At the end of the SOS tour, attended Air Command and Staff College (ACSC) before going on to an assignment at Paris in Shape Headquarters in NATO flying a VIP C-131 belonging to the senior Air Force four-star, Robert M. Lee. Got a master's degree while at ACSC. When the French kicked NATO out of Paris in 1965, I transferred to NATO's Fifth Allied Tactical Air Force (5ATAF) at Vicenza, Italy in Tactical Evaluation. From NATO, went to Vietnam as an advisor to a Vietnamese squadron flying, of all things, C-47s. From Vietnam in 1969, I went to the Air Staff at the Pentagon in Special Operation. In 1973, I went to the Industrial College of the Armed Forces (ICAF). In 1974, I was assigned to Norton to fly C-141s. Became the 15th MAS Operations Officer and then the Commander. When promoted to Colonel, was assigned as Operations Officer for the MAC wing at Hickam and retired from there. While at the Pentagon in the early 70s, became involved with a Department of Agriculture program dispensing sterile insects from airplanes to control a pestilence of cattle. I took a job with them in 1978 managing an air operation with some 200 aircraft and 300 crew members conducting operations in Mexico under a joint USA/Mexico government program. While shopping for some navigation equipment with Litton in 1980, I instead took a position with them as the Director of Marketing for a division making commercial inertial navigation equipment. I retired from Litton in 1989 and moved to Oregon. I was offered a job by the county here to manage two general aviation airports, which I accepted. I retired completely in 1995.



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 Born Jan 31 1928 & into the army at 18 (sgt). Out, 3 yrs. Later & began 9 1/2 years of work & preparation for life's goals, namely: worked (as metal finisher) at Chrysler/Detroit & was A&P mechanic for United Airlines. Schooling: Mich. S. of trades for auto mechanic, Okla. State & Spartan University of Aviation for AA degree & A&P license & E. Boardman flight school (Meacham field) for flight licenses/ratings and began my flying career as non-skid airline pilot. (afore-mentioned time frame included my cadet life that started in November 53 and ended in July 54 when I was washed out) (flood of tears & sorrow). Flying career began in August 58 and ended January 88 when I was evicted by law of "age 60". (During said 30 years, I also had considerable time as CFI). High-light of airline flying came in 63-64 when I was a contract pilot for Japan Airlines and live in Tokyo. I got to be co-pilot for Bob Combs (father of Patty Wagstaff) and Chuck Sisto (1/2 of outside loop over Columbus, N.M. — AA DC-4 in 49) Chuck is mentioned in Ernie Gann's book — Fate is the Hunter. I was a "freight dog" hauling auto parts out of Detroit for many years. I flew LOGAIR for 7 years. My twilight years (60 onward) I was OTR truck driver for 7 years and then began conducting Masonic Funerals. I have done 253. One was at Arlington National in the DC area. Have officiated at (non-Masonic) funerals and conducted weddings (5 of each, I think). I belong to the local VFW chapter, in order to be a part of their music group that does 5 gigs/month at rest homes.



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I retired at the end of October, 1983 to finish 30 years in the AF. My initial assignment was as a T-33 instructor pilot at Sheppard AFB. There, I served with Edd Barnes, William Marshburn, Richard Peterson and a bunch from 55-H. As soon as possible, I got out of Sheppard. Went to F-86 training at Willy in April '57, then on to Nellis to fly F-100's. After completion of training, I went to Toul Rosierre in France where we flew F-86-H and F-100D&F. There I was stationed with Harv Kimsey, Frank Goeltz, Robert Norris and maybe some others that I have forgotten. In 1960, I went to Nellis as a flight test maintenance pilot. There I flew the F-86, F100, F-105, T-33 and whatever else I could get my hands on. In 1965, I went to Brookley AFB as a depot flight test pilot flying the F-105. Tried to get to SEA as a thud driver, but the system in its infinite wisdom decided to send me to SEA as an A-1, 0-1 pilot with Air Vietnam. Returning in 1967, the AF sent me to Wright Patterson as a staff puke. Stayed there until the spring of 1971 when I volunteered for the pentagon. Stayed there 5 years. Went next to a 2-year tour in the advisory group in Ankara, Turkey. Once again, the AF decided to send me to a new and different assignment. Chief of the depot maintenance propulsion division at Tinker AFB Oklahoma. Really turned out to be a challenge but I liked the job very much. After that, I was assigned to Kelly AFB in San Antonio as Director of maintenance. I am married. My wife, Carolyn is a partner in a local CPA firm here in San Antonio. I suppose like so many other ex-AFers, I will retire from here in a pine box.



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**SOMEBODY UP THERE LIKES ME**  
 After graduation from cadets, Mueller and I

got shipped to Scott Air Force Base since we would not sign the new four year deal. Graduated from Officer Personnel School—bought a Caddie convertible, had our own apartment—wild times. Shipped to Dover AFB as Adjutant of a squadron—met my lady (Dee) who I later married—off to Perrin flying F-86D fighter interceptors to Japan—over to protect them from the Russians—took early out in 59—got into Real Estate-1962 first Salesman of the Year of Greater Pittsburgh Board of Realtors—became partner of Warr-Richey Real Estate, Inc.—sold and semi-retired in 1977—bought some investment properties—still have a couple—was active with Jaycees for 20 years—past president of Chamber of Commerce. Blessed with a GREAT FAMILY. Whole family active I sports-40 years of softball, basketball, flag football, and volleyball blew my knees out—need new ones—past few years, wife and I traveled competing in Senior Men and Senior Women World Series Softball. Have a camp I Cools Forest, PA where we ride motorcycles (wife, daughter, and grandkids too) boat and jet ski also. Ole man has slowed down somewhat but getting active in love-hate game called golf. God has truly blessed us with beautiful children and has prospered them. Over the past years, in the late evenings, when all is quiet and the family is asleep, I have been deeply involved studying the secrets and mysteries of the Kingdom of God and His Christ and God's fellowship with man. I have the Bible on the computer with concordances, and Greek and Hebrew parallels. Lots of peace and comfort in the scriptures without having to become a "Holy roller." Easy yoke and light burden—entered rest. Hope you and yours are blessed also.

UPDATE: Got the new knees—both at one time—continued in sports—fell too many times—upper body goes faster than legs—keep breaking ribs—quit sports except golf and tiddle winks. Wife still young and beautiful (people think she is my daughter) beautiful daughter and two good looking sons. God is prospering all—National Sales rep, Home builder, and Chiropractor. Six grandkids and two great grandkids. What a blessing to still be above ground and watch them bloom.

Visit Orlando every February—anybody around there then, email and we'll hook up. Got a grand nephew who just graduated from Air Force Academy and is now in flight school at Columbus Air Force Base—in the T-6 hoping to move into T38. Reminiscing Four of us joined up over Muscle Shoals on our first cross country. Dog-fighting, trying to fly formation, buzzing the water tower and the town. Next thing we knew, there were six or eight other wild classmates joining the festivities. Got back to the flight shack and the base commander was there asking who were the culprits who caused his phone to ring "off the hook." The four of us stood up and he made us stay over the weekend to spit polish the flight shack. Fortunately many of our squadron came and helped and it didn't

spoil our weekend pass. I think the commander was lenient on us because he knew there were more than four. Don't know how I made it through. Got two "seventy two gun salute. One for fighting with an upper classman at the Cadet Club (he started it) and the other for AWOL. I had my car there and Muller and I came in contact with an officer's tag for the windshield. So after lights out, we would drive thru the main gate, get saluted, and spend the night in town chasing the Mississippi belles—come back in time for fall out, sleep thru breakfast, then go to class or flight line fairly inebriated. Somehow got caught (Mueller didn't) and went before group board second time. Was asked, "This is the first time you went AWOL." No sir" was my reply." "You've done this before—how many times," I was asked. Cadet honor made me reply—"Often, Sir." I can't believe that I didn't get the boot.—just got another "Seventy Two Gun Salute." Interesting reading now both Group Board Transcripts in my file. Buzzing, fighting, and AWOL and never got the boot. Somebody up there likes me! I'm still a "goof-off."—hate rules and regulations and authorities. "Learn the truth, the truth will set you free." See you above the heaven of heavens—without oxygen.



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March 55-F86 All Wx Int Trng, Perrin AFB, Tx.---- Aug 55-327th FIS. George AFB, CA.. F-86D/F-102 --- June 58-327th deployed to Thule AFB, Greenland (1 year), F-102;--- July 59-326th FIS Richards-Gebaur AFB, MO, IPIS, Waco, TX, OIC, Wing Inst School, R-G AFB, MO;--- April 63-49th TFW Spangdahlem AFB, Germany, T-33/T-39 Victor Alert Duty Officer, OIC Wing Inst and European Theater Orientation Schools;--- April 66-2nd FIS, Suffolk County AFB, NY, F-101;--- Oct 68 Assigned to Vietnam as an OV-10 FAC via Cannon AFB, NM for gunnery/ordnance delivery and OV-10 FAC training at Hurlburt AFB, FL;--- July 69 Assigned to 19th TASS and attached to 25th Inf. at CuChi (3 Corps); Dec 69 reassigned to Bien Hoa as 19th TASS Chief of Stan Eval for all FAC Units in 3 Corps;--- July 70 DEROS, assigned to the 911 Air Refueling Sqdn flying KC-135 at Seymour Johnson AFB, NC; Nov 72—volunteered to return to SEA in KC-135. Participated in Line Backer II operations; Mar 73—Returned to Seymour Johnson AFB;--- June 73 Retired from USAF;--- Feb 74 Started flying for Federal Express: Falcon DA-20 First Officer/Captain, B-727 First Officer/Captain, DC-10 Captain/Second Officer --- I !

retired from FedEx after 25 years and 3 months of World -Wide flying in May 1999. ----- From my first flight as a student pilot in a J-3 Cub on July 14, 1951, to my last DC-10 trip in May 1999, my flying career has been a dream come true!



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Marianna Greenville  
After retiring from the AF in 1972, I took a shot at elementary school teaching, which I enjoyed very much, and then into school administration until my last retirement in 1994. Private business interests keep me as busy as I choose and gives me a chance to get out of the house each day. I have always enjoyed good health but had to have bypass surgery in May. Am doing great as far as I know.



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55-57, Basic Flight Instructor, Willy and Laughlin. 57-58, fighter F-84F, Bergstrom. 59-62, bomber pilot, B-47, Dyess. 62-65 Recon Pilot, U-2, Laughlin AFB. 65-66, Student, Grad School, Univ. of So Cal 66-68, Recon Pilot RF-4, Bergstrom, Odom. 68-71 Air Staff, Studies and Analysis, DC. 71-72, Student, Air War College, Maxwell. 72-76, Air advisor, and attaché, Dominican Republic, Ecuador. 76-79, Base Commander, Shaw. 79-80, Professor, Air Science, Puerto Rico University. 80-91, Dir. of Personnel, National Bank of SC. 91-retired-golf



Augustin V. M. Ronge 'Gus'

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Marianna Greenville

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Graduated at Greenville AFB and continued weapon trng at Laughlin AFB, TX (T-33)

and Luke AFB, AZ (F-84G). Complete career in the Belgian AF, retired as a major in 1980; served 6 years as Lt/Col in the AF Reserve. Served in both Tactical Air Force and Training Command. Tactical AF: Both Air Defense and Fighter-bomber on following NC: Gloster Meteor 8, Hawker Hunter IV, F-84F Thunderstreak, aid F-104G Starfighter. Training Command: Squadron Commander and Flying Group Commander on T-33, Fougia Magister, Alpha jet, SIRE Marchetti. HQ Training Command; Commander Flight Safety Section-3 months Safety Course in Norton AFB, CA After my retirement I started a second career as sales and marketing manager in a Belgian Company manufacturing roofing membranes. Retired completely 01/08/99.



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E-Mail: sachko7@earthlink.net Did not graduate with 55-I due to illness shortly before end of program.

Graduated with 55-K Since 1955: 6/55-9/55-USAf Intelligence School, Kelly AFB, TX 9/55-4/56-Detachment Cdr. 3rd APO Sqdn, RAF, Manston, England; 4/56-2/58-Detachment Cdr. APO Sqdn, RAF, Wethersfield, England; 2/58-6/59-Separated from USAf. Mostly unemployed, sold encyclopedias, managed ladies health studio, etc.; 6/59-4/63-Joined FAA as ATC controller trainee. Los Angeles ARTCC (journeyman 12/60); 4/63-1/67-ATC Advisor, FAA R & D Center, Atlantic City, NJ; 1/67-4/67-Team Leader, Implementation of long range ATC radar &

training of USAf controllers, Okinawa; 4/67-5/69-ATC Advisor, FAA R & D Center, Atlantic City, NJ; 5/69-6/71-ATC Advisor to Govt. of Vietnam, Saigon ARTCC, Vietnam; 6/71-7/72-ATC Advisor to Govt. of Thailand, Bangkok ARTCC, Thailand; 7/72-7/77-Asst. Chief, Guam Combined Center/RAPCON, Anderson AFB, Guam; 7/77-3/78-ATC Advisor, FAA R & D Center, Atlantic City, NJ; 3/78-7/78-Single-handed implementation of Haitian FIR, establish ATC in Haiti; 7/78-9/84-Oceanic ATC Specialist, Miami ARTCC, Miami, FL; 9/84-1/85-International Procedures Specialist, FAA Headquarters, Washington, DC; 1/85-7/88-United States Representative to North Atlantic System Planning Group of ICAO (United Nations); 7/88-1/90-Retired from FAA. Traveled US and parts of Canada in 30 foot Winnebago; 1/90-10/97-Settled in Naples, FL; 11/97-Moved to Clemson, SC. Note: In 19180, after having studied art and painting for most of my life, I entered an art show in Miami, was accepted on merit and sold numerous paintings. Since then, I have been in many art shows around the country and exhibited in several galleries including the prestigious Torpedo Factory in Alexandria, VA My work is in numerous public and private collections and displayed in public buildings including the Clemson SC, City Hall. Most recently, I have been invited to exhibit my work at Art Expo in the Jacob Javits Center in New York City. Otherwise I, and my second wife, Terry, are crazy about all the activities and cultural opportunities of living in a college town. We also enjoy golfing and fishing/boating on Lake Hartwell in our 20 foot pontoon boat. Life is good.



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Marianna Webb

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Feb 55-Weapons Controller School Tyndall AFB; June 55-750th AC&W Squadron Boron AFB, CA; Sept 55-670th AC&W Squadron San Clemente Island Feb 57 married Faith Barry Martin at West Point NY; Feb 57- F-86D TNG

; Perrin AFB; Dec 57-15th FIS Davis Monthan AFB, F-86D/L, F-89J, F101B; May 61-Interceptor Weapons School; Nov 61-329th FIS George AFB F-106; Sept 65-95th FIS Dover AFB F-106; July 66-Cannon AFB F-100 RTU; Dec 66-416th TFS Bien Hoa, RVN; May 67-416th TFS Phu Cat RVN; Dec 67-Ops Staff Officer HQ ADC Colorado Springs CO; Feb 71-Commander 57th FIS F102, Keflavik Iceland; June 73-Student National War College Washington DC; July 74-Chief International Relations Division, Foreign Military Sales, & Middle East Africa Divisions (Respectively) HQ AF Plans and Operations Pentagon; Jan 77-Vice Commander 20th Air Division Fort Lee VA; Mar 78-Military Assistant to Under Secretary of Air Force; Jan 79-Military Assistant to Secretary of Air Force; July 80-Commander, 26th Air Division Luke AFB; Jan 82-Deputy Chief of Staff Operations NORAD ADCOM & Air Force Space Command; July 86-Retired Major General USAf; Aug 86-Founded Aerospace Network, Inc. (AERONET); Sept 95-Merged AERONET with Pathfinder Technology serving as President and Chief Operating Officer. Company developed and produced Non-cooperative Target Identification products for government customers. Fall of 1998 bought motor home and traveled to first 55-I reunion. April 2000 moved from Colorado Springs to South West Florida and part time work with Pathfinder. April 2003 retired for real and bought new motor home. Settled into life of winters in Florida and motor home trips north in the summer. May 2007 bought cabin and motor home garage in Linville Land Harbor Resort in the mountains of NC. Now spend summers there and not much motor home driving. Faith and I are thankful for successful Air Force and business careers and the many friends we have enjoyed over the years.



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I went to Laredo from Greenville to finish flying and got "plowed" back



as an instructor there. Spent over 3 years there in T-33s and then SAC got hold of me. I flew the front seat of a B-47 at Hunter AFB for 2 years, AC in B-52Hs at Minot for 5 years (ugh), then B-58s at Little Rock for 3 years, Vietnam in the Caribou and retired as a Lt. Col 1-1-72. 72 was a recession and even though I got my civilian Flight Instructor ratings and ATP I couldn't get a job. A guy I met flying his airplane offered the manager of a cable TV system he was going to build in Hutchinson, Kansas. After a little 3 years of that we moved to California. I used what was left of my GI bill money to get my Citation and Learjet ratings and taught the Learjet Ground School and flight Instructed in both for just over a year. the FAA inspector giving my student his type ride in the Lear said for me to get over to Air California and apply and say he recommended me as he knew the Chief Pilot. I was 44 years old but got hired in the Electra as a FO in '78 and deregulation happened! I made Captain in their Boeing 737 in just over 2 years and never looked back. Never got furloughed and stayed Captain. In 1987, American Airlines bought Air Cal and then I was senior enough to stay at Los Angeles and finished up flying Captain in the MD-80 and Boeings 757 & 767. I had to retire at age 60 so I got a part time job teaching the 737 & MD-80 at Flight Safety at Long Beach. I joined the 3-H club in the past 10 years, Heart Bypass .Hemia, Hip Replacement! That was the bad news. The good news is that it was all repairable. I'm still fully active except I no longer have an aviation medical certificate. I've been fully retire for several years now.



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Unfortunately, Marianna was the end of the line for me: medical problems precluded going on to Basic. Finished original AF enlistment in 1957 and went back for more college work. Graduated in 1959. Worked in electronics manufacturing and in television broadcasting for several years, then taught vocational electronics subjects for 30 years in State University of New York College at Alfred, NY. Retired in 1996. Married 1956 to a Northern Maine Swede and together Cindy and I raised 4 sons and a daughter. They're spread all up and down the Eastern part of the country, so gave us plenty of excuses to go places! In retirement, I've finally gotten back to the flying game in a small but fun way, owning an Ercoupe for several years. We've been a traveling family, having logged all Canadian Provinces, most of the states and many foreign countries. We even have camped all the way to Alaska and back in 1971. Some fun! Have been actively involved in an aviation museum for several years featuring WWII and Korean era planes. Was on our B-17 crew for much of the time, until the organization split and many of us formed a new association. Long story. Aviation has been a principal interest all my life, and continues to be! Cindy, my wife of 50 years, passed away suddenly one night in 2006 and I was devastated. It took a while to recognize God's will in my life, and I found that He didn't want me to be alone any longer. In 2008 I married Paula, the widow of one of Cindy's first cousins! Might as well keep it in the family, right? We spend our summers in northern Maine and western New York state, and winters in Lakeland, Florida. Sun 'n Fun, Fantasy of Flight, Warbird Adventures, etc. "It ain't over 'till it's over". Regards to all!



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Kenneth R. Sharrett 'Ken'  
Wife: Clayre  
111 Pointer Drive  
Summerville, SC 29485-5123 Hm: (843) 873-8441  
Columbus Vance  
E-mail [ksharrett@sc.it.com](mailto:ksharrett@sc.it.com)

What happened to all those years since February '55? When I retired in 1970 after 20 Air Force years, I felt the time had really flown by. However, shortly after "retiring" (really, finding a new job) I went to work for U.S. Customs Service and retired there with over 24 years that really went by fast and now it is almost four years later! I have only seen a few 55-l's over the years and none except John Bartosh for many years. John and I live about a mile apart in the same subdivision. We ran into each other in the pax terminal at Charleston AFB before he retired. After much "I was in, I did, and were you, we finally realized it was Vance in 1955 that we and last seen each other. The funny thing about our meeting was that our wives had known each other for a long time as they are both Hummel collectors. I had heard them talking on the phone many times but had never put the two together. Most of my career was in flying "trash haulers" in MATS and MAC. Most of it was in "Old Shaky" (C-124s) at Dover, Charleston and Tinker with short breaks in exotic O/S tours. I flew C-54s in beautiful Dhahran which qualified me as a C-118 driver 10 years later in Incirlik Just before and after the Turkey trot, I flew C-141s at Warner-Robins and Charleston where I retired in November 1970. Since retiring, the only flying I have done is as a passenger (a terrible way to fly) and when I first went into Customs, as a "Sky Marshall" airline guard. While in Charleston in 1962, I married a Charleston Belle and we have two sons and now a beautiful 16 month old granddaughter. Retired again in 1995 and have done little except wonder where the years went and keep the docs happy.



Robert L. Shelton Wife: Edith  
15790 Monmouth Pl.  
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Malden Williams  
E mail: R:s476@aol.com  
What have I done since 1955? I got old!  
20 years Air Force—major aircraft; F-86, C-130, all models. 20 years, Federal Aviation Administration. Aviation Safety Inspector, Principal Operations Inspector—Frontier Airlines and United Airlines. Manager, Denver Flight Standards District Office. 31/2 years—consultant/advisor/inspector-Director General, Aviation-Guatemala, CA, El Salvador, SA Same wife 42 years



Thomas L. Sistrunk Jr. 'Tom'  
Wife: Martha  
PO Box 312  
Blanchard, LA 71009  
Hm: (318) 929-2512  
Marianna Greenville  
F-89D, Elmendorf, Alaska Pipeline patrol 1964-1974. Crop dusting 1958. Retired 1997. Owner, T & M Aviation, Inc. 23,700 hours. Did both pipeline patrol and crop dusting, 1964-1974



Marvin H. Skeen  
Wife: Peggy  
223 Kings Gt.  
Ozark, AL 36360-2712  
Hm: (334) 774-6245  
Columbus Greenville & Laredo



Peter E. Skorstengaard 'Ste'  
Wife: Ingrid  
Teglgaardvei 49  
DK - 7451 Sunds, Denmark  
Hm: 45 97 142870  
Marianna Williams

I was retired from the Royal Danish Air Force in 1995, 60 years old and since my last assignment was project officer for EW in the Air Force and in that was able to write specification for development in Denmark of some equipment like the PIDS, EWMS PMMWS and other equipment which is more or less standard equipment in Nato Air Forces in Fighters Transports and Helicopters even USAF has some of the equipment in the inventory. I test flew a lot of that EW equipment during the Nato EW trials with Participation of also the USAF. This EW equipment has participated in both Iraqie Wars and in Afghanistan and has made a/c survived from missile fires and AAA 's. After the retirement I was head hunted by a Danish Electronic Company to work in their marketing department selling the EW equipment that I and that company had developed. I worked for that company 10 years. Otherwise during my flying career I obtained 5600 hours on single engine jets. 20 years in reconnaissance. During the Cuban crises back in the early 60 ties I flew several missions a day patrolling the sailing routes in the Danish waters and took pictures of several Russian merchant ships loaded with military equipment, like the IL-28 Bomber, MTB's, missiles(SA-2) and other Equipment, all ships bounded for Cuba. All the Pictures was sent to the US. At the end of the crises when President Kennedy was "able" send it all back after tough talk with the Russians, I took pictures again of the same ships with half unpacked military equipment which confirmed what our photo interpolators (PI's) had reported on their way out to Cuba. I was very proud the first time I sat my foot in the Pentagon for the first time for an F-16 meeting and at a wall in one the long halls was a blowup of one of the pictures of a ship I took at the Cuban crises with military equipment still packed. That made me feel that I had paid back the pilot training USAF gave me and proved Denmark as true Nato Nation and contributed to the end of that crises.



Small, Richard  
6206 Spindrift  
San Antonio, Tx 78239-2747  
Columbus Greenville Williams  
Hm (210)386-5270  
E-mail ricksmall.selma@juno.com



Robert C. Smith  
110 Paul Ave  
Mountain View, CA 94041  
Columbus Vance  
Hm (650) 965-3454  
E-mail-rcsmithaacas@comcast.net  
Gene Ihli is the first and only 55-I classmate I have written since graduation, and I wrote him earlier this year. He supplied me with your address and a copy of issue #4 of the newsletter, which identified Colorado Springs as a reunion location September 14-18. As of right now, I plan to attend as I have met virtually no one since graduation and it would be fun to get reacquainted.



Roger M. Smith,  
wife Marion  
13965 N. Willow Bend Dr.,  
Oro Valley, AZ 85755  
Hm (520) 395-1052  
Columbus Vance  
E-Mail: [rog-mar@comcast.net](mailto:rog-mar@comcast.net)  
1955—Mar-Apr, Vance AFB, B-26 Transition Training;  
1955-57—Mather AFB instructor pilot flying T-29s for navigator training.  
1957-63—Plattsburgh AFB Commissioned as a Regular Officer. Promoted to Captain flying KC-97s as Aircraft Commander and Ass/

Ops Officer. 1963-65—Wright Patterson AFB flying KC-135s as Aircraft Commander.

1965-1966—Maxwell AFB, Air Command & Staff College.

1966-68—Dover AFB, Promoted to Major, flying C-141s as Aircraft Commander.

1968-70—Wright-Patterson AFB attending AFIT. Received a MS in Systems Analysis.

1970-71—NKP, Thailand as Operations Research Analyst in air implanted sensor program

1971-74—Ent AFB, 14th Air Force Promoted to LTCol. Operations Research Analyst.

Retired Jun '74.

1974-1983-- Returned home to New York. Built a home (took 3 years) and pursued hobbies.

1983 - 2007-- Colorado Springs, CO. Hobbies and volunteer work continues.

2007 - 2010-- Aurora CO. Fully retired now. Moved so that we could live across the street from our daughter.

2010 - Present, Oro Valley

AZ. Now living next door to our daughter.



Joseph Sperhac 'Joe'

255 Tucker Ave Apt 209

Union, NJ 07083-8933

Hm: (908) 964-0534

Columbus Greenville

1955—Perrin AFB, TX (F-86D); 1956-58—

George AFB, CA (F-86D, F-102) 327th

FIS; 1958, released from active duty; 1958-

71—worked as computer operator for various

companies. Active in USAF Reserve 1963-

68, 514 TCW, McGuire AFB, NJ (C-119);

1971-present with US Customs as a Sky

Marshal, Patrol Officer, and currently an

Inspector.



Glenn E. Staggs 'Glenn'

Wife: Mary Susan (Tudie)

RR 2 Box 178

Unionville, Mo 63565-9760

Hm: (660) 947-2726

Malden GoodfellowC-

119CCTU; C-124, Travis, 1955-61; C-131

& U-4, Andrews (SAM) 61-65; C123 SEA,

315th Air Commando Gri. Saigon 66-67;

AFROTC Univ of North Dakota 76-70;

AFROTC HQ, Maxwell 1970-74 UGH! Man-

aged family hardware & furniture store 74-76

(Unionville, MO); hotel owner & real estate 77-

84, Woodland Park, CO; clothing store, Love-

land, CO, 84-92; rancher raising red angus

cattle, Unionville, MO, 92-present



William M. Sturts 'Bill'

Wife: Patricia

675 Dresden Wood Drive

Boerne, TX 78006-5879

Hm: (830) 336-2872

Malden Williams

E-Mail: bsturts@highstream.net

1955 T-33 Gunnery, Laughlin AFB, F-86

Combat Crew Training, Nellis AFB. 1955-56

F-86F K-55, Korea w/8 weeks Tainan, Tai-

wan. 1956 F-86F 323rd Wing 552nd

TFS & F-100D Bunker Hill AFB. 1957 F-

100C 452nd TFS Foster AFB. 1958-1963

354th Wing 352nd TFS Myrtle Beach AFB, F-

100D/F (Ftr Wpns School, Nellis). 1963-67

4453rd CCTW One of First 12 USAF F-4

Instructors F-4B/C MacDill AFB w/unit move

to Davis-Monthan AFB. 1968 F-4D 366th

TFW 389th TFS DaNang AFB 120 Combat

missions (1/2 North). 1969-72 F-4C (WW)

Hahn AFB, Germany/Zweibrucken AFB,

Germany. 1972-73 Kelly AFB Final assign-

ment for Retirement. Since retirement Small

business in home improvement,

Contracting 1980-90. Owned and flew

Ryan PT-22 for approx. 6 years.



Robert M. Sumner 'Bob'

Wife: Marion

118 S Fraser Cir

Aurora, Co 80012-1566

Hm (303) 340-5775

Columbus Greenville & Laredo

Mar-May 1955: T-33 Gunnery, Laughlin AFB;

May-Sep 1955: F-84 Gunnery, Luke AFB; 1955-

1957: F-84Ps Malmstrom AFB; 1957-58: F-

86Ps, Osan AFB, Korea; 1958- 1959: RC121's,

Otis AFB; 1959-1960: B-47 Training, McConnell

AFB; 1960-1965: B-47's, Schilling AFB—TDYs to

Guam, England, Morocco, Spain, Alaska; 1965:

F-100 Training, Luke AFB; Aug 1965: F-100,

Cannon AFB, TDY Bien Hoa, RVN; 1965-1967:

F-100 IP, Luke AFB; Jan-Apr 1968: F-100

Fighter Weapons School, Nellis AFB; 1968-

1969: F-100: Bien Hoe, RVN; 1969: Bootstrap,

Omaha, NE; 1970: AT-33 Gunnery

IP, Myrtle Beach AFB; Nov 1970-Feb 1973: F-100, England AFB, TDY to Connecticut and Ohio ANG; Re-tired 3-1-73. 1973-1993: Real Estate Management, Denver, CO. 1993 to present, retired in a done deal, Sarasota, Florida.



Hans Terpstra 'Hans'

Wife: Irene

Parelvisserspad 47

3816 EP Amersfoort,

The Netherlands

Hm: 033-4724281

Marianna Greenville

E-mail hterpstra@planet.nl

Upon return posted at Volkell AB to fly

the F-84G. In '56 transferred to

Soesterbeg and flew the F-86K AW.

Sqdn went to AB Twenthe and was

there until '63. In '58 I got married, and

we have 3 children (1B and 2G's), my

wife died in '88 (heart Attack). This year

in May I got married again with Irene.

In '63 I was posted to AB Lees-

warden and flew the F-104G until '77,

with a break from '67-'70, I was at

Woendrecht and Twencke as a flying

instructor on the T-33. In '77 the fam-

ily went to Canada for 4 years and

again I was a flying instructor for the

Canadian Tudor (side-by-side trainer)

at Moose Jaw (Sask). In '81 back at

AB Twenthe as an Ops Off. Flying the

F-5, and my final posting and one of

the best was back at AB

Soesterbeg flying transport (trash-

haulers, as jet jockeys say), the Fok-

ker 27. In May '91 I had to retire (56

years old). I made it to Major with 38

years service. I now fill my days with

tennis, golf and cycling WX permit-

ting.



Charles D. Thomas Jr.

164 Virginia Rd

Montreat, NC 28757-0415

Hm: (828) 669-9453

Columbus Greenville

E-Mail: charlesmontreat@ao.com

I remained in the service until April

1978. Worked for Sprint for a

number of years in Kansas City

then retired to my original home

town in 1991.





Richard L. Travas 'Dick'  
 Wife: Sandie  
 1130 Junonia Way  
 Sanibel, FL 33957  
 Columbus Greenville Williams  
 Hm (239) 395-6054  
 E-mail rltravas1@cs.com  
 Flew for United Jan 56-Jan96. NJ ANG  
 1955-1968; F-86 A, E, F, H, F-84F,  
 F-100, F-105B. Active Duty Chaumont,  
 France, 1961-1962.



Oscar E. Unser 'Ed' 10100  
 Cypress Cove #311  
 Ft Myers, FL 33908-7661  
 Columbus Greenville Williams  
 Hm (239) 415-7606  
 E-mail daduns@juno.com  
 After graduation from Laredo, TX, I  
 proceeded to Tyndall AFB, FL to check  
 out in the F-86D. I spent 2 1/2 years at  
 George AFB, CA then moved over to  
 Edwards AFB during the F-106 and X-  
 15 projects. I got to Squadron Offi-  
 cers School in '61, then to Hamilton  
 AFB where I checked out in the F-  
 101. In '64 I proceeded to Dow AFB,  
 Bangor, ME. In '67 went to Vietnam  
 as FAC with the 3rd BDE of the 101st  
 ABN DIV. We started at Phuoc Vinh  
 and were moved about to Dak Tho,  
 Dak Pek, Hue Phubai. In and out of  
 VN a couple times -- wounded  
 once. Returned to ZI, assigned to IG  
 team at 1st AF Headquarters, Stewart  
 AFB, NY. Checked out in the F-  
 106. Base closure transferred me to  
 Duluth AFB, MN. With the threat of yet  
 another visit to VN I retired in '71 as I  
 already had 4 years when I entered  
 Cadets. Moved to Dubuque, IA until  
 '79 then to Boston area  
 Needham). Worked with the State of  
 Massachusetts in Environmental Pro-  
 tection, overseeing Continuing Educa-  
 tion for the Board of Certification for  
 Hazardous Waste Site Cleanup Pro-  
 fessionals (LSP Board). Regularly  
 went to Hanscom AFB to assist with  
 people departing the service (job hunt-  
 ing training). Lucked into a job with  
 ABC television and stayed with them  
 for several years doing everything in

the news production except News Direc-  
 tor (camera, reporter, mechanical director  
 etc. and yes, even once did an anchor  
 chair. one night when the Boston  
 weather was so bad very few people  
 could get to the station).

Retired, again to Colorado Springs,  
 where I got rather bored with retirement,  
 and so called the local ABC affiliate  
 (KRDO, Channel 13) and worked for  
 them until 2004 as Senior Report Pro-  
 ducer. In '04 retired for what I thought  
 would be my last time. We moved to  
 Florida and into a large Retirement cen-  
 ter (Cypress Cove) where I now produce  
 two shows weekly for the in-house TV  
 channel.



Eric Von Chernitz 'Eric'  
 Wife: Kathy  
 950 Garcia St Unit 421  
 Port Isabel, Tx 78578-4201  
 Hm (956) 946-2562  
 Malden Webb  
 ADC-Retired-20years-1971 (F-102). Com-  
 mercial fisherman-- west coast 1971-88.  
 Traveled in a 5th wheel 88-91, settled by  
 Leavenworth, Wa 91-97. Wintered in FL, Az,  
 Tx to present. Purchased permanent resi-  
 dence above last fall-outdoor resorts-condo.  
 Healthy-happy-fish-plan golf-great social life.

## NO PHOTO

Wallick, Jesse  
 2311 S Pecan Vista Dr  
 Green Valley, Az 85614-1568  
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 E-mail wallickja@qmail.com



Watts, Ernest  
 12810 Greenwell Springs Rd  
 Baton Rouge, La 70814-6347  
 Marianna Goodfellow  
 Hm (225) 235-5213



Ronald B. Welnert 'Ron'  
 Wife: Ruth Jordan  
 8637 E Via De La Escuela  
 Scottsdale, Az 85258-3572  
 Hm: (480) 420-2436  
 Columbus Greenville & Williams  
 E-Mail: boldrider@hotmail.com

Was Basic IP at Willy until mission  
 change in '56. Xferred to Laughlin  
 AFB as IP until mission change  
 (Laughlin went to U-2's) in '57. Went  
 to J. Connelly as Jet IP and later F-  
 89D IP. Left USAF in Jan '58. Was  
 IP at ANG Jet Instrument School,  
 Ellington AFB, in '58 and '59. Left in  
 late '59 to go to work for West Coast  
 Airlines as DC-3 co-pilot Retired  
 34 1/2 years later from NWA (merger,  
 merger, merger, merger). Went into  
 Idaho ANG Dec '59. Retired 73. Two  
 children and three grandchildren.  
 Retired from NWA in 1994 (Captain,  
 747 & DC10). Ferried several DC-9s  
 for private operator from USA to  
 South Africa in 1995 and '96 (with  
 hand-held GPS as Nav aid). Built  
 house on the Snake River in Idaho  
 in '95; started 55-India reunion in  
 '98. Got back into riding motorcycles  
 after retirement, Rode to Deadhorse  
 (Prudhoe Bay, Alaska) twice and  
 rode MC to Ushuaia, Argentina and  
 back in 2006 and '07; rode "Ironbutt  
 1000" in 2005 (1000 miles in less  
 than 24 hours); rode "Iron butt" "48  
 Plus One" in '07 (rode touching all  
 48 contiguous states and Alaska in  
 under ten (10) days, averaging 900  
 miles per day). Ferried several DC-  
 9s for private operator from USA to  
 South Africa in 1995 and '96 (with  
 hand-held GPS as Nav aid). Built  
 house on the Snake River in Idaho  
 in '95; started 55-India reunion in  
 '98. Sold  
 Idaho house in '07, and in '08,  
 bought sail boat (40' Hallberg-  
 Rassy sloop), and now spend free  
 time (all day every day) riding MC  
 or going to British Columbia to sail  
 the inland waters of the Canadian  
 Gulf Islands and Desolation  
 Sound. Hope to sail the Pacific  
 before all the sand runs out of the  
 glass. So much to do and so little  
 time!



Wermers, Ronald  
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Berthoud, Co 80513-9441  
Malden Williams  
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E-mail rwerfers@man.com



Edward A. White 'Ed'  
Wife: Edna  
15 Whaling Ave  
Cold Spring Harbor, NY 11724  
Hm Unknown  
Malden Williams  
Assign 790th AC & W Sq. Kirsville, MO.  
June '56 915th AC & W Sq Sioux Lookout,  
Ontario. Nov '57 departed Air Force for  
Cold Spring Harbor, N. Y. Raised 3 kids—  
worked various jobs. Dec '80 tired of rat  
race near Big Apple. Moved to Dryden,  
Ontario, only 60 miles from Sioux Lookout.  
Retired Dryden Board of Education Main-  
tenance Man (18 years).



Whittington, Richard  
1924 SE Sailfish Pt Blvd  
Stuart, Fl 34996-1910  
Malden Williams  
Hm (772) 225-2439  
E-mail whitti@webtv.net



Lee W. Wigzell 'Lee'  
Wife: Isabel (Liz)  
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Hm: (972) 524-8473  
Columbus Vance  
E-Mail: tshretired@aol.com  
SIEed after T-28 phase in Multi engine  
(Vance). Primary flight training at Co-  
lumbus AFB, Miss. My instructor was  
R.L.Arendall and at my table with  
same instructor was Johnnie Duncan,  
Don Miller and Kenneth Sharrett. (This  
is my best recollection). I went to Vance  
AFB, Okla. for multi-engine training.  
The Korean War was over by then and  
since I was ex-Navy and would not have  
to serve any more time, I quit the pro-  
gram. I was in the T-28 and just before  
the B-25 phase I quit the program and  
was discharged in Nov. of 1954. I lost  
contact with everybody until your letter.  
After the Air Force, worked as surveyor  
on Geophysical crew '55-'57. '57-'60,  
Texas Western College (now  
UTEP), BS degree in Geology. 1960—  
'66, Mud Engineer Louisiana Gulf Coast  
& offshore drilling rigs. 1966-'69, Phar-  
macy School, Northeast LA Univ., BS  
Degree in Pharmacy. 1969-75, various  
retail stores in Louisiana as Staff Phar-  
macist 1975-'93, Staff Pharmacist at  
Texas Dept of Mental Health/Mental  
Retardation; State Hospital, Terrell, TX.  
1993, retired from Terrell State Hospi-  
tal. 1994-'97, part-time Pharmacist, Tex  
MH/MR, Terrell, TX Married, 1959 (still  
married). Two daughters, one grand-  
daughter (16).



Robert E. Willis 'Bob'  
Wife: Ann  
802D Wynnshire Dr  
Hickory, NC 28601  
Hm: (828) 212-0194  
Marianna Greenville  
E-Mail: willis111@charter.net  
After pilot training I stayed at Greenville  
as an instructor. Didn't last long be-  
cause I got court marshaled for  
teaching students to spin the T-33. As  
punishment, they sent me to Ellington  
to be a T-29 pilot Stayed there till it  
closed and transferred to Harlingen  
doing the same thing. From Harlingen  
went to AFIT at the University of Illinois.  
From there went to Wright Patterson  
and worked in the F-111 SPO. Volun-  
teered in 65 to go to .

Vietnam. They sent me in 66 as a  
FACFlew out of Khe Sahn, Dong Ha  
and Kontum. All strictly out country  
missions. Got 100 missions over the  
north in an O-1 and they let me come  
home early. Went back to the F-111  
SPO. Flew T-39's. Did manage to get  
checked out in the F-111. Got about  
50 hours in it. From there I went to  
Edwards and headed up the engi-  
neering performance and flying  
qualities branch. One of the engi-  
neers in the branch at the time was a  
guy named Burt Rutan who you might  
of heard of. From Edwards went back  
to Wright Patterson to be deputy  
chief engineer for the A-10 SPO.  
Transferred from that to head of the  
propulsion engineering section. Got  
passed over twice for Colonel and got  
an offer from P&W to move to sunny  
Florida so I said the heck with it and  
retired in 1977. Worked for P&W for  
19 years and retired in 1996. Wife  
of 51 years died in March 2006.  
Early in the Air Force met a couple  
also from NC and stayed friends.  
Her husband also died. We started  
seeing each other and got married in  
August 2007. Got back into flying  
and now own a light sport airplane.  
This means I don't need a medical



Leland K. Wolfe 'Lee'  
Wife: Jan  
5247 Pinnacle Pointe  
Winston, Ga 30187  
Hm: (770) 949-0683  
Columbus Greenville  
wolfe3054@yahoo.com  
Instructor Greenville, to Harlingen Tex. as  
mission Pilot,. Navigator Tng. To M.O.  
school at Chanute. Assigned to Goose  
Bay Lab. where I got to fly U6A aid U1A  
on skis and floats. Really enjoyed that  
Also flew Hu16 which I also enjoyed. Next  
to Little Rock AFB as a M.O. on B-58 and  
KC135. Back flying T-33. Transferred to  
2nd AF HQ. at Barksdale where I was a  
maint. controller in the Command Post and  
also in the Airborne Command Post  
(primary backup for Looking Glass). Back  
to cockpit with checkout and assignment  
to KC135s at Barksdale. Got off active  
duty and into an ART position as M.O.  
flying C-124s. Transferred to Wing level  
at Caswell still in 124s. When unit con-  
verted to F105D Thunderchief aircraft I  
though finally, a chance to fly fighters,  
however no such luck as they only wanted  
TAC qualified pilots. Subsequently I  
transferred to Dobbins as Wing Chief

of Maint. then DCM flying C7As. Retired from ART and Reserve positions as GM 13/ COL in 1985. Have since been involved in Contracting (mostly home modification and building) and retail auto parts. Have now truly retired and do mostly volunteer work for the church, ETC. Married to a Texan and have two grown kids. Trying to do more traveling but it seems difficult to get away from here sometimes. Health is good.



Wayne F. Wootton      Wayne'  
Wife: Doris  
217 Orchard Ct  
Columbia, MO 65203  
Hm: (573) 443-1907  
Columbus      Vance  
E-Mail: wwootton@rocketmail.ccm  
My first assignment was to Kelly AFB, 1700 ABG, MATS, flying C-54s. Our primary mission was supporting SAC reflex to Europe and North Africa with the B-47s. Three good years flying the North Atlantic. In Jan 58, 1 was assigned to the C-54 Rescue Squadron in Iceland for one year. I then went to Electrical Engineering School in 59-60 at Kansas State Univ., graduating Magna Cum Laude. Jan 61-Oct 62, the Ballistic Missile Division, AFSC, in Los Angeles, CA used my engineering skills to further the testing program for the ATLAS, TITAN, and MINUTEMAN missile systems. Then, "back-to-the-cockpit" at Kirkland APB, NM where as Chief Pilot, C-54 section, (5 C-54s and later 1 C-118), I was responsible for a multitude of functions including Aircrew training (ground, instrument, flying, and checks), flight test. of instrumented aircraft (3 C-54s were test aircraft), and VIP flight management. Reassigned to the 309 Air Commando Sqdn, Saigon, VN for the year 1966, I hauled about all there is from 105 shells to lettuce and landed or air-dropped at about every strip or hamlet in southern South VN. The aircraft was the C-123 (before jets). Christmas eve, 1966, home in Albuquerque, after hitching a C-130 ride to Japan, Alaska, Dover, San Antonio, and airline to ABQ. (I also hitched a ride to VN, but that's another story). The next two years, assigned to the Defense Atomic Support Agency, I was DASA member to the Air Force Nuclear Weapon Systems Safety Group, and did nuke-system safety studies and helped write safety regulations for weapon systems. 1968-69, was back to school at USC for a MS degree in R & D systems management. Jan 70 to mid 75 at Electronic Systems Division, AFSC, MA, offered many challenges in management of electronic systems. My major duty was as System manager for a highly mobile precision radar system (GCA). Next three years, 75-78, with AFSC IG at Andrews AFB, MD. Many stories here. Back to training, this time to ROTC commander at Univ. of Missouri, Columbia, 78-81. After the last

assignment to Warner-Robbins ALC until 1 Dec 83, where, I was the ALC Engineering Division commander, we moved back to Columbia, Mo. Since retiring, I have been active (near full-time job) with my civic club, Cosmopolitan International. This has kept me busy for the last 15 years.



Richard W. Wyatt  
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Malden      Williams  
E-Mail: rwyatt5@earthlink.net  
1955-Phase I Gunnery, T-33-Laughlin AFB, TX  
Phase II F-84E & F-Luke AFB AZ Assigned to England AFB, LA, F-84F and immediately reassigned to Kadena AFB, Okinawa-F-84G. Flew with the Headhunters from 1955-57-F-84G 1957-Myrtle Beach AFB, SC-F-100D 1959/60-B-52 transition plus all Nuke Schools, plus Survival Training (Stead AFB) enroute to Carswell APB, TX-Flying B-52F 1960-66-Carswell AFB, Tx-flew first B-52F raid into Vietnam, 18 Jun 65.-Spent 6 months on Guam flying 26 missions into Vietnam. 1966-Transitioned to Helicopters, Sheppard AFB, TX, with assignment to Minot AFB, ND. 1967-Took some heavy lumps in an H-1 F crash on the Canadian Border. Spent a year in the hospital. 1968-Returned to limited duty as Chief, Alert Management, Minot AFB. Returned to flying status after approximately 18 months. 1969-Attended US Army Flight Test Course (Helicopter)-Flew H-1B, H-1C, H-1E. 1970-Assigned to Danang AFB, Vietnam-Air Force Advisory Team # 1. Lots of excitement flying H-1H Gunships with the Vietnamese Chopper Squadrons. 1971-Assigned Hill AFB, UT.-Finished my career as Flight Instructor, Flight Examiner, and Commander, 1550th Technical Training Squadron. 1973-Retired as U. Colonel. 1974-Returned as civilian to work for the Air Force at Hill AFB, UT and Kirkland AFB NM. 1985-Retired-Retired.  
Returned to Orlando, FL 1957-Married Eleanor Paye, an Airline Stewardess. We had two children. A son, Marty (Now 35 yrs old)-A Mechanical Engineer presently under contract with Lockheed-Martin in Orlando. Still single. A daughter, Karen (Now 33 yrs old)-Has her own business and four(4) children.-My four Grandchildren, Of course. My wife, Elly, died in 1995 from Breast Cancer. I married Margaret in 1998. We are still settling into Our home after selling Her home and His home and trying to keep up with our children and thirteen(13) Grandchildren.



Peter C. Zuras      'Pete'  
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I, along with many out of Willy, went to Interceptor Controller School. After a few years as a radar controller I got into a fighter squadron which sent me to the F-86 All Weather School. The squadron folded and I went to TAC, flying their KB-50J tankers. From one engine to six in one fell swoop! Went overseas to England for a couple of years flying tankers, then that squadron folded. We flew all the tankers to Davis Monthan and I finished my overseas tour in Athens Greece as a flight Service Operations Officer. Then back to Wright Patterson as a flight test pilot in Systems Command. After four years there I got a tour in 'Nam flying RC-121's up and down the Ho Chi Minh Trail. After about 800 hours there (I managed to stay off the Wall) I returned to Andrews AFB, where it all started for me in the fall of '53, and flew bigwigs out of the Pentagon and Capitol Hill for a couple of years until I put in my 20 and retired in the DC area. I never thought I would retired in the same area where I was born and raised, but it's worked out pretty well. That in a nutshell was my 20 years of active duty. Along the way, I got married while stationed at Langley AFB, VA First child born in the UK. Second one born in Athens. We had our first "American" child at Wright Patterson. After retirement I joined the New York Life Insurance Company as an agent and got my gold watch from them in '94. I am still involved in the insurance business at the industry level and do a little flying to stay current.

# GONE BUT NOT FORGOTTEN

"May our departed classmates forever have good tailwinds. blue sides, and grease job landings." ,



Adkisson, Robert B.



Alitz, Laverne



Alper, Ziki



Archer, Frances E



Armstrong, Edwin



Armstrong. Frank A



Augustus, Michael



Ayudin, Umit



Bane, Robert



Barnes, Eldon



Barry , William



Bartley, John



Bechtold, Merle



Bell, James Jr.



Belson, Joseph



Boatman, Tom

NO  
PHOTO

Bond, Jerome



Bose, Wesley



Bostrom, Frank



Boutet, Edward

NO  
PHOTO

Breish, Harold



James R. Briley



Brooks, William



Brown, Robert



Buckley, Paul Jr.



Buckley, Richard



Cade, John



Campbell, Stanley



Cameron, Wheelock



Choquette, Clayton



Christen, John



Ciccarelli, Quinno



Clark, William



Clem, Sanford



Colburn, Earl



Colvin, Wayne



Corcoran, Charles



Corbin, Neal



Cramer, Leonard



Cuccinello, James



Dean, Scott



NO  
PHOTO  
Echenique, Francis

Devoe, Garner



Edson, Donald



Elliot, Robert



Ellwanger, Robert



Flower, Donald Jr.



Ford, Charles JR.



Foster, Lemuel



Frisch, Jerome



Gimenez, Manuel Jr.



Glasheen, Daniel



Goeltz, Francis



Goode, Thomas

NO  
PHOTO

Goss, Richard



Haff, David



Hamm, Donald



Hansen, Tage Bolt



Hart, Edward



Hartly, Roger



Hede, Robert





Heisley, Don



Hitchcock Center



Hoggatt, Charles



Jensen, Jens



Johns, Paul



Johnson, Merlyn



Kelly, Vernon



Kjos, Neil Jr.



Kirkpatrick,



Koyn, Daniel



Locke, Alexander Jr.



Loeffler, Fred Jr.



Madsen, Erik



Maxwell, Samuel



McHardy Earl



McBeth, Orrin

NO  
PHOTO

Michaels, Donald



Robert J. Miller

Miller, Robert J.



Mohrs, Paul A.



Monroe, Don



Moyer, Larry



Mueller, Don



Nelson, Stanley



Norris, Robert



Nuss, Charles

NO  
PHOTO

Orban, Richard



Orth, Donald



Parker, Dewey



Pehrsson, Robert



Peterson, Richard



Peterson, George Jr.



Philipski, Robert



Pinell, Richard



Pitstick, William



Rowcliffe, George



Saporito, Joseph



Schmidt, Charles



Schroeder, Aaron



Simpson, Richard



Sligh, Richard



Smead, Jerry



Smith, Harold



Snowden, Wendell



Stephens, Billy



Stuart, Virgil



Christian Terling



Thompson Wayne



Topcu, Mehmet



Van Heusen, George



Van Ree, Harold



Veschini, Oscar



Vesser, Samuel



Walker, William



Ward, George T

NO  
PHOTO

Weatherwax, John



Whipple, John D



Wickard, Jack



Willig, Eugene



Windom, Charles



Womble, Floyd



Wood, Larry



Zell, Kenneth



Zobrack, Marcel

# UNKNOWN

When the last registry was published in 2000 approximately 350 of the classmates could not be located. Since then about 22 have been identified as deceased. Another 40 have since been located and their addresses and photos have been included in the main section of this registry. For a list of the unknown go to the 55-I website. [Pilotclass55-I.org](http://Pilotclass55-I.org)

## Statistic

The exact number in our class will probably never be known. In the 2000 registry members were identified who started with our class but held back and graduated with another class. It also included members who washed out or remove themselves. The best numbers that can be put together are:

Active members (included in the main part of this registry) -	186
Deceased members -	124
Unknown -	278

Don't use these numbers as an absolute but just to get a feel of the class size.