



**“Ready for contact”**

VOLUME 13  
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Summer/Fall 2013



# **San Diego**

## **Here We Come!**



**Crowne Plaza Hotel,  
San Diego, CA**

***Reservation Instructions for the 2014 Reunion are on page 3.***

## From the DeFacto Editor:

Greetings from the UP where the colors are just beginning to change. It looks as if we will have a beautiful month of color this year.

The most important item is the 2014 reunion to be held in San Diego. Mike Vairo has made the arrangements and things are progressing. We urge you to make your hotel reservations as soon as possible to assist Mike in planning the rooms needed. This is the first time we have worked with a hotel in a major city and the requirements are a little more stringent as to dates, requirements and costs.

We are looking for a good turnout this year as we have about 175 former members of the squadron who live west of the Mississippi. Hopefully this location will make it a bit easier for you to attend.

If you notice the room prices are pretty good for a major city and they are good for three days prior to the reunion and three days after. This will allow you to come a little early or stay a little later at the same price.

I know that a good number of you remember Joe (Hump) Heywood, a former Nav in the squadron. He has a three new books out, "Hard Ground", a collection of short stories; "Red Jacket", the first in a new series and "Killing a Cold One", another in the Woods Cops series. Check them out, they are good reads and will bring back memories of the UP.

*John Stevens*

## In Memory

**Ernst Wilhelm Krubsack**  
12-8-12

**Rodney Hildebrand**  
10-8-11

## Crew Improvement

By Jim Evans, USAF (Retired)

Once upon a time, at a SAC base in the Far North (K I Sawyer), an aircraft commander (Blue Zoo graduate but near his D.O.S.) decided to go to the B.X. even though the beloved klaxon was out -- he needed a haircut! Since the boss was going, the foolish young copilot (R.O.T.C. and actually not-so-young) and the intrepid navi-guesser (also R.O.T.C. and he knew better, too) went along.

When the alert horn went off, so the story goes, the brave and steely-eyed boomer and crew chief took an alert truck out to the KC-135, powered her up, and made all the same radio calls everyone else was making. Wouldn't want to stand out!

By the time the A.C. and the rest of the crew arrived at the airplane, everyone else had been released and sent back to the "old legal office" Squadron Building and alert facility for tankers.

Some weeks later, on another alert response, this same crew managed to get three out of four to the bird on time -- the old navigator had locked himself in his room since this was his last alert tour ever and, if it were actually real, he didn't really want to go. The A.C. (did I mention he was USAFA?) thought briefly about turning the crew in as the "most improved." After all, it was a 300% improvement over the last time!



Rod Hildebrand and crew; Nick Arend, Dick Lee and Ben Carde

# OK, Here's your notice!

Set aside **April 3 – 5, 2014** for the next 46<sup>th</sup> Air Refueling Squadron Association Reunion.

The site will be the Crowne Plaza Hotel in San Diego, CA. Room rates are \$105 per night and the rates are good for 3 days prior and 3 days after the reunion. Plan a little extra time to enjoy the attractions and hopefully good weather of the San Diego region.

The Crowne Plaza is including in our costs: Free Internet, Free Parking, Free shuttle bus to the San Diego Zoo, Sea World, Fashion Valley (shopping) and Old Town. Complementary hospitality suite and complementary banquet room ( we need to meet a \$2000 level in food and beverages for the banquet room). You also will get a 20% discount when using the Islands restaurant.

As in our previous reunions we will have an informal get together the first and second nights and our banquet on Saturday night. Dress is always informal for our functions. We will also have our typical short business meeting on Saturday morning.

The banquet menu will be a choice of Beef, Chicken, Salmon or Vegetarian Ravioli. Tossed green salad, oven roasted potatoes, fresh seasonal vegetables, rolls/butter, coffee, tea and iced tea. Dessert will be Black Forest Cake. Cost will be \$40 per person to include tip and tax.

There are many attractions in the San Diego area: Golf at the Riverwalk Golf Club, San Diego Zoo, Sea World, Gas Lamp District, Old Town, Hotel Del Coronado, USS Midway, San Diego Air and Space Museum, Harbor Cruises and many more attractions. Some of these do give military discounts. The San Diego Hop-on, Hop-off trolley has 11 stops and the all day pass is \$39.95.

There will be a registration form in the next couple of newsletters and on the website.

Crowne Plaza Hotel, San Diego, CA

***Reservation Instructions for the 2014 Reunion, 3-5 April 2014***

Phone: 1-888-233-9527

Internet: <https://resweb.passkey.com/46thAirRefuelingSquadron>

Hotel contact: Ashley Silvas, 619-297-1101 ext 3009

# REGISTRATION FORM

## 46th Air Refueling Squadron Association Reunion

### April 3-5, 2014, San Diego, CA

#### Registration: \$25 per person or \$40 per couple

Name \_\_\_\_\_

Spouse/Guest's Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_ E-mail \_\_\_\_\_

### Room Reservations

Deadline for Reservations at the Crowne Plaza Hotel is February 1, 2014 (If blocked rooms are still available at that time).

Room reservations and charges are the responsibility of the individual and must be made through the Crowne Plaza Hotel, San Diego, CA

#### **Reservation Instructions for the 2014 Reunion,**

**3-5 April 2014**

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### Meals

Saturday evening dinner @ \$40.00 per person.

Beef \_\_\_\_\_

Chicken \_\_\_\_\_

Salmon \_\_\_\_\_

Vegetarian Ravioli \_\_\_\_\_

Meal reservations will only be accepted with payment of meal charges and registration.

### GOLF

If you are interested in playing golf during the reunion please note below:

\_\_\_\_\_

Registrations at \$25 per person or \$40 per couple \_\_\_\_\_

Dinners at \$40 per person \_\_\_\_\_

Total \_\_\_\_\_

All registrations must be accompanied by a check covering all costs.

**DEADLINE FOR ALL REGISTRATIONS IS MARCH 15, 2014.**

Checks should be made out to and mailed to:

**46th Air Refueling Squadron Association, 520 Cherry Creek Road, Marquette, MI 49855.**

## A Two Foot Snow bank

By Dick Ring

It began with a 4 ship mission to refuel 4 B-47s over the Atlantic – coasting out from the Boston Area. Our KIS was getting a steady deposit of dry snow. During preflight, 2 B-47s had cancelled. We got de-iced, then shut down and got de-iced ( at the South taxiway) before take-off. The snow fall intensified.

Colonel Kyes, our Wing Commander, accompanied by the D. O., came out to check with me about the weather. Snow, still powdery, was about 5 or 6 inches and I told Col. Kyes that the "dash-one" had the worst condition, as 5 inches of slush.

The dash-one advising that conditions would extend the T-O distance 27% over a dry runway. Conditions that night showed our take-off distance was 8600 ft. I told the Col. That even adding 2700 ft. from take off we were looking at a 10,300 ft. distance. That was a 2000 ft. "pad" plus the overrun. The decision was to "go".

Both aircraft started engines after de-icing and No 4 had an engine fire so couldn't go. Col. Kyes said that just before we took off, that he would drive down the center of the runway so we could maybe see his car tracks.

As we taxied into take-off position we could only see one runway light on each side. I tuned in the ILS. frequency before T.O. Our acceleration check 70 – 120 showed 118 knots. (We had a 3 knot tolerance.) So I said we're a go!

We couldn't see anything, but I was on the ILS center lines. I felt that we were slow accelerating so I hollered "Give me a marker". Lindsay Nelson (Boom Op) jumped up and reported "No. 3"! At that time we were 20 knots low for take-off. I pushed the throttles full forward risking a flame-out and called flaps thirty. "That lowered a planned take-off by 6 knots). As they shuttered down, green runway lights showed the end of the runway. I pulled

back on the yoke as hard as possible and almost simultaneously felt a thud.

I call "gear-up". Co-pilot Palmer Lewis said, "It didn't come up!" I said, "Try it again". Still no movement. I told him to try again and if they didn't come to use the override. This time they came up.

We were not increasing our speed and couldn't lower our nose to gain speed – thanks to the pine tree forest. I told Palmer to "squeeze" the flaps to 20°. Our speed increased slightly and we gained a little altitude so we squeezed the flaps up.

As we passed abeam Marquette we had 400 ft. of altitude so we increased our speed by leveling and thanked God for the flat surface of Lake Superior.

We were about 60 miles out from Boston when the SAC Command Post called to inform us the B-47s returned to Africa.

We found out after landing back at KIS that Col. Kyes called crash on the runway as we passed at the end of the runway. In reporting to the factory, they recomputed the T-O data and determined that we were at terminal air-speed and would never have been able to go any faster. George Batte' called some reassuring words keeping us informed on altitude and distance away from that 2100 ft. hill east of us.

Our Crew was young, but I would not have traded them for anybody.

AC - Capt. Dick Ring

CP - 2<sup>nd</sup> Lt. Palmer Lewis

Nav. - 2<sup>nd</sup> Lt. George Batte

B.O. - Amn. Lindsey Nelson

## 46th ARS Commanders

Donald A. Broaddus**	Martin D. Klana	Ronald B. Childers
Winfred H. Meibohm	Frank Elliott**	Dale R. Liesch
C. Hunter Smith**	Alvin W. Langford	William G. Manire
Laurence Maher, Jr**	Donald D.	Richard W. Salsbury
Ronald L. Brumbaugh**	Luenenberg**	William E. Rutter
Wilson W. Howard**	Richard E. Ring	Brian W. Horst
Samuel E. Dyke**	Donald S. Croston	Russell Deming
Bertram G. Brunner**	Richard L. Trail	James Nakauchi
Edward G. Palm**	Robert L. Hohman	** Deceased

## 307th ARS Commanders

John Horesek	Lynn Guenther
John Irwin	Raymond Amtmann

## K.I. Heritage Air Museum

[www.kishmuseum.org](http://www.kishmuseum.org)

Mailing Address:

KISHAM, 500 S. 3rd St., Marquette, MI 49855

## 46th ARS Boom Section NCOICs

Dale O Rossnet	Edward Christopherson
Florian Spiczka**	Duwayne Benson
Ed Caldwell**	Richard Stephens
Ken Courtright	Carl Criscillis
Bob Labo	Craig Blessing
Steve Lonergan**	Dave McNeil**
Scott Harris	Kermit Gunther
Brad Arnsparger	Jim Hank

We need more names here. If you were a Boom Section NCOIC or know of one we do not have on the list please send the info to: [46thars@sbcglobal.net](mailto:46thars@sbcglobal.net)

## 46th ARS Website

<http://46thars.tripod.com/index.html>

e-mail addresses

[46thars@sbcglobal.net](mailto:46thars@sbcglobal.net)

[46thars@gmail.com](mailto:46thars@gmail.com)



[46thars@sbcglobal.net](mailto:46thars@sbcglobal.net)

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46th Air Refueling Squadron Association