

# THUNDER ROLLS



Fall 2005  
Volume 11

## Air Force Honors Gen Creech

NELLIS AIR FORCE BASE, Nev. (AFPN) –Nearby Indian Springs Air Force Auxiliary Air Field officially changed its name to Creech Air Force Base on June 20 in honor of Gen Wilbur L. “Bill” Creech.

As the commander of Tactical Air Command from 1978 to 1984, General Creech shaped the Air Force of today with a call for new weapons and tactics. He revolutionized the Air Force by espousing a philosophy of decentralized authority and responsibility.

“The one thing that General Creech taught us all was excellence,” said Gen John P. Jumper, Air Force chief of staff. “He taught us excellence and pride in not only the way we fight, which he is most famous for, but in the way our Air Force bases look and the way we measure things to make the Air Force better.”

A hero of the Korean and Vietnam wars, General Creech relied on his own experiences to transform the way the Air Force conducts warfare today. For example, General Jumper said, he understood the power of concepts such as jamming and electronic warfare, and he knew the future of being able to operate and dominate the sky at night.

“When we (launched) Operation Desert Storm in 1991, it was our ability to own the night that quickly turned the tide in our favor,” General Jumper said.

General Creech also embraced the idea of precision-guided weapons, and his devotion helped the Air Force develop such capabilities and combat effectiveness, officials said.

After a 36-year career that began as a private in the Army and ended as one of the most influential generals in Air Force history, General Creech retired in 1984. He lived with his wife, Caroline, in Las Vegas until he died Aug. 26, 2003.

The airfield that now bears General Creech’s name was originally built by the Army in the early 1940s to support the war effort during World War II.

Along with being the aerial demonstration training site for the Thunderbirds, the base plays a major role in the ongoing war on terrorism. The base is home to the MQ-1 Predator unmanned aerial vehicle which flies daily in Afghanistan and Iraq. The base is also home to the Unmanned Aerial Vehicle Battlelab, whose mission is to work with the warfighter and identify problems that can be solved using innovative UAV solutions.

Detachment 2 of the 98th Range Wing Operations Group is also stationed at the base and is responsible for management and oversight of the base as well as the 1.1 million acres of the Nevada Test and Training Range’s southern ranges, officials said.

“Everything that is represented here at this base is better than it was, and when you come back, it will always be better than it is today,” General Jumper said. “That’s all General Creech ever asked for.”

Photo by  
Larry Crespo,  
Nellis AFB, Nev.



Art by  
David Lobenberg,  
[www.Thunderbirds50.com](http://www.Thunderbirds50.com)

# Honorary Crew Chief Dottie Goffstein Remembered

Dottie Goffstein – how do you begin to describe her loyalty, friendship and dedication to the many personnel and to the mission of the USAF Thunderbirds? After all, the Thunderbirds can lay claim to hundreds, even thousands, of influential supporters throughout the many years of their existence. What sets her apart from the others? I can think of many things but will comment on just a few that I consider significant.

First, a little background. Dottie was a resident of Las Vegas for the past 53 years. In 1952, while working as a dancer at the Flamingo, she met casino Vice President Benny Goffstein, and they were married sometime after that. They went on to build the Four Queens Hotel and Casino in 1966, named after their four daughters, Michele, Benita, Faith and Hope.

Their contributions to Las Vegas society are legend. Dottie and Benny, who died of cancer in 1967, were among the leaders of the Las Vegas social scene for many years. Their philanthropy was also legend. Together they helped raise tens of thousands of dollars for local charities. Over the years Dottie worked with the American Cancer Society, the Nathan Adelson Hospice, the Ronald McDonald House and the Cystic Fibrosis Foundation. Benny and Dottie's circle of close friends included CEOs of large companies, all the casino senior executives and a significant number of big name Hollywood executives and actors.

With all that, Benny and Dottie still had time for the Thunderbirds and always treated the team with honor and respect. Their friends were our friends and vice versa. For their many contributions to the Thunderbirds, especially the enlisted members, Benny Goffstein was named the first Honorary Crew Chief in 1953 when the team moved to Nellis. One of the many things he did was to donate an expensive wristwatch to the Fitzgerald Award winner each year.

After his death in 1967, Dottie saw to it that the tradition continued in his name every year.

Vicki and I met Benny and Dottie in 1966, our first year on the team. We were totally impressed with the fact that the Goffsteins would frequently and unselfishly take time from their busy schedule to entertain all the team members. Dottie continued to entertain us



in her home, on her boat, in her motor home and in the hotel. And when I say entertain, I mean entertain. At every venue she provided enough beverages to float a battleship and enough food to sink one. She did this many times throughout the year, every year. Bob Bingham (Jet Engine Specialist, 1965-67) ensured the house, the boat(s) and the motor home were always in top working order. Bob has been Dottie's companion and right-hand man for the past 35 years. Dottie attended every Thunderbird reunion from the early 1960s. She became a close friend

to several of the wives and continued her friendship with them and their families long after they had left the team.

Because Dottie was not bashful about telling it like it was, as many of us found out, you always knew what she meant and where she stood. But she did it with class and style and always with concern for our morale and well-being. Dottie herself was named an Honorary Crew Chief in 1976. The entire time we knew her, Dottie's support of the Thunderbirds never wavered, and she felt comfortable and honored by all our friendships. Suffice it to say, she enthusiastically supported the active team, the alumni and our families and was considered a member of the Thunderbird family by all. Her home was always open to us until the end. Dottie died July 18, 2005, of cancer. She was 81. Her presence will be sorely missed, but her memory is eternal.

– Chris Patterakis (Left Wing, 1966-67; Commander/Leader, 1975-76)

## Remember the Reunion!

Has it been two years already? It sure has, and the good news about how fast time flies is the fact that this is reunion year for our Thunderbirds Alumni Association and another opportunity to create even more lifetime memories. Please put it on your calendar right now, Nov. 17-19, and check out our web site at [www.tbaareunion.com](http://www.tbaareunion.com).

We will be celebrating the team's 50th year at Nellis and the highlight of this year's reunion is going to be the Homecoming Hangar Reception hosted by the team on Thursday afternoon. If you missed this event in 2003, you certainly won't want to miss this one. What great memories come flooding back as we all gather in the hangar again to relive those special days when we wore the patch. It is also very gratifying to get to know the members of the current team and see firsthand how well they are upholding the Thunderbirds' proud traditions. You will be very proud of what you see.

We also plan golf at Nellis for Thursday, the airshow and Officers/NCO Calls on Friday, and our business meeting and banquet on Saturday. We've saved lots of time for individual team events and encourage you to get with your teammates and plan special get-togethers during the weekend. Friday night is set aside just for this purpose.

It's not too early to make your hotel reservations, and we have arranged for a special rate. Just call the Las Vegas Hilton at (888) 732-7317 and tell them you are part of the Thunderbirds Reunion. We hope to see you there. It's going to be great fun.

Dan Cherry, Chairman  
(Commander/Leader, 1977-78)



# From Boss Mike Chandler



As we embark upon the second half of our season, the team has three issues that will be of particular interest to you, as Alumni. We flew our 1,500th demonstration in the F-16; we've begun an extensive renovation project in the hangar; and we've selected our commander/leader and demonstration pilots for the 2006 season.

Performing for our 1,500th time, we put six beautiful F-16 Fighting Falcons in the air on Sunday, July 10, in Pittsburgh and flew a solid high show. This impressive milestone further demonstrates the great legacy and tradition of the team. We are confident you share our pride in this legacy and tradition.

We have also begun Phase I of our hangar renovation project. The "perch" is currently under construction, and we expect it to be completed in time for a grand opening ceremony during this year's reunion. These renovations will transform the perch into a first-class facility that will make every Thunderbird proud.

To make this a success, we will need your support. You as Alumni can contribute to, and be recognized on, a distinguished marble wall built right into the perch. The three categories of contributions will be Silver (\$100-\$499), Gold (\$500-\$999) and Platinum (\$1,000 and above). Look for an e-mail from me personally explaining all aspects of the hangar renovation project and how you can be a part of this prestigious venture.

Last and certainly not least, the 2006 commander/leader and demonstration pilots have been selected. Leading the team as Thunderbird #1 will be Lt Col Kevin Robbins, currently assigned here at Nellis in the Weapons School. Flying on the right wing will be Capt Nicole Malachowski, currently assigned to the 494th Fighter

Squadron, RAF Lakenheath, England. Captain Malachowski will turn a new page in history as the first female demonstration pilot on a U.S. military jet team. Next year's opposing solo will be Capt Ed Casey, currently assigned to the 56th Training Squadron, Luke Air Force Base, Ariz. The new advance pilot/narrator will be Capt Tad Clark, currently assigned to the 52nd Operations Support Squadron, Spangdahlem Air Base, Germany. We know these newly selected O's will carry on the proud tradition of those that have worn the patch. The announcement of the selection of the support officers will soon be released.

As we continue the 2005 season, we hope to see you in our travels and at the reunion in November. "Smoke on, ready now . . ."

– Lt Col Mike Chandler



The Thunderbird officers pose for a photo after the demonstration team flew its 1,500th show in the F-16 on July 10 in Pittsburgh, Pa.

## Jumpin' Jack Brown Flash

Jack Brown was head of Materiel Control (Supply) 1975 through 1977, served as assistant crew chief on Captain Newton's #4 slot plane 1976 and 1977, plus had a full-time job being my boss. A significant problem was the shortage of parts. Jack reasoned that to solve the problem, TAC needed a liaison at Robins AFB, Ga. While writing the justification for this position, he realized it would be an interesting job, so he applied for the position he created. After a short interview with himself and with a résumé that was quite extensive, he landed the job.

From there he went to Turkey, Maxwell AFB and then on to Gunter AFB. Because his assignment at Gunter demanded stock fund knowledge and he didn't have that knowledge, he finagled yet another assignment – one of excitement beyond description: the Stock Fund School at Lowry AFB.

It was at Lowry he realized the Air Force procedures for handling stock supply funds were out of date. It took him three years to hammer out new procedures, which resulted in Defense Management Review Decision (DMRD) 904 being implemented. That led to changes in AFM 67-1 (now AFM 23-110) in 1992. As a result of Jack's success, the Assistant Secretary of the Air Force presented him the DOD Superior Management Award. Jack learned more from me than I thought.

After 26 years he hung up the blue and entered civilian life with Harris Data Services as a Task Leader with 10 employees. Six months

later he became the program manager for all financial accounting and budget systems at Harris. Still with me?

In 1999 he joined ANSTEC in Dayton, close to the System Program Offices where he had people working with the B-2, F-16, F117 engine and cruise missiles. Keane Federal Systems purchased ANSTEC in 2000. Evidently they saw something in him. A year later, Jack and his people landed a \$127 million contract. It was a high point in his life because the contract was for Keane to modernize the very same system that Jack had worked to make better through his entire Air Force career. Jack now works on another bid to modernize the entire Air Force logistics process. If successful, it will be a \$1.3 billion contract. Way to go, Jack!

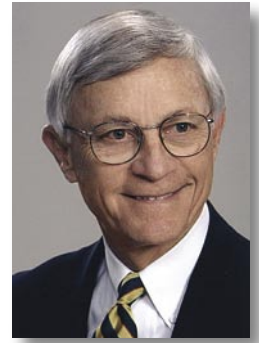
Of his professional life, Jack says, "Over the years, there have been many changes in my life. Through it all, I have stayed active in Thunderbird activities and look forward to the reunions and cruises. I have been blessed with many friends from my time on the team and count those experiences as the impetus for my successful career, both in the Air Force and in private industry. I have always done what I love most and that is trying to make the Air Force better for those who will follow me."

Now if he could just hold down a job.

– Dee Pfeiffer (Materiel Control, 1975-77)

## From the Chairman

The patch. Why is it so special?



Have you ever wondered why our beloved Thunderbirds patch means so much to all of us? Is it because of the unique design that has stood the test of time for over 50 years? Or maybe it's the red, white and blue colors that strike a patriotic note in all who see it. Or maybe it's the fact that so many people have coveted it and so few have had the privilege to wear it that makes it special. All of these things probably play a part, but when you get right down to it, it's the people who are and have worn it that make the patch special, and in turn, the patch itself gives all of us who have had that honor a common thread and a clear connection to multiple generations of Thunderbirds.

Wearing of the patch, of course, is restricted to the members of the current team, and that's the way it should be. They wear it every day, proudly displaying it and their skills to the public and, because of that, our patch has become synonymous with excellence, dedication and precision. When we finished our tours and were presented with our one patch on a plaque for display, I think most of us then started to realize just how much that one symbol meant to us.

As Thunderbirds alumni, we have our own patch, and we need to wear and display it and our pins with the same pride that we felt when we were the current team. By doing so, we, in a small but extremely important way, support and help perpetuate and institutionalize the Thunderbirds squadron, its principles and the camaraderie we enjoy as members of the TBAA.

If you have lost your pin or would like the digital artwork to create items of clothing for yourself and your teammates, please contact the TBAA office. Let's show our flag whenever we can. It will make us stronger as an organization and reinforce the special bond between us.

Take good care of yourselves. See you at Reunion, November 17-19.

Sincerely,

Dan Cherry, Chairman  
(Commander/Leader, 1977-78)



Deborah's official "hero shot."

time which "went by fast." She started her career at Clark AFB, the Philippines, and concluded in Spangdahlem, Germany, with many interesting posts in between. The Air Force sent TSgt Lyons and her daughter, Natasha, to many fantastic locales, the kind of which Deborah says, "many people only get to read about."

## Deborah K. Lyons, TBAA Board Secretary

TSgt Deborah Lyons has served as a board member since November 2003 and recommends the experience to other association members. She was voted to the secretary position last year.

TSgt Lyons reflects on her twenty year Air Force career, a span of



One of Deborah's days working QA on the flight line.

During Deborah's time on the Thunderbird team, she held several positions starting as support (COSO), then as the #7 crew chief during the 1993-94 show season. By June 1996, she had advanced to become the technical order distribution officer (TODO), quality assurance. Her most memorable moment during her time on the team was the day Boss Dan Darnell "patched" her, a moment which Deborah describes as "incredibly intense." She adds that the friendships she made on the team are a lasting treasure.

TSgt Lyons lives in Phoenix, Ariz., and works as a supervisor, Information Management and Technology, for the Peoria Unified school district. She also serves as an adjunct faculty member at a local community college teaching online courses.

– Debby Baer-Becker (Public Affairs, 1981-83)



Deborah is looking ready for her incentive flight from Goodfellow, Texas, with Major Roberson flying the #2 position.

# Thunderbirds in Wolves' Clothing

While an assignment as a Thunderbird is an indication of exceptional past performance, it is also a harbinger of expected success to come. The most obvious and visible evidence is displayed at the hangar where 32 photos of every Thunderbird to achieve the rank of general officer are proudly displayed on the wall. From brigadier to four-star general, the Thunderbirds have been led, and blessed, with some of the service's top leaders, contributing not only to their team's success, but also to the overall success and development of the Air Force.

Not always obvious are the similarities in follow-on assignments that both benefit from the Thunderbird "influence" and enhance the command experience for future decision making. A quick survey recently revealed a strong pattern that found no less than six former Thunderbirds leading an entirely different animal of prey – the wolf – as commanders of the 8th Tactical Fighter Wing, Wolf Pack!

This fact is all the more remarkable given that a Thunderbird has served as the "alpha male" for the Wolf Pack in every decade since the sixties and includes one of the original Thunderbirds team members, Lt Gen Charles "Buck" Pattillo, USAF (Ret.) (Left Wing, 1953-54). Four commander/leaders and two left-wingers have left their indelible marks on the "Birds" and the "Pack."

Curious about what experiences from their Thunderbirds tenure had the most impact on their tour with the Wolf Pack and, likewise, what unique or significant experiences as "leaders of the Pack" helped prepare them for their future leadership roles, we checked in with some of these "Birds of a feather" for their recollections and impressions. Not surprisingly, we found some consistent themes.

Gen Buck Pattillo, who flew left wing for the very first Thunderbirds, readily cited the "flying experience" and the "closeness of the unit" as special memories of his tour. No faint praise, by any means, from this former Skyblazer!

Similarly, Col Brian Bishop (Commander/Leader, 1998-99), the latest Thunderbird to take the lead of the 8th TFW, recalls that "probably the greatest remembrance is just being able to work with the people – the people are what make the assignment."

"The most common thread," said Brig Gen Dan Cherry, USAF (Ret.) (Commander/Leader, 1977-78), "was the level of dedication on the Thunderbirds and a similar level in the Wolf Pack. And, not just in the flying, but the entire wing was aware of and committed to the mission."

When it came to experiences with the Wolf Pack, the similarities persisted.

Long traditions of excellence and the desire to be the best are characteristics of both units that make leading such organizations easier, according to those contacted. On the flip side, the special nature of the missions and the reliance on other members of the unit for support when away from home are leadership challenges faced by commanders in each assignment.



Already possessing wing commander experience when he arrived, General Pattillo, who commanded the Wolf Pack from 1968-69 during its stint at Ubon Royal Thai Air Base, remembered the "professional dedication of the entire 8th TFW team" and the "many types of missions" given to the wing, including the AC-130 gunships, MIGCAP, night fighters and others.

While challenging assignments in remote locations often supply their own motivation, it's important for commanders to keep an eye on the impact these conditions can have on those far from home and look for opportunities to break the routine. General Cherry, recalling two such opportunities, demonstrated they could be simple, spur-of-the-

moment responses like the Christmas Eve he rounded up an old "blue goose" to deliver donuts and hot coffee to everyone on duty during a picture-perfect snowfall. Or they may require more planning as when he asked country singing star and USO performer Dottie West to



be the featured guest at the wing's dining-in. She sang, she went to the "grog bowl" and, as Cherry reflected, "brought a little bit of home" to everyone there.

For Colonel Bishop, it's déjà vu all over again as he returns to the site of his first F-16 assignment 16 years earlier. Looking for the familiar as well as those things that have changed, he is ever mindful of the seriousness and the "clarity of the mission" before him. Like his time as Thunderbird Lead, he counts on that shared sense of mission to bind together and focus the energies of the Wolf Pack team.

These aren't the only Thunderbirds who have been members of the Wolf Pack during their Air Force careers, just the ones who led from the front – for dedicated professionals will always seek and find each other to accomplish the most demanding missions, regardless of their stripes, spots, fur or feathers!

Through it all, one thing is certain. Once a Thunderbird, Always a Thunderbird!

## From Thunderbirds to Wolf Pack

Thunderbirds	Position	Year	Wolf Pack/CC
Charles Pattillo	Left Wing	1953-54	1968-69
Thomas Swalm	Cdr/Ldr	1970-72	1977-78
Nels Running	Left Wing	1972-73	1985-86
Daniel Cherry	Cdr/Ldr	1977-78	1984-85
Stephen Trent	Cdr/Ldr	1988-89	1993-94
Brian Bishop	Cdr/Ldr	1998-99	2005-06

– Jim Benson (Public Affairs Officer, 1986-88)





## **Thunder Rolls Interviews**

# **Air Force Chief of Staff and Honorary Thunderbird Gen John P. Jumper**

**TR:** Why did you become a fighter pilot?

**Gen Jumper:** Well, my Dad. I watched him do it his whole career. He was in for 28 years. I grew up with the famous people in the Air Force around my house—Chuck Yeager and Robin Olds were my Dad’s buddies. He hung around

with that crowd through the Korean War, and, when I lived at Langley, I was there on Egan Avenue with the Mercury 7 astronauts on the same street. It was just sort of in the blood. It never occurred to me to do anything else.

**TR:** Do you remember the first time you saw the Thunderbirds?

**Gen Jumper:** I think it was when I was about 12 years old at Eglin AFB. My Dad was there on the F-106 project test team.

**TR:** Did you get any special impression?

**Gen Jumper:** Typical twelve-year old – it was way cool, and everyone was walking around in their flying suits and their helmets – very impressive. There at Eglin, they were testing B-36s; they were testing the weapons. Even as a kid, I got to go out to the range and watch some of these things happen. So, it was all very impressive.

**TR:** How about your first visit to a Thunderbirds hangar?

**Gen Jumper:** That would have been much later on when I went to Nellis to be a weapons instructor in the Fighter Weapons School. The 414th Fighter Weapons Squadron was right next door to the Thunderbird hangar. We actually shared the personal equipment section with the Thunderbirds. So we went over there to suit up before we flew. We had one former Thunderbird member there in the weapons school with us. There was a pretty close association back in those days because we were sort of next-door neighbors and got to mingle with those guys when they were in town – almost on a daily basis.

**TR:** How about your first flight with the team?

**Gen Jumper:** That would have come when I was the wing commander there, and I actually flew several missions in the backseat with General Weida, then Captain Weida, who was the slot pilot. They were looking at new maneuvers. As part of the training cycle I would fly with them to keep an eye on what was going on. I had hired most of those people as the wing commander, so I had an interest in how they were doing. I think I flew with Jeff Remington a couple of times when he was a solo guy.

**TR:** Speaking of General Creech – when did you first meet him?

**Gen Jumper:** When I was in USAFE in about 1972. He was the DO of USAFE and he came to RAF Bentwaters, where I was, in stan eval. And our wing had not done well on several ORIs and there was a major

attention being put on the leadership of the wing. As a matter of fact, it was result of his visit that, as a young captain there, I got elevated directly to the Chief of Stan Eval. And then I didn’t really see him again until I interviewed to be his executive officer, and that was in 1983 when I was a squadron commander in the 474th Wing there at Nellis.

**TR:** What kind of effect or how much impact did General Creech have not only on your career, but your life as well?

**Gen Jumper:** Well, of course you know Gen Creech had some very strong guiding principles that he taught us all. He created these seminars and classes to get penetration down into the organization. And, of course, his main theme was the importance of maintaining aircraft and reorganizing Tactical Air Command to put emphasis on the aircraft maintenance. He came up with a time-tested set of rules and principles with regard to putting quality in your organization, and about ownership, and about leadership, and about leading change. He later on wrote a book about it after he retired. So I got to see all of that firsthand as in his role as a magnificent teacher, he was able to promulgate that throughout his organization. And, of course, it had a profound effect on all of us. It just became a part of what many of us who are senior guys today came to believe. It was the way he conducted himself – his personal discipline – his personal integrity was always unmatched, and it had an effect on all of us.

**TR:** Do you have any special feelings, remembrances of Nellis, the 57th and the Thunderbirds?

**Gen Jumper:** General Creech paid an extraordinary amount of attention to the details of the Thunderbirds, especially after the tragic accident in January of 1982. He sat in and watched in some considerable detail every single practice and every single show, and I sat with him through most of that. So, I do remember at one point I had the complete Thunderbird narration memorized. Not because I tried to, but because of repetition. I could stand and recite the whole narration. We spent a whole lot of time writing that Thunderbird manual. Again, Joe Ralston is the guy who was with General Creech when they started that effort. But he continued to refine it. Somewhere in my materials, I have the original yellow pages, legal pads, stacks of them where General Creech actually penned the first Thunderbird manual that was in the detail that it exists in today with his own hand. And then we went through the development of the music and the narration and all of the things that went along with it that were all involved in some detail and sometimes with considerable pain to get it right. So, yes, I have many detailed memories of the Thunderbirds. When I went on to be the Wing Commander at Nellis, the process of reviewing the tapes was still very much with us and even later as I was the ACC Commander, I remember sitting there watching the tapes and looking for the cues that the master had taught me were things to watch for – so, lots of memories along the road – many wonderful people that I got to meet going through the Thunderbirds over time. I attended many of the reunions – spoke at a couple of them. A magnificent group of people and great representatives of our U.S. Air Force, and they will continue to be.

**Editor’s Note: General Jumper retired Sept. 2 after more than 39 years of active duty.**

## Gone But Not Forgotten

### Capt Roy Marlin "Butch" Voris, U.S. Navy (Ret.)

(1919-2005)

Roy Marlin "Butch" Voris, creator of the famed Navy Blue Angels air demonstration team and a World War II flying ace from the Pacific War, died Aug. 9 at his home in Monterey, Calif.

### Col William S. Gordon, USAF (Ret.)

(Narrator/Solo, *Skyblazers* 1958-60)

Deceased July 8, 2005

Widow: Mrs. Marcy Gordon

## Benchstock

### Assignments

Good news from the Chief of the Air Force Reserve.

Maj Gen Dave Robinson (Left Wing/Slot, 1987-88) has a new assignment as the Mobilization Assistant to the Deputy Chief of Staff, Air and Space Operations, the Pentagon.

Brig Gen (sel.) Dave Commons (Right Wing, 1985-86) will be the Mobilization Assistant to the Director of Aerospace Operations, Headquarters Air Combat Command, Langley AFB, Va.

Col Lance Undhjem (Slot, 1986-87) is assigned to be the Mobilization Assistant to the Commander, Air Force Command, Control, Intelligence, Surveillance and Reconnaissance Center, Langley AFB, Va.

### In Other Assignments

TSgt Kevin Gruenwald (Photographer, 1997-2001) was selected for, and is currently serving, a six-month temporary duty assignment as the official photographer for Secretary of Defense Donald Rumsfeld. He was also recently selected for promotion to master sergeant.

Maj Jack Miller (PAO, 1998-99) has reported for duty at Langley Air Force Base, Va., as the chief of public affairs for the 1st Fighter Wing.

Lt Col Eric Schmaible (PAO, 1992-94) is director of public affairs for the Space and Missile Center, Los Angeles Air Force Base, Calif.

### Note

For alums who haven't joined TBAA yet, for \$30 this year you can catch up. Just pay \$30 and be active. Send the money to the TBAA headquarters at the address in the newsletter.

### Separations

Capt Steven W. Rolenc (Public Affairs Officer, 2003-2005) is getting ready to separate from the Air Force.

To Those I Served With,

As most of you know, I am separating from active duty Sept. 15. I just wanted to say thanks to each and every one of you. It's been an amazing 12 years (counting since 28 Jun 03 when I walked up the "Bring Me Men Ramp"), and I truly enjoyed serving with all of you. I've been blessed with some awesome opportunities, especially meeting Annie. However, it's time for Annie and me to move on. We're focused on settling down and starting a family. Annie and I will always hold a special place in our heart for the Air Force (I may even take an ALO position). We're looking at moving to either Texas or Oklahoma. I'll let you all know where we finally decide to settle down. However, in the meantime please keep in touch at [stevenrolenc@cox.net](mailto:stevenrolenc@cox.net) or my cell (702) 813-9992. If there is anything I can ever do, don't hesitate to call. The next time I see you, the first beer's on me!

Godspeed,  
Steve

## Interested in Serving on TBAA Board of Directors?

If you have a few hours a month to devote to doing something very constructive for the team and the alumni association, please contact Jim Latham, day (817) 777-4700, evening (817) 419-3396, cell (817) 368-2884.

## Thunder Rolls

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The USAF Thunderbirds Alumni Association publishes *Thunder Rolls*.

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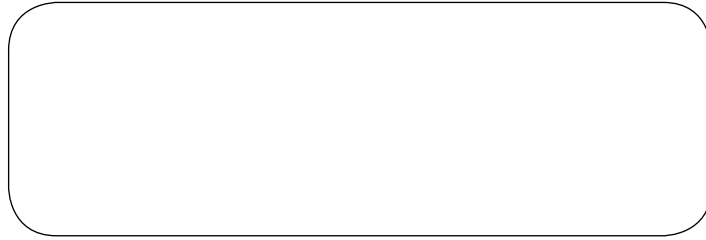
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# THUNDERBIRDS

THE USAF THUNDERBIRDS ALUMNI ASSOCIATION NEWSLETTER



New Thunderbirds – Commander/Leader Joe Moore signs for new F-4 Phantoms to begin the 1969 Thunderbird demonstration schedule. (U.S. Air Force photo)