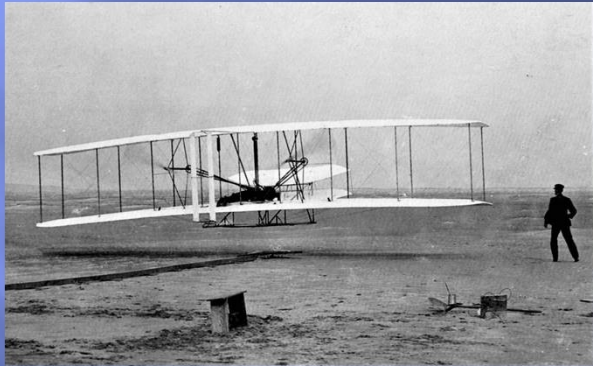


FLYBOYS



Sam Bolen – Bill Pedeaux
Phil Kessling – Humberto Brocato

A second lieutenant goes into a bar . . .

Usually you'd expect the punch line to come next, but not in Sam Bolen's case. A recently commissioned Air Force officer, Bolen was finishing Navigation School at Mather Air Force Base in California. He and his classmates had completed taking sightings with their sextants and headed to the Officer's Club.

Walking up to the bar, he noticed a familiar face – his former high school English teacher and Holy Cross Brother, Christian Rogers. Except Rogers was no longer a brother: he was now a Captain in the Air Force and a B-52 Aircraft Commander.

"That would have been 1976," Bolen recalls. "I think the reaction from both of us was 'What are you doing here?' We spent some time talking and drinking."

The next day there was a static aircraft display for yet to be assigned officers to decide the type of aircraft to place on their 'Dream List' on which they'd like to serve.

"Chris's B-52 was on display and he gave my wife Julie and I a tour of it," he continued.

An Air Force career was not on Bolen's radar when he started college at Louisiana Tech. The Vietnam War was still raging and draft lottery numbers were pulled every year. Bolen's number was 5.



Mather AFB, 1976: just after receiving his wings with wife Julie and daughter Jennifer.

"The Air Force had an ROTC program at Louisiana Tech so I joined it thereby getting a deferral until graduation," he said. "I found that the more involved I got with the ROTC, the more I liked it and decided to make a career of it. I was commissioned in 1975 on the day I graduated."



Guam, 1980-83: Sam and son Robert

He turned it into a 47 year career: 23 on active duty, 12 as a contractor, and 12 as a civil service employee.

Due to the military personnel drawdown as a result of the end of the Vietnam War, he wasn't called to active duty for about 8 months after he graduated. He reported to Navigator school at Mathers AFB. From Mather he was assigned to KC135 tankers, eventually flying on five different models.

"Navigators in the late 70s used dead reckoning, sun and star sightings using a periscopic sextant, LORAN (long range aid to navigation), temperature and wind charts to determine where you are," he explains. "It was real interesting back then. Now they use GPS and Inertial navigation systems."

He flew refueling missions to the South Pole to top-off the planes they referred to as "air sniffers" and flew to the North Pole on a military exercise.

While stationed at Grissom AFB, Bolen was a navigator aboard an Airborne Command and Control Link EC135 whose mission is to provide an airborne relay from Washington to bases should communications go down.

He was assigned to Anderson AFB in Guam for 3 years with the Pacific Tanker Task Force as an operations officer and later as Protocol Officer and Aide-de-Camp to the Division Commander, a two-star general. His duties took him to Korea, Australia, Japan, and the Philippines.

"I gained experience and insight as the Aide-de-Camp to the general by travelling, attending senior leader conferences, meetings and interactions with heads of state and military leaders in other countries," he continued.



When he rotated back to the states in 1986 he attended *Barksdale AFB, 1993: in the 71st* the Air Command and Staff College at Maxwell AFB in *Commanders office in Hanger 10*

Montgomery, Alabama. The following year saw him at Offutt AFB, Strategic Air Command Headquarters, where he was Operations Director for the Joint Special Operations. In addition to the tankers and bombers, he worked closely with Air Force Special Operations Command aircraft, such as MC-130 Combat Talons, helos, and Special Operations Low Level II C-141s. He was lead planer of air refueling for the Panama invasion during *Operation Just Cause*. He was responsible for the 105 airborne tankers used during the operation with 95 airborne at the time of the strike.

In 1991 he became the Chief Training Officer of KC-135 crews at Barksdale AFB. It was also during this time period that he went to Somalia on the command staff of the 1st Marine Expeditionary Force during *Operation Restore Hope*.



Barksdale Base Ops, 1993: The entire 71st Air Refueling Squadron in front of KC-135 tail # 58 – 0054. Bolen is in the center of photo

By 1993 he was commander of the 71st Air Refueling Squadron, shutting the squadron down a year later as the Air Force realigned the disposition of the air tankers. In 1994 he was reassigned to Air University at Maxwell AFB, AL. In 1995, he was named the Director of Operations, Air Force Wargaming Institute at Air University. In that role he was in charge of professional continuing educational program for Air Force officers. Coincidentally, the Wright Brothers opened the world's first flying school on the site where Maxwell is located.

“During my last year of active duty, I helped develop war games for the Air Force,” he says. “I continued doing the same type of work as a civilian.”

Three years later Bolen retired from the Air Force as a Lt. Colonel, continuing at Maxwell AFB's Air University as a civilian contractor with Northrup Grumman for 12 years and as a civil service employee for another 12 years.

One of his duties was to run combined-arms wargames involving not only the different branches of service, but also US allies such as the British, German, Australian, French, Japanese, and Dutch. He even conducted a 2 week long war game at the Canadian Armed Forces College.

"We set up objectives and goals for the wargames - which may be classified or non-classified - of what outcome you wanted to achieve," Bolen explains. "All of the action strictly occurs within of the confines of a 56,000 square foot, 2-story facility on a dedicated computer network. There are a lot of participants - up to 500 - sitting around talking about options crossing all different fields of military and diplomatic expertise."



Easter, 2023: Left to right - son Robert with his wife Allison and daughter Ingrid. Sam and Julie, daughter Jennifer (Rogers) grandson Harrison, Brian Rogers, grandson Samuel and granddaughter Frances Ann

"This is a teaching moment for all the players involved. Participants have gone through War College and active duty and employ their experience to achieve best results without endangering troops," he continues. "Having international partners bring our allies into the picture and fosters cooperation. We also worked in the ground and naval end of it. However, no wargame can give a final result or predict the outcome of a possible conflict, only give some of the possibilities."

He spent his last 10 years there working with the Air Force Space Command helping develop education and wargames to explore space requirements for the future. Additionally, as Unites States Space Force became a reality, Bolen helped develop wargames conducted at Air University.

Reflecting on his career he states "It was extremely interesting, demanding, and rewarding. I was able to do all of this because of the great people in the Air Force who supported me in my career and my duties. But by far the greatest support is from my family, especially Julie who has been with me for 51 years."

The Bolens daughter Jennifer is Director of Development for The Frank M. Johnson, Jr. Institute in Montgomery. Jennifer and her husband Brian, have three children: Samuel, Harrison, and Frances Ann. The Bolens son Robert is CEO of an International software development company. Robert and his wife Allison have one child, Ingrid, and live in Spokane, Washington.

Pop Up #1

A very informal, spur of the moment get-together was held at Rocky & Carlo's on June 7.



Tommy Hoffman and his family flew in from Arizona.



The concept behind pop-ups is if a couple of guys decide to have lunch, they pick

the date, the time, and the place. Then they invite the class essentially saying: "We're going to have lunch on this day, this time, this place – y'all are welcome to join us."

Warehouse Monument Celebrity

As Yvonne Saltzmann was scrolling through photos on Facebook of concerts held at the Warehouse in the 1970s, she would occasionally see someone that she knew. Imagine her surprise when she spotted herself in one of those photos standing right in front of the stage.

She didn't realize that Bobby Wahl was an administrator of that Facebook group or was the driving force behind building the Warehouse Monument (the premiere music venue at the time) until this past May's HC71 Crawfish Boil. The Warehouse Monument group was having a reunion the following week and Bobby invited Yvonne and Louis to attend.



Yvonne Saltzmann: front row seat

The Monument is built not far from its original site.

“I used to go the Warehouse,” Yvonne recalls. “Some of the concerts I saw were the Allman Brothers, Leon Russel, Johnny Winter, Fog Hat, and Jethro Tull.”

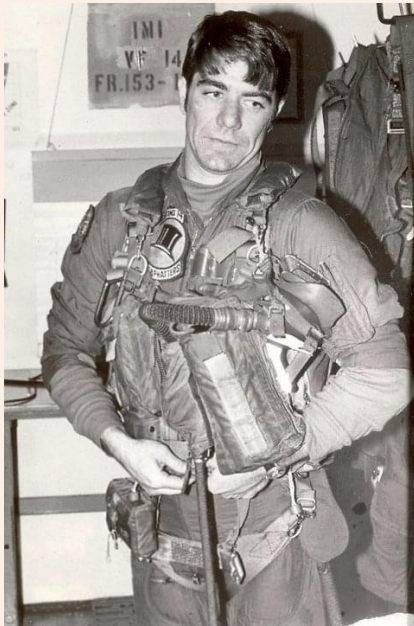
The Warehouse Monument, which was spearheaded by Wahl, displays concert photos on the sides of the monuments wall. And there, on one of them, was the crowd photo that Yvonne was in.

“I had no idea my picture was on the wall.” She says.

A Need for Speed

Phil Kessling was an avid reader growing up. At age 8 he started reading biographies and autobiographies of WWI and WWII fighter aces. At Holy Cross he was a 4 year member of the AFJROTC and got his first flight on an airplane while in the Civil Air Patrol.

He applied for Army, Navy, and Air Force ROTC scholarships because he wanted to attend Tulane University.



Phil Kessling: Radar Intercept Officer
new.”

“Three chances were better than one and I really wanted to attend Tulane. Without a scholarship, I could not afford to go there. The Navy offered me a scholarship pretty early and I was an alternate for the Air Force,” Kessling recalls. “At the time I wasn’t crazy about flying off of carriers because I wasn’t a great swimmer. I took swimming classes at Tulane to get me up to speed for flight school swim tests.”

He was commissioned as a Naval officer the day before he graduated from Tulane.

“The Navy can’t send every newly commissioned officer to flight school at the same time because there are not enough slots available, so they send you to an active duty squadron while you wait for your flight school date,” he continues.

“One of my instructors pulled some strings to get me “stashed” at the Navy’s first F-14 squadron: VF-1. I actually wore a future Space Shuttle astronaut’s flight gear when I flew. That did it; I wanted to fly F-14s, which were brand

Kessling underwent 6 weeks of classes and tests before going to primary flight training. One entire week of training exercises was devoted to swim tests. One of those tests was to escape

from a Dilbert dunker, a device for training pilots on how to correctly escape a submerged plane. It got its name from a World War II-era cartoon character Dilbert Groundloop who was incapable of doing anything right.

“It’s a lot scarier to watch someone else trying to escape than it is to do it yourself. It hits the water and flips upside down. There are four navy divers in the pool. You have to wait until all the bubbles stop. You only have to hold your breath for about for 30 to 60 seconds before you’ve escaped.”

In pilot training at Whiting Field in Florida he soloed in a T28 Trojan, a propeller driven plane that was used as a primary trainer. He was just an average pilot and was not selected for jet training. He asked for a transfer to Naval Flight Officer training.

The days were long - often 12 to 14 hours - encompassing classes and either two flying session and a simulator session or vice versa. The simulator gave a preview of what his next flight would be like. He received his wings in 1977 in the Naval Aviation Museum, right in front of one of the Apollo space capsules, finishing 2nd in his class and was assigned to F-14 training.



The Dilbert Dunker

Successfully completing the program, he became a Radar Intercept Officer, responsible for the F-14’s navigation and radio communications. He was assigned to VF14 Top Hatters, the Navy’s oldest active squadron. The Tomcat can fly up to 1,500 mph.

“That first flight in the Tomcat was a dream come true. I made two 10 month deployments in VF-14 aboard the aircraft carrier John F Kennedy, logging over 1,000 F-14A flight hours and 365 carrier landings,” he recalls. “My father never flew in his life, not even on a commercial aircraft. I will never forget his face when I flew home in an F-14. My parents didn’t understand why I wanted to fly so badly. They always encouraged me to follow my dreams.”

Both of his deployments were to the Mediterranean Sea. The first occurred during the overthrow of the Shah of Iran, the second during the Iranian hostage crisis. Typically the carrier would spend 10 to 28 days at sea and then pull into port for a week.

After he separated from the Navy, he applied for and got a job as a defense contractor.

“I spent 32 years working at the NAS Oceana TACTS/TCTS Range and received 3 Letters of Commendation. This is where the squadrons practice combat intercepts and dogfights. The

first 3 years I taught new pilots right out of flight school how to fly an F-14 on simulators. After that, I was as a Mission Coordinator, responsible for interfacing with squadron aircrew to ensure that all of their training goals were met,” Kessling explains.

He watched and coordinated around 500,000 fighter engagements over that timeframe. After a mission there would be a debriefing and he’d answer any technical questions that would arise.



“Whenever I was asked what I did in the Navy I’d tell them that I was ‘Goose’ for 6 years and ‘Kelly McGillis’ for 32years,” he continues, referencing the 1986 movie Top Gun. Goose was the F-14 back-seater and McGillis was the flight instructor. “I watched the careers of a lot of the Navy’s best fighter pilots. Two of whom became Commander of the Pacific Fleet; a third will be assuming command in the near future.”

After retiring from that job, he embarked on his third career: a sommelier – a wine expert.

F14 Backseat: Kessling's office for six years

“Wine was really inexpensive when I deployed to Europe and I learned to enjoy it. I decided I wanted to learn more about the wines I was drinking. My first class was through the Wine and Spirits Education Trust. A year later, I took the Introductory Sommelier Course.”

In 2013, he took and passed the Certified Sommelier Test. He started working in the evenings at several small wine shops to gain experience.

“When we moved to Grand Rapids I actually got paid to sell wine!” he says “For the last 4 years, I have managed and bought wine for two of the best wine shops in Western Michigan. Two years ago, I was accepted and attended the Advanced Sommelier Course. It was an intense three day course where we mentored by 25 of the US Master Sommeliers.”

Looking back he concluded “All in all, not a bad life.”



Now Boarding at Platform 9 $\frac{3}{4}$

Dan McGovern and his daughter Scarlett took a two-week trip to Europe following an itinerary that covered some of the most popular destinations in London, Rome, and Dublin.

They started their journey in London where they spent four and a half days exploring the city's landmarks, museums, and parks. They visited Buckingham Palace, Big Ben, Westminster Abbey, the Tower of London, and the London Eye. They also enjoyed a ride on the famous double-decker buses. They mostly used public transportation, along with walking about 8 miles a day, in all three cities they visited.

Taking the Hogwarts Express

One of the highlights of their stay in London was visiting Windsor Castle and Stonehenge, two of the most iconic and ancient sites in Britain. They marveled at the royal residence and the mysterious stone circle with an afterhours 'inside the stones' tour, and learned about their history and significance.

The McGoverns had a taste of the British culture and cuisine, having breakfast at a French cafe, lunch at a pub, and dinner at an Indian restaurant. They visited the British Library, where they saw some of the most precious and rare manuscripts in the world, such as the Magna Carta, a letter from Gandhi, the rough draft of Monty Python's Spanish Inquisition, a handwritten Mozart composition, Shakespeare's First Folio, and the 7th century St Cuthbert Gospel. They also took the Harry Potter tour, where they saw some of the locations and props used in the movies, such as Platform 9 $\frac{3}{4}$, Diagon Alley, and the Hogwarts Express.

While at the Tower of London, they managed to get roped into an interactive skit. The docent said she was supposed to watch the Crown Jewels, but someone stole them and she needed help recovering them. The McGoverns were two of the few people around and paying attention, so they played along. They were given a series of clues, one leading to the next. Dan got roped into stabbing a pickle in the process of getting one clue, and at the end of the skit he was nearly crowned king. They spent six hours at the Tower of London; much longer than they expected, but at least they didn't have to stand in a long Crown Jewels line.



Here There Be Dragons

“The history and architecture of the fortress was amazing,” Dan says. “It had been a palace, a prison, a zoo, and an armory over the centuries. We also saw the famous ravens that are said to protect the tower from falling.”

“The Yeoman Warders have been guarding the Tower of London since Tudor times. Nicknamed 'Beefeaters', the Yeoman Body of 32 men and women are all drawn from the Armed Forces,” he continued. “There are also multiple attendants that keep an eye on things as you wandered around. Most of the attendants are ex-Military and all have guarded the royal family. If you ask any of them a question you will be there for a long time and learn all kinds of background information. They were a wealth of knowledge. Additionally they pretty much all live on the grounds with their families.”

Next up was Tower Bridge and a Jack the Ripper tour. They learned about the notorious serial killer who terrorized London in 1888 and his possible identity. They walked along the dark alleys where he committed his crimes and saw some of the evidence and photos related to his case.



At Stonehenge

They also went to see some of the world-class museums in London, such as the big British Museum and little Camera Museum. They saw some of the most remarkable artifacts from different civilizations and cultures, such as the Rosetta Stone, the Parthenon sculptures, the Sutton Hoo helmet, and the mummies. They also learned about the history and evolution of photography and cameras at the Camera Museum.



At Guinness

They ended their stay in London with a meal at Dishoom in Coal Drops Yard. The Coal Yard is an up-and-coming hipster area with nice shops, color-changing fountains, and neat landscaping. They enjoyed the Indian cuisine and the atmosphere of the restaurant, which was inspired by the old Irani cafes of Bombay.

After London, they flew to Rome where they spent four and a half days immersed in the ancient Roman civilization. They took an underground catacombs tour, where they saw some of the hidden treasures and secrets of the city. They explored the Roman Forum, Palatine Hill, and the Colosseum, where they learned about the political, social, and cultural life of the Romans, as well as their gladiatorial games and spectacles. They also visited Villa Torlonia, a neoclassical villa that was once home to Mussolini, and saw some of the cats that live in Torre Argentina, a sacred area where

Julius Caesar was assassinated. They also walked around Portico d'Ottavia, a portico that was built by Augustus for his sister Octavia, and saw some of the Jewish heritage and tasted some of the cuisine of Rome.

“The Italians’ attitude towards history and preservation is different from what we’re used to,” says Scarlett. “Maybe they look at things differently because they have so much history and so many artifacts. On one tour our guide pointed to a building and said it wasn’t worth discussing because ‘it’s only 500 years old.’”

Also, on the schedule were some of the most famous art museums in Rome, such as the original Capitoline Museum, the oldest public museum in the world, where they saw some of the most famous sculptures and paintings of the Roman and Renaissance periods, such as the Capitoline Wolf, the Dying Gaul, the Equestrian Statue of Marcus Aurelius, and the Caravaggio paintings. They also saw the Vatican Museums, where they toured the Sistine Chapel, the Raphael Rooms, and St. Peter’s Basilica.

“We had a guided tour reserved of the Sistine Chapel that allowed us inside before it opened for the public. We actually were the first tour group allowed into the chapel that morning. The only other people inside were the guards. We were there for about ½ hour and there were

maybe 50 people total inside when we left. It was great to be able to walk around the chapel and view it.”

They also enjoyed some of the Italian food and culture, having pizza, pasta, gelato, and espresso. A pasta-making class that they took was an educational and entertaining hands-on experience, though both McGovern managed to mess up the tiramisu that they made. They also saw the Spanish Steps and the Pantheon.

“Don’t assume those skinny alleyways around the city are just for pedestrians,” continues Scarlett. “A quiet little electric car managed to sneak up behind me in one. Nearly had a heart attack when it beeped at me!”

After Rome, they flew to Dublin where they spent three days discovering the Irish history and culture. A professional storyteller told them tales of Irish fairies and folklore in the basement of The Stag’s Head pub. They visited Dublinia Museum, which showcased Viking and Medieval life.



At the Vatican

“It’s geared more to families and children than the average museum is,” explains Dan. “It’s perfect for their short attention span. The interactive displays showed how the Vikings and the Irish lived, worked, and fought in Dublin.”

They also walked around the city, passing by Dublin Castle, and walking along the quay (river). They found a diving bell with a mini-museum inside. They visited Chester Beatty Museum and Kilmainham Gaol (jail), two of the most important and interesting places in Dublin. The Chester Beatty Museum houses some of the most exquisite and rare manuscripts, books, and artworks from different religions and cultures, such as the Islamic, Christian, Buddhist, Hindu, and Jewish traditions. The Kilmainham Gaol is a former prison that was used to incarcerate and execute many Irish rebels and leaders during the 19th and 20th centuries.

They had lunch at Gallagher’s Boxty House, where they tried some of the traditional Irish dishes, such as boxty, a potato pancake, stew, soda bread, and Guinness pie. There they also managed to meet some Tulane alumni, who were seated at the table next to them.

“And you can’t go to Ireland without stopping at the Guinness Storehouse,” said Dan, smiling. “They talked about the history and production of the famous Irish stout. We also got to pour our own pint of Guinness and enjoy it at the Gravity Bar, which offers a panoramic view of Dublin.”

Air travel between destinations went without a hitch.



At the Coliseum

“Amazingly we only had one 30-minute delay at the airport in London trying to get to Dublin when the incoming pilots were delayed getting there. All of our other flights were on time or early. My suitcase, which is similar to a Pelican Case, did not show up on our arrival to London from the USA, and I was kind of worried,” he related.

“The attendant at the lost luggage counter said it was scanned into the Heathrow airport, so it had to be around somewhere. She contacted someone inside the ‘behind the scenes’ luggage area and they said there were three items jammed on the belt. A few minutes later mine, and a couple others, came out onto the oversized luggage area.”

“Also, turns out that my sleep issues are a ‘super power’ when traveling by air,” laughed Scarlett. “No jetlag for me!”

Editor’s Note: The first draft of “Now Boarding at Platform 9 ¾” was written by ChatGPT. The basic information about the McGovern’s trip was entered and the Robot did the rest. The resulting story was pretty good except for all the incorrect information it added on its own. The version of the story you just read went through five edits by three Biologicals. There’s not much left to the Robot’s version.

On the other hand, the following poem was completely the work of the ChatBot. The input was: write a poem in iambic pentameter about a high school campus by the river with massive oak trees. It even gave the poem a name.

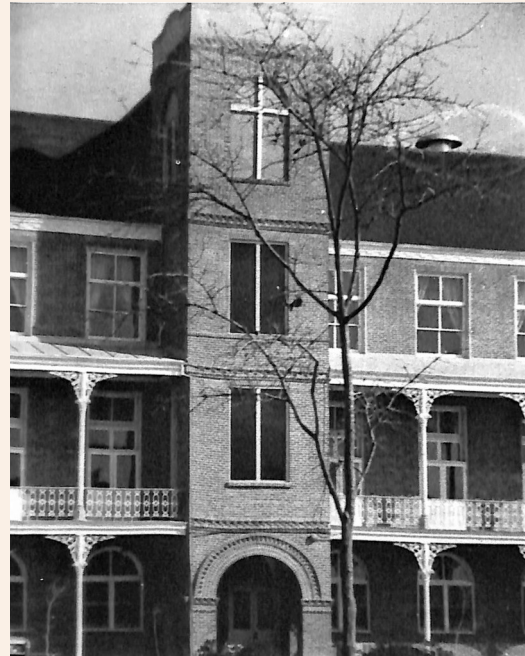
A Time to Dream

On campus where the ancient buildings stand
And oaks spread out their branches like a shield
We learn and laugh and grow and make our plans
And dream of all the wonders life will yield

We stroll along the river's edge and sigh
And watch the boats and birds go sailing by
We share our hopes and secrets with our friends
And wonder if this magic ever ends

We study hard and play with equal zest
And face each challenge bravely as it comes
We cherish every moment as a guest
And know that we are lucky to be young

On campus where the past and present meet



The Golden Hour

photo by Mike Strohmeyer



Living the Dream

Flying over the Bad Lands of South Dakota, Bill Pedeaux throttled back his supersonic jet as he put his T-38 Talon in a 60 degree bank, repeatedly circling Mt Rushmore. He constantly reminds himself that he has the greatest job in the world.

“Who would have thought that a kid with average grades could do this?” he shakes his head in disbelief. “I always wanted to be pilot. It was a kid’s dream – and it came true.”

Pedeaux has spent the last 47 years in the B-52 world, first flying and now training pilots how to fly the aircraft. The B-52 bomber – known affectionately by her crews as BUFFs (Big, Ugly, Fat . . . you’ll have to guess what the last “F” stands for) – has been in service since the early 1950s.



Bill Pedeaux and his T-38

“I lived in New York for the 3rd through the 6th grade. My dad, who graduated from Holy Cross in 1950, was an electrician and got a job in New York,” he continues. “We lived one mile from Kennedy airport and the planes flew over our apartment on final approach.”

When he returned to New Orleans, he attended St Francis Cabrini, which is where Holy Cross built its new campus after Hurricane Katrina.

“Holy Cross was one of twenty of the first schools in the nation to establish an AFJROTC program,” comments Pedeaux. “It really started me on the way to my career.”

After high school, he attended LSU where he received a general studies degree. He was also in LSU’s ROTC program and was named as a Distinguished Military Graduate and commissioned a 2nd Lieutenant. The designation of Distinguished Military Graduate was given to the top 5% of the cadets across the country based on outstanding performance as a cadet.

Unfortunately, when he graduated there was still a large overage of pilots from the Vietnam War and the Air Force was reducing their pilot training slots. He was told that he would be called to active duty when a spot became available. So at night he worked at the Whitney Bank doing proof transit and during the day was a substitute teacher at different public schools on the West bank.

“It was tough getting letters saying there could be a 5 year wait. It was a nightmare,” he continues. “There were 1,600 commissioned officers waiting to go to pilot training that year.”

The Air Force decided to cut over 1200 of the pilot slots leaving only 400 to attend pilot training. Once a slot opened for him in early 1976 things happened fast. He reported to Laughlin Air Force Base in Del Rio Texas in March of that year. There were 20 students in his Undergraduate Pilot Training class - 18 of them were Distinguished Graduates and not one of them washed out. He was asked to fill out a “dream list” of the type of airplane he wanted to fly.



Class 77 - 04

“I wanted to be part a crew so I selected the B-52 and wound up in Minot North Dakota. Minot had the “H” model which was built in the early sixties and is the only model still flying today,” he says.

Three months of bomber training took place in the summer of 1977 at the ‘school house’ in Merced California. Pedeaux trained as a co-pilot. Training consisted of flying 15 sorties (missions), practicing take-off and landings, instrument approaches, low-level flying, aerial refueling, and celestial navigation.

“The B-52 is not a comfortable airplane. Only the front area is pressurized,” he states. “You can’t stand up straight unless you were on the ladder between decks and you would spend most of the flight strapped into your

ejection seat. Normal training missions at that time were between 9 and 10 hours. Air refueling was a challenge for most. You would fly 8 feet behind and just below the KC-135 Stratotanker flying at 275 knots. They were required to stay in contact (hooked up) with the tanker for 20 minutes with only three inadvertent disconnects to get qualified.”

At Minot he would sit alert every third week, a week at a time, ready to launch in event of a nuclear attack. When he got off alert, the crew rested for 3 ½ days, a period during which they could not be called to perform any duties.

The training went on continuously, flying aggressively at 400-600 feet during the day and 800 feet at night through mountainous terrain and practicing terrain avoidance, bomb runs, and escape and evasion techniques.



View from the cockpit of a B-52

“Flying low level required intense crew coordination with the navigation and defense team. Our timing and track tolerances allowed no room for errors. At night your visual references were near nonexistent,” he recalls. “We used low-light and infrared optics to see where we were going. During my 20 years on active duty we lost a B-52 about every two years with many of the losses occurring while flying low level.”



Low level flight over the mountains

While a copilot, Pedeaux participated in the Accelerated Copilot Enrichment (ACE) program. Its purpose was to hone a copilot’s skill as a pilot, enhance their decision making ability and prepare them to become an aircraft commander. At their disposal was a two-seated, super-sonic T-38 jet known as the Talon.

“It was just you and another pilot. It was like having your own personal jet,” Pedeaux states. “We would fly to New Orleans to go to Fitzgeralds and the French Quarter; flew in to see the Ali-Spinks rematch fight. I also pointed my T-38 at Tiger Stadium and did aileron rolls while descending 20,000 feet before pulling out and proceeding to the Naval Air Station in New Orleans to land— we would fly anywhere and everywhere!”

He logged over 220 hours in the T-38 during this time. On one trip as they taxiing to takeoff from a California base he got word from the tower that his takeoff clearance was cancelled.

“The tower said that our boss was coming in. I asked if it was our wing commander. He replied ‘No. It’s President Carter,’” he chuckled. “We were grounded because Air Force One was getting ready to land. And that’s where we stayed until Air Force One took off about 4 hours later.”

“The tower said that our boss was coming in. I asked if it was our wing commander. He replied ‘No. It’s President Carter,’” he chuckled. “We were grounded because Air Force One was getting ready to land. And that’s where we stayed until Air Force One took off about 4 hours later.”

He upgraded to Aircraft Commander at Minot and got his own crew. His crew was the first crew to successfully launch a SRAM (Short-Range Attack Missile) from an “H” model equipped with the new offensive avionics radar system. In 1982 he married Christine who was a nurse in Minot. Originally from southern California her family had moved to Powers Lake, 70 miles NW of Minot, in the late 60s where her dad was a doctor.



Pedeaux standing next to Abbas Torabian, an Iranian Air Force officer, one of twenty Iranians who were trained with Bill on the T-38

He became an Instructor Pilot and served as the 5th Bomb Wing Tactics Officer before being assigned to Castle AFB to train new B-52 crewmembers in 1985.

At Castle he trained five crews on the flight line and then moved to the academic training squadron. As a Major in 1988 he became the Director of B-52 Training Program for the 93rd Bomb Wing where he oversaw the entire B52 training program, managing personnel moves within the wing, student allocations and all the funding that went with the training.



Shadowbox: Holy Cross AFJROTC patch top row, center

In 1989 he moved to Randolph AFB where he first served as Chief of Bomber Assignments overseeing over 4,000 personnel in the B-52, B-1, SR71 and U-2. Much of that time was spent closing bases under BRAC (base relocation and closing). He spent his last year at the Personnel Center overseeing all Air Force and Joint assignments that required rated officer (pilot or navigator) expertise.

In 1993, now a Lieutenant Colonel, he was assigned to Barksdale AFB to coordinate the move of the B-52 "School House" from Castle AFB to Barksdale AFB. BRAC had closed the School House at Merced. Initial B52 training was now to be conducted at Barksdale, a pre-world war II base outside of Shreveport, with the 11th Bomb Squadron.

Pedeaux then became the 8th Air Force Deputy Director of Headquarter Support overseeing the care and feeding of the members of the 8th Air Force.

In 1996 the decision was made to move all B-52 Academic Training to civilian contractors. He went to the 8th AF Commander and asked him to withdraw his name from the Colonel's promotion board and retired from the Air Force as a Lt. Colonel to become a civilian contractor for McDonnell Douglas doing the same job with the same mission that he done for so many years before while in the Air Force.



T-38 Talon

Over the last 27 years he has worked for a number of contractors but always doing the same job, conducting all academic and initial simulator training for all B-52 crew positions. He has been the Site Manager for many years with the responsibility of overseeing all B-52 Contract Academic Training as well as all B-52 Courseware Development.

“What we do now is not what we did when I went through initial training. There’s no more low level flying and the B-52’s primary mission is no longer used as a penetrating bomber,” he explains. “The B-52 is sometimes used as an airborne artillery platform. Targets are called in and all hell rains down. What use to take hundreds of bombs is now done with one weapon. We can deliver smart bombs and missiles on target within 24 hours anywhere in the world.”

Air Force personnel are not the only students that Pedeaux has taught. Astronauts and test pilots have also gone through his class. At one time, NASA had a B-52 which they used as a “mother ship” for dropping flight research vehicles.

“I can’t believe how lucky I’ve been to be able to do this all my life,” he smiles. “People often ask me when I am going to retire. I tell them that if I was working I would retire. I’m having way too much fun.”



Bill and Christine have three sons, a daughter and six grandchildren. His oldest son Christopher (pharmaceutical analyst) and his wife Dawn (chemical engineer) live in Marshal, TX area with their son Calvin (3). His daughter, Paula (speech pathologist), and her husband, Andrew (architect) live in Friendswood, TX with their three children, Evelyn (4), Eloise (3) and William (1). His second son, Collin (social worker) and his wife, Miriam (occupational therapist) live in Portland, OR, with their daughter, Noree (3). His youngest son Sean (Cintas) and his wife Ellen (physical therapist) live in Bossier City, LA with their son Walker (3).

Three Months in France

Sarah and David Falgoust took a three month trip to France. Places visited included Paris, the American Cemetery at Colleville-sur-Mer, Saint Malo, L'Isle-sur-la-Sorgue, Nice, Nîmes and Barcelona by train.

On a boat tour on Lake Annecy they saw at least a dozen paragliders who had apparently jumped from a nearby mountain. They also visited the Roman Amphitheater in Arles.

At the Luberon town of Cucuron, they strolled through its ancient streets and alleyways.



At Pont Julien

“The star of the show was stunning purple passion flowers that normally bloom for only about one day,” recalls David.



On another day, they visited Pont Julien, a two thousand year old arch bridge built by the Romans.

They began their final week in France with a morning walk through the vineyards of Château LaCoste. The vines were growing, the lavender was beginning to bloom, and clusters of tiny grapes were emerging.

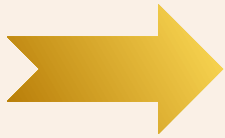
At the Roman Amphitheater - Arles

“The Valensole plateau is the heart of France’s lavender crop. We spent an afternoon enjoying the beautiful scenery and scents. One surprise while walking the lavender rows was that we could actually hear the bees,” David said. “The whole trip was awesome, and we are grateful that we were able to do it!”

Poppies, Mountains, and Clouds

photo by David Falgoust





CHALKBOARD

Reunion at Rocky's

The Holy Cross Class of 1971's 52nd Part 2 Un-Official Reunion will be on Saturday, 14 October 2023.

Time: 4:00 PM until 9:00 PM or when Tommy kicks us out.

Location: Rocky and Carlo's Sicilian Room



Harry Schmidt welcomed a new grandson, Miles Ryan Schmidt

Stephanie Saltzmann (Yvonne and Louis' daughter) graduated from LSU this past August with a PhD in Cognitive Phycology



Kenny and Melissa Duke

took a cruise to Alaska.

Melissa is a realtor in Lafayette

YOU CAN FIND ME AT



Melissa Duke REALTOR®

713-478-3703

meld@kw.com

*Agent licensed in Louisiana. Each office independently owned and operated!

Anniversaries

Peggy Jones and Larry Folse 7

Christine and Bill Pedeaux 41

Billie Kay and Robyn Miller 18

Kim and Donald Duplantier 29

Rhonda and John Glorioso 11

Rhonda Todoroff and Phil Kessler 15

Annelle and Dan McGovern 37

Paula and David Hardin 55

Debbie and Byron Byrne 48

Melissa and Kenny Duke 31

Francis and Charlie Kothmann 46

Kathy and Jerry Lodriguss 49

Mary Ann and Rene Bull 23

Debbie and Roni Sumich 50

Peggy and Al Perry 46

Claudia and Steve Schulz 47

The Magees 47

Julie and Sam Bolen 51

Paula and David Hardin 55

Rachel and Mark Kalbacher 43

Shelli and Gary Vinturella 25

Suzie and Bobby Wahl 50

Terry and Louis Reuther 45

Yvonne and Louis Saltzmann 39

Pluck the Jays: The Class of '71 has a Tailgate Tent reserved for the October 27 game against Jesuit. For information: contact John Tessitore at (504) 616-4729



Louie DiVincenti with his daughter and grandkids in Rochester New York getting ready to go boat riding and duck feeding on the Erie Canal.



Ty Yokum welcomed a new granddaughter, Evora Hazel Yokum

Flight to Paradise!

A tropical, volcanic island with hidden coves and beautiful beaches is where Larry Folse, Peggy Jones, and Billie Kay and Robyn Miller recently spent a week. Here's Larry's report on his third visit to Curacao.



Curacao has always been known as one of the premium dive locations for scuba divers from around the world and sports many great dive resorts, but first a little history of this unique Caribbean paradise. Curacao is one of the three A, B, C islands situated to the East of Venezuela. Aruba, Bonaire, and Curacao are part of a chain of islands called the Dutch Caribbean Antilles. Curacao is the largest island of the three and is the farthest east of Venezuela.

Even though the island is under Dutch sovereignty it has its own government and its own unique language called Papiamentu. This language is a combination of African, Dutch, Spanish, and Portuguese. It was created by the slaves who escaped from those countries that had brought them there to sell to the Americas. The slaves hid in the many caves and because they could not communicate with each other, they created their own language. It is spoken there by the population today. The locals there are required in school to learn four languages, one being English. Dutch, German, and Spanish are also learned.

The people of Curacao are the most friendly and hospitable that I have ever encountered in my travels. The locals call their island the Dushi Island, which is Papiamentu for sweet, lovely, or caring. The island is a great example of how conservation should really work. Their water supply is provided by sea water desalination and they are transitioning greatly to solar and wind for power. Their health system is available to all residents for free and they recently opened a new state of the art hospital.



Cave: Note the water rushing toward the entrance

All of their resorts practice the same conservation practices and they all also recycle plastic bottles and glass. The biggest impressions they have made in me are the efforts they are making to preserve and protect marine life. They have a dolphin and marine life sanctuary and aquarium there that is owned and run by one man who was a good acquaintance of the renowned marine biologist, Jacques Cousteau. He even owns the sister ship to Cousteau's Calypso turning it into his office and apartments for his employees.

At his sanctuary tourists can swim, dive, and snorkel with the dolphins. They can even sign up to participate in a day of training with the dolphins. What's also amazing is that there are no dolphin shows but spectators can watch open training sessions. Now you won't believe this but these dolphins are free to leave the facility and venture into the open sea. Every day a trainer opens the gate to the main pool and the dolphins will follow the boat out to the open sea where they are free to play, hunt, and leave if they want.



Feeding Time

Later in the day the trainer brings the boat out and the dolphins gather to follow him back home. One time a few of the “teenage boys” didn't return. They showed up two weeks later and returned home. Everyone thinks they found some ladies who led them astray for a while!

During this trip Peggy and I took a behind the scenes tour where we saw massive tanks on the roof where they are growing all varieties of coral to regenerate the beautiful reef that surrounds much of the island. They utilize local dive companies who organize special dive excursions to help replant the new coral.

On the roof and all about the building they are growing 5,000 Conch to reintroduce to the reef. The popularity of Conch as a meal has motivated them to do this research in order to protect the population around the island and other islands.

And finally we learned that their newest research involves listening to different sound frequencies with different varieties of fish to learn how they communicate. The theory is that all underwater species communicate in one way or the other but that humans cannot hear them due to the frequencies that they may be using to do so. Crazy stuff huh? But it does make sense to us scuba divers.

If you have never been to this island, you need to go see the beautiful, peaceful, and Dushi Island of Curacao. There are many other things to do besides water sports. Caves, wild Flamingos, ocean blow holes called Boca's, hiking, beaches, shopping, and the food. Not only is there great local cuisine, but you can also find international places that serve Mexican, Italian, Japanese, Greek, Mediterranean, and American food.

I may just move there some day

Larry Folse

Curacao Liqueur, a Wind Turbine Farm, and the Bocas

The Monday after we arrived, Billie Kay had arranged a private tour for the six of us as a surprise birthday present for Robyn. We had a local tour guide and driver and they drove us across the width of the island, stopping at several points of interest along the way. Our guide, Elton, was very knowledgeable and provided commentary and answered questions throughout the tour. He was a schoolteacher three days a week and provided these tours on his off days.



Among the places we visited were one of the oldest distillers of the Curacao liqueur, a wind turbine farm and, of course, the bocas along the northern shore of the island. Bocas are volcanic rock inlets with a V-shape opening and as the waves came crashing into them, we watched the spray shoot as high as thirty feet in the air like a geyser.

One of many Bocas

He also took us to a small fishing village where we watched snorkelers swimming alongside sea turtles. Next, we had lunch in Westpunt, the westernmost city on the island. Our table was on a patio overlooking a forty-foot cliff where we watched several other (braver) tourists jump into the Caribbean below. Several members of our group were able to enjoy lionfish for the first time.

Homeward bound, we visited a couple of beaches and a bar overlooking Saint Martha Bay. While there, we photographed several of the local iguanas who were not in the least bit shy. They accepted small leaves and sprigs right out of our hands. In fact, one brave fellow took quite an interest in Robyn, even going so far as to crawl onto his leg and then proceeded to climb up his shirt.

Another day of our trip, we spent the morning walking around Willemstad, the largest city on the island. We spent time in an open-air flea market and also visited various souvenir shops. We finished our visit to the city at a patio restaurant overlooking the Sint Annabaal inlet which provides access to the commercial port area. From our vantage point we were also able to watch a couple of openings of the “Swinging Old Lady”. The Queen Emma Bridge is a pedestrian pontoon bridge across the inlet. The bridge was built in 1888 and which opens laterally. If you’re lucky enough to be crossing when it’s time to open, you can actually ride the bridge as it pivots to its mooring along the western bank of the inlet.



One of the many coves

Billie Kay and Robyn Miller



Here There Be Another Dragon . . . photo by Robyn Miller

Cadet Commander to Aircraft Commander

While visiting family in Miami, Humberto Brocato's uncle took him on a field trip to the local airport. They parked at the end of the runway outside of the fence and watched Boeing 727s flying overhead. It was then that the 8 year old Bert knew what he wanted to do – become a pilot.



Humberto Brocato

“Flying is what I always wanted to do. I thought flying would be the best job in the world,” recalls Brocato. “I joined the Air Force because I wanted to fly airplanes with the ultimate goal of becoming an airline pilot.”

At Holy Cross he was the Cadet Commander of the school's AFJROTC unit which he credits for helping him learn how to accept responsibility. He also gives credits to the Brothers saying, “The lessons they instilled gave me confidence in self.”

As a result of that he received an AFJROTC scholarship to Louisiana Tech. Upon graduation he was commissioned in the US Air Force. After flight training in Enid, Oklahoma he selected the career path he wanted to follow.

“Undergrads were rated on performance. For every graduating class, the top students picked what they wanted to fly,” he continued. “Sometimes there may have been 2 slots for 10 who wanted to be a fighter pilot. I knew I wouldn't get a fighter assignment, so I told them that I wanted to fly a C130, KC135, or a B52.”

He was assigned to a tall tail B-52D, which he described as a “fighter jet that had four 50 caliber M3 machine guns in the tail and a bunch of bombs.” That “bunch of bombs” weighed 60,000 pounds bringing the weight at take-off to 450,000 pounds. Even with all that weight, his plane could reach speeds in excess of 635 mph with a range of almost 8,400 miles before refueling.

He was assigned to the Strategic Air Command's 22d Bombardment Wing at March Air Force Base in southern California as part of America's nuclear deterrent force. B52 training consisted of 9 to 10 hour missions learning how to fly the airplane by practicing air refueling, low and high level bombing tactics, and touch and goes. There were also training exercises conducted in Guam.

Once a month, Brocato and his crew were placed on “alert” where their only responsibility was to be on stand-by. For seven days, their airplane was fully loaded and ready to perform its Strategic Air Command mission. Each base had its own unique secret mission.

“If the claxon went off, we’d be driven in trucks to the alert facility,” Brocato said. “Our plane was guarded by 18 year olds with M16s. They’d flash the password, we’d give the countersign, and they disappeared.”

Then came the messages to the cockpit: start engines, taxi, or launch.

“We never did get the launch code,” he continued.

Not everything was work. Since the base was near the ocean, he and his wife Nikki could go to the beach and Hollywood was less than an hour away.

And he had some expensive ‘toys’ to play with.

“At March AFB, we had the supersonic T-38 Talons which we could fly whenever we wanted.” Brocato reminisced. “We could fly to the high desert and training areas. It was a super airplane. There were no restrictions. The only order was to fly safe and we did - up and down southern California.”



Brocato climbing aboard a T-38 Talon



Bert's T-43 (737) at Tempelhof Airport in Germany

Once when flying a T-38 in the landing pattern clocking 280 mph doing ‘touch and goes’, a buzzard splattered all over the windscreen.

“Since I had limited visibility, the pilot in the rear seat, who just happened to be a T-38 instructor, landed using his peripheral vision,” he stated.



Bert and his Electronic Warfare Officer on the way for B-52 missions from Guam over South Korea

Three years later, he was an instructor pilot at the Air Force Academy teaching cadets basic flying on a T-41 prop plane. He also flew a Twin Otter for the Wings of Blue, the academy’s parachute team. He was an Aircraft Commander on both the UV-18, (Twin Otter) and the T-43 (737) in the Colorado Air National Guard.

“Flying is dramatic,” Brocato explains. “Sometimes things go wrong and you have to react instantly. That’s when you go to the basics of stick and rudder, which is what I trained the cadets on. The Air Force Academy kids were always prepared and dedicated. They knew everything in the book; they just didn’t have the experience. For instance if they lost an engine, they knew they had to look for the perfect landing spot.”

For the first three or four days with a new student, Brocato talked a lot while airborne going over what to do in various situations.

“Then I’d shut up and let the student do all the talking,” he continued. “One time after entering the training area to practice maneuvers, the engine stopped and we had to make a dead-stick landing. I kept the nose down to maintain air speed while watching out for telephone poles. We made a safe landing on a farmer’s crop dusting strip and secured the plane. It turned out that after its last maintenance, the engine inspection plate was taped on instead of screwed on. The tape came off and all of the oil was lost.”



At Checkpoint Charlie

Chuckling he adds, “Guess those 45 seconds I was flying that T-41 without power makes me a glider pilot!”

In 1983 Brocato left active duty and joined the Louisiana Air Guard in a non-flying position.

Louisiana was transitioning from F-4's to F-15's. Since Brocato did not have fighter experience, he secured a transport pilot slot with the Colorado Air Guard flying the C-131 and eventually the T-43 aircraft (737). At the same time, Brocato was accepted by American Airlines and assigned to New York flying out of LaGuardia, JFK, and Newark. He was a Captain on the F-100 and B-737 while at American Airlines.



"I enjoyed my time flying the T-43. We supported the Air Force Academy in their navigation training courses," he remarked.

The interior of the 737 was divided into cubicle where the students would do navigation training. They'd fly 4 hour missions giving Brocato headings to fly, eventually landing at an undergrad training base. After lunch and a tour of the base, the cadets would conduct another mission which returned them back to home base.

Nikki joins Bert in the cockpit for Bert's retirement flight - New Orleans to Dallas

"I loved flying different airplanes," Brocato reflected. "I liked being challenged. It was never boring."

Retired since 2008, Bert and Niki are involved in church activities and have two sons. Paul is an executive at Roche working as a leadership team executive out of Chicago with trips to Switzerland. Sean is in the US Army Special Forces, the National Guard, and has a 5 year-old daughter, Adriana.

And let's not forget Bert's dog Ripley, a 2 year-old Irish setter who is described as being "all energy and will lick you to death."



With American Airlines

Along the Dalmatian Coast

The Sumich clan gathered in Croatia this summer for a family reunion.

“Everyone was excited to see each other after so many years - even relatives from Australia were there,” according to Roni.

They spent their mornings drinking coffee while looking at the beautiful beach and mountains. One day, they took a ride up in the hills to see old Podgora, a small town in the Split-Dalmatia County of Croatia. It is located on the Adriatic coastline of Dalmatia



They saw many very old abandoned stone houses that were over 100 years old. There was a sign that said *Sumich* pointing the way to where they lived on the mountain. They also visited Makarska where Roni's sister, brother-in-law and nephew were staying with relatives.



View from the mountain home built by Roni's great, great grandfather. The house is still in the Sumich family.

One of the highlights was an evening that included goat-on-a-spit, homemade wine and bocce' ball at the Sumich homestead.

"All of our kids and grandkids were there too. As well as cousins who live in Croatia," said Debbie. "Later we cruised to Hvar and stopped at three different small coves to swim. The water was unbelievably aqua and blue and so clean."

"There was a lot of talking going on, trying to catch up on years of not seeing each other. Some from USA, some from Australia coming together where the Sumich's began," Debbie recalls.

They also ran into Debbie's best friend from Perth with her husband and daughter. Their last stop was in Split, which is known for its Roman ruins, spending their last 2 days there with them catching up. Her friend's husband was born in Croatia and immigrated to Australia as an infant with his parents. They are the couple who work the Sumich vineyard in Australia.



Sumich extended family

Taking the Inside Passage

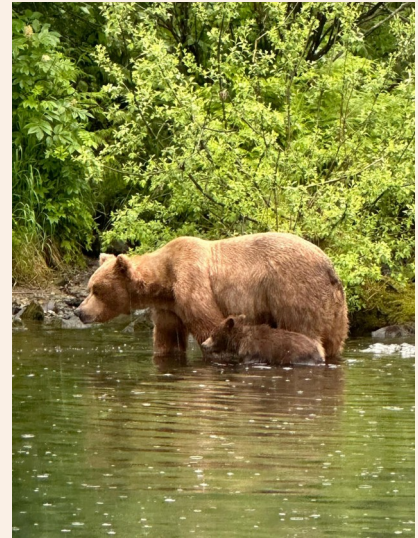
Packing up their warm clothes and family, Bobby and Suzie Wahl embarked on a two-week adventure in Alaska.



Gone Fishing: Bobby and Suzie with some salmon

Flying into Vancouver they boarded a cruise ship for a week-long trip that sailed along the inside passage seeing seals and glaciers arriving at Whittier.

Then they travelled by car for another week heading to Denali and ending in Homer. Along the way they visited Seward, touring the Kenai Peninsula, south of Anchorage. Driving through the Tongass National Forest, they saw moose and waterfalls



Also gone fishing

One of the highlights of the trip was salmon fishing at Big River Lake at Wolverine Creek where they literally rubbed shoulders with bears and eagles.

New YouTube Videos

Crawfish Boil at Los Islenos Museum

<https://youtu.be/PkpKyQSeaYQ>

4950: A Time to Dream

https://youtu.be/F5VK_tExfks

Friday Night Lights: Guy Sabadie #64

<https://youtu.be/ogA859U5NIM>



Denali

photo by Bobby Wahl



Renovation Underway

The 4950 campus is finally undergoing renovation with the construction of residential units. Zach Smith Architectural Designs is doing the work. Smith is a 2004 Holy Cross graduate and was the class Valedictorian. Photos from the collection of Sue Ellen Lyons



Making Waves on the Danube



At Regensburg

After a flight to Paris, Bill and Christine Pedeaux took a Viking river boat cruise up the Danube. They went to Schonbrunn Palace and got to go behind the scenes at the Lipizzan Stallion stables. They stopped in Krems to visit the 100 year old Benediction Monastery and then it was on to Salzburg.



In Prague

Salzburg was where the Sound of Music was filmed and Mozart was born. They also spent a day in Regensburg where they did a beer lecture/tasting tour. They also visited Nuremberg Courthouse and courtroom where the Nuremberg trial was held after World War 2.

The Schonbrunn Palace was originally built as a hunting lodge for the Habsburg dynasty beginning in the 16th century.



At Schonbrunn Palace

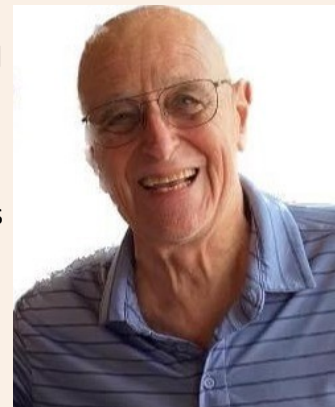
Tiger Swallowtail

photo by Charles Pennison



Harold Louis Veith, Jr

of Slidell, Louisiana passed away surrounded by his loving family, on June 27, 2023, at the age of 69. Harold leaves behind to cherish his memories, his loving wife of 51 years Frances Veith his children Tonya Anderson and husband Joseph R. Anderson, Jr., and Harold L. Veith, III, his siblings; Diane Davis, Kathy Hughson, and Nancy Lagarde. Harold also leaves behind his loving grandchildren Hannah Heffner, husband Andrew Heffner, Joseph R. Anderson, III, wife Ericka Anderson, as well as his great-grandchildren; Scarlett Heffner, Joseph R. Anderson, IV, Sutton Heffner, Jaxson Heffner, Skylar Anderson, and Harrison Heffner. Harold also leaves behind his beloved Goldendoodle Bella whom he adored.



Harold is preceded in death by his parents Harold L. Veith, Sr. and Naomi Veith. Harold was a member of the Cabrini Dads Club, St. Lukes Men's Club and attended Holy Cross High School, class of 1971. Harold had a love for fishing, the outdoors, his family, camping, working with his hands and bicycling.

Donna Jo Dupuy

September 18, 1967 — July 30, 2023

Donna Jo Dupuy of Seattle, Washington entered into eternal rest on Sunday, July 30, 2023 at the age of 55. She was born in Port Sulphur, LA to the late Joseph Donald Dupuy and Ruby B. Galloway. She is survived by her sisters, **Debra D. Sumich (Roni)**, Lisa Gabrielcich and Tara D. Schaefer (David). Beloved Aunt of Brendon Sumich, Darren Sumich, Laura Sumich, Ryan Arceneaux, Erin Arceneaux, Jannine Newman and Jordan Gabrielcich. Beloved Great Aunt of Morgan Arceneaux, Caleb and Lily Broussard, Winnie and Caroline Sumich, Liliana Newman and Jack Everett Sumich. She is also survived by her long time beloved friends Amanda Bass, Sarah Warner, Steve Collins and especially Hazel Warner who she loved dearly.



Donna grew up in Empire, LA and graduated from Buras High School. She attended the University of New Orleans where she was in the band and studied music. She spent many nights playing her guitar and her own music at the Neutral Ground in New Orleans. She turned her love of baking into a career and worked for notable chefs Susan Spicer and Emeril Lagasse. She lived in New York and then finally settled in Seattle, Washington. She loved trivia nights and her animals. She was the kindest gentlest soul and will be deeply missed by many.

Family and friends are invited to the Visitation at MOTHE FUNERAL HOME, 2100 Westbank Expressway, Harvey, Louisiana on Saturday, September 30, 2023 from 9AM until 11AM. A Funeral Mass will be held at the funeral home on Saturday at 11AM. A private interment will take place at a later date. Family and friends may offer condolences at mothefunerals.com.

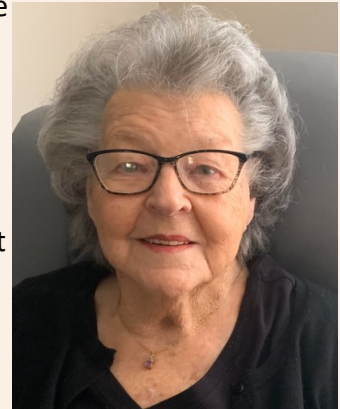
Ruby B Galloway

January 6, 1933 — September 20, 2023

Ruby Bowers Galloway passed away peacefully on September 20, 2023 at the age of 90. She was a native of Empire, LA. Following Hurricane Katrina, she was a resident of Amite, LA. For the last year and a half she was a resident of Ville Ste. Marie Assisted Living. Beloved wife of the late Roland Galloway, Sr. and the late Joseph Donald Dupuy by first marriage. She is survived by her daughters, **Debra D. Sumich (Roni)**, Lisa D. Gabrielcich, Tara D. Schaefer (David) and the late Donna Jo Dupuy; Stepchildren, Margaret G. Toups, Kathleen G. Hartzog (Glen), Sharon G. Marange (Joseph), Roland Galloway, Jr. (Linda) and Darlene G. Moore; Grandchildren, Brendon Sumich, Darren Sumich, Laura Sumich, Ryan Arceneaux, Erin Arceneaux, Jannine Newman and Jordan Gabrielcich; Great grandchildren, Morgan Arceneaux, Caleb Broussard, Lily Broussard, Winnie Sumich, Caroline Sumich, Liliana Newman and Jack Everette Sumich. Also survived by neices, nephews and other relatives. Daughter of the late

Rueben "Toby" Bowers and Blanche Frisch Bowers. Sister of Emelda Bowers Chevalier and the late Charles Bowers.

Ruby graduated from Buras High School and was retired from Empire Machine Works. She was a talented artist and painter. She loved all animals, especially her birds. She had a green thumb and anything she touched grew. She was a member of the Amite Art Club and loved volunteering with The Busy Bees in Amite making dolls and clothes for children in the hospital. She started the Stitch and Bitch Club in Empire with cousins and friends and taught religion classes at Our Lady of Good Harbor in Buras, Louisiana. Sincere thanks to the staff at Ville Ste. Marie for their love and care. In lieu of flowers, please consider donations to the American Heart Association and St. Ann's Catholic Church in Empire, Louisiana.



Family and friends are invited to attend the Visitation at MOTHE FUNERAL HOME, 2100 Westbank Expressway, Harvey, Louisiana on Saturday, September 30, 2023 from 9AM until 11AM. A Funeral Mass will be held at the funeral home on Saturday at 11AM. A private interment will be held at a later date. Family and friends may offer condolences at mothefunerals.com.

Herman Joseph Falgoust

age 93, a native of Vacherie and longtime resident of St. James, Louisiana passed away peacefully on Thursday, August 24, 2023. Herman better known as "Poppie" was a loving father, grandfather, great grandfather, brother, uncle, and friend. He was a Sugar Cane farmer who farmed for many years. Herman enjoyed fishing and spending time at his camp.



He leaves behind to cherish his memory his four children, David M. Falgoust (Sarah), Dr. Susan F. Puyau (Dr. Michael), Paul N. Falgoust (Wendy), and Sybil F. Marcello (Frank); nine grandchildren, Mary N. Williams, Leigh Alexander, Eleanor Hallmark, Renee Stelzer, Jourdan Puyau, Aaron Falgoust, Austin Falgoust, Taylor Marcello, and Alana M. Templet; twelve great grandchildren, one sister, Gert F. Rousseau and two sisters-in-law, Myrna Falgoust and Mona Falgoust.

Flo Scheid

age 97, passed away on Saturday, August 5, 2023 at Norwich Springs Health Campus. She is preceded in death by her parents, Roy Marshall and Florence M. "Gro" Hopkins, her first husband, Ralph W. Petit, her second husband, Jerry Scheid, daughter, Peggy J. (Jay) Gantzer, brother, Jerry (Pat) Hopkins, and sister-in-law, Red Hopkins. She is survived by her children, Doug (Jan) Scheid, Kenny (Susan) Petit, David (Regina) Petit, **Debbi (Dan) Scheid-Colomb**, Joni (Tom) Bowman, John (Ruth) Scheid, grandchildren, Troy Petit, Thad Petit, Renee Petit, Christina Petit, Alex Healey, Scott (Thomisna) Bowman, Shelly (Trent) Galletin, Tyler (Amanda) Bowman, Jason Scheid, Jessica (Joe) Freeman, Steve Spangler, 17 great grandchildren, brother, Roy Hopkins, and very special friend, Pastor Ruth Pribe, along with several nieces, nephews and dear friends.



Flo was Valedictorian of her Doylestown High School graduating class something she was very proud of. She went on to work for the State of Ohio for 30 years before retiring and then coming back to work for them for another 10 years as a Consultant. Flo was a member of the Grove City Noon Lions Club, a former member of Trinity United Methodist Church and current member of West Jefferson United Methodist Church.

The Holy Cross Class of 1971 Online:

Yearbooks

All four years of our high school days can be found on Dan McGovern Google drive as well as a class roster and Los Islenos Crawfish party photos

https://drive.google.com/drive/folders/1--F4KLMT8hfN1ojGkcV556B1E8S1E3o9?usp=share_link

Facebook

<https://www.facebook.com/groups/HolyCross1971>

Web Page

<https://hubhobbyshop.com/holy-cross-new-orleans/>

YouTube Channel

<https://www.youtube.com/@holycrossneworleansclassof1971>