

Anatole "Tony" Semenov, Jr.

F-105 History

15-May-65

4396

Capt Anatole Semenov, Jr., previously assigned to Hq PACAF, arrived at the 12 TFS, 18 TFW, Kadena AB, Okinawa.

History of the 12th Tactical Fighter Squadron, 1 Jan - 30 Jun 65, pg 2.

30-Jun-65

4394

At the end of June 1965, the following officers were assigned to the 12 TFS, 18 TFW . The squadron was on TDY to Korat RTAFB, Thailand.

Lt Col Charles W. Reed, Commander
Lt Col Robert L. Fair, Operations Officer
Maj Paul S. Cleland, Jr., Asst. Operations Officer
Capt Robert B. Purcell, Weapons Officer

Capt Charles R. Copin, Flight Commander, INDIA Flight. Other members were:

Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Matthew J. Kelch, Jr.
Capt Samuel E. Waters, Jr.
1Lt John C. Morrissey

Capt Dana B. Cromack, Flight Commander, JULIETT Flight. Other members were:

Capt Allen L. Anderson
Capt Robert N. Daughtrey
Capt Charles M. Yeokum
Capt Wesley G. Cary, Jr.
Capt Robert M. Crane
1Lt Charles C. Large

Maj Ralph H. Bowersox, Flight Commander, KILO Flight. Other members were:

Capt Donald F. Smith
Capt Raymond V. Moss
Capt John H. Busbee
1Lt James R. Hostetter
1Lt James K. Sandin

Maj William J. Hosmer, Flight Commander, LIMA Flight. Other flight members were:

Capt Don I. Williamson
Capt John C. Jones
1Lt Frank J. Tullo
1Lt Charles G. Hofelich

Three other pilots not assigned to flights were:

Capt Pike G. Grubbs
Capt Anatole Semenov, Jr.
Capt John F. Rehm

The squadron was authorized 36 officers and had 34 assigned with 5 airmen authorized and assigned.

History of the 12th Tactical Fighter Squadron, 1 Jan - 30 Jun 65, pgs 1 and 10.

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03-Aug-65

4431

Under Rolling Thunder mission 25-C-5, a flight of four F-105s from the 12 TFS, on TDY at Korat from the 18 TFW, struck the Tul My vulnerable highway section in North Vietnam at location 18-30N and 105-29E. The four pilots of "Spruce" flight were:

Spruce 01 - Maj Ralph H. Bowersox
Spruce 02 - Capt Anatole Semenov, Jr.
Spruce 03 - Capt Raymond V. Moss
Spruce 04 - Capt James R. Hostetter

The flight dropped 18 750-pound bombs, fired 8 pods of 2.75" rockets, and strafed with 1,500 rounds of 20-mm HEI. The bombs dropped by Spruce 01 and Spruce 02 cratered the segment of highway and those from Spruce 04 destroyed an approach to a ferry crossing. The entire flight strafed and rocketed a truck park. The flight encountered heavy small arms fire and Spruce 03's F-105 was damaged but Capt Moss landed safely at Korat.

12 TFS History, 1 July - 31 Dec 1965, pg 38.

09-Aug-65

841

"On 9 August, an attack was made by USAF aircraft on SAM Site #8, with tactics differing from those used during the strike of 27 July [against SAM sites 6 and 7]. Although the site was later determined to be unoccupied, the new tactics were effective in terms of survival against ground fire and in the ability to deliver an effective weight of ordnance. The basic method consisted of three flights of F-105s (two aircraft per flight) armed with napalm and CBUs, and attacking at minimum altitude and high speed from widely divergent approach headings, followed by six F-105s delivering 750-pound bombs from a low-altitude 'Pop-up' attack. The initial low-altitude attacks being concentrated on the missiles and launchers. Attacking forces were backed by MIGCAP, ECM, ELINT and SAR and, despite intense ground fire, only one aircraft received damage."

F-105 pilots from the 12 TFS, 18 TFW, flying from Korat RTAFB, Thailand, struck SAM site #8, northwest of Hanoi. "Spruce" flight was led by Maj William J. Hosmer, with Captains Anatole Semenov, Jr., Pike G. Grubbs, and 1Lt John C. Morrissey. They dropped CBUs and fired rockets but the SAM site hardware had been removed prior to the attack. Major Paul M. Kunichika and Captain Raymond V. Moss also hit the same site with 750-pound bombs. They received very heavy flak but returned without aircraft damage.

"A 101 Recce pilot took a photo of our target and the powers that be assigned the target to our Sq. (12 TFS.) We had 3 flights only going up. Our flight had CBU's, one flight with rockets and one flight with 750's. (We attacked in that order). Our flight went up low level, through the valleys and used the telephone poles from the 27 July raid as our IP. Our flights were the only ones up that morning. We found that the site had moved when we got there. All went well for the strike, I took a hit in the tail section but nothing serious."

Maj Hosmer was awarded the Silver Star for leading this strike.

"On August 9, a force of twelve F-105 Thunderchiefs with Maj. William J. Hosmer of the 12 TFS as mission commander, headed for the installation accompanied by many supporting aircraft flying MiG and rescue CAP, ECM, and ELINT. Because the area was heavily defended by 37-mm, 57-mm, 85-mm, and 100-mm guns, Hosmer split his force into three flights of four aircraft each. The lead flight, led by Hosmer, winging at minimum altitude and high speed from divergent directions, dropped 173 CBUs on radar-directed and other anti-aircraft guns. Behind them flying in train, came the remaining Thunderchiefs, dropping their 750-pound general-purpose bombs in a series of low-altitude, pop-up strikes. The tactic of targeting the gun emplacements first, of which several were hit, and of drawing away fire allowed the follow-on aircraft to strike the missile area more

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accurately. No aircraft were lost and only one Thunderchief was damaged. For his leadership, Major Hosmer won the Silver Star. Unfortunately, as in the assault on July 27, bomb damage assessment disclosed that the missile revetments were unoccupied, indicating that the DRV was able to anticipate and attack and to disperse missiles and associated equipment quickly." ("Gradual Failure: The Air War Over North Vietnam; 1965 - 1966", pg 167.)

Lt Morrissey received the Distinguished Flying Cross for flying this mission. "First Lieutenant John C. Morrissey is awarded a Distinguished Flying Cross for heroism while participating in aerial flight as pilot of an F-105 jet fighter during an attack against Surface-to-air Missile Site 8, located thirty-two miles northwest of Hanoi, North Vietnam, on 9 August 1965. On that date Lieutenant Morrissey refused to withdraw after sustaining direct hits to his aircraft from intense hostile ground fire. At the risk of his life, Lieutenant Morrissey pressed his attack, significantly enhancing the success of the mission. The outstanding heroism and selfless devotion to duty displayed by Lieutenant Morrissey reflect great credit himself and the United States Air Force." (DFC Society Web site, http://www.dfcsociety.org/citation_detail.asp?ID=4529)

Project CHECO Report, Rolling Thunder #2, pgs 5 - 6 & 12 TFS History, 1 Jul - 31 Dec 1965, pg 7 & Pike Grubbs, e-mail 11 June 00.

18-Aug-65

4647

Oak Flight, from the 67 TFS, 18 TFW, led by Maj William H. Bollinger with 1Lt Patrick S. "Rick" Dotson, Capt Wesley Duane Schierman, and Capt Jerome H. Maier, attacked Qui Trinh. "Lead and #2 dropped eight 750 G.P. Bombs, and 3 and 4 dropped six 750 G.P. bombs and 4 also had two pods each of 2.75 rockets which were used in armed reconnaissance over the Qui Trinh roads. No targets were sighted and rockets were expended on bridges." Maj Bollinger flew F-105D 61-0217, 1Lt Dotson 62-4283, Capt Schierman 61-0193, and Capt Maier 62-4316.

Lt Col Robinson Risner, flying F-105D 62-4283, and Capt Robert V. "Boris" Baird in 62-4316, flew with two pilots from the 12 TFS on a familiarization mission on a road recce of Rte 8 southwest of Vinh. Elm 1 was Maj William J. Hosmer from the 12 TFS flying 61-0217. Lt Col Risner as Elm 2, dropped eight 750 G.P. bombs on a dam in the area with a road running across the top, destroying it. Elm 3 was Capt Anatole "Tony" Semenov, Jr. from the 12 TFS flying 61-0212. Capt Baird, as Elm 4 in 62-4316, dropped bombs on the same bridge and fired two pods of 2.75 rockets against two barges, leaving them in flames. "Road recce southwest of Vinh - two barges heavily damaged by rockets from #3 & #4. Bombs of #2 hit a dam site with roadway across it."

Capt John L. Mesenbourg flying F-105D 62-4328 as number 2 and Capt Robert N. McCoy in 61-0197 as number 4 from the 67 TFS flew with pilots from the 12 TFS on a familiarization flight over Laos. The 12 TFS pilots were flight lead Capt Vernon E. "Gene" Frank and number 3 Capt James Frank Street flying F-105D 62-4335. "This was a Whiplash, Forward Air Controlled strike with four aircraft dropping eight 750 bombs each. All bombs were dropped on the built-up troop area marked by FAC in T-28 using smoke rockets. Excellent hits were made, attested to by the FAC, and the area was left smoking. ... Attacked built up troop area marked by smoke from T-28 FAC. Good to excellent hits observed. No 4 - all bombs on tgt."

67 TFS history, 1 Jul - 31 Dec 1965, pp 8 - 9 (frames 1894 - 1895).

08-Sep-65 18-Sep-65

534

"Lima" flight from the 12 TFS, 18 TFW, deployed for 10 days from Kadena AB, Okinawa, to RAF Tengah AB, Singapore, for "Exercise Joss Stick" under 313 Air Division Op Order 342-66. Pilots included Colonel Robert L. Cardenas, the 18 TFW commander; Major William J. Hosmer; Captains Anatole Semenov, Jr.; John C. Jones; John Rehm; Wesley G. Carey, Jr.; Frank Street; 1Lt Charles G. Hofelich, Jr.; and Captain Lowell F. Peterson, the flight surgeon.

"The exercise, utilizing six F-105s, was held primarily to foster goodwill, and familiarize RAF

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personnel with the Thunderchief. The mission objectives were accomplished in an outstanding manner and we look forward to more joint exercises with the RAF."

Hq Fifth Air Force history described this deployment but gave different dates and reported four, not six, F-105s deployed. "During 1965, Fifth Air Force continued its participation in Joss Stick -- exchange of visits of flights of tactical aircraft between PACAF on the one side and the Royal Air Force (Far East Air Force) and Royal Australian Air Forces on the other. Fifth Air Force participated in two such exercises during 1965, Joss Stick Fighter 2/65 and 3/65.

"... Four F-105s of 18 Tactical Fighter Wing (313 Air Division) deployed to RAF Station Tengah, Singapore, to participate in Exercise Joss Stick 3/65. Originally scheduled for 18 through 24 September, Headquarters Far East Air Forces (RAF) requested and received a three-day extension, to allow completion of the full schedule of training events. As in Joss Stick 2/65 [from 26 February to 5 March 1965], Fifth Air Force had, before the deployment, expressed doubt as to whether Fifth Air Force could meet the operational commitment. Reasons noted were the extensive commitments in Southeast Asia, shortage of airframes associated in part with cracked wing spars of F-105s, and the possibility of worsening the then-delicate political situation between Singapore and Malaysia; requesting guidance of Headquarters PACAF, Fifth Air Force was directed to participate, using four F-105 aircraft -- the earlier plan to deploy two RF-101s in addition had fallen aside earlier."

The two Joss Stick exercises in 1965 were the last ones for F-105s. In December 1965, Hq PACAF cancelled participation in all 1966 Joss Stick exercises. Their 7 December message said, "SEA operational commitments require indefinite postponement PACAF participation subject exercises. FEAF has been advised."

12 TFS History, 1 July - 31 December 1965, pgs 2 and 3 & History of Fifth Air Force - 1 Jan - 31 Dec 1965 Vol I: Narrative, pp 61 - 64, AFHRA Call # K730.01, IRIS # 00521781.

31-Dec-65

4404

At the end of December 1965, the 12 TFS at the 18 TFW, Kadena AB, Okinawa, had 30 pilots assigned. They, and the numbers of combat missions flown to date, were:

Lt Col Charles W. Reed, Commander 31 missions
Lt Col Robert L. Fair, Operations Officer 50 missions
Capt Dana B. Cromack., Asst. Operations Officer 52 missions
Capt Pike G. Grubbs, Weapons Officer 14 missions

Maj Paul M. Kunichika, Flight Commander, INDIA Flight, 65 missions. Other members were:
Capt Vernon E. Frank 57 missions
Capt Thomas E. Boatman 39 missions
Capt George A. Bogert 28 missions
Capt Samuel E. Waters, Jr. 52 missions
Capt John C. Morrissey 51 missions

Maj Robert T. Campbell, Flight Commander, JULIETT Flight, 3 missions. Other members were:
Capt Allen L. Anderson 33 missions
Capt Wesley G. Cary, Jr. 36 missions
Capt Robert M. Crane 47 missions
1Lt Charles C. Large 42 missions
1Lt Vernon V. Sisney

Maj Ralph H. Bowersox, Flight Commander, KILO Flight, 58 missions. Other members were:
Capt Charles R. Copin 51 missions

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Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss 54 missions
Capt John H. Busbee 46 missions
Capt James R. Hostetter 57 missions
1Lt William W. Koelm

Capt Eddie J. Doerschlen, Flight Commander, LIMA Flight. Other flight members were:
Capt Anatole Semenov, Jr. 24 missions
Capt John C. Jones 46 missions
Capt John F. Rehm
1Lt Charles G. Hofelich 40 missions

Two pilots were attached to the squadron for flying:
Capt Donald F. Smith 52 missions
Capt Rezk M. Mohamed

The squadron was authorized 36 officers and had 34 assigned with two pilots attached. They had 5 airmen authorized and assigned.

12 TFS History, 1 Jul - 31 Dec 1965, pgs 1 and 13.

14-May-66

4520

For the first 4 1/2 months of 1966 the pilot roster of the 12 TFS in the 18 TFW, Kadena AB, Okinawa included:

Lt Col Charles W. Reed - Commander
Lt Col Robert L. Fair - Operations Officer
Capt Dana B. Cromack - Asst. Operations Officer

Maj Paul M. Kunichika - Flight Commander, INDIA Flight
Maj Robert T. Campbell - Flight Commander, JULIET Flight
Maj Ralph H. Bowersox - Flight Commander, KILO Flight
Maj Pike G. Grubbs - Flight Commander, LIMA Flight.

Pilots in INDIA Flight were:
Capt Vernon E. Frank
Capt Thomas E. Boatman
Capt George A. Bogert
Capt Samuel E. Waters, Jr.
Capt Malcolm B. Robertson

Pilots in JULIET Flight were:
Capt Allen L. Anderson
Capt Wesley G. Cary
Capt Anatole Semenov, Jr.
1Lt Charles C. Large
1Lt Vernon V. Sisney

Pilots in KILO Flight were:
Capt Samuel Chapman "Max" Maxwell
Capt Raymond V. Moss
Capt John H. Busbee
Capt James R. Hostetter
Capt Lawrence G. Hoppe

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Pilots in INDIA Flight were:

Capt Eddy J. Doerschlen

Capt John C. Jones

Capt Richard Smith

1Lt Charles G. Hoflelich, Jr.

12 TFS History, 1 Jan - 30 Jun 66, pgs 1 and 12.

30-Jun-66

4533

The following 20 F-105 pilots were assigned to the 12 TFS during the period 15 May - 30 June 1966:

Lt Col Robert L. Fair - Commander

Maj Robert T. Campbell - Operations Officer

Capt Dana B. Cromack - Asst Operations Officer

Capt Veron E. Frank - Flight Commander, INDIA Flight

Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight

Capt Eddy J. Doerschlen - Flight Commander, KILO Flight

LIMA flight had no personnel.

Pilots assigned to the three flights were:

INDIA Flight

Capt Malcolm B. Robertson

Capt Thomas E. Boatman

Capt George A. Bogert

Capt Samuel E. Waters, Jr.

1Lt William W. Koelm

JULIET Flight

Capt Samuel Chapman "Max" Maxwell

Capt John C. Jones

Capt Philip C. Montagne

1Lt Vernon V. Sisney

KILO Flight

Capt Raymond V. Moss

Capt Richard Smith

Capt John H. Busbee

Capt Lawrence G. Hoppe

1Lt Charles G. Hofelich, Jr.

12 TFS history, 1 Jan - 30 Jun 66, pgs 1 and 12.

24-Sep-66

4546

The 18 TFW at Kadena AB, Okinawa, sent a total of 18 F-105 pilots on temporary duty to augment the 355 TFW at Takhli and the 388 TFW at Korat. Each of the wing's squadrons, the 12 TFS, 44 TFS, and the 67 TFS sent six pilots.

The five pilots from the 12 TFS who went to Korat were:

Maj Dana B. Cromack who flew his 100th mission in early December 1966 and was replaced by

Maj Robert T. Campbell on 5 December.

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Capt Vernon E. Frank who flew his 100th mission on 13 December. The 12 TFS did not replace him "... as the RTUs were beginning to fill the required number of pilots needed by the 388th."

Capt Thomas E. Boatman who returned to Kadena in November 1966 when he was replaced by Capt Anatole Semenov, Jr.

1Lt Charles G. Hofelich, Jr. who returned to Kadena in November 1966 when he was replaced by Capt Samuel E. Waters, Jr. who was then KIA on 13 December 1966 while flying for the 421 TFS. On 14 December, Capt John H. Busbee replaced Capt Waters in the 421 TFS.

1Lt William W. Koelm who was assigned to the 469 TFS for 67 days -- 24 Sept - 29 Nov 66. This was his 4th TDY to various squadrons at Takhli and Korat since April and May 1966 when he flew combat missions with the 333 TFS at Takhli.

Capt Wesley G. Cary went to the 357 TFS in the 355 TFW at Takhli.

12 TFS history, 1 Jul - 31 Dec 1966, pgs 3 - 4 & Bill Koelm, interview 6 Aug 09 & 12 TFS Temporary Duty Order dated 21 Sept 66 signed by Lt Col Robert L. Fair, commander.

31-Dec-66

4535

The 12 TFS at Kadena AB, Okinawa, had 21 F-105 pilots assigned as of 31 December 1966. They, and the number of combat missions each had flown, were:

Lt Col Russell L. Rogers - Commander - 142 (Korea F-51)
Maj Robert T. Campbell - Operations Officer - 22
Capt Dana B. Cromack - Asst Operations Officer - 100
Capt Vernon K. Frank - Flight Commander, INDIA Flight - 100
Capt Anatole Semenov, Jr. - Flight Commander, JULIET Flight - 64
Capt Eddy J. Doerschlen - Flight Commander, KILO flight - 64

Lt Col Robert L. Fair - Previous commander and now 18 TFW DO - 58

Squadron pilots were:

INDIA Flight

Capt Malcolm E. Robertson - 17
Capt George A. Bogert - 43
1Lt Leon L. Garner - Not listed.
1Lt William W. Koelm - 84

JULIET Flight

Capt Samuel Chapman "Max" Maxwell - 28
Capt John C. Jones - 52
Capt William R. Jolly - "SEA tour complete"
Capt Philip C. Montagano - 103 (RF-101)
1Lt Vernon V. Sisney - 30

KILO Flight

Capt Eugene P. Beresik - Not listed.
Capt Richard E. Smith - 24
Capt John H. Busbee - 51
Capt Lawrence G. Hoppe - 22 (Eight to RP-6 during TDYs with the 354 TFS at Takhli)
1Lt Charles G. Hofelich - 79

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1Lt Gordon L. Clouser - 46

Capt Thomas E. Boatman, who had resigned from the Air Force, had flown 67 F-105 combat missions.

12 TFS history, 1 Jul - 31 Dec 1966, pgs 1 and 14 and 17 & Larry Hoppe, e-mail 27 Apr 10 and AF Form 5.

12-Jan-67

4562

Col William S. Chairsell, commander of the 388 TFW, sent a letter of appreciation to Col Neil J. Graham, 18 TFW commander, for the support that 18 TFW F-105 pilots gave to the 388th. "I am long overdue in writing you to express our appreciation for the significant contributions made by pilots of the 18th Tactical Fighter Wing who have served here on a temporary duty basis. Without their help, we simply would not have been able to fulfill the fraged sortie load on many occasions. Their experience and leadership have been appreciated by our pilots, many of whom are recent RTU graduates, and much of the praise heaped on this wing by higher headquarters has been earned by 18 TFW pilots. ..."

"I would like to cite the names of those who have served with us - a sort of Honor Roll - and pray that the collective memory of the present 388th Wing hasn't omitted anyone:

Maj Ralph H. Bowersox	Capt John L. Measenbourg
Maj Dana B. Cromack	Capt Cowan G. Nix [POW 1 Oct 66]
Maj Pike G. Grubbs	Capt William W. Raitt
Maj Howard E. Johnson	Capt John F. Rehm
Maj Glen C. Ward	Capt Anatole Semenov, Jr.
Capt Allen L. Anderson	Capt Donald F. Smith TDY to the 469 TFS
Capt Thomas E. Boatman	Capt William H. Snell
Capt John H. Busbee	Capt Burton Spurlock
Capt John E. Cozine, Jr.	Capt John T. Stadler
Capt Patrick Dotson	Capt Michael C. Stevens
Capt Jack L. Francisco	Capt George H. Vipond
Capt Vernon E. Frank	Capt Albert C. Vollmer
Capt Wayne Eugene Fullam	Capt Samuel E. Waters, Jr. [KIA 13 Dec 66]
Capt Charles H. Hofelich, Jr.	Capt Duane H. Zieg
Capt Edward L. Jones	1Lt William W. Koelm
Capt Thomas E. Mason	

"In conclusion, may I say that I wish we could have permitted all the 18 TFW pilots who were here last month to remain here. You have helped us when we needed you and it's frustrating that we can't help you in return. But the last two weeks have seen the many expected replacements from RTUs arrive and by next week we should be overmanned. Now that the Personnel pipeline is pumping, there seems no way to regulate it. We are having to build more hootches to accommodate them.

"Again, warm thanks to you and your professionals for seeing us over the hump."

History of the 12th Tactical Fighter Squadron, 1 July - 31 Dec 1966, pgs 15 - 16.

31-Jan-68

2915

(Approximate date) The 12 TFS, 18 TFW, published a crew roster of 64 names that included "Whisky" Flight, the Wild Weasel crews from Nellis that deployed on TDY to Osan due to the USS Pueblo crisis. Two of the crews were Maj Harrison W. Matthews and EWO Maj David Brog, and Maj John J. Revak and Maj Stanley E. Goldstein, whose Wild Weasel training at Nellis had been curtailed due to the deployment to Osan.

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Other pilots on the roster included:

Capt Lawrence G. Hoppe was a pilot in Lima Flight.
1Lt James Benton West was a pilot in Kilo Flight.
Col William L. Janssen was an attached 12 TFS pilot.
Capt Jack A. Phillips - 12 TFS. Nympho Flight pilot.
Maj Anatole "Tony" Semenov, Jr. 12 TFS. Juliet Flight Flt Cmdr

Capt Robert D. Pielin was listed as Asst Flt Commander of "Metro" Flight. Captains Douglas G. Lauck and Stanley S. Rynear were listed as pilots in "Nympho" Flight. Capt Clifford H. "Ted" Rees, Jr. was an Assistant Flight Commander in Nympho Flight. Lauck and Pielin were F-105D instructor pilots with the 562 TFS at McConnell while Rynear was an instructor pilot with the 561 TFS. Rees was a 100-mission pilot assigned to the 23 TFW. All four had been deployed from McConnell on TDY to Osan.

12 TFS Roster from John J. Revak.

06-Dec-03

3884

Lt Col USAF (Ret) Anatole "Tony" Semenov died of a heart attack in Cozumel, Mexico.

Retired U.S Air Force Lt. Colonel Tony Semenov, a long time resident of Ft. Walton Beach, passed away Saturday, Dec 6, 2003, while on a diving vacation in Mexico. Tony was born on January 3, 1934, in San Francisco, where he lived until entering military service in 1953.

On 1 Jan 1960, while home on leave from Williams AFB, AZ, Tony met his life long partner, Marina, with whom he shared 43 years of marriage, adventure and good times. Tony and Marina were partners not only in marriage and during their Air Force career, but also in their local real estate business that they founded and nurtured for more than 25 years.

As a fighter pilot's "fighter pilot," Tony exemplified the tenets of loyalty, trust, integrity and teamwork that are essential elements of a fighter pilot community; and he brought these same attributes to his and Marina's real estate business. As a member of the Red River Valley Fighter Pilot's Association, the Air Force Association, the Order of Daedalians and the Quiet Birdmen, Tony stayed current in the requirements and needs of his two chosen professions. Tony's skill as a fighter pilot are attested by his military awards which include the Distinguished Flying Cross with 4 Oak Leaf Clusters (OLC), the Air Medal with 9 OLCs and the Meritorious Service Medal.

Tony, who held memberships in both the Eglin and Ft Walton Beach Yacht Clubs, was an avid boater, expert SCUBA diver and a highly skilled underwater photographer. It was his love of diving and undersea photography that took Tony and Marina to Mexico and other dive spots several times each year. His photographs are proudly displayed in many homes in the area.

Tony was preceded in death by his father, Anatole Semenov, Sr. and his mother, Pasha Stielkova Semenov. He is survived by his wife, Marina, his son Michael (whose career and recent promotion to Lt. Colonel in the Air Force brought special joy to both Tony and Marina), Michael's wife Amy, and his "pride and joy" grandson, Benjamin.

A funeral service, with full military honors, will be held at 1:00 pm on Saturday, Dec 13, 2003. Arrangements are under the direction of Emerald Coast Funeral Home, 113 Racetrack Road, Ft Walton Beach. A reception service will be held at the Semenov residence immediately following the service. In lieu of flowers, donations to your favorite charity are suggested.

E-mail, George Acree <acree5@COMCAST.NET>, on The Weasel-L List <WEASEL-L@HOME.EASE.LSOFT.COM>, 10 Dec 2003.