



Bruce Rallen Reichenbach
Senior Master Sergeant U.S. Air Force
3 August 1960 – 1 January 1984



Bruce was born on 3 August 1943 in Washington, Georgia, while his father was stationed at Fort Gordon, Georgia. His father was **Miles Rallen Reichenbach** (26 May 1918–9 January 1993), a veteran of World War II, the Korean War, and Viet Nam. His father initially served in the Army and later in the Air Force, retiring as an Air Force Master Sergeant in 1971. Bruce's mother was **Mary Myrtle Jackson** (22 December 1925–1969). Bruce attended schools in Florida, Pennsylvania, California, and Paris, France. He attended Emmaus High School for one year, later earned the GED Certificate, and graduated from Yuba College in Marysville, California, in 1975 with an AA degree. He graduated from Southern Illinois University in Carbondale, Illinois, with a Bachelor of Science degree in Education in 1976. While attending school in Paris in 1959, Bruce came to East Texas, Pennsylvania, on Christmas vacation, and he decided to stay. While living in East Texas, Bruce washed dishes for the Barbecue Pit Restaurant in Allentown and assisted his future father-in-law, Arlan Hinkel, who was well known in the area for hauling trash and delivering cistern water to homes and businesses. Bruce married Arlan's daughter **Romaine Grace Hinkel** (born 6 May 1941) in January 1960 in Folkston, Georgia, while on a motorcycle trip; they raised two daughters and a son. Bruce enlisted in the Air Force on 3 August 1960 in Philadelphia, Pennsylvania, initially serving on active duty until 1967, followed by three years in the Air Force Reserves, and then returning to active duty from 1970 to 1984. While on active duty the first time, Bruce was assigned to Minot, North Dakota (1961–1965); Beale AFB in Marysville, California (1965–1966); Midway Island NAS (1966–1967); and McGuire AFB, New Jersey (1967). He then served in the Air Force Reserves for three years, at McGuire AFB for about a year and then as a C130 Instructor for Lockheed Corporation and the Royal Saudi Air Force in Saudi Arabia from 1968 to 1970. He was then assigned to Wiesbaden, Germany, where his father was also stationed, before returning to active duty at McGuire AFB. He was then stationed at Beale AFB in Marysville, California (1970–1974); Travis AFB, California (1974–1977); Altus AFB, Oklahoma (1977–1981); Barksdale AFB (1982); and March AFB, California, until he retired on 1 January 1984 as a Senior Master Sergeant. While in the Air Force, Bruce earned numerous qualifications including Aircraft Maintenance, Maintenance Standardization Inspector, FAA Airframe and Power Plant License, Flight Engineer License, Pilot License, Flight Instructor license, Air Force Specialty codes in Aircraft Maintenance, Performance Qualified Flight Engineer, Flight Examiner, C5 Aircraft Instructor, and KC10 Tanker Aircrew Training Manager. In addition to five Air Force Service Ribbons, Bruce was awarded the Meritorious Service Medal with Oak Leaf, Air Force Commendation Medal, Air Force Achievement Medal, Air Force Combat Readiness Medal, Good Conduct Medal with 9 Oak Leaves; National Defense Service Medal, Armed Forces Expeditionary Medal, Viet Nam Service Medal, Korean Defense Service Medal, Humanitarian Service Medal w/Number 1, Viet Nam Campaign Medal, and Viet Nam Gallantry Cross. After his retirement from the Air Force, Bruce went to work for McDonnell Douglas Aircraft in Long Beach, California, as a Senior Flight Test Safety Engineer (1985–1987) and Oceana NAS, Virginia, as Chief Engineer on electronic warfare aircraft for the U.S. Navy (1987–1991), where he received training and authorization to fly military aircraft as a pilot. Bruce then joined American Airlines in 1991 for whom he was a DC10 Instructor from 1991 to 1993 and was rated a captain on the DC10. In 1993 he was hired as an instructor by Express One Airlines and qualified on the Boeing 727 while contracted out to Polynesian and Royal Tonga Airlines. At the end of 1993 he was hired by Northwest Airlines as a Flight Simulator Standards Pilot to test and certify flight simulators to FAA standards. He returned to American Airlines in 1994 and became an MD80 Flight Simulator Instructor Pilot. All totaled, Bruce accumulated 20,000 flight hours in 37 makes and models of airplanes and flight simulators. He holds FAA licenses as an Airline Transport Pilot with Captain's ratings in the DC8, DC9, and DC10 aircraft; Flight Instructor Single and Multi Engine; Advanced Ground Instructor; Airframe and Power Plant Mechanic; and Flight Engineer for the United States, Finland, and France. He has also flown the MD11, B727, and B747 aircraft and was a crew member on the C141.