

Member Profile

Bob Hagan

As printed in the November 2010 Newsletter

Bob was born in Capitol Hill General Hospital to parents that lived in Del City near 29th and Epperly Drive. While in the 2nd grade his family including one younger sister moved to Bakersfield California in search of work. They lived in a tent pitched inside an uncle's barn while his dad worked in the oil field. Bob and his mother picked up potatoes, picked cotton and oranges and did other odd jobs. After a string of Motels, and trailer parks they returned to Oklahoma, again Del City where Bob attended Epperly Heights Elementary, same as Jerry Chandler. A move to Choctaw, and another move to the Crooked Oak area and finally a move to Moore where Bob Graduated High School.

Bob remembers eating at the Skyline Diner when it was on the south side of 15th street. The move to Moore started a friendship with Mike Ferencich, which has lasted over 50 years. Bob worked at the Buchanan's store in Moore, worked for the Handy Dan's ice company and at KOMA as a gopher during High School.

Bob's grandpa who was always his hero strongly encouraged Bob to be the first family member to receive a College degree. Short on money Bob took a job as a garbage man (in exchange for room and board) at Connors State Junior College in Warner Oklahoma and finished his freshman year there. He moved garbage twice a day and after two showers a day was voted the cleanest freshman on Campus. He moved back to Moore and continued his education at Central State University in Edmond finishing his Bachelor's degree in Psychology with minors in Biology, Chemistry and Math. After graduation he enrolled at the University of Oklahoma and pursued a Masters Degree in Public Administration. After completing the course requirements he failed to do a thesis and therefore never received his Masters Degree.

After his stint as a garbage man he went to work as a seasonal mail carrier in Moore and was employed by Tinker AFB as a Jet Engine Mechanic. Starting salary was \$2.16 per hour. He was promoted to the Mech-Tech program and became a Journeyman Machinist and worked on jet engines for several years and smelled like JP4 for several years thereafter. After completion of his degree he was promoted to an administrative position and finally after some coaching by his boss was able to sit down in a chair and at a desk. Seven years later he was promoted to work at HQ Air Force Logistics Command at Wright Patterson AFB in Dayton Ohio. During this job he traveled extensively around the country working at the various Air Logistics Centers and worked at the Pentagon. After his brain froze from 5 winters in Ohio he moved to Sacramento Ca and worked in the ALC there. He managed the Repair of the F-111 Aircraft in Bristol England, and his last job with the Air Force involved managing Black World Programs at Secretary of Defense, CIA, NSA level and became quite comfortable briefing large crowds. He became fast friends with the FBI agents in the Sacramento area after one of his programs was compromised by Russian Spies in the early 90's. Nothing like having an FBI agent waiting for you at your office first thing Monday morning!

A close call caused him to reconsider his career. While doing his regular commuting to Bristol England he was on PAN AM flight 103 just a week before the Lockerbee Scotland incident. Bob retired in 1994 after an early out and the urging of Nancy who said she was going to have him taken to the California Home for the Bewildered if he didn't. She also retired from Federal Service the same year. They built a home in the redwoods in Northern California where they ran, taught and recruited for the Adult Literacy Program at the local Library for 5 years, worked at the local Golf Course (his first year as a retired person he played 270 rounds of golf) and traveled allover Northern California with Nancy while teaching for the 2000 Census. He also became a Volunteer Firefighter and became an Emergency Medical Technician, Ambulance driver and Engineer. One day in 2002, he woke up and said its time to go home and after some discussion three months later they were here.

His first car was a 1958 Ford. Bob installed a 2 four bbl intake, put non-street legal slicks on the back, removed the front bumpers and tore up the streets. Every Cop in Moore knew Bob. Next came the new 1967 Mustang coupe with the 390 and a four speed. Looking back Bob realizes that he was lucky to have survived this one. It would run 115 MPH in third. A 1969 396 Chevelle, a 1964 Impala with the 300 HP 327 (drove it for years) a 1965 Austin Healy 3000 which he restored and drove for 12 years, a 1958 MGA, a 1974 Triumph TR6, a 1979 L82 Corvette souped to the gills, side pipes, Edelbrock Torquer, Holly and Centerlines that Mike Ferencich located for him, Bob flew out to Oklahoma and drove it back to Sacramento. First tank at 55MPH in cruise got about 7 MPG. Bob called Nancy, do we have enough money in the bank to buy gas to get this thing home, some 2000 miles. After selling the Corvette he purchased the El-Camino in 1990. He drove it daily to work and back for 4 years, putting the bulk of the over 200,000 miles it has on it.

Bob got started working on cars one morning when his dad got him up and said I need your help. Seems their 52 Chevrolet had a burnt valve. That day Bob removed the head all by himself at the age of 11. The following week a front-end job on the family 1949 Ford sealed the deal. His dad purchased him a set of Husky Sockets at the Western Auto store in Moore in 1964 that Bob still uses today. Bob currently serves as a City Council member for the city of Blanchard, where he also served on the Board of Adjustments and a tenure as the Emergency Management Director. Bob has been a member of the Tri-City Cruisers for 6 years or so and has served as President for 2 years. He also attempts to do the newsletter once a month and has for 5 years or so. Thanks for all you do.