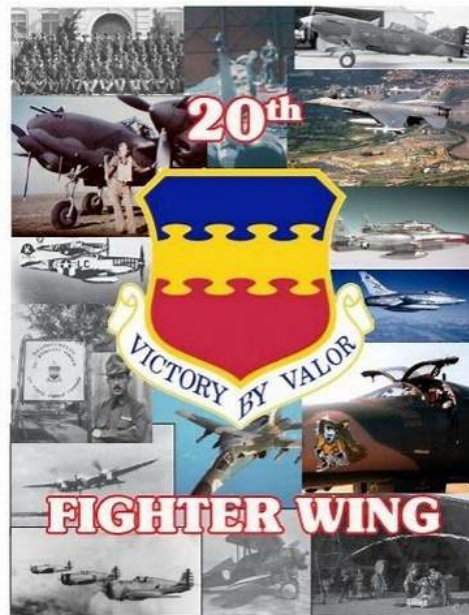


20th Fighter Wing Association

Newsletter



28 February 2025



Welcome all ranks and AFSC's



The purpose of the Association

To preserve the military history and foster esprit de corps of past and present members of the 20th Fighter Wing and all previous and subsequent military iterations of that organization. Membership in the Association will be open to past and present members of the 20th Fighter Wing, their spouses and such other persons who have an interest in the affairs of the Association.

2024/2025 Board Members

Gino Passaro – President: Steve Homoki – Vice President
Dave Roberts – Chaplain: Ron Obernier – Secretary
Art Sevigny – Historian
Missi Zender-Sakach – Treasurer
Steve Brown – 2025 Reunion
Missi Zender-Sakach – Past Reunion Chair
???????????? – 2027 Reunion Chair HELP!!!!!!

The following positions on the current board will be coming up for nominations and elections at our annual meeting in Tucson. Please look at those positions and review the duties of each which can be found on our website or on our membership roster. Remember this Association is only able to function and maintain our 501 status because we have a Board of Directors.

President Vice President Chaplain Secretary Historian

If you are interested in any of these positions, please notify a Board Member and we will put you in the ballot for a vote at our annual meeting. If you have questions about any position, please contact the relevant Board member. Current Board members have the option to run again for the position they are in or any other position.

New Members Since Last Newsletter

Neil Slattery. Neil was a member of the 20th at Upper Heyford and was assigned to the 55TFS from 1978-81. He flew the F-111. Neil and wife Rosa reside in Fort Worth, TX

Joe Abbot. Joe was a member of the 20th at Upper Heyford and was assigned to the 79TFS from 1982 -1988. He flew the F-111. He joins the Association with his wife Dana.

Edward Herta. Edward was a member of the 20th at Upper Heyford and was assigned to the 20th AMS from 1977 – 1979. He joins the Association with his wife Debra.

Fallen Heros



This Listing contains only those warriors identified to the Association since the last newsletter.

Colonel (ret) Danny D. Howard



Danny was a previous member of the association and was stationed at Upper Heyford several times. He was a WSO in the 77TFS during 1971-1974. Around the 1982-time frame he was the 55th Ops Officer. Moving up to the 55th Commander position during 1982-1985. And ultimately the Deputy Base Commander late 1985 through June 1986. He flew the F-111.

Major (ret) Lloyd A. West

Major (Ret) Lloyd A. West served the United States Air Force in many capacities during his distinguished career and the 20th TFW at RAF Upper Heyford during the years 1973-1978. He was assigned to the 79th TFS. In addition to flying the F-111 he also spent time in the C-123, F-101, and the F-15. He was a long-time member of the 20th FWA

Senior Master Sergeant (Ret) Martin (Marty) Gladden



SMS Marty Gladden served the United States Air Force in many capacities during his distinguished career and the 20th TFW at RAF Wethersfield during the years 1964-67. While there, he was a member of 20th TFW Field Maintenance Squadron and supported the F-100. He was a long-time member of the 20th FWA and attended many recent reunions.

Lieutenant Colonel (Ret) Paul Kimminau

LtCol. Paul "PK" Kimminau served the United States Air Force in many capacities during his distinguished career and the 20th TFW at RAF Woodbridge during the years 1964-1967. He was assigned to the 79th TFS flew the F-100. He was a long-time member of the 20th FWA.

A bit of History

by Art Seigny

I

20th FIGHTER GROUP's ROAD TO ITS FIRST AERIAL VICTORY 26 November 1943

The 20th Fighter Group was stationed at Hamilton Field, California on December 7, 1941. After the attack on Pearl Harbor the Group conducted submarine patrols off the California coast until early 1942. In February the Group's mission changed to training, where its three squadrons would receive new pilots and proceeded to turn them into a cohesive fighting unit. Once the training was done these pilots would transfer out en masse to form a new combat squadron leaving behind a cadre of pilots to start the process again. The Group did this six times before it transferred to March Field, California in January 1943 where it started training for its own combat with the P-38 Lockheed Lightning.

By the summer of 1943 it was becoming obvious that the 8th Air Force heavy bombers were not up to the task of penetrating into Germany without fighter escort. The initial solution was the P-38. In late summer of 1943, the 20th FG and 55th FG (not to be confused with our 55th Squadron) were rushed to England with the 20th arriving first on 26 August 1943 and the 55th Group arriving on 4 September 1943.

The two groups would fly the new P-38H but these were slow to arrive in the UK. Of the two groups the 20th's pilots had a lower experience level due to their only recently converting to the P-38. The 55th Group received their aircraft first and started flying escorts on 15 October 1943. The 20th



Publicity shot of 20th FG pilots scrambling to their new P-38H aircraft.

was slowly receiving aircraft and by November there were enough aircraft to field one squadron. To gain experience, each of the 20th's squadrons would fly missions with the 55th Group on a rotation. The first mission was flown by the 79th FS on 5 November 1943. From the 20th's history:

"The 79th planes were to follow the 338th Squadron. Immediately after take-off Major Blanton and his wingman Lt. Fall left the formation and before reaching the Dutch Coast, Gatterdam, Yaryan and Reihmer had to turn back one by one because of engine trouble, leaving only five planes. Maj. Wilkins couldn't draw from his belly tank and upon reaching the Dutch Coast he gave a call on the radio and turned for home. The other four understood him to say that all were to go home so they followed suit. In the meantime after Lt. Fall saw Maj. Blanton go in to land, he turned back on course and caught up with the 38th Squadron and tried to pair up but could find no partner so, he came home. All in all it was a snafued affair for our boys."

So clearly, we had a steep learning curve ahead.

The 77th was taking its turn on the rotation on 26 November 1943 with escorting bombers to Bremen, Germany. Major Johnson led the squadron from White Flight. Eight P-38s took off at 1014 hrs with two turning back due to mechanicals soon after takeoff, followed by two more just after crossing the Dutch coast.



Maj Johnson

The four remaining P-38s rendezvoused with the bomber at 1200 hrs near Lenwerder Airfield, Germany. As they joined the bombers Major Johnson spotted five Do217s NNW in a loose "V" formation at 10 o'clock low. He proceeds to attack the near left-hand ship. At 150-175 yards he opened fire with a two second burst from slightly left from dead astern. He

observed hits near and on the cockpit with balls of flame coming from between the left engine and cockpit. Johnson was forced to break to avoid a collision with the Do217. As he rolled back the remaining 217s had scattered and his target was



Lt Gard

heading down in a violent spin out of control.

Meanwhile Johnson's wingman Lt Gard flying White #2 was forced to break underneath the formation and pulled up in front of Johnson's target and then broke again observing the 217 going down and providing confirmation for Johnson's kill since Johnson's gun camera failed. This was the first victory for one of the 20th's squadrons. Lt. Gard became a POW on 1 December 1943 when a lone Bf109 made a single pass through their formation firing on Gard's P-38.

Capt Sabo, flying White #3, fired a one second burst on a 217 with no hits observed. Sabo was able to provide additional confirmation for Johnson's claim. The 20th Fighter Group would not fly a mission as a group until 28 December 1943.

20th Fighter Wing News

20th SFS hits the ground running in first-ever Sentinel Seed exercise.

By Senior Airman Steven Cardo, Published Dec. 16, 2024

The roar of helicopter blades cuts through the biting December air as U.S. Air Force 20th Security Forces Squadron Defenders touched down at the Poinsett Electronic Combat Range in Sumter. Their mission: to establish a robust defense of a contingency location during the first-ever multi-day Sentinel Seed exercise, Dec. 4-6.

Partnering with U.S. Army aviators, the Defenders tested their ability to adapt and overcome unexpected obstacles while supporting mission operations in an austere, contested environment. Sentinel Seed also served as a validation exercise for the unit's annual training plan, helping gather data to improve future training.

"Sentinel Seed was a means for the unit to test our combat readiness in a contested environment and evaluate our Defenders on air base defense skills they retained during our annual training," said U.S. Air Force Master Sgt. Michael Garrison, 20th SFS weapons and tactics section chief and exercise lead. "The 20th SFS is constantly being tasked with contingency events both in real world situations and in exercise scenarios. Sentinel Seed improves our Defenders' understanding of mission planning and execution in order to provide the wing with a more capable defense force needed to secure our assets and personnel, no matter the location or duration."

Thirty-one Defenders participated in the 56-hour exercise, deploying to a simulated contingency location via UH-60 Black Hawks from McEntire Joint National Guard

Base. Their mission was to establish a defensive perimeter around an austere flightline to support aircraft generation, applying techniques aligned with agile combat employment concepts. “We coordinated with the AH-64 Apache and UH-60 Black Hawk helicopter pilots based out of McEntire in South Carolina to add realism to this exercise,” said Garrison. “The location contained little to no infrastructure or physical security for our Defenders to operate with and weather analysis showed a steep decline in temperature as it plummeted to the twenties. All of these aspects ultimately tested our Defenders’ ingenuity and defense posture as well as their mental and physical conditioning. ”Garrison and other 20th SFS planners designed the exercise to hone Defenders’ skills while collecting data to identify strengths and weaknesses in training and equipment. The Airmen were challenged to adapt and overcome the unexpected, such as shifting weather and interactions with unidentified forces, strengthening Defender resilience, team communication and leadership capabilities. “[Sentinel Seed] teaches you a lot about being a leader,” said 2nd Lt. Jaden Wilson, 20th SFS flight commander and exercise defense force commander. “We’re in a simulated combat environment where we can identify our strengths and weaknesses. It takes you out of your comfort zone where you can learn about yourself and how you react when put in stressful or difficult positions. So, as much as this was an exercise and evaluation, this was valuable training that will help all of us get better at what we do.”

By simulating real-world challenges, the exercise provided Airmen and leaders with valuable insights into the unit's capabilities and areas of improvement, ensuring its continued ability to adapt, overcome and succeed in the face of any obstacles.

The data and lessons gathered during Sentinel Seed 24-1 will inform future training and better equip the 20th SFS for future taskings. Building on this iteration, the unit plans to conduct future Sentinel Seed exercises, incorporating evolving tactics and scenarios to better prepare Defenders for the ever-changing combat environment and support the 20th Fighter Wing’s mission to project combat airpower anywhere in the world.



This year the Association will sponsor a Freedom Bash at Shaw AFB. The event will be held on 28 June 2025 and is open to Shaw/Sumter Community. The attendance is 4000+. The Association will have a tent, table and chairs for the event. I will be there to represent the Association and plan to have membership forms and items to showcase our Association. Of course, our banner will be prominently displayed.



From our Members

Cartoon from Joe Roberts. He is a member and was at Wethersfield 62-66.



A Surprise 100th Birthday Party For Col Joe Peterburs

By Dan Henderson

On 14 December, I had the honor of surprising Col Joe Peterburs (ret) for his 100th birthday party in Roseville, California. The event was put together by his grandson and granddaughter, Rick and Sabrina Peterburs, along with both of his great granddaughters, Hannah and Sophie Peterburs. The event was one for the ages.

Before going into the event, a brief overview of Col Peterburs. Col. Joe Peterburs was born in St. Paul, Minnesota, on November 25, 1924. He enlisted in the Army Air Corps at 18, was selected for pilot training, and was commissioned as a Second Lieutenant. A short time later, he was assigned to the 8th Air Force, 20th Fighter Wing, 55th Fighter Squadron as a P-51 pilot.

On April 10, 1945, on his 49th and final mission escorting a group of B-17s over Germany, Lt. Peterburs engaged a team of Luftwaffe ME-262s, the first jet planes to hit the skies in air combat history. After he shot down at least one jet, he attacked an enemy airfield multiple times, destroying more planes and a hangar, but on his last pass, he was hit by ground fire that damaged his aircraft. Joe, at an altitude of 300 feet, parachuted out over the area of Burg, Germany. After hitting the ground hard, he attempted evasion, only to be captured by the Germans.

He was forced marched to a lightly guarded Stalag III located in Luckenwalde only to escape in the night. Evading further attempts at being captured, he stumbled upon a Soviet tank unit near Berlin. Facing a death sentence for not assisting the Russians in attacking German defensive placements, he “gladly” and actively fought German ground forces for the Soviets. Several days later, an American patrol came upon Lt. Peterburs and recognized his flight suit; he was finally repatriated to American forces and sent back home. After the war, Joe continued to serve in the Korean and Vietnam War, finally retiring as a United States Air Force Colonel after 36 years and five months of total service in 1979.

As a testament to his duty and service, Col. Joe Peterburs is a Command Pilot with over 2000 hours of conventional and 2000 hours of jet time, 125 Combat Missions, 407 Combat Hours in the P-51; a Master Air Weapons Controller, and an inductee into the USAF Air Weapons Controller Hall of Fame. His military decorations include: The Legion of Merit, Distinguished Flying Cross w/1olc, Bronze Star w/1olc, Purple Heart w/1olc, Air Medal w/7olc, P.O.W. Medal, and 32 other Medals and awards.

The event was held in the Dwelle family hangar located in Auburn Community Airport, California. The selected venue was also the hometown airport of Retired General Bud Anderson. Upon entering the hangar, the setup was amazing with each table with a centerpiece of Col Peterburs (ret) in the back of a P-51 enjoying a sortie. The highlight though was a 1950 Hawker Sea Fury TMK-20, which was viewed by over 175 family, friends, highly accomplished guests, and me.

Father Michael Vaughan, Chaplain for the California Army National Guard, provided the A invocation before lunch, which was catered by Jimmy Ts from Folsom, CA, which received rave reviews as my tongue beat my brain to get more. Then an introduction of special and honored guests to open the event. Special guests included the

California Legislature, Sixth District, Senator Roger Niello, who presented Col. Peterburs with a resolution recognizing his 100th birthday, and Rep. Kevin Kiley, Congressman CA-3, who also presented Col. Peterburs with a certificate of recognition and an American flag that had flown over the US Capital in his name. It should be noted that Congressman Kiley spoke about the heroism of Col. Peterburs on the House Floor a week before the event, honoring one of the last great heroes of our Greatest Generation.

Retired El Dorado County Sheriff, US Army Col. Hal Barker (ret.), was in attendance, CMSgt (ret.) Jim Sullivan from the USAF Non-Commissioned Officer Association presented to the following honored guests in attendance that received special recognition included WWII and Vietnam Veteran Master Sergeant Cletis Bailey from MacDonald Tennessee, WWII Veteran Private First Class Joe Gallegos from Aptos, California Vietnam Veteran Staff Sergeant Bruce A. Wiener from West Hills, California, Vietnam Veteran Private First Class, Juan G Servin from Sacramento, CA, and Vietnam Veteran Private First Class Steven Adamak from Bakersfield, CA.

Also in attendance were Page Rander, daughter of Andrea Rander, one of the League of Wives who played a pivotal role in support among the wives of [POW](#) and [MIA](#) soldiers during the [Vietnam War](#) Ms. Rander's father, Donald Rander, was a POW for 5 years in North Vietnam. Also in attendance was Earnestine Lavergne, granddaughter of Lt. Col. Alexander Jefferson, Tuskegee Airman, P-51 pilot. Ms. Lavergne traveled from Detroit, MI to attend the Colonels 100th Celebration. Additionally, Barry Lewis attended from Mobile Alabama whose father was shot down in a B-17 on the same day as Col Peterburs and they met in a POW camp.

The Air Force JROTC Casa Roble High School presented the colors for the opening ceremony, and the California National Guard 434th Battalion Cadet Corps voluntarily offered their services to be the clean-up crew for the party. The evening ended with the VFW Post Camerado 10165 Chaplain giving the evening's farewell blessing with an ecumenical benediction prayer for all traveling back home safely.

The weather on that day was rain and fog all in the area. Due to this, two missions were scrubbed that day. One was to fly a P-51 into the event as a static display and one for a fly-by. Also, the weather derailed the only other surviving 55th Fighter Squadron member from World War Two, Lt. Col (ret) Wallace "Lucky" Lowman from attending. At 103 years old, the hour and a half drive were too much in those conditions. However, I had the distinct pleasure of going to his house in Valley Springs, California.

During this visit, I was able to represent the USAF Non-Commissioned Officer Association in presenting Lt Col Lowman with special recognition for his service during World War Two and Vietnam Wars. Additionally, Lt Col Lowman has agreed to be honored with a Quilt of Valor that is to be presented by the end of 2024.

Lastly, a comment Col Peterburs made on the way home epitomizes the Warriors ethos when he stated, "I wasn't sure what to expect, but I quickly realized when the event was more than just about me, and to celebrate others who may never get a chance at being honored in an event like this, made my heart smile". The work that the Peterburs family and close friends were able to accomplish for this celebration is beyond remarkable and the embodiment of taking care of each other and a highlight in many people's lives.



The story of the 77FS theft of the 79ths entire bar while the Tigers were deployed in 2004.

By Andrew "Ski" Dembosky

When I got to Shaw AFB in 1995, the 77th, 78th, and 79th were all in nearly identical buildings in that order on the northwest side of the runway/base, with the 55th (an A-10 squadron at the time) in a building on the southwest side.

They were relatively new buildings or at least rather new inside so that the squadron "bars" were more like lounge areas with kitchen facilities that squadrons adorned with the all the usual things you'd see in a squadron bar. In fact, we in the 78th had a really large "fish tank" for Barny, our snake, (although at the time it was a large boa rather than an actual pitmaster, since those are tough to get) in the bar that the snacko had to clean out once a month.

Anyway, the 79th was unique in that in its "lounge"/bar, it had an actual dark wood wrap-around bar with backstand area instead of the more kitchen like counter top that the 77th and 78th had. The word was that the squadron had brought it over from the move from England. Even if they didn't, it definitely made you feel like you were in a pub rather than a lounge, and there was much rejoicing and song singing just like you would remember.

Flash forward to my second assignment at Shaw, around 2003. The squadrons are all still there in the same buildings, although the 78th is about to be deactivated (it was supposed to be the 55th at first, but Bud Day intervened with an email directly to CSAF to change that based on historical points). Anyway, nothing had changed from when I had left in 1998. At one point, the 79th was deployed to southwest Asia so their building was fairly empty (the usual practice at the time was for the remaining pilots to get folded into one of the other squadrons for awhile and then swap-out). I was at 9th AF Stan/Eval at the time (without a doubt the best "staff job" you could ever get since I could fly 5 days a week if I wanted to with 4 F-16 squadrons--since the 55th had now converted to F-16s-- on base always in need of an IP/SEFE) and at the 77th one Monday to fly when I went into the lounge/bar to get some coffee and some lieutenants were finishing up all the connections on a brand new dark wooden bar in the room. After talking to them a bit, I learned that they had "liberated" the 79th's unused bar over the weekend and installed it in its entirety in the 77th.

Not sure what happened after that since I got expelled to Montgomery for ACSC, also known as "shoe clerk hell."

Air force National Museum Website

Submitted by George Hanks

(Editor's note: The article is not about the 20th Fighter Wing, but it does highlight several Association members who were Misty FACs prior to and after the period reported. Most of us have had numerous other assignments within the Air Force and it is appropriate that we highlight those achievements.) The Association members I can name are mentioned on the Museum website are: Gen Merrill McPeak, Col George "Bud" Day (Bud helped to form our Association), George Hanks, who submitted this article.

U.S. Air Force FACs normally flew slow, propeller-driven aircraft to locate North Vietnamese personnel and supplies moving south along the "Ho Chi Minh Trail." As the communists reinforced their infiltration routes with antiaircraft artillery (AAA) and surface-to-air missiles, the loss rates over certain areas became unacceptable.

To resolve this problem, the U.S. Air Force decided to use faster, two-seat, jet-propelled F-100F FACs over the most heavily-defended spots under the code name COMMANDO SABRE. In June 1967 Detachment 1, 416th Tactical Fighter Squadron, commanded by Maj. George "Bud" Day, began operations. The all-volunteer aircrews of this unit quickly became known by their radio call sign Misty.

During their missions, Misty FACs often flew against the Ho Chi Minh Trail, focusing on its key passes from North Vietnam into Laos. They operated at

relatively low altitude, constantly turning their aircraft to throw off the aim of enemy anti-aircraft gunners. Misty FACs located and marked targets for other aircraft to hit, and they occasionally used their 20mm cannon to attack targets themselves. Misty FACs also spotted targets in southern North Vietnam and supported rescue forces to recover downed aircrew, often being the first aircraft on the scene.

In addition to being extremely hazardous, Misty FAC missions were exhausting for the aircrews. They remained on station for four to six hours, during which they left North Vietnamese air space multiple times to refuel from an aerial tanker.

In spite of their skill, specialized tactics, and fast aircraft, they paid a high price for striking at the vital, well-defended lifeline of the communists. Enemy ground defenses shot down nearly a quarter of the 155 Misty FAC pilots (and two were shot down twice).



George Hanks (Association Member) (Misty 49) in the front seat and Ted Powell (Misty 56) in the back seat.

Bonds Formed by Aircrew After F-111 Ejection

By Ralph Jodice

In mid-November on a trip to Pennsylvania to visit family, Paul Emrich (BTD; Born To Die) spent the night at Ralph Jodice's (Jodeecee) in Hanover, PA. BTD and Jodeecee were assigned together to the 79TFS from 1982 to 1985. Pictured here in Jodeecee's home bar, Paul and Ralph are in front of their F-111E drogue chute and holding one of the ejection handles and the WSO stick from their capsule from aircraft 019. While on a flight lead upgrade sortie for Ralph on 9 August 1984, the two had to bail out on Tain Range following a bird strike which took off the radome and causing both engines to compressor stall. Their wingman had Cliff Smith as the IP and Tim Malone in the right seat on an IP upgrade sortie. Everything worked as advertised, and the two escaped with minor injuries. Having survived an F-111E ejection, Paul and Ralph share a special, life long bond and friendship.




F-111E M

68-0019
 F-111E # 29 GD/FW Production Run # A1-188
 USAF Delivery Date: November 30, 1969

Crash Scenario
 On August 9, 1984, the mishap aircrew was scheduled for a Flight Lead Upgrade mission to include air refueling and low-level and range work. The mishap aircraft departed RAF Upper Heyford, United Kingdom, at 0915 L. While on the bombing range a bird struck the aircraft, destroying the radome. Shortly thereafter the aircrew successfully ejected. The aircraft crashed near a lake on the Tain Range, Scotland, 15 NM from RAF Kinloss on the 295 degree radial. Crash Coordinates were (N 57 47 00 / W 00 35 08).

Findings
 The mishap aircraft experienced a bird strike on the radome. The debris damaged the engines and the Angle of Attack (AOA) probe for the Stall Warning Inhibitor System (SIS). The loss of the critical flight control systems resulted in an unmanageable situation for the crew. The aircraft departed controlled flight. This was the 7th F-111 lost due to a bird strike.

Crew
 Pilot: Capt Ralph J Jodice II
 WSO: Maj Paul D Emrich
 Call Sign: Roar 2J
 Accident Board President: Col Robert D Sponeybarger
 Time of Incident: 1217 BST
 Assigned Unit: 79th TFS / 20th TFW RAF Upper Heyford, United Kingdom
 Aircraft Statistics: 1160 Flights 3,076.6 Flight Hours
 Mishap Result: Aircraft Destroyed / Successful Ejection



Courtesy of Doug E. Slowiak / Vortex Photo-Graphics.

See Also: For similar type accidents:

F-111A	67-0043	(A88)	22 May 1969
F-111A	67-0069	(A114)	13 Apr 1971
F-111A	66-0029	(A47)	1 Sept 1971
F-111F	71-0892	(F68)	6 June 1973 Lande
F-111A	67-0040	(A85)	11 July 1973
F-111E	68-0081	(E91)	5 Mar 1975
F-111E	68-0060	(E70)	5 Nov 1975
F-111C	A8-133	(D1-09)	29 Sep 1977
F-111E	68-0019	(E29)	9 Aug 1984

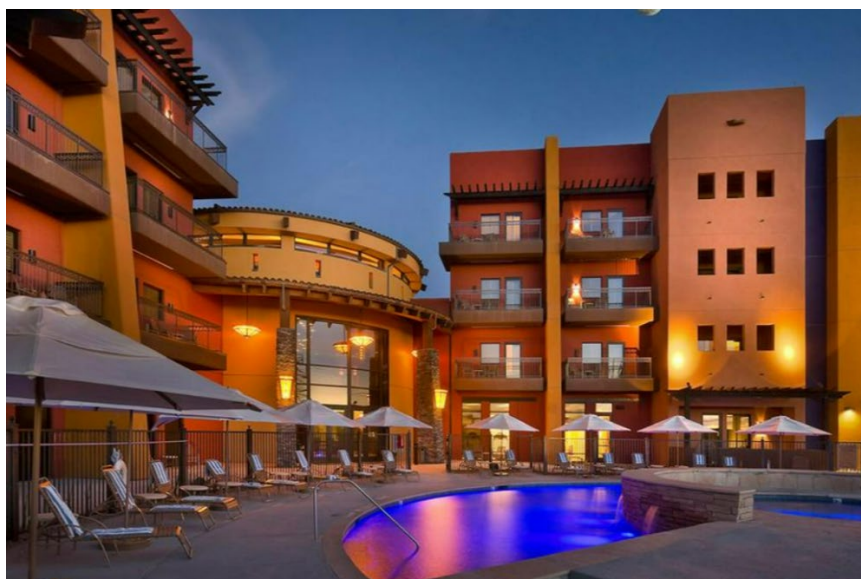
Editors note: As I recall the capsule was floating just off the coast of Tain Range. The crew was awaiting rescue bobbing in the capsule floating on the water. Rescue came when a range controller waddled out in the water to the capsule and knocked on the canopy.

2025 20th FWA Reunion

Oct 30 – Nov 2, 2025

Hotel

The 2025 20th Fighter Wing Association reunion will be held at the Desert Diamond Hotel and Casino, 7350 S. Nogales HWY, Tucson, AZ 85756 from October 30, 2025 until November 2, 2025.



The venue includes both a casino and hotel featuring an outdoor pool and spa tub, gift shops/newsstands, and four restaurants. A business center and dry-cleaning services are also available. Snacks and quickie breakfast items are available for purchase at the coffee shop/café, and you can quench your thirst with your favorite drink at the bar/lounge. The room rate for reunion attendees is \$124 per night.

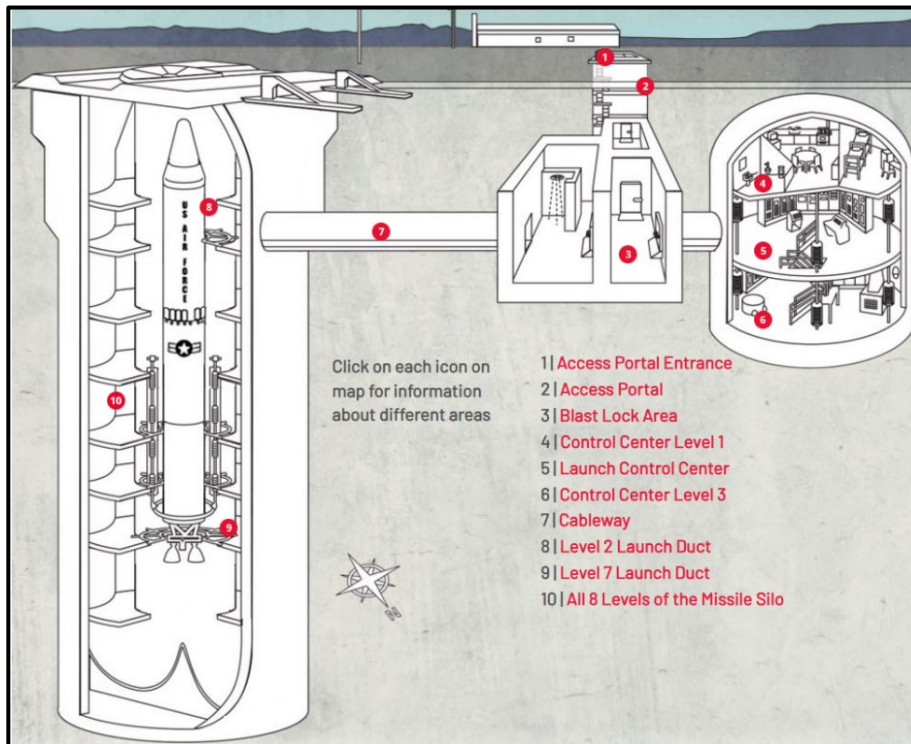
We have a block of rooms reserved for the reunion, but that block may go fast, so please make your hotel reservation early by calling the hotel at 1-877-777-4212. Refer to the **20th FWA 2025 Reunion Room Block**. You can also use the customized link imbedded in the PDF document emailed to you separately. To register for the reunion, please complete the registration form emailed as a separate attachment and mail the completed form with a check for the total made out to: **20th Tac Fighter Wing Association** to Steve Brown, 10021 N. Alder Spring Dr., Oro Valley, AZ 85737.

Reunion guests will first fill up the fourth floor where the reunion hospitality room is located. Once the fourth floor is full, additional reunion guests will be allocated to other floors. There will be a buffet dinner at the hotel on Thursday. On Friday, we will organize dinner at a local southwest flavored restaurant. The banquet will be held on Saturday at the hotel.

Titan Missile Museum

We plan on visiting the Titan Missile Museum on Thursday, October 30th. Reservations are required for the guided tour of the underground facility. The association will make the reservation based on the number wishing to attend as shown on the reunion registration sign-up form. Note that the fee is \$17.50 for military veterans and \$19.50 for a regular adult ticket. The fee will be paid by each attendee at the museum entry.

The museum consists of a preserved Titan II missile site, officially known as complex 571-7, and is all that remains of the 54 Titan II missile sites that were on alert across the United States from 1963 to 1987.



Pima Air and Space Museum

We plan on visiting the Pima Air and Space Museum on Friday, October 31st. Please include the number of your party desiring to attend the museum on the reunion registration sign-up form. The fee is \$20.50 for military veterans and \$22.50 for a regular adult ticket. The fee will be paid by each attendee at the museum entry.



Golf

Golfers can sign up on the reunion registration form for golf on Saturday, November 1st at the Randolph North Golf Course. The course is located about 15 minutes from the hotel in Tucson.

Saturday Evening Banquet

The banquet will be held Saturday evening at the hotel. Please make your meal selections on the reunion registration sign-up form.

The banquet speaker will be Richard “Downtown” Brown who will be making a presentation on the 1986 F-111 raid on Libya, on which he was a key participant.

Dick has 4,650 hours in the F-111 distributed amongst the A, D, E, and F models; over 4,000 of these hours was as an IP. He has the second most flying hours in the world in the F-111. After his Air Force career, he was a captain for American Airlines and ended his flying career with over 20,000 hours of total time.

Dick’s Air Force experience includes assignments at Nellis Air Force Base from 1974 to 1975 and assigned to the 429th TFS in Thailand, RAF Upper Heyford from 1975 to 1981 and assigned to the 79th TFS and 20th TFW CTU and Stan Eval, Cannon Air Force Base from 1981 to 1985, RAF Lakenheath from 1985 to 1988 and assigned to the 493rd and 495th TFS, and again at Cannon from 1988 to 1990 and assigned to the 523rd TFS.

We’re all generally familiar with the famous raid on Tripoli—a raid requiring over 15 hours of flying time. Dick can put us in the cockpit with him at low-level as he and his squadron mates rushed toward the Libyan coast through triple A, SAMs, and flares.



Here's a teaser from Dick:

It was January—still during the Christmas holidays—and my phone at home rang. “Hello Dick, this is Sam Westbrook.” I was shocked that General Westbrook would begin the call with this introduction. Of course, my response was “Hello, sir.”

General Westbrook said, “Come to the Command Post after dark at 1700 in plain civilian clothes.” This was my introduction to El Dorado Canyon, which would soon become the most extended projection of tactical airpower in modern aviation history.

Arriving at the command post, I encountered unusual security signing in. Inside, there were four air crews and several senior officers. General Westbrook told us that the 48th Tactical Fighter Wing had been assigned to devise a retaliatory air strike against Libyan assets. The strike would consist of four aircraft flying nonstop from England to Libya and back. The targets would be assigned later. My squadron commander would lead the raid, and I was to be his number 2, which meant I would be the first to strike the assigned target if

Attend the reunion banquet to hear the rest of the story. I'm sure we all have lots of questions about the planning and execution of the raid, and about the one aircrew that didn't make it back.

Reunion Registration on next page. Hope to see ya there!

Member Name: _____

Guest Name: _____

Member email (or Phone): _____

Unit (Squadron or Wing Designation for ID Badge): _____

Date	Event	# Attending	Cost per Person	Total Cost
10/30 – 11/02	Reunion Registration Fee (per person)		\$50	
Thurs 10/30	Titan Missile Museum ⁽²⁾			
Thurs 10/30	Hotel Dinner Buffet		\$39	
Fri 10/31	Pima Air and Space Museum ⁽²⁾			
Fri 10/31	Group Dinner – At Local Restaurant ⁽²⁾			
Sat 11/1	Golf		\$65	
Sat 11/1	Formal Banquet (Hotel) ⁽¹⁾		\$40	
	Total Registration Cost			
	Donations to the Association			
	Total Funds Enclosed			
Notes: (1)	Banquet Dinner Selection (number req.): Beef ___ Salmon ___ Chicken ___			
(2)	Each Attendee to Pays at Venue.			
	Titan Museum Fee: \$17.50 Veterans; \$19.50 Others			
	Pima Air Museum Fee: \$20.50 Veterans; \$22.50 Others			
(3)	Registration Fee is Non-Refundable if Cancelled Within 30 Days of Start Date.			
(4)	When Identified and Available, Squadron Insignia Will Be Used for ID Badge, Otherwise Wing Insignia Will Be Used.			

Insert the number attending each event and total cost for each line item. Make check out to:
20th Tac Fighter Wing Association, and mail the check with the completed registration form to:
Steve Brown, 10021 N. Alder Spring Dr., Oro Valley, AZ 85737.

Note: Payment for Titan Missile and Pima Air and Space Museums to be made by each attendee at each museum. Please do identify the number attending. Same for group dinner on the Friday.