

20<sup>th</sup> Fighter Wing Association

# Newsletter



1 July 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***

Col (Ret) Roger Brooks and wife Janet. Roger was a member of the 20th and was assigned to the 42ECS at Upper Heyford from 1983-86. He Flew the F-111E.

Major (Ret)Col (Ret) Lloyd Van Zee. Lloyd was a member of the 20th and was assigned to the 55th TFS Upper Heyford from 1974-77. He Flew the F-111E.

Lt Col (Ret) Thomas (Tom) Alford and wife Eva. Tom was a member of the 20th and was assigned to the 55th TFS, Upper Heyford from 1979-82. He Flew the F111A.

Staff Sergeant (Ret) Thomas O'Byrant and wife Renee . Thomas was a member of the 20th and was assigned to the 20th EMS/CRS while at Incirlik/Eskishire Turkey from 1981-83 and again from 1991-1995. He Maintained the EF-111A.

Lt Col (Ret)Peter Granger and wife Jeanette. Peter was a member of the 20th at Upper Heyford and was assigned to the 79th from 3/83-12/83, 77th from 1/84-4/84, and 79th CC from 5/84-6/86. He Flew the F-111.

Lt Col (Ret) Stephen J. Granger and wife Kim. Stephen was a member of the 20th at Shaw AFB and was assigned to the 77FS, 78FS, and 55th from 2002-2006. He Flew the F-16.

Lt Col (Ret) David Doty and wife Nancy. David was a member of the 20th and was assigned to the 79 TFS at Upper Heyford from 1976-78. He Flew the F-111E.

SGT (Sep) Steve Bisel. Steve served the 20TFW at RAF Wethersfield and was assigned to the 320th Munitions Maintenance Squadron from 7/66-7/70.

Col (Ret) William Patton. Bill served the 20TFW at RAF Upper Heyford and was assigned to the 79TFS from 10/73-10/75.

Lt Col (Ret) Edward Rickenbacher and Linda. Ed served the 20TFW at RAF Upper Heyford and was Commander of the 20th Supply Squadron from 11/86-9/89.

**A warm welcome to our new members. Hopefully we will see them at the reunion. Excited to see an F-16 alumni in the group!**

## Lost Members

The association has lost contact with the members below. They have been dropped from the Active Membership Roster for non-payment of annual dues. If you know any one of these members, please have them contact me at baloo1000@yahoo.com. A lot of the time the member does not know he is lost. He has moved, changed email addresses, etc. and forgot to notify the secretary.

James Anderson; Ron Arends; Brian Barnes; Dave Bump; William Dunivant; James Falls; Robert Frett; Taylor Hiester; Allen Kadrmas; Donald Kaufman' Joseph Kolostyak; Henry McCauley; Ken Taggart

We do everything possible to find our members and it is sad to have to drop them from the rolls. Your help is needed

## *Fallen Heros*



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

**Lt Col (Ret) Lee Dodd** served the United States Air Force in many capacities during his distinguished career and the 474 TFW at Nellis AFB and flew the F-111. He had a strong interest in the affairs of the 20th TFW and was an Associate Member of the 20th FW Association for many years.

**Colonel (Ret) Edward Chase** served the United States Air Force in many capacities during his distinguished career and the 20th TFW at RAF Upper Heyford during the years 1971-72. He was assigned to the 77th TFS flew the F-111. He was a long-time member of the 20th FWA and his name will be honored at the next association reunion. He passed away peacefully with his loving family by his side on 25 February 2025. Rest in Peace.

**Lt. General (Ret) Dale Thompson** served the United States Air Force in many capacities during his distinguished career and the 20th TFW at RAF Upper Heyford during the years 1983-87. He was assigned to the 79th TFS and later as Wing Commander. Dale flew the F-111E. He was a long-time member of the 20th Fighter Wing Association.

## A bit of History

by Art Sevigny

**I Part 1. D-Day Plus Seven -13 June 1933**  
**It finally happened . . . and to me, too!**  
**By Jack Ilfrey, 79<sup>th</sup> FS**

Historian's note: Jack Ilfrey was probably the 20<sup>th</sup>'s most colorful World War II member. He was the kind of pilot that no matter what he did he'd come out smelling like a rose. Of course, it helped that he was one hell of a pilot. What follows is Jack's account of one such event, originally published in the 20<sup>th</sup> Fighter Group Association's newsletter, *King's Cliffe Remembered*. Documents and maps have been added as they were not available at the time of this article.



*Capt. Jack Ilfrey, MC-O P-38J 43-38421, shot down 13 Jun 1944, 2040 Hrs.*

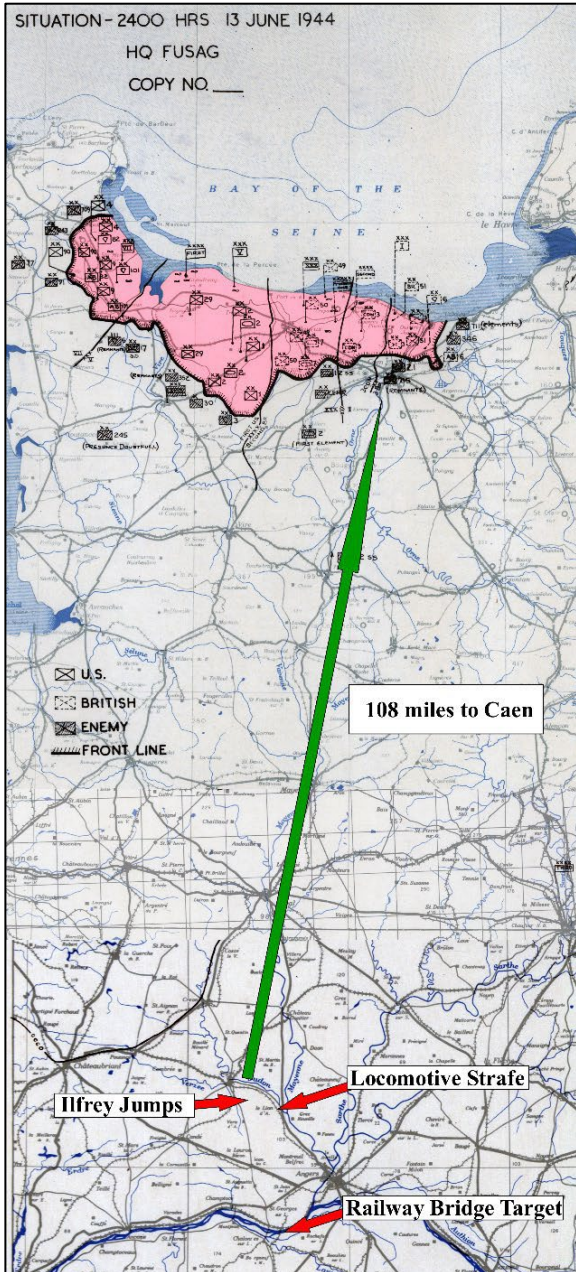
All of us fighter pilots had said it couldn't happen to us, "I'm too damn good to get shot down," but deep down in our minds I think we all had a plan as to what we would do if it ever did happen.

It was ironic, just before takeoff late that afternoon, the way I had briefed my squadron. I had told the boys it was my opinion from now on that if anyone was shot down in France, the best thing to do would be to lie low and try to find a hiding place with some French family until the Allies moved into their section or to possibly work up toward the front lines.

Since the afternoon and evening of June 5th the 20th Gp. had been covering the invasion in our easily recognizable P-38 Lightnings. At Zero hour, 0756 June 6th we had a ringside "command performance" view of the invasion scene, a sight we will never forget.

By June 11th, Hitler's vaunted Atlantic Wall had been cracked wide open and a great allied army

was firmly established on the Normandy coast. The 20th was taken off patrol and assigned dive bombing and strafing mission targets behind the lines.



Our mission this day was to dive bomb the railroad bridge over the Loire River at LaPossiniere, not far from the city of Angers.

Our P-38s were loaded with two 1000 pounders and I led 16 ships of the 79th Sq. We took off at 1848 and arrived in the target area at 2030. We came in out of the west with the sun on our backs and successfully dive bombed the bridge. Several direct hits severed the tracks and inflicted serious damage on the bridge structure. We were then to strafe rail and motor traffic and any other targets of opportunity from the Loire, north into Normandy.

We had just reassembled at about 8,000 feet when I spied a locomotive with steam up in the village of LeLion just north of Angers. The Germans had become pretty wise to our attacks on trains and usually had several flak cars on the trains, especially one behind the engine; therefore, in order to do a complete job of knocking out the locomotives, we planned coordinated attacks on them. The leader, as a rule, went after the engine while his wingman went in after the guns on the flak car, and the others in the squadron

provided cover.

I dived down towards the engine, and while taking aim at it, caught a glimpse, out of the corner of my eye, of some tracer bullets coming up at me from the flak car behind the engine. Just after I opened up on the locomotive, I saw the boiler explode and pulled up,

My whole right engine burst into flame and smoke and somebody yelled over the radio "Bail out Jack; you're on fire." My cockpit immediately filled with smoke,

blinding and choking me. I jettisoned my canopy and the smoke cleared momentarily, and I could tell I certainly wasn't very high above the ground. However, without any hesitation, I released my safety belt and went out over the left side, opening the parachute immediately. I had just looked up and yelled "that S.O.B. works" when I hit the corner of a farmhouse and bounced off into the yard.

Jesse Carpenter, a pilot who was with me that day describes it years later. "A horrible scene when the flak got you the day you strafed the train and your right engine torched - and your chute popped - oscillated once before you hit the corner of that French building - too damned close, Jack".

Art Heiden, another pilot on that mission, said there were some camouflaged 88s, field artillery guns in a field right next to the village and as I flew over this field, going in for the kill of the locomotive, they were just snapping at my ass.

He looked around for a field to land in so he could pick me up, but, too many trees and glider barriers were erected in cleared spots. Now this is total camaraderie - a bond that existed between combat fighter pilots that few people can attain in a lifetime.

So, there I was - one minute, the sound of guns, the roar of engines, the smell of smoke, the touch of fire and rush of air as my body hurtled through it. Then the jolt of stopping in midair, complete silence and laying flat on the ground in enemy occupied territory.

We pilots used to' kiddingly joke with each other about a Pucker Factor scale of from one to 10. I had just hit the ultimate - No.10.

In a manner of seconds, I was up on my feet and determined that physically I was still in one piece, threw off my parachute harness and dinghy and saw that the parachute canopy had fallen across the roof of the house. So, not wanting it to be a beacon for the Germans, I pulled it off and wadded it into a pile then threw off my helmet, oxygen mask and goggles, Mae West, and heavy flying boots. While doing all this a man with a pitchfork in his hand came out of a barn across the yard and 3 children appeared. They all stood watching me. Without thinking about it I asked the direction north and the man pointed. I grabbed my escape and first-aid kits attached to the chute and tore off through the woods in the direction the man had pointed. By this time I could see the smoke from my crashed and burning P-38 and hear the ammunition exploding. I wanted to make tracks out of this vicinity. I ran through trees, over, under and through hedgerows until exhausted and fell into some tall grass.

I now had to urinate in the worst way but could not, as I was still registering too high on the Pucker Factor Scale.

I got out my rubberized waterproof map and determined my position to be about 10 miles N.W. of Angers, deep inside German territory.

Thinking of what I had told my squadron several hours before, I decided to get

farther away from where I was shot down and try to find a place to hide.

I dismissed entirely the idea of heading south and across the Pyrenees Mountains into Spain, which had been the accustomed route of airmen who made their escape before the Allied invasion.

I



*Jean Voileau - without whose help, the shot I would never have made it.*

took off my flying suit, insignia, and tie. That left me dressed in a gray sweater, shirt with open neck, no insignia, a pair of green O.D. trousers and G.I. shoes. I put all items from my escape and first aid kits in my pockets and tried to relax in the grass. In a short while it became dusk, at which time I got out on a small country road and started walking north.

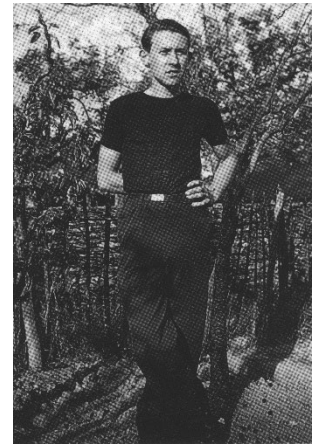
In a few minutes two boys on bicycles approached me from the rear and one of them rode right up to me and asked in very broken English if I was the American "aviateur" who had jumped out of a Lightning a few hours before. Sensing he was friendly and having nothing to lose one way or another, because of the way I was dressed and knowing very little French, I told him I was.

He smiled and said that he and his friend had just come from the wreckage of my P-38 and that the Germans were in the neighborhood looking for, me.

He asked me to come with them to their village, and he would see about hiding me. He pumped me on the bicycle and after a little while I let him ride while I pumped the bicycle.

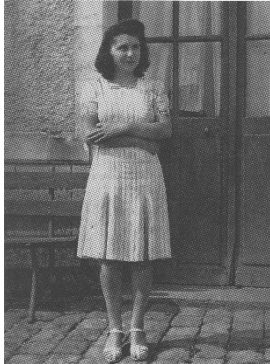
It was after dark when we got to the village of Andigne and he asked me to hide on the side of the road while he and his friend Raymond went to see what might be arranged. My young friend was named Jean, 17 years old. Raymond was 19 and lived with his sister Odette and his father who ran a café and bar in the village. Jean and his family lived next door to the café.

After a short while they came back and took me to the café, which had living quarters upstairs. I met everyone and we sat down over wine, bread, and a hastily prepared dish for me.



*Raymond - provided clothes to start evasion trip.*

Jean was the only one who spoke any English, but as they talked about my staying there I could gather that the father seemed somewhat against it because of a few German soldiers who came into the café from time to time. But Odette pointed out there were no Germans stationed in the area and the chances of my being discovered were remote.



*Odette - outside her cafe. Gave up her only means of transportation - a bicycle, for my trip.*

After a long discussion and much hesitation, the family agreed that, even at great risk to themselves, I could stay with them until liberated by the Allies in the north which we all know would take place sooner or later though the father had heard the Germans say they were “driving them back into the sea.” We all lifted our glasses and said “À votre santé” and went to bed. I shared the one with Raymond.

It had been a hectic day for me, and I had the feeling that God had been holding my hand.

## 20<sup>th</sup> Fighter Wing News

This year the Association sponsored Freedom Bash at Shaw AFB on 28 June. The event was open to Shaw/Sumter Community and by the attendance numbers was a great success. The Association set up a tent and handed out information postcards, membership forms and candy. Hopefully, the gesture will result in new members. Photos follow:



Claire and I made it to Shaw AFB after a grueling 8-hour drive thru 5 thunderstorms where vis was 10 feet and I only had the car radar to keep me on the road and a safe distance from the vehicle in front of me. Sort of like using the TFR in the weather! So, I dubbed this driving style LDFR. Which stands for Land, distance following radar. That was day one. On day two we met Bill Hoge at the event location, and he helped us set up our booth. No sooner did we get the booth set up than it started to rain. Fortunately, it was a fast-moving storm and within 30 minutes the sun was out and the heat built up to 90+ degrees.

Here is a photo of Bill and Claire shortly after getting the booth up. We provided three types of treats for kids and adults as well as water. We also had membership forms and information about the Association.



Within an hour of set up the event was packed. It was nice to see happy, patriotic young people enjoying the event. Unfortunately, many in the Wing were deployed but family and friends were there to celebrate our freedom. While I don't think there will be any recruits to the Association from this event, it did give me pause to reflect on the primary purpose of why we were there. We were there supporting the men, women, and families of the 20<sup>th</sup> Fighter Wing and the people in the surrounding community that support them. That goal was 100% achieved. We had so many children come to the booth and pick candy that we almost ran out of the hundreds of pieces we had out. Adults and children alike appreciated the water on a very hot day.



Some customers to our booth

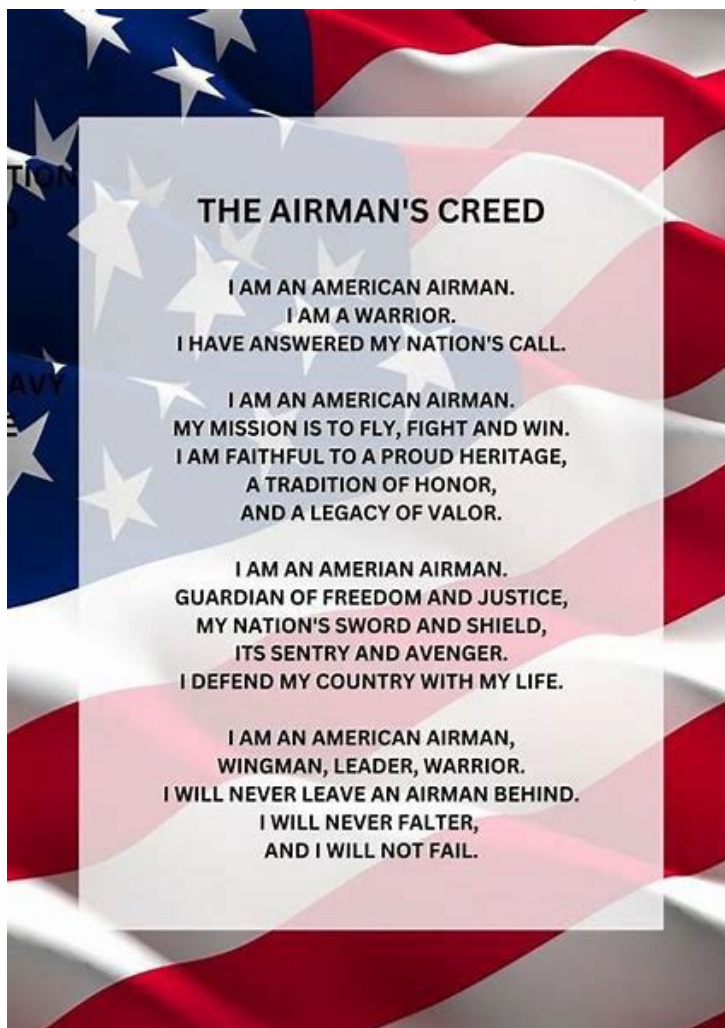


20<sup>th</sup> Fighter Wing Association on Center Stage



A view of the crowd from our booth. To the left of us were the food trucks and rides for the children.

### **Who we are this 4<sup>th</sup> of July**



## **The Leadership at Shaw AFB have selected the winners of the 2025 20<sup>th</sup> Fighter Wing Association Awards.**

**The Aerial Achievement Award** goes to Captain Brian “Sonar” Simpson.

As a Flight Lead for the 77th Fighter Squadron Captain Simpson distinguished himself through continuous exemplary performance during the spin-up and execution of the squadron’s first deployment to the Pacific AOR. During the first half of the deployment in late 2024, Captain Simpson flew 23 sorties with joint and bilateral forces, sat alert, and coordinated a USINDOPACOM directed integration mission with a key regional partner.

Earlier in the year Brian was selected for a rare missile employment opportunity during a Weapons System Evaluation Program TDY required for deployment certification. His exemplary performance directly contributed to the squadron garnering a rare “Exceptional” overall grade by the evaluation team. In another pre-deployment ACE exercise, he coordinated flying operations out of an austere airfield for 22 F-16 sorties, 24 C-17 missions, 4 integrated combat turns, and 4 Special Fueling Operations in the most robust ACE training event on the east coast. He commanded a Flight of 4 F-16s in 40 different LFE missions where he executed leading edge integration tactics with Naval and Marine aviation units. His efforts secured readiness for ACE capabilities that would be tested months later during a deployment task.

Soon after deploying, Capt Simpson led multiple dissimilar MDS training sorties to bridge key experience gaps across the CAF and improve interoperability with the other fighter squadrons the 77 FS would be working with for the next 6 months. He was then hand selected as Liaison Officer to coordinate a Higher Headquarters ATO tasking between the U.S. and Philippines to showcase peace and security in the region, which was featured on Armed Forces Network. He also selflessly volunteered to sit alert through the holiday season so his fellow pilots could get some much-needed time off to reconnect with family.

Finally, Sonar forward deployed to a Japanese Self Defense Force base in support of the largest scale multinational ACE exercise of the year. He excelled throughout the exercise leading four-ship flights and commanded a defensive counter-air lane of aircraft in one of the exercise’s capstone events. He directly contributed to OPLAN readiness while flying alongside partner forces in a contested ACE environment.

**The Force Multiplier Award** goes to MSgt Chelsey Lynch-Cay.

MSgt Lynch-Cay is an Air Force Independent Duty Medical Technician (IDMT) who also serves as the Senior Enlisted Leader (SEL) in the 55<sup>th</sup> Fighter Squadron. She holds a dual-role position that blends frontline medical care with strategic leadership. As the IDMT, she is often the sole medical provider in remote or deployed environments, responsible for delivering comprehensive healthcare to 11 dynamic AFSCs and 270 personnel. MSgt Lynch-Cay maintains seven credentials that allows her to perform emergency response and preventive medicine for occupational health and routine patient care. In garrison, she manages sick call for 15 thousand Team Shaw personnel, medical readiness, and public health surveillance, ensuring mission-ready forces across 3 Wings.

MSgt Lynch-Cay consistently juggles clinical precision with her ability to lead the squadron by effectively balancing patient care, policy enforcement, mentorship, and administrative oversight to 38 Airmen and Officers. Chelsey consistently shifts between tactical medical execution and high-level decision-making, which makes her indispensable. While deployed, she safeguards the health of Airmen, Soldiers and Marines during OPERATION PROSPEIRTY GUARDIAN by managing sick-call for the Prince Sultan Air Force Base population while also elevating the performance and development of her squadron.

MSgt Lynch-Cay's achievements have been numerous and significant. She provided critical, life-saving care to two patients, earning her both the OG's Medical Professional and the AF Surgeon General's "Trusted Care Hero" awards. She was published in ACC's Safety Magazine with an article detailing life-saving care under challenging conditions during a POTUS support mission which reached 154,000 Airmen in Air Combat Command globally and provided a pivotal moment that aided in her flight surgeon earning the 20 FW's Lance P. Sijan award. She drove multiple medical readiness rodeos, including validating 1,900 items by collaborating with nine base agencies that ensured the medical readiness of over 1,000 personnel that enabled team Shaw's first XAB movement for OPERATION PROSPERITY GUARDIAN. As the SEL and sole medical provider during two large-scale exercises, she played a crucial role in certifying medical readiness requirements for 210 Airmen and directing the movement of \$604 million in equipment for 38 F-16 pilots. These efforts directly supported critical AFCENT and SECDEF combat readiness objectives.

As the Squadron Government Purchase Card holder, MSgt Lynch-Cay managed a \$48K budget and acquired 238 pieces of equipment to align her squadron for a #1AF tasking. Beyond direct patient care, she implemented a Military Health System training program for three Fighter squadrons and their athletic trainers, capturing \$84,000 annually in previously undocumented chronic care for 98 F-16 pilots. She oversaw six Squadron Aviation Resource Managers (SARM) enabling the wing's \$145M flying hour program, 2K go/no-go requirements that enabled

the safe execution of five taskings and 3K sorties for the 9<sup>th</sup> Air Force. With her mentorship, the SARM navigated a U.S. Congressional test of joint system integration with multiple KC-130 tankers, providing 3-hours of flight data with 10 F-16's that provided critical tactical insights for future operations. Her team earned 6 coins from the COMACC and the Operation Group's Aviation Resource Manager of the Year Award. MSgt Lynch-Cay's leadership extended to community engagement as she led Shaw's sold-out Air Force Ball, by implementing a base-wide fund raiser that generated \$4,000 to reduce costs for attendees. Additionally, she played a key role in developing and delivering a professional enhancement seminar for 68 newly promoted Master Sergeants, earning her recognition as OG SNCO of the Quarter. Finally, her leadership at Shaw's Acute Care clinic improved patient access by 150%, reduced leakage by 28%, and facilitated 1,400 patient visits, culminating in both the MDG SNCO Clinical Support Excellence award and ACC's Team of the Year for Flight Medicine.

MSgt Lynch-Cay is the embodiment of a force multiplier. She seamlessly balances dual roles during a critical manning shortage, ensuring the health and professional development of the squadron.

**The Base Enhancement Award** goes to Najee A. Crawford, Chief, Civilian Personnel Flight (FSC).

During this award period, Najee expertly guided the 20th Fighter Wing, 20th Force Support Squadron, and geographically separated units through a turbulent year marked by the implementation of new Executive Orders and four potential furlough events threatening mission delays across multiple Fighter Wing platforms due to an approximate decrease of 23,600 man-hours bi-weekly.

Despite facing decreased Civilian Personnel Office manning levels, Najee and his team achieved a remarkable 95% execution of ACC's 105% funding rate. This outstanding achievement ensured critical positions remained an average of 88% filled, directly supporting the Wing's operational capabilities and marking the highest civilian fill rate in the past 8 years.

Najee spearheaded the processing of 68 over hires, including 15 for CES Fire & Emergency Services in direct response to National Defense Authorization Act 2024 compliance requirements. This proactive initiative was not merely about meeting a mandate; it was about safeguarding the lives and well-being of the entire Shaw AFB community. The bolstering of Fire & Emergency Services with these 15 critical positions directly enhanced the flight's ability to maintain public safety through comprehensive fire inspection, rigorous code enforcement, and proactive community risk reduction programs. Moreover, it significantly improved their capacity to respond effectively to a wide spectrum of emergencies, ranging from structural fires and aircraft incidents to medical crises, hazardous material

releases, and natural disasters.

Najee's leadership led to the institution of DCPDS account access for Unit Program Coordinators, streamlining the Request for Personnel Action process. This resulted in a 30% reduction in Return Without Action, saving 300-man hours and resources for both the CPO and unit commanders.

Najee fostered a collaborative and communicative environment by hosting joint meetings with the Union, Equal Opportunity Office, and Judge Advocate Office, significantly boosting morale, and addressing concerns within the Shaw AFB federal workforce. These efforts sparked positive feedback, generating over 20 commendatory calls and emails from employees and supervisors, while also cultivating a strong relationship between Employee Management Relations and the Union President, leading to an impressive 60% decrease in civilian disciplinary actions.

Najee secured \$60K in recruitment incentives, enabling the Wing to attract top talent and fill critical vacancies. Under Najee's guidance, the CPO successfully hired 3 True North social workers with relocation bonuses who supported 27 civilian employees. These professionals provide essential mental health support to Airmen and their families, directly enhancing the Wing's overall well-being.

Najee's leadership directly resulted in his team being coined by the CES/CC and earning four quarterly FSS award wins, demonstrating his commitment to recognizing and rewarding outstanding performance within his team.

## ***From our Members***

### **Submitted by Joe Peterburs:**

In April 2025, I was able to return to and celebrate the 80<sup>th</sup> anniversary of my 49<sup>th</sup> and final mission from Kings Cliffe on 10 April 1945. A mission I did not return from! For me, it was a fantastic journey into the past. Although the base is overgrown with trees and bushes, remnants of some of the structures remain. On April 10<sup>th</sup>, I took a side trip to Duxford, where I had the opportunity to fly a P-51 "Mustang" with Isabel Rutland at the controls, a fantastic pilot who is part of the Duxford Aerobatic Team. She took off at 3:00 PM, which was within minutes of the time I bailed out over Burg, Germany, in 1945. We headed toward Kings Cliffe, over which we did the victory roll that I missed out on 80 years ago.

Attached are a few pictures of the trip.



*Joe touring Kings Cliffe*



*20th Fighter Group War Memorial at Kings Cliffe*



*Local Pub with one of the girls who would go to the Officer's club dances.*



*Isabel Rutland, Joe, Charlie Kimball, and Sabrina T*



*Joe is on his way to Kings Cliffe. Picture taken from a T-6 by his granddaughter Sabrina*

# 2025 20th FWA Reunion

## Oct 30 – Nov 2, 2025

**Following this golf update I have included the information from the last newsletter to include a reservation form.**

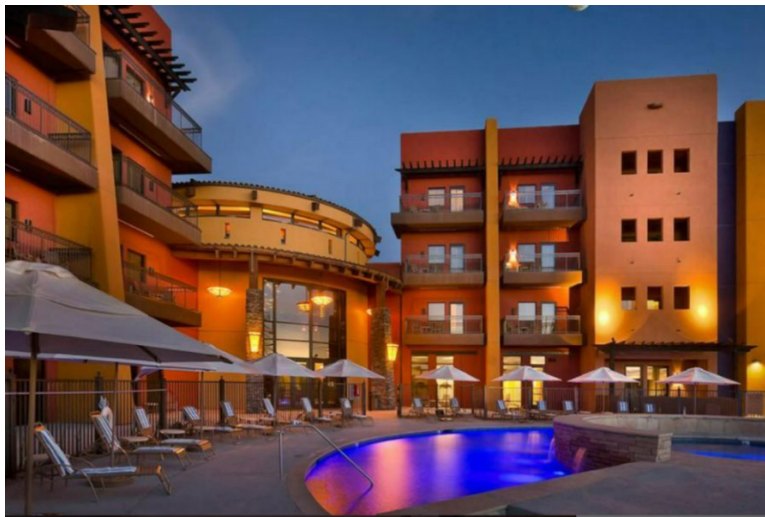
*Golfers: if you plan on playing golf at the Tucson Reunion the following: if you require rental clubs the cost is \$49 per round of golf; the clubs are the current model Callaway's; The club has 9 Right-hand models and 3 Left-hand models.*

*If you require rental clubs, email Merrill Clark at [mjcf111@gmail.com](mailto:mjcf111@gmail.com) and let him know if you will require a Right-hand or Left-hand set. The outing will be put on the books, so to speak, 90 days prior to our outing and at that time the club will be advised of who needs clubs and whether Right or Left hand models.*

*Reminder: All who wish to play golf must notify Merrill of your intentions before 15 July 2025. All golfers must sign up for golf before our event is officially on their books.*

### **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.

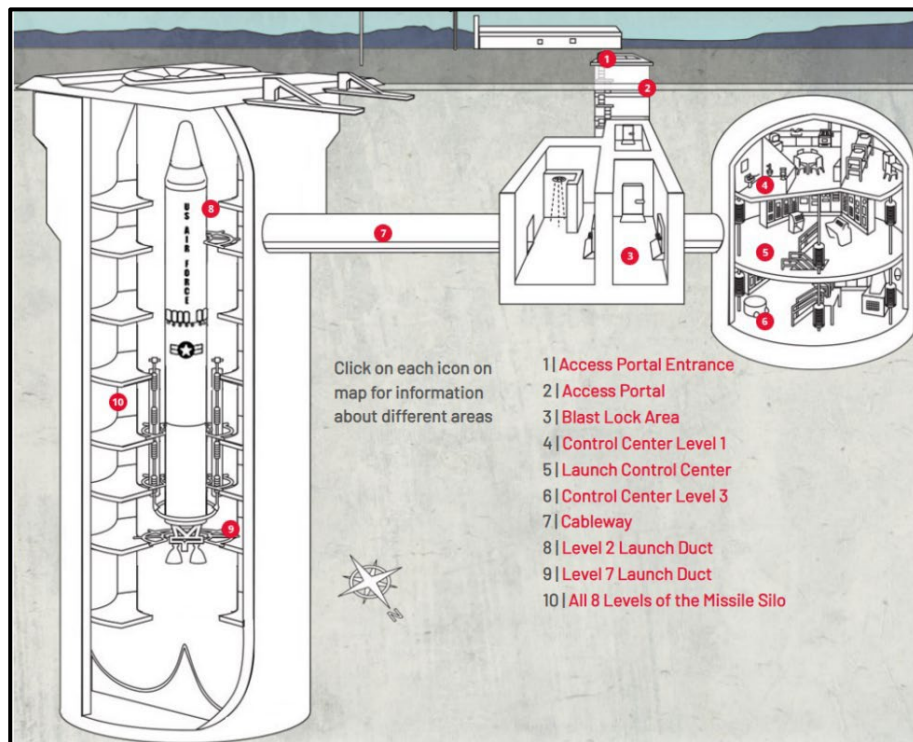
We have a block of rooms reserved for the reunion, but that block may go fast, so please

make your hotel reservation early by calling the hotel at 1-877-777-4212. Refer to the **20<sup>th</sup> 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: **20<sup>th</sup> 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 30<sup>th</sup>. 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 31<sup>st</sup>. 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.



## **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 429<sup>th</sup> TFS in Thailand, RAF Upper Heyford from 1975 to 1981 and assigned to the 79<sup>th</sup> TFS and 20<sup>th</sup> TFW CTU and Stan Eval, Cannon Air Force Base from 1981 to 1985, RAF Lakenheath from 1985 to 1988 and assigned to the 493<sup>rd</sup> and 495<sup>th</sup> TFS, and again at Cannon from 1988 to 1990 and assigned to the 523<sup>rd</sup> 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 in line for badge): \_\_\_\_\_

Date		#Att ending	Cost per Person	Total Cost
<b>10130-11</b> ♦	Reunion Registration Fee (per person)		\$50	
Tours 10/30	Titan Missile Museum<2>			
Thurs 10/30	Hotel Dinner Buffet		\$39	
<b>Fri 10.131</b>	Pima Air and Space Museum<2>			
Fri 10/31	Group Dinner At Local Restaurant<2>			
<b>Sat 11/1</b>	<b>Golf</b>		\$65	
<b>Sal 11/1</b>	Formal Banquet (Hotel) <sup>1</sup>		\$40	
	<b>Total Registration Cost</b>			
	<b>Donations to the Association</b>			
	<b>Total Funds Enclosed</b>			
<b>Notes: (1)</b>	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 <b>Badge</b> ,			
	Otherwise Wing Insignia Will Be Used.			

Insert the number attending each event and total cost for each line item. Make check out to:  
 200. Tac Fighter Wing Association, and mail the check with the completed registration form to:  
 Steve Brown, 10021 N. Alder Spring Or. 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.