20th Fighter Wing Association

Newsletter

26 June 2026



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.

2025/2026 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 Chair
Missi Zender-Sakach – Past Reunion Chair
?????????? – 2027 Reunion Chair HELP!!!!!!

Your Association needs your urgent attention! Unless we have volunteers to take over the following positions in 2028 the Association will have to disband. Positions are President, Vice President, Treasurer, and Chaplain. If you have questions, please contact one of the Association Board Members.

New Members Since Last Newsletter

A warm welcome to our new members:

We are starting to see F-16 era alumni join our Association as well as civilian workers. My hope is that this trend continues to allow the Association to flourish in the future.

Timothy and Mairead Gosnell. Tim served the 20TFW at Shaw AFB. He was in the 78FS from 1997-99.

Ryan and Jill Schiewe. Ryan served the 20TFW at Shaw AFB. He was in the 20thOSS and the 78FS from 1996-98.

David Cyphus. David worked at Upper Heyford during 1986-88. You might have seen him in the commissary or the law enforcement building. David resides in the small village of Priors Hardwick, Southam, Warwickshire, England.

Bobby and Joyce Cartrett. Bobby served the 20TFW at Shaw AFB. He was in the 20thForce Support Squadron1999-2019.

Mitchell "Billy D" and Sharry Williams. Mitchell served the 20TFW at Shaw AFB. He was in the 55thFS from 1992-2000.

Lost Members

From the Secretary

"Lost Contact"

Association Member(s),
I have lost contact with the following members. Numerous attempts have been made to contact them but to no avail. If you are in contact with or know any of these members, please tell them to contact me at baloo1000@yahoo.com or text /call me at 618-540-9014.

unless I hear from them soon, they will

Scott Zobrist
Lloyd VanZee
Edward Herda
John Handy

James Tibbitts
John Neubauer
Ken Muldowney
Henry McCauley
Suzanne Krremer
David Cyphus
Oscar Castelo
Roger Benninger

Larry Edwards
John Eastabrooks
George Earles
Carlo DosSantos
Paul Davis
John Cox
Steven Bisel

Fallen Heros



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

Adrienne A. McDonald. Adrienne was the wife of long-time association member Colonel (Ret.) B. Kim McDonald and a member of the F100 community at RAF Wethersfield (1965-68)

Jean R. Miller. Jean was wife of past association member Mike F. Miller. She was a member of the F100 community at RAF Wethersfield (1952-55).

Len Deighton. Len was a longtime Associate member of the 20th Fighter Wing Association. Len was the author of many Espionage Best Sellers.

Fred H. O'Hern. Fred was a member of the 20th TFW at Upper Heyford, England during the years 1983-90. He was assigned to the 20th Maintenance Squadron

Albert Sidney (Sid) Dodd. Sid was a member of the 20th TFW at RAF Upper Heyford, England during the years 1974-82. He was assigned to the 79th TFS, 55th (CC) and the 20th Wing Headquarters.

Abby Ellen Skilling. Abby was the wife of long-time association member Lieutenant Colonel (Ret.) David Skilling and was a member of the F100 community at RAF Wethersfield (1965-68).

20th Fighter Wing News

The Association's next sponsored event at Shaw AFB is their annual July 4th Freedom Bash.

World War ll 77TFS Pilot's Remains Identified and Returned for Dignified Burial.

The remains of 2Lt Durand have been accounted for and have been returned home.

In early 1944, Durand piloted a P-38-J-10LO "Lightning" assigned to the 77th Fighter Squadron, 20th Fighter Group. On Feb. 4, was reported missing in action after failing to return from a bomber escort mission to Mainz, Germany. Another pilot in Durand's squadron reported witnessing an anti-aircraft artillery round hit the left engine of Durand's aircraft, causing it to smoke and slowly descended over Liège, Belgium. There was no report of Durand bailing out or the aircraft crashing. His remains were not accounted for following the war.

In 1946, the American Graves Registration Command was the organization tasked with recovering missing American personnel in the European Theater. In August 1947, an AGRC investigator visited 13 towns in the vicinity of Liège to search for Durand's remains. The investigator interviewed officials and visited cemeteries but failed to locate the crash site or any information regarding Durand's disappearance. Lacking evidence that he survived the crash or became a prisoner of war, the War Department issued a presumptive finding of death for Durand.

In 1989, a construction crew in Eupen, Belgium, discovered P-38 wreckage and human remains approximately 20 miles east of where Durand's aircraft was last sighted. The U.S. Army Memorial Affairs Activity, Europe took possession of the remains but were unable to positively identify them. In 2005, the Joint POW/MIA Accounting Command, predecessor organization to DPAA, accessioned the remains into its laboratory for analysis but were still unable to associate them with any specific loss. In 2024, historical and scientific staff at DPAA conducted renewed research and forensic analysis and determined that a correlation between the remains and Durand was possible.

To identify Durand's remains, scientists from DPAA used anthropological analysis and circumstantial evidence. Additionally, scientists from the Armed Forces Medical

Examiner System used mitochondrial DNA analysis and mitochondrial genome sequencing data.

Durand's name is recorded on the Tablets of the Missing at Henri-Chapelle American Cemetery, an American Battle Monuments Commission site in Hombourg, Belgium., along with others still missing from WWII. A rosette will be placed next to his name to indicate he has been accounted for.

Durand was buried on April 13, 2026, in Santa Nella, California.

The following article is an excerpt from Business Insider on Yahoo News

Midnight Hammer F-16 pilots flew their non-stealth jets deep into Iran protecting bombers. Then they flew out critically low on fuel.

Kelsey Baker
Sat, May 30, 2026 at 5:35 AM EDT

During Operation Midnight Hammer in June 2025, US Air Force F-16 fighter jets cleared the way for the B-2 bombers that struck Iran's nuclear facilities. The fighters flew hundreds of miles into Iranian territory, knocked out hostile air defenses, and flew out with very little fuel left in the tank, award citations reveal.

Earlier this month, the Air Force awarded six F-16 pilots from the 55th Fighter Squadron, the Distinguished Flying Cross, for their part in the operation, with special designations for service in combat. The award is bestowed for heroism or extraordinary achievement in flight.

Award citations provided by the Air Force to Business Insider spotlight these aviators, who flew nearly 300 miles into defended Iranian airspace in non-stealth jets, grappled with high-risk fuel challenges during the mission, and returned home.

"It's rare that we get a chance to take a peek into the kinds of decisions that these aviators have to make and the ramifications of getting it wrong," said retired F-16 pilot and former Navy TOPGUN instructor Vincent Aiello, referring to the award documents and the precarious situations the pilots faced.

During the operation, which unfolded nearly eight months before the more recent Operation Epic Fury, the six fighter pilots were tasked with executing an offensive counter-air and suppression of enemy air defenses mission to help the stealth B-2

Spirit bombers carrying 30,000-pound GBU-57 Massive Ordnance Penetrators reach their targeted destinations, specifically Iranian nuclear facilities.

The F-16 is a reliable fourth-generation fighter aircraft favored by many pilots, but they lack the advanced stealth technology that keeps other aircraft, such as F-35 fighters or B-2 bombers, hidden from adversary sensors, meaning the jets are far more vulnerable to enemy air defenses.

On radar, the fighter jet will "stand out like a sore thumb," said John Waters, another former F-16 pilot and former commander of the Air Force's F-16 Viper Demonstration Team.

The Fighting Falcon was developed in the 1970s and entered service toward the end of the decade, while the first operational stealth aircraft, the F117 Nighthawk, didn't enter service until the 1980s.

During the operation, the F-16s "employed multiple AGM-88 suppressive weapons against enemy threats protecting the bombers and their Airmen during their most vulnerable time over target," the award citations said. The AGM-88 High-speed Anti-Radiation Missiles are made to destroy radar-equipped air defense systems.

The fighter pilots flew "at grave risk" to their lives in the F-16, "the only aircraft without low-observable design, deep into a sophisticated Iranian integrated air and missile defense network," the award documents said. Flying so deep into adversary territory meant the crew ventured "far beyond the reach of friendly personnel recovery assets" and accepted "the considerable risk of capture" if shot down.

Fuel troubles coming and going

The mission got off to a rough start. The pilots, including three that took off from austere airfields, ran into "immediate challenges upon initial take-off when alerted to air refueling fallout."

Flying in and out of new and austere airfields is difficult even under the best of circumstances, Waters said and can impact a pilot's situational awareness. Adding uncertainty about fuel only compounds the challenge.

The award documents don't specify what went wrong, though two pilots were forced to direct new tanker pairings for aircraft, pre-planned aerial refueling rendezvous, while others scrambled to rejoin "with an unplanned tanker." These kinds of changes can add strain on the already stressful aerial refueling process.

The "fuel fallout" cited in the documents suggests that one or more of the tankers were unexpectedly unavailable. For jet pilots, Waters said, a tanker reliability issue

immediately becomes a fuel and timing problem, forcing rapid, complex decision-making.

In response to timeline delays, two of the F-16 pilots, their citations said, "executed air refueling at speeds above anything previously performed in the F-16" to "ensure acceptable combat air power force packaging into Iran."

The initial fuel problems weren't the last for the mission.

Fighter jets rarely depart with maximum fuel loads, Aiello said. More fuel means more weight, which can reduce speed and limit the number of weapons that the jet can carry.

"If you make it out, you're gonna be tight on gas to begin with," Waters said. Departing low on fuel is common enough that pilots joke about it, he added.

In this case, the F-16s finished their escort mission "critically low on fuel."

"Even with fuel critically low, he resolutely escorted the package to safety, ensuring every aircraft made it out of harm's way before executing a high-stakes tanker rejoin while critically low on fuel," reads the citation for the senior officer, Lt. Col. Christopher Beckett.

And while extremely low on fuel, Majs. Matthew Croghan and Alexander Trembly and Capts. Megan Langas, Abigail Maio, and Daniel Dodson each "tenaciously escorted the package to safety before executing a perilous minimum fuel tanker rejoin," their citations read.

A bit of History

by Art Sevigny

AIR CORPS NEWSLETTER

I've been going over the Air Corps Newsletters from the 1930s and came across a few interesting articles. Below is from the May 1932 issue of the Newsletter which is a bit humorous. Retyped without corrections. At the time the 20th was stationed at Mather Field, California.



INSIDE STORY OF THE 77TH PURSUIT SQUADRON INSIGNIA

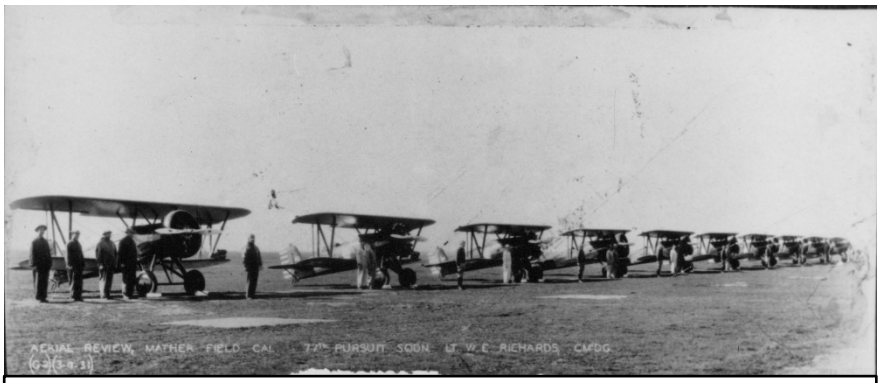
"The original 77th Pursuit Squadron insignia consisted of two pair of sevens separated by a joker," says the News

Letter Correspondent from Mather Field, Calif., and he then adds: "At a discussion between the Squadron Commander and his painters, one of the men asked: 'Sir, what does the joker stand for – is that you?' The officer looked stunned for a moment, turned red, and then roared: Take out that d----- joker and make it an Ace!' And so, a new Von Richtofen was created – by the stroke of a paint brush. I reckon the brush is as powerful as the Spade – and a lot safer.

BEATING THE INSPECTOR GENERAL TO IT

"Running down rabbits in an automobile is nothing new," says the Mather Field Correspondent, "but the sight of a General in his car chasing a Second Lieutenant on foot down the road is not so common." He then goes on to say: "The above actually happened on the morning of our Annual Tactical Inspection. This peculiar phenomena came about in the following manner. The officers were ready to line up in front of their ships for the inspection when Lieut. Losey suddenly realized that his leather jacket was locked up on the paint house under going repairs along artistic lines.

Inasmuch as that particular jacket was a part of the required uniform for morning inspection, Lieut. Losey all at once became very much worried. The only solution was to obtain another jacket – the nearest available one being in the Bachelors Officers' quarters some distance away. Consequently, the particular one concerned decided upon a marathon in the general direction of the much coveted jacket and once departed on foot at high speed. Realizing that the time of the Inspector General's arrival was at hand, the remaining officers took their places by their planes. The sight next afforded to the eyes of the waiting pilots is something not often seen.



The article does not mention which squadron Lt Losey was from, but this photo is of the 77th standing inspection March 1931.

Down the road came the General in his car, accompanied by Majors, Captains, etc., but out in front, scarcely ten feet in advance and on foot came a much excited second lieutenant wildly waving his arms in a vain attempt to do the century in less than ten flat and at the same time done a leather jacket. Just how Lieut. Losey kept ahead of the Inspector's car we do not know, but he probably was spurred to super strength by the thought of what would happen to him if he were not in his place when the Inspector passed by. At any rate, the General did not make any mention of a certain perspiring and puffing young pilot as he stood out in front of his plane in correct dress and position during the inspection. He was probably thinking about those numerous suppressed grins he saw on the faces of others as they tried to appear dignified and at the same time recall the comical sight they had witnessed

only a few seconds before. Whether or not it is in training for another similar event we do not know, but in the afternoons of late we have seen Lt. Losey in his tracksuit running the limits of the post. If such another event does transpire, we wish Lieut. Losey all the success that he had the first time."

From Our Members

Beware of Scammers.

Management

Scammers are out there and they have sent several fraudulent emails like the one below to our members. Always check the email address. If it is not from one of the Board Members it probably is a scam. If unsure check with Ron Obernier or Gino Passaro

From: 20th Fighter Wing Association <sky_harbor_business_summit_attendee_update@tccomfortspecialists.com>
Sent: Monday, May 18, 2026 10:13 AM
To: 20fwa_member_update@usa.com
Subject: Important: 20th Fighter Wing Association Membership Update Notice

You have a secure message, please view content below.

20FWA Members

MEMBERSHIP POLICY - UPDATE

20th Fighter Wing Association
10021 N. Alder Spring Dr
Oro Valley, AZ 85737
https://20fwa.org/membership

Persian Gulf Wager

by Mike Frederick:

In November 1973 the 20th Wing deployed F-111s to the Persian Gulf in support of a CENTCOM exercise. I was crewed with the legendary T.C. Gilkeson and we departed UPH about 0400 hours the day after Thanksgiving for a 7.5 hour flight to Bandar Abbas Air Base on the strait of Hormuz. Basically. our mission was to fly around the

Gulf each day and take pictures of ships traversing the strait. It was a two-week TDY. While there we were informed that CINCUSAFE had been challenged by the CENTCOM commander to try and find "my ships." Apparently, there was some sort of wager between the two and our job was to bring back photos of their aircraft carrier as proof. Even back then the ship traffic in the strait was incredible. On radar the returns looked like a 200-car railroad train.

We were staying at the Bandar Abbas Hilton (seriously). I still have the American Express bill from that stay. The Shah was determined to turn Bandar into a tourist destination, despite the ten-foot sea snakes we saw washed up on shore every day. On our off days we hung around the pool in 95-degree weather (November) surrounded by armed guards for our protection. The base actually had an Officer's Club, and we were hosted there one night by the Iranian flyers stationed at Bandar. It was my first goat grab. Delicious.

The hotel had a bar (again, seriously) and one night we met up with a Navy crew who had arrived at Bandar on a P-3 Orion as part of the exercise. They didn't know about the wager. We bought them a few beers and told them we'd like to shoot an approach to a Navy carrier if there was one around and could they help us out. They generously gave us the TACAN channel and radio frequencies for the carrier. The next day off we go, dial up the channel and the rest is history. We did make some epic high-speed passes on the ship. Needless to say, the CINC was pleased.
God bless and save the Persians. May you prevail.

Col Peterburs East Coast Trip

By Dan Henderson

Col Joseph Peterburs flew P-51 Mustangs with the 55th Fighter Squadron in World War Two and still going strong at 101 years old. While he served for 36+ years, his first assignment after pilot training was in King Cliffe, England in 1944-1945. His experiences are well documented and nothing short of extraordinary. So much so that he is on a three-week trip to honor him and the 20th FW has been involved along the way.

The trip started at Maxwell Air Force Base, Alabama for the annual Gathering of Eagles Conference. The conference was held from 4-7 May 2026, and Col Peterburs was the honored guest. The events of the conference were difficult to obtain, but on Wednesday, 6 May Col Peterburs spoke to the inspiriting students. To the surprise of Col Peterburs, Lt Col Christopher "Smalls" Beckett, 55th Fighter Squadron Commander, flew his flagship aircraft (93-0550) to Maxwell AFB to support Col Peterburs. After the conference concluded, Col Peterburs then traveled to Douglas, Georgia.

Douglas, Georgia is where Col Peterburs is accomplished some of his pilot training in 1943. On 8 May, Col Peterburs went to Napier Field. That was where Col Peterburs trained in AT-6 aircraft when the jet age arrived. 9 May, he visited Moody Air Force Base where he had an interview with Col Sean Hall, Commander of the 23rd Fighter Wing. On 10 May, Col Peterburs flew in a Piper Cherrokee to Savannah Georgia. Upon arrival in Savannah, Col Peterburs was given a guided tour of the Mighty 8th Air Force Museum. He also took time out of his tour to speak with two tour groups, one of them being ROTC cadets. His experiences are still shaping future leaders. Once the tour concluded, he flew back to Douglas, Georgia.

On 11 May, Col Peterburs had another busy day. It started with a nostalgic tour of downtown Douglas and show what has changed since 1943. During this tour, the Mayor of Douglas, Georgia declared 11 May as Col Joe Peterburs Day. Col Peterburs then toured the airport terminal in which he trained. He then viewed the World War Two Museum with the highlight being a flight in a PT-17, otherwise known as a Steerman. Col Peterburs really enjoyed that flight. The next day, Col Peterburs and his family then made their way to Shaw Air Force Base.

Arriving at Shaw on 12 May and departing on 14 May, there wasn't much time for Col Peterburs to visit the 20th Fighter Wing, but the time was well used. 13 May started off with visiting the 55th Fighter Squadron. With it being a day of full flying, it hindered the number of people that could participate in the visit, but every available member of the 20th Fighter Wing took time out of their day to visit Col Peterburs. One of the stops within the Squadron was to visit the signed artwork that he donated to the Squadron on his first visit to the 55th Fighter Squadron in 2017. From his last visit, a Col Joe Peterburs' annual award was introduced, and he could finally see the plaque of the previous winners. He then held an impromptu discussion with some aircrew prior to their flights later in the day. From there, Col Peterburs then went to the Fighter Generation Squadron.

Once at the maintenance building, Col Peterburs was honored to share some of his experiences with maintainers. This time, however, he tailored them more towards maintenance with only highlights of his flying achievements. When Col Peterburs was in the 55th in 2017 to celebrate 100 years of the 55th, A mural was painted to commemorate the history of the unit. Col Peterburs signed it in 2017 and again on this day. In appreciation for the efforts of the Centennial Anniversary, Col Peterburs donated a piece of his beloved P-51 "Josephine" that he was shot down in on 10 April 1945. He was able to view the display case that the maintainers constructed to highlight the proud heritage of the 55th.

With the tour of the 55th concluded, Col Peterburs had a rare and exciting opportunity. It just so happens that the flight simulator was declassified for other guests, so Col Peterburs was able to visit. While he was walking through the sim containers, Capt Mark "Texarkana" Solomon jumped in to demonstrate the operations within the simulator. At one point, Col Peterburs shared that his callsign was "the strafing kid." Therefore, Texarkana demonstrated several strafing runs in a simulated F-16. As a true fighter pilot, Col Peterburs had to resist the temptation to jump into the simulator and fly an F-16.

The final stop on Col Peterburs' visit was a speaking engagement with about 20 members of both the Fighter Squadron and Maintainers who were available to attend. The session lasted well over an hour and concluded with a gift from the 20th Fighter Wing. The gift was a personalized helmet bag with his name embroidered. Inside the bag was a personalized F-16 helmet with his P-51 "Josephine" hand painted along with the 20th FW emblem and the historic 55th FS emblem hand painted on each side. Additionally, the back of the helmet has blue and white checkboard. Col Peterburs was very emotional with the gift and not a dry eye was to be had inside the auditorium.

Col Peterburs and his family then went to Boston Massachusetts on 14 May. On 16 May, Col Peterburs was the honoree for a parade in support of Boston's 15th Annual Wounded Veteran Motorcycle Run in the memory of U.S. Marines Jamil Brown and Pat Murray. Both were wounded in Fallujah, Iraq 2006. In Col Peterburs style, he rode in a 1957 Chevy. Unfortunately, the helmet with Josephine on it is too small or he would have worn his helmet in the parade.

The Peterburs entourage arrived in Washington DC on 21 May. The purpose of the visit is to attend the 37th Annual National Memorial Day Concert hosted by Joe Mantegna and Gary Sinise. Col Peterburs will be conducting a video recording of his time in World War Two. The concert is broadcast live on PBS and Youtube. That concludes Col Peterburs east coast trip. It has been a busy three weeks with the biggest challenge in reminding Col Peterburs that he isn't 80 years old anymore.

First photo below is Joe by 55FS ACFT, 2nd is Joe in Conference Room and 3rd is helmet presented to Joe.

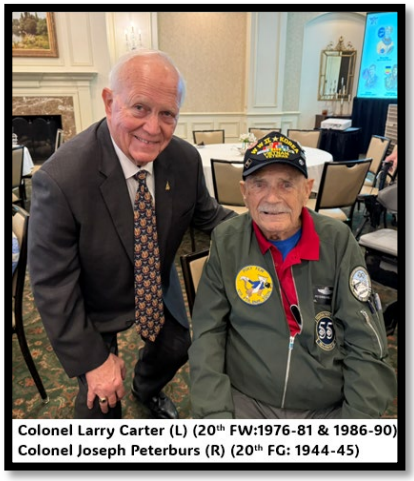




Joe's History

By Larry Carter

Larry had the opportunity to visit with Joe Peterburs, a 102-year-old former pilot in the 55th Fighter Squadron on May 7th, 2026, when their local Chapter of the Air and Space Forces Association (AFA) hosted the nine Eagles taking part in the 45th Gathering of Eagles. The additional eight Eagles included: Colonel Eileen Collins, Astronaut; Jessica Cox, Armless Pilot; Colonel Win DePoorter, Fighter Pilot; CW5 Doug Englen, MH-47 Night Stalker Pilot; Fred Haise, Appollo 13 Astronaut; Sq Ldr John Peter, Desert Storm RAF Tornado Pilot-POW; Captain Bill Robinson, POW for 7.5 Years; and General Jaqueline Van Ovost, Test Pilot, and USTRANSCOM commander.


Colonel Larry Carter (L) (20th FW:1976-81 & 1986-90)
Colonel Joseph Peterburs (R) (20th FG: 1944-45)

Colonel Joseph A. Peterburs was born in 1924 and became a distinguished American fighter pilot in a career that spanned World War II, Korea, Vietnam, and the Cold War. Entering active duty at 18, he flew P-51 Mustangs with the 55th Fighter Squadron in the historic 20th Fighter Group, based at RAF Kings Cliffe, England. His 49th combat mission was flown on the 10th of April,1945, to escort B-17 bombers to Berlin. In the target area he engaged and damaged an attacking German Me-262 jet fighter with his cannon fire. After the bombs were released and the bombers were headed home, he strafed a nearby airfield, destroying five aircraft on the ground, and damaging several hangars. However, his P-51 was hit by ground fire; he was forced to bail out, was captured, and became a prisoner of war. Two weeks later he escorted a

Russian tank unit and fought with them until Germany's surrender on 7 May 1945. He had named his P-51 "Josephine" to honor his beautiful fiancée. They were married soon after the war.

Promoted to captain in 1947, Peterburs held several command and administrative posts while maintaining flight proficiency in various aircraft.

In 1951, Joe returned to combat in Korea with the 12th Fighter Squadron of the 18th Fighter-Bomber Group, which was operating out of Hoengsong Air Base. There he flew 76 combat missions in the F-51D, serving as flight lead and assistant group operations officer.

After Korea, he served as an operations officer in a support unit at Tyndall Air Force Base Flying F-51s, F-80s, and T-33s. In 1955 he survived an emergency ejection from a burning T-33.

Next his career included tours in Newfoundland, duty at NORAD headquarters, and an exchange with RAF Fighter Command in England.

In 1967 he returned to combat, ensuring effective theater 'command and control' as a staff officer at the headquarters of Seventh Air Force in Saigon, South Vietnam. His good fortune continued as he survived a rocket attack that destroyed his living quarters during the 1968 Tet Offensive.

Promoted to colonel in 1969, Peterburs served in many senior leadership roles, including as the Director of the 31st NORAD Region Combat Operations Center. He retired in 1979 after 36 years of service.

In 2005, historians confirmed Colonel Joe Peterburs had, in fact, shot down Walter Schuck, the German ace with 206 victories, with the cannon fire that had hit Schuck's Me-262 sixty years before, during both of their last combat flights of World War II; the two later met and became close friends.

Peterburs is a command pilot with over 4,000 hours, credited with 125 combat missions. His decorations include the Legion of Merit, two Distinguished Flying Crosses, two Bronze Stars, two Purple Hearts, eight Air Medals, the POW Medal, and numerous other awards.

RAF Woodbridge, 1962. Armed Forces Day

By Gen (Ret) Merrill McPeak

Families invited to visit the 79th Squadron. 1st Lt Merrill McPeak briefs the squadron mission to families on a visit to the 79th Squadron.



20th Fighter Wing Apparel



The 20th Fighter Wing Association has a vender who has several items of clothing and hats with 20th themed artwork. The vender provides 20% of profits to the Association. The vender is Striped Tomato and website is HTTPS/thestripedtomato.com. There are many apparel styles to choose from with your desired artwork. I got my hat last week and it is quality.

If you have suggestions on artwork, please forward to Gino and he will contact vender to get example made. Some items now available are shown below:

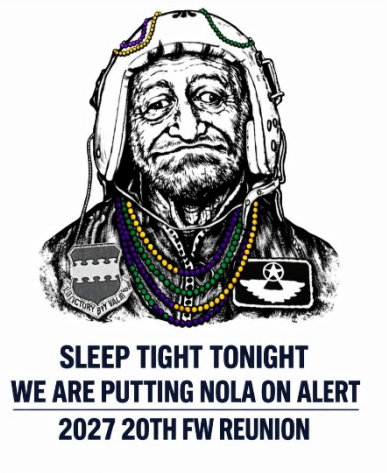


2027 20th FWA Reunion
New Orleans, LA
30 Sept – 3 Oct

I have locked in the dates for our Reunion with the Copland Comfort Inn in Metairie LA. Working on menu items for Thursday Buffett and Saturday Banquet. Guest Speaker will be Lt Gen (Ret) Ralph Jodice. I will provide Ralph's Bio as we get closer to event.

Reunion registrations and hotel reservation information will be provided well in advance of event via newsletter and member email.

If you would like to volunteer to help me, just send me (Gino) an email. I sure could use the help. I will work out what I need as we get closer to the event.



Happy 250th Anniversary USA!





20th Fighter Wing Association
Ron Obernier, Secretary
216 West main Street
Lebanon, Illinois 62254

RETURN SERVICE REQUESTED