



1st Pursuit Group

1st Fighter News



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Send articles to Bruce Gordon, 105 Broadbill Ct., Georgetown KY 40324
Send dues & change of address to Pete Marty, 504 Southgate Dr., Blacksburg VA 24060-5437



ONE FOR THE BOOKS 1st FIGHTER ASSOCIATION REUNION 2011 14-17 SEPT

The 2011 1st Fighter Association Reunion returns to the historic Mission Inn in Riverside, California on September 14th – 18th.

Room reservations must be made by **Monday, August 15, 2011**. Payment and registration for reunion events were due by August 1, 2011. However, **late registration** will be accepted on a space available basis (see sign-up sheet on page 6).

This is an event you do not want to miss! With all the events your Association is involved with we need to discuss and vote on everything from budgets to By-laws to Association charter plus elect Association and Squadron officers for the next term. Then the fun starts with everything for you from Aircraft Museums, F-22 Raptor, and flying in vintage flying machines to the installation of the 1st Pursuit Group emblem on the famous Mission Inn "Fliers Wall" in recognition of the heritage that many of you created many years ago. It is time that a formal recognition took place and no one in the Association should miss it.

RACQUET'S REMARKS

Since the last Newsletter was published your Association has experienced some very rewarding times. First, our nomination of the 1st Pursuit Group for inclusion on the famous Mission Inn "Fliers Wall" was accepted by the Fliers Wall Board and the engraved emblem of the Group will be hung on the Wall during ceremonies planned during the Reunion on Saturday, 17 Sept, 2011. No member of the 1st Fighter Association should miss this opportunity to recognize our heritage. Next, after nearly a year of working with the 27th Squadron and the Squadron itself working diligently for Air Combat Command approval, the Maloney's Pony logo was approved for display on the F-22 Raptor. This was no small task with many starts and stops as we proceeded thru the mire of regulations governing logo's on stealth jets. Finally, in a ceremony hosted by the 27th Squadron with Tom Maloney's son Rick and the rest of his family in attendance, the logo was unveiled on 24 June 2011 in the 27th AMU hangar. So the Maloney's Pony heritage lives on, thanks in no small part to the 27th/CC, L/ C Pete "Coach" Fesler and his team for their persistent pursuit of this goal. Keeping this tradition alive should make every member proud.

Now it is time to celebrate the Association's accomplishments, revitalization and impressive heritage by planning to come together for the Association Reunion. The setting for the reunion is the impressive Mission Inn and its wealth of aviation heritage located in Riverside, CA. The Reunion activities for Members and Spouses are well planned and should prove most enjoyable. Both this and the last Newsletter have detailed paperwork to be used for sign-up, registration and room reservations. First deadline is 1 Aug to sign up for the activities followed by a 15 Aug suspense for room reservations.

We will start on Thursday morning with breakfast followed by a business meeting that no one should miss. The Association has gone thru a transition resulting in much greater interface with the active Wing, more face to face with Squadron leadership, and increased interface with the Wing historian resulting in an increased pace for several activities on nearly a bi-monthly basis. A side benefit of these activities is the increased opportunity to recruit new members and keep the Association revitalized. It has also caused your Board to re-look at Association By-laws, Charter and budget requirements. To that end we are planning on conducting a review of all these documents and vote on any changes during the business meeting as well as elect Association and Squadron Officers for the next two years. We hope to have the revised documents on the Association website for your review well before the business meeting which should expedite discussions and final votes.

Please give every consideration for attending YOUR Reunion, it promises to be a most rewarding event that will make you proud!!

V/R

Racquet

Famous Fliers' Wall Induction



At 10AM on Saturday, September 17th, during the 1st Fighter Association Reunion, copper wings representing the 1st Fighter Wing will be placed on the Famous Fliers' Wall at the Mission Inn in Riverside, California. The ceremony will permanently honor the Wing's great history and recognize its important contributions to aviation.

The Association nominated the Wing to be the 155th inductee to the wall on the International Shrine of Aviators.



March 16, 2011

Col. E. James Hardenbrook, USAF(ret)
9 Canal Drive
Poquoson, Virginia 23062

Re: 1st Fighter Wing

Dear Colonel Hardenbrook:

It is with great pleasure that, on behalf of the Board of Directors of Mission Inn Fliers' Wall, Inc., which is comprised of myself, Gary D. Roberts, and Thomas L. Miller, we are able to inform you and the 1st Fighter Wing that it has been nominated and selected to have its wings placed on the Mission Inn's famous Fliers' Wall.

As the owner and "Keeper of the Inn" it has been my pleasure over the years, along with my fellow Board members, to have been actively involved in maintaining the historical integrity of the Mission Inn Fliers' Wall. Since the 1930s the Mission Inn has welcomed many of our country's aviators, providing a place for them to relax and socialize with their comrades. The Fliers' Wall is a shrine to great aviators, past and present, recognizing those men and women who have made a significant contribution to the world of aeronautics. The Wall includes such flying greats as Orville Wright, Amelia Earhardt, Hap Arnold, Jimmy Doolittle and Chuck Yeager, just to mention a few. It would be an honor to add the name and wings of the 1st Fighter Wing to this distinguished group of fliers.

It is our intention to have the ceremony during your Association's gathering at the Mission Inn, September 15 thru 17, 2011, at a time yet to be set. So that we will be able to prepare for the ceremony, I would appreciate the favor of your reply at your earliest convenience. Please feel free to contact Mary Riewe at (951) 778-2889 with any questions that you may have regarding the ceremony, the Fliers' Wall or the Historic Mission Inn. I look forward to the ceremony and to having the 1st Fighter Wing and your Association to the historic Mission Inn.

Sincerely,

Duane R. Roberts, Keeper of the Inn

cc: Gary Roberts
cc: Thomas L. Miller

The Board of Directors of the Mission Inn Fliers' Wall notified Jim Hardenbrook on March 16th of the selection. The wall's origin started with Frank Miller, the original owner and developer of the Mission Inn. The Fliers' Wall is on the side of the Saint Francis Chapel. The Chapel and atrio were dedicated as the International Shrine of Aviators on December 15, 1932. The first wing ceremony was held on March 26, 1934 just a little over a year before Frank Miller passed away. In recent years, The Fliers' Wall has become an attraction in itself. The Wall holds 154 wings autographed by famous aviators, spanning the history of aviation.

Several wings on the wall have connection to the 1st Fighter Wing. **Frank M. Andrews** was a Commander of the 1st Pursuit Group and one of the founding fathers of the United States Air Force. **Major General Robert Olds** was the father of Robin Olds. **Carl Spaatz** was the Commanding Officer of the 1st Pursuit Group, first at Ellington Field, Texas, and later at Selfridge Field, Michigan. **Eddie Rickenbacker** was commander of the 94th Aero Squadron. **Alexander De Seversky** founded Seversky Aircraft Corporation which produced the first all metal, enclosed cockpit, retractable landing gear fighter for the U.S. Army (P-35). They were first delivered to First Pursuit Group.

94th Birthday Bash

August 18-20, 2011, at Langley

Your presence is requested at the celebration of another chapter in Spad history as Langley Air Force Base and the 94th Fighter Squadron celebrate 94 years of the Hat in the Ring Gang. As this monumental birthday falls upon us, the current keepers of the Hat in the Ring Gang legacy will host a celebration and reunion comprised of 3 days packed full of events and culminating in a Spad Dining Out. These events are open to all current and former Spad Operators, Maintainers, and their families. The schedule of events is listed below, and can also be found at www.HatInTheRing.net.

Thursday, 18 August 2011:

Spad night at Harbor Park. Come watch the Norfolk Tides play the Charlotte Knights at 1915. From 1745 until 1915 we have the Virginian Pilot Picnic area reserved, offering all you can eat hamburgers and hot dogs. The cost for food and your baseball ticket is \$20 per adult and \$17.50 per child (8 and under). The POC for the baseball game is [SrA Leilani Heckman](#). Money is due by the 8th of August and can be submitted via check or paypal, information is available on the website.

Friday, 19 August 2011:

0800: Spad Golf Scramble at Eaglewood Golf Course on Langley AFB. Check-in begins at 0700 and ends at 0745. Cost is still being negotiated, includes breakfast and is due at check-in the morning of the tournament. Club rentals are available. POC is [Capt "Crush" Tittle](#). This event will include prizes for lowest score, longest drive and closest to the pin.

1300: Lunch provided at the 94 FS. Current Spads will be giving capabilities briefs and tours of the F-22.

1694: Roll Call in the Spad Bar – Open to current and former Spad Operators.

2000-close: Open house at the Langley Club

Saturday, 20 August 2011:

1730: Cocktail hour at (most likely – still working final details) the Virginia Air and Space Center, 600 Settlers Landing Road, Hampton Virginia. Check the website often for the latest updates to the plan.

1794: Dining out at the Virginia Air and Space Center with special guest speaker to be named soon. Attire is mess dress or suit and tie. Cost is \$40 per person. There will also be a silent auction during the event with proceeds benefiting the Wounded Warrior Fund. POC is [Capt "Hijack" Fritts](#). Payment is due by the 16th of August and can be submitted via check or paypal, instructions are on the website.

Hotel rooms can be booked at the Crowne Plaza Hampton Marina, 700 Settlers Landing Road at the group rate of \$77 per night (includes parking). To make reservations please contact them at 757-727-9700 or visit their website at www.hamptonmarinahotel.com. Please mention the 94FS Reunion when booking. There will also be a hospitality suite at the Crowne Plaza that will open daily at 2000. Information about all of these events will be provided upon your arrival.

Please visit our website frequently for the most up to date information about the Reunion www.HatInTheRing.net!

If you are interested in sharing pictures of your time in the Spads, please e-mail or mail them to [Capt "Match" Tromans](#) at 170 E Flightline Road Suite 209, Langley AFB VA 23665. All pictures collected will be displayed at the dining out.

None of these events would be possible without the phenomenal support we have received from our sponsors. Special thanks go to the 1st FW Association, Lockheed Martin, BAE, Raytheon, Smithfield, and Makers Mark. If you are interested in supporting our efforts, there is a paypal link available on our website. All tax exempt donations go to the Hat in the Ring Association, the non-profit group responsible for hosting this event. Checks made out to "The Hat in the Ring Association" can also be mailed to the address on the website.

We hope all of you will be able to celebrate with us this August. Feel free to forward this on to any Spads you know might be interested. If you have any general questions please direct them to [Capt "Match" Tromans](#) at 513-461-1109 or feel free to call/email me any time.

Hat in the Ring!

VR Deeq

DAVID W. ABBA, Lt Col, USAF
Commander, 94th Fighter Squadron
DSN 574-4040 Comm 757-764-4040

1st Fighter Association Reunion 2011
September 14-18, 2011
The Mission Inn

Please fill out the registration form on the other side. Mark the number of attendees for each event and then multiply the attendees by the event cost (if you elect the Discounted Meal Plan leave the # of attendees and \$ blocks for individual meals blank). **Note that Excursions and Tours are space available after August 1, 2011.** Sum the event costs at the bottom of the page. Mail this form and a check for the total made out to the 1st Fighter Association to:

1st Fighter Association
 Attn: Pete Marty, Secretary/Treasurer
 504 Southgate Drive
 Blacksburg, VA 20460-5437

Rules of Engagement (ROE):

1. Hotel Reservations are to be made directly with The Mission Inn. Cut-off for our rate is **August 15th**. Call 800-843-7755 or 951-784-300, ext. 850 and ask for the 1st Fighter Association Rate. Reservations can also be made online at www.missioninn.com. Go to Room Reservations and enter your arrival and departure dates. Select "CODE TYPE" under the "GROUP CODE" option and enter the group code of FIRS091411. The following are the contracted room rates for both single and double accommodations:

Deluxe	\$119	Raincross	\$129	Glenwood	\$139
Mission	\$149	Junior Suite	\$169	Presidential Suite	\$500

2. The Discounted Meal Plan includes all Reunion Booked Meals at the Mission Inn with **the only exception being the "High Tea"**.

*Please note any meal restrictions below:

3. Meal Prices include tips, service and event planner fees. Cocktail Receptions are pay-as-you-go for drinks, hors-d'oeuvres are included as part of the meal price.

4. The Host Unit will pick up the first \$500 of the Hospitality Room bar tab. After that it is pay-as-you-go.

5. Excursion pricing is based on a minimum number of participants. If an excursion is cancelled, you will be offered a refund or an alternate excursion.

6. Dress for the Reunion Events is appropriate casual with the exception of the banquet which is Coat and Tie.

Weather Briefing: The September average High Temperature for Riverside is 91 degrees with an average Low Temperature of 60 degrees. Rainfall average is .26 inches.

1st Fighter Association Reunion 2011			
The Mission Inn, Riverside, California			
September 14-18, 2011			
Event (Times Approximate)	Cost	X Attendees	\$
Reunion Registration Fee (Member only)	\$35	N/A	\$35
Discounted Meal Plan (See ROE)*	\$250		
5PM Docent Tour of Mission Inn	\$8		
Wednesday, September 14th			
Hospitality Room Open 1PM to Midnight -Snacks and Refreshments (See ROE)			
Thursday, September 15th			
8AM – 9AM Breakfast in Galleria	\$34		
9:30AM – 4PM Glen Ivy Springs & Spa Excursion (Ladies Only)*	\$75		
11AM – 4PM Planes of Fame Excursion*	\$60		
6PM – 7PM Cocktail Reception in Galleria Courtyard (See ROE)			
7PM – 9PM 27 th , 71 st , and 94 th Squadron Dinners*	\$70		
Hospitality Room Open 9PM to Midnight -Snacks and Refreshments (See ROE)			
Friday, September 16th			
8AM – 9AM Continental Breakfast in Hospitality Room	\$18		
9:30 – 7PM March Field and South Coast Wine Excursion	\$115		
9:30AM – 1:30 PM Riverside Heritage Bus Tour	\$75		
2:30PM – 7PM South Coast Wine Excursion*	\$65		
Hospitality Room Open 7PM to Midnight -Snacks and Refreshments (See ROE)			
Saturday, September 17th			
7AM – 8AM Induction Ceremony Breakfast in Galleria	\$34		
11AM – 4PM Aircraft Restoration and Field Day*	\$55		
11AM – 1PM Historic Downtown Riverside Walking Tour	\$25		
2PM – 3:30PM High Tea at the Mission Inn	\$38		
6PM – 7PM Cocktail Reception in the Glenwood Tavern (See ROE)			
7PM – 9:30PM Banquet and Closing Ceremonies*	\$100		
Hospitality Room Open 9:30PM til? - Snacks and Refreshments (See ROE)			
Sunday, September 18th			
7AM – 10AM Continental Breakfast in Hospitality Room	\$18		
Hotel Check-Out Prior to Noon	N/A		
TOTAL COST :			

Names of Attendees

See Other Side

Wednesday, September 14th



Wednesday is the arrival day for the reunion. For those flying in, the most convenient airport is Ontario International (www.flyontario.com). The Mission Inn offers complimentary round trip shuttle service to Ontario IAP with advance reservations made a minimum of 24 hours prior with the Guest Services Desk (951-784-0300). If you driving, the hotel will provide 1st Fighter registered hotel guests complementary Self-Parking in their garage on 6th Street, located directly behind the hotel. Valet Parking is available for \$15 per night. Hotel Check-in time is 3pm. Once checked in please join us in 1st Fighter Association Hospitality Room (open 1pm-midnight). There you can pick up the Reunion Itinerary, your name tags, and relax with fellow members at our private bar hosted by the 1st Fighter Association. At 5pm docent tours of the Mission Inn will be available for a small fee. The 1st Fighter Association Executive Council will meet in the evening.

Thursday, September 15th



Thursday opens with an Association Breakfast in the Galleria Ballroom followed by an overview of the reunion activities. We will then have a short business meeting followed by a break out for the Squadron Business Meetings and the election of the Association Officers. There will be two excursions offered:

Planes of Fame Museum

After breakfast we will board busses for our stop at the Planes of Fame Air Museum (www.planesoffame.org) located at Chino Airport where many WWII buildings are still in use. The museum specializes in restoring aircraft to flyable condition. Upon arrival we will eat lunch followed by Docent Led Tours. Our tour will focus on Pre-Cold War aircraft including the 475th Fighter Group's rare P-38 Lightning

Glen Ivy Springs & Spa Excursion (Ladies Only)

After breakfast escape to the Glen Ivy Springs and Spa for a day of pampering and relaxation at this premier spa (www.glenivy.com). Excursion includes roundtrip transportation and lunch at the spa.

After the day's activities we will gather in the Galleria Courtyard for a reception including a cash bar and cheese station. Following the reception we will break up for the Squadron Dinners featuring a Mexican Buffet.

The Hospitality Room will be open following dinner until Midnight and hosted by the 27th.

Friday, September 16th



Friday morning will start off with an available Continental Breakfast in the 1st Fighter Association Hospitality Room. Three excursion options will be offered.

March Field and South Coast Wine Excursion

After the breakfast we will board busses for a trip to Riverside National Cemetery, home of the Medal of Honor Memorial, the Fallen Soldier/Veterans' Memorial, and the Prisoner of War/Missing in Action National Memorial. We will make a short visit to the memorials and take a group photo overlooking March Field. We will then take a windshield tour of March where one of the P-38 squadrons was based, thus the title "Guardians of the Inland Empire". After WWII, March was home to the 1st Fighter Wing flying the F-80. Next is the March Field Air Museum (www.marchfield.org) where we will eat a catered lunch during a presentation about the museum's aircraft. Following a viewing of the museum's collection of mostly Cold War aircraft, we depart for a winery tour, wine tasting and a light fare at one of California's famous South Coast Wineries.

Alternate Excursions:

"Tours of the Town" Excursion

After Breakfast those attending this alternate tour will board buses for an exclusive tour of Riverside. The tour includes lunch. Upon return to the hotel our group will have the option to take the Wine Excursion below.

South Coast Winery Excursion

This excursion option gives you free time in the morning. A bus will depart the hotel in the afternoon for Temecula and join the March Field Excursion for a winery tour, wine tasting and a light fare at one of California's famous South Coast Wineries.

Upon returning to the Mission Inn join Association members in the hospitality room which will be open until midnight and hosted by the 71st.

Saturday, September 17th



Saturday opens with the Famous Fliers' Wall Induction Breakfast in the Galleria Ballroom including a Fliers' Wall historical overview by historian Walter Parks. The Induction Ceremony at the Fliers' Wall follows breakfast in the Galleria Courtyard. Then, we will board buses for a day focused on restored airplanes. Other options include an alternate walking tour of Riverside and High Tea in the Hotel.

Aircraft Restoration and Field Day

After the Induction Ceremony we will board busses for historic Flabob Airport (www.flabob.org). Founded in 1925 as Riverside's first civil airport, Flabob is a paradise for homebuilders, antiquers, and everyone devoted to sport and family aviation. While at Flabob, we will eat a BBQ lunch on the tarmac and view static displays of some truly unique restored aircraft. Biplane and other vintage aircraft flights available for gas only, take the stick again!

Walking Tour of Downtown Riverside and High Tea

After the Induction Ceremony, those attending this alternate tour will enjoy a walk encompassing historic downtown Riverside.

High Tea

This afternoon get together will partake in the unique "High Tea at the Mission Inn".

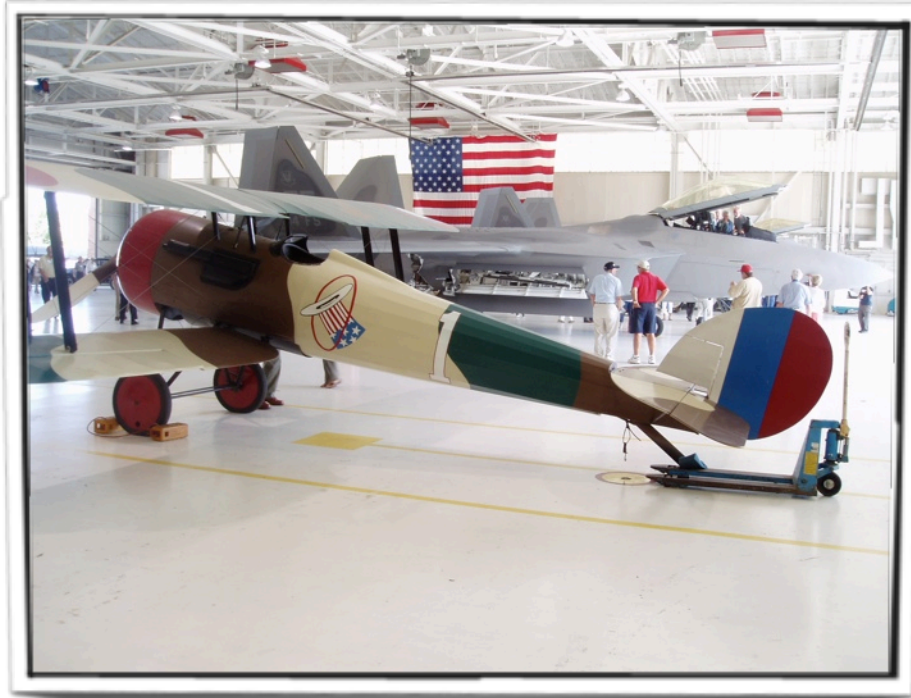
Saturday culminates with the 1st Fighter Association Banquet and Closing Ceremonies. The Banquet will be preceded by a cocktail reception in the Glenwood Tavern with hors-d'oeuvres and pay as you go cocktails. The Banquet will be held in the Music Room and include an address by a distinguished speaker.

Close out the evening in the hospitality room which will open after the banquet and be hosted by the 94th.

Sunday, September 18th

Before heading home join your fellow members for an available Continental Breakfast in the hospitality room. Check-out time is 12pm.

DISASTER AT LANGLEY



The "Spad" in 2006



The "Spad" May 24, 2011
Past and Present SPADS, we need your help!!!



A catastrophe struck our home here at Langley AFB VA: during recent storm our SPAD model 13 took flight from its static display and flew 100 ft into a parked flat bed truck! It is now a twisted pile of metal and wood... The storm damaged it beyond repair.

That SPAD has been with our AMU, and proudly on display with our unit since 1984! It has gone through 2 restorations, 2 locations moves, three mountings, and one final flight. But it exists no longer. Sadly we are now without a mascot.

We are seeking your financial assistance to restore our Unit pride and heritage. Any donation, from \$94 to \$0.94! Everything will help us.

We have our eye on a full size SPAD XIII or (Newport 28) that will be perfect in front of the AMU. The total cost for delivery is \$15,000. We will do all the assembly in our hangar.

If you are interested in contributing to the ongoing heritage of the Hat-in-the-Ring you can give through the below PayPal Link. If you are interested in staying up-to-date on our progress, please visit our facebook page.

We will be holding numerous fundraisers over the next few months to include a fun run and a golf tournament!

Finally, If you know of any SPADs that aren't on our list, please pass the word.

See you round the flag pole!

Facebook Link

<http://www.facebook.com/home.php#!/pages/94-Aircraft-Maintenance-Unit/224504794244163>

Paypal Link to donate

https://www.paypal.com/cgi-bin/webscr?cmd=_s-xclick&hosted_button_id=479L2PQ78KYWQ

Once a SPAD always a SPAD....

Lonnie McDaniel SMSgt, USAF
Assistant Superintendent, 94 AMU

From: "Brown1, David M CMSgt USAF ACC 1 AMXS/MXAC(SPAD CHIEF)" <David.Brown1@langley.af.mil>
Subject: RE: SPAD REPAIR

Gentlemen,

The SPAD's Nieuport 28 was damaged when a violent storm occurred without warning at 1800 hrs, 24 May 2011. Maintenance technicians were scrambling to hangar/secure F-22 aircraft. Before the technicians could make it to the Nieuport the wind caught the aircraft and sent it flying into a truck. The wind was so strong it broke/bent the bolts holding the model to its platform and snapped a cable attaching the left wing to a concrete weight. The concrete weight affixed to the right wing was pulled from the ground and accompanied the Nieuport on its short flight of about a hundred feet.

We have consulted companies about purchasing a replica SPAD, but the historic significance of the Nieuport 28 is too important to the unit. From what I can find, the model was set up around 1984. I have Change of Command flyers from 1994 which show the proud Nieuport in front of the old 94 FS building. It has been repaired twice from Mother Nature's wrath. We want to make it a third time. We have raised approximately \$2K in donation through a pay pal account. We are in the motion of setting up a 5K run to raise some additional funds to go towards the repair.

v/r

D. Mitch Brown, CMSgt, USAF

From: jon@conaircraft.com

Subject: RE: SPAD REPAIR

Chief Brown

I'm Jon Goldenbaum, I was in the First Wing when the Nieuport 28 was delivered to the 94th. The airplane was built under contract by Ken Kellett who has been an aircraft replica builder/restorer his entire life. Ken is now the restoration supervisor for Kermit Weeks, the wealthy owner of Fantasy of Flight, a world-class museum and antique/warbird collection based outside of Orlando. Ken is now working on his 45th museum restoration, he is one of the best. The airplane was built as a non-flying replica for the 94th, as I recall the Air Force allowed only \$10,000 for the project, even in those days that was "on the cheap." Ken recognized the importance of the 94th and the significance of the Nieuport to it's history, so he did the job at a pretty big loss, but he wanted to contribute to the famous Hat-in- the Ring squadron. At the time, I was the Asst. Ops officer of the 27th, later I went on to be the 94th/DO under Paul Hester, then was 71st/CC. I'm still pissed that the Air Force shut down the 71st! My involvement came from the fact that although at the time I was an F-15 pilot, like Ken Kellett, my background and passion was in restoring and flying antique/classic aircraft. In fact, I kept a fabric covered Taylorcraft BC-12D in the AR hangar at Langley which I worked on and flew with the blessing of the Wing as long as I took one of the young enlisted troops with me whenever I flew. When Ken got ready to deliver the Nieuport, I was involved as his escort officer since we had mutual interests. After the airplane was assembled and erected in front of the 94th, I gave Ken a ride in an F-15, a memory we talk about often when we see each other.

I just called Ken and sent him your pictures. We discussed the airplane as he remembered building it. He built the fuselage out of mild steel electrical conduit to replace the usual high dollar 4130 steel tubing. He welded the steel (a tough job), and built the wings out of wood. The airplane was then covered in Ceconite fabric and finished with nitrate/butyrate dope. Ken is reviewing the pictures to comment on the possibility of restoration.

If you choose to restore it (which I think is perfectly possible), I'll donate all the fabric, coatings, and custom tinted mil-spec paint necessary to make it look like new. (a value of at least \$5,000)

After I retired, I returned to aircraft restoration, I am not the President of Consolidated Aircraft Coatings who manufactures Ceconite fabric, Poly Fiber paint and coatings, as well as Randolph aircraft dope.

We manufacture most of the fabric, coatings, and paint made for fabric covered aircraft in the world today, (over 30,000 on the US registry alone). When the repair of the airframe is settled, I will be glad to teach whoever is available how to apply the fabric, coatings, and paint, or I will send one of my young tech's.

Bottom line is I think it can be repaired. Ken Kellett would be glad to build a new one, but he is pretty busy and the cost would be far greater than the AF would want to pay. Ken is also more than willing to consult or help out in any way; I suggest that the way to go is to do it in-house with consulting (free from me) and Ken Kellett.

As an old Spad myself, I want to help!

Jon Goldenbaum

From: "Kellett, Ken" <ken_kellett@fantasyofflight.com>

Subject: Nieuport 28

Ouch! I think they can fix this. What's amazing is that it's 25 years old and has held up as well as it has. First I see the prop broke. It's fiberglass and the mold is out in Colorado at Andy Parks museum. If the fuselage isn't bent the rest is just wooden stringers. Tail feathers need to be remade on left side again not to big a deal. Jerry Yagen has a A & P school up there maybe he would get his people to fix it. Let me know what I can do here, but it looks like it can be made whole again. KK

Contacts in the 1st Fighter Group Association:

President:

Jim "Raquet" Hardenbrook
9 Canal Drive Podquoson, VA 23662
757-850-5581 ejhbrook@me.com

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401-737-3268 robtcorr@verizon.net

Secretary/Treasurer:

Pete "Pistola" Marty
504 Southgate Dr., Blacksburg, VA 24060-5437
757-850-5581 1stFighter@Comcast.net

1st Fighter Website:

<http://www.1stFighter.com>
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757-850-5581

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F-22 MALONEY'S PONY DEDICATION

On June 24, 2011, the 27th Fighter Squadron dedicated F-22 09-0174 as "Maloney's Pony" in honor of Major Thomas E. Maloney, the 27th's highest scoring WW II Ace with eight kills in the P-38 Lightning. 1st Fighter Group President, Jim "Racquet" Hardenbrook, spoke at the dedication (above).

On August 15, 1944, Allied forces landed in southern France. On August 19, 1944, Tom was flying "Maloney's Pony" and attacked a line of vehicles in southern France. Jean-Louis Robin, an honorary member of the 1st Fighters, was a teen-age boy and saw the attack. He reports: *"On August 19th 1944 thirteen railroad cars full of bombs intended for the nearby airfield were waiting a locomotive. Stopped at the station by the red light for the train was a convoy of 11th Panzer Division with fifty-two wagons full of trucks, tanks and ammunition. First, Major Ed LaClare shot the steam locomotive, and then sixty railway cars were completely destroyed by other P-38s circling over this convoy, causing many detonations. After the air raid it was desolation. There was a crater like an Olympic swimming pool! For forty-eight hours it was impossible to approach this convoy because of the fires. All rail movement was completely stopped! Hurrah for the Lightnings, but they paid dearly. Thomas Maloney was seriously injured and three P-38s were lost."*

From Tom Maloney's perspective, there was a huge explosion and he saw the back half of a truck, with wheels still attached, going end over end past his airplane. The debris struck both his engines, and the left engine seized immediately. He turned south over the water and had to ditch "Maloney's Pony" about five or six miles from the German-held shore. The plane sank immediately and he was barely able to get into his dingy. German coast patrol boats came looking for him, but did not see him in the gathering dusk.

After dark he came ashore and cautiously crept inland. He heard a click under his feet. An instant later a land mine exploded sending metal shards went through his feet and his left hip, plus other wounds. He lay in a semi-conscious state until he finally woke enough to pull the larger shards from his feet. He lay where he had been blown up for about three days.

Driven by terrible thirst and hunger, Tom finally crawled inland, finding small puddle of fresh water but no edible food. After five days of crawling, he attracted the attention of six Frenchmen who were standing by an old truck. They carried him to a French hospital, but medical supplies were woefully inadequate. Finally an English soldier arrived, who then got American medical help.



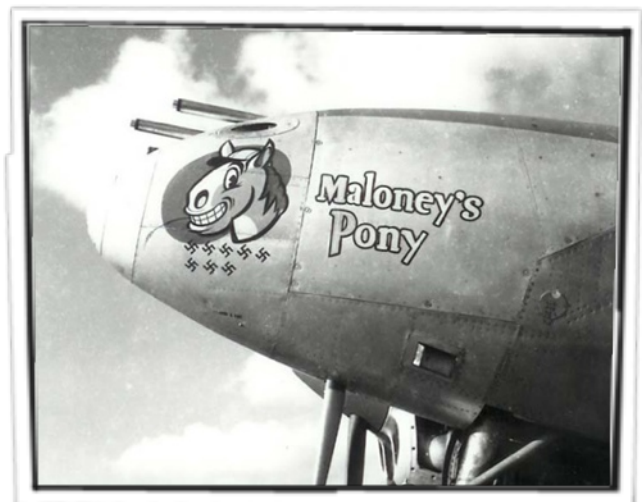
As Tom recovered from his wounds, the 1st Pursuit Group Commander started the tradition of dedicating an active fighter as "Maloney's Pony" in honor of Tom Maloney and his fighter.

The paint scheme applied to the F-22 is a mock-up of the nose art of the original "Maloney's Pony, somewhat modernized to match the F-22's stealth exterior. In addition to the insignia, the Raptor features hand-crafted intake covers featuring the emblem and name of the fighter.

Rick Maloney, the late pilot's son, traveled with his family from Cushing, Okla., to attend the ceremony and participate in the unveiling. He joined Lt. Col. Jason Hinds, 27 FS director of operations and "Maloney's Pony" pilot, and the fighter's crewmen to remove the yellow banner, revealing the distinctive pony logo.

Lt. Col. Pete Fesler, 27 FS commander, commended the efforts of the squadron and the 1st Fighter Wing Association, whose historical research and fundraising efforts made the presentation possible.

Data from Senior Airman Jason J. Brown and A/1C Theresa Cleveland. 633d Air Base Wing Public Affairs was used for this report.



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AIRCRAFT RECOGNITION

Look closely at the wrecked “Spad” on page 10. It’s not really a Spad, it’s a Nieuport 28, which the 94th flew before they got their true Spads. However, everyone calls it a Spad. Here is Captain Eddie beside a real Spad (L) and a Nieuport 28 (R). Good people are contributing lots of time & funds to repairing the “Spad”. It’s clear that we need a lot more than the \$2,000 collected so far. Please go to the websites to make your contributions.

