

1st Fighter Association Newsletter



27th



71st



94th

Volume 33 No. 1

May 2014

Langley F-15 Display Initiative Progress



We are coming up on nearly 1 ½ years since the decision was made to try and keep the last remaining, non-flyable F-15A on Langley AFB from going to a new home at some other location around the USA. When the

Hampton Air and Space Museum was unable to raise the funds to move and display the jet at the Museum your Association, with the approval of the Board, quickly stepped in and pledged some funds to hold the jet in place until the 1st Fighter Wing, the 633rd Air Base Wing and the Association could develop a display plan for the A/C. In the time since we first pursued the initiative, we have made some meaningful progress: we received permission from the Air Force Museum to keep the A/C at Langley and use in a memorial display, identified display location and received permission from Air Base management folks to

F-15 Static Funding Campaign

has begun!

Contribute Now

See page 7 for details

place the static inside the Armistead Gate approximately half way up Sweeney Blvd.

(Continued on page 7)

27th Tactical Fighter Squadron Reunion

September 18-21, 2014

POSTOAK Lodge, 5323 West 31st Street
North, Tulsa, OK 74127

918.425.2112

See the web site for the itinerary and to sign up or contact Moose Moore.

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[<< Send articles and photos here >>](#)

Sailor's Remarks

I was going through some old boxes of war memorabilia the other day and it brought back so many great memories of my time in the 1st Fighter Wing. Looking at pictures from that



time of my life made me begin to wonder, what happened to all the great Americans that deployed to DESERT SHIELD and DESERT STORM with our squadron. I regrettably have lost track of too many of the wonderful people, pictured in this photo. So many of them have gone on to do great things in their lives, I am sure they all made a difference in the lives of the people that they influenced over the years. Some transitioned to the civilian world where they climbed the corporate ladder and made it look easy all the way. Others stayed in the Air Force and flew their entire careers, sharing their experiences and knowledge to the younger generations. Amazingly some went on to be General Officers, Chiefs, and Commanders. And sadly a few left us as they flew off into the sunset for the last time on their way to heaven. To me they all made a lasting imprint on my life. I am who I am today because of having the opportunity to be stationed with amazing people like them over the years.

As we go through the rest of 2014 and prepare for our next reunion, I am going to make an effort to reconnect with them and make sure they know the 1st Fighter Association exists as a means for us all to stay connected. I ask that you please help us spread the word and help us grow our membership this year. Our newly renovated web site is a great place to point people that are interested in learning more (<http://1stfighterassociation.weebly.com>).



There you will have access to membership applications, newsletters, history, and announcements of upcoming events. One of my goals this year was to find ways to more effectively communicate with all of our members. With that in mind we remain committed to using everything from US Postal Service, Email, Web Pages, Facebook Pages, and LinkedIn pages in an effort to reach as many people as possible. Please help us find missing people from your generation and get them connected, so we can make the 2015 reunion a memory that lasts forever.

Join us @ linkedin.com
<http://www.linkedin.com/groups/1st-Fighter-Association-5155204>

Check 6

Sailor

Notes from the Secretary

We are in the final stages of wrapping up the 2014 Annual Dues Campaign. If you haven't sent in your dues please do so ASAP to avoid being dropped from our roles. Currently, the Association has 290 active members of which 79 are Life Members. A special thanks goes out to the following who donated to the 1st Fighter Association Heritage Fund:

- | | |
|------------------|-----------------|
| Arnold Megenty | Bob Correia |
| Gerry Christeson | Pip Pope |
| Hank Goddard | John Delianedis |
| David Ingleman | Rosalyn Nolen |
| Budd Butcher | Ray Cleary |
| Mitch Fryt | George Wallace |
| Bill Goodrich | Bob Riley |
| Roy Glackin | Richard Rice |

Rob "Nuts" Destasio is now running the website. If you have any inputs for him such as calendar events or photos you would like posted send them to him at nutsf15c@yahoo.com

Pete

In Remembrance

Since the last newsletter we have received word of the following members passing:

Richard L. Follett, Sr.

From his son: I received a membership form for my father [Richard L. Follett, Sr.]. My dad passed away in May at the age of 92. He led a very full life. It is an honor for me to be called his son.

Please remove him from the list of active members. Thank you.

Thomas Paul Devine

HAMPTON – Thomas Paul Devine, 67, of Hampton, Virginia was taken unexpectedly from his family on March 1, 2014. Tommy was born in Boston on December 2, 1946 to the late James and Thelma Devine of Belmont MA, where he grew up, met his future wife, and graduated from high school in 1964. As a child he spent summers with his parents and siblings in Ellsworth, Maine – a town he held dear and visited often with his own children and grandchildren. Tommy graduated from the University of Massachusetts in 1969 before beginning a distinguished career as an Air Force officer. Tommy served as a navigator during a combat tour in Vietnam and upon return to the USA, completed pilot training. He was an instructor pilot in the F-5 Aggressor Squadron and later transitioned into the F-15 Eagle where he was selected to become an Operations Officer and later, a Squadron Commander. Tom "Jingles" Devine honorably served his country with distinction for 22 years before retiring as a Lt. Col. in 1991. His military service was followed by over 22 years in business development with Norden Systems, Westinghouse, Northrop Grumman, and ITT Exelis. He will be missed by his loving partner of

50 years and high school sweetheart, Jeanne Perico; his adoring children Tracy, Matthew, and Patrick; daughter-in-law Missy; and grandchildren, Marina, Ryan, Siena, Mason, and Isabel.

Published in Daily Press on May 4, 2014

Books

Spirit of Attack

By Bruce Gordon



OK, I have published my book, "The Spirit of Attack". It came out on Jan 27th and is now available on Amazon.com, Barnes & Noble (BN.com), AuthorHouse.com, and others. Some of you have seen the copies that

I made on my home laser printer. This issue is made for commercial distribution, and is available on e-book formats. It has over 90 photos, so it classifies as a "photo book" requiring better paper and costs \$35 per book.

I asked if they could get the price down, and they said that if I ordered 3,000 copies and paid \$24,000 up front, they would print it using offset printing. That would cut the price in half. I already have about \$8,000 invested in the book, so I said we'll see how it goes before I pour another \$24,000 into it!

On Feb 7th and 8th, I flew to Las Vegas for PitchFest, where 60 new authors pitched their books to 20 TV and movie reps. It was a highly organized, "speed dating" process where authors went to table to table and had only

2 minutes to pitch our books, then given seven seconds to get to the next table before our two minutes started again.

My book was among the top two as rated by the video people. Nine companies asked for copies of my book for further evaluation. I hope Bill Roege can get it into the 1st Fighter News.

My book is named for the motto of our 317th FIS in Alaska, which had this wonderful sign outside the door. The quote is from Adolf Galland, a German WW II Ace. The book has a lot of stories from the 94th FIS during the

Cold War, plus some combat photos I took from my F-100 fighter during Vietnam.

LAST of the RANDOLPH BLUES

(Personal Stories of Ten WWII Pilots)

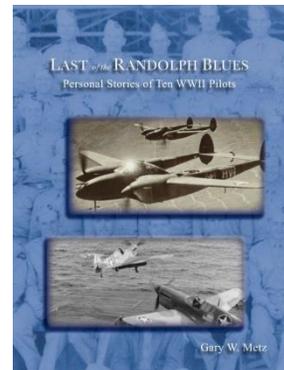
By

Gary W. Metz

Reviewed by

Steve Blake author, historian and editor of the P-38 National Association newsletter.

This book began for its author as a labor of love—researching the life of his uncle, Virgil Radcliffe, a WW II P-38 pilot, for a family history



project. But as he began to correspond and meet with some of his uncle's old squadron mates and their relatives, he decided to expand its focus to include the nine other pilots with whom Lt. Radcliffe graduated from flight

training at Foster Field, Texas, with the Class of 42-E in May 1942. (The term

"Randolph Blues" refers to the distinctive blue uniforms worn by the cadets at Randolph Field, Texas, until the early part of the war, when they were exchanged for the typical Air Corps olive drab. The 42-E cadets were the last to wear them, hence the book's title.) All ten newly minted USAAF pilots were assigned to the 60th Fighter Squadron of the 33rd Fighter Group on the East Coast.

Mr. Metz, as a result of a tremendous amount of research provides info on all ten men and then documents their flight training and subsequent military service, in considerable detail. One of them was soon killed in a flying accident in the States and one was transferred to another unit that served in North Africa later.

The other eight pilots were delivered with their unit and its P-40s to French Morocco soon after the landings there in November 1942, and the book then follows their adventures during the Northwest African campaign. As to the book's P-38 Connection, in late December 1942 seven of the 60th FS pilots were TDY'd to the 1st FG to fly Lightnings for a couple of months. As it turned out, three of them, including Lt. Radcliffe stayed on with the 1st Groups 27th FS.

The book is also a detailed portion of the 60th and 27th Fighter Squadrons. The author tells his story by alternating the pilots' personal letters to and from home with official USAAF documents (especially unit histories), interspersed with his well-written and informative commentary. It is heavily illustrated with several hundred photos, from both private and governmental sources, plus copies of maps, personal letters, postcards and documents.

None of these pilots were "aces" (together they were credited with six enemy aircraft destroyed and several others probably destroyed or damaged), and they were neither high-ranking nor particularly highly decorated. But they did serve their country well and contributed materially to its final victory. Five of them gave their lives in the process—three in combat and two in flying accidents in the States--a 50% fatality rate. The author, a longtime member of the P-38 National Association, does an excellent job of telling their stories and thereby keeping their memories alive for posterity.

This reviewer's criticisms are few. There are more typos, misspelled words and names (i.e., "Raul Luftberry" for the WWI American ace Raoul Lufbery) and factual errors than there should be, but fortunately not enough to be a major distraction. The photo reproduction varies from poor to good, due to the type of paper used to print the book and depending on the quality of the original prints and published sizes.

LAST of the RANDOLPH BLUES is a fascinating account of the North African air war and many of its individual participants, and is highly recommended.

You may contact the author directly for autographed copies!

gwmetz@randolphblues.com or 909-7675

He will ship free in the US.

Look, Mom – I Can Fly! Memoirs of a World War II P-38 Fighter Pilot

By Robert "Smoky" Vrilakas

UPDATE: I now have a website for my book "Look Mom -- I Can Fly". The site permits ordering autographed copies directly from me. It also contains a link for ordering from Barnes & Noble, Amazon, or Powell's Book Store. The web site is: p38book.com.

The book, wherever known, has met with great



success as evidenced by some 26 reviews on Amazon, and many more that I have received directly from readers. It sells for \$16.95. I will pay postage on any signed copies to members of the 94th Fighter Squadron, either past or active.

Thanks again for keeping track of us.

Bob "Smoky" Vrilakas, Happy Valley, OR

Request for Information: Anthony Kainrad

Smoky received the following email requesting information on Anthony Kainrad.

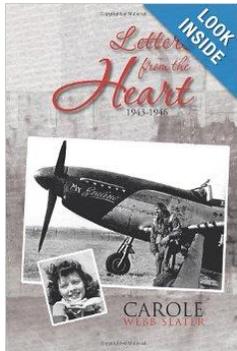
Mr. Vilakas,

I found your book online about your P-38 WWII service with the 94th Fighter Squadron. I ordered the book and look forward to gaining some insight into that facet of the war.

My Uncle, Anthony W. Kainrad, was with the 94th in 1943 & 1944. A passenger, he died in a Dec. 23, 1944 B-24 plane crash that killed 10 soldiers on approach to Toretto Field. Do you have any info on this crash? Do you have any knowledge of Tony's service with the 94th? Any

memory of encountering him in your service? I appreciate any help with these questions. Our family is searching for firsthand accounts of his tour of duty with the 94th. Feel free to call me anytime if you wish. Bless You, Nick Dudek [330-357-1917](tel:330-357-1917)

Letters from the Heart: 1943-1946
(Repeat from last edition)



Moose Moore’s sister, Carole Webb-Slater, recently wrote a book about their father, Dana A. Webb, who served with the Bluenose Bastards, 328th Fighter Squadron (P-51s) in the ETO. You can find the book on Amazon,

<http://www.amazon.com/Letters-Heart-Carole-Webb-Slater/dp/1481727532>. Read the link to learn more about how this book came to life!

1st Fighter Wing Awards Ceremony



The 1st Fighter Association presented its annual awards on February 28, 2014. President Sailor Frankel is pictured to the right presenting the awards to the winners.



Expeditionary Airman of the Year MSgt Margarita Proctor



Expeditionary Officer of the Year Capt Brent Miles



Fighter Pilot of the Year Capt Michael Hayes

Langley F-15 Static Display (continued)

We now have a good estimate on materials and equipment, the A/C itself has been totally demilitarized, painted and decaled as the 1st Fighter Wing Commander's airplane with all three Squadron decals on the intake.

The rendering of the display as currently approved and planned is the photo on page 1. The stanchions seen will describe the 34 year history of F-15 operations at LFI and the Tidewater area, the capabilities and combat record of this world-renown airplane, and the history and role the 1st Fighter Association played in developing and constructing this Memorial.

We have one remaining obstacle to overcome and that is a funding source. In this post-sequestration period the Base and Wing do not currently have the funds to complete construction. The display, as depicted above, has an estimated cost of ~\$47K including night-time lighting, the seats depicted and the upgraded materials used on the pad itself. This is a first class display that we would like to see constructed as depicted which includes all the niceties described above. It is a standalone static display, the only A/C on Sweeney Blvd, it is an in-your-face memorial, close to the roadway, impossible to miss, and will welcome members and visitors alike at the busiest entrance into the base. It will recognize the key role the Association played in the construction of this memorial, and will be a spot we will visit each time we have a Langley Reunion. Along with the Wing Commander we are exploring funding sources from inside and outside

DOD in an effort to find sufficient monies to construct as planned. If this campaign should be unsuccessful we have an alternative available to construct a bare-bone display at 1/3 to 1/2 the current cost with a plan to add in amenities as funds become available.

We are currently in a critical funding phase, I will keep you all informed as we proceed.

Racquet

1st Fighter Association F-15 Static Display Funding Campaign Kicks Off!

The 1st Fighter Association's efforts to place a permanent F-15 static display on Langley AFB has made great strides since the initiative was adopted after the 2011 Reunion. A copy of the initiative "ADVOCACY" brief is on the Association's website for viewing and lists the progress made to date. The effort has now reach the final hurdle to reality, FUNDING! DOD has seen some relief from the constraints of Sequestration, but the current 2 year budget is very short on funds for the operating commands and we are seeing the manifestation of this in the lack of voluntary fiscal support out of ACC, the 633rd ABW and the 1st FW. The Association has strong, documented, support from Gen Hostage, ACC/CC; Lt Gen Burt Field, Pentagon A-3/5 [Assn. member]; Col John Allen, 633rd ABW/CC and of course Col Kevin Huyck, 1st FW/CC. If we are to see this project come to a successful conclusion with a first class memorial, commemorating YOUR military service and, leaving behind for succeeding generations, a reminder of our service as "BROTHERS in ARMS", we need to think out of the box, keep the project in the forefront of our Active Duty Brothers and continue to press for funding.

It is time to take action and demonstrate the Association's total commitment to this initiative! The Initiative Committee has a few money raising DOD and non-DOD irons in the fire which may or may not materialize, but we cannot wait on the hypothetical, we need to move forward and identify funds that may be available if needed. To that end this notice formally kicks off the Association's funding campaign requesting donations for the construction of the memorial. The current cost estimate is \$47K with no margin for any estimate error. To be on the safe side we would like to raise a total of \$50K to have a small margin for unanticipated expenses.

To that end, we have established the following contribution levels:

- Wingman - \$1 to \$99
- Flight Lead - \$100 to \$499
- Flight Commander - \$500 to \$999
- Squadron Commander - \$1000 to \$4999
- Group Commander - \$5000 to \$9999
- Wing Commander - \$10,000 plus

We plan on posting campaign progress toward the \$50K goal on the website (www.1stfighter.com) and expect to see the first postings within a week. Those contributing at the Flight Commander and above donation level would receive personal invitations for two to a pre-dedication dinner and have VIP seating at the F-15 dedication ceremony.

If the donations exceed our \$50,000 goal, the excess will go to the 1st Fighter Association Heritage Endowment Fund. Additionally, if for any reason the Static Project is cancelled the Association will return your donation.

The Association is a 503(c) (19) tax exempt veteran organization which makes your contribution tax deductible.

Please let us know the amount you intend to donate by e-mail to Pete Marty at 1stfighter@comcast.net. We expect to call for your actual donation (by check) in the mid-August to mid-September time frame. Your pledge e-mail should include the following:

- Full Name
- Name in which the donation will be made if different from yours
- E-mail Address
- Amount of Donation Pledged

Thanx

Racquet

Chairman, Static Initiative Committee

A Short Story

By Jim "Dingle" Barry

I am fortunate to have had several service veterans in my extended family. Some I knew better than others. One of them is my Uncle Frank.

Like many others in 1942, Frank Cassidy answered the call to wartime service. He served in the China theater as a B-25 gunner and crew chief. Just a young guy at the time. And as was custom among many veterans of the day, he didn't tell a lot of stories--though I am sure he could have.

One story he did relate was the time a couple of fighter jocks at his base needed to bag some flying time--maybe for pay purposes, not sure. They were assigned by the good folks at base ops to fly Uncle Frank's bird. And it was pretty clear to him that they were none too happy about it, from what they had to say. (The Army Air Force had a pretty straight forward attitude about airplanes, at the time: if you were a pilot, and it had wings, you could fly it. And good luck.)

Well, these two shrugged and said it would be like flying two fighters in close formation. No sweat. They jumped in, in no particular order. Uncle Frank took up his duty station, standing between and just aft of the pilot seats, for takeoff. That's how it was done, back then.

The two managed to get the Mitchell cranked up and taxied into takeoff position. Without further ceremony, power was applied and a brisk takeoff roll begun. At the appropriate speed, the left seat pilot began to rotate for liftoff. And without being invited to do so, the right seater raised the gear handle... just like they do in a real hot airplane.

Except this one wasn't quite ready to fly. And it promptly settled back down to the earth.

At full takeoff power, the twin radial engines were howling. Propellers contacting the runway changed all that. Quite abruptly, too. And with such force that the left prop sheared off its shaft and went spinning, buzz saw-like, right into and mostly through the fuselage. Just inches behind Crew Chief Cassidy.

Much paperwork ensued.

Like many servicemen of his generation, Frank Cassidy went home at war's end, mustered out, and resumed private life. He married, raised a family, and worked as a chemist in the FBI crime lab in Los Angeles. He belonged to a church, and

had many friends and relatives he kept up with through email. By all standards, a good man.

And at 91 years, Uncle Frank passed away peacefully, this Sunday last, surrounded by family.

We will miss him. And at least one guy, a little wiser and a lot more humble, will tip his hat, and throw a nickel on the grass...

God speed, Frank.

Sage Advice for Flyers

Authors Unknown

Historic illustration credits and appreciation go to Gil Walker

Flying Rules to Live By

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.
4. The three most common expressions in aviation are, "Why is it doing that?", "Where are we?" and "Oh \$hit".
5. Weather forecasts are horoscopes with numbers.
6. Progress in airline flying: Now a flight attendant can get a pilot pregnant.
7. Airspeed, altitude or brains: Two are always needed to successfully complete the flight.
8. A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.
9. I remember when sex was safe and flying was dangerous.
10. We have a perfect record in aviation: we never left one up there!
11. If the wings are traveling faster than the fuselage, it's probably a helicopter – and unsafe.

12. Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.







World War I Flight Training Video

Website: <http://www.1stFighter.com>

<http://www.nmusafvirtualtour.com/media/005/005k.html>



**“O! FOR A HORSE WITH WINGS!
~WILLIAM SHAKESPEARE, CYMBELINE.”**

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Place stamp
here