

1st Fighter Association Newsletter



27th



71st



94th

Volume 33 No. 2

December 2014

"Balls 55" Has Arrived!

Honor the Past While Focusing on the Future

Jim Hardenbrook, Project Lead



It is with great pleasure and some relief that I join with 58 of my fellow Association Donors, who's interest in securing Association viability and displaying remarkable generosity in raising over \$52,000, to announce that the "EAGLE HAS LANDED" on its Langley AFB "Heritage Pad".

Everyone should be impressed with the results, especially former Eagle Drivers. The program took nearly 2 years to complete, experienced a few rough spots and a couple of naysayers along the way but in the end will contribute to the accomplishment of two Association goals: [1] Honoring the Past while [2] securing the future thru sustained growth and continued viability.

The placement of Balls 55 on Langley continues the traditions started by our WWII founding fathers of placing historically significant memorials on bases and at locations that played major roles in the history of the 1st FW and Association Members. The Eagle is the sixth in a string of Memorials starting with the USAF Museum in Dayton, two at the USAF Academy, one at March field in CA and the last two, the Mission Inn Fliers' Wall Wings and Balls 55.

(Continued on page 5)

Save the date!

Static Display Dedication Dinner and Ceremony

February 5-6, 2015

City Center Marriott, Newport News and
Langley AFB

Check email for invitations and details

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Sailor's Remarks

Fellow 1st Fighter Wing Association Members

It is that time again to finalize our plans and mark the calendars for our next reunion in the fall of 2015. I am respectfully asking your help to make this one of the best reunions, by providing us with inputs to where and when you would prefer to have it.

The best reunions are when we have maximum participation and this is why I am asking for you input now and giving you three possible dates to mark on your calendar now. The survey will end by 15 Jan 2015 and we will have a final date/location nailed down not later than the end of January. In the mean time please pass this information along to other eligible members of our Association so we can reach as many people as possible. I am amazed how many I people I talk to that still don't even know that we exist and you can help us fix that by spreading the word between now and January when we have our big membership drive.

2015 1st Fighter Association Reunion - Call for inputs

Save the date & location decision inputs

Where do we want to have it and when?

1. Where should we have the reunion in 2015?

- ☐ National Harbor, Washington DC - hosted by Sailor
☐ Langley AFB, Williamsburg, VA - hosted by Bill Goodrich
☐ Las Vegas, Nellis AFB, NV - hosted by West Coast Volunteer TBD
☐ Other (please specify)

2. What dates are best?

- ☐ August 21-23, 2015
☐ August 28-30, 2015
☐ September 4-6, 2015 (Labor Day Weekend)
☐ Other (please specify)

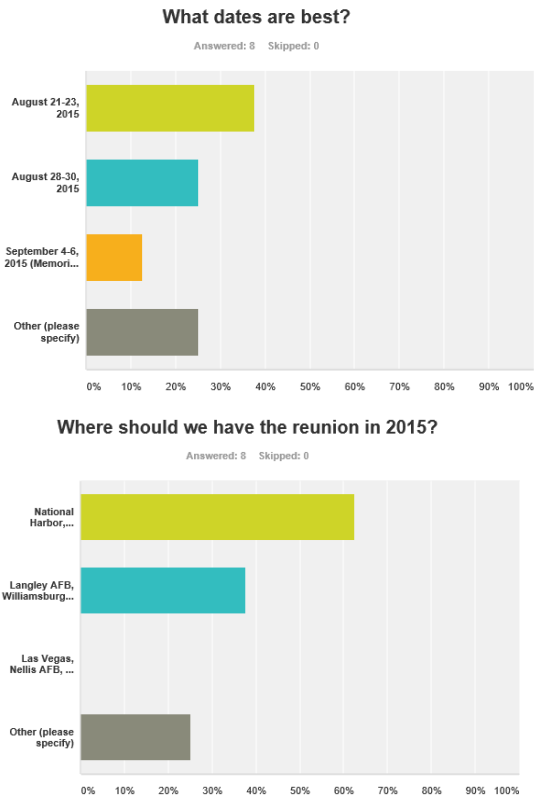
3. At what email address would you like to be contacted?

Please take the survey electronically via this web link:

<https://www.surveymonkey.com/s/1stFighterReunion> or
print out a hard copy and mail your inputs to:

Mike Frankel
PO Box 603
McLean, VA 22101

The Association elected leadership have provided their inputs during our initial planning phase. Here are the initial results, if you are interested.



You can also find the survey on our web page <http://1stfighterassociation.weebly.com/>

I continue to be impressed with the energy and talent that our members bring to the table to make our association bigger and enable us to have a greater impact preserving our heritage. So much has happened since our last news letter and I won't repeat the stories you will read in this news letter but I will say that it has been a very successful 2014!

As our current 1st Fighter Wing Commander Col Kevin "Fumez" Huyck noted in an email to me: "As 75-0055 taxied to its final resting place of honor to project Air Superiority at the Langley West Gate, this is a very fitting moment to remember and reflect on the time the 1st Fighter Wing flew the Mighty, Mighty Eagle from this Langley Air Patch ... assuring undefeated Air Superiority anytime, anywhere for 34+ years. Watching the events of the world today, we witness the passing of the torch to

the F-22 Raptor – still supported, maintained and flown by the men and women of America's First and Finest. Continued great history, every day in the making - Indeed." It makes me so proud to be associated with such a great group of American that continue to serve our country selflessly and with such honor. I want to personally thank each and every person that donated time or money to make this F-15 Memorial a reality. Finally I wish to thank "Racquet" for doing such a great job pulling this project together and dedicating so much of his time to coordinate the efforts of hundreds of people that were involved to make this vision a reality. I know you will all be proud to visit it during your next visit to Langley.

Every time I attend an event hosted by the 1st Fighter Association, the 1st Fighter Wing, or one of our Squadrons, I get so much pleasure remembering our past. The 27th Reunion hosted by "Stick" and Wendy Drummond was just one example of the fun we have experienced together. If you attended you know what I mean, if you couldn't make it I hope you enjoy reading about it in this newsletter.

Check 6

Sailor

Notes from the Secretary

I would like to start off my column by saying thank you to all those who contributed to making the previous board's vision of a permanent F-15 display at Langley AFB a reality (see Honor Roll on page 13). Additionally, kudos go to Jim Hardenbrook, the driving force in making it happen. Without his hard work and dedication to the project "Balls 55" would be sitting in some hanger slowly deteriorating. Instead, we have a lasting tribute to the men and women who flew and maintained the F-15 while it served in the 1st Fighter Wing.

It is not too late to contribute to the project. Any money raised in excess of the construction cost will go to reimburse the Association Heritage Fund for the seed money used to get the project going. Just send me a check at the following address:

1st Fighter Association
Attn: Pete Marty
504 Southgate Drive
Blacksburg, VA 24060-5437

Finally, for those non-lifetime members, look for a mailing in January for our annual dues campaign.

Pete

Late breaking note: The IRS approved our request for reinstatement as of August 7, 2014. We are exempt under section 501 (c) (19). Our Employer Identification Number is 77-0064722 and our DLN is 17053225342004.

In Remembrance

Vic Johnston



Vic Johnston, 60, died Friday, August 1, 2014. Born in Indiana he served in the US Air Force for twenty years, retiring at Langley Air Force Base in 1994. Vic then worked as Chief of Community Relations at Langley for 19 years. Vic was a member of the Langley Civic Leaders Association, Antique Wireless Association, Mid Atlantic Antique Radio Club, Indiana Historic Radio Society and the US Air Force Public Affairs Alumni. He also was head of the LAFB bird count twice a year.

George Bonifanti

The Association has learned that George Bonifanti, an armament Sergeant with the 71st during WWII, passed away in Middletown, PA on December 5th.

David K. Schultz, Jr.

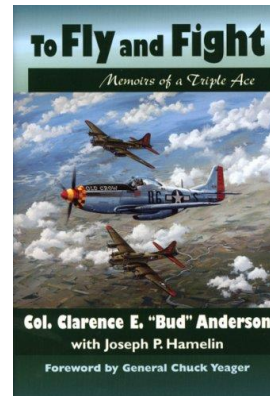
The Association received word from David's son that he passed away in Frederick, MD on September 3rd. David was in the 94th Squadron.

Books

TO FLY AND FIGHT Memoirs of a Triple Ace

By Clarence E. "Bud" Anderson, USAF, Ret.

Book review by Bill Goodrich



Bud Anderson was born on Friday the 13th, Jan 1922. He had 17 kills in WW II and flew combat missions in the F-105 out of Takhli Air Base, Thailand, in 1970, where he was the Wing Commander. He flew combat with Chuck Yeager in WW II and in the forward of this

book Chuck, in talking about Bud states, "Best Fighter Pilot I've Ever Seen."

Bud tells of his early flying, the various fighters he flew and the kills he had flying his famous P-51 "Old Crow". The History Channel and PBS have shown Bud with his P-51 and some of his comments from an interview. Besides combat, he was assigned to Wright AFB (now Wright-Patterson AFB) and Edwards AFB where he was involved in many types of interesting tests involving various planes, weapons and systems. One test program involved mid-air coupling of two F-84s, one on each wing of a B-29. Another was testing a negative-G system. Many of the stories involve Chuck Yeager who, besides their combat time together, spent years together in the test world. He also comments on his involvement with the early stages of the astronaut program at Edwards.

From flying open cockpits to P-51s and every fighter from 1960 to 1985, to C-47s, B-29s and many others, he offers many interesting stories. He also has comments from his time in the Pentagon.

This book is a great read written by a great aviator. Any fighter pilot will be able to relate to many of his flying stories as well as his stories on how decisions from the Pentagon and higher

HQ are often so screwed up. He injects lots of humor and also tells of many sad losses.

I met Bud several years ago and he is a very humble man, a very brave man and a real gentleman. It was an honor for me to talk with him.



“Balls 55” (continued)



The last two displays, I am proud to say, are or will be dedicated by 2nd generation members from the Post-Vietnam and Desert Storm eras. The good news is the tradition lives on with meaningful results!

For those of us who were involved in the Association Leadership shift from WWII P-38 era members to the Post-Vietnam and Desert Storm members, there were promises made to many of our now departed founding members

that we would try to keep the traditions, that they initiated, alive. In that regard we can all be proud that the Fliers' Wall Wings and Balls 55 fall into the “PROMISES KEPT” category.



Continuing with the promises made to our founding members, the Association Leadership has made every effort to grow membership and ensure Association viability well into the future. As part of the planning we realize that future membership growth is primarily sourced from activities that reach out to former Wing members, who never joined, and to the current 1st Wing Raptor pilots and maintainers.

Thanks to Pete Marty and now Rob “Nuts” DeStario, our website has become a useful recruiting tool, social media is also having an effect and the Ambassador program are all contributing to a healthy future for the Association. To accompany the continued success of these initiatives we needed a visible and historically significant reminder of the continuing viability of the 1st Fighter Association and its' goals of supporting member camaraderie and combat heritage. Balls 55 is a daily reminder of our pride in past successes and guarantees our critical presence on base for years to come.

Endeavors of this size are not accomplished without assistance. It is important we recognize those who did so much: First, the Board that assisted me as your previous President voted to take on this project and approved the expenditure of \$10K from the heritage fund to keep Balls 55 from going on the museum auction block.

Pete Marty was a key player from the start in developing the strategy and then carrying out the execution phase. The Association's remarkable WWII Vet, Mac McAllister, has been, from the start, a significant financial and morale contributor. When things were going slowly or there were roadblocks to progress



Mac was always there with words or actions of encouragement. The Association also had the assistance of a total outsider. Mr. Scott Roberts, who is an engineer with the Hampton City Public Works Department was responsible for the initial development of the Advocacy Briefing and created the initial aircraft rendering and video used to sell the project. You can view Scott's work on the website and below.



Jon Goldenbaum's experience and council in aircraft restoration and displays provided the initial baseline to identify the Bill of Material requirements and outlined the expected

complexity of the project. Most of you are aware of Rob "Nuts" DeStario's contribution to developing a first class website. Nuts joined the "Balls 55" team soon after it was formed and has become the foundation for all of our briefing development and pictorial documentation. He is the first to step in with problem solving suggestions. I do not want to be accused of being a name dropper, but Gen Mike Hostage, former ACC/CC, really motivated the ACC and 633rd staffs to support the initiative when he responded to our "Request for Support" letter by forwarding it to both staffs with his endorsement of the project. Soon after the request was fielded project support grew and the planning pace increased dramatically. Lastly the initiative would not have gone anywhere without the support of two Wing Commanders, Col Kevin "Hollywood" Robbins and the current Commander Col Kevin "Fumez" Huyck. The fact that nothing happens without the Wing Commander's support is as true today as it was in my day.

We are just beginning the preliminary planning stages for "Balls 55" dedication ceremony and Donor Banquet. All members should plan on attending and Pete has budgeted for those donors and guests who contributed at the Fight Commander or above level to receive their dinner complements of their own generosity and a very grateful Association. We want to encourage as many members as possible, regardless of their donor status to attend the festivities. There are currently many plans being reviewed to celebrate project completion. A meeting is scheduled with Wing and Association leadership on 19 Nov to discuss and select options we want to pursue. One complication that we did not anticipate was real world tasking of many Langley based units which limits the amount and type of events we would like to schedule while continuing to focus the meaning and importance Balls 55 can have on the active and retired military.



We were aware early on that a very few members took exception to the previous Board's decision to withdraw \$10K from the Heritage Fund to keep "BALLS 55" off the museum auction block and allowed actions to be taken to keep the jet at Langley. The other concern voiced was that the USAF should contribute more toward the effort. Now that the dust has settled, we have received an accounting from the 633rdABW/CE. CE took on the project because it was an excellent training opportunity for numerous CE career fields in a depressing Sequestration environment where numerous training exercises were delayed or cancelled. In the end 1,940 man hours and \$187K in equivalent labor costs were expended by CE personnel on the project. As the project planning and budgeting phase was winding down and we had a reliable estimate the money raised we realized that without some additional funds we were going to have to reduce material and/or construction cost to remain within budget. Just as we were about to make the hard decisions some USAF end-of-year funds were found that put us back on budget. So in the end DOD spent approximately \$197 K, significant man hours and in return accomplished needed yearly training and the Association reached our objective "BALLS 55".



I wish I could say that things worked out due to great planning on my part, but in the long run it

was the involvement of a some very supporting members, USAF Commanders plus some "Fighter Pilot" luck that things worked out as well as they did. It was never my nor anyone on the team intention that a member would express angst with the program. I must admit your concerns resonated with me throughout the project and, where possible, I worked to eliminate them. Considering the final results "Balls 55", and the final accounting from DOD I now hope most of those concerns are eliminated. If concerns are now eliminated and you want to be counted among the supporters of "Balls 55" please consider Pete's appeal to donate to the Heritage Fund campaign so that the Association will remain postured for the next "PROMISES KEPT" or "VIABILITY" campaign.

Thank you all for placing your trust in your team to pull this off and again for your generosity!



Racquet





The 27th Fightin' Eagles 2014 Reunion

—or—

Of Scorpions, Zip Lines, Skeet, and Fighter Pilot Songs

By Randy "Mopar" Dodge

I know weird title for an article about the 2014 27th Fightin' Eagles reunion this past September. Trust me. Read until the end, and you'll understand.

It was a great weekend for the reunion from every aspect. Outstanding weather, location, events, and best of all hosts. Stick and Wendy Drummond pulled out all the stops on this one. From a great place to stay, to visits to their homes (with dinner at their "in town" home) on Friday night, to spending the day at the Drummond ranch on Saturday.



It all began Thursday night with a pig roast at the Post Oak Lodge just outside of Tulsa, Oklahoma where we were all staying. Fresh pork, live music, and the true reunion when everyone sees each other for the first time, for some, in two years. Tim and Marianne Fyda came in Thursday, and Friday morning Marianne had two "houseguests" awaiting her in the bathroom of their suite. Two scorpions had decided to make the Fyda's room their temporary home. She promptly captured them and kept them under glass. This event had everyone immediately scrambling to their rooms to close suitcases, and check shoes and bedding to make sure the rest of us were not as fortunate to be co-residing. Friday night after dinner we were back at the lodge in the hospitality area when we decided to do a

scientific experiment. Which has a more adverse effect on scorpions, whiskey, or Jeremiah Weed? Not wanting to waste too much on the experiment a couple teaspoons of whiskey was poured into one of the glasses. That scorpion immediately started to scramble around like it was on fire. We poured the same amount of Jeremiah Weed into the other glass. Lord, strike me down if I'm lying, that scorpion ceased movement immediately. Experiment solved. Yes we were humane and poured Weed over the other one to put it out of its misery.

Friday during the day, several of us went for a zip lining adventure on the grounds of the Post Oak. With our yellow helmets we all looked like a bunch of "minions" flying down the steel cables getting braver as we went. On one tower we were told by the guide that it was a good tower to just step off backward and let momentum do its thing. Not one to back down from a challenge, Bert "Bope" Wells stepped off the tower backwards with a look of nonchalance and courage on his face. It only took a second for that look to change drastically. As Bope started to descend the wire, he gradually started tipping backward into what can only be described as an "ass over teakettle" position. If that wasn't funny enough, the more he graduated into that position, the wider his eyes got. In fact I never knew that anyone's eyes could go that wide.



Saturday, after breakfast we took a motor coach ride to the Drummond ranch. To say it is large is an understatement. Let's just say it's not measured in acres, but in square miles. A beautiful ranch house surrounded by land as far

as you can see. We were fed hamburgers for lunch and rib eye steak with all the trimmings for dinner. There were all kinds of activities. Some spent a good part of the day playing horse shoes, some took advantage of the air conditioning inside the house, some sat on the porch or under a shade tree, and some shot skeet. "Bull" Bullock was the first one back on the range making it look very easy. Then "Shadow" took a turn, and after a few shots got the hang of it pretty good. Then "Link" Trainor took a turn, and we all started to realize that shooting skeet was not as easy as it looked. No HUD, no gun camera, no tracking radar. This was mano a clay pigeon, and a good many of the pigeons were probably reusable at the end of the day. As Shadow said, the safest place to be for spectators was down range. Kudos to everyone who tried it, the wives included. By the way Link didn't hit very many pigeons, but he sure did scare several of them.



As we waited for dinner, Stick passed out some cigars, and Mike "Sailor" Frankel produced a couple bottles of Scotch, and the stories began. It was great to hear all the "Desert Storm" stories from Beast, Sailor, and all the other participants. It's hard to believe that it's already been 23 years since that event took place. We also had some great live music to be entertained with all night. At one point during the music we decided to get Sailor to the stage to serenade us with some good old fighter pilot songs. Among them were "Sammy Small", "Adeline Schmidt", "Swing Low Sweet Chariot" (with all the hand motions included I must add) and yes there was full participation, and no one

will ever forget Sluggo Torgler's wonderful rendition of "I Wanna Play Piano In A Whorehouse."



All kidding aside, it was one of the best reunions on record. I would be remiss if I didn't thank all the wives for coming. They've supported us all along, and it was terrific to have them all be a part of this. I would also be remiss if I didn't send a huge personal thank you to "Karbo" Kline's wife Katie for coming to this reunion. It was a pleasant surprise for everyone who was acquainted with Karbo, and we all hope that she continues to come to every reunion. Stick and Wendy, it could not have been much more enjoyable. I had been looking forward to this reunion for a long time and was not disappointed. As always, it's great to see my old friends Moose Moore, Bubba Parker, Buick Olds, Easy Pickart, Bope Wells, and all the rest. I hope to see the rest of you at the next reunion. Yes, that means you Duke, Grits, JC, Frito, Gopher, and the rest of us F-15A model 27th Fightin' Eagles. I look forward to the next reunion with great anticipation.

WW II—First Fighters over Ploesti P-38s Attack Oil Fields, Suffer Losses

by Bruce Gordon

Bombing the oil fields in Ploesti, Romania, was a high priority. An August 1st, 1943, bombing raid by 117 B-24 bombers was a disaster. 54 B-24s were lost. Within a few weeks, the Ploesti refineries were producing more oil than before the attack.

On June 10, 1944, the 1st and 82nd Fighter Groups flew P-38s from Italy to see if P-38s could do the job where the bombers had failed. 23 out of 66 attacking P-38s were lost. The dive bombers hit their targets, but the cost was too high.

This was a complex battle with contradictory stories. I will summarize a story by John Mullins in his book "Hello Spacebar this is Springcap", and a story by a Romanian pilot in the same battle. The two stories show how air battle looks very different from different cockpits.



First, the American view — On June 10, 1944, the 15th Air Force decreed a surprise attack aimed specifically at the refinery at Ploesti. The P-38s headed across the Adriatic, then across Yugoslavia flying as low as they dared given the mountainous terrain. Following the Danube they pivoted northeast around Bucharest, climbing to bombing altitude and dove on Ploesti. The dive bombing started before the German smoke screens could develop completely.

East of Bucharest the first P-38's started their climb to dive bombing altitude. The middle squadron of P-38s, the 71st Fighter Squadron, was hit and hit very hard by a good sized force of enemy fighters just before starting their climb. These were originally identified as FW-190's; more recent information identifies them as Rumanian IAR-80's — a plane very similar to the FW-190. The 71st was jumped a cruising speed, with belly tanks still in place. They could not have been at a greater disadvantage.

The 71st was cut to pieces before either the 27th or 94th squadrons could do much to assist. The 71st lost 9 planes and pilots in just a few

minutes. Overall the P-38s scored 18 confirmed victories but lost 23 of their own, including those shot down by anti-aircraft fire.



Now, here is the same battle as seen by a Romanian pilot, Dan Vizanty:

"On June 10, 1944, around 7:30 AM, after reveille, the staff of our group proceeded as usual to our headquarters. On this particular morning, we had only two groups per squadron ready for takeoff, a total of 26 planes.

"The air raids of the American Air Force into Romania had never taken place before 10:00 AM. But on this morning, something extraordinary happened. At 8:00 A.M. the alarm sirens went off! Amazed about the unusual hour I grabbed my alarm pistol and fired 'green' for my units, the order for immediate take-off. Then my aide and I headed for our staff planes. My aide and I took off immediately following the last squadron, cutting across the curve of their ascent, taking the lead position in the group.

"This morning, while crossing the flight path of the ascending fighters to take the lead at 4600 feet, I heard in my headset: 'Attention Paris, Attention Paris, turkeys over the nest.' This told me that the American fighter planes (turkeys) were heading for the airport (nest). Simultaneously I could see, at very low altitude, wave upon wave of Lightning fighter planes with twin booms coming from the east, heading straight for our airport. Without hesitation I radioed: "We attack, follow me! In seconds, the tables turned: instead of the surprise planned by the Americans for us by flying at the lowest possible altitude from Foggia over the Adriatic Sea and Yugoslavia along the Dona River to Oltenitza, we fell upon them, taking them into a tight squeeze before they could even begin their first attack. Our Blitz attack was a total surprise for the Lightning fighters. Indeed all my

pilots, like one man, dove down onto the American planes—one after the other.



“The surprise was unbelievable. Like a thunderstorm we drove them ahead of us. I have to admit that our first attack was the decisive one and this it was our luck to shoot down the commander of the unit during the first moments of the fight. He was the only survivor of the American pilots who took part in this attack. Our attack was so fast that not one of the hundred American planes managed to fire a shot at our planes still on the ground.

“It was easy to distinguish the participants in this air battle: on one side the twin-boom Lightnings, on the other side the IAR 80, made any mix-up impossible. The low altitude at which this fight took place made the battle so difficult. It all took place near the ground and not higher than 615 feet, in total confusion. Completely surprised, half of the American planes tried to retreat. By using the technique of circle of defense, they succeeded to leave our area and return to Foggia.

“With keyed up nerves, wide-awake and fully aware I took in the whole scene of the air battle. Excited and proud I looked down at my good tough old planes, the IAR 80s who came out winners thanks to their extraordinary maneuverability. I watched their crazy dives, their quick rolls, their U-turns and upside-down flights. They fired only very short bursts to conserve ammunition. An indescribably sight but what a drama for the Lightnings which, at this low altitude, were definitely the underdog to the ever-present, quick IAR 80s.

“The people on the ground stood petrified looking at the sky. Farmers in the fields, workers of the textile factory, and of course our

own technical air base personnel, all were witnesses and spectators of the battle in the bright summer sunshine of the tremendous noise of the explosions, the rat-tat-tat of the machine guns, the whining of the engines and in between, everywhere the white smoke spirals of the burning, crashing planes. Then sudden quiet—only the droning of the again calmly running engines. A battle of twelve minutes, horribly long for one, unbelievably short for the other. We flew home to land, trying to fly again in a closed formation.

“Such was the way the air battle ended: one of the most important and remarkable ones of the Second World War on the southeast front. Twenty-four shot-down American planes were counted in the immediate vicinity of our airfield. Regrettably only one American pilot survived, the commander of the unit. He had succeeded in getting out of the plane before it exploded after an emergency landing.

“Our ground personnel gave us a triumphal welcome when we landed. They lifted us out of the planes, embraced us and cried with joy and excitement.

“After the first excitement subsided, we realized with sadness three of our comrades were missing.

“The amazing thing was that all of us had returned safely to our base in spite of many bullet holes in our planes. I noticed with surprise a hole in my windshield where a bullet had entered and gone into the fuselage. The trajectory of this bullet should have taken it through my head. None of us could explain how and by what miracle I was still alive. I find this fact one of the extraordinary and unexplainable events of this day.”

Bruce has posted a YouTube video on this story, which can be found at <http://www.youtube.com/watch?v=gLI8bXDm8Yg&authuser=0>.

You can also see a discussion on this and other videos Bruce has produced by going to <http://www.facebook.com/spiritofattack>.

1st Fighter Wing F-15 Static Project

"BALLS 55"

Honor Roll

Wingman - \$1 to \$99

Rick Gausmann
Robert Riley

Leonard Gold
E.D. Shaw

Jim Graham
Dan Trombini

Flight Lead - \$100 to \$499

Ralph G. Aguirre
Dave Branks
Mike Czapiewski
Bill Goodrich
Don Jackson
Brian Maki
Bill Terry

Paul Ayers
LtCol David "Bags" Collins
Randy Dodge
Rocky Hill
Jeff Kendall
William D. McCole
Ron Torgler
Ralph Wetterhahn

Pete "Toes" Bartos
Monte Correll
In Memory of Will Evans, 71 FIS
Ric "Killer" Hunter
Creid K. Johnson
Greg Richardson
Henry Tucker

Flight Commander - \$500 to \$999

Jim Berry
Bob Correia
Felix Dupre
Jim Hardenbrook
Moose Moore
Richard A. "Rich" Romer
Dirk Smith

Jimmy Clark
Bob Corson
Steve and Marietta Gress
David Kolodzinski
Scott Seavers
Bert and Linda Wells

Joel Cook
Rob DeStasio
Leroy P. Gross
Pete Marty
Richard Shook
Jumbo Wray

Squadron Commander

\$1000 to \$9999

Gentner Drummond
William Robert Looney, III
Pip Pope

In Honor of the 71st Ironmen
In Memory of Vic Johnston
William H. Roeger
Mark Smith

Bill and Gayle Lay
Tom Owens
Charles Smith

Group Commander

\$5000 to \$9999

1st Fighter Association
Heritage Fund

Tim Fyda

Wing Commander - \$10,000 +

P.E. MacAllister

USAF / Corporate Donors

1st Fighter Wing
Deb's Picture This

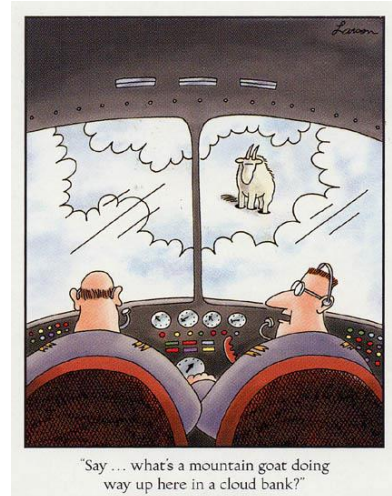
633rd Air Base Wing/CE
Airborne Tactical Advantage
Company (ATAC)

Boeing



Ploesti Raid YouTube Video

<http://www.youtube.com/watch?v=gLi8bXDm8Yg&authuser=0>



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



"And this, ladies and gentlemen, is the very first Fokker airplane built in the world. The Dutch call it the mother Fokker." – Custodian at the Aviodome aviation museum, Schiphol airport Amsterdam.

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