



Flight Line

Air & Space Forces Association



Chapter 105

2022-4

Tucson, Arizona

October 2022

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From the Prez -

Welcome to October 2022 and the fall with cooler temps and the end of Monsoon rains. While we can always use the rain, just remember that heavy rains can cause flash flooding so be aware of that danger and DON'T enter running water on streets. Every year we have cars and people swept away by water that appeared to be safe to try and cross.

I hope that you continue to enjoy your daily activities and count the blessings you have as an American. I also encourage you to become as involved as you can with your local AFA Chapter 105.

Change of Command season was winding down in July but I was proud to represent the chapter at the 355 CES, 355 MSG, 355 MUNS, 55 ECG and 12 AF/AFSOUTH changes of command. Vickie Jo Ryder accompanied me to the 12 AF/AFSOUTH change of command where Major General Evan Pettus took the reins.

Although we didn't have a chapter meeting in July a group of your chapter officers journeyed to The Loft which is in one of the DMAFB dorms and associated with the Base Chapel to serve some homecooked food to some hungry airmen. Not sure if it was the lure of the food or that the new 355th Wing Commander, Colonel Scott Mills, and his lovely wife Michelle showed up, but there was quite a turnout. Last year, we served 30 folks but this year we were close to running out of food as over 60 hungry airmen showed up. The airmen were treated to pulled chicken & pulled pork, homemade cole slaw and Marie's famous pineapple upside down cake. Representing your chapter was Bill Goodall, Marie Lankford, Vickie Jo Ryder and Wally Saeger. Marie's friend, Ronda Smith, from the NCOA also helped serve. Not able to attend but providing food was Dick Roberts.

Our August 19th chapter meeting was held at the American Legion Post 36 located on 22nd Street. Long time DMAFB civilian, Mike Toriello, gave an overview presentation of the Air Force Community Partnership program and the role DMAFB plays in it. See separate article.

AFA (newly renamed as the Air & Space Forces Association) held its annual Convention, September 17-18 at the Gaylord National

Resort at National Harbor, MD It was followed by the Air, Space & Cyber Conference, September 19-21.

The Convention was significant because a new Chairman of the Board was elected as well as several other board members. Also passed, after several sessions of debate and discussion, were Bylaws designed to replace the current Constitution.

Over 16,000 participants were registered to attend the 3-day ASC Conference, a new record.

See separate articles on both events.

Bill Foraker made a return appearance at our September 23rd meeting where he discussed his role in this year's AirVenture Oshkosh 2022 which takes place annually at Oshkosh, WI. This year, the show started on Monday, July 25th and ended on Sunday, July 31st. It is truly an amazing combination of professional volunteers and long-standing expertise that can put on an event of this magnitude.

While your chapter continues to be in good financial health, we need to continue raising funds to support chapter activities and fund the support we provide to our local airmen and their families; so please consider donating. If you are on Facebook, you can set up a fundraising event that directly supports YOUR chapter. If you use Amazon, consider making YOUR chapter the recipient of a donation every time you make a purchase by using Amazon Smile. You can get started at: <https://smile.amazon.com/gp/chpf/homepage?orig=%2F>

You'll need to designate Air Force Association Tucson Chapter as the recipient of your donation. It doesn't affect the price you pay and we receive 0.05% of all eligible purchases. Thank you for your help.

Chapter 105 is now part of the Fry's Community Rewards Program. This program makes fundraising easy by donating to local organizations based on the shopping you do every day. See separate article in April 2022 newsletter to see how to join the program.

We are always looking for members who want to be involved and everyone is invited to our Executive Committee meetings which are usually on the first Monday of the month unless it falls on a federal holiday. (See calendar elsewhere for specific dates).

And remember, we are all: *Airmen for Life*

Wally Saeger, President



Chapter's August Program

Mike Toriello

Community Partnership at Davis-Monthan AFB

Our August 19th chapter meeting was held at the American Legion Post 36. The meeting started with the Pledge of Allegiance, introduction of newcomers/visitors and announcements. The current slate of elected officers volunteered to serve another year and no one from those present objected. The "confirmation of officers" was followed by a great meal of meatloaf or chicken tenders served with mashed potatoes & gravy, and roasted vegetables. If anyone left hungry, it was their fault.



Our guest speaker, Mike Toriello, has been a fixture at DMAFB for most of his Air Force career. He started there in May 1970 as a second lieutenant as an Engineering Technician and then as a Programs Engineer in the 355th Civil Engineers Squadron. He left in March 1976 to do a stint at HQ SAC as a Civil Structural Engineer. It was at HQ SAC, that Mike started his career as an Air Force civilian. Mike left HQ SAC in Feb 1979 and did a 2-year stint at the Air Force Civil Engineer Support Agency at Tyndall AFB before returning to AZ in Mar 1981 as the Deputy Civil Engineer at Williams AFB. He finally returned to DMAFB in Apr 1988 as the Deputy Civil Engineer. Mike left DMAFB in Aug 2011 to do a 3-year tour at Aviano AB, Italy as the Deputy Commander of the 31st Mission Support Group. He returned to DMAFB in Jul 2014 as the Deputy Civil Engineer. He assumed his current position as the Director Community Partnership for the 355th Wing in Sep 2019.

Recognizing the successes achieved by individual installations, in 2013 the Assistant Secretary of the Air Force for Installations, Environment, and Energy (SAF/IE) created a centralized program to promote the idea of partnerships, support installations and communities as they pursued collaborations, and develop policy that furthers these objectives.

From the AFCP Program's home page:

"Air Force installations and the communities they call home have a lot in common: We are asked to do more with a limited amount of resources.

To meet today's challenges, we must be creative - finding efficiencies, enhancing effectiveness, and sparking innovations wherever we can. Partnerships between Air Force installations and our home communities enable us to turn shared challenges into shared solutions.

Since January 2013, the Air Force Community Partnership (AFCP) Program has provided a framework through which installation and community leaders can leverage their unique capabilities to enhance mission performance, reduce costs, and improve quality of life."

Mike briefed the myriad of initiatives being undertaken by the wing and other agencies residing on DMAFB. A sampling of these include:

South Wilmot Gate & Vehicle Inspection Complex: an effort to improve the South Wilmot Gate and move the commercial vehicle inspection function from its current location at the Swan Gate

Readiness and Environmental Protection Integration (REPI): a key tool for combating encroachment that can limit or restrict military training, testing, and operations. The REPI Program protects these military missions by helping remove or avoid land-use

conflicts near installations and addressing regulatory restrictions that inhibit military activities. The REPI Program is administered by the Office of the Secretary of Defense (OSD). Through this program, DMAFB and Pima County seek to avoid incompatible development of areas around DMAFB.

Public Works: A public Right-of-Way Easement between DMAFB and the City of Tucson is being negotiated that would carry a 20-year term to facilitate the proposed 100 Acre Wood Bike Park on the north side of Gulf Links. Funding to construct Phase 1 is expected to come from the Trek Foundation (\$116,000) and a matching funds from the City of Tucson

DMAFB & TEP Resiliency Partnership: Moves DMAFB from a 46 kV system onto a looped 138 kV system to increase the base's resiliency. 309th AMARG provided 60 acres for TEP to build a substation with two transformers on the northeast corner of AMARG.

Medical Support: Tucson Medical Center provides rotations in their Cardiac ICU, ER, and Wound Care Clinic for DMAFB Med Techs, Nurses and Independent Duty Medical Technicians to enhance proficiency and readiness

Medical Support: Banner UMC Tucson provides the same rotation as TMC. In addition, Banner provides 1-day pharmacy rotations for inpatient training

Medical Support: DMAFB provides 6-week pharmacy rotations for University of Arizona pharmacy students

Critical Languages Program (CLP): Agreement between the 55th Electronic Combat Group and the University of Arizona to offer Less Commonly Taught Languages courses to U of A students.

Language Training Center: Leverages existing university and college language and cultural programs to meet the needs of DoD organizations and units. Agreement with U of A provides multiple classes and opportunities for multiple languages

Rescue Initiatives: 563rd Rescue Group partnership with U of A's Arizona Simulation Technology & Education Center to provide ability to use the ASTEC facility for education and training for emergency medical procedures that is difficult to achieve in a real world environment.

Rescue Initiatives: Effort to better reintegrate returning deployers into their home station and family environments. Emphasis will be on mitigating alcohol, family, and stress related issues.



The Future: Blended wing....cargo/tanker

Chapter's September Program AirVenture 2022 Bill Foraker

At our September meeting, Bill Foraker presented an overview of what happened at EAA AirVenture 2022 (Oshkosh). Bill has worked in Air Operations at AirVenture for 10 years and works with the performers, airbosses, and the FAA to support the 13 airshows they have in 7 days.



Just to highlight a few of the aircraft that flew in the shows this year, here's a partial listing:

Military Aircraft including the F-35A, F-35C, F-22, F-18E, E/A-18G, F-16, F-15, U-2, T-38, C-17, C-5, Osprey, KC-135, E2D, A-10C, lots of Helicopters, and others.

Civilian Acts and Aircraft including The Red Bull Team with BO-105 Helicopter and the Edge 540, Wild Thing RV-8, Matt Younkin Twin Beech, Nate Hammond Super Chipmunk, David Martin Baron, Aeroshell Team T-6s, Adam Baker Extra 300, Bob Carlton Super Salto (jet powered sailplane), a formation of 50 RV's, Kyle Fowler LongEze, Dell Collier Jet Powered



Waco, Kent Pietsch Interstate Cadet, Redline Airshows RV-8 and Extra 300, Patty Wagstaff Extra 300LX, Vicky Benzing

Stearman, Jessy Panzer Pitts, Greg Koontz Decathlon, Kevin Coleman Edge 540, Jim Peitz Bonanza, Kyle Franklin Cub, Mike Goulian Extra 330SC, and Skip Stewart in Prometheus 2.

Warbirds included lots of P-51s, Skyraiders (3), Corsairs (2), T-28's, T-6's, T-34's, B-17, B-29, C-47, C-45, B-25's, A-20, MiG-17, F4F Hellcat, F6F Wildcat, F8F Bearcat, F9F Tigercat, Seafury, 2 ME-109s, MiG-29, Alphajets, L-39's, and lots of others. In total, there were 354 Warbirds that FLEW IN and OUT of AirVenture. Where else can you see 354 FLYING warbirds???



Bill's presentation featured lots of pictures of these and other aircraft including homebuilts, seaplanes, and innovative aircraft. Bill gave a nice overview of the world's largest aviation event that this year featured over 650,000 attendees, 11,000 aircraft, hundreds of vendors, and 1,400 workshops and seminars.



To wrap up his presentation, Bill gave us a preview of the California Capital Air Show in Sacramento where he was going the following week to work ground operations.

"A Little Bit of History" Piper PA-48 Enforcer



The Piper PA-48 Enforcer is an American turboprop-powered light close air support aircraft built by Piper in the 1970s. It is a development of the World War II-era North American P-51 Mustang fighter. The Enforcer concept was originally created and flown as the Cavalier Mustang by David Lindsay, owner of Cavalier Aircraft, in response to the United States Air Force PAVE COIN program, but Cavalier did not have the manufacturing abilities to mass-produce the Enforcer, so the program was sold to Piper by Lindsay in 1970.

In 1971, Piper built two Enforcers by heavily modifying two existing Mustang airframes, fitting them with Lycoming YT55-L-9A turboprop engines along with numerous other significant modifications. One airframe was a single seat (called the PE-1 and FAA registered as *N201PE*), the other a dual-control aircraft (the PE-2, registered *N202PE*). Prior to the Pave COIN evaluation, *N202PE* was lost in a crash off the Florida coast on 12 July 1971 due to flutter caused by a Piper-modified elevator trim tab. Although the Enforcer performed well in the 1971–1972 Pave COIN test flown by USAF pilots, Piper failed to secure a USAF contract.

For another eight years, Piper and Lindsay lobbied Congress to force the Air Force to officially re-evaluate the Enforcer. Eventually in the 1979 defense bill \$11.9 million was allocated for Piper to build two new prototypes and for the Air Force to perform another flight evaluation. Since the Enforcer was never in the Air Force inventory, it was not given an official military designation and did not receive a serial number. Instead, it carried the Piper designation PA-48 and the FAA registration numbers N481PE and N482PE.

By the time the PA-48s were completed, they shared less than 10 percent of their structure with the P-51, and were longer and larger. The PA-48 Enforcer was a completely new aircraft.

The two PA-48s were tested during 1983 and 1984 at Eglin Air Force Base, Florida, and Edwards Air Force Base, California. As in the Pave COIN tests of 1971, the PA-48s were found to perform well in their intended role, but the Air Force again decided not to purchase the aircraft.

Of the four prototype aircraft produced, two still exist. In 2014, PA-48 N482PE completed restoration and is on display at the Air Force Flight Test Museum at Edwards Air Force Base. **N481PE is now at the Pima Air and Space Museum, Tucson, Arizona.**



2022 AFA National Convention

The 2022 AFA National Convention was held September 17-18 at the Gaylord National Resort, National Harbor, MD. The National Convention is an annual event where delegates from across the US and overseas locations with active chapters or state organizations gather to conduct the Air & Space Forces Association business and elect various members of the Board of Directors. This year the following were elected for the positions indicated:

Chairman of the Board, **Bernie Skoch** (Elkins, WV) for first, one-year term

Vice Chairman of the Board, Field Operations, **Jim Simons** (Minot, ND) for a third, one-year term

Vice Chairman of the Board, Aerospace Education, **Stephen Gourley** (Aurora, CO) for first, one-year term

National Secretary, **Mike Liquori** (Springfield, MA), for a second, one-year term

National Treasurer, **Chuck Martin** (Indian Land, SC), for a third, one-year term

National Director at Large, **Robin Rand** (Eagle, CO), for a one-term to complete the term due to the resignation of previous office holder

National Director at Large, **Paul Hendricks** (Fairview, TX), for first, one-year term

National Director at Large, **Gabbe Kearney** (Alexandria, VA), for first, one-year term

National Director, Central Area, **Janelle Stafford** (Shawnee, OK) for a three-year term

During the Business Sessions on Saturday afternoon and Sunday morning, various individuals gave presentations on items of interest to the delegates and votes were taken if needed to approve the reports. During both sessions, the Credentials Committee provided the number of delegates present from each state and overseas location that were present and therefore able to vote.

If you're interested in viewing the presentations from the business sessions, they can be found at: <https://www.livebinders.com/b/3151735#anchor>

The most debated and discussed piece of business was the proposed By Laws that had been in work for the last 2 years and had been passed by the Board of Directors during their 4 August 2022 meeting after several changes had been suggested and accepted. The delegates were asked to vote Sunday morning, and the proposed By Laws, having been amended that morning, were passed, 105 yeas to 20 nays with 9 abstentions. The biggest point of contention was how much power was vested in the board of directors and the lack of documentation as to how all the governing processes would ultimately be carried out. Obviously, much work remains.

The annual Field Awards Reception and Dinner was held Saturday night where major field level awards were presented such as Chapter of the Year in their respective size categories, AFA Member of the Year, Chairman's Citations and many more. A list of all award winners will be found in the next *Air & Space Forces Magazine* or soon on the AFA website.

During the Sunday morning session, the 2022 National Teacher of the Year, Nancy Parra-Quinlan, from Mesa AZ gave a passionate presentation of why she teaches STEM and her vision for her year as the Rolls-Royce National Teacher of the Year. She had also been recognized during the Field Awards Reception and Dinner on Saturday night. There is an article about the top three finishers in the September issue of *Air & Space Forces Magazine* or at: <https://www.airandspaceforces.com/article/afa-in-action-11/>



AFA members visit with Senator Mark Kelly, September 20, 2022. Left to right: Bryan Foulk, Chapter 105 Exec VP; Wally Saeger, AFA AZ State President, Senator Mark Kelly; Nancy Para-Quinlan, AFA's 2022 National Teacher of the Year; Susan Mallett, AFA Education Council; and, Melissa Pore, 2022 AFA VA State TOY



2022 AFA National Teacher of the Year, Nancy Para-Quinlan, discusses her approach to teaching STEM with Senator Mark Kelly during a visit with him, September 20, 2022

Friends,

Happy Birthday to our U.S. Air Force!

For 75 years America's Department of the Air Force has been the most effective, most innovative, and most lethal, indispensable component of America's military might.

Join me in celebrating that fact today. It is up to all of us to help tell and share the story of our Air & Space Forces, not just among ourselves, but with those who do not know all the good Airmen & Guardians do for our nation and our allies.

Our Air Force comes in peace. It delivers hope. It supports freedom. It deters war. And when it's absolutely necessary, it fights to win like no other force on Earth.

In the years since President Truman signed legislation establishing the Air Force as an independent and equal branch of the armed forces, much in the world and our Air Force has changed. We have witnessed the demise of the Cold War, the rise of stealthy combat aircraft and integrated air, space, and cyber precision targeting, the invention and joint warfighting integration of remotely piloted aircraft, modernized nuclear deterrence, and so much more. But if anything is constant over this entire era, it is the dedication and commitment of USAF Airmen—and now Space Force Guardians, as well—to meet every challenge, respond to every crisis, and embody all that is good in our nation.

Here's to the NEXT 75 years!

Bruce A. W. T.



A U.S. Air Force A-10 Thunderbolt II flies over Davis-Monthan Air Force Base, Arizona, Feb. 17, 2022. The A-10 Demonstration Team's jet has a heritage paint job to pay tribute to the 355th Tactical Fighter Wing's contributions in the Vietnam War, including special dedication to personnel who were killed in action or became prisoners of war. (U.S. Air Force photo by Senior Airman Jacob T. Stephens)



www.AFA.org

2022 Air, Space & Cyber Conference

AFA's 2022 Air, Space & Cyber (ASC) Conference was held September 19-21 at the Gaylord National Resort, National Harbor, MD. The theme for the conference was "Air & Space Forces—Yesterday, Today and Tomorrow (75 Years in the Defense of our Nation)."

It was the largest ASC Conference in AFA history with 45 panels and more than 160 speakers. Air Force Secretary Frank Kendall and Under Secretary of the Air Force Gina Ortiz Jones; Air Force Chief of Staff Gen. Charles Q. Brown Jr. and Chief of Space Operations Gen. John W. "Jay" Raymond; Chief Master Sergeant of the Air Force JoAnne S. Bass and Chief Master Sergeant of the Space Force Roger W. Towberman all were keynote speakers or on keynote panels. A host of military, DoD civilians and civilian industry leaders shared their expertise on wide variety of topics.

The Exhibit Hall was the largest yet, with more than 200 exhibitors displaying their latest, cutting-edge capabilities, programs and offerings.

There were 16,712 registered attendees of which 6,826 were Active Duty, 618 Military Reserve, 399 Air National Guard and 33 National Guard. Over 1,560 DoD Civilian and 101 Senior Executive Service (SES) Employees registered. There were 168 media representatives registered. And 5,318 people joined AFA during the event.

Special dinners were held Monday night to recognize the 12 Outstanding Airmen of the Year and on Wednesday night to celebrate the Air Force's 75th Birthday.

Hopefully a link to view all sessions will be posted on the AFA.org website.

Approximately 20 airmen from the 355th Wing attended in person including the Wing Commander, Colonel Scott C. Mills, and the Wing Command Chief, CMSgt Dana A. Council.



A B-17G Flying Fortress and a B-52H Stratofortress fly in a heritage flight formation on Saturday, May 13, 2006 during the Defenders of Liberty Airshow at Barksdale Air Force Base, Louisiana. These two aircraft represent 70 years of "fortresses." It was the first time in 50 years that they flew together in formation. [Credit: Master Sgt. Michael A. Kaplan/U.S. Air Force]

New Way to Activate Off-Base Prescriptions

Pharmacy Beneficiaries!

The pharmacy is actively working to make services faster and more reliable. We have introduced a new and more efficient way to activate prescriptions, Q Anywhere. After seeing your provider, on or off base, text “GET IN LINE” to 833-237-3093 and follow the directions sent back to you (See graphic below). Patients can now check-in/activate prescriptions and receive a text message when prescriptions are ready for pick-up. As a reminder, please use our automated call-in line for all refills, 520-228-5007.

To better serve you and avoid confusion, we are now adjusting the BX Pharmacy times to be in line with the clinic pharmacy. **Starting October 3rd BOTH DM Pharmacies will be open from 0730-1630.** We are closed for all federal holidays and the third Thursday of every month for training.

Thank you for all your support and patience during these changing times!

Available 7:30 am to 4:30 pm Monday to Friday

- 1 Save the number to the right & text “Get in line” to get started.
- 2 Provide the Patient’s DOD ID number.
- 3 Select which pharmacy where you want to activate your prescription(s).
- 4 Wait for a confirmation message with status of your RX!

833-237-3093



Note from Wally: The first time I used this system it was very slow but since then it has been VERY responsive. The system is only available during duty hours (0730 to 1630) since there are “live” individuals on the receiving end of you input.

AirVenture 2022—Oshkosh





Theme: Find a Way to Serve
Sponsor a Wreath Today for the
2022 National Remembrance Ceremony

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: _____

Do we have permission to publicize your name?

Yes OR No, I wish to remain Anonymous.



Recognition of Military Branches

WAA DONATION DEADLINE
NOV 28, 2022

Sponsorship Levels	Price	Qty	Total
Individual= 1 Wreath	\$15.00		
Family= 5 Wreaths	\$75.00		
Small Business= 10 Wreaths	\$150.00		
Corporate= 100 Wreaths	\$1500.00		
Grand Total			

Wreaths Across America (A Non Profit Corp.)

Group ID: AZ0007P Location ID: AZELPC

REMEMBER, HONOR & TEACH
National Remembrance Ceremony – East Lawn Palms Cemetery
DECEMBER 17, 2022 at 10:00 a.m.

Cut Here for Receipt ✂

Please make checks payable to Wreaths Across America™ and mail to:

Wreaths Across America™

P.O. Box 249

Columbia Falls, ME 04623

On Memo: AZELPC/AZ0007P

Or if you prefer to pay with credit card go to www.wreathscrossamerica.org/AZELPC

Wreaths Across America would like to **“Thank you”** for your wreath sponsorship.

Date: _____ Name: _____ of City: _____ has

Made a donation of (Total Wreath Sponsorships) \$_____ to Wreaths Across America™ of Columbia Falls, ME.

Wreaths Across America is a 501 (c)(3) organization.

Contributions are tax deductible to the fullest extent allowable by law. You should always consult a tax professional.

VA opens health care eligibility for Vietnam, Gulf War, post-9/11 Veterans under PACT Act

WASHINGTON — On October 1, The Department of Veterans Affairs will expand and extend eligibility for VA health care for certain Veterans of the Gulf Wars and post-9/11 era.

This expansion will increase health care eligibility for hundreds of thousands of toxic-exposed Veterans. Additionally, VA has already expanded health care eligibility for certain Veterans of the Vietnam War. More detailed information about this expansion can be found on [VA.gov/PACT](https://va.gov/PACT).

President Biden signed the bipartisan PACT Act into law August 10, authorizing one of the largest expansions of VA health care and benefits in U.S. history. Veterans can go to [VA.gov/PACT](https://va.gov/PACT) to apply for health care or learn more about what this bill means for them and their families.

"This expansion will bring generations of new Veterans into VA health care, and increase the health care benefits of many more, which will result in the one outcome that matters most: better health outcomes for Veterans," said **Denis McDonough, Secretary of Veterans Affairs**. "I highly encourage these Veterans to apply now for the health care they've earned and deserve."

Beginning on Oct. 1, Post-9/11 Veterans who did not previously enroll in VA health care will have a 1-year window to enroll if they:

Served on active duty in a theater of combat operations during a period of war after the Persian Gulf War, **or** Served in a combat against a hostile force during a period of hostilities after Nov. 11, 1998, **and** Were discharged or released from active service between Sept. 11, 2001, and Oct. 1, 2013.

Also on Oct. 1, Veterans who served on active duty in a theater of combat operations during a period of war after the Persian Gulf War will be eligible for care. This includes Veterans who, in connection with service during such period, received the Armed Forces Expeditionary Medal, Service Specific Expeditionary Medal, Combat Era Specific Expeditionary Medal, Campaign Specific Medal, or any other combat theater award established by federal statute or executive order.

Starting now, Vietnam-era Veterans who served in the following locations and time periods are eligible for care: The Republic of Vietnam between Jan. 9, 1962, and May 7, 1975; Thailand at any U.S. or Royal Thai base between Jan. 9, 1962, and June 30, 1976; Laos between Dec. 1, 1965, and Sept. 30, 1969; Certain provinces in Cambodia between April 16, 1969, and April 30, 1969; Guam or American Samoa (or their territorial waters) between Jan. 9, 1962, and July 31, 1980; Johnston Atoll (or on a ship that called there) between Jan. 1, 1972, and Sept. 30, 1977.

While the expansion of PACT Act-related health care eligibility is staggered over the coming years, VA has made all conditions outlined in the PACT Act presumptive for benefits as of August 10, the day President Biden signed the bill into law. Eligible Veterans and survivors are encouraged to apply for those benefits now at [VA.gov/PACT](https://va.gov/PACT).

More information about VA's implementation of the PACT Act can be found in this fact sheet.



Since the start of the 2022-2023 academic school year, STARBASE Arizona has provided STEM instruction to nearly 180 students from the Vail, Amphi and Tucson Unified School Districts. The team will be hosting a four day Fall Academy for our military dependents in 5th, 6th and 7th grade starting October 10th. STARBASE Arizona is a Department of Defense Youth Program that provides 25 hours of hands-on minds-on instruction in Science, Technology, Engineering and Mathematics. Last year the program supported nearly 800 fifth grade students from three school districts through out the Tucson and Vail areas. It has been absolutely rewarding to have students engaged in challenging tasks that promote team discussions, critical thinking and innovative ideas.

This year brings technological advancements to our robotics curriculum. Lego Spike is the newest addition along with Evo who is the program's tiniest robot. Students will learn key programming commands and engage in fun challenges that utilizes those skills. In addition, the team is expanding their knowledge in circuitry by building innovative kits that allow students to develop their understanding at a deeper level.

STARBASE Arizona is grateful to be supporting students this year and equally grateful for the support of our partner districts and military community. The military personnel at Davis Monthan have already been volunteering their time by assisting students with launching bottled rockets and sharing how their careers connect to each of the STEM fields. Since we launched in August, 78 military personnel have logged in nearly 60 volunteer hours.

If you are interested in volunteering, please contact STARBASE Arizona director Kristine Impellizzeri at (520)228-0912 or via email at impellizzerik@vailschooldistrict.org

New ID Cards are Here

New ID cards are here for those who are currently eligible for a DoD-issued ID card (Retirees and dependents). Military retirees and family members renewing or getting their first military identification cards are already receiving the Next Generation Uniform Services Identification, or USID, Card. This is the first update to these ID cards in nearly 30 years.

The new ID cards, which closely resemble the Common Access Cards issued to active duty and DoD civilians, have several improvements that make them more secure and are expected to be more durable than the current paper-based version.

Those individuals that have an ID card with no expiration date, have 4 years to get the new USID card, although they can get the new USID card at their convenience.

Those individuals that have an ID card with an expiration date must get the new USID card no earlier than 90 days before that expiration date and no later than 90 days after that expiration date. Just be aware, if your ID card has expired it will NOT count as a means of identification for use in issuing the new USID card. This guidance is subject to change.

To find the nearest RAPIDS office and/or to make an appointment us the following link: <https://idco.dmdc.osd.mil/idco/>

The transition to the new USID cards is expected to be completed by January 2026.

More information can be found at: <https://www.cac.mil/Next-Generation-Uniformed-Services-ID-Card/>

FLYING Classics: P-51 Mustangs Helped Win the Air During World War II

The versatile mount retains the title of best all-around piston-powered fighter of the period.

By **Scott Mall**

August 26, 2022

Considered the finest combat fighter of its generation, the P-51 Mustang long-range fighter and fighter-bomber mastered the skies during World War II and the Korean War.

U.S.-based aircraft manufacturer North American Aviation originally designed and produced the P-51 Mustang for use by the British Royal Air Force (RAF) in World War II. A single-seat, single-engine fighter, the P-51 (“P” for pursuit) became a key aircraft for the U.S. Army Air Forces (USAAF). The P-51 is widely regarded by many aviation historians as the finest all-around piston-engined fighter of World War II that was produced in significant numbers.



North American Aviation produced nearly 1,600 Allison-powered P-51s.

Mustang History

Early in 1940, the British Aircraft Purchasing Commission approached North American Aviation to build Curtiss P-40 fighters under license for the RAF. In April 1940, the president and CEO at North American Aviation, J.H. “Dutch” Kindelberger, countered, proposing that rather than build an old design from another company, North American could design and produce a more modern fighter (what became the P-51).

Mustangs, such as this P-51D, City of Winnipeg, are widely regarded by many aviation historians as the finest all-around piston-engine fighter of World War II that was produced in significant numbers.
[FLYING Magazine Photo: Paul Bowen]

North American designed a trim fighter with a low-drag, streamlined wing, as well as an efficient low-drag engine-cooling system that gave the P-51 exceptional speed and range.

The British agreed, and NAA completed the prototype NA-73X airframe on September 9, 1940—a scant 102 days after the contract was signed—and flew it for the first time on October 26. North American began mass production in May 1941, and squadrons of P-51s began RAF combat operations in April 1942.

The new airplane had a maximum speed of nearly 390 mph (339 knots) and its combat range was about 750 miles (652 nm). When outfitted with external drop tanks, the P-51’s range was extended to 1,375 miles (1,195 nm). The Mustang was powered by the liquid-cooled Allison V-1710 engine, which had limited high-altitude performance. This was the P-51’s major flaw; it restricted the aircraft to operations below 15,000 feet. (Later turbocharged versions of the Allison engine improved this performance significantly.)

North American produced nearly 1,600 Allison-powered P-51s. Typically, the early Mustangs came with two 0.50-caliber nose-mounted and four 0.30-caliber wing-mounted machine guns. The RAF originally used the P-51 as a tactical-reconnaissance aircraft and as a fighter-bomber (Mustang Mk.I).

A Fortunate Engine Change

After receiving the first Mustangs, the British experimented, fitting several P-51s with the Rolls-Royce Merlin engine, which proved far superior to the Allison engines the aircraft had been equipped with. The Merlin’s efficient mechanical two-speed, dual-stage supercharger allowed the new fighter to perform at higher altitudes.

The Merlin engine was manufactured under license in the United States by the Packard Motor Company; North American quickly switched engines in the P-51 it was building. By the summer of 1943 Merlin-powered P-51B/C (Mustang Mk III) models were rolling off the North American assembly line.

The new engines transformed the Mustang’s performance at altitudes above 15,000 feet—without sacrificing range. The Merlin-powered Mustangs were able to compete with the best German fighters in the skies.

Nearly 1,500 Merlin-powered Mustangs were employed by the RAF for daylight missions over Europe. The most widely produced version was the P-51D, which was used by the RAF and USAAF. The P-51D had a Plexiglas “bubble” canopy, which vastly improved the pilot’s all-around vision. The airplane’s maximum speed was 440 mph (382 knots), and unlike earlier versions, it had an operating ceiling of almost 42,000 feet. Armed with six wing-mounted 0.50-inch machine guns, the P-51D also was equipped with hard points below each wing, allowing it to also be fitted with 500-pound bombs or 4.5-inch rocket launchers. The bombs and rockets improved the airplane’s capabilities as a close-air support platform.

Starting in the spring of 1945, newer versions of the Mustang were designed for extremely long-range operations. These were used in the Pacific Theater and were flown to Japan from bases in the Mariana Islands.

There was also the F-6—a photo-reconnaissance version of the Mustang. The F-6 was used by the USAAF and RAF in all theaters of the war. However, unlike P-38 versions that were used for photo-reconnaissance missions, the F-6 maintained its armament because it was used mainly in low-altitude operations where it might have to defend itself.

Although the P-51 was very well-liked by its pilots, the airplane was not perfect. Key issues included control problems that occurred following the careless transfer of fuel (which could result in an out-of-tolerance center of gravity). Secondly, the liquid-cooled engine was equipped with an exposed coolant jacket, radiators, and tubing. These were much more vulnerable to battle damage than aircraft with air-cooled radial engines.

The definitive version of the Mustang—the P-51D—was equipped with a Packard V-1650-7, a license-built version of the two-speed, two-stage-supercharged Merlin 66. In addition, the P-51D had six 0.50 caliber AN/M2 Browning machine guns.

Bombing Missions Gain Improved Protection

The British bombed targets in Europe at night; the Americans bombed targets during daylight bombing runs. The addition of the P-51D significantly reduced the high loss rates U.S. bombers and their crews had suffered since daylight bombing began during the summer of 1942.

For example, in October 1943, more than 9 percent of the 8th Air Force bombers that were credited with attacking their targets failed to return to base; an additional 45.6 percent of the bombers suffered battle damage.

The introduction of the P-51D in mid-December 1943 was a game-changer for the USAAF. Serving as a high-performance, high-altitude, long-range fighter, the new Mustangs were capable of escorting bombers to Berlin and back. Equipped with jettisonable drop tanks, the P-51Ds had an operational range of more than 1,600 miles.

The Mustangs rapidly established supremacy over Germany's best fighters—the Messerschmitt Me-109 and the Focke-Wulf Fw-190—particularly above 20,000 feet. By March 1944, additional P-51s had been delivered; in combination with drop tank-equipped P-47 Thunderbolts and P-38s, the American bombers were much better protected during their daylight missions over Germany.

By February 1944, the "Mighty 8th's" aircraft and crew losses fell to 3.5 percent, while fewer than 30 percent were damaged in battle. Because of the heightened protection, the USAAF and the RAF were able to conduct round-the-clock bombardment of enemy targets. Although there were fewer P-51s than other fighters, they were able to penetrate deeper into German airspace and were also more capable in air-to-air combat.

Over time, the numerical superiority of the USAAF fighters, the flying characteristics of the P-51 and American pilot proficiency helped to cripple the Luftwaffe's remaining fighter force. Therefore, the German fighter threat to U.S. (and later British) bombers was significantly diminished by July 1944. The RAF, which had been using night bombing to protect its bombers and their crews, was able to resume daylight bombing in the second half of 1944 because of the diminished threat from the Luftwaffe.

By May 8, 1945 (V-E Day), the 8th, 9th and 15th Air Force's P-51 groups had shot down nearly 5,000 enemy aircraft. This was almost 50 percent of all USAAF claims in the European Theater—the most claimed by any Allied fighter in air-to-air combat—and more than 4,100 enemy aircraft destroyed on the ground. In total, about 2,500 P-51s were lost in combat.

Owing primarily to their role in Europe, the P-51 was not deployed in the Pacific Theater until late 1944; they were used for close-support and escort missions, as well as tactical photo-reconnaissance.

As the need for fighter escorts in Europe diminished, more P-51s were shipped to the Pacific. Following the capture of Iwo Jima, Mustang fighters of the 7th Fighter Command were stationed there beginning in March 1945. They were used to escort Boeing B-29 Superfortresses in missions against the home islands of Japan.

Post-war and the Korean War

By the end of World War II, the general consensus was that P-51D Mustangs were the most capable fighter airplanes in the U.S. and British arsenals.

Following the war, the USAAF consolidated its wartime combat force, selling or scrapping much of its air fleets. However, it selected the P-51 as its "standard" piston-powered fighter; the P-38 and P-47 were withdrawn from service or given substantially reduced roles.

On September 18, 1947, the U.S. Air Force was founded. No longer part of the U.S. Army, the newly formed Air Force Strategic Air Command utilized P-51 Mustangs, F-6 Mustangs, and F-82 Twin Mustangs.

In 1948, as part of the Air Force's new designation system, the P-51 was changed to F-51 ("F" for fighter). Those aircraft still in service for the Air Force or Air National Guard (ANG) when the designation system was changed included the F-51B, F-51D, F-51K, RF-51D (formerly F-6D), RF-51K (formerly F-6K), and TRF-51D (two-seat trainer conversions of F-6Ds). These aircraft remained in service through 1951.

By 1950, the more advanced F-80 and F-84 jet fighters were being introduced into service. Although Mustangs continued in Air Force service, the majority of F-51s were relegated to secondary duties. Many were placed in storage, while some were transferred to the Air Force Reserve and the ANG.

However, when the Korean War broke out in late June 1950, the F-51 Mustang proved useful once again. Stored or in-service F-51Ds were shipped via aircraft carriers to the combat zone. They were used by the Air Force, the South African Air Force, and the Republic of Korea Air Force (ROKAF).

The F-51 was used primarily for ground attack missions (fitted with rockets and bombs) and photo-reconnaissance missions in Korea, rather than as interceptors or fighters per se. However, F-51s were useful after the initial North Korean invasion, because Air Force units were forced to fly from their bases in Japan. The F-51Ds, with their longer range and endurance, were able to attack targets in Korea that the shorter range F-80 jets could not.

Because of the F-51s' vulnerable liquid cooling systems, they sustained significant losses from ground fire. Nonetheless, F-51 Mustangs flew with Air Force and ROKAF fighter-bomber units on close support and interdiction missions until 1953. At that time, they were generally replaced as fighter-bombers by Air Force F-84s and by U.S. Navy Grumman F9F Panthers.

Following the Korean War, F-51s continued to be flown in the Air Force Reserve and ANG for several years. The last American Air Force Mustang was an F-51D, which was withdrawn from service with the West Virginia Air National Guard in January 1957.

By May 8, 1945 (V-E Day), the 8th, 9th and 15th Air Force's P-51 groups had shot down nearly 5,000 enemy aircraft. [Courtesy: mustangsmustangs.com]

Legacy

In the European Theater during World War II, controlling the air proved the key to controlling the ground. The long-range P-51 Mustang fighter helped secure the Allied victory by enabling the resumption of strategic bombing after heavy losses suffered by unescorted bombers in 1942 and 1943.

Starting in late 1943, P-51Bs and P-51Cs (supplemented by P-51Ds beginning in mid-1944) were used by the USAAF's 8th Air Force to escort bombers in raids over Germany. Meanwhile, the RAF's Second Tactical Air Force and the USAAF's 9th Air Force used Merlin-powered Mustangs as fighter-bombers, which helped ensure Allied air superiority in 1944. In addition, P-51s were used by Allied air forces in the North African, Mediterranean, Italian, and Pacific theaters of war.

Despite the introduction of jet fighters, the Mustang remained in service with some air forces until the early 1980s.

Specifications

Crew:	1 (Pilot)
Wingspan:	37 feet
Length:	32 feet
Maximum speed:	437 mph
Cruising speed:	275 mph
Maximum range:	1,000 miles
Engine:	Packard Rolls Royce Merlin V-1650-7 (1,695 hp)
Maximum load:	2,000 pounds of bombs, or 10, 5-inch rockets
Armament:	Six 0.50 caliber machine guns

Source: National World War II Museum

FLYING Classics thanks Encyclopedia Britannica, the National World War II Museum, mustangsmustangs.com, the Museum of the United States Air Force, and others for information and photographs used in this article.



Community Partner Program

For more than 40 years, businesses have been joining the Air Force Association to support both AFA National and local AFA chapters. Becoming a Community Partner is a great way to get your business involved with your local Air Force Community. Community Partners are partnership businesses that want to assist both AFA National and the local AFA chapters by becoming involved in Community efforts to support the United States Air Force.

By forming a partnership with your local AFA chapter, your business will help AFA fulfill their mission to promote a dominant United States Air Force and a strong national defense. Any business or organization can become a CP and have two options for membership:

Category One (CP I) \$90.00 annually- Business can designate one person to receive AFA Membership and enjoy all benefits thereof.

Category Two (CP II) \$180.00 annually- Business can designate two people to receive AFA Membership and enjoy all benefits thereof.

Not only does a Community Partner receive all the benefits of an AFA membership, such as a variety of product and service discounts, insurance programs, and much more, but the partner will also receive the following upon joining AFA:

— Date Medallion

Wooden Plaque

8"x5" "Our Business Supports Our Troops" Window Decal

If your business is interested in becoming a Community Partner, you should first contact your local chapter.

For questions or for more information on the program, please contact: **Dave Carrell, carrelldav@aol.com, (520) 305-4407**

Have your business become a part of a great cause and show your patrons that you support our Air Force!

Tucson Chapter's Community Partners

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Tucson, AZ 85712
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tacappliance.com

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Peter Wagle
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Tucson, AZ 85710
520-867-6050

Aero Club of Arizona
P. O. Box 856
Green Valley, AZ 85622
520-648-5749

Upcoming Events

We continue to schedule future “field trips” to different organization on base. If you have something specific you want to see please let us know! There are MANY events supporting our local Airmen and changes of command! As a Chapter, we try to attend all that we can. If you are interested in representing your AFA Chapter at any of these, please inform Wally Saeger (wsaeger@afatucson105.org) and he will coordinate it. You just have to show up and enjoy these traditional military ceremonies and gatherings. First come, first served!!

October 2022

- 3rd: Chapter Executive Committee Meeting, 1200, Brushfire BBQ
- 28th: Chapter Meeting, 1130, Location and Subject TBD

November 2022

- 7th: Chapter Executive Committee Meeting, 1200, 355th Operations Group Conference Room (all welcome!)
- 25th: No Chapter Meeting Have a HAPPY THANKSGIVING

December 2022

- 5th: Chapter Executive Committee Meeting, 1200, Location TBD
- 8th AFA/Daedalians Awards Lunch
- 23rd: No Chapter Meeting, Have a HAPPY HOLIDAYS SEASON

SAVE THESE DATES:

- Jan 9th: Chapter Executive Committee Meeting, 1200, 355th Operations Group Conference Room (all welcome!)
- Jan 27th: Chapter Meeting, Subject and Location TBD
- Feb 6th: Chapter Executive Committee Meeting, 1200, Location TBD (all welcome!)
- Feb 24th: No Chapter Meeting, Heritage Flight, March 3rd
- Mar 3rd: Heritage Flight, DMAFB Flightline
- Mar 6th: Chapter Executive Committee Meeting, 1200, 355th Operations Group Conference Room (all welcome!)
- Mar 23rd: No Chapter Meeting, Enjoy DMAFB Air Show & volunteer to be part of our booth crew at the air show!

**Air & Space Forces Association
Tucson Chapter 105
P. O. Box 15057
Tucson, AZ 85708**

Air & Space Forces Association Means Americans for Air Power

JOIN AFA

AFA's Mission

Our Mission is to promote dominant U. S. Air and Space Forces as the foundation of a strong National Defense; to honor and support our Airmen, Guardians, and their Families; and to remember and respect our enduring Heritage.

To accomplish this, we:

- **EDUCATE** the public on the critical need for unrivaled aerospace power and promote aerospace and STEM education for a technically superior and professional workforce to ensure national security:
- **ADVOCATE** and promote aerospace power to favorably shape policy and resourcing decisions to guarantee the strongest aerospace forces in the world:
- **SUPPORT** Airmen, Guardians, and the families of the Total Air Force and Space Force, including Active Duty, National Guard, Reserve, civilians, families, and members of the Civil Air Patrol.