

Airpower Classics

Whenever I get a new issue, I always check the back page for "Airpower Classics" to see what the subject is. The December issue arrived today with the F-15 featured [p. 76]. The Eagle certainly has had its share of fame and accomplishments in the hands of several pilots from different countries. I'd like to add something to the "Israeli Notables" section: The world's only F-15 ace is an Israeli.

Avner Naveh has 6.5 kills in the F-15—the first five, which of course would have given him ace status, came while he was flying with No. 133 Squadron, the last while he was commanding officer of the "Spearhead Squadron," No. 106.

Apparently he got all his kills in only three engagements: Sept. 24, 1979 (two), June 19, 1982 (three), and the final 1.5 on Nov. 19, 1985. Writing aviation history is a fluid exercise. There's always someone coming out to make changes.

Thanks for an always enjoyable magazine.

Cmdr. Peter B. Mersky,
USNR (Ret.)
Alexandria, Va.

Have been a member for some time now and enjoy the magazine immensely.

I have a question about your high-lighted aircraft, the F-15, on the last

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page of the December issue [*"Airpower Classics"*].

In the "Interesting Facts" section of the article, it is stated that it was the first US fighter to accelerate vertically.

Some years ago I was reading an article on the F-4, and it stated that the F-4 could accelerate vertically.

Also a person I work with said the same thing about an F-4, and there was a picture with the F-4 vertical.

Could you clear this up for us?

Emerson L. Spivey
Greensboro, N.C.

■ *There are lots of images of lots of aircraft appearing to ascend vertically. Almost all of them are actually photos of a jet in the middle of performing a loop.*

The F-15 was the first aircraft with a thrust-to-weight ratio of more than one-to-one: It could actually accelerate while flying at a 90 degree angle from the ground. The "Streak Eagle" tests in January 1975 were intended to set absolute records for time-to-climb in the F-15. Among the records set by this aircraft was reaching 25,000 meters (about 82,000 feet) in two minutes, 41 seconds, which required vertical acceleration.—THE EDITORS

Back in 1974 I was assigned to Headquarters USAFE as a part of a team evaluating our hardened aircraft shelters at Ramstein AB, Germany. Your article "The New Limits to Hardening" caught my attention [December, p. 28]. Back then we did not have the Patriot missile, however, so I do have a minor correction to make to your article. The picture on p. 32 makes reference to "four Patriot air-to-surface missiles." I do believe those are surface-to-air missiles. A minor error in an outstanding article.

Maj. Walter W. Czerwinski,
USAF (Ret.)
Colorado Springs, Colo.

We Agree, It's Disappointing

How disappointing that there wasn't a single picture or reference to Restore Hope or Continue Hope operations in

Somalia [*"USAF: 25 Years at War," January, p. 20*]. Particularly so since the Black Hawk Down time period was one of the more significant and memorable of military events in the late 20th century.

Capt. Bill Sims,
USAF (Ret.)
San Antonio

Great job, AFA.

You have managed to NOT mention anything about the mobility forces of the Air Force in the 25 years of war article. I will point out that for the last 25 years, mobility airmen have not taken a single day off from combat—even when there wasn't "combat" as defined by your article. The mobility forces of the US are the single most important part of our nation's strength. The fact the US can put troops and aircraft anywhere in the world in 24 hours is the backbone of our nation's strength.

Once again, thank you for forgetting about us.

George Meyers
Haymarket, Va.

I enjoyed looking over the article; however the lack of pictures of strategic/intratheater airlift and air refueling assets leaves an incomplete story.

I served in C-130s during Southern Watch, and we had eight airframes deployed and we were flying resupply runs called Morning Star and Evening Star seven days a week. These missions were not long in flight duration but very demanding as we hopped from operating location to operating

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location. These missions often required multiple aircraft reconfigurations. We would start out slick floor, hauling cargo and go to troop seats to aeromedical, etc. These were done as a team with MX and the whole aircrew pitching in to get them done in oppressive heat. The strategic lift guys brought in parts and supplies that kept the operation going and helped rotate personnel in and out of the theater. The refuels kept the folks who put warheads on foreheads in the air to do the mission.

I know the bombers and fighters are sexy, but the others I mention, plus all the support personnel, enable our Air Force to execute its mission.

I have an affinity for bombers, tankers, and cargo aircraft since I worked all three during my USAF time.

CMSgt. George Gilbert,
USAF (Ret.)
Winder, Ga.

Just received my January issue and enjoyed the "USAF: 25 Years at War" feature. Very good coverage of these past 25 years.

Just a short observation: [There were] stories or pictures of 12 F-16s, five A-10s, five F-15s and F-117s, two F-111s and U-2s, and one B-1, F-22, KC-135, and KC-10. The workhorse of airlift, the C-130? Only an honorable mention in three stories.

MSgt. Jerry Reichenbach,
USAF (Ret.)
Little Rock, Ark.

■ *The photos and stories in the "USAF: 25 Years at War" feature came directly from reader submissions solicited by ads in the September and October issues of Air Force Magazine and other outreach methods. No mission, aircraft, or operation was left out for any reason other than the fact that*

we did not receive a submission on it.—THE EDITORS

The caption on the Desert Storm Black Hole photo is [incorrect]. The caption says 15th Air Division. It should be 65th Air Division. 65 AD was USAF's Electronic Warfare AD and a lot of us were TDY working in the Black Hole for Brigadier General Proffitt.

Those pictures bring back a lot of memories. Thanks!

Michael J. Kemerer
Hurlburt Field, Fla.

You Never Know

I don't see how the sarcasm in the title serves any benefit [*Verbatim: General Trump Checks In, December p. 21*]. It only gives the appearance that the magazine is ridiculing Mr. Trump for not being an "insider" in the know.

Perhaps a wiser choice would have been to realize that Mr. Trump is a civilian outsider addressing the concerns of many Americans who only get what knowledge [is] allowed them through the media.

Most everyone who gets to see *Air Force Magazine* is prior military that understands the workings and complexities of aircraft purchasing and testing. Perhaps AFA's resources would be better used by educating civilians so that they have more input than just media critics.

It is just possible that a "civilian," once educated in the stages of expected testing performance, could, as President, be a far better ally to the military than a President elected from the ranks of the professional politicians whose only goal in life is to buy enough votes for the next election.

MSgt. Gary R. Lighton,
USAF (Ret.)
Titusville, Fla.

Senior Staff Changes

RETIREMENT: Brig. Gen. Mark K. Wells.

CONFIRMATIONS: To Be Brigadier General: Mark A. Baird. **To be ANG Lieutenant General:** Robert S. Williams. **To be ANG Brigadier General:** Paige P. Hunter, Thomas J. Owens II. **To be AFRC Major General:** James R. Barkley, Kimberly A. Crider, David B. O'Brien, Eric S. Overturf, Walter J. Sams, John P. Stokes, Curtis L. Williams, Edward P. Yarish.

CHANGES: Brig. Gen. Tony D. Bauernfeind, from Dep. Cmdr., Spec. Ops. Jt. Task Force-Afghanistan, US Forces-Afghanistan, CENTCOM, Kabul, Afghanistan, to Commanding General, SOCOM, Korea, US Forces Korea, Yongsan Garrison, Korea ... Brig. Gen. Vincent K. Becklund, from Mil. Asst. to the Cmdr., NATO Spec. Ops., Hq., SHAPE, Belgium, to Dep. Dir., Ops., Office of Security Cooperation-Iraq, CENTCOM, Southwest Asia ... Maj. Gen. Mark W. Westergren, from Dep. Cmdr., Jt. Functional Component Command for ISR, STRATCOM, JB Anacostia-Bolling, D.C., to Dep. Chief, Central Security Service, NSA, Fort George G. Meade, Md.



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Educate the public on the critical need for unmatched aerospace power and a technically superior workforce to ensure US national security.

Advocate for aerospace power and STEM education.

Support the Total Air Force family and promote aerospace education.