

Red Eagles Spring Newsletter



March 31, 2012
Issue 13

Fellow Red Eagles: CRB Superintendent

This quarter's contributor is Paul Putoff, SMSgt, USAF (Ret). Paul served as the Red Eagles CRB Superintendent from January 1985 to January 1987. Submitted September 2011.

To the Red Eagles Alumni,
A few weeks ago I had an opportunity to speak with former Red Eagles Ben Galloway and Bob Breault. They informed me about a forthcoming reunion of the 4477TES scheduled for October 2011 in Las Vegas, NV. I was unaware of the newsletter that Ben Galloway started in 2009. Ben was gracious enough to send me a package of all the previous copies. The articles by all eight Commanders of the 4477TES/TEF made for a great read. Commander #7, Col. Manclark, was my Commander. I was a Red Eagle from January 1985 until I retired effective 1 March 1987. I spent 2 months on terminal leave. Tempus fugit (time flies) and it has. It is hard to believe that more than 24 years have gone by since I retired. That is one year longer than I served on active duty.

All the Red Eagle Commanders in their articles explained how they were selected to command the 4477th. I have often wondered how my career sent me to Nellis AFB and the Red Eagles. After 4 and a half years as a AFSC 702XO administrative specialist, I retrained into the F-4 Weapons Control System field (radar). After technical school at Lowry AFB, CO, I moved a lot usually going from a stateside base to an overseas assignment etc. Chronology goes like this: I2AMS (12TFW) Cam Ranh Bay, Viet Nam; to the 434TFS (479TFW) George AFB, CA; to the 8AMS



(8TFW) Ubon RTAFB, Thailand; to the 50AMS, 50TFW Hahn AB, Germany; to the 4AMS (4TFW Seymour-Johnson AFB, NC; to the 32TFS Soesterberg AB, Netherlands; to the 4011thIAS (40ITFW) Torrejon AB' Spain with a PCA to the I3AMU at Torrejon (conversion to POMO,/COMO organization); to the 307AMU (31TFW) Homestead AFB, FT.; to MAAG (Military Assistance Advisory Group) Cairo, Egypt; to the 37AGS (37TFW) George AFB, CA; and finally to the 4477TES (57TFW) Nellis AFB, NV.

Transferring from the 37TFW to the 57FWW was my first stateside to stateside base change. BrigGen Ashley was my Commander with the 37th and now he is the 57th Commander. I know he knew of me. I was assigned to four (what I would call) key positions in the 37AGS. First, Specialist Flight Chief 563AMU; second, the AGS Commander sent me to the 561AMU as a Production Superintendent, the Deputy Commander for Maintenance (Col Peters) sent me to the 562AMU to be NCOIC until the new chief came on board; and then it was the position of Avionics Superintendent 37AGS. I sat two chairs away from then Col Ashley at afternoon stand-ups giving briefings about how the flying day went and the outlook for aircraft scheduled for the next days missions. I don't think it was the personnel division at Randolph AFB that selected little old me to be a Red Eagle. I think it was the General, I'll never know.

The funny thing is I recall a similar circumstance. I was at Hahn AB, Germany finishing my tour and look-



Editor's Spring Column:

Spring is here, time to start moving:

- Time to dust off winter's cobwebs and caring for the outside of the house.
- Prep the flower beds and fertilize the lawn.
- Spring cleaning is always a pain but necessary to clear away the stale smell of winter in a closed-up house.
- Time to take off the snow tires and have the car serviced for the warm weather ahead.
- It's never too early to clean the grill and start cooking outside. Cook some ribs for me.
- You can submit your stories or roster updates by emailing them to: bgalloway5@elpasotel.net or bobbro@bresnan.net or mail to:
Ben Galloway
3732 Bar 10 Road
Calhan, CO 80808

ing forward to going out west again to Luke AFB, AZ. It was an F-4 unit. I bought my first brand new car for state-side delivery in San Francisco (1975 Olds Cutlass Supreme). Thought it would be short drive to Arizona. Wrongo, my orders were changed by someone. If I recall it was a CMSGT Gullickson at TAC Headquarters who had met me at Ubon. I learned this after reporting into Seymour-Johnson AFB, NC. No short drive for me and my wife (pregnant at the time) and a coast to coast trip and putting a lot of highway miles on a new car. It turns out being at Seymour-Johnson was not so bad. Colonel Robert D. Russ commanded the 4TFW (later a 4 star General) who was TAC Commander. The 4TFW, under Col Russ was selected by General Dixon to represent TAC in the William Tell Weapons Competition in the F-4 category. I was the lead WCS technician who picked my crew. The 4TFW competed against the 43TFW from Alaska, the 57FIS from Iceland, and the 496TFS (50TFW) Hahn AB, Germany. We won.

PCS'd to the 4477TES. Okay, a test squadron. What do they test? I did not have an iota of an idea. New missiles, new equipment, new techniques or whatever? Did not find out until I was escorted up range and got my line badge. New job: Superintendent Component Repair Branch. I had been assigned as a Specialist Chief earlier and a Production Superintendent (both positions twice). What has the Air Force done to me - NO F-4s (my background from the C, D, E, & G models) Oh crap, the unit flies MiG's. What do I know about a MiG-21 or 23. Saw the MiG-21's in Cairo but we were training the Egyptians on the F-4E. I wasn't assigned to carry a tool box. I had been promoted to a managerial position as an E-8.

In previous assignments, I had the opportunity to gain knowledge about those specialties beyond avionics. The FMS, Weapons, and OMS functions under AFR 66-1, AFR 66-5, AFR 66-31 structures. How is that for a little memory? SMSgt Buster Helms is the NCO I am replacing - he is heading out after being a Red Eagle for a long time. Best of luck to him (he makes Chief).

I get the GRAND tour of all the buildings in the 4477th. Hanger 186 and 188 (my office is upstairs in 188 in the corner of the avionics area). I get a briefing on Project SENIOR TREND (the 4450th). Now I can stay after dark. Personnel wise, the 4477th does not have a lot of mechanics/technicians assigned to the various specialties that support a flying unit. And we fly MiGs. If it is one thing I learned the first would be to observe, analyze, and figure things out. You do not mess with a good thing; you just might screw it up. You fine tune and make minor adjustments (changes). One of my favorite sayings was the three C's. Communicate, Coordinate, Cooperate.

Three MSgt's come to mind when I think of those three words: MSgt Triche, MSgt Deatline and MSgt Smith (Smitty). They were key people in the CRB. They took care of the maintenance problems that arose. They did

an outstanding job as liaisons, production monitors (supervisors) in the CRB support of operations. They made my performance look absolutely great.

I am going to try and list every shop (function) that came under the CRB. It has been 24 years. Here is what I remember: Instrument, Auto-Pilot, Comn, Nav, Radar, ECM, Electrics, Environmental (MA), Egress, NDI, Corrosion Control' Structural Repair (Sheet Metal), Welding, Engines, Fuels, Hydraulics, Chute Shop, AGE, Phase Docks, Crash Recovery, Wheel and Tire, Machine , and Tool Crib. I think I counted 23 specialized functions.

MSgt's Triche, Smith and Deatline had the maintenance side covered. I could concentrate the paperwork that comes with the job. We had a lot of Technical and Master Sergeants, one man shops, two man shops and a few that hit 5-6 personnel assigned. Okay Red Eagles, look back at the unit and its composition. As an example: one Electrician (MSgt Heatherly), one environmental (MSgt Elder), two in Auto Pilot (MSgt Palmer & TSgt Vance), Radar (MSgt Rae and Hunt), etc. The biggest shops were AGE, Engines, Corrosion Control, Phase, Crash Recovery with wheel and tire function. Anyone familiar with the APR roster, AF forms 909, 910, and 911. Endorsement levels, how many lines you can write, think from the perspective of a OIC, DCM, Wing Commander, etc. Recommended and suggested endorsements up the chain of command. I made that aspect my most important job. Recognizing the talent, expertise, knowledge' skill, and the contributions that all the GB personnel contributed to the mission of the 4477th in a classified project. You could not say MiG's. Project CONSTANT PEG.

I got Fergie (Virgil Ferguson) to get me a typewriter. I put it to good use. An APR plays a big significant role in promotions. Endorsement levels, comments etc are really important. Job titles (position) play an important part. Looking back at our structure - total people in the shops there were not too many NCOs that wrote endorsements or submitted award recommendations for the AFCM or MSM (medals). These were also promotion points. In my time for two years with the Red Eagles I would like to think that every time a reporting official came to see me or a departing member with more time in the squadron was leaving I made a difference in evaluating your contributions to the Red Eagles and the Air Force. That was MY goal. My supervisors and commanders got me to the 4477th. It was worth it, great people, great time and what an assignment to finish a career.

How can you forget the Red Eagles? You can't - no way whatsoever. One a kind at its time. There are people who made the organization - you don't forget. It is locked in those grey cells in your brain. How many Air Force personnel can say they worked in a Squadron that flew foreign technology aircraft? Not too many. I was lucky. Maybe General Ashley gave me the opportunity?

As I said earlier, Ben Galloway was kind enough to send me a personnel roster of all the personnel who served with the Red Eagles. It gave me an opportunity to look at every name and picture those outstanding individuals I had the pleasure to work with in my career. The sad part was seeing the names of my co-workers who have passed away: MSgt Paul Judd, MSgt Pert Forester, TSgt Larry Scamp, TSgt Stan Cibel, and MSgt McCarver. Great. At the same time it was nice to see how well others advance in their Air Force careers.

I stayed in Las Vegas, worked for 20 years with the U.S. Postal Service and totally retired in December 2007. On occasion, I see Larry Mason and Mike Cleveland at the Nellis AFB golf course. I'm a golf nut so to speak to keep me young and Ed Hardy is my nemesis. Chief Hardy being my old boss so to speak is my competition. We play together almost three times a week. We have partnered up a few times to play in Palm Springs with the RMGA, Vandenberg AFB tournaments, and for the last eight years trips to St. George with a group to play their tough golf courses. If you don't remember the Chief, Ed was the Maintenance Superintendent at the same time as me up on the range.

We both plan on being at the reunion in October 2011. Golf and beer is our motto - the 19th hole is important to any golf round. Empty the wallet and pay off your bets. Sometimes you win and get to buy the liquid refreshment.

To all Red Eagles - I was just a cog in the wheel- one of many who had a opportunity to play a part in the success of training our aircrews. The best of luck and good fortune to you all.

*Paul D. Puttock, SMSgt, USAF (Ret)
CRB Superintendent - Jan 1985 -Jan 1987*

A Message from Phil Young, VP of the Alumni Association

Hello again, The Red Eagle Store is OPEN. A few members who could not attend the reunion have requested coins. Which means that I still have quite a few to sell. The cost is \$6.00 a coin, plus postage. Single coin postage is \$.85. Two coins postage is \$1.05. The most postage will be is \$5.35 for the small size postage box at the post-office.

Sorry but due to lack of response I will be canceling the BBQ for the 2nd of June. Maybe I will try again for something in Sept or October.

I have talked to three companies about requesting and buying Red Eagle Merchandise. Everyone wants a

minimum of 100+ items to be bought and paid for up front. So far there is not enough money to do that.

Again I am asking for help from members who might have other vendors we could possibly use. MiG-21 and MiG-23 Hat-Pins have been requested along with Hats, shirts, and etched bar glasses. Do we have anyone who goes to Korea?

Also can anyone remember who set up the purchase of the Knives with the Red Eagle Emblem on them? If you do please let me know. I would like to talk to them.

Philip Young
luv2sel@cox.net



The Red Eagles coin, obverse and reverse sides.

RED EAGLES WELCOME NEWEST MEMBER

The Red Eagles Alumni Association is proud to announce the newest member of our alumni association. Please join the board of directors in welcoming our newest member, Brian Hardy. Brian is a local Las Vegas attorney who has been working closely with the Admiral, John Nelson, in applying to the state of Nevada for our association's tax exempt status. He has contributed many hours towards this endeavor and has done all the work for us pro bono. Additionally, he is an avid supporter of the Air Force and has asked nothing in return for his work. The board of directors President, Mike Scott nominated Brian and the board of directors all cast their votes in favor of bringing Brian on board as a member of the REAA on March 4th, 2012. Also, it was recommended that Brian be afforded a life time membership and that the lifetime dues be waived, these actions were also approved by a unanimous vote of the board of directors. Again, we all welcome Brian Hardy to the Red Eagle Alumni Association as a lifetime member, welcome aboard Brian!

Jim Keys
Chairman of the Membership Committee

"Hawk" Carlisle To Receive His Fourth Star and New Assignment



Lt. Gen. Herbert J. "Hawk" Carlisle will be promoted to four star General and assume the position of COMPACAF or Commander Pacific Air Forces on August 3, 2012. In a reply to my email, Hawk said "My Change of Command at PACAF is scheduled for 3 August. I am extremely honored and humbled to be given this

incredible opportunity out in the Pacific. I will do everything in my power to take care of our Airmen and their families and serve PACOM, the US Air Force and our Nation".

Hawk was assigned to the Red Eagles from January 1986 to April 1988, as Chief of Weapons and Tactics and flight commander. We would like to congratulate Hawk on his promotion and wish him the best of luck in his new assignment as the Commander of PACAF.



New Red Eagles Book

Gail Peck has written and published a new book about the Red Eagles. It goes on sale July 24, 2012 but you can preorder the book. Below is the synopsis from Random House, Inc.

Synopsis

This book is the story of a group of military pioneers who were intent on using their experience and knowledge to develop a

new training paradigm for fighter pilots.

As a Vietnam veteran and F-4 Phantom pilot, Col. Gail Peck (call-sign "EVIL"), along with many others, had been disappointed with the training offered to US fighter

pilots prior to their combat experience. These men were determined to ensure that US fighter pilots were unbeatable in the air particularly against their Cold War adversaries flying the already legendary MiG fighter jets.

Working with the support of Major General Hoyt S. Vandenberg, Jr. and other General Officers, and under conditions of the utmost secrecy the CONSTANT PEG program was launched.

This fascinating unknown history was first revealed in Steve Davies' acclaimed [Red Eagles: America's Secret MiGs](#) but this book, written by Peck, is the insider's perspective complete with never-before published anecdotes and photographs, revealing how Peck and his cohorts, LTC Glenn Frick and Maj DL Smith and a team of pilots and maintenance geniuses faced challenges, solved problems and battled bureaucracy and skepticism to ultimately establish the premier fighter pilot "top-off" training program and came to be known as the Red Eagles.

Along the way Peck explores many of the central questions surrounding the project: why did the combat Air Forces of the USA find themselves in need of a major revision in their approach to air-to-air combat training? How did these men and their colleagues secretly build an airfield to clandestinely conduct air-to-air combat training using actual MiGs as the adversary training platforms? What was it like to be a Red Eagle pilot or to restore and maintain a real Soviet MiG jet fighter and what were some of the major challenges they faced on a daily basis? Finally, what did the USA get out of the program in terms of a return on investment. Was it worth it and where do we go now?

Despite operating for nearly a decade flying over 15,000 MiG sorties and training nearly 6000 American aircrew members no one ever revealed the secret nature of CONSTANT PEG until the program was eventually declassified in 2006.

Now for the first time we can read about what it felt like to build the airfield, restore the MiG aircraft and finally take them to the skies above America itself, all in the quest to establish the air forces of the American military as the premier fighter jet force the world over.

To preorder Gail's book, please click on the web link below:

http://www.randomhouse.com/book/218520/americas-secret-mig-squadron-by-gaillard-r-peck-ir#blurb_tabs

In Memoriam

Judy Lyon

Judy Lyon, wife of Don Lyon, passed away on the 23rd of January, 2012. Our thoughts are with Don and his family.

A Message From Our Treasurer

This is a continuing odyssey, one that when we began this journey not one of us could foresee. It has been an uphill battle of one thing or another over the past six months but we have finally arrived at our destination. We became a legal institution in the State of Nevada and recognized by the IRS as a tax exempt organization on November 3, 2011.

For those wanting to mail in their annual dues, they may still mail them to my address:

John Nelson

4016 Spring Crest Lane

Las Vegas, NV 89129

Make the checks payable to: **Red Eagle Alumni Association (REAA)** so that I can deposit them without any problems. Currently the paid membership stands at 75. Several of our group have elected to pay the \$25 annual dues. There are a number that have taken advantage of the \$50 per year for 5 years to get to the lifetime member status. We have a few members that have hit it big and have front loaded the \$250 all at once and now enjoy the revered status of lifetime members of the REAA.

On the last page of this newsletter is an application form for nominating someone as an Associated Member.

John Nelson

Treasurer

The Last Role Call

Last Monday was like any other Monday. Just another Monday on the calendar for me as my wife Melody and I headed for the commissary. The day before had been a typical spring, Colorado day, with a temperature of 68° and light winds about 10 MPH. However, last Monday was a little different, with the temperature of 48° and winds of about 40 MPH. So before leaving the house, I grabbed my ball cap, the one that had "U.S. Air Force Retired, Vietnam Veteran" on the front of it, to keep my hair from being mussed up. We arrived at the commissary shortly after it had opened and there was only a small crowd inside. While walking through the commissary on any given day, you will see the usual mix of active duty personnel and a mixture of retirees up through the most senior years. I usually glance at the variety of ball caps that the patrons are wearing. It's not uncommon to see Vietnam and Gulf War veteran's caps and on some occasions you will see a Korean War veteran now again. I consider it a rare treat any time that I see a veteran wearing a World War II cap.

My wife and I were about three quarters of the way through the commissary when I noticed an elderly man in his late 80's heading towards us. I couldn't help but notice his ball cap that had a C-46 on the front of it and the words "Flying the Hump, Burma to China". My wife was picking out frozen foods while I stayed with a shopping cart. As he came within 6 feet of me, I could see he was glancing at my cap as I was glancing at his. He gave me a small smile and nodded. I returned the gesture and decided to say "Hello". I introduced myself by saying "Hi, I'm Ben, Vietnam, class of '66-'67" and shook his hand. He said "I'm John, World War II and the Korean War". I commented on his cap and the C-46 on the front of it. He told me he had flown the C-46 during World War II, flying the hump from Burma to China. It is also known as the "Aluminum Trail" because of all the plane crashes that occurred while trying to fly through that mountain range. He also spoke of being an instructor pilot on C-133's before he retired in '62 and that his son had served in Vietnam.

He was a genuinely warm and friendly man and I enjoyed talking with him. He then told me of the time when he was scheduled to do a test flight the next morning on a C-133 after maintenance had been done. He said his friend Mac, who was also an instructor pilot for that aircraft, told John to sleep in the next morning and that he would take the flight. John said that the aircraft had crashed a half an hour after takeoff. Then, he fell silent. I had to know, so I asked if anyone had survived the crash. He said no, the whole crew had been killed in the crash. I could tell that it haunted him to this day. He smiled a slight smile and said "Life is funny like that sometimes". I nodded in acknowledgment and said "You're right about that". After that, I shared the story of the Red Eagles with John. He was quite surprised to find out that we had a fully operational squadron of MiG's back in the late 70's and 80's used to train our fighter pilots. About that time my wife returned to the shopping cart and I bid farewell to John, thanked him for his service and told him to take care of himself.

The whole conversation with John couldn't have lasted more than three or four minutes at the most but during that time I learned a lot about the man in that short time. Our World War II veterans are a dying breed. They served with great courage during a difficult time in our history. The next time you see a World War II veteran, take the time to say "Hi" and thank them for their service. And if you're really lucky, and have the time, you can swap war stories.

Ben Galloway



RED EAGLES ALUMNI ASSOCIATION

APPLICATION FOR ASSOCIATE MEMBERSHIP

Name _____ Address _____

Military or Civilian _____
If Military – Rank _____ Branch _____ Years of service _____

Email address _____

Home phone _____

Work phone _____

Cell Phone _____

Justification for applying for associate membership, (your connection to the Red Eagles)

(Attach additional sheet if necessary)

AUTOMATIC ASSOCIATE – The following may join the REAA by submitting an application to the board for approval and attaching a check for the annual dues, (\$25.00)*

1. USAF, USN, and USMC staff personnel that supported the Red Eagles from the origination of the concept through 31March 1988.
2. Spouses and children of deceased Red Eagles (exempt from paying dues).

NOMINATED ASSOCIATE MEMBERSHIP – The following may submit an application to the board for approval, accompanied by a letter(s) of nomination from an REAA member(s). Application must be accompanied by a check for the annual dues, (\$25.00)*.

1. Any US military MiG pilot or maintainer – (single letter of nomination from an REAA member).
2. Special associates of the Red Eagles – (five letters of nomination from REAA members).

* Checks submitted for dues should be made out to: Red Eagles Alumni Association

Please mail completed application and nomination letter (s), if required, and check for dues, (if required), to:

John Nelson
4016 Spring Crest Lane
Las Vegas, NV 89129