The Daedalians honor, as its Founder Members, all WWI aviators who were commissioned as officers and rated as military pilots.

This issue is dedicated to the men and women who proudly call themselves Daedalians.

This is...Who We Are
THE ORDER OF DAEDALIANS was organized on Mar. 26, 1934, by a representative group of American World War I pilots to perpetuate the spirit of patriotism, the love of country, and the high ideals of sacrifice which place service to nation above personal safety or position. The Order is dedicated to: insuring that America will always be preeminent in air and space—the encouragement of flight safety—fostering an esprit de corps in the military air forces—promoting the adoption of military service as a career—and aiding deserving young individuals in specialized higher education through the establishment of scholarships.

THE DAEDALIAN FOUNDATION was incorporated in 1959 as a non-profit organization to carry on activities in furtherance of the ideals and purposes of the Order. The Foundation publishes the Daedalus Flyer and sponsors the Daedalian Scholarship Program. The Foundation is a GuideStar Exchange member. The Scholarship Program recognizes scholars who indicate a desire to become military pilots and pursue a career in the military. Other scholarships are presented to younger individuals interested in aviation but not enrolled in college. Voluntary contributions to the Foundation are used for these purposes.

ACTIVE MEMBERSHIP in the Order of Daedalians is limited to: (1) Founder Members—those individuals of the Armed Services of the United States who held a commission and a rating of heavier-than-air pilot prior to November 1, 1918 (the last Founder Member made his last flight in 2003); (2) Named Members—a commissioned military officer in any component of the United States Armed Forces who is a pilot, warrant officer, women Air Force Service Pilot (WASP), navigator, combat systems officer (CSO), naval flight officer (NFO), air battle manager (ABM), remotely piloted aircraft (RPA) pilot or flight surgeon of heavier-than-air powered aircraft or astronaut and is accepted as a member to perpetuate the membership of a Founder Member; (3) Hereditary Members—the descendants of Founder Members; (4) Honorary Members—a distinguished person not otherwise eligible for membership.

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28
Tall Tales and Agent Orange
31
Playing Fighter Pilot
33
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Fellow Daedalians,

This edition of the Flyer highlights who we are and as it does, I want us to remember, too, on whose shoulders we stand. I invite you to go to our Virtual Flight web page and listen to Maj Gen Eugene Eubank, Founder Member number 37, during a 1982 oral history interview. Then 86 years old, General Eubank recounts his entry into military flying and the changes he experienced in technology, tactics and the use of airpower. Listening to him and considering where we are as an airpower nation today, the constant over time has always been change and the winners in peace and war have been those that best adapt to it and apply its lessons best. With that thought in mind, I would like to share a few insights as we bring 2017 to a close and look forward to a new year.

First, we knew that change in our membership criteria was an important initial step to enable our future and we were cautious to focus on relevance as opposed to numbers. We deliberately tempered expectations of growth with acknowledgement that significant change would take time and effort to realize.

As an initial indicator of both relevance and growth, we now have members from all rated categories represented in the Order. While raw numbers in a couple of the categories are very small as are overall percentage numbers, the fact that they are part of us now means that others will follow in time and we, in turn, are a better representation all airpower.

Second, we broadened our recognition program to include two of the new categories with others to follow. We felt it important to embrace who we are and not just pay it lip service. We are pleased the first awards have already been given out to top graduates for both flight surgeon and RPA pilot classes. So, besides the recognition benefit to the individual, the increased awareness of the Order is enhanced. We plan to expand this program over time.

Third, some of you look at numbers. We stand as of my writing at 11,116 members with 403 new members this calendar year, with 311 of those active duty. Since the criteria change in July 2016, we’ve had 513 join our ranks. While our average age still approaches 70, we’ve seen a slight down tick representing an increase in younger members. For one more data point, from July 2015 - June 2016 we brought in 260 members; from July 2016 - June 2017 we brought in 408.

The new category representations, new awards and overall numbers are encouraging but again are part of what has happened. The way we communicate has changed. Our website, our Virtual Flight, our presence in other social media platforms such as Facebook and Twitter, all represent either new or improved communication efforts to reach a broader audience.

Our foundation is seeing improved giving this year through improved stewardship and awareness. Our headquarters staff has gone through changes with institution of an executive director and new staff to better meet membership needs and improve communication. Your board of directors is engaged and active as we move forward on actions and initiatives that promote our mission and our future. In short, these are all positive steps toward a strong and enduring future.

All of us at the headquarters are excited about that future and our mission and we thank all of you for your help, your feedback and your membership support. We wish you all the very best for the coming new year!
As you read through this quarterly Winter 2017 issue, you will see several articles about “who we are.” Collectively we are the premier fraternal organization of military aviators, but individually Daedalians are so much more. Members range from ages 22 to 104. Daedalians are active duty, retired, separated, descendants of WWI pilots and distinguished honoraries from all services. Some have second careers while others still fly. The tie that binds Daedalians is the perpetuation of our WWI Founders; all Named and Hereditary members carry a Founder with them that unites our rich WWI heritage and the constant move forward in supporting air supremacy. Together, we have a shared responsibility to pass on this history to future military aviators.

No look at who we are would be complete without looking at those who serve the organization. The staff is small but works hard to facilitate the mission. Names change slowly, but we are like family. On that note I will share the loss of one of our past editors, Mrs. Carole Thompson. Married to the love of her life, Maj Bob Thompson (a Daedalian), she joined him Nov 7, 2017. Carole loved being a pilot’s wife and shared that love of aviation in every publication. Our current editor, Col Debbie Landry, USAF (Ret), shares that love both with her service as a navigator and in the editions she produces. Behind the scenes and answering the phone with a smile, is our staff administrator and facility coordinator, Ms. Lucia Sanchez-Aldana, whose grandfather was a pilot in the US just after WWI. Lucia has family from both Mexico and right here in Texas. Recently graduated from Texas State University is our membership coordinator, Ms. Nicole Cline. With excellent attention to detail, she takes care of all the membership records and greets those who call. A name that has been around for eight years is Mrs. Kristi Cavennaugh, the program manager. She has the greatest job; she works with our scholarship recipients and coordinates our awards. If you have ever looked at the list of awards and scholarships, you know she has a big job and does it well. Sharing the latest news with our members and with the outside world is our communications manager, MSgt Annette Crawford, USAF (Ret). She is our newest staff member and brings with her a long history and aptitude of excellent professional writing and public relations. Every one of the staff is exceptional. Their talents complement each other and together make an impact on our community.

As you read through the magazine, you may think of your own story of impact whether it be your service to the nation, inspiration of youth in an aviation career, or patriotism and support of our active duty. Recently, I attended an event that had nothing to do with aviation or the military so when I met the mayor of Clovis, New Mexico, I was surprised he knew all about the Daedalians. He had attended an awards ceremony at Cannon AFB where Lt Gen Loyd “Chip” Utterback presented the 27th Special Operations Maintenance Group with the Clements McMullen Daedalian Weapon System Maintenance Award for 2015. This award was a major source of pride for Col David Weisner, the maintenance commander for the first part of the fiscal year and Col Clay Mason, commander at the time of the presentation. It was a great testament to Daedalians making a difference and an impactful event for those who support the base operation, people like the mayor.

Please continue to share your stories with us, perpetuate and honor your Founder, make an impact in your community and support those who want to serve. This is who we are.
We are...hereditary members

Three Generations of Daedalians
By Phillip M. Zabriskie
4th Flight, Washington, DC

My grandfather, 1LT Charles Zabriskie, joined the United States Army after graduating from Williams College in 1917 and was assigned to the Signal Corps: Aviation Section. His preliminary flying course was held at Park Field in Memphis, Tennessee. He attended further training at Payne Field in West Point, Mississippi, and was ultimately deployed to Europe for advanced training at the 3rd Aviation Instruction Center, Issoudun, France. By war’s end, he had flown 192 hours -- mostly on the Curtis “Jenny” stateside, but also on a British Avro and on the highly maneuverable Nieuport while overseas.

And while it is tempting to romanticize this pioneering era of flight, the stark reality of the war was far different. Only a quarter of WWI Air Service deaths occurred in combat; the Issoudun Training Center, in particular, would lose one corps member in training for every five pursuit pilots it graduated. Statistics like this bring into sharp focus 100-year-old notes in my grandfather’s flight log, including the notably terse and unambiguous entry of “Bad Motor” in June 1918.

Returning from war, my grandfather participated as a founding member of the Order of Daedalians. In time, he decided to share this great organization with my father, Charles Zabriskie Jr., USAR, who ultimately took the Daedalians’ objectives into his own heart as he served as the first-ever honorary commander for the USAF Electronic Systems Command at Hanscom AFB, Massachusetts. During this role, it was my father who then introduced me to the Order, leading me to study defense issues, serve in the Washington, DC office of US Senator Scott Brown, and now -- living in Arlington, Virginia -- I am active in Flight 4 and work for a private defense and intelligence consulting firm. Still yet, for the past five years I have served as an advisor to the Civil-Military Operations Center at West Point, often working with cadets who are pursuing a career in aviation.

Indeed, my eligibility to join the Order of Daedalians as a hereditary member lay solely on my grandfather’s service. But, my passion to join you all in this mission was solely because of what the Order stands for today. The Daedalians’ charitable work should be a source of pride to all flyers. I am continually inspired by the dedication, service and special comradery we hold so dear. And, still knowing that a love for flying is at the heart of all we do, I decided to live the motto “Volabamus, Volamus” (We Flew, We Fly) and held off on my membership application...
until I had earned my own pilot’s license in the summer of 2014.

Collectively, we are the beneficiary of a robust organization, passed down by generations of heroic flyers who preceded us. Together, we have a shared duty to pass on this gift to generations of flyers yet to come. And the future is surely bright. As one of only 160 hereditary members and still yet under the age of 30, I am proof that the Order has wide and mounting appeal. Sometimes recruitment is as easy as telling our story or asking a friend to attend a single meeting. Together, all of us can make sure that the rich values we stand for shine through and continue for another one hundred years.

So, whether you are a heavier-than-air (HTA) pilot, warrant officer, WASP, navigator/CSO, flight surgeon, RPA pilot, astronaut, NFO, or air battle manager, we all share a common comradery and set of values. As a hereditary member, I have not shared in every experience that has brought you to where you are today, but, like all Daedalian members, I do share in one important tradition: being assigned and holding dear a Founder’s number, to perpetuate the names and legacies of those who were the first to fly in time of war. And in that tradition, I have the special honor of carrying the memory of my own grandfather: 1LT Charles Zabriskie #692.

NOTE: Hereditary members are direct line descendants of the Daedalian Founders who were all the World War I military pilots.
What causes aircrew members to take pride in their accomplishments and remember them long after their service is complete? It’s a powerful feeling to reference one specific and particular moment when the lightbulb came on and you fully understood your direct impact to the mission. For many of us, this occurs at the tactical level of employment when our hands are in the mud and we are reaching for tangible results: bombs on target, patient transported, or a successful airdrop of supplies. Only at that tactical level where our efforts have a direct effect do we see the “why” in our choice to fly.

As a C-130H navigator, my perspective changed drastically in January 2013. Previously I had completed three deployments to Iraq and Afghanistan with only one airdrop and that airdrop was leaflets. That changed in January when Dyess AFB was tasked with supporting two aircraft and three aircrews for the Afghanistan airdrop mission. Afghanistan was conducting surge operations and forward operating bases (FOBs) needed consistent resupply. These FOBs didn’t require the usual 16 container delivery system (CDS) bundles that a C-130H could hold, they only required one or two. Additionally, the Army might not set up the drop zone point-of-impact at the pre-coordinated location, which meant the aircraft’s mission computer was likely incorrect. The problem set was how could the C-130H deliver supplies to FOBs and ensure target accuracy?

The answer was an airdrop method called low-cost, low-altitude (LCLA). This method required the use of sight angle (calculated markings in a cockpit window) by the navigator and total crew coordination to deliver bundles as low as 300 feet above ground level (AGL) to FOBs. This was a drastic departure from higher altitude airdrops (for safety) and programmed run-ins (computer calculated) to an airdrop that were standard for a C-130H aircrew.

Training in January 2013 consisted of three days: Day 1 - ground training; Day 2 - simulator training; Day 3 - flight training to a successful drop. As you can guess, it was a quick qualification and certification process. Our crew learned to develop specific roles and build repetitive patterns. Specifically, the navigator had to plan a descent point from our enroute altitude to the drop altitude and ensure terrain clearance. Loadmasters were concerned with the bundles on the ramp and hearing the “green light” command (usually loadmasters need to “see” and “hear” green light prior to airdrop). Pilots were concerned with alignment and when to level off and configure. Engineer was tasked with engine scanning and threat awareness.
This habit pattern served us well on the first several missions in Afghanistan. When the pre-coordinated location was not set up, however, the pilots and navigator had to be more judicious with scanning outside the aircraft to account for computer errors. Effective crew communication was absolutely essential. Often we had to come back around for a second pass (called a reattack) which was important to verbalize for a loadmaster that was waiting for the “green light” command in order to push the bundle off the ramp. With the mission computer incorrect I solely relied on grease pencil markings previously calculated on the ground for the release point (RP).

The LCLA airdrops in Afghanistan made a profound impact on my career. These airdrop missions were worthwhile because they provided support to the Army at isolated FOBs conducting close contact engagements against the Taliban. Missions like those remind me of why I chose to fly and why I continue to serve in the Air Force.

Major Ellis is currently a division chief for Air Force Security Assistance and Training (AFSAT), an organization responsible for international training.

About the covers

Front:

The photo on the front cover can also be found on the Daedalians website (www.daedalians.org). It is one of the early photos of World War I pilots, who we honor as our Founding Members. These men were the first to fly in time of war and Daedalians keep their heritage alive during every event.

Back:

The back cover displays the logos of the United States Armed Forces. Daedalians come from all branches of the service as well as the civilian sector. Whether a military veteran, a descendant of a military member or someone who believes in military aviation, all Daedalians support those who flew and fly in support of freedom.

NOTE: The back cover of the fall issue of the Flyer had a photo of the Korean War Memorial. We received a comment from Mack Secord (102nd Flight) that the man on the far left wearing the fur cap instead of a steel pot represents the Air Force forward air controller embedded with the infantry unit. One team, one fight.
I wanted to be a physician from the time I was 7 years old. Briefly, I wanted to be a fighter pilot fueled by admiration for my favorite uncle, a career Naval Aviator. However, I knew even at age 7 when I was fitted for glasses that the pilot option didn’t exist.

Those of us who went to medical school in the early to mid ’60s all knew we had two years of military service to perform following internship/residency...yes, until 1973, there was still a draft for doctors! So, after a grueling internship I was assigned to the Air Force flight surgeon program in 1969. Three months in Flight Surgeon’s School at Brooks AFB, TX, seemed like a vacation after internship. Hoping I would be assigned to a fighter unit as their doc, I was assigned first to Richards-Gebaur AFB, Missouri, which was an Air Defense Command (ADC) base with an F-101 unit. But two weeks before I got there the unit was disbanded. They also had T-33s so I flew several rides and just loved it. I took care of both officer and enlisted aircrew, even made house calls on base at times. I learned a lot of valuable lessons that served me well when I got to Vietnam.

I learned early on that if you needed something on the ground done, best find a good sergeant. I always had a heart for the enlisted troops—they are very intelligent, highly trained technicians. At RGAFB, we flight surgeons would help out in the general clinics when we finished our own which greatly improved morale with the general medical officers and their acceptance of us flying docs.

In the spring of 1970, I was notified that I was being assigned to the 366 TFW “Gunfighters” located at Da Nang AB, Republic of Vietnam. So, after relocating my family, I headed off to “Snake School” at Clark AB in the Philippines. Then, it was off to Da Nang where I was met by the flight surgeon I would be replacing. He told me I would be the flight surgeon for the 390th TFS “Wild Boars” flying the F-4 Phantom. We had a casualty staging facility where we received post-op patients from forward field hospitals and cared for them until we could send them to a larger hospital or home. We had a great group of nurses, corpsmen, physicians, and a fabulous hospital commander, Lt Col (Dr.) Roy Dehart who was promoted to colonel and went on to command the School of Aerospace Medicine.

I lived with the 390th aircrews and immediately got the nickname “Quack” to which I made the mistake of objecting. So, they added an unrepeatable adjective in front of “Quack.” To this day I’m proud of that nickname. The squadron pilots gave me a great indoctrination into all the intricacies of the F-4. I was also issued a .38 cal. pistol to take on flights, but never loaded it, being in great fear of an accidental firing upon ejection and blowing off my essential anatomical parts.

After a few “commando nail” missions to become proficient at aligning the Inertial Navigation System (INS) and learning how to find opposing aircraft on radar with “lightning” speed, it came time for my first combat mission over Cambodia with the squadron commander. We arrived in the target area and Lt Col Ted Cadou says, “Ok, Doc, let’s find the forward air controller (FAC).” “OK, sir. I’ll find him,” I replied and immediately got on the radar and got a target at 3 o’clock. “You got him, Doc?” says Ted looking out the plane. “Yes sir, right there at 3 o’clock,” notes the combat-naive doc. “I don’t see him Doc.” “Yes sir, he’s right there, look at your radar.” “Doc you’ve locked onto the @#$* ground, just look out the jet.” Well, eventually we got checked in and the FAC says “hit my smoke” and we go...
rolling in. All’s well except for my heavy breathing and my voice going up 10 octaves and 50 decibels at pickle altitude. Fortunately, Colonel Ted was able to put his bombs right on target and all went well. But the good colonel had all this on tape giving the squadrons some great belly laughs at the expense of the new flight surgeon.

Things proceeded much better from there. I flew at least once a week while in-country, ending up with 44 combat missions and two air medals for which I am very proud. By doing this I gained the respect of my pilots, and I took very good care of them when they needed me. I firmly believed that living with the pilots, flying with them, and sharing in squadron life made me an integral part of the mission and rendered better care for the aircrews. On subsequent missions, especially over Laos, we were shot at. Flak coming up at us always got our attention. One is so busy in the cockpit that one doesn’t have time to be scared until headed back to base and one (at least me) began to think about what just happened. On one mission we had taken a suspected hit and took the Bak-12, on another there was a SAM call but we never saw it. One week we flew fire support for a forward operating base in Laos, the next week I flew again and we blew it off the map. What a crazy war! I also got to spend a three-day exchange tour on the USS Oriskany (the sister ship on that cruise was the USS Bon Homme Richard from which my uncle flew F-9 Panther jets years before).

I cultivated many friendships with my pilots that have endured to this day, and though I came back to the “world” and became an Otolaryngologist/Head and Neck Surgeon, I will always be their flight surgeon in my heart. We are all at the age when some have passed, and when one does it’s like losing family! Vietnam was a very difficult time, but it was a privilege and honor to serve those men in the Wild Boars and the whole 366 TFW. As to my flying missions, the 28/29-year-old Doc Rooks would’ve said “Nothing to it.” The 75-year old Doc Rooks admits to being scared much of the time, and extremely grateful to those very competent pilots who taught me what to do and be part of their team. There have been many times that I wished I would have stayed in, but I had my own ego and was accepted to a residency program at the University of Florida Medical School. I tried to obtain acceptance into the AF liaison program, but was rejected because I was a doctor and not a line officer.

That’s my story! You can see why I considered it a high honor to be invited to become a Daedalian with Cascade Flight at Joint Base Lewis-McChord in Seattle, Washington, and to help keep alive the heritage of those who first flew combat in WWI defending freedom. I am proud of my time in the USAF and the opportunity to be a direct participant in accomplishing the Air Force mission from the pointed end of the spear.

NOTAM #Winter-1

KRND // Annual Membership Meeting at JBSA-Randolph Parr Club open effective 11 May 2018 / Business session begins at 0930; lunch immediately following / JBSA-Randolph is located NE of San Antonio, TX / All Daedalians welcome; PPR number available through Daedalian HQ at 210-945-2111 or info@daedalians.org //

Notice Winter-1

Translation: The Daedalian Annual Membership meeting is scheduled for May 11, 2018, at the JBSA-Randolph, Texas, Parr Club. The business session will begin at 9:30 am with lunch immediately following. All Daedalians are welcome. Contact Daedalian HQ at 210-945-2111 or info@daedalians.org for details or to reserve your seat.
Mary Jean (Barnes) Sturdevant

Final Flight June 24, 2017

Mary Jean (Barnes) Sturdevant passed away at the age of 95, on June 24, 2017, in Graham, Washington. She was a 46 year resident of Spanaway, Washington.

Mary was born September 28, 1921, in Bend, Oregon. She lived quite an interesting and exciting life-- she was active in her community, serving her country, and devoted to her family.

Mary was a Tacoma Lariette Drill Team and riding club member from 1968 until she could no longer ride, some 40 years total. She maintained an interest in the group, and the Tacoma unit community arena until she passed. She also belonged to the Back Country Horsemen organization. Mary faithfully attended St. Mary’s Episcopal Church of Lakewood for 40 years, until she could no longer drive. Church volunteers maintained contact with her, visiting her monthly.

Mary enjoyed acquiring her education and graduated as valedictorian at Phoenix High School in 1939. While in school, she earned the Golden Eaglet award through the Girl Scouts of America, their highest award and equivalent to that of Eagle Scout.

Mary discovered a love of flying as a young adult. In 1939, she was one of three women able to enter a civilian pilot program at Southern Oregon University. She earned her ground school certification and pilot’s license there. Once she graduated, she set up a ground-school program at Medford (Oregon) High School, instructing interested students there, with the Medford Flying Service furnishing the airplanes. Later, she did the same at Eastern Oregon College, La Grand for the War Training Service Program, under the auspices of the Army Air Corps. She then went to Washington State University (WSU) in Pullman, Washington, and was the chief instructor to cadets sent there preparing to be pilots, navigators and bombardiers. She applied to the Women Air Force Service Pilots (WASP) program (along with 25,000 other women) and was eventually one of 1,100 who were accepted. She could not leave WSU until they found an instructor to replace her, so her entry into the WASP program was delayed until February 1944.

Entering class 44-W-7, she trained at Sweetwater, Texas. Her class initially consisted of 90 women, all of whom had to have their pilot’s license already and a base amount of flying experience. Still, only 45 of the 90 were ultimately able to graduate from the rigorous training regimen. She was then stationed at Merced (California) Army Air Base, flying AT-6s and BT-13s and instructing male pilots who would be sent overseas to fight in WWII. While at Merced, she met Philip A. Sturdevant, where he was also a pilot and instructor. They eventually married, after the war. The WASP program was disbanded in 1945 at the end of the war. The women, including Mary, were left to get home on their own after abrupt termination of the program.

Mary lived the life of an Air Force wife thereafter, moving as her husband’s duty assignments required, raising three children and moving every few years. At each base she found ways to contribute. She was always active in the local Episcopal Church. She was a military hospital volunteer (known then as Gray Ladies). She was a Parent-Teacher Association member, serving as president in several elementary schools her children attended. She was a Brownie and Girl Scout leader.

In 1971, she enrolled in Clover Park Vocational Technical School and graduated as legal secretary. After a short stint working with an attorney in private practice, she was employed by Pierce County Court, from which she retired. Her interest in photography was piqued while at Clover Park, and she took up the hobby in her retirement.

Mary traveled extensively and was most proud of her visit to Russia, where she met the “Night Witches,”
Russia’s version of the WASP. She used her photography skills to document her many travels and the friends she shared her trips with.

Mary maintained life-long interests in horses and dogs. She bred, raised, trained and showed AKC registered German Shepherds. She trained other people’s dogs, bringing them to show-level ratings. Over time she also had a collie, a poodle, a cocker spaniel, and several border collie mix dogs, whom she referred to as the Cannardly breed – you “Can Hardly” tell what they were! She was an indefatigable horsewoman who confidently rode Western style, and occasionally English and was an active precision equestrian drill team member for 40 years, riding for at least 25 of those years. She belonged to the Back Country Horsemen riding group and rode on trail-rides well into her 70s, trailering and hauling her own horses plus hauling her own camping equipment.

In March 2010, Mary was the honored recipient of the Congressional Gold Medal of Honor, the highest award given to civilian personnel. The members of the WASP had received Presidential recognition for their wartime contributions the previous year. In February 2017, she was interviewed by a film crew working on the documentary “Fly Girls.” Her daughter and granddaughter (both pilots) were interviewed at the same time, in order to include a perspective of women in aviation across several decades. A trailer for the film can be viewed at www.youtube.com/flygirlsseries.

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**REUNIONS**

To have a reunion published in the flyer, send all applicable details including POC name and phone number to communications@daedalians.org no later than two quarters ahead of the event.

**78th Fighter Squadron Centennial Celebration**

*Bushmasters Centenary*

17-19 February 2018
Las Vegas, Nevada

POC: Lt Col Christopher Davis
702-404-3508 or bushmaster100th@gmail.com

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**12 TFW / 389 TFS / 480 TFS / 555 TFS / 12 FEW/SFW**

MacDill AFB, FL; Cam Ranh AB; Phu Cat AB; Da Nang, Vietnam; Bergstrom AFB, TX; Korea

4-7 April 2018
Tucson, Arizona

POC: E J Sherwood
480-396-4681 or EJ12TFW@cox.net

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**USAF Strategic Air Command Airborne Command and Control Association (SAC ACCA)**

12-15 September 2018
Bellevue, Nebraska

POC: Norma Kathman
8402-250-7065 or norkath@cox.net

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Daedalian Foundation 13
As the commander of Air Force Recruiting Service I have the best job in the Air Force. I get to lead our recruiters to inspire, engage and recruit the next generation of Airmen. What is so fantastic about the job is we know we are positively changing the lives of every single one of the approximately 33,000 people we recruit each year. We know because we believe our own Air Force experience has positively changed our lives in every imaginable way. One of the best ways to recruit is to tell your own personal story. Mine is simple. I left Elmwood Park, New Jersey, in June 1979 to go to the Air Force Academy and everything great and good in my life happened because of that decision. While that is my story, I submit it is the story of every Daedalian. The time, place and circumstances are different for everyone, but the result is the same. We owe our blessed lives and great adventures as military pilots to the decision to join our great military. I have never met any of us that regrets that decision or would change a moment of their lives as aviators.

Growing up I can only remember wanting to do one thing with my life. I wanted to go to the Air Force Academy and become an Air Force officer and pilot. The fact that I was able to achieve my childhood goal puts me and others like me in a small percentage of the population. One has to think there is a large portion of the world that had no idea what they wanted to be doing as an adult and they are either happy or not in what they did become. Another group, probably equally as big, wanted to be something, maybe an astronaut, ball player or actor, and they, for whatever reason, were unable to make that dream come true and they, too, are either happy or not. But I belong to the much smaller group of people that ended up doing exactly what we always dreamed of doing. How cool is that? I owe this great fortune to so many loved ones and great leaders, mentors and influencers that helped me along the way to achieving my dreams. My career flying the B-52, B-1, B-2 and all of my awesome adventures the past 39 years are owed to so many that have gone before and took the time and effort to help and pull me along on this journey.

It is for all those that played a role in my story that I am a Daedalian life member. No other organization is more dedicated to helping the next generation of military aviators. I have been a Daedalian for over 35 years in numerous flights and served in almost all capacities at the flight level to include flight captain multiple times. I have experienced how our stories as Daedalians mirror our stories as Airmen. Our membership and fraternity in the Daedalians have positively impacted our lives. I have seen so many Daedalians that have long ago hung up their flight suits, yet still making significant contributions to the lives of those that will follow us as military aviators. I look forward in the years to come to continue to tell my story as a proud Air Force officer, pilot and Daedalian.
At the end of World War II, General Henry H. “Hap” Arnold and other service chiefs wrote their after action war reports for President Truman. Gen Arnold’s report was unique because a good portion was devoted to predicting the future of airpower. Gen Arnold had already arrived at this near clairvoyant conclusion:

“We have just won a war with a lot of heroes flying around in planes. The next war may be fought by airplanes with no men in them at all...Take everything you’ve learned about aviation in war, throw it out of the window, and let’s go to work on tomorrow’s aviation. It will be different from anything the world has ever seen.”

Looking back from today, through the lens of over 60 MQ-1 Predator and MQ-9 Reaper combat lines (missions), operating 24 hours a day, seven days a week, all year long in multiple combat theaters, I would say Arnold couldn’t have been more spot on.

This new application of airpower is bringing an overwhelming advantage to the battlefield and in some senses redefining how our Nation goes to war.

I volunteered to join the Remotely Piloted Aircraft (RPA) community in 2007. Its evolution has redefined my life and my personal story is very much intertwined with its growth.

Leaving Charleston AFB, South Carolina, as a brand new C-17 Globemaster III Aircraft Commander was bitter sweet. The airplane was awesome, Charleston was beautiful, and on a daily basis I had the great benefit of being mentored, taught and humbled by Air Mobility Command’s best and brightest in the 15th Airlift Squadron. That being said, having amassed over 2,800 C-17 hours in less than four years amid a grueling post 9/11 deployment schedule had worn on me and the MQ-1 assignment came with two very attractive promises. MQ-1 pilots never left Las Vegas unless they volunteered to and MQ-1 pilots had direct mission impact every day they flew. I volunteered for one tour in the MQ-1 and I never left. At the end of the initial three- or four-year tour, folks who entered the RPA community when I did were offered a chance to return to manned aviation. Some went back but many, including myself, stayed.

When I drove through the front gate of my first RPA assignment in August 2007, I had no idea that the base would soon become an airpower hub for the global war on terror. Indian Springs Auxiliary Field, Nevada, had recently been renamed Creech Air Force Base after General Wilbur L. “Bill” Creech who got his wings in 1949, the same year that Gen Arnold became the first and only person to hold the rank of General of the Air Force. 2nd Lt Creech certainly would have known about Gen Arnold, but probably would not have known that his own name would eventually become synonymous with the fulfillment of Gen Arnold’s RPA prophecy.

The American military had desired to use unmanned aerial vehicles to attack the enemy while remaining safely behind the front lines well before that first flight in Kitty Hawk, North Carolina, in 1903. From the bomb-dropping hot air balloons envisioned by Charles Perley during the Civil War to the Army’s Kettering Aerial Torpedo called the “Kettering Bug” to unmanned B-17s used in multiple Army Air Force (AAF) operations, pioneers continued to develop unmanned technology even though its combat application remained insignificant. In August 1944, the AAF put Operation Aphrodite into action. Aphrodite’s plan was to strip B-17 Flying Fortresses down, fill them back up with explosives, and then remotely crash them into enemy targets. It sounds simple enough, but during execution the only aircraft that actually hit its target failed to explode. The overall operation was a failure but did spawn new technology and follow-on operations that became direct forerunners of the modern day MQ-1/9 mission.

The next milestone in remotely piloted operations occurred in July 1946. AAF’s Operation Crossroads used modified B-17s to take off, fly and land without anyone aboard the aircraft. The feat was an impressive one. Not only was it the first time this had been done without anyone on board but also many experts thought it could never be accomplished with planes as large as the B-17. Operation Crossroads was a success and paved the way for Operation Remote that took place just a month later. Operation Remote
employed two B-17s to fly 2,600 miles from Hawaii to Muroc Army Air Field, California. Mother planes that directed flight operations from close proximity via radio controlled them remotely. Before landing at Muroc, one of the B-17s dropped a practice smoke bomb off Santa Rosa Island. This required opening the bomb bays, releasing the bomb and closing the bomb bay doors, all by remote control. Operation Remote was the first documented occurrence of an unmanned aircraft being launched, flown, delivering ordnance and landing using remote controls and thus gave birth to the modern RPA era.

By 1994, technology had sufficiently developed to allow an airplane to be safely flown remotely beyond line of sight. The Air Force wasted no time employing this new technology on the battlefield. From 1996 to 1999, the General Atomics RQ-1 was deployed as the Air Force’s first major remotely piloted aircraft during the Balkan conflict. Quickly the Air Force moved from beyond line of sight operations to remote split operations, which allowed pilots to control an airplane remotely but from the other side of the world. In the summer of 2000, a crew flying the RQ-1 found Osama Bin Laden in Afghanistan, but the aircraft was unarmed and could only conduct surveillance. A year later, the Air Force decided the RQ-1 should be armed and conducted its first armed strike in Afghanistan in Nov 2001. Since then, the RPA community has grown exponentially in size, lethality and relevance.

We measure Predator and Reaper combat capability in combat lines. Each combat line is typically 18-22 hours of flight time out of a 24-hour period. In the early 2000’s, the Air Force had not yet settled upon the number of combat lines it needed or the number of crews it would need to fly each combat line (crew to combat line ratio). As demand for RPA airpower increased, so did the number of combat lines, often before squadrons had enough crews to man them.

A basic RPA crew is defined as a pilot and sensor operator. The pilot controls the aircraft and has final command authority over the mission. The sensor operator, in some cases, is like a co-pilot and other times like a weapons system officer reading checklists, operating the main day TV and infrared camera called the MTS and guiding weapons with the on-board laser as the mission dictates. With no clear manning red-line to protect them, RPA crews were relegated to longer and longer flying shifts, months and months of shift work, at times weeks without a weekend and often with sparse opportunity for leave or professional development. Crews maintained this grueling pace, the majority driving 30 miles each day into the Nevada desert to their expeditionary combat location, deprived of the creature comforts a traditional, fully staffed and resourced air force base would provide.

From 2001 to 2014, the number of MQ-1/9 combat lines grew from one to 65. Though the lion’s share of those combat lines were flown from Creech until about 2009, other active duty locations had opened up in New Mexico, South Dakota, and Missouri along with numerous Air National Guard and Reserve locations around the country. By 2014, the Air Force had already determined a healthy crew to combat line ratio to be 10 to 1 but because of a non-stop increase of combat lines, most squadrons continued to operate at 7.5 to 1.

I finished the MQ-1 Initial Qualification Course (B-Course) at the 11th Reconnaissance Squadron (RS) at Creech AFB in December 2007 and tracked to the 15th RS. Almost every accession to the RPA community at that time was learning to fly the MQ-1 first. A few officers graduated from the B-Course into an MQ-9 Reaper squadron, and would be given just-in-time difference training. Until this point, the Air Force was manning the RPA community with candidates from other rated communities but as RPA requirements grew, the Air Force was running out of the pilots, navigators and weapons systems officers it needed to fill these RPA training slots. A few years earlier in 2005, then-Chief of Staff of the Air Force Gen John P. Jumper, recognizing the imminent growth of the RPA career field, directed the Air Force create a separate training pipeline for RPA pilots and sensor operators. It took several years, but by the summer of 2009, Air Education and Training Command (AETC) had graduated its first Undergraduate RPA training class of ’18Xers,’ the new Air Force specialty code assigned specifically to RPA pilots. The 18Xers would not attend traditional manned Undergraduate Pilot Training (UPT) but rather a slightly shorter pipeline that added focus on RPA and combat operations. This new pipeline was called Undergraduate Remotely Piloted Aircraft Pilot Training or URT.
After a year and a half of combat operations in the 15th RS to include a Launch and Recovery (LR) deployment to Iraq, I was selected to become a Formal Training Unit (FTU) instructor back at the 11th RS. I was a flight commander when the first 18X “Beta” pilots were arriving and eventually became the flight commander for the second group of Beta pilots known as “Beta 2.” There were ultimately five Beta test classes of 18Xers before the Air Force normalized the URT pipeline.

Just like manned pilot training students, most of the candidates that entered the RPA training pipeline via URT were 2nd Lieutenants coming from the Air Force Academy, Officer Training School, or Reserve Officer Training Corps commissioning sources. With the introduction of the RPA-specific training pipeline, there was a decreased inflow of traditional manned pilots, navigators and weapons systems officers whom had cross-flowed into RPA and been building the community from scratch. 18Xers were poised to become the instructor pilots, evaluators and weapons officers that would bring the community forward.

The 11th RS was the primary MQ-1 FTU until 2009 when both MQ-1 and MQ-9 FTUs began their move to Holloman AFB, New Mexico. The Air Force needed more RPA training capacity and Creech was already operating at full capacity. By 2011, for the first time in its history, the USAF would train more RPA crews than manned fighter or bomber crews. As the 11th RS started shrinking, the combat squadrons were entering another surge. With few exceptions, 11th RS instructors were tasked to either augment the various combat squadrons around the enterprise or transfer to Holloman.

I was offered an opportunity to be the Director of Operations (DO) for the 60th Expeditionary Reconnaissance Squadron (ERS) in Djibouti, Africa, and I jumped on it. The Djibouti operation was red hot and had become a key location in the hunt for Anwar al-Awalaki. Awalaki, labeled the “Global Terrorist,” was American-born and, at that time, Chief of External Operations for al Qaeda’s Yemeni branch. Due to a determined joint effort of which the 60th ERS was a part, Awalaki was terminated in September 2011 just before my redeployment back to Creech in late October. Upon returning home, I got orders for a March 2012 report to the 6th RS FTU, now housed at Holloman.

By May 2015, the RPA community was maintaining 65 combat lines but without healthy manning levels to do so. Crews were getting burned out and had been given very little hope that operations tempo or quality-of-life were going to improve. Nowhere else in the Air Force were airmen asked to sustain combat operations for years on end with only limited opportunity to reconstitute, train, develop or join their peers in normal Air Force activities like intramural sports, base morale events, Airman and Family Readiness enhancement activities or even squadron holiday parties. Unlike other Air Force aircraft whose crews and iron had to actually be in a combat location in order to perform their combat mission, Predator and Reaper crews were conducting their combat mission 24/7/365 from a stateside location via satellite data link. Except for those forward deployed to accomplish the LR mission or those instructing at the FTU, RPA crews were deployed in garrison every day. They were providing over-watch and intelligence for combat units in the Area of Responsibility (AOR), shooting AGM-114 Hellfire missiles, and releasing GBU-12 Paveway II bombs, killing the enemy and protecting friendlies. Our job satisfaction couldn’t have been higher. Without a doubt, I knew I was having an impact. One mission in particular reminds me of exactly what kind of real world impact we were having on a daily basis.

In early 2009, 15th RS crews were often being tasked to help the Army identify and eliminate insurgents attempting to disrupt coalition operations in and around the area of Baghdad known as the Green Zone. On a daily basis we would check in with an Air Force Joint Terminal Attack Controller (JTAC) who would primarily use us to hunt for enemy roadside Improvised Explosive Device (IED) planters and mortar teams. JTACs were trained to give us clearance to employ our air-to-ground weapons. On one particular mission, the JTAC tasked my sensor and me to investigate an enemy mortar launch point-of-origin. During this time, an Al Qaeda tactic was to send two-man mortar teams to a point two or three miles from the Green Zone and launch mortars with hopes of disrupting operations inside. The mortar teams would exit their trucks, set up their mor-

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**RPA operational growth and hours flown since 2000**

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**RPA crew members from Creech AFB, deployed to Balad AB, Iraq in 2008 to execute Launch and Recovery (LR) operations for MQ1/9 aircraft.**
...and the Air Force at alarming rates. The RPA community had reached a crisis which was captured in a 2014 Government Accountability Office (GAO) report to Congress (Actions Needed to Strengthen Management of Unmanned Aerial System Pilots). This report ignited a massive Secretary of the Air Force (SECAF)-directed effort to finally get the RPA community healthy. The SECAF and CSAF effort dubbed the “RPA Get Well Plan” dovetailed into another effort under Air Combat Command (ACC) called the RPA Culture and Process Improvement Program (CPIP).

The CPIP was a deep-dive look into every area of the RPA community. CPIP included flying operations, maintenance, intelligence, basing, RPA combat force organization, quality of life, job satisfaction, resourcing, and many other things with intent to gain empirical and anecdotal data about the true state of the force and what could be done to preserve the remarkable airpower that MQ-1/9s brought to the fight.

The RPA get well plan contained numerous Air Force and Department of Defense initiatives at all levels set to right-size our community and enable us to fulfill the mission we were tasked with. Some notable fixes were to finally establish the squadron-level RPA flight crew manning red-line (crew to combat line ratio of 10:1), establish a formal force presentation model for MQ-1/9, institute a fixed combat-to-dwell rotation (C2nd) like all other combat platforms, and improve quality of life by adding some new basing options and squadrons not located in or around a desert.

There were many other great initiatives, but for the line flyer these were the four that had the most impact on our daily lives. The C2nd decision was huge because it institutionalized the requirement for crews to have a fixed amount of reconstitution time after their combat operations time. This would allow for training, professional military education and a reprieve from 24/7 combat operations.

These initiatives, though exactly what the RPA community needed, drove another massive demand for more manpower which had a direct impact on my daily life. To meet this growing end-strength, ACC was tasked to increase graduate student production at the MQ-1/9 FTU by 40%. ACC asked us to not only increase student production by 40% but also train the largest number of instructor pilots in the squadron’s history while prepping to transition the squadron from the MQ-1 to the MQ-9. Having just taken over as the 6th RS DO, I felt like my daily task was to find a way to motivate a thinly stretched, overworked and exhausted group of instructors. They amazed me every day and they did it.

Ten months into my time as the 6th RS DO, I got word that the 558th Flying Training Squadron (FTS) DO position at Joint Base San Antonio-Randolph was opening up and that I was being considered to fill it. Up to this point, my
RPA experience included combat operations, LR deployments to Iraq, Kuwait and Djibouti, FTU flight commander for the original Beta 18Xers from the 558 FTS, and MQ-1 FTU DO. The URT DO job was a dream opportunity at a dream location back in my home state of Texas and I was blessed to be able to say yes. Little did I know I would be jumping out of the frying pan and into the proverbial fire. Six months earlier AETC had tasked the squadron to double its student production. When I got in the seat in April 2016, I found that the previous DO had done a great job of putting the framework in place to double. Hefleeted up to commander and it was my job to execute his plan.

I can’t say that anyone is ever prepared to handle an operation that grows from less than 300 students to over 500 students in one year, but surrounded by a great team of dedicated and experienced folks, somehow we found a way. We had to hire and train more military and civilian instructors, install and test more sims and manage the operations impacts of on-going building expansion construction all while graduating an increasing amount of students on time for the FTU. We were essentially asked to build a bigger airplane while it was still flying. The 558th FTS also had the good fortune of training and graduating the first enlisted pilots since 1945 to include the first enlisted female pilot in the history of the Air Force. AETC acknowledged our team’s unique efforts to meet these challenges by naming the 558 FTS the Top Operations and Top Flying Training Squadron for 2016.

Most airmen would agree that a successful Air Force career is a lot about luck and timing. As luck and timing would have it, I found myself in the game being asked to lead and manage during some key hinge points of the RPA community’s historic rise to prominence. On my journey I was surrounded by many talented folks that were solving tactical, technical and programmatic problems on behalf of the RPA community and I can honestly say that any success I enjoyed is owed to those giants whose shoulders I was standing on along the way.

This massive influx of young blood into the RPA community began a much-needed march towards normalization. As a result of the explosive training pipeline expansion and manning growth, the RPA community has reached some notable milestones. In 2015, the MQ-1/9 FTU became the highest production FTU in the Air Force. In 2016, URT became the largest undergraduate pilot training operation in the Air Force. The increase in training capacity and output of both undergraduate and graduate training pipes led to active duty MQ-1/9 pilots surpassing C-17 pilots as the largest group of aviators in the Air Force. With strength in numbers secured, one of the last hurdles was finding places to put all of us.

Within the next three years, the Air Force will stand up a new RPA wing, two new RPA groups and two new active duty FTU locations. Active duty, guard and reserve RPA crews will have training and combat base location options on all three coasts and many states in between.

As an airpower advocate and recognizing the dominant airpower mindset that RPA pilots bring to the fight, the Daedalians voted in July 2016 to allow RPA pilots to become members of the organization. Following that decision, the Daedalians also began honoring the top pilot graduate of each URT training class with an award, just like they’ve done for traditional pilot training for decades. These actions were notable cultural wins in the RPA community’s brief but significant history.

In summary, in the early-mid 2000s the Air Force cobbled together a group of aviators from every flying community, put us all at one under-resourced expeditionary location in a new weapon system and asked us to innovate, test and build, all while fighting the most pervasive conflict since WWII. We were taking life and saving life 24/7/365, developing new tactics, techniques and procedures, and building a new Air Force aviation culture. In my opinion, no other major weapon system afforded its aviators the same adventure.

For those that were a committed part, this crucible forged a solidarity and commitment to RPA airpower and employment that I venture to say is a rare phenomenon. Many of these early RPA aviators are finally populating leadership and action officer positions at various levels of our Air Force, banging the drums for normalization and advocating to sustain the momentum that has finally brought the community out of the margins. We’re now in positions to inform our leaders of what “right” looks like and finish installing the MQ-9 combat and dwell paradigms that will preserve this combat capability, protect its crews from burnout and position the MQ-9 to deliver dominant airpower for our nation for years to come. The MQ-1/9 community is returning from the brink of strategic collapse largely because of the efforts of RPA aviators who are committed to each other and committed to leaving the community better than they found it.
Blackmail
Author: Rick Campbell

Blackmail is Rick Campbell’s fourth novel. I reviewed his second novel, Empire Rising, in an earlier edition of this magazine. You may recall it revolved around an attack on Taiwan by the Chinese, resulting in a US war with the Chinese. In Blackmail, the Russians know that, although we won the war, we had significant losses that seriously lowered US military capabilities. Emboldened by that knowledge, they decide to initiate a bold strike against us that will enable them to get back some of the buffer territories they lost when the old Soviet Union collapsed. Rick again weaves a fast-moving story that pits air, land, sea and undersea forces against each other with outcomes in doubt. Where does the blackmail part come in? All I’ll tell you is that it involves oil. I enjoyed reading this book.

Life in the Wild Blue Yonder
Author: Lt Col John Lowery, USAF (Retired)

I really liked Daedalian John Lowery’s book. It is a series of short stories about pilots and planes from the author’s past that detail the USAF’s learning curve as it transitioned into the jet age. Some of the stories were familiar to me, but most I had never read before. Some made me cheer, some made me sad, and some just made me mad, but all detail life in the cold war era for Air Force pilots. Some of our new aircraft were still works-in-progress and could be challenging to fly. Couple that thought with the “Every Man a Tiger” mantra of the day and life could be interesting and sometimes short. This is a very good book for those who like filling in the niches of their knowledge of Air Force history. Well done, John!

Scorched Earth
Author: George Galdorisi

This is another in the Tom Clancy’s Op-Center series of novels, created by Tom Clancy and Steve Pieczenik, and the third written by George Galdorisi. It is a good read and, as it concerns ISIL and terrorism, is relevant to today. After an ISIS terrorist leader captures and beheads an Army general, the US goes after him. An ensuing missile strike on the ISIS leader’s headquarters does not kill the terrorist, but does kill his son. The enraged terrorist now wants the President’s head, and what follows is a lot of action. If you want a novel that moves quickly and you like the Op-Center series then this is for you.
Thanks for the Dance
Author: Fred & Jeri Abrams
Reviewer: Col Francis L. Kapp, USAF (Retired)

When I was given this book to review, I have to admit that I looked at it askance – it wasn’t about airplanes or flying. However, when I looked at what Daedalian Col Fred Abrams, USAF (Ret.) had written on the fly leaf, I knew I needed to read it. He wrote, “In the hope that this book will help fellow Daedalians.” Authors Fred and Jeri Abrams, who met and later married while in grief counselling classes, co-wrote the book in an attempt to help others who have lost a spouse and are grieving. They found that their different experiences (Fred lost his wife after a prolonged illness, while Jeri lost her AF chaplain husband very quickly after a cancer diagnosis) were not discussed fully by the available “expert” books and materials on grieving. I thought the book was well thought-out and well-written. Each subject discussed is covered from both Fred’s and Jeri’s perspectives, sometimes resulting in differing viewpoints due to their differing circumstances. At the end of the book, some of their parents, children and key friends are given space to comment on Fred’s and Jeri’s circumstances. I found this last section eye opening. I think this book can be comforting to anyone who has lost a spouse, parent or child, and is in pain as a result of that loss.

Shady Lady
Author: Lt Col Rick Bishop, USAF (Retired)
Reviewer: Col Francis L. Kapp, USAF (Retired)

I found Daedalian life member Rick Bishop’s book about his experiences flying the U-2 Dragon Lady to be an excellent read! It is very obvious that Bishop had a real bonding experience with the airplane. The book is organized nicely: pilot interview process, learning to fly the Lady, operational checkout, and missions flown from various locations. The stories are told well and with a good sense of humor. This book is well worth reading and keeping in your library. By the way, Rick Bishop has over 16,000 flight hours in civilian, Army, and Air Force aircraft. He is a veteran of Vietnam (Army) and in the Air Force worked his way up to squadron commander of the 99th SRS (U-2). Thanks for your service, Rick, and for a great job telling the “Shady Lady’s” story.

The Lair of Raven
Author: Col Craig W. Duehring, USAF (Retired)
Reviewer: Col Francis L. Kapp, USAF (Retired)

Author Craig Duehring recently published his Southeast Asia war memoirs and it is an interesting read. The meat of the book is about his experiences flying as a Raven Forward Air Controller in Laos. Ravens were “white washed” out of the Air Force for their tour in Laos, flying primarily unmarked O-1 and T-28D aircraft in civilian flight gear. Their mission was to support the most effective fighting force in Laos, the Hmong Army, under the command of Maj Gen Vang Pao. To do that, Craig and his fellow Ravens had to work USAF and Royal Lao AF aircraft against the North Vietnamese, Viet Cong, and Pathet Lao units that were trying to vanquish the Hmong fighters. The missions were intense and to get the job done rules of engagement often went out the window and were replaced by common sense and guts. If you like this book, you will also like “The Ravens” (Robbins), “Quoth the Raven” (Roper), and novel “Laotian Fragments” (Pratt).
F-102 Delta Dagger in detail & scale
Authors: Bert Kinzey and Rock Roszak
Reviewer: Maj Gen Jerry Allen, USAF (Retired)

This excellent book by Bert Kinzey and Rock Roszak offers a comprehensive examination of the world’s first delta-winged supersonic interceptor. The book starts with the requirement the Air Force set for the F-102: a supersonic fighter-interceptor with one mission, shooting down enemy bombers. It covers the development, history, operational use, and great detail on the entire aircraft. The book’s examination of the development of the aircraft is fascinating because the Deuce was the first operational delta-winged aircraft and there were many technical issues to overcome. An optimistic timeline was set for the F-102, and of course, it was not met and when the first prototype did fly, it was not capable of supersonic flight. The authors describe the design changes that were made with such success that the Air Force eventually purchased almost 1,000 of these “interim interceptors.”

Succeeding chapters cover armament, F-102 variants, pilot reports, the role of the aircraft in Southeast Asia, details of all of the aircraft’s components, the Pave Deuce drone program, a chapter full of F-102 photos, and a section for modelers. I found the pilot reports especially interesting, as they give a good look at the operational capabilities of the aircraft while telling the reader about the pilots who flew the Deuce. One pilot told of an F-102 two-ship penetrating East German airspace during a Soviet exercise and out-maneuvering eight MiGs, so that they could test a chaff corridor laid by the enemy. Another revealed that while final approach speed was normally 170 knots and touchdown was 140, the original flight manual said that the aircraft could be landed at 90 knots, and he did it several times. He also stated that this supersonic interceptor was controllable in a 6,000 feet-per-minute descent at 60 knots, but of course he only did this with plenty of altitude for recovery. The Southeast Asia chapter describes the significant air defense mission performed from Thailand and Vietnam starting very early in the war, March 1962, until 1970. All of the chapters contain a wonderful collection of photos and diagrams.

This book will motivate many to also read Colors and Markings of the F-102 Delta Dagger by Rock Roszak. It contains 575 photos and diagrams, plus the histories of each of the 65 active and Air Guard squadrons that flew the Deuce, accompanied by photos of squadron aircraft markings and color drawings of squadron patches. Both books are well-worth your attention as will be the next effort on the F-14. These books are currently digital publications only for under $10 each, and are available in Apple and Amazon formats. The Apple version can be found through the iBooks app on your iPad or Mac computer, while the Amazon Kindle version is available at Amazon.com.
Many men are reluctant to venture into an all-female office, but Col Ed Sheeran, USAF (Ret) offers a bit of male machismo to the Daedalian Headquarters and with it, a lot of success to Daedalian programs.

I spoke with Colonel Sheeran just after he used his key to come in the back door of Daedalian Headquarters. He volunteers so much he has his own desk and key to the office. While Colonel Sheeran puts in many hours for both the JROTC and Daedalian Flying Training (DFT) programs, he quickly credits the flights for their work directly with the students. We are all in this together and he knows the hard work done by each project officer; he has been there. As a member of six different flights and flight captain, Colonel Sheeran knows what happens at the grass roots of Daedalian flights. The programs would not succeed without the great volunteers who work professionally and quietly to make the Daedalian mission happen. This is a testament to the kind of trustee Colonel Sheeran is, always recognizing others for their good works and putting his effort into programs that really reflect high values.

Colonel Sheeran serves as the vice chairperson of the Daedalian Foundation. As a board member, he enjoys the camaraderie of the trustees as they share deep respect and a collegial attitude towards the mission. He also administers the Daedalian JROTC recognition program, from budgeting for and procuring the JROTC achievement medals to overseeing distribution to the flights. This year, nearly 1,400 medals were sent to the flights to honor high school award winners for their patriotism and service. Volunteerism runs in his blood and has since 1977 when he was invited to join the Daedalians. Colonel Sheeran’s last assignments on active duty included Professor of Aerospace Studies at Texas Tech University and commander of Air Force ROTC’s Southwest Region. After retirement, he was senior instructor for one of the largest AFJROTC units in the country. His fulfilling experiences teaching and motivating young men and women towards military careers and civic responsibility have led to continued involvement in Daedalian programs.

In 2007, Colonel Sheeran took over as national project officer for DFT program (formerly CFIP) from Col Bob Karre, USAF (Ret). It was Colonel Karre, with Col Clem Bellion, USAF (Ret), who planned and initiated the program in 2000. Under Colonel Sheeran’s leadership, it has grown from three participating flights with half a dozen students to 16 flights with nearly 40 students in 2017. With many years behind him, I asked Colonel Sheeran why he continues to work hard at both the flight (Stinsons #2) and national levels. He sees in each student the potential for future military leadership. Seeing the expression on the young students’ faces when they taxi into the chocks from their first solo flight is a thrill that now “… happens every year.” Thanks to Colonel Sheeran and dozens of flight volunteers, it happens nearly 40 times a year.
Daedalians continue to reward excellence in education and aviation as well as help young men and women pursue their dreams of flying. Congratulations to all these award and scholarship recipients.
Daedalian Maj. General Franklin A. Nichols Leadership Award Presentations

On March 4, 2017, 24th vice flight captain and president of the First Aero Squadron Foundation in Columbus, New Mexico, Ric Lambart, presented the Daedalian Maj Gen Franklin A. Nichols Leadership Award to 1st Lt Claire “Harry” Bieber at Holloman AFB, New Mexico. This marked the first time the prestigious award honored a female graduate of the 311th Fighter Squadron’s F-16 training program.

Prior to presenting the award to Lieutenant Bieber, Ric commented on Columbus, New Mexico, being the birthplace of military aviation -- in that the First Aero Squadron joined General Pershing’s Punitive Expedition in pursuit of Poncho Villa in 1916. Ric went on to briefly review General Nichol’s career including his five aerial kills during World War II. Ric concluded by saying that 24th Flight was charted at Holloman AFB as the “Roadrunner” Flight in 1969 and later moved to El Paso, Texas. Following General Nichol’s death in 2002, the flight name was officially changed to the “Major General Franklin A. Nichols” Flight.

Also, representing the 24th Flight at the formal gala were Flight Captain Roger Nichols, son of General Nichols, and his guest Brandon Nichols Callahan, along with Col Bob Pitt and his wife, Julie. They would like to compliment Maj Anthony “Wicked” Generous for a great job of organizing this spectacular event for more than 220 squadron members and guests.

On May 6, 2017, Col Bob Pitt and his wife, along with Col Mario Campos and Ric Lambart represented 24th Flight at the graduation of F-16 class 16-BBH at Holloman AFB, New Mexico, along with more than 220 314th Fighter Squadron members, families of the graduates and other guests. The 24th Flight would like to compliment the 314th Fighter Squadron Commander, Lt Col Andrew Caggiano, and event coordinator, Ms. M.J. Tucker, for arranging a magnificent gala.

The evening’s distinguished guest speaker, Lt Gen Daniel “Fig” Leaf, USAF (Ret) presented a highly inspiring message and challenge to the graduating fighter pilots. Later in the program, prior to presenting the prestigious Daedalian Maj Gen Franklin A. Nichols Leadership award to Capt Cole “DAK” Wagner, Colonel Pitt highlighted a few relevant facts about General Nichols’ career including his four kills in a P-40 and another in a P-38 during World War II. Colonel Pitt then remarked that the 24th Flight began at Holloman AFB in 1969. Among its founding members were Captains John D Ryan, Jr. and Michael E. Ryan, sons of former USAF Chief of Staff, General John D. Ryan. Michael also rose to be USAF Chief of Staff. During his presentation of the leadership trophy to Captain Wagner, who is being assigned to the 35th Tactical Fighter Squadron, Kunsan AB, South Korea, Colonel Pitt revealed that he had been the commander of the 35th back in 73-74.

All members of the 24th Flight wish great success to both Lieutenant Bieber and Captain Wagner in their new assignments to Kunsan AB, South Korea, and throughout their careers. And, with luck, we’ll all get together for another great gala in the future.
Leavoy, 23rd Flight sponsor six DFT cadets

Six 23rd Flight Daedalians Flying Training (DFT) cadets were able to solo, thanks to the generosity of Daedalian Honorary Member Laird Leavoy. Mr. Leavoy, an Eagle Wing “Ace of Aces” Donor, supports the Daedalian mission in memory and honor of his late father, retired Air Force Lt. Col. Les Leavoy, who was a Daedalian Life Member.

Parents and family of the DFT graduates were invited to 23rd Flight’s Recognition Ceremony and dinner meeting in September. The cadets were presented Daedalian flight jackets with name tags, an F-100D, P-47 or F-4 model aircraft, and ROTC wings.

Those cadets recognized include:

Santiago Johnson is an AFROTC junior from Krum, Texas. He maintains a 3.5 GPA in Aviation Logistics at the University of North Texas.

Ty Millsap is an AFROTC junior from Haslet, Texas, and maintains a 3.0 GPA in Business Administration/Finance at Texas Christian University.

David Edwards is an AFROTC sophomore from Grapevine, Texas, and maintains a 3.77 GPA in Chemistry at TCU.

Jeremiah Boterf is a Navy JROTC junior from Cleburne, Texas, is in the top 5 percent of his 2018 class and maintains a 4.22 GPA at Joshua High School.

Michael Blackford is an AFROTC junior from Fort Worth, Texas, and maintains a 3.12 GPA in Aviation Maintenance.

Absent was Jakob Mobert, who was a JROTC graduating senior from Double Oak, Texas, at Flower Mound’s Marcus High School; he maintained a 3.76 GPA. Jakob is attending the University of Nebraska.

All soloed while undergoing training at Delta Qualiflight Aviation Academy at Meacham Field in Fort Worth, Texas. Parents and friends of the DFT graduates were invited to watch from Meacham Field’s control tower during the solo flight. (Source: Kathleen Arrufat)
Old Pueblo Flight and the Air Force Association’s Tucson Chapter hosted their annual Christmas party and awards dinner on Dec. 7, 2017, at Davis-Monthan AFB. The Old Pueblo Flight seeks to improve local support for air power at Davis-Monthan by partnering with other organizations to include a broad military and aviation audience at key events. The dinner was attended by 31 Daedalians and 57 guests. Special guests included:
- Col Chad “Blue” Balettie, 355th Wing, Vice Commander
- Col Patrick Wall, USMC, University of Arizona, Navy ROTC
- Col Wally Saeger, USAF (Ret), President, AFA Chapter 105
- LTC Dale Barnett, University of Arizona, Army ROTC
- Capt Kyle Kopp, University of Arizona, Air Force ROTC
- Capt Patrick Fitzsimmons. Captain Fitzsimmons, grandson of flight member Col Jim Fitzsimmons, USAF (Ret), is a US Army Black Hawk med evac pilot who received an Old Pueblo Flight scholarship in 2009. He recently returned from his second tour in Afghanistan.

The flight annually recognizes an active duty pilot from Davis-Monthan AFB as the “Pilot of the Year.” The seven nominees in leadership positions and who have made significant contributions to their units were

- Capt Gregory “Dirt” George ..........................357th Fighter Squadron
- Capt Mark “Scuba” Govea...............................79th Rescue Squadron
- Capt Billy R. Lively ......................................43rd Electronic Combat Squadron
- Maj Barnabas Olsen .....................................42nd Electronic Combat Squadron
- Lt Col Geraldo Sanchez .................................42nd Electronic Combat Squadron
- Capt Charles Scholfeld .................................55th Electronic Combat Group
- Maj Tyler “Leeroy” Schultz .............................357th Fighter Squadron

Each year, as a result of the caliber of the candidates, the Old Pueblo Flight officers struggle to select the winner. For 2017, this was once again the case in selecting Maj Tyler “Leeroy” Schultz as the Pilot of the Year. He not only planned and executed his squadron’s 6-month deployment for Operation INHERENT RESOLVE, he personally flew 68 combat missions over Syria and Iraq totaling 437 hours. During a mission on May 2, 2017, as wingman of a two-ship of A-10s, he provided a snap vector to his flight lead to a US combat team receiving heavy direct fire. Schultz descended through an intense thunderstorm, identified the friendlies, and made four strafing runs on the enemy position. When his flight lead had to depart due to low fuel Major Schultz remained and pressed the attack on multiple mortar and heavy machine gun positions in deteriorating weather conditions. His actions resulted in 82 enemy killed and saving the lives of over 50 US personnel. For this mission Major Schultz was awarded the Air Force Distinguished Flying Cross.

The Old Pueblo Flight’s scholarship chair, Lt Col Augie De Rosa, USAF (Ret.), presented scholarships to three deserving University of Arizona students:
- Cadet Isaac Gotlieb, Air Force ROTC
- Midshipman Brett Baca, Navy ROTC
- Cadet Meghan Schicker, Army ROTC

Col Wally Saeger, USAF (Ret.), presented an Air Force Association scholarship to Cadet Zachary Dunn, Air Force ROTC.

The Old Pueblo Flight also recognized one of its own - Lt Col Bob Robuck, USAF (Ret.), as “Flight Volunteer of the Year.”
My three years in Germany were coming to a close in 1968. Vietnam was on, and there was little doubt that’s where I was going next. It had been a great assignment in a great unit as a C-118 Instructor Pilot flying the air evac mission in Europe, Africa, and SW Asia (even got to Iran and Afghanistan - but that’s another story). Many of my friends were already in Nam or heading there, so orders to C-123s didn’t come as a surprise. So, my wife, baby son and I were off to the C-123 Tech Training Unit (TTU) at Hurlburt Field, Florida.

Hurlburt (actually Eglin AFB #9 at that time) was the home of the 1st Special Operations Wing that did training for all the special ops types – O-1, O-2, OV-10, A-1 and C-123. After three years in a somewhat uptight environment in peacetime Germany, these guys were almost all Nam veterans and were pretty carefree, perhaps loose. They missed their previous designation as an Air Commando Wing, and sported Aussie style Stetsons with one side pinned up with their flying suits. The C-123 flew people and cargo but also flew a defoliation missions called Ranch Hand. On day one of the TTU, they asked for volunteers for Ranch Hands, and after listening to the requirements they wanted (recip flying hours etc.), there was little doubt in my mind that that was where I was going, and that didn’t sound half bad. Sure enough, I was assigned to The Ranch.

Now you might think the C-123 that had the same engines (R-2800s) as the C-118 (civilian DC-6) would be very familiar to me. Well, if you wish, you could call it a poor man’s 118, but there were major differences on how it was built and how to fly it. The 118 was a gentleman’s way of flying. It was pressurized and cruised at 180-190 knots, 240 knots TAS. The 123 would bump, grind and chatter down low at 130 knots, and there was no pressurization so you stayed below 12,000 feet. This airplane started out as a glider in the early 50s. We were told that the pintel hook for the tow was right behind the nose dome. Somewhere along the line the Air Force added two R-2800s creating the C-123B, and for Vietnam use also added two J-85 jet engines to create the C-123K model, which was just coming into use. It had no autopilot, and no oil quantity gages, but it did have really good disk brakes, and unlike the old expander-tube type brakes, could really tell the machine to stop. With full reverse props and brakes, you could easily stop it within 1400 feet from touchdown. One would think that no autopilot and no oil quantity gages are not major issues – unless of course you had to deliver one from CONUS to Vietnam. I never did this but my buddy Eric did. On a normal 1+45 to two-hour leg, no problem – the flight mechanic would check the oil in both engines with a dipstick, and what pilot really has to have an autopilot for a two-hour flight? But when you’re doing a 10-12 hour leg across the Pacific, that’s another story. The solution used a bit of ingenuity. You rolled a 55 gallon drum of engine oil into the cargo compartment, added a hand crank and delivery lines into each engine. Then, you calibrated the hand crank – you now knew how many quarts/gallons each turn of the crank provided. Finally, prior to leaving the CONUS, you flew a local for an hour or so, and when landing, you dipped the oil tanks. Now you know how many turns of the crank per hour were needed for each engine. As you might guess, you also added a very large extra gas tank in the cargo compartment. The gas tanks that were designed into the aircraft were located on the bottom of each engine (flush) and they could be jettisoned - turning a four-engine transport back into a glider again. (Never did understand that design feature.)

The training was pretty good – just about all of the instructors had been in-theater, and the airplane was not really difficult to fly, but some unusual techniques were needed. We learned and practiced spray techniques, assault landings and formation flying. Wait a minute – fingertip formation in an airplane with a 110 foot wingspan? Well if you guys can do it, I guess I can do it. So after about 10 weeks, I went back north to get my family housed and in late December, off to war I went. The rules were that your one year in-country started the month you reached the theater, and the three week Snake School (jungle survival training) in the Philippines counted as in-country. It was advantageous to arrive later in the month rather than earlier. I went to snake school and then The Ranch.

Consequently, there I was in the 12th Special Operations Squadron (SOS) (Ranch Hands) at Bien Hoa. The old heads there were still upset that the USAF had changed our name from the 12th Air Commando Squadron to 12th SOS. So after leaving the traffic pattern with our 6, 9, or 12-ship formation, we changed our call sign from Hades (ugh) to Cowboy and went to join up with the supporting fighters. We flew C-123s modified with spray booms and we were well known for low-level defoliating of friendly lines of communications (FLOC), where the bad guys liked to ambush our ground guys, and enemy lines of communications (ELOC), where the bad guys ran their re-supply with trucks, bikes and strong backs. I am told that we sometimes went after enemy crop rather than enemy trees – but I didn’t fly any of that during my tour.

The primary purpose of defoliation, and thus Ranch Hands, was to reduce the number of ambushes the Army was experiencing by clearing away the heavy jungle canopy around the roads that they and the Marines used for both operational and supply missions. These routes were under constant threat of ambush as the Viet Cong had built complex networks...
of tunnels, caves and trenches under the dense jungle canopy and they were difficult, if not impossible, to detect from the air. For defoliation, we primarily used Agent Orange, the name given to a mixture of two herbicides and referred to as Dioxin. We were told that the ground troops really appreciated these sprays, and that you couldn’t buy your own drink at an Army club if you were wearing your purple scarf (more on that later). Sadly, I don’t know anyone who ever was able to get to an army Base to find out.

The basic crew was two pilots and a flight mechanic (FM). We wore ceramic helmets and flak vests. If you were a lead or deputy, you also carried a navigator who sat on an armored shell that covered the radio console, and since everyone flew their first ride as a straphanger sitting on that box, I can say it was none too comfortable. When you landed from the first ride, you were presented with your purple scarf.

The FM sat in an armored shell mid-ship, and on the pilot’s command, would throw a smoke grenade out the open door as a signal to the fighters of the approximate source of the ground fire. What color smoke? Why purple of course. Yes, we flew with the doors open, and also the cockpit windows open. If the bad guys were directly ahead of us, we would tend to move left or right which brought the spray right into the cockpit.

The purple scarf and purple theme on everything else occurred when a violet scarf was presented to one of the flight commanders by South Vietnam Prime Minister Nguyen Cao Ky, who had accompanied the Ranch Hands on some of their early missions (Herbicidal Warfare, Paul Cecil, ISBN 0-275-92007-0; 1986). The uniform policy coming from MACV initially forbade the wearing of the purple scarves. However, threats made by Prime Minister Ky to close Tan Son Nhut over the wearing of the purple scarves resulted in an exception to the USAF uniform policy for Ranch Hands.

Fighters – oh yes. We always had a Forward Air Controller (FAC), usually an O-2, and a flight of fighters to give the bad guys a bad time when they fired on us, which was often. Now the F-100 guys from Bien Hoa had their own sense of humor, so on more than one occasion, they thought they would try to fly underneath us as a macho statement. We later heard from them in the bar that they rapidly decided that was a poor idea since the 123 could be a lumbering beast and would often get lower than the normal 100 feet (particularly if we were taking ground fire) and there really wasn’t a lot of room below us.

Bien Hoa was primarily a fighter base and we loved to tweak their pilot’s macho style. If we didn’t have any ships with battle damage on return to base, we would fly down final at 120 knots in wing formation and then perform a 360 overhead pitch-out trailing purple smoke from grenades on the spray boom, take spacing on downwind and base, and land sequentially. On a few occasions – particularly when we expected little or no enemy fire – we would tie down a fighter drag chute to the floor of the last C-123, drop the tailgate immediately on landing, and the FE would throw the chute out the back. Given the large boxy shape of the airplane, it would billow once and collapse. The tower operators (who also had a sense of humor) would broadcast “Hades 4, you have a streamer.” Our pilots would immediately call back “Roger – Barrier Barrier Barrier.” Now given that the 123 could stop easily within 1,200-1,500 ft, and the runway was 10,000, the Hun pilots just groaned.

Our other favorite was landing the last ship in the formation as close as possible to the overrun, go full reverse, and pull off the runway at the approach end – right in front of the F-100s who were in their arming pit. Lots of pip-ing on the mic buttons from the Huns – they didn’t think that was funny.

Before we could spray, we had to get down low, and doing that was a kick. When lead called “take em down,” you closed the throttles and gave them to the co-pilot, pushed the nose down and trimmed the elevator wheel like hell (remember, no electric trim). The airspeed came way up until pull-out but the notion was to get down as fast as you could and let the airspeed bleed off prior to the target. Then to pull-out, the copilot gave you a burst of throttle while you pulled and trimmed – and stayed in formation. The CP then worked the throttles to maintain fore-aft spacing on the guy ahead of you. The jets were at about 60% during the four minute or so spray run and then full jets and climb power on the recips to get above 3,000 feet as quickly as possible. Local legend was that you wanted to avoid being between 100 and 2,500 feet to avoid ground fire. Good crew coordination was a must.

Did I define low level? Well in theory, it is 100 feet above the rolling terrain. Anything between 100 and 2,000 feet was looked upon as trolling, and really not recommended. 100 feet worked well until we got shot at and then anything that cleared the trees was just fine. I’m not sure there was ever a better place or time for “seat of the pants flying.” According to the “Disposition of the Air Force Health Study,” by The National Academy of Sciences, the Ranch Hands ended up...
being the most highly decorated USAF unit in Vietnam. Battle damage? Why yes! We claimed that we were the most shot up unit in Vietnam and one of our birds (named Patches – presently in the National Museum of the Air Force) had over 550 bullet holes patched.

Ranch Hand lost five UC-123s in combat between 1964 and 1968, and we had over 20 deaths during the time the squadron flew herbicide, 15 in 1967 alone - prior to the arrival of the K model C-123. We only lost one plane while I was there but we got the whole crew out just fine. Strange story; they got hit by ground fire. I don’t recall exactly what the damage was, but they felt they had to put the airplane down NOW! There was a Special Forces base pretty much in front of them, and they headed for the runway there. They claim they were broadcasting on Guard channel their intentions to land when a C-130 taxied onto the runway. A 130 with Guard channel turned off? Not sure we ever found out why. So the crew put it down between the runway and the camp, shut down whatever was remaining running, exited the aircraft, and ran like hell toward the camp. Now as many will recall, the SF camps usually had land mines around their encampments, and sure enough – so did this one. Thankfully, all three of them made it.

As for tall tales, here’s one that I thought was really bogus. The bar story was often told about a location with triple canopy trees that was widely believed to contain all sorts of bad guys, but due to the heavy vegetation, we could never see or attack them. Triple canopy trees have three layers of foliage, which in turn required that we return after the first layer dropped its leaves and spray the next lower layer and then in turn the third one. The story went that we had done this and waited until all the leaves dropped, then dropped napalm on them and fired an incendiary to set the entire place on fire, and that in turn led to heat so intense that it created its own thunderstorm with rain so hard it put the fire out. Well lo and behold this actually happened. The target area was the Boi Loi Woods northwest of Saigon. This operation, code named Sherwood Forest (I love that name) started with two days of bombing and the spray portion took 16 days. During the spraying, we had 79 hits with three crew members wounded. Forty days later, multiple C-123s dropped pallets containing 55-gallon drums of diesel fuel with an igniter. Yes, the area burned and yes the rains came and yes the rain put out the fire, but the enemy did indeed move out.

In the late ‘70s, early ‘80s there was a great deal of publicity linking Agent Orange with cancer and this caused many anti-war demonstrations. To shorten a much longer story, Congress authorized funding for what became the Air Force Health Study (AFHS), which was monitored by the National Academy of Sciences. This took place over 20 years and included about 1,200 Ranch Hands and a like number of military veterans who were in Vietnam but were not part of the 12th SOS as the control group. Six of these examinations (which included both physical and mental exams and took about 2 ½ days to complete) were conducted primarily at the Scripps Clinic in La Jolla, California. The results? An appraisal of the study indicates the results did not provide evidence of disease in the Ranch Hand veterans caused by their elevated levels of exposure to Agent Orange. More precisely “No soft tissue carcinoma (cancer).” That said, the US Institute of Medicine (IOM) did another study in more recent years, and their conclusion was basically – wait a minute, we are seeing evidence of medical issues with reservists who flew Ranch aircraft after Vietnam. Bottom line – I am no longer sure.

Talk about having esprit de corps, this was the place! You had to fight the crew scheduler to get on the daily frag. Songs on the crew bus both coming and going to the flight line. Cherry parties paid for by those that had their first hit, and formal party suits (flying) for wear at “formal parties.” These suits had rank and two sets of wings (we were awarded Vietnamese wings) and had the Chinese character for “Purple” embroidered on the back. Another feature was the picture of “Smokey the Bear” on our trucks with the motto “Only we can prevent forests.” The Ranch has held annual reunions since the days of ‘Nam, and sorry to say I have not yet attended one. I do, however, often think about the squadron that I am most proud to have flown with. So in closing, “Here’s to the Ranch.”
With a nod to our heritage and looking ahead to our future, the Daedalians present Green and Gold Connect on Armistice Day (Veterans Day Nov. 11, 2017). On this day, our members meet to remember those who have flown west, and celebrate those who aspire to become military aviators. 39th Flight shared the following photos of Daedalians and veterans connecting to reminisce and honor each other.

Lt Col Crawford Hicks, USAF (Ret), former B-17 pilot and member of 39th Flt spoke at the Veterans Day Program at Eagle Springs Elementary. (Source: Bob Komlo)

More than 50 veterans attended the program in their honor at Eagle Springs Elementary. (Source: Bob Komlo)

Lt Col Hicks gave a very moving talk to teachers, students, family members and fellow veterans. (Source: Bob Komlo)
The two-ship element of Air Force Lockheed F-104C Starfighters – euphemistically known as Zippers - had just lifted off on a flight from Tinker AFB, Oklahoma, on a flight to Myrtle Beach, South Carolina. It was Nov 19, 1959, and they were the lead element of a four-ship flight - part of a squadron deployment of the 479th Tactical Fighter Wing to Moron, Spain. Flying as flight leader was Maj Mel Corley, with Lt Dave Perry flying his right wing.

Just prior to the Zippers taking the runway a T-33 jet trainer from the nearby pilot training base of Vance AFB, with a flight instructor up front and student pilot under the instrument flying hood, was just going around from a practice radar Ground Controlled Approach. As the jet trainer passed, both the instructor pilot with his visor up and the student peering out in front of his now pushed-back instrument hood, could be seen eyeballing the unique Mach II fighters. Then the F-104s took the runway and took off.

Lieutenant Perry stated, "After takeoff we were making a left turn and I was on Mel’s right wing. I was just crossing over to his left wing as our second element [of two Zippers] was just about to join up on the right. I was fairly close on Mel, getting out of the way of our joining element. Then, in my peripheral vision I picked up a single T-33, very near and closing on us very fast. It seemed obvious the T-33 instructor was attempting to buzz us, but he didn’t realize how rapidly our Starfighters accelerate during takeoff. Typically our Zippers lifted off at around 219 mph (190 knots) and after quickly retracting the landing gear, we are doing over 460 mph (400 knots) by the end of the runway.

Recognizing the imminent collision Perry stated, “I slammed the control stick to the left corner in a hard evasive negative-G rolling turn. Then I felt the tremendous explosion; and as my aircraft completed the roll I looked back and saw Mel’s aircraft completely engulfed in flames – but there was no cockpit. I looked for parachutes but sighted only one. Then I began to orbit the area to see if I could spot any other survivors.

But Major Corley had survived, and his description provides further details. “…The element was just joining up when Dave, who was moving to my left wing, dropped down slightly; then suddenly he broke hard left. Almost simultaneously there was a tremendous BOOM, whereupon my cockpit filled with smoke and the hydraulic flight controls went limp. I was forced to the left side of the cockpit by the impact, at which time I pulled the ejection seat ring located between my legs. When the downward ejection seat fired my left elbow hit the console. Other than that, everything worked as designed; but the moment my chute deployed the T-33’s engine came right by me, burning my jacket, my face and part of my G-suit.

Looking down, there was nothing below but oak trees. Per my egress training, I crossed my legs to prevent emasculation by hitting astraddle a tree my arms up to cover my trees. Moments later, while tree from the chute’s straps, and discovered I was just the ground. Then, I opened releases and dropped to the chute and headed for a seen on the way down. I hadn’t gone more than 100 yards when a farmer and his son met me. We had walked no more than another 100 yards when the base commander pulled up in a staff car and was taking me to the hospital. But the mid-air collision at his base had shaken him up so badly that enroute to the hospital at a pretty high speed, he ran his staff car into a ditch.

The subsequent accident board found the T-33 instructor had caused the accident by attempting to play fighter pilot and make a fighter-gunnery pass on the departing Starfighters. Corley relates, “When I was at 3,500 feet the T-Bird pilot had lost
sight of me and my wingman. Then, misidentifying the second element as us, the T-Bird instructor locked on to the second element that was about to join up with us. “

Major Corley was one of the few lucky F-104 pilots who successfully used the early Starfighters’s Stanley C-1, downward ejection seat. Overall, 21 US Air Force pilots had been killed when attempting to use it. This included renowned Air Force test pilot Capt Ivan C. Kincheloe Jr who experienced engine failure during takeoff from Edwards AFB, California. Fortunately, by the time Corley pulled the seat’s ejection ring, his aircraft had reached 3,800 feet, which was enough altitude to allow his parachute to fully open.

The T-33 instructor pilot also survived, as he had his parachute D-ring hooked to his lap-belt as routinely required. Thus, during the ejection sequence, when he kicked free from his seat the D-ring automatically opened the parachute. The student pilot was killed, as he had neglected to attach the seat’s D-ring and his parachute only partially deployed.

**Background**

The original prototype XF-104 first flew on March 4, 1954, and after several modifications the first YF-104A took to the air on Feb 17, 1956. To say the design was ahead of its time would be an understatement. Its Mach 2.21 speed capability earned it the name “a missile with a man in it.” The first F-104As, had limited weapons capability, consisting of a 20 mm M-61 Vulcan auto-cannon and the capability of carrying two AIM-9 Sidewinder missiles on each of the wingtip stations. The first aircraft were first assigned to Air Defense Command’s, 83rd Fighter Interceptor Squadron at Hamilton AFB, California, in January 1958, with the squadron becoming operationally ready less than a month later on Feb 20, 1958.

In September 1958, the improved F-104C fighter-bomber, equipped for multi-role missions including nuclear weapons capability, was delivered to Tactical Air Command’s 479th Tactical Fighter Wing, at George AFB, California. This model had an improved AN/ASG-14T-2 fire-control radar, along with two under wing pylons for bombs, rocket pods, or fuel tanks. A centerline pylon station could be used for an external fuel tank, or to carry the Mk28 and Mk43 nuclear weapons. From June 1966 until July 1967 these F-104Cs served in the Vietnam War in the fighter-bomber role flying 5,206 combat sorties with the loss of 14 aircraft to all causes.

The aircraft had been conceived as a fighter-interceptor for air defense purposes. But its capabilities were surpassed by Convair’s more sophisticated and maneuverable F-106 Delta Dart and McDonald-Douglas’ F-4C Phantom - the latter tasked with both a fighter-interceptor and fighter-bomber role.

The USAF purchased only 296 out of a total of 2,578 Starfighters built by Lockheed and various foreign manufacturers. The last F-104s were retired from the active Air Force in 1969, but continued in service with the Puerto Rican Air National Guard until 1975.
Founders’ Flight Hosts the 2017 Gathering of Eagles

In June, Founders’ Flight was honored to host eight distinguished figures from Operation DESERT STORM for a breakfast meeting during the 2017 Gathering of Eagles at Maxwell Air Force Base, Alabama. The Gathering of Eagles organization, in close partnership with Maxwell’s Air Command and Staff College, seeks to honor those who stand out in military aviation history and, similar to the Daedalians, operates a non-profit foundation which awards scholarships to ROTC and JROTC cadets. We had a large and diverse gathering of 54 members and guests to host Gen Chuck Horner, USAF (Ret), who commanded all US and allied air forces during the Gulf War, and Gen Walt Kross, USAF (Ret), US Transportation Command’s Director of Operations and Logistics during DESERT STORM. The 2017 Eagles also included Maj Gen Paul Johnson, USAF (Ret), A-10 pilot and airpower strategist; Maj Gen Greg Feest, USAF (Ret), an F-117 pilot who dropped the first bombs of DESERT STORM; BG Rhonda Cornum, USA (Ret), a physician and DESERT STORM Prisoner of War (POW); Col John Warden, USAF (Ret), airpower theorist (and local Montgomery resident); Col Thomas Griffith, USAF (Ret), an F-15E weapon systems operator and former POW; and, CWO Guy Hunter, USMC (Ret), an OV-10 aerial observer and former POW. General Cornum, incidentally, received the Daedalian Citation of Honor in 1991 after her POW ordeal.

In addition to the DESERT STORM honorees, we welcomed six cadets from the Civil Air Patrol’s Maxwell Squadron, Founders’ Flight’s DFT instructor, the owner of our DFT FBO, a Cameroonian C-130 pilot newly arrived to Maxwell for Air Command and Staff College, and several rated officer faculty and staff from across the schools of Air University. After our Gathering of Eagles guests departed, we were proud to induct four new flight members, including two young captains who still wear flightsuits! We topped off the meeting with a group photo of Daedalians and Civil Air Patrol cadets in front of Maxwell’s new Daedalus statue (dedicated April 6, 2017 to mark the centennial of US entry into World War I).

The Daedalus statue at Maxwell AFB was dedicated April 6, 2017. (Source: Mark Brown)
and women. A highlight of the evening was the thank-you speech by our Egan Scholarship winner, Midshipman Ryan Carr. Ryan is a student at the University of Texas and he is on track for Navy flight training. His words were equally inspiring to the young DFT graduates and the not-so-young Daedalians who were present. We all departed with the sense that our donations to the Foundation and the flight are supporting outstanding young people with great potential to serve the nation as military aviators.

In September we heard flight member John Larrison talk about his combat experiences very early in the Vietnam War. John flew the A-1, starting at Bien Hoa in 1964 as a member of 602nd Air Commando Squadron and he gave a fascinating account of the early days of the Sandys, Hobos, Fireflies, Zorros and Spads.

Brig Gen RG Head, USAF (Ret) spoke at a special mid-October meeting, at which we were pleased to be joined by the commander of the 12th Flying Training Wing, Col Joel Carey. RG gave a comprehensive review of the achievements of Oswald Boelcke, Germany’s first fighter ace and air combat pioneer. Boelcke and his protege, Manfred von Richthofen, achieved great success in the air: Boelcke had 40 victories when he died following a collision with his errant wingman and the Red Baron achieved 80 kills before dying in combat. It is noteworthy that both died at the young age of 25. Fortunately, prior to their final flights, they wrote the first air-to-air tactics document. Perhaps even more impressive than his aviation skills is the fact that Boelcke went the extra mile to show great respect for his opponents. He often landed to assist pilots he had shot down and visited them in the hospital. Once he invited a defeated opponent to the squadron to share coffee and schnapps. You can learn more about this World War I aviator by reading RG Head’s fascinating book Oswald Boelcke, Germany’s First Fighter Ace and Father of Air Combat. (Source: Jerry Allen)

4th (National Capital) Flight
Ft. Myers, Virginia


He discussed many aspects of the F-35. The multi-function Active, Electronically Scanned Array (AESA) radar, the versatile and customized cockpit, and the helmet mounted symbology all contribute to enhanced pilot situational awareness. The high-resolution Synthetic-Aperture Radar (SAR) and the Close-Air Support Electro-Optical Targeting System (EOTS) are additional features providing the US and allied militaries with a lethal, survivable and adaptable next generation fighter capable of countering future advancing and developing threats.

In October, the flight welcomed Gen Stephen W. Wilson, Vice Chief of Staff, USAF. General Wilson discussed AFwerX. This program will be a storefront concept where innovators, academicians and entrepreneurs present their ideas to arrive at solutions to existing and future Air Force requirements. The goal is to reduce the timeline and cost from idea to production. AFwerX will open in 2018 near the University of Nevada, Las Vegas. This elite thinktank will be critical because “the fight’s on” to remain the world’s preeminent military superpower.

General Wilson emphasized that we “should be proud of our airmen” and that they are “getting the job done.” Two examples demonstrated his points. He spoke to us in the aftermath of Hurricanes Harvey and Irma where the California Air National Guard’s 129th Rescue Wing rescued over 200 people. He stated the caliber of our airmen is typified by EC-130 Compass Call pilot, Captain Christy Wise, currently stationed at Davis Monthan AFB, Arizona. Injured by a boat’s propeller while paddle boarding, she lost her right leg above the knee. Through rehabilitation and perseverance, she became the first female above-the-knee amputee to return to flying status.

In the November meeting featured Maj Gen Xavier Isaac. He is the Argentine Air Attaché to the United States and Canada. He spoke about the history of his country’s Air Force and the 1982 Malvinas/Falklands War. This meeting was also a reunion, as flight captain, Brig Gen Manske, and General Isaac were soccer teammates on the Air Command and Staff College team in 2001. Many of the flight’s members have toured Argentina, making this event even more meaningful.

At the beginning of the Malvinas/Falklands War, Argentina had over 200 aircraft and 15,000 personnel. The air campaign lasted from May 1 to June 14, 1982. Highlights included the discussion of Argentina’s Boeing 707s and C-21s used in reconnaissance roles, General Isaac’s brother’s involvement in a strike mission against the H.M.S. Invincible and its carrier support group, and Argentina’s Dassault
Super Etendard aircraft, equipped with Exocet missiles, effectively sinking the British Class 42 destroyer Sheffield.

The Argentine Air Force was proud of their involvement, set the example to their fellow South American militaries in their commitment to the war, and drew praise from their British adversaries. Currently, the Argentine Air Force emphasizes the training and education of its personnel, the maintenance of its force structure, and the participation in peacekeeping and multi-national exercises. General Isaac presented each of our flight members in attendance with the Argentine Air Attaché office coin. (Source: John Wright)

Brigadier General Chad Manske, Flight Captain; former wing walker Nour Jorgensen, guest of the flight; and Major General Xavier Isaac, Argentine Air Attache to the United States and Canada. (Source: John Wright)

12th (Old Pueblo) Flight
Tucson, Arizona

At its monthly luncheon at Davis-Monthan AFB on Oct 19, 2017, Old Pueblo Flight member Lt Col Jerry G. Bryant, USAF (Ret), gave a presentation on Operation PROVIDE TRANSITION, an airlift in Angola he commanded in 1992.

In response to requests from the UN Secretary General and the President of Angola, US President George H.W. Bush directed the deployment of three C-130s to assist Angola in preparing for its first national election after 16 years of civil war.

In the 1960s and 70s two anti-colonial groups hoping to achieve independence from Portuguese rule emerged and evolved in Angola. The People’s Movement for the Liberation of Angola (MPLA) led by Eduardo De Santos was backed by the Soviet Union and Cuba. National Union for the Total Independence of Angola (UNITA) led by Jonas Savimbi at one point received covert US assistance. Shortly before Angola gained independence in 1975 UNITA declared war on the MPLA sparking the 16-year civil war that the 1992 election was intended to end.

The Provide Transition advance party arrived in Luanda, Angola, on Aug 8, 1992, and began making preparations for arrival of the remaining personnel and aircraft due one week later. Billeting was extremely limited. The aircrews were billeted at a local hotel and the support personnel and mission commander were put up at a Portuguese worker’s camp outside the city. Prior to arrival of the main deployment, the advance party began flying employment missions. The objective of these missions was two-fold – draw down the forces of the two warring factions as a confidence-building measure and then transport the demobilized troops and families to their hometowns and villages to vote in the upcoming election. To support the demobilization effort the PROVIDE TRANSITION aircrews not only carried people to their hometowns but also hauled civilian clothes, pay agents to pay the troops, and food into the demobilization sites. On one occasion this included a pallet of very dead, very ripe fish that stunk up the airplane for days.

These early employment missions provided experience with the Angolan scheduling process and in-country flight ops that proved invaluable for briefing the incoming flight crews. Over the first week of operations, flight procedures evolved to fit the environment. The only working nav aids in the country were at Luanda. Therefore, missions would depart Luanda on an IFR flight plan, then at the appropriate point began an enroute descent to the minimum safe altitude at the first destination for a VFR approach and landing. Routing for subsequent stops was VFR direct. In this environment the C-130’s Self-Contained Navigation System and ground-mapping radar proved very effective. To be as efficient as possible engine-running onloads and offloads were performed at all stops.

Flight ops progressed far better than the Angolan scheduling process. Scheduling evolved and changed throughout the deployment and was hampered by political problems between the two factions, poor communication with the demobilization sites, and a lack of organization. Early in the airlift, in an attempt to have the US pressure the other side, the MPLA and UNITA both declared that they had no more troops to demobilize. During what turned into a week-long standoff, alternate missions were scheduled by the US to fly demobilized troops out of Luanda as well as humanitarian relief missions for the UN. These alternate missions precluded the US from being dragged into the political dispute and showed continued US commitment to the demobilization effort.

Crowd control at the onload sites was an ongoing challenge. At many stops people pushed and shoved their way onboard or surrounded the airplane hoping to get a seat. The lack of control at one site, Saruimo, deteriorated to the point that the mission commander placed the field off limits.
to further flights.

On the same day the deployment achieved full mission capability with all personnel, aircraft and equipment, the mission was expanded. USCINCEUR dispatched 16 US Army fuels personnel to Luanda to establish five remote refueling sites for UN helicopters at Uige, Malange, Luena, Menongue and Mavinga. The Army’s mission was to set up each site and train UN personnel on use of the equipment.

In September, on three Saturdays in a row, the UN would lose one of these helos in a crash and request a US Med-Evac flight. In each case the PROVIDE TRANSITION mission commander provided a C-130, a flight surgeon, medical tech, and a combat controller to recover survivors, and in one case bodies, to Luanda. The second of these medevac missions was the only instance of a night time landing at Luanda. The mission commander restricted flight ops to daylight hours only due to the nightly tracer fire in the sky around the airport.

Four days before the election, the mission priority shifted from demobilization to election support. During those four days 48 sorties were flown carrying ballots, ballot boxes and almost 500 election officials. The day before the election the UN requested help in moving election materials and officials that were stranded in the town of Menongue. The missions flown that day saved the election in the southern province of Cuando Cubango.

PROVIDE TRANSITION was a diverse cross section of services and specialties. Air Force personnel came from two major commands, seven bases, and 19 different squadrons. Army personnel came from five bases and seven different units in Germany. During the two-month deployment, PROVIDE TRANSITION moved almost 9,000 people and 265 tons of cargo. In a superlative effort, in an extremely austere environment, the maintenance team delivered a 96.7% launch reliability rate. The five refueling sites supplied over 900,000 lbs of fuel to UN helicopters between Sept. 21 and Oct. 2. This effort produced sufficient confidence in the demobilization effort that the election was held as scheduled. The last C-130 departed Luanda on Oct. 7, 1992.

In the election, the MPLA received more votes than UNITA by a small margin and UNITA did not accept the result. Within days of the deployment’s departure, the civil war resumed and continued until UNITA leader Jonas Savimbi was killed in action in 2002. Today, the country has evolved into a presidential republic with De Santos still serving as president. (Source: Jerry Bryant)

What we know matters but who we are matters more. — Brené Brown

Coast Guard Station San Diego hosted Flight 13 for our November meeting. After lunch in the station galley, CMDR Mike Frawley, XO, and LT Chris Schleck, Aircraft Commander & PAO, gave us a walking tour of the 23-acre facility adjacent to Lindbergh Field on San Diego Bay. In addition to the normal stats of assigned personnel, sorties flown, lives saved and tons of drugs seized, the flight got a great rundown on the history of this installation since its commissioning in April 1937. (Source: Rich Martindell)

13th Flight members visited the San Diego Coast Guard Station and received a tour of the facility.

On March 1, 2017, 24th Flight’s first non-pilot or hereditary member, Col Mariano (Mario) C. Campos Jr., presented a highly informative and entertaining synopsis of his Air Force career. Prior to his presentation, Colonel Campos was formally inducted into the Order of Daedalians by 24th Flight Adjutant, Col Bob Pitt.

Colonel Campos is an El Paso, Texas, native. He graduated from the University of Texas at El Paso in 1982 as a distinguished graduate of the Air Force ROTC program. He comes from a military family including his mother, father and several uncles.

Colonel Campos’ first assignment was a B-52H Electronic Warfare Officer (EWO) at Carswell AFB, Texas. During his initial assignment, he was on the crew which won

13th (San Diego) Flight San Diego, California

24th (Gen Frank Nichols) Flight El Paso, Texas
the 1985 Strategic Air Command Bombing Competition Bartsch Electronic Warfare and Ryan Low-Level Bombing Trophies. Colonel Campos went on to serve as an Instructor EWO and Navigator at Mather AFB, California, where he was a distinguished graduate of ATC instructor training. He later served as a B-1B Bomber Instructor Defensive Systems officer at Grand Forks AFB, North Dakota. Colonel Campos opined that the B-1B will be retired long before the B-52 which will probably serve until 2040.

Colonel Campos is a graduate of Squadron Officer School, US Army Command and General Staff College, Armed Forces Staff College and Air War College (Masters in Strategic Studies). He has more than 1,700 hours in the B-52H, B-1B, T-43A and other aircraft. He retired from the US Air Force in 2011 after 28 years of active duty service.

On April 20, 2017, the 24th Flight Captain Roger Nichols presented a tribute to his father, Maj Gen Franklin A. Nichols, and his mother, the former Harriett Ann Rogers. The tribute was in two parts: first, a love story and second, their adventure at Wheeler Army Air Field, Hawaii, on Dec 7, 1941, and the days that followed.

Roger began by stating that General Nichols graduated from Washington and Lee University in 1940. He intended to study law, but the world was at war. Hitler had conquered Europe, was bombing London and preparing to invade the Soviet Union. Japan was plundering Manchuria and eastern China and moving south toward French Indochina. Nick decided to apply for pilot training and was accepted. He completed Basic Training at Spartan Field in Tulsa, Oklahoma, and headed to Advanced Training at Kelly Field in San Antonio, Texas.

Before he left home, his Aunt Sis told him that when he arrived in San Antonio, he should look up her niece, Harriett Ann Rogers, with whom he played when they were young children. Harriett was born in San Antonio in 1921.

Nick drove south to San Antonio in his brand new 1940 white Buick Convertible. (Nick’s classmates would later tease him—his car was the best-looking vehicle on the post, even cooler than the post commander’s car.) He entered Flight Class 41-C in the fall of 1940, and did indeed call on Harriett and began to go out with her—one of her many suiters. However, there was real chemistry between Nick and Harriett.

Nick graduated in the spring of 1941 and was assigned to the 6th Pursuit Squadron, Wheeler Field, territory of Hawaii, flying the P-40 aircraft. It was time for a “long goodbye.” Nick arrived in Hawaii in May 1941 and soon thereafter asked Harriett to join him and become his wife. Harriett arrived in Hawaii in early August 1941 and married Nick on Aug 28, 1941.

On Dec. 7, 1941, the newlyweds were up early. Nick was playing in a golf tournament and Harriet was to drive him there before going to church. As they walked from their apartment to their car, Nick noticed several aircraft above. At first, he thought they were Navy aircraft but soon realized they were Japanese aircraft attacking Pearl Harbor. Nick and Harriett returned to their apartment and turned on the radio. After about five minutes, the radio had warmed up and was playing Japanese music, which was customary on Sunday mornings. After several minutes on the floor to protect themselves from bomb blasts and machine gun fire from strafing aircraft, Nick told Harriett that he had to go. However, before he departed, Nick gave Harriett his Colt 45 revolver, loaded with six rounds, and told her that the first five are for the Japs and the last for yourself. Harriett did not see Nick for the next five days. He was on 24-hour combat alert, flying daily combat patrol missions.

Harriett and all the women and children were evacuated from Wheeler and Hickam Fields to hotels in Honolulu. Harriett teamed up with best friends whose husbands were also P-40 pilots. Finally, Harriett boarded the SS Lurline on Christmas Day and arrived in San Francisco on Dec. 31. Nick and the other P-40 pilots headed to the South Pacific after months of rigorous combat flight training. Harriett completed her college degree at Incarnate Word in San Antonio.

Roger concluded his tribute to his father and mother by stating that next April—the 100th anniversary of General Nick’s birth—he will tell the story of his father’s heroic deeds in the South Pacific during World War II, his becoming an ACE, and the remainder of his father’s Air Force career.

24th Flight resumed its monthly FLIGHTLINE...
luncheons on Sept. 6. Monica Lombraña, AAE, Director of Aviation, El Paso International Airport, was our guest speaker. As Director of Aviation, Ms. Lombraña oversees all aspects of management, development, operation and maintenance of the EL Paso International Airport.

Ms. Lombraña opened by stating that 2018 will be the 90th anniversary of the airport. It was born following a visit and recommendation by Charles Lindberg. Its air control tower was the first in the nation.

The El Paso International Airport operates outside the city general fund—no taxes are used to fund operations or capital projects. Airlines currently serving El Paso are American, Southwest, Frontier, Delta, Allegiant and United Airlines. Cargo carriers serving El Paso are UPS, FedEx and DHL.

Ms. Lombraña also indicated that the airport has an incentive program to encourage new non-stop air service and competition by providing temporary financial relief and marketing to an airline commencing such service. These incentives shall be administered so as not to increase fees and changes of existing airlines and must be offered on a reasonable, non-discriminatory basis to all airlines.

On Oct. 4, 2017, Tomas Peralta was the guest speaker for the flight’s monthly meeting. Tomas is the owner, CEO and chief instructor of the Red Arrow Flight Academy, Santa Teresa International Jet Port, Santa Teresa, New Mexico. Tomas began flying in 2001 while he was in college, and has earned his bachelor’s and master’s degrees in industrial engineering along with a master’s degree in business administration.

The school opened in 2014 producing 35 graduates. Its focus is: Can we make flying more efficient? That is, can we conserve time and money, while consistently producing safe pilots? He went on to say that the principle driver of change is technology. Initially, the school used books but has now fully transitioned to E-learning. Challenges include government regulations and limitations, and an 80 percent dropout rate. The students quickly learn that flying is not like driving a car; it takes more time—there are no shortcuts.

Technology has taken over. On the ground it’s E-learning, YouTube, Apps, and iPad. In the air, it’s GPS, PFD and MFD. Today’s students depend so much on technology, the loss of fancy equipment means an emergency. Today’s pilots are not as proficient at manual flying as yesterday’s pilots. The younger the students get, the bigger the problem.

Tomas hopes to develop a four-year degree program in aviation with local universities such as the University of Texas at El Paso and New Mexico State University in Las Cruces, New Mexico.

On Nov. 1, 2017, Jerry Clark presented a highly interesting power-point briefing on the Samson Switchblade—the drivable aircraft.

Jerry served seven years in the USAF and flew the C-123K in Vietnam and later the B-52H. For the past 28 years, he has been involved in satellite operations, engineering and system engineering related to the Tracking Data Really Satellite System. In 2012, he invested in Samson Motorworks and is now patiently waiting for his vehicle.

The Samson Switchblade will be to general aviation what the telephone was to communications. Switchblade’s performance specifications:
The 26th Gateway Flight at Scott AFB, Illinois, had a very interesting speaker at our August meeting. We were honored to welcome Marine Corps veteran Capt Joel Eisenstein (Ret) who served in Vietnam from 1971-1972 as platoon leader and company commander. Joel was awarded the Silver Star "for conspicuous gallantry and intrepidity in action while serving with Air and Naval Gunfire Liaison Company, in connection with combat operations against the enemy in the Republic of Vietnam on April 1, 1972." Joel told a compelling story about how he successfully rescued his platoon-mates who were surrounded by the NVA. Joel's coordination with the Army, Navy, Air Force and Marines was most noteworthy.

Gateway Flight had another wonderful speaker at our October meeting. We were honored to welcome Marine Corps veteran Col Jackie Jackson (Ret). Jackie flew helos in Vietnam and AV8B Super Harriers. After he retired from the Marines he became a test pilot for McDonnell Douglas / Boeing. He has more hours flying the Harrier than any other pilot. The entire 26th Gateway Flight was very impressed by Jackie's story.

On Nov 14, we welcomed CW4 Neal Thompson, USA (Ret) to our monthly flight meeting in the Heritage Room at the Scott AFB Club. Neal entered the United States Army as a warrant officer candidate in August 1970, two months after graduation from high school. He completed flight school at Ft Rucker, Alabama, in November 1971 and served a one-year tour of duty in Vietnam as a he-
licopter pilot in Troop F, 8th US Cavalry, 1st Aviation Brigade. He logged nearly 600 hours of combat time and was awarded the Distinguished Flying Cross (1 oak leaf cluster), the Bronze Star, 29 Air Medals and the Purple Heart.

Neal’s presentation was based on his book, *Reckoning: Vietnam and America’s Cold War Experience, 1945-1991*. The entire flight was impressed with Neal’s presentation. (Source: Woody Almind)

34th (S.P. Langley) Flight
Langley AFB, Virginia

Our speaker for the September 2017 program was Lt Col Joseph “Babs” Barbare, currently an operations officer on the Air Combat Command staff. A 1999 Air Force Academy graduate, Babs attended pilot training at Vance AFB, then entered HC-130 qualification training. He flew various C-130 models in both the rescue and electronic warfare roles. He has also flown the RC-135 RIVET JOINT. Babs has accumulated over 2,500 hours in the C-130E, MC-130P, HC-130P, EC-130H, and RC-135U/V/W, and has flown combat missions supporting Operations IRAQI FREEDOM and ENDURING FREEDOM.

Babs spoke to us about his previous assignment and his experiences as commander, Detachment 1, 95th Reconnaissance Squadron, NSA Souda Bay, Greece. The 95th operates the RC-135 RIVET JOINT on regular deployments to NSA Souda Bay. His perspective was interesting: An Air Force commander of a tenant unit on a US naval base that shares an airfield owned by the Greek government! What could go wrong there?

Babs gave us history: The US has had some presence at Souda Bay on the island of Crete since 1945. Throughout the Cold War, we rotated forces through Souda to thwart the USSR domino in the Mediterranean Sea. The first RIVET JOINT aircraft arrived at Souda in the 1970s and they’ve been in and out of that location ever since.

He described the command and control of the detachment: Under the 55th Wing (second largest wing in the Air Force), the 95th RS is headquartered at RAF Mildenhall. Detachment 1 at Souda, then, maintains a presence there for the 95th RS. In addition to regular RIVET JOINT deployments, the Det also does odds & ends like hosting USAF fighter units who exercise with the Hellenic Air Force, and RIVET JOINTs from the Royal Air Force—so there’s lots to do!

Babs gave us a great appreciation for the RIVET JOINT mission, which supports several theater commanders from the med outpost at Souda Bay, and we thank him for speaking to us!

For the October lunch meeting, Flight 34 had the pleasure of welcoming Maj Chris “Mini” Cooper to speak about what’s it’s like to be an air battle manager (ABM). Major Cooper is currently on HQ Air Combat Command staff.

Major Cooper is a San Angelo State ROTC grad; went through ABM training at Tyndall AFB, Florida; spent time in the AWACS at Tinker AFB, Oklahoma, and Geilenkirchen NATO Air Base, Germany; was a Ground Theater Air Controller at Aviano Air Base; spent time on the ACC Staff; went back to Tinker AFB and then finally came back to Langley AFB.

During air combat, there are no small decisions. Many crucial choices fall to the Air Battle Managers. Utilizing strategy, experience and an intimate knowledge of aircraft, weapons and surveillance, they use everything at their disposal to control the outcome of an air battle. A job demanding composure, confidence and decisiveness, an air operation’s success depends on the plans implemented by these accomplished experts. “Mini” told us about his experiences working with the different platforms and how the bottom line was “getting the information to the aircraft.”

ABM career paths typically place personnel on several platforms: AWACS, Joint STARS, control and reporting centers or air operations centers. The first two involve flying on the E-3 Sentry or E-8 JSTARS. Both of these aircraft are highly modified Boeing 707 airframes equipped with long-range radars and other sensor systems. The E-3 typically supports air-to-air operations, while the E-8 JSTARS supports air-to-ground operations. CRCs are land-based mobile radar sites, part of the GTAC system. Air operations centers are the senior node of the theater air control system.

“Mini” then gave us a little insight into the Advanced Battle Management Surveillance System analysis of
alternatives study, which is in progress. This study will give options for the future of the various air battle management systems which will integrate with both 4th and 5th generation platforms. We really appreciated “Mini” coming out and talking to us about what ABM’ers do; it was a very informative talk. *(Source: Eric Theisen)*

### 30th (Hap Arnold) Flight
**Riverside, California**

30th Flight’s Veterans Day program, as always, was a huge success, with the ceremony and luncheon highlighted by presentations from the National Commander, Lt Gen Doug Owens, USAF (Ret).

His talk at the luncheon was especially noteworthy as he spent his time lauding the Hap Arnold Flight for its lead and understanding of the membership changes that the Order went through during the past year.

General Owens described our efforts implementing the changes as the guidance that was necessary in achieving the changes that were ultimately brought on. It was gratifying to hear. I hope his comments buoyed the spirits of the members present. It did mine.

Noted, however, was the true meaning and tradition of the Veterans Day gathering. Once again, we said goodbye to Daedalians who are no longer with us. And we said it with style and grace, and with one of the more beautiful backdrops, the Riverside National Cemetery. *(Source: John Allevato)*

### 18th (Mile High) Flight
**Aurora, Colorado**

There is old adage with several versions similar to this: *For want of a nail, a horseshoe was lost, for want of a shoe the horse went lame, for want of a horse the rider could not deliver a message, for lack of a message, reinforcements were not sent, for lack of reinforcement, the battle was lost, with the loss of the battle, the Kingdom was lost; all this for the loss of a horseshoe nail.*

This adage was brought to mind by the presentation of our guest speaker on Oct. 20, 2017, Maj Gen John Barry, USAF (Ret). General Barry was a board member and executive director of the accident investigation board (AIB) for the catastrophic and fatal destruction of the Space Shuttle Columbia during the reentry from its 16-day mission on Feb. 1, 2003. After months of exhaustive research into all facets of the mission from launch to reentry, the primary cause was determined to be the loss of a piece of foam during the launch phase.

A secondary cause was a cultural one. Foam was heavily used on the space shuttle to coat the external fuel tank and fittings as insulation from the super cold temperature of the liquid fuel in the huge main tank attached to the shuttle. It was not uncommon to lose pieces of foam during the launch and sudden acceleration to mach speeds to reach orbit. Unfortunately, NASA had “normalized the deviance” and there was little worry about pieces of foam posing a threat.

Film of the launch showed the foam breaking loose and striking the wing. The investigation team could determine where it came from and thus was able to determine its shape and weight. They conducted a test using a “chicken gun,” normally used to fire chicken carcasses at aircraft canopies to simulate bird strikes. They fired a piece of foam of the same shape and weight as the mishap, matching the speed and impact at that precise time of 81 seconds into the launch phase. This confirmed that the small 1.2 pound piece of foam struck panel no. 9 of the left wing with a force of approximately 500 foot-pounds of pressure.

Further tests proved that foam was capable of penetrating the skin as well as the heat shield carbon-carbon wall protecting the interior of the wing. After the shuttle began the descent phase over Hawaii, telemetry signals from several sensors showed heat building up inside the wing structure and the left wheel well minutes before catastrophic failure. There was nothing that could be done at that point - they were committed to land.

During the reentry into the earth’s atmosphere, the intense heat generated bled into the wing causing interior
temperature to rise and the structure to weaken. Sensors started failing and the intense heat entered the wheel well. Communications were lost and the Space Shuttle Columbia structurally failed at over 200,000 feet and 18 times the speed of sound. This left a 200 mile debris field after a total breakup, destruction and loss of life for all of the seven astronauts aboard. *All this for the loss of a piece of foam!*

To appreciate the magnitude of the investigation, in addition to all the analysis of film and telemetry data, the entire debris field was scoured by the team, augmented by volunteers from communities, scout troops and military units, totaling some 3,000 people. A massive amount of material was collected including 84,900 pounds of debris. Amazingly, it was determined that not one cow, horse, person or building was reported hit or damaged by falling debris.

The AIB set out 15 technical recommendations that had to be accomplished before space shuttle flights were resumed two years later. Also, 14 recommendations were made regarding culture, management and organization. One recommendation was that future shuttle launches be equipped with a robotic arm so an exterior inspection could be made in orbit to check for any damage. If NASA or the crew found there was damage to the shuttle that prevented reentry, the only possible recourse was a rescue mission by the next shuttle scheduled to launch. Subsequent flights went to the International Space Station so the crew could wait for a rescue mission there in case a safe reentry could not be made.

General Barry is now the President and CEO of the Wings over the Rockies Air and Space museum and is a long time Daedalian. His 30 years of active duty started as an honor graduate of the Air Force Academy in 1973. He is a Fighter Weapons School graduate, a Top Gun team winner at the William Tell Weapons meet and has over 3,000 hours in F-4 and F-16 fighters with 270 combat hours over Iraq.

He has been a White House Fellow, a military assistant to the Secretary of Defense and commander of fighter squadrons, wings and groups. He has served in several high level plans and programs positions at the Pentagon and major commands – he was the Director of Strategic Plans, Headquarters USAF. He was a White House Fellow at NASA during the 1986 Space Shuttle Challenger disaster which gave him a unique perspective in contributing to the investigation team’s outstanding job. We are proud to welcome him as our newest member as he transferred his Daedalian membership to Mile High Flight 18. *(Source: Col Dale Boggie)*

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**41st (Inland Empire) Flight**

Spokane, Washington

We had our Flight 41 “Annual Flight Suit Meeting” Oct. 18, 2017. It was hosted by the 93rd ARS on Fairchild AFB, Washington. It was a great time for everyone. We use this as a time to do some recruiting as well as to share stories. This year we had 16 flight members and about 12 active duty. Some attendees had left before the picture was taken. Colonel Heathman, 93rd ARS/CC is standing on the right. *(Source: Frank Condefer)*

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**46th (Wiley Post) Flight**

Austin, Texas

Col Charles DeBellevue, USAF (Ret) and Lt Col Mike Sloniker, USA (Ret) are actively involved in supporting Air Warrior Courage Foundation, a charity founded by individual members of the Red River Valley Association in which both are members. The Air Warrior Courage Foundation has provided strong financial support to Oklahoma-based service members at Tinker AFB, at Vance
AFB, and at Ft. Sill. An example of support to Oklahoma-based service members includes support during the Moore tornado recovery. Current and future activities are family emergency health care, emergency lodging, Christmas hope grants, emergency assistance grants, morale and recreation travel, scuba training, and family support projects. Other projects offered are therapeutic riding, IRS 529 college savings plans, and many other projects designed to offer comfort and aide to our current American veterans of all branches in need. It’s a worthy effort deserving of recognition and praise. (Source: Kent McInnis)

Col Chuck DeBellevue listens as Col Mike Sloniker explains the support the Air Warrior Courage Foundation provides to distressed veterans and their families or supporting friends of these veterans.

**48th (Harley H. Pope) Flight**
**Fayetteville, North Carolina**

The Flight was honored to have Joe Dittmar, a 9/11 World Trade Center (WTC) survivor, as our August speaker. Because some knew the impact of Joe’s presentation, spouses and guests were invited. He tells his 36-hour personal journey from 2 WTC all the way back to Aurora, Illinois. He said our safety and security as Americans were tested that day. He literally walked us through the events leading up to the first aircraft impact during a meeting on the 105th floor and his walk down 105 flights of stairs, always remembering his father’s favorite saying “Plan your work… work your plan.” Of the fifty-four insurance representatives at the meeting, he was only one of the seven survivors. Little did he know an unexpected hug from his adult son before leaving for work, would mean so much, or his wife’s phone call to him as he rode the train into New York on 9/11. He was in the south tower, the second to be hit, for an insurance meeting with 53 other executives. He recalls the lights flickering at 8:48 am when the first aircraft hit the north tower. But because they were in an interior conference room they had no windows nor knew what was going on outside. A few minutes later, a significant event happened in Joe’s life; a building manager came into the meeting and told all, in no uncertain terms, they had to leave the building by walking down the stairs. This gentleman turned out to be a hero and a lifesaver but, unfortunately, lost his life that day.

It wasn’t until they got down to the 90th floor where he entered a lobby with windows that he saw the disaster of the north tower. Sadly, at this point, some left to take the elevator down, a deadly mistake. Joe’s fire insurance training kicked in and he knew he had to walk the rest of the way instead of taking the elevators.

When he reached approximately the 72nd floor the second aircraft struck his building four floors above him. The smell of jet fuel was overwhelming, the stairwell walls cracked and the stairs were undulating. Joe, at this point got emotional in his speech. About the 36th floor he encountered first responders heading up to rescue occupants, but the look on their faces told Joe they knew they were not coming back down. When he finally exited the underground to the street level, it was raining metal and all other kinds of debris. He witnessed an outpouring of love at ground level as first responders were helping the critically injured. Walking up the street, he overhead a radio broadcast announcing it was a terrorist attack and then sadly, he saw the south tower collapse. Later that day, by subway and train he made it to his parents’ house in Philadelphia and to a long, comforting...
hug from his mother. The next day he drove home to Aurora in record time to make an afternoon Mass at his church being held specifically for the attack. Joe summed up his presentation by his “Lessons Learned: take nothing for granted, don’t put off an expression of your love, we’re not invulnerable...don’t live in fear, don’t sweat the small stuff, and get out in the sun every day.” He believes it is his obligation and duty to tell the story for the 3,000 who can’t. Joe gives between 50 and 60 presentations annually. He can be reached through his website http://www.wtceskp.com/

At the September meeting of the Harley H. Pope Flight our guest speaker was Lt Col John “Odie” Stiles, USAF (Ret), a member of the Kitty Hawk Flight. John began his Air Force career as an RF-4C weapons system operator (WSO) completing 192 combat missions in SEA. Upon completing his combat tour, he was selected to attend UPT and continued to fly the F-4 Phantom until retiring in 1993. His presentation was a story about a close pilot friend, Major Dan Cherry, from a sister squadron while stationed at Udorn, Thailand, around 1971-72. While flying a combat mission over North Vietnam on April 16, 1972, Dan Cherry and his WSO, Jeff Feinstein, scored their first MiG-21 kill. The MiG pilot ejected but looked to be injured. The details of the aerial combat between a flight of four F-4s being jumped by three MiG-21s on this day is riveting and can be viewed in an episode of the History Channel.

The real story is about forgiveness, reconciliation and moving on. Major Cherry advanced in the Air Force to retire as a brigadier general. During a visit with friends to the Air Force Museum he heard about an F-4 sitting in front of a nearby VFW. He quickly recognized the tail number as the Phantom he flew the day of his MiG kill and related to his friends what had happened that day. They all decided to take the aircraft back to Bowling Green, Kentucky, and restore it, which led to the idea to create an air park museum. In telling and reliving his story, Dan Cherry became curious about whatever happened to the MiG pilot. Through friends and contacts, General Cherry met the enemy pilot, Mr. Hong MY, on the set of a national Vietnamese TV show on Apr. 8, 2008. Hong MY then invited General Cherry to his home and to tour Hanoi. They quickly bonded and General Cherry invited Hong MY to visit him in the United States. Together they toured several places in the US and attended several events. They became fast friends and continue to stay in touch.

I encourage you to view the History Channel episode and also the book “My Enemy, My Friend” by Brig Gen Dan Cherry, USAF (Ret) with Lt Col John Stiles, USAF (Ret) and Fran Erickson for the rest of the story. Now to our fellow Daedalians, if you know why Odie Stiles knew this story so well, please drop the flight an email at harleypopeflight48@gmail.com and we’ll confirm it.

(Source: Joe Fitzpatrick)

51st (Chennault) Flight
Shreveport, Louisiana

In October, the Chennault Chapter was honored to have our new flight captain, Maj Kyle Reichert, share stories about his last assignment, spending three years in Brisbane, Australia, as an exchange pilot with the Australian Air Force!

Kyle was serving as a KC-135 pilot at McConnell AFB, Kansas, when he was selected for the exchange program. We were surprised to hear the USAF has 19 Air Force personnel in exchange programs in Australia alone, and 33 in PACAF. The objectives of the program are to enhance mutual understanding and trust between the two services, foster an understanding of doctrine and policy between the services, and develop professional and personal relationships between future senior leaders.

The KC-30A, which was built as an Airbus A330 and modified to perform aerial refueling, is being purchased by many of our allies as their air refueling capability. A major difference from our KC-135 is the boom operator sits in the front cockpit and flies the boom by monitoring a 3D display. The aircraft has cameras underneath to view the approach
of receivers and can also monitor and record underneath the wings and engines. The aircraft has a larger wingspan than a KC-10 and can carry 270 passengers as well as eight cargo pallets.

Kyle enjoyed the technology of the fly-by-wire, sidestick aircraft. The avionics are much improved over our current KC-135. The jet is fitted with defensive countermeasures, secure radios and Link 16 to network with other aircraft in the AOR.

Kyle also grew professionally in the program. The Aussies trusted him enough to have him command their deployed Task Element for six weeks in the Middle East, and allowed him to represent the Australian Air Force during a deployment to the 609th AOC Combat Plans Division, planning multinational refuelings in CENTCOM. He flew over 900 hours in the KC-30A in three years, and was qualified as a “supervisory captain” (instructor qualified).

The Chennault Chapter was also proud to host three visitors, all B-52 aviators from the 2nd Bomb Wing, two of which are weapons systems operators newly eligible for Daedalian membership. (Source: Russ Mathers)

One of our newest members served as our guest speaker for our August meeting. Col Mark “Izzy” Israelitt, USAF (Ret), provided an engaging and thoroughly interesting presentation about his unique career and exciting time spent with the 53rd Weather Reconnaissance Squadron, better known as the “Hurricane Hunters.” Izzy started life as a bartender to pay for college, and then earned an ROTC scholarship. After a sports injury, he lost his pilot qualification but was able to secure a spot as a C-130 navigator. After 27 years of commissioned service, he finished his career as the director of the USAF liaison office to the Department of Energy. By far his most exciting missions were the ones flying into, through and out of hurricanes. His slide show blended science and humor to the interest and delight of our 28 members and seven guests in attendance.

In September, our flight was saddened by the loss of long-time member Maj Harry K. Stathos, USAF (Ret). Harry had been a guest speaker a few years ago and spoke with great pride of his time flying B-47s and of his participation in dropping two nuclear bombs as part of tests on the Nevada test site. Several fellow Daedalians attended his cremation ceremony where his family’s pride in their time as part of the Air Force was evident.

For our monthly meeting in September, Lt Gen Walter “Dan” Druen, USAF (Ret), regaled 35 members and 14 guests with
the story of his amazing career that began as a private in the US Army Air Corps in 1944. After World War II, he attended Virginia Polytechnic Institute and then entered the aviation cadet program in November 1950. His many accomplishments included flying 100 combat missions in the F-86 during the Korean War and 173 combat missions in the F-4 during the Vietnam War. He eventually flew over 5,000 hours and retired in 1981 after commanding not one, but two different numbered air forces.

Instead of meeting at the Nellis AFB club in October, 14 members visited Rancho High School. Rancho’s Academy of Aviation is one of only a few in the country that offers students the chance to earn college credit in aerospace engineering and work towards their private pilot’s license. Earlier in the year, Fighter Flight donated money to the school to help fund the cost of relocating an exact replica of the Wright Flyer for display. The Flyer flew as part of the centennial anniversary of flight at Kitty Hawk, North Carolina, in 2003. Eventually, the school hopes to use the airplane as a static display at events such as the Nellis AFB airshow. (Source: Andrew Dembosky)

Identity was partly heritage, partly upbringing, but mostly the choices you make in life.

— Patricia Briggs

82nd (Willie) Flight
Chandler, Arizona

Willie Flight monthly meetings are held the second Thursday of each month at Dobson’s Restaurant, Dobson Ranch Golf Course, in Mesa, Arizona. Our September meeting was the first following our annual summer break. Our speaker was Flight 82 member Maj Kurt Gearhart who briefed us about flying a Stearman Biplane -- he’s part owner of a Navy version model N2S-4.

Kurt Gearhart graduated from the US Air Force Academy in 1978 and worked as an engineer until entering pilot training in 1979. He remained in the Air Force until 1992, acquiring over 2,500 hours in the T-37 and F-16. He has been flying for a major airline for over 22 years, and currently resides in and helps manage Stellar Airpark in Chandler, Arizona. He’s an avid photographer and videographer, and enjoys flying his Boeing Stearman and Glasair II. He also organizes the Stellar Airpark annual Young Eagles event every December (a program established by the Experimental Aircraft Association to provide free rides to kids 8-17 years of age).

Kurt is a partner in a 1943 Stearman aircraft that he keeps in his hangar at Stellar Airpark. The Boeing A75N1 was delivered to the Navy in August 1943 and given the Navy designation as a model N2S-4. Its most recent restoration was in 2013. Kurt flies the Stearman with a group of seven other Stearman pilots in East Phoenix area. They are FAST (Formation and Safety Team) certified and perform formation flybys for community veteran events, local parades and the occasional missing man for veteran funerals. Kurt covered the history and development of the Stearman Biplane, his experiences learning to fly the plane, and some of the fun
things the “Stearman guys” do here in the Phoenix area. He finished with an amazing video show of his and other Stearmans flying in the local area. Our members thoroughly enjoyed Kurt’s exceptional presentation, especially the videos!

Our October guest speaker was Flight 82 member CAPT Lonny McClung, USN (Ret), who briefed us on his around-the-world flight in a Grumman Albatross.

During a 30-year career as a carrier-based fighter pilot, CAPT McClung logged over 7,000 flying hours, more than 1,000 carrier landings, and over 250 combat missions in Vietnam. He served on both coasts and was commanding officer of four different aviation units: VF-51 (F-4 Phantoms); VF-124 (F-14 Tomcats); and Navy Fighter Weapons School (TOPGUN) -- all at NAS Miramar. Later, he commanded Training Air Wing TWO at Kingsville, Texas, producing pilots to man the Navy’s carrier-based fleet tactical jet squadrons. Significant sea tours included Chief of Staff Commander, US Second Fleet/Striking Fleet Atlantic; Chief of Staff, Cruiser Destroyer Group THREE (USS Enterprise); and Asst Chief of Staff, Plans & Operations, Carrier Group SEVEN (USS Ranger). His shore assignments included exchange duty at the USAF Test Pilot School (Class 68-B) followed by work on classified projects in the “Black World” at Edwards AFB, California. He was also an instructor pilot and landing signal officer at Miramar and North Island in San Diego. Washington tours included financial manager for the Permanent Change of Station Moving Division at the Bureau of Naval Personnel (PERS 22), then later at the Pentagon on the staff of the Chief of Naval Operations, as Director of Strike and Amphibious War Fighting Requirements (OP-74).

CAPT McClung’s amazing around-the-world trip included participating in the 2001 London to Sydney Air Race. Arizona banker Lyle Campbell procured and renovated a 1954 Grumman HU-16 Albatross for the race. He named her “Miss Nancy” for his wife, and brought in Lonny as the team manager and pilot-in-command of the Campbell Air Race team. Starting in Mesa, Arizona, they ferried “Miss Nancy” to London -- the “race” began with a dinner at Australia House in London where the crew met Prince Philip, the Duke of Edinburgh. They left London on Mar. 11, 2001. The race took the crew through some of the most interesting places on earth, including Cannes, Cairo, Kuwait City, Calcutta and Singapore. They arrived in Sydney on Apr. 7, 2001. The winner of the race was a team from Hong Kong, flying a factory restored, and seriously modified, 1980 AeroStar Super 700CR. From Australia, the Campbell team returned to Arizona by “island hopping” across the Pacific, including a stop at Easter Island. Lonny’s presentation was very informative and entertaining and our members and guests thoroughly enjoyed his talk and the evening together.

Flight 82’s Lt Col Bob Jeffery, USAF (Ret), was our November guest speaker. He briefed us on his experiences as a POW in North Vietnam. Then-Captain Jeffery was shot down in December 1965 and spent almost eight years in various prisons in North Vietnam.

Bob Jeffrey was born in 1939 in Los Angeles, California. After attaining Eagle Scout, he graduated from Northrop Institute of Technology and then entered the Aviation Cadet Program of the US Air Force on Jan. 25, 1960. Jeffrey was commissioned a 2nd Lieutenant and awarded his pilot wings at Reese AFB, Texas, on May 12, 1961, and then completed F-102 upgrade training at Perrin AFB, Texas. His first assignment was as an F-102 Delta Dagger pilot with the 509th Fighter Interceptor Squadron at Clark AB, in the Philippines, where he served from January 1962 to July 1964. Jeffrey then served with the 497th and the 433rd Tactical Fighter Squadron at George AFB, California, from July 1964 to December 1965, flying the F-4 Phantom II. Bob then deployed to Southeast Asia at Ubon Royal Thai AFB, Thailand, in December 1965.

Captain Jeffrey was forced to eject from his stricken F-4 Phantom II while flying his first combat mission on Dec. 20, 1965. After 2,611 days in captivity, he was released during Operation HOMECOMING on Feb. 12, 1973. He was
briefly hospitalized at Sheppard AFB, Texas, to recover from his injuries, and then entered Southern Methodist University through an Air Force Institute of Technology assignment in August 1973. Colonel Jeffrey then went through pilot instructor training in November 1976 and served as Operations Officer, Base Exercise Evaluation Team Chief, and Chief of the Operations Division with the 97th Flying Training Squadron of the 82nd Flying Training Wing at Williams AFB, Arizona, until his retirement from the Air Force on Jan. 13, 1980.

Our members and guests were totally enthralled by Bob’s vivid recollections, including the torture methods that were used, communications techniques between POWs, the meager food they received, how their treatment changed at the different prisons where they were held, and how things improved as they neared their 1973 release date. Colonel Jeffery’s presentation was an amazing story of courage and survival! (Source: Pat Dooley)

Be not another, if you can be yourself.
— Paracelsus

On Oct. 6, 2017, the Possum Town Flight of the Order of the Daedalians was honored to host Col Joel L. Carey, Commander, 12th Flying Training Wing, Joint Base San Antonio-Randolph, Texas. Over 35 members of the chapter attended the monthly meeting including active duty and retired pilots. The meeting was called to order by Flight Captain Col Stan Lawrie in the Daedalian Room inside the Columbus AFB club.

After welcoming two new members to the flight, reciting the Pledge of Allegiance, reading a passage from the 1937 general history of the Daedalians, and taking care of old business, the floor was given to Col Joel “Joker” Carey for guest speaker remarks.

Joker shared war stories about his time in Operations NORTHERN WATCH, SOUTHERN WATCH, ENDURING FREEDOM and others. Members of the flight heard about combat heroics, examples of the importance of being a technical master of your aircraft, and honored fallen friends.

After the stories, Colonel Carey answered questions on the state of the 12th FTW. He spoke encouragingly about the desire for the next generation to become Air Force pilots, CSOs, and RPA pilots and how we can work our way through the pilot shortage.

All members of the Possum Town Flight enjoyed hearing from Colonel Carey and appreciated the time and mentorship he gave.

As is tradition, the evening concluded with a beautiful rendition of “God Bless America” by 1st Lt Max Adler, 41st FTS. (Source: Eric DuPre)
IN MEMORIAM

Headquarters received notification of the following Daedalians who have taken their final flight. Our thoughts and prayers are with their families and friends.

Lt Col James D. Alexander, USAF (Ret)
Col Lionel C. Allard Jr., USAF (Ret)
Lt Col Charles B. Ashby, USAF (Ret)
Col Max M. Axelsen, USAF (Ret)
Lt Col John C. Badenhop, USAF (Ret)
Col Haynes M. Baumgardner, USAF (Ret)
Col Paul B. Birmingham, USAFR (Ret)
Maj Larry D. Bonham, USAF (Ret)
Maj Gen Leslie W. Bray Jr., USAF (Ret)
Maj Paul E. Brooks, USAF (Ret)
Col Edward L. Burnham, USAF (Ret)
Brig Gen Benjamin B. Cassiday Jr., USAF (Ret)
Col Charles E. Cotton, USAF (Ret)
CDR H. C. Cotton, USNR (Ret)
Col Gary E. Cox, USAF (Ret)
Col Milton N. Crawford, USAF (Ret)
Lt Col Manley W. Crider, USAF (Ret)
Lt Col Joseph A. Crowley, USAF (Ret)
Col David R. Cummock, USAF (Ret)
Maj Sigvard Dahl, USAF (Ret)
Lt Col Alston M. Daniels, USAF (Ret)
CW4 Robert F. Delker, USA (Ret)
Lt Col Leonard F. Dixon, USAF (Ret)
Col James C. Doggette Jr., USAF (Ret)
Col Ronald B. Dorcy, USAF (Ret)
Col William E. Eisenhart, USAF (Ret)
Maj Howard R. Enbysk, USAF (Ret)
Col Albert J. Fern Jr., USAF (Ret)
Col William F. Fortner, USAF (Ret)
Lt Col Robert B. Fox, USAFR (Ret)
Col Floyd W. Galloway Jr., USAF (Ret)
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Maj Jack A. Giglio, USAF (Ret)
Lt Col Stanley L. Goodwin, USAF (Ret)
Mr. Louis L. Gowans Jr.
Lt Col Delbert L. Gregg, USAF (Ret)
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Maj William C. Hall, USAF (Ret)
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Maj Jerry B. Hendrix, USAF (Ret)
Col Frank F. E. Hense Jr., USAF (Ret)
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Col Harvey H. Hogue, USAF (Ret)
Lt Col Aleck Hooft, USAF (Ret)
CAPT Thomas J. Hudner Jr., USN (Ret)
Col Richard D. Iversen, USAF
Lt Col Adolph D. Jacobson J.D., USAF (Ret)
Col Roy A. Jaynes, USAF (Ret)
Col Donald R. Joyner, USAF (Ret)
Col Henry A. Kaiser, USAF (Ret)
Col Donald F. Kasselman, USAF (Ret)
Col Richard B. Kent, USAF (Ret)
Lt Col Hugh P. Killingsworth, USAF (Ret)
CDR Robinson G. King, USNR (Ret)
Lt Col Floyd W. Kirkland, USAF (Ret)
Col Harold G. Kloberdanz, USAF (Ret)
Lt Col Richard L. Knapp, USAF (Ret)
Col Kenneth H. Lee, USAF (Ret)
Lt Col Eugene B. Lewis, USAF (Ret)
Mr. James E. Madsen
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LTC John T. Persch, USA (Ret)
Lt Col Charles R. Peters, USAF (Ret)
Col Frederick B. Porter Jr., USAF (Ret)
Col Leon R. Redenbacher, USAF (Ret)
Col Leon R. Reed, USAF (Ret)
We toast our faithful comrades
Now fallen from the sky
And gently caught by God’s own hand
To be with him on high.

To dwell among the soaring clouds
They knew so well before
From dawn patrol and victory roll
At heaven’s very door.

And as we fly among them there
We’re sure to hear their plea—
“Take care my friend; watch your six,
and do one more roll... just for me.”

“One More Roll”
A poem composed (and later written on the back of a cigarette packet) by CAPT Jerry Coffee in Hanoi.

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Photo source: Lt Col Michael Buck while in Washington, DC for the 2017 National Convention
The following contributors have given donations which raised them to the next level. A complete list of Eagle Wing donors may be found on the Daedalian website.

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Col George R. Dean Jr, USAF
Lt Col Martin G. Desilets, USAF (Ret)
Mr. Pat Epps
Col Wilbur R. Harris, USAFR (Ret)
Lt Col Robert A. Herris, USAF (Ret)
Col William Mike Hudson, USAF (Ret)
Col Glenn J. Larsen, USAF (Ret)
Gen Richard L. Lawson, USAF (Ret)
Lt Col John O. Lindgren Jr, USAF (Ret)
Col A. Thomas Neiss, USAF (Ret)
Col Robert A. Nugent, USAF (Ret)
Capt Phillip B. Olsen, USAF (Ret)

Lt Col Roger J. Paul, USAF (Ret)
Col Robert A. Plebanek, USAF (Ret)
Col Carl J. Roland, USAF (Ret)
BG Harry M. Roper Jr, USA (Ret)
Lt Col Douglas W. Schott, USAF (Ret)
Lt Col Stephen D. Slivinski, USAF (Ret)
Col John W. Small, USAF (Ret)
Maj Harry D. Stewart, USAF (Ret)
Lt Col Alan L. Strzemieszcy, USAF (Ret)
Lt Col Lawrence Stumpf, USAF (Ret)
Col James H. Thomas, USAF (Ret)
Lt Col R. Craig Vulkoff, USAF (Ret)
Col Floyd O. White Jr, USAF (Ret)
Lt Col Robert Edward Whitney, USAF (Ret)
Col Thomas O. Williams III, USAF (Ret)

PILOT

Lt Col Timothy N. Bohman, USAFR
Maj Robert L. Boland Sr, USAF (Ret)
Col Kenneth E. Buikema, USAF (Ret)
Lt Col Lee C. Burkett, USAF (Ret)
Capt Lindsay W. Butler III, USAF
Capt William C. Clark, USAF
Maj Gen Philip J. Conley Jr, USAF (Ret)
Col Robert E. Dorrough Jr, USAFR (Ret)
Col Dale L. Epping, USAF (Ret)
RADM Harry E. Gerhard, USN (Ret)
Lt Col Haines Gridley III, USAF (Ret)
Col Ross E. Hamlin, USAF (Ret)
LTC Willis C. Hardwick, USA (Ret)
Col Donald D. Hawkins, USAF (Ret)
Col Earl Heal, USAF (Ret)
Lt Col Michael E. Hepler, USAF (Ret)
Lt Col Samuel N. Hezlep Jr, USAF (Ret)
Col Edwin C. Hudson, USAF (Ret)
Lt Col John G. Joern, USAF (Ret)
Col Ernest H. Jones Jr, USAF
Col Stanley O. Klepper, USAF (Ret)
Lt Col James M. Kraft, USAF (Ret)

Maj William E. Leber, USAF (Ret)
Col Thorne W. Longsworth, USAF (Ret)
Col Jerold R. Mack, USAF (Ret)
Lt Col Gerald T. McCarthy, USAF (Ret)
Maj Clyde R. McCormick II, USAF (Ret)
Col Garvin McCurdy, USAF (Ret)
Maj Kathy S. McDonald, USAF (Ret)
Maj Gen Burton R. Moore, USAF (Ret)
Col Joseph D. Morgan III, USAF (Ret)
Lt Col Richard A. Peters, USAF (Ret)
Lt Col Delton M. Price, USAF (Ret)
Brig Gen Albert L. Pruden Jr, USAF (Ret)
Maj Gen Jack W. Ramsaur II, USAFR (Ret)
Maj Gen Stephen T. Sargeant, USAF
Capt Donn D. Sheeders, USAF (Ret)
Col Samuel I. Sifers Jr, USAF (Ret)
Col Frederic H. Smith III, USAF (Ret)
Mrs. Lila Lee Stewart
Maj Richard H. Stone, USAF (Ret)
Lt Col James T. Webb, USAF (Ret)
Col Robert W. Wickman, USAF (Ret)
Col Dwight F. Wilson, USAF (Ret)
New/Rejoining Daedalians
August - November 2017

2nd Lt Ricardo Acosta, USAFR
2nd Lt Taylor T. Adair, USAF
1st Lt Fiona Akoth, USAF
2nd Lt David Albondo, USAF
2nd Lt Josh Appleton, USA
Lt Col Steven J. Austin, USAF
2nd Lt Evan S. Autry, USAF
Col Miles Arnold Baldwin, USAF (Ret)
2nd Lt Arron Bellini, USAF
2nd Lt Michael Bernstein, USAF
2nd Lt Nash Blackwelder, USAF
2nd Lt Kristin N. Bodie, USAFR
2nd Lt Lukasz Bokun, USAF
Capt Richard Alan Boulais, USAF
2nd Lt Zachary R. Braun, USAF
1st Lt Matthew Braw, USAF
Lt Col Thomas P. Burns, USAF (Ret)
Lt Col Andrew Lincoln Burroughs, USAF
2nd Lt John Bynum, USAF
1st Lt Austin Carter, USAF
Capt Sarah Cassmann, USAFR
2nd Lt Andrew Chase, USAF
Maj James W. Clark Jr, USAF (Ret)
LCDR Patrick A. Collins, USNR (Ret)
RADM Kyle J. Cozad, USN
2nd Lt Peter Davidson, USAF
2nd Lt Matthew Derobertis, USAF
1st Lt Mercedes Mattie Catherine Dexter, USAF
2nd Lt Tiffany Dill, USAAF
Lt Col David L. Dixon Jr, USAF (Ret)
2nd Lt William Durkee, USAF
Col David S. Edwards, USAF
Maj Michael E. Ellis, USAF
2nd Lt Cameron Emerson, USAF
Col Stephen C. Fairbairn, USAF
Lt Col Aaron William Finke, USAF
2nd Lt Caleb F. Fisher, USAF
Lt Col Alan Dwight Fisher, USAF (Ret)
Lt Col Michael H. Geczy, USAF (Ret)
2nd Lt Emery Gumapas, USAF
Lt Col Deirdre M. Gurry, USAF
2nd Lt Chris H. Hakobian, USAF
Maj Markus Halbritter, USAF
2nd Lt Zachary D. Hall, USAF
Maj Richard Michael Harr, USAF
LCDR Dennis Clark Hayzlett, USN (Ret)
Col Wallace Dean Henderson, USAF (Ret)
Lt Col Joshua Leonard Hetsko, USAF (Ret)
2nd Lt Wade A. Holmes, USAF
Maj Brent Hoover, USAFR (Ret)
2nd Lt Austin Hornbrook, USAF
2nd Lt Austin J. Huff, USAF
Lt Col Gerald E. Hull, USAF (Ret)
Col John S. Jaczinski III, USAF (Ret)
1st Lt Matthew T. James, USAF
2nd Lt Eric Johanson, USAF
Capt Robert Stanley Johnston, USAF
2nd Lt Leslie Stewart Johnston IV, USAF
CW5 James Raymond Kale, USA (Ret)
2nd Lt Andrew Kubinski, USAF
Maj Brandon D. LaValley, USAFR
2nd Lt Patrick Lewis, USAF
2nd Lt Arturo Marin, USAF
CDR Marshall Warren Martin Jr., USN (Ret)
1st Lt David McCarthy, USAF
2nd Lt David McNair, ANG
1st Lt William Merkle, USAF
2nd Lt Britanny Monio, USAF
2nd Lt Sebastian Monnin, USAF
Lt Col Robert D. Morris, USAF (Ret)
Col Bruce Edward Munger Jr., USAF
2nd Lt Clayton Neal, ANG
2nd Lt Christopher Perry, USAF
2nd Lt Trevor Phinney, USAF
2nd Lt Corey Pinsoneault, USAF
Maj Andrew Powers, USAF
CW4 James Raymond Ratliff III, USAF (Ret)
2nd Lt Alberto Rios, USAF
2nd Lt Austin Rivera, ANG
2nd Lt Christian Rodriguez, USAF
Maj William Charles Root, USAF
Lt Col Adam Hipolito Rosado, USAF
Col Michael G. Ruotsala, USAF (Ret)
2nd Lt Christopher Schoenig, USAF
2nd Lt Paul Schone, USAF
2nd Lt Barret Schroeder, USAF
1st Lt Grant Schwartz, USAF
Lt Col Thomas J. Schwarzkopf, USAF
CW5 Michael L. Shea, ARNG (Ret)
2nd Lt Scott Sivad, USAF
Mr C. Hutton Smith
Lt Col Robert D. Smith III, USAF (Ret)
LCDR Clifford Joseph Sovich, USN
Capt Fred Paul Staedel, PhD, USAF (Ret)
Lt Col Sidney Linton Stegall Jr., USAF
2nd Lt Alexandra Taylor, USAF
2nd Lt Simon Thaler, USAF
2nd Lt Matthew Thomas, USAF
2nd Lt Ryan J. Tillmann, USAF
Lt Col Brian J. Tingstad, USAF (Ret)
Capt Daniel J. Trippett, USAF
2nd Lt Jacob C. Turner, USAF
Lt Col Brent D. Wentzur, USAF
Lt Col Roger C. Wilcox, USAF (Ret)
2nd Lt Kenneth Wilson, USAF
2nd Lt Joel C. Woods, USAF
Maj Adam F. Wrublewski, USAF (Ret)
Lt Col David R. Youtsey, USAF (Ret)

Welcome!
**MEMBERS: Flight e-mail addresses are shown here by geographic area. Look for a flight near you and sign up. Flights are where the action is!**

**FLIGHTS:** Please check your e-mail address as listed. Send changes to: Daedalian Foundation, P.O. Box 249, JBSA-Randolph, TX 78150-0249, or telephone (210) 945-2111 or E-MAIL: membership@daedalians.org.

**ADDRESSES**

**NORTH EAST**

<table>
<thead>
<tr>
<th>Flight</th>
<th>E-mail Address</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th (GOLDEN GATE)</td>
<td><a href="mailto:FoundersFlight@gmail.com">FoundersFlight@gmail.com</a></td>
<td>Fort Myer, VA</td>
</tr>
<tr>
<td>15th (MINUTEMAN)</td>
<td><a href="mailto:FoundersFlight@gmail.com">FoundersFlight@gmail.com</a></td>
<td>Belmont, MA</td>
</tr>
<tr>
<td>24rd (ATOMIC)</td>
<td><a href="mailto:FoundersFlight@gmail.com">FoundersFlight@gmail.com</a></td>
<td>Dover, DE</td>
</tr>
<tr>
<td>36rd (GARDEN STATE)</td>
<td><a href="mailto:FoundersFlight@gmail.com">FoundersFlight@gmail.com</a></td>
<td>Pleasanton, CA</td>
</tr>
<tr>
<td>55rd (GRANITE STATE)</td>
<td><a href="mailto:FoundersFlight@gmail.com">FoundersFlight@gmail.com</a></td>
<td>Portsmouth, NH</td>
</tr>
<tr>
<td>11th (FALCON)</td>
<td><a href="mailto:Falconflight11@gmail.com">Falconflight11@gmail.com</a></td>
<td>Colorado Springs, CO</td>
</tr>
<tr>
<td>18th (MILE HIGH)</td>
<td><a href="mailto:MileHighFlight@gmail.com">MileHighFlight@gmail.com</a></td>
<td>Aurora, CO</td>
</tr>
<tr>
<td>20th (BEN EIELSON)</td>
<td><a href="mailto:BenEielson@gmail.com">BenEielson@gmail.com</a></td>
<td>North Pole, AK</td>
</tr>
<tr>
<td>22nd (CASCADE)</td>
<td><a href="mailto:Cascadeflight@gmail.com">Cascadeflight@gmail.com</a></td>
<td>Tacoma, WA</td>
</tr>
<tr>
<td>32nd (PIONEER)</td>
<td><a href="mailto:PioneersFlight@gmail.com">PioneersFlight@gmail.com</a></td>
<td>Clearfield, UT</td>
</tr>
<tr>
<td>41st (INLAND EMPIRE)</td>
<td><a href="mailto:Inlandflight@gmail.com">Inlandflight@gmail.com</a></td>
<td>Temecula, CA</td>
</tr>
<tr>
<td>54th (FORT WARRREN)</td>
<td><a href="mailto:FortWarrren@gmail.com">FortWarrren@gmail.com</a></td>
<td>Cheyenne, WY</td>
</tr>
<tr>
<td>93rd (GUNFLIGHTER)</td>
<td><a href="mailto:Gunflighter@gmail.com">Gunflighter@gmail.com</a></td>
<td>Boise, ID 83709</td>
</tr>
<tr>
<td>99th (BIG SKY)</td>
<td><a href="mailto:BigSkyFlight@gmail.com">BigSkyFlight@gmail.com</a></td>
<td>Malstrom AFB, MT 59402</td>
</tr>
<tr>
<td>121st (JOE F GIBBS)</td>
<td><a href="mailto:JoeGibbsFlight@gmail.com">JoeGibbsFlight@gmail.com</a></td>
<td>Bozeman, MT 59715</td>
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**NORTH CENTRAL**

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<tr>
<td>9th (FRANK P. LAHM)</td>
<td><a href="mailto:FrankLahm@gmail.com">FrankLahm@gmail.com</a></td>
<td>Dayton, OH</td>
</tr>
<tr>
<td>14th (MT. RUSHMORE)</td>
<td><a href="mailto:MtRushmoreFlight@gmail.com">MtRushmoreFlight@gmail.com</a></td>
<td>Rapid City, SD</td>
</tr>
<tr>
<td>16th (CURTIS E. LEMAY)</td>
<td><a href="mailto:CurtisLemay@gmail.com">CurtisLemay@gmail.com</a></td>
<td>Omaha, NE</td>
</tr>
<tr>
<td>26th (GATEWAY)</td>
<td><a href="mailto:GatewayFlight@gmail.com">GatewayFlight@gmail.com</a></td>
<td>Bel Air, MD</td>
</tr>
<tr>
<td>49th (C J JACOBSON)</td>
<td><a href="mailto:CJJacobson@gmail.com">CJJacobson@gmail.com</a></td>
<td>Chicago, IL</td>
</tr>
<tr>
<td>60th (SPIRIT)</td>
<td><a href="mailto:SpiritFlight@gmail.com">SpiritFlight@gmail.com</a></td>
<td>Alexandria, LA 71303</td>
</tr>
<tr>
<td>83rd (AIR CAPITAL)</td>
<td><a href="mailto:AirCapitalFlight@gmail.com">AirCapitalFlight@gmail.com</a></td>
<td>Wichita, KS 67226</td>
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**SOUTH CENTRAL**

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<tr>
<td>2nd (STINSONS)</td>
<td><a href="mailto:StinsonsFlight@gmail.com">StinsonsFlight@gmail.com</a></td>
<td>San Antonio, TX</td>
</tr>
<tr>
<td>23rd (DALLAS FT WORTH)</td>
<td><a href="mailto:DallasFlight@gmail.com">DallasFlight@gmail.com</a></td>
<td>Fort Worth, TX</td>
</tr>
<tr>
<td>29th (TEXOMA)</td>
<td><a href="mailto:TexomaFlight@gmail.com">TexomaFlight@gmail.com</a></td>
<td>Wichita Falls, TX</td>
</tr>
<tr>
<td>38th (LONGHORN)</td>
<td><a href="mailto:LonghornFlight@gmail.com">LonghornFlight@gmail.com</a></td>
<td>Austin, TX</td>
</tr>
<tr>
<td>46th (WILEY POST)</td>
<td><a href="mailto:WileyPostFlight@gmail.com">WileyPostFlight@gmail.com</a></td>
<td>Oklahoma City, OK</td>
</tr>
<tr>
<td>51st (CHENNAULT)</td>
<td><a href="mailto:ChennaultFlight@gmail.com">ChennaultFlight@gmail.com</a></td>
<td>Shreveport, LA</td>
</tr>
<tr>
<td>52nd (GEORGE DAVIS)</td>
<td><a href="mailto:GeorgeDavisFlight@gmail.com">GeorgeDavisFlight@gmail.com</a></td>
<td>Little Rock, AR</td>
</tr>
<tr>
<td>59th (GEORGE BEVERLEY)</td>
<td><a href="mailto:GeorgeBeveryFlight@gmail.com">GeorgeBeveryFlight@gmail.com</a></td>
<td>Lafayette, TX 77480</td>
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<tr>
<td>66th (FLYING TIGER)</td>
<td><a href="mailto:FlyingTigerFlight@gmail.com">FlyingTigerFlight@gmail.com</a></td>
<td>Altus, OK 73522</td>
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<tr>
<td>73rd (KUTER)</td>
<td><a href="mailto:KuterFlight@gmail.com">KuterFlight@gmail.com</a></td>
<td>Austin, TX</td>
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<tr>
<td>75th (JAMES CONNALLY)</td>
<td><a href="mailto:ConnallyFlight@gmail.com">ConnallyFlight@gmail.com</a></td>
<td>Houston, TX 77045</td>
</tr>
<tr>
<td>78th (CHEROKEE STRIP)</td>
<td><a href="mailto:CherokeeFlight@gmail.com">CherokeeFlight@gmail.com</a></td>
<td>Edwards AFB, CA 95323</td>
</tr>
<tr>
<td>103rd (FORT HOOD)</td>
<td><a href="mailto:FortHoodFlight@gmail.com">FortHoodFlight@gmail.com</a></td>
<td>Fort Hood, TX 76114</td>
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**EUROPE & MIDDLE EAST**

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<tr>
<td>19th (BILLY MITCHELL)</td>
<td><a href="mailto:BillyMitchellFlight@gmail.com">BillyMitchellFlight@gmail.com</a></td>
<td>Palm Beach, FL</td>
</tr>
<tr>
<td>28th (ALOHA)</td>
<td><a href="mailto:AlohaFlight@gmail.com">AlohaFlight@gmail.com</a></td>
<td>Honolulu, HI</td>
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**PACIFIC**

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<tr>
<td>Virtual Flight</td>
<td><a href="mailto:communications@daedalians.org">communications@daedalians.org</a></td>
<td>Honolulu, HI</td>
</tr>
</tbody>
</table>

**HQ Contact Information:**

Daedalians—P.O. Box 249, JBSA-Randolph, TX 78148-0249

Phone Number: (210) 945-2111 — FAX: (210) 945-2112

E-MAIL: communications@daedalians.org
This is our heritage...
This is who we represent...
We are...
Daedalians!