Also in this issue:

Tribute to Lt. Gen. Owens, pg. 7
Not the Best of Days, pg. 10
Operation Homecoming, pg. 16

and much more...

Virtual reality at pilot training
pg. 22

First to fly in time of war
The premier fraternity of military aviators
THE ORDER OF DAEDALIANS was organized on March 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 nonprofit 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 11, 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.

The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement.
Advertising in the Flyer:
We now accept advertising in the Daedalus Flyer. All advertisements must directly support the mission of the Daedalians and are at the discretion of the Editor. Current rates and policies are available on our website: daedalians.org/newsroom/daedalus-flyer/
This section of the Flyer is in response to the many comments, questions and suggestions that Daedalian HQ receives on a monthly basis. Please continue to send input via email to communications@daedalians.org.

My grandfather, Col. William B. Colgan, USAF Ret, 0736, age 98, is the author of two WWII air war books. He is mailing a gift for the headquarters library. He enjoys the new format of the Daedalus Flyer and said it is now even a greater journal.

Dallas E. Lowe
86th Ftr-Bom Gp Assn.

The “Flyer” is so much better these days and I commend the staff and the Board of Directors for making the upgrade, even though it [is] probably more expensive. I am also impressed with the number of new and rejoining Daedalians, as well as the interesting articles. And finally, while Abilene no longer has a Flight, having the Virtual Flight really does give us all an opportunity to participate. Thanks for your great work.

Lawrence Gill

I received my Flyer this afternoon and picked it up for a quick look. Four hours later, I put it down!!!!. (A Country Boy with dyslexia who is a slow reader.) I can’t believe how much you are putting into the Order.

Roger Anderson

We asked members how they heard of the Daedalians and/or what they want to get out of the organization. Below are just a few of the comments:

Mutual aviator friends are part of the organization. I would like to build a closer intimate network amongst aviators.

Curtis Holtman

I was introduced to the Daedalians by CAPT Mike Denkler, USN (Ret). I want to be an advocate for aviation and new aviators now and in the future.

Russell Klawitter

I’m familiar with the Daedalians and the local Silver Wings flight at Fort Rucker, AL. I hope to continue to enjoy the rich heritage of military aviation and encourage others to do the same.

James Grigson

I heard about this organization from fellow pilots. I hope to meet others in my local area and stay involved in aviation after I retire.

Matthew Sartori

Our flight thanks you for the superb coverage you have given us in the Daedalus Flyer in addition to all the outstanding and truly interesting articles and stories you cover in each magazine.

Allan Roger Nichols
24th Flight

[I have a] friend whose husband is a member. [I want to] meet and make new friends with similar aviation experiences and backgrounds, comradeship, [and have a] chance to serve.

Maj. Michael Betterton

We also received several member responses to the announcement of Eugene Bullard as a Founder member.

- Cheers to LT Bullard! A great pilot. (Gary Clark)
- Way to go! Wonderful! (Adam Zimmerman)
- Congratulations. Excellent idea. (Douglas Walker)
- Well done! (Bobby Clark)
- This is a great story and he should be so honored! (Terry Sullivan)
- OUTSTANDING! (John Lowery)
- Well done (John Miller)
- A fascinating piece of history, and a long overdue story. (Bill McWilliams)
- SO HAPPY TO SEE LT. BULLARD BE A PART OF DAEDALIANS! (Charles Beneze)
- Great decision. Thanks. (Glenn Nordin)
- Great...thanks. (Chris Divich)
- Great news, I am thrilled that General Owens moved forward to establish Bullard as a Founder. (Monica Smith)
- I’ve been a proud Daedalian since 1954 (#01714), and we commend Daedalian Leadership for this historic action. (Bob Krone)

For more on Eugene Bullard’s flying career, see the Summer 2018 issue of the Daedalus Flyer, page 51.
The Daedalian Store

The Daedalian Store can be found on our website at: [daedalians.org](http://daedalians.org) by selecting Store in the top menu. A variety of items are available from both the national headquarters and several Daedalian flights. Flights interested in selling items on this page are asked to email their request to communications@daedalians.org.

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**Luggage tags: $5**

*Perfect travel accessory for the Daedalian always on the go. Available in sets of 2.*

**Blanket: $28**

*Gray fleece with embroidered Daedalians logo. 50/50 cotton/polyester. 60 in L x 48 in W*

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**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.**

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**2019 F-106 All Troops Reunions**

3-7 April 2019

Tucson, Arizona

POC Bob Kwiecinski

bobski9933@aol.com

https://www.f-106deltadart.com/

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**USAF UPT Class 70-07 50th Reunion**

(Willie: Good Grief and Schatzi)

Dubuque, Iowa

5-7 September 2019

POC: Steve Hardie

sfhardie62@gmail.com

563-556-8982

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**The Distinguished Flying Cross Society Biennial Reunion**

“Celebrating 100 Years of American Air Power”

Dayton/Fairborn, Ohio

15-19 September 2019

POC: Warren Eastman

760-985-2810

weastman@dfcsociety.org

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**41st MAS/ALS**

9-11 May 2019

Charleston AFB, South Carolina

POC: John Mentavlos

843-937-8001 / 337-0515

johnmentavlos@att.net

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**AETC Archives**

HQ AETC is collecting pilot training albums and class yearbooks to augment the AETC archives.

Mail copies to:

HQ AETC/HO

Lahm Center

100 H St. East, Ste. 1

JBSA-Randolph, TX 78150-4397

Direct questions to: aetcho.inbox@us.af.mil
Fellow Deadalians,

I met Maj. Frank Urbanic, USAF (Ret), today-member number 2290. He stopped by the Lone Star Flight Museum in Houston with pictures, combat film and a book he had written about a tragic accident in Texas City in 1947 when he was just 13 and a Boy Scout. We didn’t know each other as Daedalians until later in the visit. Until then, he relayed stories of flying T-Birds and then A-1Es in Vietnam, 1965-1966…Medal of Honor winner, Bernie Fisher, was his flight commander. He returned to Thailand in 1970 and then helped with the design of the Pave Penny Pod for the A-10 later in his career. Frank graduated in Class 59-B out of Laredo and later class Express 18 before going to Vietnam where three of his classmates were killed in action.

Frank volunteered with our museum some years ago before the move from Galveston to the new building at Ellington and it was a privilege to show him the great new facility and mission to inspire and educate our youth through the history and science of aviation. During our walk through we came to the Heritage Gallery that tells the story of the evolution of aviation in Texas and where the Texas Aviation Hall of Fame is. Right at the beginning of the gallery is a depiction of Daedalus and Icarus, not that they are Texans (although they could have been) but they are there because that’s one of the first stories and beginning of man’s fascination with flight. Before I could say anything, Frank asked if I was a Daedalian. I said, “As a matter of fact…” and we went from there. He became a Daedalian around 1975 and he made my day and reminded me again of why we celebrate our past as we grow toward the future. At 85, Frank volunteered to help us stand up the Apollo flight once again here in Houston and I’m excited I made a new friend. It’s a small world.

Thank you for the privilege of serving as your National Commander for the last four years. As you read this Nick Kehoe will again be in the seat and leading our great organization. After Nick gave the stick to me in 2015, he continued to serve the Order as a member of the board providing wise counsel and full support to the direction and vector we’re on. I appreciate Nick’s selfless service and leadership and look forward to his efforts on our behalf as we go forward.

I will continue on the board as a past national commander and support Nick and the initiatives that have set us on a course of success and relevance long into the future. For those of you that live in the Houston area join us as we look to stand up the Apollo flight once again. For those visiting Houston, please stop in to see me at the museum at Ellington Airport…we are reaching and inspiring thousands of young people and it’s always great to meet and visit with fellow Daedalians.

Lt. Gen. Douglas Owens, USAF (Ret)
Past National Commander
As Lt. Gen. Owens departs the office of national commander, some of the board members offer the following comments.

Doug,
Congratulations on a great run as our National Flight Captain. Your leadership, during a dramatic and difficult transition for the Daedalions has been nothing short of spectacular. I’m proud to have served with you while wearing the cloth of our nation and, now, out of uniform. Your contributions are both significant and lasting. The Daedalions are lucky to have had you in the lead ... as always “2’s in.” Blue skies and strong tailwinds my friend. -- Lt. Gen. Chip Utterback, USAF (Ret)

Doug Owens has provided the Order of Daedalians with active and outstanding leadership throughout his tenure as National Commander. He personally led a very successful transition of the Order’s by-laws and staff organization that has significantly enhanced the overall effectiveness and esprit de corps of the Order of Daedalians - today and into the future. Thanks much Doug, well done! -- MG Ronald K. “Andy” Andeson, USA (Ret)

I first met Doug Owens when he spoke at Stinsons Flight’s annual celebration of Benjamin Foulois’ first flight from Fort Sam Houston. At that time, Lt. Gen. Owens was serving as Vice Commander of Air Education and Training Command. He gave a wonderful speech, filled with interesting facts that were unknown to most of the audience. He painted a compelling picture of the courage and leadership Foulois demonstrated as he eventually rose from teaching himself to fly as a lieutenant in 1910, to serve as Chief of the Air Corps from 1931 to 1935. General Owens’ tribute to Foulois was especially remarkable because he never looked at a single note. His eyes were on the audience the entire time. Strong preparation gave him deep knowledge of the earliest days of American airpower and the facts of Foulois’ career. Doug’s significant efforts to deliver a forceful message made it clear that we were honoring a most important military aviation pioneer. I will always remember the leadership Doug Owens demonstrated that day.

When General Owens became Daedalian National Commander, he worked tirelessly to learn the history of our organization and to discuss current issues with the staff, previous leaders, and Daedalians across the nation. After much thought and preparation, he asked the Board of Directors to consider examining the organization’s mission, objectives, and membership criteria. When this work was complete, Doug led the effort to explain the directors’ proposed changes. He visited dozens of flights, produced a video to share with all Daedalians, hosted a membership meeting at Randolph AFB, and directed a study of the headquarters functions. These efforts produced our first mission statement: “Advocate for air and space power, and honor those who flew and fly in defense of our nation.” Our objectives were updated to better support the current Total Force, and Daedalians voted to expand our membership eligibility. We are a more viable and effective organization, thanks to Doug’s strong leadership. -- Maj. Gen. Jerry Allen, USAF (Ret)

General Owens led the Order of Daedalians through the most significant change in membership criteria since our founders finally made WWII pilots eligible for membership in 1953 after they realized they would all be gone eventually and their legacy would die. We are more relevant and engaged in military aviation today because of his leadership and initiative. -- Lt. Gen. Nicholas B. Kehoe III, USAF (Ret)

Doug,
Rendering a “well done” for the efforts you extended during your term as our National Commander. Your impact will remain with our Order for years to come. It was indeed a pleasure serving on the Board of Directors when you were in your leadership position. -- Col. Howard Ham, USAF (Ret)

Let’s be clear ...in 2016, our wonderful National Order of Daedalians was facing declining membership and questionable relevance. We needed a new vector, with a realization and focus on air power versus the rated pilot. As National Commander, Lt. Gen. Doug Owens took on and led this challenge. The results are noteworthy, as we are increasing new members (both young and old), and have seen a steady growth in our other rated areas. In addition to the virtual flight and airpower blog, Doug championed the recognition of top graduates from our newer categories. In my opinion, the biggest difference seen during his tenure leading the Daedalians is the renewed dialogue between our more experienced members and today’s active duty aviators. This needs to continue, along with an appreciation that organizational change is difficult, but at times is truly needed to remain relevant. Thanks, Doug, for your leadership and vision, as we all strive to be great Daedalians and champions for airpower. -- Maj. Gen. Marné Peterson, USAF (Ret)
This year brings a new opportunity to do more for our membership and for those we serve. The new Aviator Mentorship Program has great volunteers, more Daedalians are supporting their local high schools with medal presentations, and flights are joining efforts with other organizations to support the mission.

To accomplish this, we are making changes at headquarters. Our database system is being upgraded to include more features and reporting. The dues payments are being requested in the month a member celebrates joining the Daedalians, and new scholarships and programs are being added to strengthen the mission. We will continue to bring you news through our Airpower Blog, Aviator Newsletter, Daedalian Website, Facebook, Instagram, LinkedIn, Twitter and our long-standing Daedalus Flyer magazine.

In this issue, you will find a membership application. We hope that you will share this with your aviation friends to build camaraderie and advance the Daedalian mission. You can also get involved in a direct way with our future generations. Many of our youth experience a great deal of their lives through electronic devices, but they still crave the discipline, experience and guidance of a mature generation. Handing a student an award, granting a college student a scholarship, teaching a student to fly, or mentoring a student about aviation careers is best done by those who have already experienced these things - Daedalians. If you are looking for a way to get involved, then take your own lead and connect Daedalians to other like-minded organizations within your community. Chances are there are people just like you, yearning to make a difference but not really knowing where to start. For example, Founders Flight is teaming up with others in their community to celebrate the Daedalians’ 85th anniversary and are creating a scholarship for the Legacy Flight Academy. Together we can build support for aviation and inspires tomorrow’s military aviators.

Finally, I would like to add my great appreciation for the leadership of our National Commander, Lt. Gen. Doug Owens. He gave us direction and vision during our move forward in advocating for military airpower and left a powerful legacy. I wish him the very best of what life has to offer.

“We can’t help everyone, but everyone can help someone.” Ronald Reagan

Maureen DeFelice
Executive Director
Ways to Give

Every story of inspiration at the Daedalian Foundation is made possible thanks to generous gifts from donors like you. Over the past 60 years the Daedalian Foundation has supported students with mentorship, scholarships, flying training, and awards that inspire tomorrow’s military aviators. We do all of this because, as our selectees learn by your example, there are times when you devote yourself to a higher cause than personal safety.

There are many ways you can give. Donations of all sizes, whether they’re recurring or one time, make a difference. With your gift, you help provide the best inspiration.

Sustaining Gifts

You can choose to give any amount monthly to support the Daedalian mission. We recognize sustaining donors on our webpage and in each edition of the Flyer. To set up a monthly gift, use the contact information at the bottom of this page.

Eagle Wing (see page 55 for more details)

The Eagle Wing recognizes the many donors who support Daedalian efforts to inspire future military aviators. All donations count toward Eagle Wing recognition levels. A complete list of Eagle Wing members is available on our website.

- Pilot Level $100+
- Flight Leader $500+
- Wing Commander $1,000+
- Eagle Wing “ACES” $5,000
- Eagle Wing Triple “ACE” $15,000

Element Leader $250+
- Squadron Commander $750+
- Wing Commander Exemplar $2,000+
- Eagle Wing Double “ACE” $10,000
- Eagle Wing “ACE OF ACES” $20,000 +

Lt Col Les Leavoy Honor Circle $50,000 +

Memorial or Tribute Gifts

Celebrate the life of a friend or loved one by making a gift in their name. See page 27 for one of our memorial opportunities.

Stocks and Securities

Gifts of stock can help the Daedalian Foundation continue its vision of inspiring tomorrow’s military aviators to selflessly serve the Nation. Your gifts of stock or securities are greatly appreciated. These gifts may result in capital gains tax savings and an immediate charitable deduction for you. A stock transfer instruction form is available online.

Estate Planning

When you give to the Daedalian Foundation, you’re creating an opportunity for students who want to serve our nation as military aviators. As a legacy donor, you’ll have the confidence of knowing you’re perpetuating the spirit of patriotism, love of country, and high ideals of self-sacrifice exemplified by the American pilots of World War I.

Corporate Gifts and Matching Funding

The Daedalian Foundation is proud to partner with corporations who support the future of military aviation. We would love to discuss the best way for your company to partner with us.

Your gift to the Daedalian Foundation may qualify for matched dollars by your employer! Many employers sponsor matching gift programs and will match charitable contributions made by their employees, retirees, and/or employees’ spouses. Check with your company or organization to find out if your employer has a matching gift program and DOUBLE YOUR GIFT TODAY!

For additional information on any of these donation opportunities, contact our office at 210-945-2111 or by email at membership@daedalians.org.
This was the most fear Captain Violett experienced on any combat sortie.

The air war in Vietnam was in its early stages in 1965. Weapons, tactics, planning, rules of engagement (ROE), and even personal equipment were evolving. This was true not only for U.S. forces but for the North Vietnamese as well. It was inevitable that as surface-to-air missile (SAM) batteries became an important element of air defense for North Vietnam and a significant threat to U.S. aircrews, SAM sites became targets.

Maj. Gen. Russ Violett, USAF (Ret), a member of Old Pueblo Flight at Davis-Monthan AFB, Arizona, flew in the first strike package to target SAM sites. At the flight’s April luncheon, General Violett related the events leading to that strike and the story of the mission from takeoff to landing.

In April 1965, a significant plus-up of U.S. assets, including four squadrons of F-105 Thuds, was taking place at two bases in Thailand. Takhli Royal Thai Air Base became home for the 563rd TFS from McConnell and the 80th TFS from Yokota. Korat Royal Thai Air Base received the 357th TFS from Kadena and the 12th TFS from Yokota.

From his arrival with the 563rd TFS in April 1965, then-Capt. Violett flew missions in both Operations ROLLING THUNDER and BARREL ROLL that dropped bridges, cut rail lines, and attacked truck parks and storage sites. These missions were either two-ship or four-ship formations operating in North Vietnam (56 missions) and Laos (18 missions). At this point the Air Force did not issue survival vests so pilots were assembling their own gear using hunting or fishing vests and, in some cases, even carrying ropes and machetes. The ROE during this period limited what could be targeted, when it could be hit, and constantly changed with no discernable logic. Anti-aircraft artillery (AAA) sites could be hit if they were not in a village. If a site was firing from a village crews still could not attack it. The next day
some of those sites might be on the target list. This dynamic environment required pilots to pay special attention to restrictions spelled out in their daily frags.

By July 1965, these deployed aircrews had accumulated an average of 65 to 70 combat missions. Working the roads and rail lines every day they knew their area of operations well and especially where the gunners were and where SAM sites were being constructed. Another step in the evolution of the mission was about to take place.

THE RUN-UP (July 1965)

24 Jul: The flight Captain Violett was in was targeted against an ammo storage site north of Hanoi at Thai Nguyen. To the west a second flight headed for Dien Bien Phu. A MIGCAP of four F-4s, Leopard Flight, set up an orbit between the two F-105 objectives. Leopard lead contacted Violett’s flight requesting a call when they were off the target. He had been orbiting below 20,000 feet due to weather and was running low on gas. Once off the target the Thuds called and Leopard flight initiated a climb to 25,000 and headed home. Violett’s flight was off the target and passing 10,000 when Violett’s lead noticed smoke and dust coming from a SAM site. The F-105s at this time had no radar warning gear on board so they had no cockpit indication of an active SAM radar or launch. Thirty seconds later Leopard lead reported his Number 2 was on fire, spinning, and there were no chutes. Leopard 2 disappeared into the weather.

25 Jul: The F-105s stood down due to the loss of the F-4 to a SAM.

26 Jul: No flying operations. Brief time on the 27th was 0330.

27 Jul, 0330: The mission for a four-ship attack on a railroad and storage site near Yen Bai was cancelled. Crews were advised that the next brief was set for 1100.

27 Jul, 1100: The first attack on a SAM site in the Vietnam War was on. This brief was for six flights of four F-105s from Takhli to attack SAM Site 7, NVN 63rd Missile Battalion, near Hanoi. A briefing for another six flights of four F-105s was taking place at Korat for SAM Site 6, NVN 64th Missile Battalion, located three miles away from the Takhli objective.

THE WEAPONS

Takhli, 24 Aircraft
- 12 aircraft – Cluster Bomb Unit (CBU)-2. High explosive circular grenade. This weapon had never before been dropped in combat and the crews had never seen it. The dispersal footprint would be 60 to 80 feet wide and 1000 feet long at the 540 knots delivery speed from their 100-foot altitude.
- 12 aircraft – BLU-27 Finned Napalm. This weapon had never been flown on an F-105 above 375 knots. The pilots knew a weapons delivery this slow would not be survivable in such heavily defended airspace and briefed they would release at the maximum speed possible for the weapon, 540 knots. Above that speed the weapon would break up.

Korat, 24 Aircraft
- 16 aircraft – BLU-27 Finned Napalm
- 4 aircraft – LAU-3, 2.75-inch-high velocity rockets
- 4 aircraft – guns only

INGRESS / EGRESS / TIME OVER TARGET (TOT)
- Takhli – Run in from the north, egress south and west. TOT - 1400
- Korat – Run in from the south, egress, north and west. TOT - 1400

TAKHLI MISSION TIMES
- 1200 – Step to the jets. As the crews were strapping in, the chaplain visited to give them a blessing.
- 1230 – Engine Start
- 1255 – Take Off

Captain Violett’s four-ship was Healy Flight. At the end of the runway, when Number 3 (Al Logan) armed, all his weapons and tanks went to the ground. Violett who was originally Number 4 moved into the 3 slot and a spare, Maj. Pazel from the 80th TFS, moved in as Healy 4.

FLYING THE MISSION

The target was 550 miles away so an inflight refueling was required. Approaching the North Vietnamese border the flight armed their weapons and descended to 100 feet at 480 knots. Approaching Yen Bai, the turn point from which the flight would pick up their run-in heading, an EB-66 reported “blue bells singing,” meaning SAM radars were active. Established on the run-in, the flight started picking up AAA from quad-mounted 12.7 mm guns, twin-mounted 14.5 mm guns and larger caliber weapons – 37, 57, 85 and 100 mm guns. The fireball and smoke appeared like a donut as the large guns fired and the sensation was that of flying down the tube of the gun at 100 feet and less. This was the most fear Captain Violett experienced on any combat sortie. Black flak bursts were seen, mostly above their altitude.

Healy lead and Number 2 were in sight 20 seconds ahead, on track down the center and left side of the SAM ring.
The smoke from their bomblets was drifting off the target. As Healy 3 and 4 went down the right side of the target the 85 and 100 mm guns were laid out horizontally; the sound of the guns in the cockpit was constant and deafening. As Healy lead accelerated off target, Healy 2 reported smoke in the cockpit. Lead told him to stay with it. Soon Hudson 3 (a Takhli flight) reported Hudson 2 was on fire. At the same time, Violett caught a flash of either two or four Thuds opposite direction, head on, go right over him – Violett was at 50 feet. Healy lead, “I have 2 (Walt Kosko) in the chute, he’s over the river. I’m setting up an orbit at 2000 feet.” Violett and Pazel together with Healy lead, located Kosko’s chute in the water. They stayed for two orbits and exited the area when advised no rescue attempt would be made.

Command and Control instructed the remnant of Healy Flight to set up an orbit 50 miles southwest of the target area in case they were needed. A tanker was sent their way as they approached bingo fuel. Healy lead reported a hydraulic problem and returned to base. Violett and Pazel remained on station for another hour and a half before they were cleared to turn for home.

On arrival at Takhli, where a thunderstorm had just passed, the field was flooded so Violett and Pazel diverted to Korat. On landing Captain Violett went over to Major Pazel’s aircraft to introduce himself. Pazel, who had just completed his first combat mission said, “Christ, are they all like this?”

MISSION AFTERMATH

And now the story gets interesting. On 24 July, the North Vietnamese had moved mobile SAMs into the area. They fired nine missiles that day, only seven of which got airborne. One of those brought down the F-4 MIGCAP, Leopard 2. These mobile SAMs were then moved. The SAM sites attacked on 27 July were completely destroyed. However, the North Vietnamese had brought in dummy missiles and dummy radars made out of wood to place at these sites. These sites were surrounded by 300 AAA sites.

Healy 2, Walt Kosko, was killed. Hudson 2, Berg, became a POW. From Korat, two pilots were down – Purcell who became a POW and Tullo who would be rescued. Two others from Korat had a mid-air and were killed while checking each other’s airplane for combat damage. Another Daedalian from Old Pueblo Flight was also on this mission, Col. Bill Hosmer, USAF (Ret.). He would play a pivotal role in Tullo’s rescue, a story for another day. A total of seven aircraft, six F-105s and one EB-66, were lost. All three crew members on the EB-66 were killed.

General Violett believes the wrong munitions, planning, tactics, and intel were factors in what was not the best of days. In spite of these things he said his favorite airplane was the F-105 and he’d go back in a heartbeat.
Capt. Samuel T. Barnes, USAF
Col. William E. Barry, USAF (Ret)
2nd Lt. Evan Bauer, USAF
Lcdr James Beakley, USN (Ret)
Lt. Col. Merrill L. Beyer III USAF (Ret)
Brig. Gen. Kenneth T. Bibb Jr., USAF (Ret)
Maj. Stephen J. Blackstone, USAF
Lt. Col. James Blaisdell, USAF
Ens Madeline J. Bliss, USN
2nd Lt. Natasha Boozell, ANG
2nd Lt. Jeffrey Breaugh, USAF
2nd Lt. Katherine Brechbuhl, USAF
Lt. Sarah Burruss, USN
Maj. Jonathan Byard, USAF
Maj. Ronald Carrico, USAF (Ret)
Ens Andrew Coen, USN
Capt. James P. Collins, USAF
Lt. Col. Richard Corbett, USAF (Ret)
Cpt John D. Cunningham, USA (Ret)
Maj. Wesley J. Dembek, USAF
Maj. Charles Dusch, USAF (Ret)
2nd Lt. Travis Edwards, USAF
Col. Alaaedelen E. von Bayreuth, USAF
2nd Lt. Cameron Emerson, USAF
1st Lt. Alexander Farrow, USAF
2nd Lt. Amy Ferguson, USAF
Ltjg Benjamin P. Fry, USN
Cw3 David Ginn, USA
CDR James W. Gordon, USNR (Ret)
Lt. Col. James A. Grigson, USAF (Ret)
1st Lt. Jordan Harriot, USAF
1st Lt. Jonathan S. Hart, USAF
2nd Lt. Caleb Heaton, USAF
Maj. Charles R Henderson, USAF
CDR Stephen L. Hendrix, USN (Ret)
1st Lt. Matthew S. Herten, USAF
2nd Lt. Eric Holm, USAF
Ltjg David Holman, USN
Capt. Curtis Holtman, USAF
Maj. Derrick Hoxie, USAF
1st Lt. Craig P. Internmill, USMC
2nd Lt. Nickolas Johnson, USAF
Mr. Larry C. Jackson
Lt. Col. Edwin H. Jessup, USAF
Capt. Jane E. Kaufman, USAF
2nd Lt. Daniel Kirmse, USAF
Col. Gary L. Kirsteatter, USAF (Ret)
Lt. Col. Nathan Koran, USAF
2nd Lt. Matthew Kottenstette, USAF
Mr. Michael J. Lagorio
Col. Glen K. Lawson, USAF
Lt. Col. John Lenes, ANG (Ret)
Col. Albert F. Litzler, USAF (Ret)
2nd Lt. Taylor L. Olijnyk, USAF
2nd Lt. Benjamin Lynch, USAF
2nd Lt. Roger B. Mallery, USAF
Lt. Col. Kevin C. Martin, USAF
2nd Lt. Andrew Maurer, USAF
Maj. Daniel McAllister, USAF
Maj. Michael T. McFarland, USAF
2nd Lt. Anna Meiusi, USAF
2nd Lt. Seth Melnick, ANG
2nd Lt. Austin Merz, USAF
2nd Lt. Allen Middaugh, USAF
Mr. William Milburn
Lt. Col. Todd Moenster, USAF
Lt. Col. William P. Moline, USAF (Ret)
Brig. Gen. Matthew H. Molloy, USAF
Maj. Charles Napier, USAF
2nd Lt. Alexander Pacheco, USAF
Capt. Tina Pena, USCG
2nd Lt. Gabriel Perez, USAF
LT Douglas B. Perry, USNR
LTC James S. Perry, USA
Maj. Quentin L. Peterson, USAF
2nd Lt. Kevin Pollard, USAF
Maj. Phillip E. Raschke, USA (Ret)
Col. James D. Reed II, USAF (Ret)
Cpt John B. Richard Jr., USA (Ret)
Maj. Robertus C. N. Remkes, USAF
Maj. Richard V. Robichaud, USAF
Lt. Col. Robert Robison, USAF
CAPT Joseph T. Rozic, USNR (Ret)
Cpt. Bendel Rushing, USAF
Lt. Col. Matthew Sartori, USAF
2nd Lt. Jacob A. Savel, USAF
C0L J. Gunnar Schalin, USA (Ret)
Capt. Brandon C. Schoenfeldt, USAF
Cw2 Gary Schooler, USA (Ret)
Lt. Col. James A. Schwindt, USAF (Ret)
Lt. Col. Scott Shelton, USAF
Capt. John A. Sheridan, USAF
Lt Mark Sherman, USN (Ret)
2nd Lt. Andrew Smiththilsler, USAF
2nd Lt. Stephen Smith-Johnson, USAF
2nd Lt. Jonathan Sollender, USAF
1st Lt. Mackenzie Spaich, USMC
Brig. Gen. Herbert Stocking, ANG (Ret)
2nd Lt. Christopher Studer, ANG
Maj. Harrison Sumerall, USAF
Brig. Gen. Robert D. Thomas, USAF (Ret)
Capt. Felicity Van Meter, ANG
Mrs. Nancy P. Wallace
2nd Lt. Maximillian Weinke, USAF
Capt. Eric Wilde, USAF
Lt. Col. John O. Yanaros Jr., USAF (Ret)
BG Laura Yeager, ARNG

Welcome

Daedalian Foundation
Earning My Wing
By: Shirley Dobbins Forgan
Rev: Louis Seldon

Shirley Dobbins Forgan graduated from college in Oklahoma moved to Dallas to work. While living in Dallas she met her future husband, 1st Lt. David Forgan, who was in F-86 training at Perrin AFB, Texas. David would come to Dallas on weekends to enjoy the city activities and met Shirley there. They soon started dating and they were engaged after David finished training. Lieutenant Forgan’s first assignment was to the 40th FIS in Japan. David returned to the States, married Shirley and she joined him in Japan. After his squadron tour David attended the weapons ground controller school at Tyndall AFB, Florida. The Forgans continued to move around the U.S. as the Air Force transferred David for a variety of assignments.

Shirley’s book tracks her life with her husband for most of his 32-year Air Force career from 1st Lieutenant through Major General including his tour in SEA flying the F-105 while she waited for him with their two sons in her home state of Oklahoma.

For the rest of the story pick up a copy of the book on Amazon. An interesting read.

Journey
By: Gen. Norton A. Schwartz, USAF (Ret)
Rev: Col. Francis L. Kapp, USAF (Ret)

This is an interesting book. While it is billed as the memoirs of an Air Force Chief of Staff, it is a little more than that. Perhaps that is why the title Journey was chosen.

Gen. Schwartz was an unusual CSAF, primarily because he was not a fighter or a bomber career officer. He was the first CSAF with a Special Ops background, and was, I think, the right guy for the job at the right time, as he plays a key role in the development of new special ops capabilities, the buildup of the remotely piloted aircraft and cyber-warfare communities. From an aviation reader’s perspective, one of the more interesting chapters has to do with Project Credible Sport, a C-130 on steroids – fascinating.

What makes General Schwartz’s memoir different from most is that this is a “journey” for two people. His wife, Suzie, plays a key role throughout the book as she injects her thoughts as the General’s career progresses and her involvement increases. I won’t spoil your read, but I will say the lady is not afraid to speak her mind. I think you will like the book – I know I did, and my Special Ops son did, too.

The Great War’s Finest
Vol. 1: Western Front 1914
By: Matt Bowden

The Great War burst upon Europe in August 1914 with the German Empire’s invasion of Belgium and France. The theme of this aviation history is the contribution of the German Air Service to this offensive ground campaign and the army’s later retreat to trench warfare. The German defeat at the Battle of the Marne is well known, but the role of the German Air Service has never been detailed. Matt Bowden does that spectacularly in this well-documented volume on 1914. The author focuses on the Operational Level of War, how the campaign and major operations were planned and conducted to accomplish the strategic objective of winning the war in the theater of the Western Front.

The author is a professional historian and the son of Scott Bowden, a noted author of Civil War history. The sources for this volume were squadron histories, German archive holdings, first-hand-accounts and staff officers’ reports.

I enjoyed the book thoroughly. The vivid portraits from the author’s collection, the many photos of 1914 aircraft and the colorful maps greatly enhance the value of the work. It connects the many colorful and tragic memoirs of tactical aviation with the strategic and political histories of the combatants.
I challenged myself with this one, as there are no military aviators pushing aluminum around in it. However, I think most military aviators will find Bill Yenne’s book worth reading as it covers a side of aviation we don’t often think about: cruise missiles.

The author starts with Charles Kettering’s 1920s-era “Bug,” development of early guidance systems, and various other early attempts at cruise missile development through WWII. During the Cold War and after, there were many different Army, Navy, and Air Force cruise missiles developed and fielded. Older Daedalians might recall such systems as Snark, Matador, Mace, Regulus, and many others, while newer members will be more familiar with ALCMS and Tomahawks.

The author includes a good number of pictures (some 339 of them) of various systems, very useful diagrams to show how they work, as well as their performance specifications. The book is up-to-date, as of 2018, and it also includes what might be coming in the future (Waverider?). It helped me fill a gap in my aviation knowledge and it was an interesting read.

Because I Fly
Editor: Helmut H. Reda
Rev: Col. Francis L. Kapp, USAF (Ret)

This book is subtitled “A Collection of Aviation Poetry.” POETRY? What aviator reads poetry? After looking over the acknowledgements section, I noticed Brig. Gen. Robin Olds was one of those cited by the editor for his assistance. Well, if poetry is good for General Olds, perhaps I ought to take a closer look. It is actually pretty interesting.

Because I Fly is an anthology of poems, written as far back as 1869. The poems come from the 115 books researched and studied by Editor Helmut Reda. He wanted the poems used to be easily read and experienced; flow smoothly; transmit significant meaning and emotion; possess excellent imagery, symbolism and tone; and surpass other poetry in total impact. The book does that.

You will recognize some of the poems, like some of the others and probably scratch your head over a few. The book is broken into chapters that cover a range of topics from flight, to training, even has poems for children. There is also a grouping of poems about famous pilots, the ground crew, pushing the envelope of flight, and death by flying. Read the book; I think you will like it.

Kangaroo Squadron
By: Bruce Gamble
Rev: Col. Francis L. Kapp, USAF (Ret)

I received this book as a gift from one of my sons this past Christmas, and I thoroughly enjoyed it! Written by Bruce Gamble, who seems to specialize in WWII Pacific theater history, the book is subtitled “American courage in the darkest days of World War II.”

Many of you will recall that a flight of B-17 bombers flew from the United States to Hawaii, arriving just as the Japanese attacked Pearl Harbor on 7 Dec 1941. This is the story of that unit, which becomes Southern Bomber Command, operating out of bases around Australia for the next nine months initially under control of the Navy. Under some unbelievably austere conditions, they became one of only a few effective Army aviation units in the Pacific during the early days of the war. With the long-range capability of the B-17, it became very useful, not only as a bomber, but as a reconnaissance platform. In one of the more interesting missions the squadron evacuated General MacArthur and his family and staff from the Philippines to Australia, allowing him to begin planning the defense, and later offense of the theater. After several reorganizations, the unit finally ended up as the 435th Bombardment Squadron (Heavy). Author Gamble does a great job telling the story of these early, heroic aviators. You will like this book!
Operation Homecoming

by COL JAMES DESTOUT, USAF (RET)

Operation Homecoming was the global name given to a group of events. It began with a series of diplomatic negotiations that in January 1973 made possible the return of 591 American Prisoners of War (POWs) held by North Vietnam. In February of that year, the first flight, a C-141 Starlifter since referred to as The Hanoi Taxi, carried 40 POWs back to America. The Hanoi Taxi now resides in the National Museum of the U.S. Air Force™. The flights continued, with 54 missions flown carrying former POWs home by the time the operation concluded with the final flight in April 1973.

The POWs were from multiple services, but for the Air Force the culmination of Operation Homecoming was the requalification of former pilots who were physically qualified and wanted to continue their flying career. The requalification program began in May 1973 and was conducted in the T-38 by the 560th Flying Training Squadron (FTS) of the 12th Flying Training Wing (FTW) at Randolph Air Force Base (AFB), Texas. I was fortunate enough to have been a member of the 560th and to participate in the latter part of the program. This article is based on a memorial “yearbook” that was created by members of the 560th to chronicle the requalification program.

The commander of the 12th FTW at the time, then-Col John Rollston (Brig Gen, retired), wrote in the foreword to the book that

“a major requalification program for repatriated pilots is a historical first. For lack of motivation or numbers or whatever reason, we did it neither after World War II nor Korea. So it fell to the fortunate lot of the 12th Wing at Randolph to be the first to retrain some 150 pilots… many of whom had been imprisoned for over seven years.” Colonel Rollston went on to praise the competitive spirit and love of airplanes and “the freedom of the skies” that motivated these “military aviators recovering long dormant technical and motor skills.” And he dedicated the book to “‘Three’ — God bless him. He’s in!”

This story first appeared in the Summer 2018 issue of the Friends Journal. It is reprinted with permission of the author and the Air Force Museum Foundation, Inc.
‘Three’ is a reference to the missing man formation, which many of you have seen at one time or another. It is a four-ship formation in which the plane in the number three position abruptly pulls up out of the formation signifying the “missing man.” Operation Homecoming was the opportunity for ‘Three’ to finally rejoin the formation, and became the basis for the official patch worn by the participants in the program, designed by then-Capt Charley Huff, one of the original instructors in the Operation Homecoming program.

The participants in the program were members of the 4th Allied POW Wing (APW). The 4th APW was formed in 1971 as the ceremonial military organization of all the allied forces held captive by North Vietnam. The designation “4th” was chosen by Wing Commander (and senior POW held in North Vietnam) Lt Gen John Peter Flynn, USAF, because Vietnam was the fourth conflict in which Americans were held captive overseas. The seal of the 4th APW, created by the Air Force Office of Heraldry in 1973, bears the colors of the American, South Vietnamese, and Thai flags, as well as a chained eagle, emblematic of the fighting men who were captured.

**CHAMPAGNE FLIGHTS**

In Operation Homecoming, the first flight with the 560th FTS was designed to duplicate what each returnee’s final flight in Southeast Asia would have been. Traditionally, each pilot completing his 100th mission or end of tour, was greeted on the flightline by his comrades to celebrate a safe last landing. A bottle of champagne was shared by those present to commemorate the momentous occasion and to pause briefly in remembrance of those who did not return.

In keeping with the tradition, the 560th FTS gave each pilot returnee his “Champagne Flight.” The memorial book is filled with pictures from the individual Champagne Flights (which we called “Freedom Flights,” utilizing the call sign “Freedom xxx”) memorializing that long awaited safe and last landing, a return to loved ones, and a return to duty. Each picture gave the POW’s name, the date he was shot down, the aircraft he was flying when shot down, the date of his Freedom Flight, the name of the instructor in his back seat, and his follow-on assignment. Pictures of all the Freedom Flyers are on display in “Freedom Hall” at the 560th FTS at Randolph AFB, near San Antonio, Texas.

Every Freedom flight was special, but there are some that naturally stand out. The first was obviously “Freedom
01” flown by Lt Col Bud Flesher. Another was Freedom 80, flown by Col Ken Fleenor, who went on to become the 12th FTW Commander. Freedom 100 marked a real milestone in the program, and was flown by Col Hervey Stockman.

Freedom 139 was special because of the former POW flying it. Lt Col Hayden “H” Lockhart, was the first Air Force officer captured in Vietnam. He was shot down in March 1965 and spent nearly eight years in captivity. I remember being at a party one night and asking him if he was ever bitter about losing eight years of his life in prison camps. His reply was “not at all.” I saw that attitude often among the former POWs I met during the program, and I have often wondered if I could have said the same.

Freedom 147 has a great story behind it. When Col Ken Fleenor (Freedom 80) was shot down in an F-4D in December 1967, his back seater was a guy named Terry Boyer. When Terry, now a Capt, got his Champagne Flight in February 1976, his back seater was Col Ken Fleenor. Perfect!

The Champagne Flight that will always be personally special to me was “Freedom 143,” when I had the honor and privilege to fly in the back seat with former POW Col John Pitchford. I’ll never forget the flight or the man. At this point, I have to explain that we not only gave Champagne Flights to those going through the requalification program, we also pursued one-time waivers for those returning Air Force POWs who couldn’t be medically qualified for return to flight duty. John Pitchford was one of those. During ejection, he injured his right shoulder, and that injury was further exacerbated by the torture he experienced in his more than seven years in captivity. However we were able to secure a waiver for Col Pitchford to get a Champagne Flight. He was a real tiger, and only once during the flight did he ask for any help, as his shoulder was very tired (I later found out that he had been doing a bit of the flying with his left arm). We instructors considered it important that the Freedom Flyer make the final landing on the flight, and I’m happy to say that Col Pitchford successfully made that final landing on  

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his own! Freedom 143 will always be one of the true highlights of my Air Force career.

Operation Homecoming requalified more than 150 pilots before it ended in November 1976. However the Freedom Flights continue to this day. So far 196 Freedom Flights have taken to the skies at Randolph AFB and two more are planned this year. They have often been flown as part of the annual POW/Freedom Flyer reunions. The first reunion was attended by Ronald Reagan. In 2006, the reunion was held at Wright-Patterson AFB (WPAFB), in conjunction with the retirement of The Hanoi Taxi and its display at the National Museum of the U.S. Air Force™. In 2013, the reunion was held at the Nixon Library.

One last person I want to talk about in this article is Maj Gen Ed Mechenbier, USAF (Ret). In June 1967, then Lieutenant Mechenbier was shot down in his F-4 Phantom and became a POW. He was released in the second group of POWs in February 1973. Although he did not attend the Operation Homecoming program at Randolph AFB (requalifying with the 4950th Test Wing at WPAFB) he became involved in the POW reunions, was the speaker at one of them, and in 1979 flew over the skies of Randolph AFB as “Freedom 159.”

In 2004, General Mechenbier (the last Vietnam POW still actively flying) was selected to fly The Hanoi Taxi back to Vietnam on a repatriation flight to pick up and return the remains of two soldiers from downed aircraft. On the last leg of that mission, returning to WPAFB, their call sign was “Freedom 159.”

As I stated earlier, I feel greatly privileged to have been able to participate in any way in the Operation Homecoming program. But the best way to end this article is to quote the words of Maj Gen John “Sky” Flynn in his dedication to the memorial book: “There are many difficult things about our experiences, but one of the most difficult for a pilot who was used to blue skies and clouds and sun and stars is not to be able to see them — not just for days, but, in some cases, years. So the return to the cockpit was a precious thing to us. It was also precious in another way: it marked the close of a chapter and the

opening of a new one in our lives. It symbolized a full return to duty — the approbation of the Air Force that we were indeed, again, first-class fighting men.”

Author Col James DeStout USAF (Ret) was a T-38 Instructor Pilot who taught at Undergraduate Pilot Training (UPT) and at Pilot Instructor Training (PIT). It was during the PIT assignment that he participated in the Operation Homecoming requalification program. He also flew the T-38 at Edwards AFB. He worked in Acquisition the remainder of his career, first in the early stealth programs, then became the Program Manager for the T-1A trainer, and finally headed up the F-15 Program Office at WPAFB. Jim retired from the AF in 1996 and spent the next 17 years as a consultant to the defense industry. He fully retired in 2013, leads a Catholic choir at WPAFB and volunteers at the National Museum of the U.S. Air Force™.
Returning from an assignment as an OV-10 FAC in Vietnam to fly RC-135s was a good deal. A trip through Castle AFB, California, and I was qualified to sit in the right seat and fly real sorties. Because I already had flying hours from my SEA tour, in a year it was time to go back to Castle for upgrade to aircraft commander. When I returned to Offutt AFB, Nebraska, the training continued as an RC-135 aircraft commander had to be receiver refueling qualified.

There was no simulator so all training was done in the actual aircraft. I don’t remember a lot of pre-briefing with all the scary little details being discussed but we were off into the wild blue to give it a try. My instructor pilot was very experienced, but he wasn’t a morning person and not very talkative. We did the safety briefing and I carefully approached the tanker. The RC-135 is anything but a fighter and flying it in formation takes a heck of a lot of skill to anticipate all the lags. One thing that wasn’t talked about was the fact that the receiver wanted to fly right behind the tanker. If the receiver moved a little to the right the first inclination was to put a little left aileron in to bring it back. Wrong! Using ailerons had about a three-try cycle before you fall off the boom. It took a few humiliating disconnects to realize that all it took was a little pressure on the right rudder to slow the tendency to return to the center. Mastering that detail allowed the tanker to start pumping gas. That was when the fun began as the navigator excitedly called, “Breakaway, Breakaway, Breakaway.”

Being new I wasn’t sure if this was part of the training but I complied, punched the boom disconnect and gently reduced power. After a safe separation from the tanker, the IP and I looked back at the navigator getting drenched in JP-4 as it flowed out of the overhead right on to him. Things got very interesting because there was no procedure in the RC Dash-1 for fuel spilled in the cockpit. The IP was about to do the IP-thing and take over while I talked as fast as I could trying to explain why the newbie captain knew more about this than the lieutenant colonel instructor. Turns out that I had a couple of years as a flight test engineer at Wright-Patterson AFB, Ohio, before I went to pilot training. As part of my job I got to qualify equipment in an explosion chamber to make sure that they wouldn’t blow up the test aircraft. Since I also flew as crew on a bunch of different aircraft (B-52, B-57, WB-50 (now in the AF Museum) C-121, etc) I read all the Dash-1s. The B-52 DID have a procedure for fuel spilled in the cockpit. I was about to put a modified version of that procedure to the test.
insulated. Dumping the cabin pressure would turn the radio’s high voltage power supplies into spark plugs over which the fuel vapors would pass. As I’m trying to explain this, the IP is reaching for the ram dump switch. I’m thinking that if he goes for that I’m going to break his arm rather than let him do that. Fortunately, he bought my story and lowered his arm. I declared an emergency, started to dump gas (without bothering to ask the command post because I was still not totally SAC-qualified and I wasn’t going to wait for permission to get us back on the ground). I also convinced the IP to turn the cabin temperature UP because that lowered the probability of JP-4 blowing up. Counter intuitive, but the right answer.

The landing was uneventful and then I did one of the dumbest things in recorded history when I taxied the plane back to its regular parking spot – wing tip to wing tip to other priceless RCs. We exited like nothing was amiss and gave the plane back to maintenance.

I still needed to get receiver qualified so a week later I was schedule for another try. I was on the same plane with a different IP and maintenance assured me that the plane was ready to go. With a couple of minutes on the boom I was getting the hang of it so I got into position and the boomer plugged us. No sooner after the transfer started I heard the navigator say “Breakaway, Breakaway, Breakaway.” This was a bad rerun, but I punched the disconnect button, reduce power and separated from the tanker. When we were clear I turned to look back at the navigator who was again awash in JP-4. I explained to the new IP (Jim Morrow who would eventually be the 55th wing commander) that I survived this last week and it might be a good idea to do the same procedure again. He agreed and we followed my improvised procedure as we headed back to Offutt. This time I was a little bit smarter and we made a full stop on the hammerhead (closing the runway,) dropped two parachutes for chocks, had everyone exit slowly, remaining grounded to the plane as they exited and gave the plane to the fire department.

Flying is hours and hours of boredom interspersed with moments of sheer terror. Living though those moments makes some great stories over which to share an adult beverage.

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**About the covers**

**Front:** Pilot Training Next

U.S. Air Force Airman First Class Tyler Haselden (left), Pilot Training Next student, and Maj. Rachel Rehurek, PTN instructor pilot, prepare for a training flight at Austin-Bergstrom International Airport in Austin, Texas June 22, 2018. PTN is an Air Education and Training Command initiative to explore and potentially prototype a training environment that integrates various technologies to produce pilots in an accelerated, cost-efficient, learning-focused manner. The six-month program leans on a variety of technologies, to include virtual and augmented reality, advanced biometrics, artificial intelligence and data analytics. (U.S. Air Force photo by Sean M. Worrell)

**Back:** Step to the Jet

U.S. Air Force Capt. Philip Huebner, Pilot Training Next instructor pilot, and 2nd Lt. Chase Todd, PTN student, talk about their training flight as they step to the aircraft at Austin-Bergstrom International Airport in Austin, Texas, June 22, 2018. PTN is an Air Education and Training Command initiative to explore and potentially prototype a training environment that integrates various technologies to produce pilots in an accelerated, cost-efficient, learning-focused manner. The six-month program leans on a variety of technologies, to include virtual and augmented reality, advanced biometrics, artificial intelligence and data analytics. (U.S. Air Force photo by Sean M. Worrell)
On July 31, 2018, 10 members of our Order (directors, trustees, and staff) gathered at Daedalian headquarters to hear about an experimental Air Force Undergraduate Pilot Training (UPT) program, known as Pilot Training Next (PTN). The purpose was for us to learn about and provide feedback on this innovative program, as the first PTN class would graduate the following Friday, and we, as we do for the other undergraduate aviation programs, were going to present our Daedalian Award to the top graduate. Presenting the briefing, and answering our many questions, was Lt. Col. Reid Wynans, Deputy Commander of Randolph AFB’s 12th Flying Training Wing Operations Group.

As Colonel Wynans explained the PTN Program, it quickly became obvious that this was not “your father’s Buick” — oops, I mean pilot training program. It is a totally new way of teaching student pilots, relying on virtual reality (VR), VR training simulators, and the T-1 Texan II training aircraft to produce USAF pilots, with a little more than 60 hours of actual flying time, who will go on to upgrade training in their assigned aircraft. Right about now, I know you are saying “this sounds crazy,” and, “what are they thinking”, or “only 60 hours?” I know you are thinking that, because I did too, when I first heard rumors of this program at Friday’s Happy Hour in the Randolph O-Club’s Auger Inn, months ago. However, it’s important to keep in mind several things: first, this program is as much an experiment in how students learn, as it is a program to see if it is possible to improve and/or shorten the current UPT program (I’ve heard some officers suggest that the program could just as aptly be called Learning Next, instead of PTN). Second, there is no change to our current UPT program, although the results of this experiment could make for future changes in UPT. Lastly, this experiment may have significant impact on how we conduct many
other Air Force training programs. Perhaps, we need to look a little closer at this PTN thing.

Daedalians, and most people with interest in the military, know there is a shortage of pilots in the Air Force, not likely to go away soon for a variety of reasons, including increased hiring by the airlines (author’s note: this is a very complicated issue, and I recommend the reader go to https://daedalians.org/newsroom, and read the excellent Jun 18 Mitchell Institute Policy Paper, titled “Protecting the “Pipeline”: Overcoming the Air Force’s Pilot Shortage”. It will open your eyes, as it did mine). The goal of PTN is to see how students learn, and if existing and emerging technologies can decrease the time and cost of training, without sacrificing the depth of learning. In fact, the ultimate goal is to produce a better trained pilot. With that in mind, PTN is a prototype pilot training environment that integrates various technologies to produce pilots that are ready for Formal Training Units (FTU). The training, begun in January 2018 was to be accelerated, cost efficient, learning focused, and produce its first graduates by the end of the summer of 2018. OK, but why start with UPT to see if emerging technology will work? From a strategic viewpoint, the pilot shortage mentioned earlier, brings increased risk to our flight operations, and the Air Force needs more pilots in the pipeline. From an operational view, live/virtual/constructive training is where industry, the USAF, and the other services are headed, and must go. Tactically, this is a chance, an opportunity, to modernize and individualize a program that has seen little change for a half century. An Aug. 17, 2018, article in the Joint Base San Antonio (JBSA) “Legacy” newspaper mentions that the commander of Air Education and Training Command (AETC), Lt. Gen. Steve Kwast, took on the challenge to revolutionize the UPT experience, empowering his team to take a deeper look at how Airmen learn and can be taught, putting PTN into motion. The general is quoted as saying, “Pilot Training Next is really discovering what it is that makes people good at this art of military aviation…” and, “When we know what makes people good at that, we might be able to find ways of teaching them to be good at it faster and better than ever before.”

Lt. Col. Wynans briefed that the “how” of PTN is to integrate Virtual and Augmented Reality (VR/AR), Human-Machine Interface (HMI), Artificial Intelligence (AI), and Data Analytics. The desired outcome is to optimize learning, individualize the students’ training, and to expedite the program. Why VR/AR? It is a fully immersive technology, that is better than traditional simulators. It creates an intimate training environment for other human-machine interface technologies. It also has the advantage of recording the full environment (mission) for more detailed debriefing. Finally, it is a very inexpensive solution to training, when you take into consideration the cost of existing flight simulators and aircraft flight hours. It is so cost effective, each PTN student was issued two VR/AR sets, one for the squadron building and one for home use, each complete with cockpit simulator. This allows students unlimited task practice, whenever they feel they need it. In this case, gone are the days of old school “chair flying” with a broom stick, as some of us did years ago to prepare for an upcoming mission. Welcome to the new version that adds a new dynamic to chair flying and improves its quality. A few sentences ago, I mentioned human-machine interface. With HMI, the bio-metrics involved pick up a student’s heart rate and breathing, indicating how much stress the student is having. Pupilometry can indicate cognitive loads, and eye tracking software helps in decision analysis, identifying channelized attention. All of this gives the instructor pilot (IP) information that he/she never had before to analyze student progress. The use of AI individualizes the students’ training environment and takes some of the IP performance monitoring tasks and transfers them to the AI equipment, which monitors student performance objectively, enabling the IP to increase focus on the student’s perception, decision, and execution during a training profile. Additionally, AI “gamifies” the UPT experience, making it more fun for today’s student. The Data Analytics piece focuses on talent acquisition, which can feed the student selection process. It provides deeper levels of learning for each student, across the entire trainee population, and through time. This data acquisition can provide the basis for future force development and should be of tremendous value in recruiting new aviators. In short, all of this technology takes pilot training from its current Industrial Age model, with its linear progression through the T-6 and T-1/T38 in a standardized, sortie-centric program that accumulates subjective data on which to make decisions, to a new Information Age model. This new, emergent progression thru pilot training is task and aptitude-centric, individualized for each student, with decisions to progress made from accumulated, objective data. Ok, I get it. At this point, you are
thinking, “So what does all this mean?” Let’s look at the program.

The first PTN class was not conducted on one of our UPT bases. It was conducted at the Armed Forces Reserve Center, in Austin, Texas. It turns out the Center’s building was underutilized, which allowed the PTN detachment to set up there. To me, running the program in Austin had many advantages: first, the program was close enough to Randolph’s 12th Flying Training Wing (and HQ AETC), where help could be received, when needed. At the same time, it was far enough away to keep the curious away from a program that is different and evolving as it goes, allowing the cadre to run their program. Second, Austin is a city that specializes in emerging, innovative technology. Several of the companies there can provide rapid software/equipment changes and additions when needed, without having to go through the time necessary to in the normal acquisition process. Third, Austin-Bergstrom International Airport was very handy for the T-6 training, which provides the only actual aircraft flying in PTN. The instructors are from AETC’s UPT, Pilot Instructor Training, and Fighter Training Squadrons, so there is a wealth of pilot training experience available in the program. The first PTN class started with 20 students, 15 officer and five enlisted. 13 students graduated, all officers. They received their pilot wings on the Aug. 3, 2018. Former Daedalian National Commander, Lt. Gen. “Tex” Brown attended, to present the Daedalian Award to the top graduate. Also in attendance were other Daedalians, including a contingent from Austin’s Longhorn Flight. According to the same Sept. 18 AETC Public Affairs article mentioned above, “The course ran 24 weeks and included 184 academic hours, with approximately 70 to 80 flight hours in the T-6 Texan II, as well as approximately 80 to 90 hours of formal flight training in the simulator (which doesn’t include training conducted on the students’ own time.” The last part of that statement is important, as students had unlimited access to their VR simulators, on their own time, to practice maneuvers over and over again, an opportunity you and I never had, when we went thru UPT. Now the big test of the program comes, as these 13 new pilots go on to their FTUs, to train in the F-35, F-16, KC-10, C-17, and several other aircraft. How they do in their upgrading will tell AETC if they are on the right track, or not.

To close, keep in mind that this is an important experiment, both in learning and in pilot training. I am certain the PTN detachment’s men and women are working hard on lessons learned and what needs to be adjusted and/or changed for the next class, that started in January 2019. I am confident that some of the technology that works well will also find its way into our current officer and enlisted training programs in the near future. In late August, I attended a briefing by the 560th Flying Training Squadron, which conducts T-38 Pilot Instructor Training. They are already starting to incorporate VR simulators into their training program to better prepare new instructors, who have never flown the T-38 before (went through UPT in the T-6/T-1 track to earn their wings), but are now needed in the aircraft. As I said, PTN is not your father’s pilot training program, but, with the technology available today, it has the potential to make a huge impact on our Air Force. Stay tuned.

![Secretary of the Air Force Heather Wilson observes 2nd Lt. Emilia Kaiser, Pilot Training Next student, train with a virtual reality system at PTN, located at the Armed Forces Reserve Center at the Austin-Bergstrom International Airport at Austin, Texas, June 27, 2018. During her visit to Joint Base San Antonio, Wilson learned more about the missions at AFWERX-Austin, Pilot Training Next, 12th Flying Training Wing at Joint Base San Antonio-Randolph and Basic Military Training at JBSA-Lackland. (U.S. Air Force photo by Johnny Saldivar)](dvidhub.net)
Headquarters received notification of the following Daedalians who have taken their final flight.
Our thoughts and prayers are with their families and friends.

CW4 James M. Adkins, USA (Ret)
Capt. Arland H. Bishop, USAF (Ret)
Maj. Gen. Michael J. Butchko, USAF (Ret)
Lt. Col. Vincent J. Clarke, USAF (Ret)
COL Colin D. Ciley Jr., USA (Ret)
Maj. Raymond D. Daniel, USAF (Ret)
Col. Thomas P. Dickson, USAF (Ret)
Col. Lewis S. Daugherty, USAF (Ret)
Col. Frank H. Dreher, USAF (Ret)
Col. Lewis H. Dunagan, USAF (Ret)
Lt. Col. Robert K. Dundas, USAF (Ret)
Col. Robert C. Flanders, USAF (Ret)
Col. Richard W. Fouss, USAF (Ret)
RADM Harry E. Gerhard, USNR (Ret)
Mr. George Gianopulos
Lt. Col. Francis E. Gotch, USAF (Ret)
Capt. John F.S. Graziano, USAF
Lt. Col. Walter E. Gregory, USMC (Ret)
Col. Robert L. Groshner, USAF (Ret)
Lt. Col. Almery R. Hamblen, USAF (Ret)
Lt. Col. Charles E. Huff, USAF (Ret)
Col. Russell F. Ireland, USAF (Ret)
Col. George A. Jacobi, USAF (Ret)
Col. Joe M. Jackson, USAF (Ret)
Brig Gen. Robert C. Karns, USAF (Ret)
Lt. Col. Arthur Knies, USAF (Ret)
Lt. Col. Joseph F. Kuhlmann Jr., USAF (Ret)
Mr. Howard W. Latton
Col. Harold L. Layhee, USAF (Ret)
Col. Robert J. Lerner, USAF (Ret)
LTC Charles H. Lewis, USA (Ret)
Col. Frederick W. Lindahl, USAF (Ret)
CAPT John D. Lindstrom, USN (Ret)
Maj. Stephen G. Long, USAF (Ret)
LCDR Norman M. Lorentzsen, USNR (Ret)
Lt. Col. John J. Lynch, USAF (Ret)
LTC Robert K. Merrill, USAF (Ret)
Maj. Jay D. Miller, USAF (Ret)
Maj. Frank A. Morton, USAF (Ret)
Col. Bill E. Myers, USAF (Ret)
Lt. Col. Byron R. Ostman, USAF (Ret)
Lt. Col. Paul B. Parker, USAF (Ret)
Brig Gen. Robert B. Plowden Jr., USAF (Ret)
Maj. Theodore D. Reim, USAF (Ret)
Maj. Travis O. Rogers, USAF (Ret)
Lt. Col. Richard R. Roudabush, USAF (Ret)
Maj. Clifton L. Shea, USAF (Ret)
Col. Jerry L. Sinclair, USAF (Ret)
Gen. Lawrence A. Skantze, USAF (Ret)
Lt. Col. Douglas D. Stewart, USAF (Ret)
Col. John P. Thomas, USAF (Ret)
Mrs. Linda E. Tisdale
Mr. Arnold J. Tolbert
Maj. Clement W. Twiford, USAF (Ret)
Col. Allen R. Weeks, USAF (Ret)
Maj. Gen. Wayne E. Whitlatch, USAF (Ret)
Mr. Bruce N. Whitman
Maj. Gen. Gordon E. Williams, USAF (Ret)
Lt. Col. James L. Wissert, USAF (Ret)
Lt. Col. Charles C. Yates, USAF (Ret)
Mrs. Milicent Young, WASP

Flanders Field
Written by John McCraee after the Second Battle off Ypres in 1915. It is a well-known Armistice Day poem.

In Flanders fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead.
Short days ago We lived,
felt dawn, saw sunset glow,
Loved and were loved,
and now we lie in Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch; be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies
grow in Flanders fields.

Photo source: Fields of poppies (www.pinterest.com/)
Evading SAMs in Vietnam
By Col. James S. Thompson, USAF (Ret)

It was the 5th of May, 1967. I was in my F-105 over Hanoi on my 65th mission. I had left the family in Horseheads, New York, feeling guilty about leaving my pregnant wife, Barbara, but telling myself I was reassured when she said she would go along with it. I was part of a strike force comprising 32 F-105s, four wild weasel anti-surface-to-air-missile (SAM) F-105Gs and eight F-4s flying top cover protecting against MIGs. I was on my second Vietnam tour having served a prior uneventful F-102 four-month volunteer assignment in 1964-65 in South Vietnam. I was now currently based at Korat, Thailand.

We were flying F-105s on missions over North Vietnam and were taking losses due to air defenses provided by the Soviets and Chinese. Many of us flying attack missions were unhappy with our assigned targets. Numerous lucrative targets were available like the Haiphong port area vulnerable to mining, and the port access road to Hanoi where supplies were streaming in. There were also North Vietnamese air bases where MIGs were parked out in the open. These were ripe for bombing. But none were assigned to us.

On May 5th our target was a typical low priority group of wooden structures on the west side of heavily defended Hanoi, the Ha Dong Army barracks. There was heavy flak and the radio was full of chatter. Our 16-ship formation had just begun to roll in on the bomb run when I spotted two huge sheets of flame shoot out of the back end of our number four aircraft. He had experienced total engine failure. I called lead: “Dagger 4’s in trouble.”

Our flight of four immediately aborted the bomb run, jettisoned our bombs and tanks and turned out of the attack formation to try to escort number four, who was rapidly losing altitude, out of the area. Our flight lead was Capt. Larry Wiggins. Our squadron commander, Lt. Col. Gordon (Swede) Larson was flying his 94th mission and was number three, the element lead. He called “I’ll stick with four, you guys stay high and cover us.”

By this time number four, Lt. Col. Jim Hughes, who was scheduled to be our next squadron commander, was headed outbound but still descending close to the target area. He neared a lower cloud layer and went into it, followed by Swede, ignoring the threats posed by the heavy defenses below. Jim called, “Lost controls, getting out” and we heard his chute beeper. Swede called, “I’m out of the clouds, have his chute,” followed by, “I’m hit, getting out.” And then we heard Swede’s beeper.

By this time, Larry and I were still flying cover over Hanoi at 16,000 feet. But the rest of the strike force had dropped their bombs and departed, taking with them their electronic counter measure (ECM) pods, which in their mass formation, had until now kept the North Vietnamese air defense radars from seeing us. But boy, did they ever see us now, the only two remnants of the strike force still over Hanoi. They began launching what became an estimated six SAMs, in sequence against us, three for Larry and three for me. The SAMs were ground launching with a visible dirt plume and this, coupled with our cockpit warning indicators enabled us to initially see them take off. We then began individually positioning ourselves for defensive maneuvers.

I turned towards my attacking SAM and when it reached my altitude I rolled upside down into a “split S” dive straight down. This got the SAM to follow me down into a dive trajectory still at full rocket power. When it was committed down, I reversed pulling up sharply. Since I had wings and the SAM didn’t it couldn’t match my upward
climbing maneuver. The SAM then lost lock and fell away. All this went well and good and it worked for the second SAM, too. But by the time I evaded it, I was out of airspeed on top of my second climb. The third SAM had launched, closed into my six o’clock position and had me dead to rights. It passed very close on my right and I could see the Russian cyrillic writing on its side. I don’t know why the SAM’s doppler proximity fuze didn’t trigger the SAM’s warhead and blow me to smithereens. But it didn’t, and continued past. I hit the afterburner, diving away and headed out at supersonic speed.

I found Larry who had also evaded the SAMs and we headed for Thailand. On our return to base I found myself wondering about the value of this mission. Was it really worthwhile to assign 44 aircraft to destroy typical North Vietnamese wooden barracks, undoubtedly warned and evacuated? The remaining 28 F-105s from our strike force had pressed the attack, each dropping six 750-pound bombs. It was likely the barracks were now in toothpick-size shreds. Better targets would have been the neatly parked MIGs we had passed on Phuc Yen airfield on our way in.

About two weeks later, I was called to the squadron orderly room and told, “Pack your bags, you’re going home.” I said, “I haven’t completed my missions yet.” The executive officer said, very softly, “We have word from the Red Cross that your baby son is very sick, and it doesn’t look good.” Four-month old David, born after I left and had never seen, had contracted spinal meningitis and was deathly ill in the Elmira, New York, Hospital. David and Barbara needed me. I headed home. When I got there it was touch-and-go, but thankfully after receiving great medical care at the hospital, David fully recovered, suffering no permanent ill effects.

After I got home a North Vietnamese propaganda video of Swede Larson and Jim Hughes was on the local news. NVN troops were prodding them down a road with rifles. They looked terrible and Jim had a bandage on his head. Swede and Jim subsequently spent nearly six years as POWs and were constantly mistreated and tortured. Both survived, were promoted to colonel and returned to the United States at the war’s end.

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**Captain John F. S. Graziano Memorial Award and Scholarship**

The Captain John F. S. Graziano Memorial Award and Scholarship has been established in his memory through the Daedalian Foundation by his friends, family and comrades in arms. On November 13, 2018, Captain Graziano died when his plane crashed during a night training mission at Laughlin Air Force Base, Del Rio, Texas.

Captain Graziano was a man of strong faith, integrity, and character. He did not fear death but rather embraced life, and celebrated each and every day with enthusiasm, warmth and a passion for flight. John treated others with kindness, respect, and compassion. In memory of Captain Graziano, a native of Elkridge, Maryland, the award will be presented to an exceptional pilot candidate at the University of Maryland’s AFROTC Detachment 330 where John earned his commission as an Air Force officer.

Find out more on our website, daedalians.org.
I am Col. Deborah Landry, USAF (Ret), the current editor of the Daedalus Flyer. I joined the Daedalians in October 2016, right after I retired from active duty.

I started my Air Force career in Air Force ROTC at Detachment 315, University of Louisiana-Lafayette. I received my commission in 1990 as a distinguished graduate with a training slot for specialized undergraduate navigator training (SUNT). After a 10-month wait for my class start date, I moved to Mather AFB, Sacramento, California.

I loved training and worked hard to become the top student in the TTB (tanker-transport-bomber) track earning my number one choice of the KC-135R to Robins AFB, Georgia, as my first operational assignment. I earned distinguished graduate honors from KC-135 initial qualification training at Castle AFB, Merced, California, and within two weeks of returning to Robins, found myself as the lead navigator on a 3-ship deployment to Riyadh, Saudi Arabia, in support of Operation DESERT SHIELD. What was supposed to be a “fam ride” ended up being much more.

Some other highlights from my days with the Black Knights of the 19th Air Refueling Group include: using celestial navigation on nav leg training missions; coronets with “chicks” in tow across the Atlantic; flying refueling missions out of England, Spain, France, Crete, and Japan; seeing St. Elmo’s fire on the windscreen and the Northern Lights on the horizon; sightseeing in Pisa, Italy, with my husband and 18-month old son when they visited during a deployment; becoming hypoxic from a rapid depressurization while five months pregnant with my daughter; and working in the scheduling shop putting the “horse blanket” together.

After I left the KC-135, I worked on the staff at the Air Force Personnel Center for a couple years until I got my dream job of teaching at the SUNT schoolhouse in the T-43. I did that for four years and then went off to school at Maxwell AFB, Alabama. I thought I would go back to Air Mobility Command and eventually return to fly, but instead I was sent to a tour at the Pentagon. I worked in personnel and then in the executive review secretariat, which was the organization responsible for planning CSAF and SecAF engagements. While in DC, I deployed to Pakistan to work at the U.S. Embassy in Islamabad. After four years on the air staff, I came back to San Antonio for my final duty station.

I was a lieutenant colonel without a command tour, so I knew chances of another promotion were slim. But I had a commander who believed in me and I was promoted to colonel in 2012. I retired from HQ Air Education and Training Command in 2016 after more than 26 years of service.

My experiences may pale in comparison to many of our members who flew combat missions, but that’s what makes us a great organization – we all have stories to share to preserve our heritage and our younger members are just starting to create their own memories.

I took the position as editor of the Daedalus Flyer in February 2017. I didn’t have any experience in some of the software necessary for the job, but I have enjoyed the challenge and have learned so much. Every issue brings another opportunity to discover more about the flights and witness the promising future of military aviation. I also get to read some of the most amazing stories of courage and aviation skill from our members – preserving our heritage and honoring their service.

I have been married to Patrick Landry for 28 years and we have two children. Jeremy is 25 and Rebekah is 23. I am sometimes known as Pokey (a call sign I earned from a WSO) and I like to run and drink beer. And I love the San Antonio Spurs! I look forward to meeting more fellow Daedalians through flight input each quarter or as I travel. Fly safe!
On Oct. 3, 2018, an Egan Scholarship Award was presented to Air Force ROTC Cadet Chance Flanigan, a senior at Central Washington University, Ellensburg Washington. In attendance were: Lt. Col. Mark Meier, Air Force ROTC Detachment 895 Commander, the detachment staff and the cadet corps. Cadet Flanigan was awarded a total of $5,000 from the Daedalian Foundation and Cascade Flight #22, McChord Field, Washington.

Chance is an information technology and administrative management student with a 3.92 GPA. Cadet Flanigan has, at his own expense, obtained his pilot, instrument and commercial pilot certificates. One of the ways he gained flying time was to fly as a copilot wearing night vision goggles in a crop duster. Chance has been selected to attend Air Force pilot training following graduation.

Many thanks to the headquarters staff who helped make this award possible.

Story and Photo submitted by
Brig. Gen. Frank S. Goodell, USAF (Ret)
In October, Flights 38 and 103 held a joint meeting in Austin. More on the topic can be found in the Flightline section of this issue. A highlight of the event was recognition of two Daedalian Flight Training (DFT) program graduates. COL Charles Densford, USA (Ret) of Flight 103, Fort Hood, presented jackets to two high school students who had soloed in the program. Cadets Joel Nace and Levi Gamo were also presented with F-22 models by Lt. Col. Richard Fairlamb, USAF (Ret), and solo certificates by Mrs. Charlene Tapman, widow of Col. Tom Tapman for whom one of the eavoy DFT opportunities is named. Levi’s brother, Nick, is also a DFT graduate and came out to congratulate his brother. The students thanked the flight for the support they received and said it was an opportunity of a life time. Cadet Gamo wasn’t sure he was ready, but his instructor stopped the airplane and told him I believe in you, and you can go fly solo. He was a little scared at first, and on his first attempt, he turned to base too early. Levi remembered being told never to force a landing and he executed a go-around for another attempt. After that, his landings were perfect. Cadet Nace said he felt very unique as he was one of the youngest in the class. Mr. Laird Leavoy, sponsor of the Leavoy DFT, was on hand to congratulate the young men.

DFT “Graduates”

Above, Lt. Col. Richard Fairlamb, USAF (Ret), presented each cadet with an F-22 model. Mrs. Charlene Tapman gave them their solo certificates.

Cadet Joel Nace (left) thanks the Daedalians for their support while Cadet Levi Gamo listens.

COL Charles Densford, USA (Ret), stands with (L to R) Cadet Levi Gamo, Cadet Joel Nace and former DFT student Nick Gamo.

Mr. Laird Leavoy is a big supporter of DFT and offered his congratulations, too.

Awards

30 Daedalus Flyer Spring 2019
Congratulations to the 2018 top graduates from flight training. In addition to being the top graduate, each received a plaque, coin and one-year membership in the Daedalians. This presentation is always made by a current Daedalian. Thank you to all the Daedalians who support our newest military aviators and congratulations to all winners. Very well done!

**U.S. Navy Advanced Helicopter Training**
- 13 Jul  LTJG Colby Shinholser, USN
- 10 Aug  1st Lt. Ryan Lofswold, USMC
- 14 Sep  LTJG David Holman, USN
- 28 Sep  1st Lt. Mackenzie Spaich, USMC
- 30 Nov  1st Lt. Jackson Niketas, USMC

**U.S. Navy Advanced Naval Flight Officer Training**
- 29 Jun  ENS James Hoofnagle, USN
- 27 Jul  LTJG Eric Simon, USN
- 14 Sep  ENS Andrew Coen, USN
- 28 Sep  LTJG Melissa Felman, USN
- 26 Oct  ENS Michael Yi, USN
- 30 Nov  LTJG Benjamin Fry, USN
- 14 Dec  ENS Madeline Bliss, USN

**U.S. Air Force Combat Systems Operator Training**
- 22 Jun  2nd Lt. Jeremy Smythers
- 13 Jul  2nd Lt. Lawrence Wolfis
- 3 Aug   2nd Lt. Joshua Atencio
- 24 Aug  Capt. Jane Kaufman
- 14 Sep  Capt. Samuel T. Barnes
- 12 Oct  2nd Lt. Roger Mallery
- 5 Nov   2nd Lt. Jacob Savel
- 30 Nov  2nd Lt. Lynne Cheravitch
- 21 Dec  2nd Lt. Nathan Vogle

The first CTW-5 top helo graduate award was presented to LTJG Colby Shinholser, USN, by CAPT Dan McCort, USN (Ret) on July 13, 2018.

ENS Yi of VT-4 received the U.S. Navy Advanced Naval Flight Officer Training program top graduate award on Oct. 26, 2018, by (L-R) Commodore Janik, ENS Yi, CDR Harris, CO, VAQ-129, CAPT Dan McCort, USN (Ret).
Recollections

The date was July 11, 1952, and fighting in the Korean War was still intense, but stalemated by seemingly futile peace talks. Flying the new F-86E Sabrejet, 1st Lt. Charles R. Cleveland remembers, “It was late afternoon. The weather around the Yalu [river] was forecast to be socked in, and my wingman, John “Red Dog” Hager and I were the only two F-86s in the area - our mission was weather recce (reconnaissance). There was a scattered to broken deck underneath us and a large thunderstorm just north of the Yalu. We were at 35,000 feet when [our island-based radar site] Dentist Charlie called a bandit heading northeast over Antung [China].

We dropped our [external fuel] tanks, went buster [full throttle], then headed southwest along the Yalu [river]. I then sighted a lone MiG-15 at our altitude on a reciprocal heading and about six to eight miles dead ahead. Seconds later we passed about 100 feet apart and turned for each other’s tail.” It was to be the newly minted flight commander’s first one-on-one engagement with a MiG-15.

“I must say I felt very confident as we entered the most exciting five minutes of my life. The fight was high-G, round and round, up and down - about five or six turns - with me gaining a little every time we passed. I finally settled into his six o’clock position, very close. We were down to probably 15,000 feet and very much slower than when we started. Before I could fire he bunted (stick forward) and throttled back, and I lost sight of him momentarily. It surprised me as I had never seen that maneuver before. I rolled on my back and he was practically underneath me with the obvious intention of slipping into my six o’clock. But with flaps [extended], speed brakes [out] and throttle [at idle] I got behind him again. Hager did a great job staying with me the whole time.

“The MiG started a right climbing turn and I pulled lead on him at about 300-400 feet range. I put the pipper on his tailpipe and fired a long burst – immediate strikes up the tailpipe and along the right side of the fuselage up to the canopy area. He did a slow roll to the left, past 90 degrees and onto his back. The nose went down and he started a long leisurely descent, which I took to be a death throes maneuver. I hit him hard at close range, and he went into the roll cloud of a towering thunderstorm in a vertical dive, and MiGs just didn’t do that.”

Although both Lieutenant Cleveland and his wingman felt certain it was a kill, neither one had actually seen the enemy pilot eject, or the MiG explode or crash. And because his gun camera failed to work, Cleveland declined to claim a kill and listed it as a probable (Trest, Warren A., Once a Fighter Pilot, 2012, River City Publishing, 80-81).

His feeling of confidence and skillful maneuvering in his first actual dog fight were the byproducts of training that all new flight commanders received in the 334th Fighter Interceptor Squadron. Thanks to the squadron’s operations officer, Maj. Fredrick C. “Boots” Blesse, a new aggressive training program had been initiated. To be scheduled for a combat mission, each pilot had to have logged three practice dog fights a week. Blesse likened it to golf; “A pro wouldn’t play a tournament if he hadn’t played in two weeks. Those guys practice all the time.” In addition, it was Blesse’s policy that any wingman who lost contact with his leader in combat was grounded for a week and given extra chores. Boots would gleefully tell his pilots, “No guts, no
At the time of this engagement Lieutenant Cleveland had already flown 85 missions as a wingman, with the sole job to “check six” and keep the enemy off his element leader’s tail. Firing your guns without your leader’s permission was a sure ticket to a new job in the food-service squadron or the Kimpo AB motor pool. Blesse had relieved several older flight commanders who had flown numerous missions but had few engagements or no MiG kills. He had specifically promoted Lieutenant Cleveland to flight commander because of his demonstrated flying skill and aggressiveness. He said later, “Chick was the best of my flight commanders.”

Meanwhile, Fifth Air Force commander, Lt. Gen. Glenn O. Barcus, had unofficially canceled the United Nation’s sanctuary policy for enemy aircraft while in Chinese airspace. Thus, Sabrejet pilots could now attack them in Chinese airspace and around their airfields.

Cleveland’s first confirmed MiG kill began very near the Chinese airfield at Antung, with the action ending over the mouth of the Yalu River. The engagement occurred on Aug. 5, 1952. As his flight reached the Yalu River at 35,000 feet, he had dutifully turned his flight east, flying parallel to the river. Then, he looked down at Antung airbase and saw a flight of four MiGs in the landing pattern and immediately decided to shoot down the number four aircraft. In a diving attack, with his Sabre indicating 550 knots and the MiG on final approach at about 150 knots, he quickly caught up and began firing. Unfortunately, his aim was off, although he still got some strikes on the MiG’s left wing.

The anti-aircraft fire over the enemy airfield was fierce, but by staying low he and his wingman reached the Yellow Sea, just west of Antung. Then, eight MiGs were scrambled to counter the two Sabres. Cleveland relates; “One of the pictures stamped in my mind was that of a MiG-15 firing at me head-on, with its whole nose lit-up a bright orange, and all three cannons throwing tracers. But he missed me by a good ways.”

He damaged another MiG with a high angle-off shot, then spotted a pair of MiGs flying level at 7,000 feet at his two o’clock position. But instead of turning left to engage the two enemy aircraft, the MiGs turned away from the F-86s - probably to avoid going over the Yellow Sea, with the chance of capture if shot down.

Cleveland chased them to around 11,000 feet, then one of the MiGs made a hard left climbing turn. “I hit him with a burst from 1,200 feet. He reversed his turn to the right and I hit him again hard from 800 feet – then he pulled straight up, and as I closed to 500 feet for my final burst, he blew his canopy. Simultaneously, his engine exploded and he ejected – then opened his chute and didn’t go twenty feet over my canopy.” The action ended almost directly over the mouth of the Yalu River. His wingman, Lt. Ken Elston transmitted, “Nice going.” Then, being low on fuel, they headed for home (Trest, p-86-87).

Lieutenant Cleveland scored another probable on September 14th, and the next day was credited with his second confirmed kill. Flying an older model F-86A, he described the event as, “not a terribly exciting him-or-me dogfight.” After a couple of turns the MiG pilot saw he was about to lose and attempted to break off the engagement by climbing towards the Yalu River to go home. But at a range of about 1,000 feet Cleveland got some strikes on the aircraft and the pilot ejected.

On September 21st he got another “probable,” which his wingman Lt. Don Pascoe insisted was a kill. His squadron was flying high cover for F-84s striking targets in the extreme northwest corner of North Korea. As they approached the Yalu at 35,000 feet Cleveland spotted two MiGs at his one o’clock position. The Sabres promptly dropped their external pylon tanks and made a wide sweeping turn to get behind them.

Rolling out about 2,000 feet astern, Cleveland felt they were too far back. After a five-minute tail chase at full power, the slightly faster F-86Es slowly closed to 1,800 feet. Then Pasco reported more MiGs way back at about 45,000 feet and descending. This forced Cleveland to shoot early. His first burst went low so he moved the sight’s pipper above the MiG’s large tail and fired. This time he saw hits on the aircraft’s tailpipe, the engine area and right wing. Following a second burst there was an explosion. With the MiG now burning Cleveland continued shooting and got a couple more hits before the damaged MiG -15 began descending.

Then, Pasco reported the other MiGs were closing the distance. In a classic display of element integrity Cleveland showed total faith in his wingman and didn’t look back. Instead, he continued his pursuit and told Pascoe to call a break when he felt it was absolutely necessary. Finally, Pascoe called “BREAK,” and Cleveland didn’t hesitate. Cleveland and Pasco then headed south and returned to Kimpo AB.

Cleveland’s third confirmed kill occurred on September 26th – a fight he describes as one-sided. Two
MiGs had taken off from China’s Feng-cheng airfield. But instead of first climbing north to high altitude they turned south and crossed the Yalu into North Korea. Their mission was likely to intercept the slower F-80s and F-84 fighter bombers attacking targets in North Korea.

The two Sabrejets dived from high altitude and got close behind the MiG element leader at an altitude of around 1,500 to 2,000 feet. Cleveland recounts: “He saw us and dropped his [external fuel] tanks. I hammered him really good and there was a huge explosion and black smoke. Then he pulled straight up and ejected.” Cleveland’s wingman saw the ejection and later confirmed his aerial victory.

Two days later while leading a flight of four F-86Es he scored his fourth confirmed kill. His flight was escorting a squadron of slower F-84s attacking an ammo dump and troop concentrations about 30 miles south of the Yalu River boundary with China. At an altitude of 7,000 feet he had his flight busily S-turning over the F-84s, when, without warning from our coastal radar site Dentist Charlie, “a flight of four MiG-15s suddenly dived out of the clouds to attack the fighter-bombers.” Cleveland quickly had his flight drop their tanks and “go buster!” Then he latched onto the MiG leader who had slowed-down behind an F-84.

Even today, he recalls the scene vividly with an F-84 out front strafing a convoy, and a MiG-15 behind him shooting. Cleveland was the third in line and locked onto the MiG and shooting - getting hits all over the enemy aircraft. The MiG pilot suddenly pulled up to the left and started to climb, then slowed rapidly and the aircraft began to burn. Lieutenant Cleveland pulled up and over to the right and looked down at the enemy fighter. It was shredded with 50-caliber bullets, with the canopy smashed and the pilot slumped over the control stick. He then resumed firing and the MiG crashed into the side of a hill (Trest, p-91-92).

In order to get his fifth victory, he had extended his combat tour for the second time and was scheduled to fly his 135th mission. Then, Major Boots Blesse said, “Chick, I’m going to get you that (fifth) MiG if it kills me. I know where the MiGs are and I’ll take you where you need to go.” And away they went deep into mainland China. Unfortunately, the MiGs weren’t flying and the Sabres stayed north until Cleveland’s fuel level got dangerously low. He said later, “it was probably the dumbest thing I’d ever done in an airplane.” After climbing to 50,000 feet, he shut down his engine, and with Blesse guiding him, glided home.

He made it back to Kimpo Air Base, then restarted his engine and landed normally. But upon clearing the runway he flamed-out -- alas, directly in front of wing commander, Col. Harrison Thyng’s office window. Colonel Thyng saw the activity and asked, “Who is that?” When his ops officer replied “Lieutenant Cleveland,” the colonel recognized the potentially fatal obsession and responded with, “Send his ass home!” Thus with 135 combat missions, four confirmed aerial victories, two probables, and four damaged, Lieutenant Cleveland was sent home (Trest, p-94.95).

Over the years, Cleveland was promoted to positions of ever greater responsibility. After 35 years of service, he retired as a Lieutenant General and commander of the Air University. It wasn’t until a 1999 West Point Class-of-49 reunion at Hilton Head, North Carolina, that in a discussion of his aerial victories with fellow classmate Dolphin D. Overton (also a jet ace) that he described his two probables. Overton felt certain they both should have been confirmed kills and immediately began tracking down the pilots who had been Cleveland’s wingmen on the missions. Don Pasco was the only one living, and told Overton that the second probable, claimed on September 21, 1952, should have been claimed as a kill.

Overton got a statement from Pasco, and together with retired double-ace Maj. Gen. “Boots” Blesse, they submitted the claim to the Victory Confirmation Board of the American Fighter Aces Association. The board reviewed the documentation and agreed. Finally recognized as a fighter ace, General Cleveland was inducted into the association. The next step was to correct the official Air Force record.

The package was submitted to the Air Force Board for Corrections of Military Records in March 2007 and a formal hearing included testimony of both Overton and Blesse. It wasn’t until January 2008 that he received a call saying that correction of his records had been approved and signed by the Secretary of the Air Force (Trest, p-238-241). Thanks to his determined friends, General Cleveland had belatedly become a revered member of the approximately 150 living aces. Hopefully, his integrity and military competence will serve as guidance for generations of Air Force warriors yet to come.
August 2018 - DETER - COMPETE - WIN! That is the National Defense Strategy supported by the Colorado National Guard. Maj. Gen. Michael A. Loh, The Adjutant General of Colorado, stressed that strategy as he spoke to Flight 18 on Aug. 17, 2018. The United States Armed Forces are built to deter aggression. If for some reason deterrence fails, we will compete, and we will win. Have no doubt about it. We will compete with all our power and we will win.

The Colorado National Guard is a multi-faceted organization composed of air and ground elements of the Army and Air Total Force. They respond to both Federal and State requirements. They defend the homeland; perform search and rescue missions; fight fires; perform disaster relief; interdict drug traffic; and provide around the clock, armed jet fighters to protect the airspace around the concentration of military and civilian aerospace activities in the state of Colorado. They also provide a high-altitude aviation training site. Both air and ground units are often deployed overseas and the squadron of F-16 jet fighters has posted record-breaking combat statistics. The Adjutant General manages a huge, far flung, complex operation and General Loh demonstrated his intimate knowledge of the many details involved.

General Loh is well-known by the members of Flight 18. Fifteen years ago, we established a program to recognize a fighter pilot serving with the Air National Guard at Buckley AFB who had achieved distinction over and above normal performance. The wing commander sent us a short list of highly qualified nominees. After reviewing those candidates, we picked then-Lt. Col. Mike Loh as the first recipient of the Daedalian Distinguished Pilot award established by Flight 18. One of the award elements was a one-year paid Daedalian membership. Mike promptly changed that to become a Life Member of the Order.

We have followed General Loh’s career as he excelled in many important and demanding assignments and his well-deserved promotion to general officer ranks. Rest assured that under his leadership the Colorado National Guard will perform every assigned task with excellence and stands ready to deter, compete and win!

September 2018 - The letters NTSB are often in news headlines. Those letters stand for the National Transportation Safety Board, an independent federal agency that fills a vital role in the investigation of accidents, determining the cause and recommending corrective action to save lives and prevent accidents. The staff has some 420 employees, including 162 investigators and 98 air safety specialists. During 2017 they investigated 1,356 aircraft accidents. Dr. David Bowling, PhD, is in charge of the area covering the western part of the nation and was our guest speaker on Sept. 21, 2018.

Some of the things that drive his investigators crazy are simple things people do. Things like running out of gas, accidentally flying into IFR conditions for which they are not trained or qualified, using poor judgment caused by “get-home-itis”, failure to do complete flight planning by reading notices to airmen, failing to take weather data into consideration in flight planning, and the lack of overall situational awareness. More recent challenges to transportation safety include cell phone distraction, self-driving cars and dangers caused by unregulated drone flight. They have also noted an increase in spatial disorientation due to marijuana use.

Dr. Bowling spoke of one accident that was doomed from the start. It happened on Jul. 1, 2016, on a hot air balloon flight piloted by Alfred “Skip” Nichols with 15 passengers. Nichols was taking a “witch’s brew” of valium plus medications for diabetes, depression, attention deficit disorder, and chronic pain. His driver’s license had been suspended for DUI. The weather that morning was 700 foot overcast, with no forecast for improvement. He took off anyway, apparently hoping to find a break in the
clouds. Instead he hit a power line and all aboard perished in the deadliest such accident in history.

In addition to the main modes of aviation, highway, rail and marine transportation, the NTSB responsibilities have been broadened to include transportation of material by pipelines.

Things they are doing and recommending include increasing the implementation of collision avoidance technology, expanding installation of recorders to record accident causes, increasing requirements for medical fitness, passing and enforcing laws on alcohol and drug impairment, improving training to prevent loss of control in-flight by avoiding stalls, eliminating distractions and managing weather issues.

It is a big job and the NTSB is working hard to improve our transportation safety across the board. They deserve to be called the “gold standard” of accident investigations worldwide.

September is definitely our month to shine. Not only was it busy but it was very gratifying. We had 82 in attendance to congratulate our two academic scholarship recipients, two Civil Air Patrol (CAP) awardees, and our six Daedalian Flying Training students who completed their flight instruction to solo. Among our congratulatory guests, we also had their families, their representatives, and our always welcomed member spouses/significant others. A great turnout!

At the Flight Scholarship and Flying Awards program on Sept. 20 we recognized two academic scholarship recipients and six Daedalian Flying Training students - two university and four high school - who completed a solo flight.

The flight sponsored academic scholarships for two Dallas-Fort Worth area ROTC cadets, Ian Kline and Rebeka Lake-Dieterich. Cadet Kline received the National John and Alice Egan Scholarship and Col. John Hedges Memorial Scholarship. He received a total of $5,000. He attends the University of North Texas in Denton, Texas, and has a pilot training slot upon graduation and commissioning.

Cadet Lake-Dieterich received a matching scholarship from national and received a total of $4,500. She also attends the University of North Texas and has a combat system operator’s slot upon graduation and commissioning. The cadets’ unit commanders and families were present during the recognition ceremony and dinner.

23rd Flight also sponsored flying training through solo for two Dallas-Fort Worth area CAP cadets Andrea Chun and Sam Goldfarb. Both attended the Texas CAP Powered Flight Academy during 2018 Summer Encampment. Cadet Chun is a high school senior, deputy cadet commander of her unit, and fluent in the Hungarian language. Cadet Goldfarb is a high school junior who also attended the Vermont Glider Academy in 2017 and has completed 22 flights. Additionally, both cadets received flight jackets and Cessna 172 aircraft models.

The Les Leavoy Fund at the Daedalian Foundation sponsored four DFT students. Les’ son Laird Leavoy, as benefactor to the foundation, has been our primary DFT sponsor since 2009. The first three students received P-47 Thunderbolt models in the squadron markings of the P-47 that Les Leavoy flew in combat and during the Battle of the
Bulge in World War II. Laird requested one of the students he sponsors, Nick Reid from Joshua High School, be named the “Richard Fairlamb DFT student.” Nick received a Vietnam-era F-4 Phantom II like Richard flew in combat during his second tour in Vietnam.

The Fort Worth Airpower Foundation supports Flight 23 annually with a Tuskegee Airman Award. We selected DFT student Mary Wolff, Birdville High School and Army JROTC, to be the “Tuskegee Airman student” for 2018. After she was presented with her flight jacket and solo certificates, Mr. Sid Eppes, Chairman of the Fort Worth Airpower Council, presented Mary with a model of the current-production Lockheed-Martin F-35 Lightning II at Air Force Plant #4, Navy Joint Reserve Base, Carswell Field, Texas.

Kitty Hawk Flight was treated to a very special invite from both the 335th and 336th Fighter Squadrons. They hosted our October meeting in their respective squadrons, which are joined by a walkway. We were invited to a “happy hour” in the 335th FS “Chiefs” (Col. Chuck DeBellevue’s, USAF (Ret.), first operational squadron as a WSO in 1970-71 and later as a pilot in the mid-1980s). Later, we had dinner with the 336th FS “Rocketeers” (Lt. Col. Matthew “Edge” Swanson is the squadron commander and our Kitty Hawk flight captain).

After dinner, we were given talks on the Rocketeers’ recent deployment to the sandbox. Of particular significance was the role of the F-15E “Strike Eagles” in the fight near the city of Deir al-Zour on 7 Feb 18. A team of about 30 Delta Force soldiers and Rangers from Joint Special Operations Command was working alongside Kurdish and
Syrian Democratic Forces (SDF) at a small dusty outpost next to a Conoco gas plant. According to the New York Times, about 20 miles away, at a base known as a mission support site, a team of Green Berets and a platoon of infantry Marines stared at their computer screens, watching drone feeds and passing information to the Americans at the gas plant about the gathering fighters. At 1500 hrs, the Syrian force began edging toward the Conoco plant. By early evening, more than 500 troops and 27 vehicles including tanks and armored personnel carriers had amassed. A small Marine reaction force was formed and mounted on four vehicles, but the fight was primarily staged by an artillery barrage, Reaper drones, F-22 fighters, the F15E Strike Eagles, B-52 bombers, AC-130 gunships and AH-64 Apache helicopters. For the next four hours, American officials said scores of strikes pummeled enemy troops, tanks and other vehicles. Marine rocket artillery was fired from the ground. There were no American casualties and a few SDF were wounded. The bad guys were primarily Russian mercenary contractors. The number of bad guys killed is in dispute (estimates range between 200-300). All-in-all, this was one of our most memorable meetings and we thank the fighter squadrons for their hospitality.

Our special attendees included long-time Daedalians Maj. Gen. Tim Peppe, USAF (Ret), and Col. George Sauls, USAF (Ret). This is the first Kitty Hawk Daedalian meeting that Colonel Sauls has attended and his presence brought out General Peppe. As it happened, Colonel Sauls was the 67th Tactical Reconnaissance Wing Commander at Bergstrom AFB, Texas, from 1975-77 when General Peppe was a captain and an RF-4C instructor pilot. Both had some interesting stories to swap as they relived old times.

Our guest speaker in November was Lt. Col. William “Boo Boo” Miller, USAF (Ret.), an F-15E contract instructor and the owner of High Aspect Flight Training, a fixed base operator (FBO) at the local airport. He regaled us with several war stories from his F-4 and F-15E experiences, as well as giving us a full rundown on his new FBO operation. He recently soloed our Daedalian Flying Training (DFT) program cadet and gave us a detailed briefing on the aircraft he uses for flight instruction, the Diamond DA20. His talk was very interesting and the pictures he showed were captivating. All-in-all, this was a memorable gem of a meeting that everyone thoroughly enjoyed.

Kitty Hawk Flight was thrilled and excited when our past (and future) National Commander, Lt. Gen. Nicholas Kehoe, USAF (Ret.), accepted our invitation to speak at our annual “Aircrew Awards” dinner in January. We have been giving awards for aircrews from the host 4th FW and the 916th ARW for the past 20 years. Never one
to disappoint, General Kehoe gave a stirring talk on the mission of the Daedalians, highlighting the importance of giving recognition to deserving individuals and the need to inspire future aviators like Cadet Matthew Heeren through the Daedalian Flying Training scholarship program. He also talked about the history of the Daedalians and how the evolution of changing the requirements to now incorporate all seven rated officer specialties came about. Specifically, he detailed Kitty Hawk Flight’s involvement in 2012 and recounted how then-flight captain, Col. Nicole “Fifi” Malachowski (first female “Thunderbird” pilot), gave him the full argument on why WSOs are really “back seat” fighter pilots and are considered equals in the fighter community. General Kehoe went on to explain the rationale for including the other rated officer specialties. We had two distinguished visitors from our sister 48th Harley H. Pope Flight in attendance; Col. Joe Fitzpatrick, the 48th Flight Captain and Capt. Pete Vetters, the 48th Flight Adjutant.

We are fortunate to have in our membership an outstanding bagpipe player, Lt. Col. Norm Taflinger, USAF (Ret.). Norm, in full regalia (see photo at right), wearing Royal Stuart tartans, played missing man table honors (“Wings” and “Taps”) at the beginning of the evening and played “Amazing Grace” at the end. He gave a superb performance and was much appreciated by the audience. All in all, it was a delightful and memorable evening.

Col. Ron Perkins, USAF (Ret), briefed 82nd Flight in October on his experiences as a Navy exchange officer in the 1970s. Colonel Perkins discussed learning how to land on a moving ship, and the unique Navy landing procedures used to recover a lot of planes quickly. One of the most interesting things he talked about was the difficulties of landing on a carrier at night with the wind swirling around the ship’s structure -- a very wild and dangerous ride!

Colonel Perkins received his pilot wings at Sheppard AFB, Texas, in February 1969. Following undergraduate pilot training, he went through F-100 training at Luke AFB, Arizona, followed by duty tours at Tuy Hoa AB, Republic of Vietnam, and England AFB, Louisiana. In 1970, Colonel Perkins was assigned to Mountain Home AFB, Idaho, as a part of the initial cadre of instructors in the F-111F Aardvark. In June 1975, he was selected for the Navy exchange program flying the A-6 Intruder. He finished his Navy tour in November 1977, with 133 carrier landings (half of them at night) and a West Pac cruise. Following his Navy assignment, Colonel Perkins attended the Armed Forces Staff College in Norfolk, Virginia. Upon
completion, he was assigned to the Fifth Allied Tactical Air Force in Vicenza, Italy, where he was Assistant Chief of Special Operations and Plans. In July 1981, Ron was reassigned to Mountain Home AFB, Idaho, where he served tours as Operations Officer in the 389th TFTS, 391st TFS, and Det 2, F-111 USAF Fighter Weapons School, respectively. In May 1983, he assumed command of the prestigious F-111 Fighter Weapons School. After attending Air War College, he served on the Air Staff, followed by international command and staff positions. He finished his career as an educator at the Air War College and Arizona State University.

In November, we were honored to have Lt. Col. Pratt Ashworth, USAF (Ret), as our guest speaker. He briefed us on the Civil Air Patrol’s “Surrogate Reaper” Program at Green Flag.

As part of both Green Flag-West and, in Louisiana, Green Flag-East, a sensor ball camera is placed on the belly or beneath the wing of a CAP Cessna, turning that airplane into a “Surrogate Reaper.” This enables the CAP airplane, once aloft, to mimic the Air Force’s MQ-1 Predator or MQ-9 Reaper, depending on the focus of the training exercise, while providing real-time data and imagery to U.S. service members on the ground. The sensor ball camera allows the Cessna’s CAP aircrew to lock onto a target and track it in real-time using full-motion video. Military service members on the ground are able to train before deployment overseas without having to rely on an actual Predator or Reaper for that purpose, thus enabling maximum use of these high-demand resources for missions of national defense.

Colonel Ashworth was born in Phoenix, Arizona. He joined the USAF in 1959 and retired in 1980. During five years in Strategic Air Command, he participated in several 25-hour B-52 missions during the Cuban missile crisis. In 1967, he was assigned to F-4C fighters. In 1968, he received a Forward Air Controller (FAC) assignment to Vietnam where he initially flew “the trail” and “special ops” missions in the O-2 “Skymaster.” He later flew the O-1 “Bird Dog” and the OV-10. After completing his combat tour in SEA, he was assigned to Air Training Command (ATC) where he served as a T-37 instructor, flight commander and section commander. His next assignment was to Luke AFB where, in addition to his military duties, he was assigned the additional duty as a sponsor of the local Civil Air Patrol unit in Glendale, Arizona. Colonel Ashworth’s final active duty assignment prior to retirement was to HQ USAF Europe in Germany. After retiring from the Air Force, Colonel Ashworth worked at Motorola and then General Dynamics before retiring a second time in 2007. Colonel Ashworth joined the Civil Air Patrol in 2008 and, in 2010, he was selected to participate in the CAP support of the AF Green Flag training program. He flies the Cessna 206T out of North Las Vegas Airport and is currently qualified as a CAP Green Flag mission pilot and mission coordinator.

Our members thoroughly enjoyed hearing from Ron and Pratt and the interesting flying (and ship) experiences they have had.

**sometimes, flying feels too godlike to be attained by man. sometimes, the world from above seems too beautiful, too wonderful, too distant for human eyes to see.**

*Charles Lindbergh, The Spirit of St. Louis*
On Nov. 8, we were honored to welcome Col. Shannon Hailes to our 26th “Gateway” Flight Daedalian meeting. Shannon provided an outstanding presentation on the very exciting hurricane hunting mission. He performed duties with the 53rd Weather Reconnaissance Squadron, “Hurricane Hunters” at Keesler AFB, Mississippi, for the last 15 years, performing 117 missions. The men and women of the flight were very impressed with Shannon’s wonderful presentation.

The 14th Flt held their October meeting in conjunction with the Ramstein AFB reunion group at the Air and Space Museum at Ellsworth AFB, Rapid City, South Dakota. The Ramstein group numbered about 100 people including wives. The 14th Flt conducted the meeting and a total of 15 Daedalians were present among the two groups. We had a number of volunteer speakers, spearheaded by Maj. Gen. Bob Taylor, USAF (Ret), and a life member Daedalian. It was a joyous affair with a western theme, all coordinated by flight member Lt. Col. Mike Beason.

Members and guests of Mt. Rushmore Flight and the Ramstein AFB reunion group enjoyed a western-themed lunch at the Ellsworth AFB Air and Space Museum.
The Curtis E. LeMay Flight #16, Order of Daedalians, held its annual scholarship award luncheon on Nov. 14, 2018. Scholarships are awarded to cadets intending to pursue a career as military aviators and are rated on moral character, patriotism, scholastic and military standing, physical condition and flight training aptitude. LeMay Flight members, cadet recipients, their families, representative from their ROTC Detachments, and members of the named scholarship family were among the 69 participants who gathered at The Industrial Social Hall in Bellevue, Nebraska, for the awards luncheon. Flight Captain Col. Dick Williams, USAF (Ret), began the meeting as normal with the Invocation, Pledge of Allegiance, guest introductions and associated toasts. After lunch was served, the Daedalian “Who We Are” video was shown explaining the origin of the organization. Vice-Flight Captain Col. Charlie Daubs, USAF (Ret), then recognized Flight #16’s 2018 Daedalian Flight Training (DFT) scholarship recipient Cadet John Copley for his successful solo flight. Cadet Copley is attending the U.S. Naval Academy in Annapolis, Maryland. LeMay Flight Scholarship Chairman Lt. Col. Jim Berg, USAF (Ret), then announced each 2018 LeMay Flight Scholarship winner as they received their awards. Cadet underclassmen competed for three special category awards while all cadets vied for two LeMay Flight scholarships, and three Named Memorial scholarships. Three additional matching scholarships were awarded from the National Daedalian Foundation. All cadets intend to pursue careers as military aviators. The 13 ROTC cadets were presented scholarship awards amounting to $11,500.00. LeMay Flight’s scholarship program including their flight training endeavors is one of the largest Daedalian flight-level scholarship programs in the country.


WILBUR & ORVILLE WRIGHT, telegram to Milton Wright from Kitty Hawk, N.C., Dec. 17, 1903
On Oct. 3, 2018, Mr. John Read, Park Manager of Pancho Villa State Park in Columbus, New Mexico, and an early member of The First Aero Squadron Foundation, presented an extremely comprehensive and educational power point briefing on events leading up to Pancho Villa’s raid on Columbus, New Mexico, in 1916.

Mr. Read said that before the raid, Villa was a friend of the United States. Mr. Read showed the famous photo of General Pershing, Villa and later President of Mexico, Alvaro Obregon, taken in El Paso, Texas. In the early morning hours of Mar. 9, 1916, however, Pancho Villa’s men rode into Columbus, catching the Americans by surprise.

The question was why did Villa raid Columbus? Some say it was to get revenge against a U.S. merchant who sold him faulty ammunition. However, the most probable reason was that Villa needed to get horses, food and supplies for an army which was on its last leg.

According to Mr. Read, the state park in Columbus, New Mexico, was named Pancho Villa State Park as a gesture of good will with Mexico.

Our guest speaker on Nov. 7, 2018, was Maj. Natalie Franc, Commander, El Paso Composite Squadron and Deputy Commander, Group 1, Texas Wing, Civil Air Patrol (CAP). Major Franc is a native of Glenrothes, Scotland. She enlisted in the Royal Air Force at the age of 18 as an Intelligence Analyst. She speaks fluent Russian.

Major Franc began her presentation by giving the history of CAP. There are currently approximately 61,000 members, 1,400 units and 516 aircraft. The CAP cadet program is designed to motivate young men and women, ages 12 to 20, to live core values, develop leadership skills, absorb aerospace education, become and remain physically fit and develop positive character traits.

The El Paso squadron is one of the largest units incorporating parts of Texas, New Mexico and Arizona. The unit’s three main missions are: emergency services/search and rescue operations (155 lives were saved in 2018), disaster relief operations and counter-drug operations. The CAP has 35,000 members involved in these operations including 600 incident commanders, 2,800 pilots and 6,000 other crew members. The squadron has 14 cadets and 23 senior members. They participate in the Wreaths Across America program by laying wreaths at Fort Bliss National Cemetery and they support community services by providing color guards for special occasions.

Another main event at our November meeting was the election of the following officers for 2019-2020:
- Flight Captain-Mario Campos
- Vice-Flight Captain-Ric Lambart
- Adjutant-Bob Pitt
- Treasurer-Virg Hemphill
- Provost Marshall-Alan Fisher
- Chaplain-Roger Springstead
- Awards Chairman-Roger Nichols
- Newsletter Editor-Kathleen Arrufat

In December, we were honored to host BG Laura L. Yeager. She is the commander of Joint Task Force North. Prior to her current assignment, she served as the Director of Joint Staff of the California National Guard.

General Yeager has a distinguished career that started with her receiving her commission in 1986 as a distinguished graduate from ROTC at the California State University in Long Beach. After several active duty assignments, she transitioned to the National Guard in 1995. She has served in all levels of leadership including during a deployment in support of Operation NEW DAWN in 2010-2011.

Vice Flight Captain Ric Lambart started 2019 on a high note with a recap of his tour of the F-35 Lightning II production facility at Edwards AFB, California.

Fellow 24th Flight member Pete Brandon worked on the F-35 pre-program for 20 years. Ric also mentioned that 24th Flight namesake, and Ace, Major General Franklin A. Nichols, flew the original Lightning, the P-38, during
WWII. Daedalians from every part of the country flooded onto Edwards AFB for the event.

Northrup Grumman received a sub-contract to produce the F-35 that has three variations: A-Air Force, B-Marines with its short/vertical takeoff and landing capabilities, and C-Navy with increased surface area, folding wings, and strengthened fuselage for carrier-based operations. F-35 performance specifications include supercruise, meaning that the F-35 can cruise at supersonic speeds without the use of afterburner. The aircraft has a gross weight of 30 tons, a range of 1200 nautical miles, a combat radius of 669 nautical miles and can climb to well over 50,000 feet.

Ric showed a video explaining that the F-35 is replacing older jet fighters that are between 25-30 years old. The F-35, along with F-22 are the only 5th generation fighters in the U.S. Air Force inventory. The stealth characteristics of the F-35 minimize the range that enemy radar can detect it and its sensors can defeat enemy fighters much earlier than older fighters. The F-35 has six infrared cameras that notify the pilot when a missile has been launched against it. Multiple F-35s can “talk” to each other using sensors and can pass instructions to each other without the pilots actually talking to each other.

The cost of the Air Force variant is $148 million, the Marine variant is $251 million, and the Navy variant is $337 million and costs $41,000 per hour to fly. The pilot’s helmet costs $400,000! It is a 3D helmet with six sensors that can see in all directions and provides all the information formerly incorporated into the HUD.

Ric Lambart talked about his tour of the F-35 facility at Edwards AFB, California. The slide in the background shows the F-35 Lightning II.

Stories and Photos submitted by Capt. Peter Vetters, USAF (Ret)
Flightline

missile. Due to airframe and missile limits, however, they carried chaff dispensers instead. The main omnidirectional radar receiver was in the vertical stabilizer—the “football.” All missions were directed to North Vietnam, with no ground radar threat in the south.

Development of the more advanced EA-6B began in 1966 for the Navy, since it chose to pass on the EA-6A. Because the Navy bypassed the EA-6A, the first Prowler didn’t fly in Vietnam until 1972. According to Cuff, the Marine Corps had the only EW attack aircraft in theater until then.

He said that the EA-6A was instrumental in reducing losses of Navy and Marine Corps attack and reconnaissance aircraft to surface-to-air missile and radar-controlled AAA threats. It was a key ECM support platform for the Linebacker I and II B-52 raids, ending the North Vietnam air war. With the EA-6A success in theater, the navy wanted it to fly off carriers. The Marines began deployments in the Mediterranean, then became the full-time tactical EW support on carriers in WestPac in the mid-1970s.

The Marine Corps EA-6A squadron was based at Marine Corps Station Cherry Point, North Carolina. When they received their first EA-6B in 1977, the Marine Corps realized they couldn’t afford the maintenance equipment and training for the new aircraft. The Navy provided training and support equipment for the airplanes at Naval Air Station Whidbey Island, Washington, until the Marine Corps had its own assets. In 1980, the Marine Corps EA-6B operational flying moved back to Cherry Point, but all training would remain at Whidbey Island. The crew consisted of one pilot and three electronic counter measure officers. The right seater was the navigator, communicator, communications jammer and a second set of eyes up front. The EA-6B flew in DESERT STORM, DESERT SHIELD and in Bahrain air strikes. Fighters always wanted to fly with EA-6Bs because it gave them a better chance of a kill if enemy aircraft showed up.

When the Air Force retired the EF-111 in 1991, the EA-6B flew all tactical EW support for the four services. During operations in Bosnia from 1995 to 1998 and Operation SOUTHERN WATCH in Iraq, the EA-6B supported all allied flights. Currently, in Afghanistan, the EA-6B flies with a tactical jammer targeting IED threats. The EA-6Bs flew land and carrier-based support until Marine Corps EA-6B support for carrier operations stopped in February 1996.

In 2015, the first Marine Corps EA-6B accepted from Grumman in 1977, Bureau Number 160432, flew its last flight. It had over 8,800 landings and more than 11,500 hours. The airplane was refurbished and is on static display at Cherry Point MCAS. Colonel Cuff explained that in 2008 the Navy went to a new pointed nose aircraft for EW, an F-18 variant with EW equipment. In 2013, the Marine Corps decided that it could do its EW mission with UAVs and ground systems forming a “system of systems.” It began decommissioning EA-6B squadrons—one a year—in 2016. The last EA-6B squadron will be decommissioned in 2019. Cuff stated that the EA-6B served in the Marine Corps’ EW mission for more than 42 years.


In August our flight’s own Lt. Col. J.R. Alley, USAF (Ret), reviewed his incredible flying career that saw him accumulate over 11,000 hours in fighter-type aircraft. J.R. started with the Oregon ANG in 1953 as a navigator in F-94s and F-89s. He earned a pilot training slot in 1960 and went on to fly the F-86, F-100, and F-4 in operational assignments as well as classified assignments as a civilian contractor. He impressed the crowd with his experiences flying U.S. Army F-100s (yes, the US ARMY had F-100s for a short time as test and target aircraft) and ferrying very well-worn Turkish F-100s back to the U.S. without any tanker support.

UNLV ROTC commander Lt. Col. Corey Jewell and two cadets as well as the local USAF recruiting assistant, Lt. Brendon Raines, also attended. Bob Hale also brought our two DFT recipients who had both recently soloed.

For September, Lt. Col. John Cottam, USAF (Ret), visited the flight as part of a business trip as a Lockheed deputy program manager and shared incredible stories from
his time flying C-130s during the Angolan Civil War in 1992. John spent 26 years in the Air Force flying the C-130, with about half of that time being in support of “other governmental agencies.” This included flying classified missions for then-Col. Oliver North. In 1992, he led a diverse task force supporting humanitarian and U.N. efforts in Angola. His harrowing treetop-level flights while being shot at by rebels impressed the audience of 41 members and 18 guests.

In October, the flight met with students and faculty at the Rancho High School Aviation Academy. Sixteen members shared their aviation experiences with 24 guests, students, and parents. Finally, we finished the year teaming with the local River Rats for two fun annual events: a spot in the Las Vegas Veteran’s Day Parade and our Christmas party.

Cascade Flight’s November 2018 meeting featured a continuation of one of our primary missions, providing programs for currently active aviators, adding to their professional development. For us in the great Pacific Northwest, that means current airlift C-17 crews of the 62nd Airlift Wing at McChord AFB, Washington. We met at the 8th Airlift Squadron for a stirring presentation by Lt. Col. Lorin Long, USAF (Ret), an experienced military and commercial aviator.

Graduating from and commissioned at the Air Force Academy in 1977, Colonel Long has flown the T-38, F-4, A-7, F-117 and, after retirement from the Air Force, the Boeing 737 as an Alaskan Airlines pilot. He also finds time to be a volunteer docent at the Museum of Flight in Seattle. Much of his talk to our members and flight-suited guests focused on flying an F-117 into Baghdad airspace on
Night 1 of Operation DESERT STORM’s air campaign. He included a rarely publicly seen video containing F-117 cockpit views and bomb impact imagery during the attack. His presentation also included insights into training in various aircraft, leaving his audience wanting more before we continued with Q&A in a social atmosphere.

Our December meeting followed a tradition of meeting with guests for lunch. This was accomplished with holiday décor on Dec. 7th, the 77th anniversary of the brutal aerial attack on Pearl Harbor. To memorialize that tragically historical event, we recognized and applauded the service to nation by seven veterans of World War II in attendance. Al Jones, Cy Reck, Dave Ross, Jack Sharp, Stan Solmonson, Ray Hensel, and Ray Swalley represented Army, Air Force, Navy and Marine Corps combatants. Rumors later suggested some members headed to a casino to roll for a 7 after this lunch of 7-77-7. We await sortie reports. Who knows? Perhaps the Foundation will be the big winner.

The Order of Daedalians Granite State Flight 53 recently presented a $1,000 check to the Pease Greeters to help support their important mission of personally thanking our troops traveling to and from overseas.

Flight 53 had become aware of a pressing financial need the Pease Greeters were experiencing that threatened their unbroken record of meeting every troop-carrying aircraft passing through the busy Pease-Portsmouth International Airport since 2005. No matter the hour, the day, or the weather conditions, the Greeters have shown up to thank our troops on behalf of a grateful nation. That commitment has translated to nearly 1,700 aircraft to date. The Chairman of the Pease Greeters, Mr. Frank Lasorsa, was invited to Flight 53’s October meeting for the special presentation.

This donation carries personal significance for the members of Flight 53, all military members who have served in flying positions. Many are Vietnam veterans who remember a very different time and reception when they returned home – something they never want today’s troops to experience. A number of flight members are also members of the Pease Greeters or have volunteered their services and support. Learn more about and support the Pease Greeters by visiting their website at peasegreeters.org.

Stinsons Flight revived an old tradition for our October meeting with a golf outing at JBSA-Randolph. Steve Usher organized the Texas-scramble tournament and the course was in excellent shape, despite recent heavy rains. Members were happy to be outdoors impressing their fellow Daedalians with amazing shots. Or not -- one foursome used four mulligans to finally sink a par putt on one hole. The participation award went to Flight Captain Steve Rakel; he, his wife Michelle, and daughter Kathy all played. The two winning teams happily donated their cash prizes to the flight’s scholarship fund.

In December we held our annual Christmas reception at JBSA-Randolph in the Parr Club. Guests included several spouses and the cheerful women who support all of us at Daedalian Headquarters. Also in December, we held our annual salute to the flight’s namesakes at Stinson Field. This event takes place on or near December 17th, the anniversary of the Wright Brothers’ first flight in 1903. Our speakers were two JROTC cadets, one from Floresville High School and the other from Steele High School. They gave excellent talks on the meaning of the Wright Brothers’ first flight. Cadet Colonel Zoe Martinez, from Floresville, sang the
National Anthem and served as master of ceremonies. The Floresville Cadet Chorale gave an excellent performance and closed with an inspirational rendition of “High Flight.” Flight Captain Steve Rakel led his cadets for the final time, as he is retiring as senior JROTC instructor and will soon start training new remotely piloted aircraft students at Randolph. We have had a great year under Steve’s leadership of the flight and have enjoyed interacting with his exemplary cadets.

Daedalians at the Stinson Family Memorial. Front row: Cadet Zoe Martinez and Flight Captain Steve Rakel. Back row, left to right: Ed Sheeran, Rocco DeFelice, Dan Clark, Charlie Baumann, WWII veterans Tom Tredici and Bill Stewart, Jerry Allen, Dan Meyers, Bill Ercoline, Jack Fair, Howard Ham, Opie Opersteny, Jim Humphries, and Olga Custodio.

Sierra Flight came back from the Summer break and launched into a busy and enjoyable fall season with great luncheons and equally great programs and presentations! We inducted some new members and filled our slate of flight officers. But the highlights of the monthly meetings were definitely the speakers and presentations.

One of the highlights of the September luncheon was a very interesting presentation by Rolf Konstad of Precision Flight Controls. He’s an engineer and pilot, and spoke about and fielded questions on the development of controls and instrumentation with all of the newest technology. We also had the pleasure of inducting Bob Blanton into the Daedalians and the Sierra Flight!

At the October luncheon, we honored four scholarship recipients (three Daedalian honorees and one guest River Rat scholarship recipient). On the far left in the photo is Lt.
Col. Dash Morse, Commander, Det. 88, AFROTC. Next to him from left to right, Cadet Cory Brundage (Red River Valley Fighter Pilots Association scholarship recipient), and Flight 27 scholarship recipients Cadet Robinson Hess, Cadet Alana Daum and Cadet Brian Abbott, who will also receive matching funds from the Daedalian headquarters! Well done folks!

The program for the November luncheon was a panel of four flight members relating stories and answering questions about experiences during their combat tours of WWII. In the photo to the right, standing is the flight adjutant, Col. Austin (Wiz) Wiswell, who was the moderator for the panel discussion. Seated (l to r) are four of Sierra Flight’s own greatest generation (WWII) veterans: Joseph Peterburs, James Grey, John Baeta and Demetrios Karnezis. A great couple of spell-binding hours!

We finished up a great fall season with the December Christmas luncheon. We had a great meal, gave out some wonderful door prizes and inducted our staff of 2019 flight officers. Good food, spouses, guests and friends, and holiday Daedalian camaraderie - who could ask for more? Sierra Flight is looking forward to an outstanding 2019!

Our October meeting was a joint meeting with Flight 103 held at the Georgetown, Texas, airport in the Pilot’s Choice Hangar.

Carl Forsling, a Marine Corp aviator, was our guest speaker. Our backdrop was a North American PBJ-IJ which might look familiar (see picture at right). Carl had four tours in the Bell 206, the most prolific helicopter around. He also flew a V-22 on its first deployment aboard a ship and was an advisor to Afghan border police. After retiring, he flew for a police department.

Bell’s replacement for the V-22 is the V-280. It has the speed and maneuverability of a fixed wing with vertical takeoff and side doors rather than a ramp. The V-280 program is a technology demonstrator and uses fly-by-wire and composites to enhance its performance. It is designed to cruise at 280 knots and hover at 6,000 feet on a 95-degree day with a full load. It has a combat range of at least 500 nautical miles. It is built to tighter tolerances even at a reduced cost. Bell has fixed all the complaints from the V-22 and incorporated many of the lessons learned over the last 20 years.

The tilt-rotor aircraft will have greater reliability with less than an hour for engine or gear box change. To mount the wing assembly, you only need four bolts and four people. Note in the picture that the engines stay horizontal. The tiltrotor is made in Amarillo.

Above, Carl Forsling talked about USMC tilt-rotor aircraft to nearly 40 members and guests. Below, COL Charles Denford, USA (Ret) presents Carl with the speaker’s gift.
National Capital Flight 4 began the 2018-2019 meeting schedule in October with Lt. Gen. L. Scott Rice, Director, Air National Guard, as our guest speaker.

General Rice is a senior leader of over 100,000 national guardsmen. In this role, he works closely with top U.S. Air Force leadership. He discussed the recent shift in the national security strategy to counterbalance Russia and China. With Russian military involvement in the Ukraine and Syria, Chinese territorial claims in the South China Sea, and a fight for control of the informational and cyber domain, the United States military must train and plan its force structure to meet great power competition to its national security.

During the 2013 Boston Marathon bombing, General Rice was the Adjutant General of the Massachusetts National Guard, an organization dating to the year 1636. Over 1,000 guardsmen were deployed under his command to secure the scene after the bombing. General Rice saw his role in the situation to provide options to the elected officials and to enable those elected officials to make the best possible decision for the security and safety of Boston and its citizens.

General Rice concluded his talk by discussing the varied roles of the National Guard. Not only does it deploy for major contingencies such as Operation IRAQI FREEDOM and Operation ENDURING FREEDOM, but it has played a prominent role in domestic catastrophes such as Sept. 11, 2001, and most recently in providing guardsmen in the aftermath of Hurricane Michael, a Category 4 hurricane that hit landfall in the Florida peninsula in October 2018.

The November meeting at the Army Navy Country Club had Lt. Gen. Daniel R. Hokanson, the 11th Vice Chief, National Guard Bureau, address the 28 flight members and 12 guests. In the earlier part of his career, General Hokanson was a Blackhawk helicopter pilot for the Oregon National Guard. He talked about two harrowing search and rescue missions in Oregon. One rescue involved a stranded couple in a flood zone on the Sandy River. With snowy flight conditions, mountainous terrain and rising water conditions, the crew of five performed a successful recovery of the two kayakers despite the woman jumping for safety before the safety wire could be put around her by the hoist operator. The other instance regarded a snowmobiler in a canyon. The rescue required a max hoist and the sheriff on the ground calling out terrain conflicts to the aircrew. Two important lessons learned were the satisfaction the crew felt in giving back to the community by rescuing people in harm’s way and the well-honed crew synergies created by training and accomplishing the search and rescue missions together over an extended period.

The fires in California were occurring at the time of this meeting, and with General Hokanson’s background with natural disasters in Oregon, it was fascinating to get a first-hand account of the deployment and utilization of helicopters and other resources to combat forest fires. In addition, he discussed the National Guard’s dual-hatted roles and the tradeoff and balancing acts between deploying the Guard’s personnel and equipment for state emergencies such as the California fires and the extended overseas deployments supporting the Global War on Terrorism since 2001.
National Capital Flight concluded 2018 with the holiday meeting in December with 33 members and guests. The white elephant gift exchange was a big hit with the attendees. BG Myrna Williamson, USA (Ret), provided a humorous Christmas anecdote to conclude the meeting. General Williamson had the opportunity to talk with five- and six-year old children about what needs to be done to ensure that Santa Claus visits their house on Christmas Eve. The answers ran the gamut from putting out cookies and milk for Santa or carrots for the reindeer to having a chimney, being young, and being good. The most creative answer was “be naughty.” If you are naughty, Santa will bring you some coal and you can in return sell it to make money since it is an energy source! This entrepreneurial spirit encapsulates the old adages of making lemonade out of lemons and kids truly do say the darndest things!

BG Myrna Williamson, USA (Ret), was the guest speaker at the annual holiday meeting in December.

MG Carl McNair Jr., USA (Ret), shows off his white elephant gift.

1st (Founders) Flight
Montgomery, Alabama

On Nov. 11 2018, Founders Flight observed a Veterans Day service at the Oakwood Cemetery Annex in Montgomery. Founder’s Flight was proud to pay our respects to our British and French allies as they honored their WWII aviators who died while training at Maxwell and Gunter Field. This annual event took on extra significance as we paused to reflect on the 100th anniversary of the signing of the armistice ... on the 11th day of the 11th month, at the 11th hour. The ceremony with our British and French allies, was both powerful and moving. A special day, too, as we remember that our Founders, the original members of the Order of the Daedalians, were those aviators who were commissioned officers and rated military pilots on this date. We reflected on the words of the British poet John Maxwell Edmunds on a beautiful Sunday morning, “When you go home, tell them of us and say, for their tomorrow, we gave our today.”

We hope that this remembrance can become a new annual tradition between the international officers at Air University and our Founders Flight. For those that were not able to attend the event, the Montgomery Advertiser published a short article regarding the event. You can see the article at: https://www.montgomeryadvertiser.com/story/news/2018/11/20/air-university-commemorates-100th-remembrance-day/2071446002/.

In November we hosted a traditional luncheon at the Daedalian room. Our very own resident Ace, Lt. Gen. Chick Cleveland, told tales of his exploits in Korea as an
F-86 pilot. While his exploits were recorded over 60 years ago, he is the last designated American Ace, with his 5th kill designated only after the Berlin Wall came down and the Soviet MiG pilot records were released. An awesome story of airmanship and aviation history. Thank you General Cleveland; your stories gave us all new meaning each time we drive by the Chris Craft on display at Air University!

Finally, we had a great showing at the Aviator Bar for our annual holiday mixer and social. True to form, many of our Daedalians brought their dates along to share in stories and camaraderie (some of the stories were true, I suspect). Many thanks to Mike Watson for his graciousness in hosting us; a great time was had by all!

The Order of Daedalians was founded at Maxwell Field on Mar. 26, 1934. We at Founders Flight plan to celebrate our 85th anniversary by giving the gift of flight to children at Moton Field, near Tuskegee, Alabama. We are planning to volunteer to support the “Eyes Above the Horizon” event with the Legacy Flight Academy on Mar. 30, 2019. The purpose of the event is to provide a flight and STEM opportunity to children in the local Alabama region. For more information on the Legacy Flight Academy, check out their website at https://www.legacyflightacademy.org.

General Cleveland speaking of his experience in the Korean War.

Eagle Flight met with spouses at the Heritage Club on Dec. 8, 2018, for our annual Christmas party. During the meeting, Awards Chairman Lt. Col. Doug Lewis presented the Guy Stone Award to Flight Captain Lt. Col. Al Jewell and to Adjutant Lt. Col. Dick Howze (in absentia) for their leadership and hard work that resulted in 39th Flight earning the Doolittle Award from National Headquarters for 2018. The flight voted to extend our existing slate of officers for another year, and Flight Captain Al thanked everyone for their support during 2018.

Speaker for the evening was author and historian Robert C. Jones, who gave a very interesting presentation about two of history’s most interesting and important female aviators, Amelia Earhart and Hanna Reitsch. He first gave some background on Amelia Earhart’s ill-fated round-the-world flight in 1937. He explained some of the problems that she and her navigator Fred Noonan may have encountered. He expressed his personal opinion that an incorrect crystal in the aircraft radio may have made it impossible for Earhart to pick up or home in on transmissions from the U.S.S. Itasca, and that Earhart and Noonan therefore probably perished at sea. He then spoke about Hanna Reitsch, one of the most accomplished test pilots in the Third Reich. Among her many accomplishments, Reitsch conducted manned test flights of the pulsejet-powered V-1 Buzz Bomb and the rocket-powered Messerschmitt Me-163 Komet. Late in April 1945, she flew her Feiseler Storch taildragger into Berlin using a street near Hitler’s bunker as her runway. Some people speculate to this day that when Reitsch flew out of Berlin on that trip, her passenger may have been Adolf Hitler!

Robert finished his presentation by leading a Christmas sing-along, and had copies of his books to sell and sign. If you missed the meeting, you can still visit his web site: http://www.rcjbooks.com/home.
Flight 34 welcomed Brig. Gen. Richard “Dick” Abel, USAF (Ret), for our November luncheon meeting. General Abel is an internationally known speaker on family values, public affairs, strategic planning and moral leadership. He is the president of an organization called Leadership Is All About People. During his 30-year USAF career, he led an Air Force flying demonstration team, the “Warhawks;” coached football at the U.S. Air Force Academy; was awarded the Air Force Distinguished Service Medal; and, for service in Vietnam, the Bronze Star. He also escorted five flights of American POWs returning from Vietnam. The general served as special assistant to three four-star admirals and the Chairman of the Joint Chiefs of Staff and was the director of USAF public affairs. After retiring from the Air Force in 1985, he served as a senior executive on the U. S. Olympic Committee and later as president of the Fellowship of Christian Athletes.

General Abel spoke to us about his experiences in the repatriation of the POWs held in Vietnam. The first release occurred in February 1973. He described the logistics of setting up the flights and the compromises between the press, military doctors, the North Vietnamese, and others on how to receive and treat the repatriated prisoners. Details included setting up communications, advanced airplane positioning, what the men would wear upon arrival, etc. The first airplane arriving back at Clark Air Base included Jeremiah Denton and Larry Gaurino among many others. One of the flights he escorted included the future senator John McCain.

As he says it, “it was an assignment of a lifetime” to be able to escort these honored heroes. He describes this and other events of his life in his book “Football, Flying and Faith.” General Abel also has authored two other books called “The DNA of Leadership” and “GPS, For Leaders of Excellence.” Flight 34 was much honored to have General Able speak to us about his amazing career.
Did you know...?
by Debbie Landry

The Big Give campaign is quickly approaching. This year, the Daedalians will once again participate in the San Antonio Big Give fundraising day on March 28, 2019. It is one of our larger fundraising efforts each year. As you contemplate how you will make your donation, remember that Americans 70 1/2 years and older can make donations from their IRA assets. The qualified charitable donation, or QCD, must come from a traditional individual retirement account paid directly to the eligible charity. Daedalians is just such a charity.

Why use IRA assets? Charitable donations can reduce the taxable IRA payout and possibly lower Medicare Part B and D premiums. The new tax code increases the standard deduction for those filers who don’t itemize on Schedule A. There are some limitations and rules, so make sure you consult your account custodian or financial advisor.

Some of the key points to remember:
- The yearly dollar limit on charitable donations is $100,000.
- You must be 70 1/2 or older to make charitable transfers.
- First dollars out count as the required withdrawal amount for the year. Make IRA donations early in the year to ensure they meet QCD rules.
- Payments must be made directly from the IRA to the charity.
- As the donor, you are required to have proof of donation when filing your tax return. Your custodian may not identify the donation on your 1099-R.

Another opportunity to donate to inspire tomorrow’s military aviators is by participating in the BigGive in just a few weeks. You will receive reminder emails with specifics on various challenges the Daedalians will join throughout the day. Thank you for supporting the Daedalians and especially for making the dream of flight come true for many young men and women.

Your contributions support all of the great programs that accomplish our mission. Our 2018 campaign raised $37 thousand. Help us top that in our 85th anniversary year.

Donate during our Giving Hour Challenge from 4pm - 6 pm CST to help us win prize funds. You may also pledge early by sending an email to info@daedalians.org by Mar. 27, 2019.
The following contributors have given donations which raised them to the next level.

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11th (FALCON) wwise364@comcast.net; jeffrey.46@gmail.com ...............Aurora, CO
18th (MILE HIGH) c/o Maj. Jack Schmitt, 1714 Vasi Way .................North Pole, AK
30th (TEXOMA) goodluv@comcast.net ............................................Tacoma, WA
46th (WILEY POST) pmuirsprnty@msn.com.......................................Clearyield, UT
59th (GEORGE BEVERLEY) feburn@aol.com; henry bishop@earthlink.net ....Spartake, WA
52nd (GLEN EDWARDS) daedalian2@comcast.net .........................Cheyenne, WY
46th (GARDEN STATE) c/o Robert Jones, 2053 S. Wilde Creek Way .........Boise, ID 83709
56th (GLEN EDWARDS) 7025 Goddard Dr ........................................Malmstrom AFB, MT 59042
62nd (FIGHTER) c/o Col Eric Hastings, 4432 Annette Park Drive ..........Bozeman, MT 59715

SOUTH CENTRAL

50th (GOLDEN GATE) tvr@daedalians.oncom .................................Fairfield, CA
7th (HALL GEORGE) dvdbock@verizon.net ......................................Hattiesburg, MS
12th (OLD PUEBLA) OldPueblo12@gmail.com ................................Tucson, AZ
13th (SAN DIEGO) richel@wildblue-yonder.com .........................San Diego, CA
17th (ATOMIC) fhransamy3@comcast.net .........................................Albuquerque, NM
24th (MG FRANKLIN A. NICHOLS) kurt@raffelto@reagan.com .............Sacramento, CA
30th (HAP ARNOLD) 3006thjdtajnud@scgeblak.net .........................Riverdale, CA
37th (YOSEMITE) larryking834@comcast.net .....................................Merced, CA
50th (GOLD RUSH) crimmans@surewest.net ....................................Wheatland, CA

NORTH CENTRAL

9th (FRANK P. LAHM) fltnonefactory@gmail.com............................Dayton, OH
14th (MT. RUSHMORE) homarice@gmail.com ...........................................Rapid City, SD
16th (CURTS E. LEMAY) lemayflight16@gmail.com..........................Omaha, NE
54th (FORT WARREN) john.adkins.1@us.af.mil ....................................Belleview, IL
39th (EAGLE) c/o Lt Col betty11, Truex field 1007th SFSF .................Milford, CT 06870
49th (C. J. JACOBSON) PO Box 7134 ..................................................Whiteman AFB, MO 65305
65th (SPIRIT) 220 J. Penoeister ..................................................Wichita, KS 67226

SOUTH CENTRAL

2nd (STINSONS) stinsonsflight@gmail.com ...........................................San Antonio, TX
23rd (DALLAS/FT WORTH) 23flight@gmail.com ...................................Fort Worth, TX
29th (TEXOMA) rbutler466@aol.com .................................................Austin, TX
44th (ARK, TRAVELER) daedaliansvisitavengers@gmail.com..................Little Rock, AR
51st (CHENNAULT) WileyPostFlight46@cox.net ...............................Oklahoma City, OK
56th (GLEN EDWARDS) mchenaultflight@gmail.com ..................Shreveport, LA 70901
52nd (GAGE GAVIN) P O Box 7134 ..................................................Whiteman AFB, MO 65305
59th (GEORGE BEVERLEY) LidColScott.Allison, 520 Barnes St, Bldg. 307 ....Lagrange AFB, TX 78840
73rd (KJET) c/o Col Eric Hastings, 4432 Annette Park Drive ..........Bozeman, MT 59715
78th (CHEROKEE STRIP) c/o LTC Cory Smith, 224 Lottie Lane ..........Harker Heights, TX 76548

EUROPE & MIDDLE EAST

19th (BILL MITCHELL) Order of Daedalians, PSC 2, Box 15079 ............APO AE 09012

PACIFIC

28th (ALOHA) rwpdaedalath@gmail.com ............................................Honolulu, HI

Virtual Flight communications@daedalians.org

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Please share this application with a fellow aviator. We consider the recommendation of our members to be the best recruiting tool. Don’t forget to include your name in the “referred” by block.

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Direct any questions to membership@daedalians.org or call 210-945-2111. Headquarters offices are open Monday-Thursday 8 am-4 pm or Friday 8 am to 12 pm.