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.
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/

On the Cover

Front: Out of greatness comes greatness...

Retired Air Force Col. William R. “Bill” Stewart, stands next to the tree planted in his honor by Stinsons Flight 2, near the monument at Ft. Sam Houston that commemorates where Lt. Benjamin Foulois made the first flight of Signal Corps Aircraft No. 1 on March 2, 1910. Colonel Stewart played a key role in the ceremony honoring Foulois’ achievement for more than 40 years. Read his tribute on Page 9.

Back: Times they are a’changin’

The top photo, from our extensive collection at headquarters, features the attendees at the 1955 annual meeting held at Maxwell AFB, Alabama. The bottom photo is indicative of how far technology has advanced. Covid 19 restrictions caused postponement of the annual meeting planned for May 1, 2020, at JBSA-Randolph, Texas. Understanding the need to discuss current programs and issues with the Daedalian flight leaders, the staff organized a virtual meeting via Zoom. The photo, taken by retired Lt. Col. Jim Maloney from Curtis E. LeMay Flight 16, shows only a small portion of the 80-plus field leaders who participated.
This section of the Flyer is in response to the many comments, questions and suggestions that Daedalian HQ receives. Please continue to send input via email to communications@daedalians.org.

You and the Flyer staff are doing a great job on the publication, it seems to improve with every issue.

Col. Daniel P. Barry, USAF (Ret)

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:

I was invited to a Flight 93 meeting by one of its members and am interested in becoming more involved.

Maj. Eddie Bush, USAF (Ret)

I have attended the Gunfighters Daedalian flight meetings at Mountain Home AFB and wish to become a member there. Also, I would get to hang around guys who have been “upside down” at 540 kts.

Col. Ronald Bischoff, USAF (Ret)

I heard about this organization from other local members. I hope to learn from their experiences and contribute my own. I would also like to help serve the local community and help inspire ROTC students toward aviation careers.

Col. Kevin Voss, USAF, MC (Ret)

Historically famous. Support military legacy. Member David Fey is a friend.

Capt. Gary Barnhill, USAF (Ret)

Good friend is a member and I’ve attended several of the events as his guest.

CAPT Dennis Sapp, USN (Ret)

Word of mouth. [I want to] set good example for my children.

Lt. Col. Andrew Schwaderer, USAF

A former Air Force friend told me that navigators could now be members. [It is a] great honor for me [to be] part of a group of people I admire.

Lt. Col. Edwin Beckcom III, USAF (Ret)

[I] was invited to event. My wife is a flight surgeon. [CAPT Deborah Hinkley, USN (Ret), is also a new member this quarter.]

LCDR Douglas Krebs, USN (Ret)

Daedalus Flyer Corrections:
Winter 2019 issue, page 41 - The photo on the bottom left has 82nd Flight Captain, MAJ Frank Stookey, USA (Ret) pictured with Colonel Donaldson and his mother.


We received the below offer at the office on April 26, 2020, and thought many of our readers might be interested in picking up a new hobby during the “quarantine.” I don’t know how long this offer is valid, so act fast if interested.

Stay home, stay safe and build a plane

Effective immediately, all of the B.C. Air Originals construction manuals are available to everyone at no charge. That’s right, they are all free!

I have made all of the B.C. Air Originals “How to build an airplane from your favorite beverage cans” manuals accessible to everyone on line. Simply go to the web site at www.bcair.com and access any and or all the manuals you like. Tell your airplane loving buddies to get their manuals also. There’s no better time to stay home and build a plane, because we’re all in this together.

Enjoy!
Wayne CO
B.C. Air Originals
Squadron Command
www.bcair.com

PS: For more than 30 years these manuals were sold for $10 each. With 54 different manuals that’s a $540 value that I’m offering for free. In this time of uncertainty, it’s up to all of us to support general aviation and we know that starts with models
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.

**Golf Towel: $15**
Gray with embroidered Daedalians logo. 15.5 in x 26 in w/ d-ring clip.

**Polo Shirts: $35 (s/s); $45 (l/s)**
Great for the golf course or your next meeting. Available in both Daedalian green (long and short sleeve) and gold (short sleeve only). 50/50 cotton/polyester.

---

**AC-119 Gunship Reunion XXI**
Fort Walton Beach, Florida
28 Oct - 1 Nov 2020
Shadows, Stingers and AC-47 Puff the Magic Dragon -- air, ground and support crews; 71st, 17th & 18th SOS; maintenance support squadrons
POC: Jim Dunn, AC-119 Assoc Life Member
ac119kjimd@aol.com
https://www.ac119gunships.com/reunion/

---

**F-117: Short Life, Long Shadow**
Tribute to commemorate 40 years of the Nighthawks
The Orleans Casino
Las Vegas, Nevada
22-23 April 2022
See the F-117 Stealth Fighter Association website: f117sfa.org for additional details
To be added to the mailing list, send an email to: F117nighthawkfinder@gmail.com
POC: Bill Lake

---

**12 TFW Reunion ****NEW DATES!!**
Dayton, Ohio
28-31 Oct 2020
Includes: 12 TFW MacDill AFB; Cam Ranh AB & Phu Cat AB (Vietnam); 12 FEW/SFW Bergstrom AFB (Korea) and all supporting units
POC: E. J. Sherwood, 12 TFW Association
EJ12TFW@cox.net
480-396-4681

---

**Randolph AFB Undergraduate Pilot Training**
Class 70-E (70-05) 50th Reunion
Dallas, Texas
14-18 Oct 2020
POC: Howard Hackney
248-505-1964
HHackney@aviationcleanair.com

---

**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

---

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. All proceeds from the sale of items in the Daedalian Store are used to support our programs.

---

Golf towel: $15
Gray with embroidered Daedalians logo. 15.5 in x 26 in w/d-ring clip.

Polo Shirts: $35 (s/s); $45 (l/s)
Great for the golf course or your next meeting. Available in both Daedalian green (long and short sleeve) and gold (short sleeve only). 50/50 cotton/polyester.
My Fellow Daedalians,

Hail Daedalian centenarians! Several years ago during my first tour as National Commander, I met my first Daedalian centenarian, John Thompson, when I was making a presentation to Mile High Flight in Denver. John had nodded off as I was showing the flight a copy of the Medal of Honor book I was donating for their raffle. I had opened the book to the page with the story of Daedalian Joe Foss, a WWII ACE and Medal of Honor recipient from Guadalcanal. All of a sudden, John popped up and shouted, “I knew Joe Foss.” He did indeed. John was an Army Air Corps pilot who flew in the same battle in his P-400 and was instrumental in helping the Marines turn the tide in the Battle of Bloody Ridge defending Henderson Field. The Marines put John in for the Navy Cross which he was awarded. As an aside, the raffle winner gave the Medal of Honor book to John. I decided then that we needed to honor our centenarians with a congratulatory letter on achieving this notable milestone.

Later that year at our San Antonio convention awards banquet, I was honored to talk to Dick Cole, Jimmy Doolittle’s co-pilot and the last surviving Doolittle Raider … he was sharp as a tack (see photo above). I met our oldest Daedalian that year, too -- Ollie Cellini from Falcon Flight, who flew with Claire Chennault’s Flying Tigers during WWII and again in the Korean War. He recently celebrated his 107th birthday (see photo below).

Since then, we have saluted people like Bill Stewart (see photo above), a legendary Daedalian, and huge promoter of our initiative to expand membership criteria to other formal aviator categories. Bill, aka “Alcatraz Kid” lived as a boy at the Alcatraz prison where his father worked. Bill, a former editor of the Daedalus Flyer and Stinsons Flight Captain, flew a B-29 over Tokyo at the end of WWII. We celebrated Charles McGee of Tuskegee Airmen fame and more than 400 combat missions in three wars (see photo at left). More recently, we recalled Ed “Whitey” Feightner of National Capital Flight, a USN WWII ace in the Pacific with nine kills and later a Blue Angel solo pilot. We also congratulated Bob Cardenas. Bob completed 20 missions in the B-24 and successfully evaded after being shot down. He later became a test pilot and flew captured German aircraft, America’s first jet aircraft, the XP-59A Airacomet and the YB-49 “flying wing.” He also piloted the B-29 that carried Chuck Yeager in the Bell X-1 to altitude where he was released and was the first to fly supersonic. Any one of these centenarians could warrant a whole story of their own.

A new centenarian and new Daedalian simultaneously this year is Ashley Pace of Shangri-la Flight (see photo on facing page). He flew F6F Hellcats in WWII finishing his service on Saipan just as the war came to an end. Others include Vic Sohle of Eagle Flight who flew courageously in three wars and Mark Gilles from Harley H. Pope Flight who flew 30 missions in the B-17, including on D-Day. Al Jones flew 40 missions in a Wellington bomber before transferring to the Army
Air Corps and flying 48 more in the P-61, including three kills. John Pease flew 125 WWII missions including two enemy kills and received the French Croix de Guere in addition to a DFC. Bill Snively from Stinsons Flight flew 38 B-24 missions and went on to a sterling career in logistics. Ken Gormley, Bob Langley, Bernie Regan, Fred Schmidt and John Younger are all Daedalian centenarians not affiliated with a flight but honored by our organization over the last two years.

By definition, all of the above are members of the Greatest Generation. They are just a few examples of our members who have carried the torch of freedom and the heritage of our founder members through the years. They did it with honor and courage while achieving this “triple digit” milestone.

These most senior citizens and others are the military aviators who inspired us as we moved through our careers of service just as we are the aviators who inspire those who are now or will become military aviators in the future through our programs. Their selfless service and achievements will be hailed in a Daedalus Flyer 50 years from now. Our mission continues! Hail Daedalian centenarians and all those progressing toward that elusive milestone.

As I write this missive, I note that the majority of our membership falls into the most vulnerable category of the pandemic COVID-19 virus. Please STAY SAFE! I finish with a sincere thank you to our staff who have continued to work through our current crisis with lots of innovation and commitment. They communicate virtually on the internet with regular Zoom staff meetings, including a weekly happy hour on Thursdays and toast to the wellbeing of those they support. They are amazing!

Volabamus Volamus

Lt. Gen. Nicholas B. Kehoe III, USAF (Ret)
National Commander

Do not regret growing older; it is a privilege denied to many.
- Unknown
I start this with a memory of a song my grandfather used to sing, “We did it before and we can do it again.” It is a song that reminds me of the Greatest Generation and how they sacrificed – they understood the struggle and knew that everyone had a part to play. Now, we are all being called on to do just as they did before. I can’t help but think of the many sacrifices all of you have made to make it to this day and I hope that as you look at the nation now, you see the good in how humanity is pulling together, learning how to be apart and yet staying connected. Some of you are learning new technology that you maybe weren’t even aware existed.

The CARES Act has some impact for smaller organizations like the Daedalians. We were able to apply for payroll protection and an economic injury disaster loan which are both still pending. These funds will help us keep programs and staff active while normal income is not available. To protect the health of our Daedalians, board members and staff, we had to delay our annual meeting. We look to schedule it when things get back into full force.

I have spoken with many flight leaders who are using Zoom and other online tools to continue connecting to their members. While gatherings have been a challenge, our Daedalian programs have evolved. Students continue to get their JROTC medals, but now schools are presenting them during an online ceremony and mailing the award to the student. Our top graduate awards still get presented to the hardest working in the aviation classes and the USAF Academy, but for now, there is no green jacket on the stage standing next to them to congratulate them. With summer coming, I am sure we will find new ways to work with our flying training students. While the younger students who attend Air Camp will have to wait for another opportunity, they are getting a taste of electronic stopovers to places like the Lone Star Flight Museum which offers a virtual visit. Our National Awards that honor Maj. Gen. Benjamin D. Foulois, ADM James S. Russell, Brig. Gen. Carl I. Hutton, Brig. Gen. Frank P. Lahm, ADM John H. Towers, Lt. Gen. Allen M. Burdett Jr., Lt. Gen. Harold L. George, Gen. Muir S. Fairchild, Col. Franklin C. Wolfe, Maj. Gen. Clements McMullen, Maj. Gen. Warren R. Carter, Gen. Curtis E. LeMay, Maj. Gen. Eugene L. Eubank and the Wright Brothers continue to be presented with full recognition to Daedalian sponsorship. No doubt these are recognizable names. In the future, more names will be added to this list, names from our current forces who have yet to reach their full potential.

I hope you are all lifting each other up, keeping in contact with your family, friends and fellow Daedalians. All of us, at some time or other, need help, probably more now than in any recent time. Whether we’re giving or receiving help, each one of us has something valuable to bring to this world. So whether you are someone who needs some help right now, or are someone who is able to give, coming together is what makes our Daedalian community stronger.

We continue our mission finding new ways to accomplish the goal. We worry and pray for our Daedalians, especially those who have reached their most senior years. We work the details daily from our homes while we wait for the crisis to pass. And, we never forget to honor our Army and Navy Founder Members, the aviators of WWI whose sacrifices gave us the freedom to wake up every day and do it again.
Colonel William R. Stewart Jr.

“Alcatraz Kid”

April 7, 1919 - Feb. 14, 2020

US Military Academy Class of January

World War II Pilot

Daedalian

Editor, Daedalus Flyer

Daedalian Foundation Trustee

By: Maj. Gen. Jerry Allen, USAF (Ret)

Col. William R. Stewart Jr. was a Daedalian for nearly 55 years until he passed away in February 2020, two months short of his 101st birthday. He was a key leader of Stinsons Flight and also served as editor of the Daedalus Flyer and as a Trustee of the Daedalian Foundation. On March 2, 2020, during the annual celebration of Lt. Benjamin Foulois’ historic flights at Fort Sam Houston, two markers and newly planted trees were dedicated. One set honors Army aviation, represented by the Dustoff Association, the Army Aviation Association of America, and the 36th Combat Aviation Brigade, Texas Army National Guard. The other marker and tree honor Bill Stewart. I made the following remarks at this celebration.

For 40 years Colonel Bill Stewart played a key role in this ceremony to honor Benjamin Foulois’ first flights on March 2, 1910. Bill Stewart was a man of many exemplary attributes and I will talk about three of those virtues. He was a member of our nation’s Greatest Generation, having served during WWII; he was a man of outstanding integrity with strong personal values; and he was absolutely dedicated to the Daedalian mission to advance airpower and to honor our WWI founders, plus the Daedalian Foundation vision to inspire tomorrow’s military aviators.

Many of you know that he grew up on Army posts around the nation, then served for two years as an enlisted soldier, and won an appointment to West Point. At the military academy he was a member of the varsity rifle team that won the national championship in 1941. Because of the war, during Bill’s junior year at West Point, the Army sent him and many of his classmates to pilot training. Bill earned his wings in November of his senior year. He returned to the Academy and his class graduated six months early in January 1943. From then on, Bill and his classmates referred to themselves not as members of the Class of 1943, but the Class of January. Bill was sent to Hobbs, New Mexico, to check out in the B-17 and then went on to Pyote, Texas, to train with his crew. The day before he was to leave for Europe, he was told he would stay in the states and instruct other B-17 crews. This was a bitter pill for Bill. Just three weeks ago he told me this story and recited with envy the names of several West Point classmates who were in his B-17 class and did leave for Europe on schedule. Finally, he was reassigned to the B-29. Following training, he and his crew launched for the Pacific Theatre. After a few hours in the air, they lost an engine and had to land in Seattle. It took 11 days to get the engine replaced and by the time they launched again, the war had ended. They went to Tinian, but of course there were no combat missions to fly. They did fly as part of a 463-ship mission over Tokyo Bay and the battleship Missouri on Sept. 2, 1945, as General MacArthur
Bill Stewart was a humble man who loved life and loved the Daedalians. The office staff enjoyed his visits when he would share words of wisdom, laughs and life lessons with them. This picture was taken after the Big Give picnic held at headquarters on March 28, 2019.

presided over the Japanese surrender ceremony. Bill was forever proud that all 463 B-29s flew over Tokyo Bay and back to their island bases without a single air abort.

Bill was a man of impeccable integrity. He exemplified the Daedalian tenets to place nation above self, and to be worthy of the trust and confidence of a fellow Daedalian, via personal integrity and character. Here is an example of the beliefs that guided his life. On his 90th birthday, Bill started to explain to his great-grandchildren what it meant to him to be an American. He was surprised when he burst into tears and couldn’t continue. The family asked him to write what he was trying to say, and the result was this.

**What it Means to be an American**

I am an American; not because I am tall or short, or because I am a boy or a girl,
Or because my skin is white or black or brown or because I am old or young.
I am an American because of how I feel in my heart.
I am an American because I feel the role of government should be limited.
I am an American because I believe authority should not be centralized,
but divided between those who make the laws, those who enforce the laws, and those who interpret the laws.
I want to live where my conduct is governed by laws we the people have approved.
I am an American because I believe the Church and the State should be separate.
I am an American because I feel the general prosperity is best advanced by those who develop new jobs for everyone and by those who create new things and better ways.
I am an American because I believe in individual liberty and the exercise of individual initiative.
I value my freedom; freedom to worship as I choose, freedom from unwarranted search, freedom to protect myself when danger threatens, freedom to say what I want and read what I want, freedom to go where I want and freedom from legal presumption I am guilty if accused.
I am an American because I believe in the responsibility that goes with my freedom.
I am responsible for what I do. I am responsible to control my greed.
I am responsible to not be a burden to others.
I am responsible for my conduct toward my fellow Americans and toward all human beings.

Though I make mistakes, and they are many, and though I do things that are wrong for I am only human, I strive to live my life by these principles. It is the trying that counts.

I am proud to be an American because I am part of the noblest social experiment in the history of the human race.
I hope you will become an American too!

Part of the responsibility that Bill felt to protect American freedom is reflected in his military service and in his strong support of the Daedalian mission. For over 40 years he worked to advance airpower, to honor our WWI founders, and to inspire future aviators. He served as Stinsons Flight Captain, he was a Trustee of the Daedalian Foundation for nine years, and was editor of our magazine, the Daedalus Flyer. He worked for several years with his granddaughter and our Executive Director, Maureen DeFelice, to develop an accurate electronic database of our 14,000 Founder Members. Maureen marvels at the extensive knowledge Bill had of the adventures and achievements of the Founders. He tenaciously pursued the preservation of the last remaining WWI hangar at Brooks Field. He raised money for this effort and spoke persuasively and successfully to the Brooks Development Authority. Bill championed Texas Aviation
Hall of Fame recognition for the Stinson Family, and he led the effort to get our instrument flight pioneers, Founder Member Bill Ocker and Stinsons Flight founder Carl Crane, inducted into the San Antonio Aviation Hall of Fame.

Bill resurrected the Foulois ceremony in 1978 and was the driving force behind it for 40 years. He led the big centennial ceremony in 2010. When I talked to Bill in early February about his superior leadership of these Foulois events, he avoided talking about what he did, and handed me the biography of Phil Reidinger, a long-time civilian employee at Fort Sam. Bill told me that Phil was a strong partner in the Foulois ceremonies and asked me to please give him credit. I admire Bill for deflecting praise and for honoring his ally, and I know that he would be happy to see Brig. Gen. Laura Lenderman, 502nd Air Base Wing Commander and Daedalian Life Member, here today, and would thank her and her staff for their excellent support of today’s event.

When our Flight Captain Bill Ercoline told Bill Stewart that the flight had planted a tree and placed a marker adjacent to the Foulois monument to honor him, Bill was elated. Remember that the Air Corps chose to not send him to combat in the B-17. Thus, Bill’s military awards do not include combat decorations. Based on that, Bill said “I did not earn military awards for valor. The tree and the marker are my valor awards. Thank you.”

We salute Bill Stewart -- a member of the Greatest Generation, a man of integrity, and a Daedalian who worked tenaciously for over 40 years to achieve the mission.

The annual meeting was held on April 26, 2019, just a few weeks after Bill celebrated his 100th birthday. After everyone sang to him, he took a seat next to Lt. Gen. Steve Polk, USAF (Ret), for the remainder of the business session.

Foundation Vice Chairman, Col. Ed Sheeran, USAF (Ret), swaps flying tales with Bill in the Daedalian Library during the open house before the 2019 annual meeting.

Lt. Gen. Nick Kehoe, USAF (Ret) (left), and Col. Jim Kellogg, USAF (Ret), stole some time with Bill, too. You would be hard pressed to catch Bill without his Class of January hat, but he was a true gentleman and never wore it inside the headquarters building.
Sept. 21, 1975: We landed our Frontier Airlines Convair 580 at Riverton, Wyoming. I bolted from the cockpit and rushed into the terminal, salivating at the thought of eating one of their freshly baked cream pies. Passengers were milling about shoulder-to-shoulder, talking in a high state of excitement reminiscent of a high school reunion. The small restaurant was packed, standing room only. Bad news, I thought, looking at the empty pie trays.

"I’m sorry," the harried waitress said following my line of sight, “there’s not a piece of pie in the building.”

“What’s going on?” I asked. “Is the town being evacuated?”

She placed a pencil behind her right ear, wiping her brow with a tissue. “It’s the annual Antelope One-Shot contest. This place is full of movie stars, astronauts and politicians. I even heard the governor talking to a general. At least he called him general.”

I hurried back to the boarding area wondering who the general could be. There stood Jimmy Doolittle in animated conversation with a distinguished-looking gentleman. Backtracking, I approached the Frontier gate agent.

“Is Doolittle going to Denver on my flight?” He nodded. I gave him a thumbs-up sign. “Wonderful, just absolutely wonderful,” I said out loud as I slowly walked back to the airplane.

Deep in thought, I recalled some of the accomplishments of the greatest aviator who ever lived. The leader of the “Tokyo Raiders,” Lt. Col. James Harold Doolittle led 16 Mitchell bombers off the pitching deck of the aircraft carrier USS Hornet in 1942 to bomb Japan. Certain that they had been discovered by a Japanese reconnaissance aircraft, Doolittle’s Raiders elected to execute the mission many miles short of their original launching point knowing full well that every aircraft would run out of fuel before reaching their landing bases in China.

At age 16, Jimmy built his first glider from a 1910 magazine plan. He became a military aviator in 1918, excelling in gunnery and flight instruction. In 1922, he served as an experimental test pilot. That same year he was the first to fly across the United States in a single day. He performed the first outside loop in a Curtiss P-1 pursuit plane. I chuckled over that one.

In October 1925, in an airplane fitted with streamlined single-step wooden floats and designated the Curtiss Navy Racer, RC3-2, Doolittle won the Schneider Cup -- the World Series of seaplane racing -- with an average speed of 232.57 mph. The next day on a straight course in the RC3-2, he established a world speed record of 245.7 mph. This was the fastest a seaplane had ever flown. In 1929, he was the first pilot to take off and land with no outside references, the first “blind flight” in history.

During WWII he commanded the U.S. Air Forces in North Africa and in 1944 commanded the mighty Eighth Air Force in England during the invasion of Europe.

Medal of Honor recipient, Lt. Gen. Jimmy Doolittle left active duty on Jan. 5, 1946, but remained active in numerous Air Force duties until retiring in 1959. In 1985 General Doolittle was promoted to four-star rank following President Reagan’s nomination and Senate confirmation, thus becoming the first person in Air Force Reserve history to wear four stars.

Along the way, Doolittle had earned a mining engineering degree from the University of California, an aeronautical engineering degree and a doctorate in aeronautical science at Massachusetts Institute of Technology; had been awarded the National Aeronautics Association Wright Brothers Memorial Trophy; and had been inducted into the International Aerospace Hall of Fame and the Aerospace Walk of Honor.

The captain and I sat in the cockpit, watching the boarding passengers cross the ramp to the base of the stairs. As we guessed at the names of the astronauts, stunt pilots and politicians, I finally spotted Doolittle and pointed him out to the captain. Now I knew what I was going to do. I unstrapped my seat belt and pulled up from the seat. “It can’t be any worse than being refused a dance. Back in a flash.”
Recollections

Our 50-passenger Turboprop CV580 was full. Doolittle was seated on the left side about five rows back in an aisle seat. He was talking to an astronaut who was seated next to the window.

I cleared my throat and said, “General Doolittle, I’m Mike Daciek, your First Officer on this flight. May I talk to you for a moment?”

All the passengers nearby turned their heads to listen.

He nodded. “What’s up?”

“There’s nothing wrong.” I said it loud so all could hear. “Besides flying commercially, I’m an Air Force lieutenant colonel flying with the Colorado Air National Guard. I flew the Mitchell B-25 in pilot training in 1957.”

“Great aircraft!” he said, nodding his head. “How did you like it?”

He’s very receptive, I thought, which immediately put me at ease.

“Yes, it was a fine airplane. However, I liked the A-26 Marauder even better; more maneuverable, flew like a fighter.”

“That was the ‘Widow Maker,’ wasn’t it?”

“Yes, but undeserving of that name. It had a 100-mph landing speed and stubby wings which made it tricky to handle. After the pilots received the proper training it became a favorite.”

I looked back toward the cockpit. “I have to get back to the office, but I would like you to know that every time I flew the B-25 I thought of you. I’m very familiar with your history and admire you very much.”

He looked me right in the eye as though trying to figure out where I was going with this. I looked at his companion for support. He nodded his head with a friendly smile showing his approval of my behavior. I think he knew. The time was now.

“Would you please sign my flight chart?” I blurted out.

General Doolittle gave me a wide grin as if relieved. “Certainly.”

He unfastened his seat belt and started to stand up. I lightly placed my hand on his shoulder and said, “You don’t have to get up, sir. I have my chart right here.”

He laughed and started walking toward the cockpit. He stopped and opened the Blue Room door.

Now I laughed. “I see where you’re going.”

He motioned for my chart as the Convair 580 entered some light turbulence.

I handed it to him with a pencil, offering my left hand as a platform while holding the door open with my right hand. He paused, waiting for a steady airplane.

I felt very awkward and decided to make small talk. “Did you get an antelope?”

“No, my team didn’t; we missed.”

We entered some smooth air and he autographed my chart.

“Who was on your team?”

“Jack Hilger and Bill Bower.”

With an impish grin he handed back my autographed chart and said, “Now, I suppose we both have urgent business to take care of.”

This was a general talking. “Yes, sir. Thank you, sir.”

I rushed to the cockpit door, then slowed my pace, entering casually with a somber face. The captain turned to study my expression. I remained silent as I fastened my seat belt and adjusted my seat.

He shook his head. “You didn’t get it, did you?”

“No, just one per team. Bill took the shot.”

“Of course, I did,” basking in my success. “We’re both Air Force pilots.”

The autographed chart has been offered to the “Wings Over the Rockies” aviation museum located in a preserved Lowry AFB hangar in Denver, Colorado.
It was April 1967. We had launched from the island of Guam in the Pacific Ocean on a B-52 bombing mission to a target in Vietnam, Laos, or Cambodia. Guam has a very moist, wet climate and moisture gets into the bomb release shackles. Sometimes this moisture freezes into ice in the cold air at our cruising altitude of 31,000 feet. This ice could then lock up the shackle so the bomb will not release at high altitude. But when the B-52 descends to a warmer, lower altitude on approach to our landing base, the ice melts, the shackle releases and the bomb falls on or through the bomb bay doors. It's a good way to blow up a B-52 and/or the runway we are trying to land on. One time when we were rolling out from a landing, I peered through the bombing optics periscope and saw a bomb fall through the bomb bay doors and bounce on the runway from a B-52 landing behind me. The B-52 behind me ran over the bomb with the rear wheel trucks. Luckily the bomb didn't detonate.

This particular day we were the second B-52 bomber flight recovering into U-Tapao Air Base, Thailand, after hitting our target with 108 bombs. We had a warning light indication of a bomb hanger in the bomb bay, but also knew that we could get a false warning light indication. It was the navigator’s job to check the bomb bay in flight to be sure if we did, or did not, have hung up bombs. If there were in fact bombs hung up in the bomb bay, we would try to drop them out over a designated emergency drop zone. We made a normal descent toward U-Tapao, leveled off at 10,000 feet altitude and depressurized. I left my ejection seat, departed the forward compartment, and entered the roaring alternator deck with no helmet or parachute. The crawlway past the wheel well to the bomb bay is just 10 inches wide with old fabric rope type handholds every six feet. The crawlway lights were very dim. Off interphone, I crawled along the crawlway to the bomb bay and observed that there were no hung up bombs. I then turned around and exited the bomb bay into the wheel well. In the wheel well I noticed an interphone station just adjacent to that big, huge right front tire.

I plugged my headset into the interphone station and called, “Pilot, Nav. There’s no bombs in the bomb bay.” Hearing me on the interphone, the pilot thought that I was in the forward compartment and put the landing gear lever down. Just below me the landing gear door popped open with a loud bang and I found myself staring down at the blindingly bright, sunlit Gulf of Thailand! I was kneeling on the narrow crawlway holding on to the old fabric rope grip with no parachute.

Somehow, and thankfully, the pilot realized that I was not in the forward compartment and popped the gear lever back up. The gear door accordingly slammed back shut with a bang and it was dark again.

I crawled back across the alternator deck to the forward compartment and reported to the pilot that I was back in my ejection seat. No more was ever said.

I checked the bomb bay in flight several times in later years but never plugged into the wheel well interphone again. I’ll always remember that blaring, glaring, flash of light off the Gulf of Thailand … a long way down.
New/Rejoining Daedalians

Congratulations to the following Daedalians who joined or were reinstated between Jan. 15 and April 14, 2020.

2nd Lt. Eric Bainer, USAF
Capt. Gary Barnhill, USAF (Ret)
Lt. Col. Edwin Beckcom III, USAF (Ret)
Col. Michael Belardo, ANG
2nd Lt. Carl Berggren, USAF
2nd Lt. Brian Bilbo, USAF
Col. Ronald Bischoff, USAF (Ret)
2nd Lt. John Bolton, USAF
Maj. Edward Bush, USAF (Ret)
Capt. Michael Catherman, USAF
2nd Lt. Braden Christensen, USAF
2nd Lt. Sam Coughlin, USAF
CPT Robert Dill, USA (Ret)
Col. Stephen Frank, USAF (Ret)
Col. David Frutchey, USAF (Ret)
LT Daniel Green, USN
Lt. Col. Jay Hansen, USAF (Ret)
Col. Carlyle Harris, USAF (Ret)
2nd Lt. Joe Haubenreiser, ANG
2nd Lt. James Herbert, USAF
1st Lt. Jamison Herrington, USAF
CAPT Deborah Ann Hinkley, USN (Ret)
Capt. Anthony Holder, USAF (Ret)
Capt. Philip Johnson, USAF
1st Lt. Jennifer Kanakis, USAF
LCDR Douglas Krebs, USN (Ret)
2nd Lt. Jennifer Lucas, USAF
2nd Lt. Harrison Magdefrau, USAF
2nd Lt. Marcos Marrero Disla, USAF
CAPT (Dr.) Alfred Mateczun Jr., USN (Ret)
2nd Lt. Tyler Moore, USAF
Maj. Benjamin Oatley, USAF
Lt. Col. Christopher Penningroth, USAF (Ret)
Mr. John Fletcher
Capt. Daniel Poe, ANG
Capt. James Putnam, USAF
Capt. John Ratterree, USAF (Ret)
1st Lt. Hunter Robinson, USAF
CAPT Dennis Sapp, USN (Ret)
Lt. Col. Andrew Schwaderer, USAF
Col. Michael Scott, USAF (Ret)
LT Christine Semones, USN
Maj. Benjamin Sherman, USAF
2nd Lt. Nathaniel Smith, USAF
Maj. Daniel Strishock, USAF
Lt. Col. Thorne Tibbitts, ANG
2nd Lt. Cristian Turain, USAF
Col. Kevin Voss, USAF (Ret)
1st Lt. Brandon Ward, ANG
2nd Lt. Mitchell Wild, ANG

Reminder

Membership fees are due annually on the anniversary of your join date. If you aren’t sure what that date is or haven’t received a reminder, please contact us at membership@daedalians.org. Your membership and support are vital to accomplishing our mission. A subscription to the Daedalus Flyer is included with your membership. Don’t miss out on any Daedalian news or great aviation experiences from your fellow aviators -- submit payment online at https://www.daedalians.org/donations-and-dues/.
First to Fly
By: Charles Bracelen Flood
Rev: Col. Francis L. Kapp, USAF (Ret)

The subtitle of this book is “The Story of the Lafayette Escadrille, the American Heroes Who Flew for France in World War I,” so it immediately caught my attention and I looked forward to reading it.

After the first several chapters, I was thinking that this would be a good book for a teenager who likes history and flying, but further reading proved me wrong. Author Flood, who may be better known as a Civil War historian, has written a book unlike any other WWI flying story I have read. In its 30 short chapters, he tells stories of the men of the squadron that show the types of people they were, not just how they flew and fought. At the same time, the stories show the conditions they had to fly and live in. I think the author had to use memoirs and chronicles not often cited before to come up with some of the stories.

I liked it, and, as usual with a book I like, I had trouble putting it down. Good news for the reader -- as most chapters are short and go on to other stories, there is always a good spot to mark and come back to another day. Published in 2015, “First to Fly” should be easy to find.

Air Commando One
By: Warren A. Trest
Rev: Col. Francis L. Kapp, USAF (Ret)

I enjoyed this biography of Brig. Gen. Heinie Aderholt, known to all former Air Commandos and Special Operations warriors as Air Commando One. Air Force Historian Warren Trest does a great job of detailing the tumultuous Air Force career of General Aderholt, a warrior who ranks at or very near the top of great wartime leaders.

Based upon his early experiences in the Korean War and CIA assignments leading up to the Southeast Asia war, he was a strong, outspoken supporter of an air war that used older, propeller-driven aircraft that could be supported and maintained by smaller countries involved in an insurgency. Using advisors, they could learn to use them to fight their own battles, keeping the intensity of the conflict at a lower level. This did not sit well with the “all jet” Air Force and higher intensity format envisioned by Heinie’s superiors. The result: he had to work around higher headquarters’ restrictions and hostility to get his counterinsurgency missions done. His older, lower-flying, slower aircraft often produced better results than the heavy-handed approach of the bigger, faster, more modern aircraft.

The key founder member of the Air Commando Association, Heinie spent a lot of his post Air Force time helping the Lao Hmong people who fought on our side during the SEA war and working hard to preserve the history and legacy of the Air Commandos. Any serious air warfare enthusiast should have this book in his/her library.

Fighting the Flying Circus
By: Capt. Eddie V. Rickenbacker
Rev: Col. Francis L. Kapp, USAF (Ret)

A fellow Daedalian recently donated a box of books to our headquarters. In it were a few “treasures” that addressed flying by our Founder Members during WWI. This book by Founder Eddie Rickenbacker, originally published in 1919, is a terrific recounting of his flying experiences during the Great War, culminating with his selection as commander of the 94th Pursuit Squadron.

As every Daedalian (and most aviators) knows, Eddie was America’s “Ace of Aces,” ending the war with 26 kills, more than any other American pilot. The book is well written and does a very good job of explaining conditions, the aircraft, the battles, and the losses during America’s involvement in WWI. The 94th Squadron’s insignia was the “Hat in the Ring” and every time I see a picture of Eddie, there he is standing by his SPAD fighter with that emblem on its fuselage. What I did not know was the 94th and several other American squadrons were placed opposite some of the best German Jastas, hence the book’s title. When America entered the war, flying cast-off French Nieuport fighters, they had a very steep learning curve to avoid being shot out of the skies by the Germans.

You will love this book and Eddie’s insights into it. I noticed that this copy was purchased at an estate sale for 50 cents – that was a real bargain!
To the Ends of the Earth  
By: Sir Alan Cobham  
Rev: Col. Francis L. Kapp, USAF (Ret)

The book, subtitled “Memoirs of a Pioneering Aviator,” is a very interesting look at two trips made by Sir Alan that were initially published in two separate manuscripts. The first roundtrip was from London, England, to Cape Town, South Africa, from Nov. 16, 1925, to March 13, 1926. The second, even more daunting roundtrip voyage, was from London to Melbourne, Australia, from June 30 to Oct. 1, 1926.

Both flights were made in the same aircraft, a DeHavilland DH50J. Author and pilot, Cobham took a lot of photos and film of the trips. On the first flight, he carried a mechanic and a photographer. On the longer flight, he only carried a mechanic, so there was less filming done.

I found the descriptions of the dead reckoning required over vast spaces where there were poor or no maps, no radios, no nav aids, and often bad weather, to be fascinating and very, very scary. There was an enormous amount of preflight planning that had to be done, and a lot of equipment and fuel that had to be pre-positioned to make the flights work. The two trips were historically significant, as the first opened the continent of Africa to air travel, and the second as it proved the possibility of connecting the entire English Commonwealth by air, making the world seem a lot smaller. Worth reading – they don’t make pilots like that anymore!

Fighter Pilot  
By: Robin Olds w/ Christina Olds & Ed Rasimus  
Rev: Col. Francis L. Kapp, USAF (Ret)

Christina, daughter of Hereditary Daedalian Member #825 Brig. Gen. Robin Olds, USAF, was the guest speaker at a Red River Valley Association (River Rats) meeting in San Antonio this past February. She spoke about her fighter pilot dad who passed away in 2007. The talk inspired me to get my copy of this book out and read it again. I am glad I did.

If you haven’t read this book already and love a terrific flying story, this is it. Robin, a WWII double ace, was not only a terrific pilot, but an outstanding commander and leader of men. He was not a shrinking violet and was not afraid to “fly, fight, win.” I think he is arguably the finest combat aviation leader the U.S. has ever produced.

Several of his non-combat flying stories may cause you to pause and say, “He really did that?” Specific instances are his first flights in the F-80 and in the Meteor IV (the RAF’s first jet). Robin really comes into his own as wing commander of the Wolfpack flying the F-4 in Vietnam. The stories of flying and developing tactics to avoid losing men and aircraft, and training/teaching aircrew members to survive and succeed in a tough war are worth remembering if you are still in the business of flying and leading. His style of “management by walking around” gave him detailed knowledge of his people and their duties.

Terrific job with Robin’s memoirs, Christina. I look forward to reading your upcoming biography of your grandfather and Founder Member, Maj. Gen. Robert Olds.

Sagittarius Rising  
By: Cecil Lewis  
Rev: Col. Michael Gallagher, USAF (Ret) and Col. Francis L. Kapp, USAF (Ret)

I thought I had read widely in aviation books, so the cover of Sagittarius Rising by Cecil Lewis caught my eye as did the positive review by George Bernard Shaw. On the basis of the review alone, I picked the book out of a discard bin and took it home to read. What a delight!

First published in 1936 and based on the author’s diary, it covers his entrance into the RAF at the beginning of WWI and includes some of the best descriptions of fighter combat in the Great War from which we trace our Daedalian roots.

I might not be the only member of our Order who had missed this book, so I thought I’d forward a recommendation to all to read this classic. Long out of print, but readily available online.

Colonel Kapp notes: I bought a copy of the book for my library, read it and absolutely loved it. Author Lewis has a terrific way with words. Mike’s review is spot on. By the way, I found my copy, a 1963 2nd edition, online at www.abe.com. I paid $4.50 for it, with free shipping from the used bookstore – what a deal!
In 1997 I was a young captain and new Air Battle Manager at Tinker Air Force Base, Oklahoma, having graduated from the new career field’s fifth class. I was attending E-3 AWACS Air Weapons Officer initial qualification and it was during this time I first became aware of the Order of Daedalians.

The Tinker Officers’ Club at the time had a room dedicated to the Order and it was in there I had my first glimpse at the lovers of aviation who had “… slipped the surly bonds…”. As I slipped alone into the empty room during a lunch break, I was inundated by the memorabilia so cherished by our Order: the Order’s seal, a huge wooden propeller representing the Order’s World War I origins, the flight’s original establishment document, etc. What was most striking however was how completely plastered the walls were of the flight members’ photos and the airplanes they flew and loved. The wide range of aircraft, timespans and theaters of service showed it was quite the diverse group of aviators. I wanted to be a part of a group that so loved flying and was so committed to serving the nation, yet it was not to be. I wasn’t a pilot and would never be since I had worn glasses since I was five and couldn’t pass a Flying Class 1 physical.

I finished training and qualified as an Air Weapons Officer and over the next year served in Operations SOUTHERN and NORTHERN WATCH, DESERT FOX and THUNDER, and ALLIED FORCE controlling combat operations from air refueling, strike, and offensive/defensive counter air. During these campaigns I experienced, and was in awe of, the might of American airpower. It was evident our aviators were the best trained in the world, and from my seat, when combined with ABMs as a force multiplier, could dominate the air against any adversary!

During my deployment to ALLIED FORCE, I received approval from Gen. Mike Ryan, then Air Force Chief of Staff, to my vision waiver request for attending pilot training. I was now off to Columbus Air Force Base, Mississippi, to attend Specialized Undergraduate Pilot Training and with it my childhood dream of becoming a military pilot was getting closer to realization!

After a year of intense training, I graduated and was now a military pilot! I was then invited by Flight 74, Possum Town, to become a member of the Order where I joined as a Life Member. Joining the Order brought me full circle back to my first glimpse of that Daedalian Room so many years ago. I couldn’t have been more proud to join a long line of military aviators in the flight and in the Order writ large.

Now, 20 years later, I have been all over the world and privileged to fly the C-5 Galaxy, the C-17 Globemaster III and the WC-130J Hurricane Hunter with amazing fellow aviators. I’ve also had membership in flights at Dover, Travis, Wright-Patterson, Keesler, and the National Capitol where it is wonderful to see our Order’s transition to include all of those who love aviation and contribute to our vision of inspiring tomorrow’s military aviators to selflessly serve the nation.

The Order’s membership of pilots, RPA pilots, naval flight officers, combat systems officers, air battle managers, flight surgeons, and astronauts is the mix of professionals which makes our aviation power so formidable in a world requiring selfless and dedicated leadership. It is a privilege to serve with all of you and I know that young captain standing in the Tinker O’Club Daedalian Room would have thought so, too.
So many times I have heard the comment, “Government never gets things done fast.” The following is an example of that being absolutely false.

In October 1973, I had been working in the Pentagon for only about three months. I was a junior Air Force colonel serving as a branch chief in the office of the Air Force’s top planner. I was walking down the hall along the outer ring of the Pentagon when into the hall bursts an Air Force lieutenant general (Dutch Huyser). He looks at me and says, “Colonel you need to help me right now. I want you to send 24 of our best F-4 fighters to Israel and get them in the air within 24 hours. They must fly directly to Israel with no stops along the way. I just promised Henry (Kissinger) I would get it done.”

General Huyser then told me that I would get in big trouble and so would he since we would be violating many bureaucratic rules and regulations.

By way of background, the Syrians and Egyptians had conducted a closely coordinated surprise attack on Israel at the start of the Yom Kippur holiday. The Israeli Air Force ran into air defenses (mostly surface to air missiles) that cost them a large number of their fighter aircraft (mostly American manufactured F-4 fighter aircraft). They needed more fighters and they needed them quickly.

I made some frantic phone calls to the headquarters of the Tactical Air Command (TAC). The senior officers at TAC gave lots of good reasons for not following the direction of General Huyser. I explained in very strong terms that this direction was coming directly from the White House.

Less than one day after my meeting with General Huyser, 24 of our best F-4s were in the air -- headed east. Eleven hours and 12 air-to-air refuelings later, 24 weary aircrews delivered the F-4s. Their timely arrival helped turn the tide for the Israelis.

Getting these aircraft launched within 24 hours was quite a feat. Aircraft had to be prepped, aircrews that were fully qualified in air refueling had to be selected, these air crews had to go into crew rest, and tanker support had to be arranged out of a U.S. base and bases in Europe.

Being involved in this fast moving action was quite an experience for me. For the remainder of my six years in the Pentagon I used this example as a model for what to do when fast action is required.

An F-4 receiving fuel from a force-extending KC-135A while his wingmen await their turn.
While the streets of the Army Residence Community (ARC) are named for battles in the Army’s history, Ron Ellis (above), later joined by over three dozen residents, petitioned that a street be named for an Air Force combat action. Ron selected the name Ploesti, the WWII action which was a tactical defeat but a positive testament to the valor of the air crews. Over a year ago, Ron presented this petition to ARC CEO Steve Fuller:

“From 1920 to 1947, the Army Air Service and then the United States Army Air Forces, USAAF, have been a significant part of the United States Army. From 1947 to today the United States Air Force, USAF, has been an integral part of the United States military.

“During this entire period, 1920 to today, the air arm has not only performed the air supremacy and strategic missions, but has also provided the ground force with significant support in the accomplishment of its mission. Not a single soldier has been attacked from the air since 1953 in Korea, and during World War II, Korea, Vietnam, and the Middle East conflicts the air arm has been a vital factor in all.

“During World War II the US Army suffered 318,274 fatalities, of these 74,242, or 23.4% were USAAF airmen. However, the Army Residence Community has no recognition of the sacrifice, heroism, and dedication of these airmen and those who survived that air war.

“One August 1943, units of the 8th and 9th Air Forces left from Benghazi, Libya, on one of the costliest missions for the USAAF in the European theater of operations. One hundred and seventy-seven B-24 bombers departed on a 2400-mile round trip flight to Ploesti, Romania, for a low level, bombing mission of the oil facilities located there.

“During this mission 57 aircraft were lost, and of the 1,748 airmen involved in the mission, 310 were killed in action, 136 missing in action, 108 captured,
and 78 interned in Turkey. Another 53 aircraft were heavily damaged, of which 33 would never fly again.

“As a result of the action five Medals of Honor were awarded, the most for any air action in history, three of which were awarded posthumously . . .

“In recognition of the heroism of these aircrews it is my request that the Army Residence Community rename the portion of Rhineland Drive from the end of the bridge to the Service Road, Ploesti Drive. There would be no requirement for address changes.”

The petition was received and favorably considered. However, the naming of streets require approval from agencies off campus, including the U.S. Postal Service. Naming the bridge which spans over Miller Road was determined to be an acceptable goal. Etching or carving Ploesti Bridge into the stone structure proved impractical. The signs which are currently placed were then selected.

Seeing “Ploesti Bridge” has special meaning to Kay Schoeppner (above right), who moved to the ARC in October 2018. She is the daughter of Col. James T. Posey, whose actions leading a 20-plane formation proved to be one of the few positive aspects of the air mission, called Operation Tidal Wave.

Kay mentioned that her father, an All-American lacrosse player at West Point, continued in aviation assignments his entire 30-year Air Force career. Col. Posey rarely spoke of the Ploesti air mission, except with other veterans of the action. There were occasional nightmares and the tragic memory of one of his aircraft’s gunners killed in the mission. He did share with his family that as his formation approached the target area, they flew at low level, even at 50 feet or lower, and hit “tall weeds” and obstructions on the ground.

I relied on the article by Maj Gen Hoyt S. Vandenberg, Jr. (USAF, Ret.), titled, “Ploesti, Anatomy of a Disaster.” Col. Posey is mentioned several times in that article, including this, “Johnson’s second group of 20 aircraft, led by Colonel James Posey, now turned right toward their separate assigned target, Blue, Creditul Minier, southwest of Ploesti. Posey’s textbook attack completely shut down this refinery.”

--- Kevin Scott
This is a short story from my book *Where the BUF Fellows Roamed*. I think many of my fellow members can relate.

In 1957 I was a senior at Southern Illinois University and enrolled in the advanced ROTC program. The Air Force began a program with 13 college ROTC units for potential pilots. Seniors who expressed a desire and met the qualifications were entered into a flying program of 40 hours of flying instruction culminating in the student receiving a private pilot license after successfully completing the FAA check ride. The intent was to acclimate the future trainee to flying and weed out those whose future was not in the cockpit. Only about 50 percent finished the first class with their license, partly due to the academic pressures of completing their education with little time to plan for flying instruction. Following classes had more time to plan.

I had one classmate who did not like the instructor raising his voice at him. I took his place a lot and was yelled at what seemed like all the time. In fact, the instructor, Glenn Sheets, who had a long history of flight all over the world, threatened to make me fly barefooted until I could correctly feel the pressures required on the rudder. He taught me a lot, although my first instructor in the Air Force did not seem to agree.

As previously mentioned, we were required to pass a flight check to get our private pilot license. Most of us were not going to let anything stand in our way of receiving this reward after 40 hours of verbal abuse. The flight school required each potential pilot to complete a flight check with the head instructor prior to the ride with the FAA. We had to plan a cross country flight similar to what would be required for the flight check. I received my precheck ride date and planned my flight. It was a cross country from Murdale Airport to Cincinnati and return. We were briefed to plan a complete mission, but be prepared to break it off and complete maneuvers as directed by the evaluator.

The day I arrived at the airport for my precheck ride I got a surprise. Roger Parrish, a neighbor and friend of mine who had a private license prior to entering the AFROTC program at the University of Illinois and had received his instructor license, was present. He was awaiting his orders to active duty and in the interim was going to instruct at Murdale. (You might have heard of him, he led the Thunderbirds in the ‘70s.) The check pilot asked if I would mind if Roger went along and observed.

Naturally, I would rather not have anyone with us in case I blew the check ride, but how could I refuse? I decided I could not and the pressure of the ride seemed to double from that point.

The takeoff and departure were normal and I answered each question correctly. Twenty minutes after I demonstrated the ability to maintain a heading in the general direction I had planned, I was told to demonstrate my skill in flight maneuvers. Following each instruction and demonstration the check pilot would explain to Roger why he required each maneuver and what he was looking for.

He asked me to set up a 30-degree bank descending turn to the left. I rolled into a 30-degree bank and began a descent to the left. It quickly became obvious I had a problem to solve. The airspeed began to increase. I held the turn until I could not continue without exceeding some limits, so I rolled the wings level, slowed down, and rolled into the turn again waiting for further instruction, which came immediately. He told me to return to the airport. He then turned to Roger and explained the point of the exercise was to see if I had enough sense to recognize the potential problem and correct it or continue to turn until I corkscrewed into the ground. Apparently, I had done it right, for the rest of the flight was easy and I received my real check ride the next week. I passed that one as well.

As the old flying song says, “I learned about flying from that!”

I graduated and was commissioned. Then the wait for orders to arrive. They finally came and I travelled to Lackland AFB for preflight with a new car and new wife. It was a six-week program that had been an eight-week program until this one. Scheduling was in flux for we had the same activities several times such as the parachute jump, required once but we were scheduled for it three times. I wondered if they were trying to tell us something. Then we received our base assignments. Eleven other second lieutenants and I were assigned to Bartow Air Base at Bartow, Florida. It was an officer-only base.

When we arrived we found that the class 59-H was made up of 12 second lieutenants and the rest were first lieutenants. They were rated navigators and electronic officers hoping to become pilots. Since everyone was working for the same result we were all equal in one sense.

The program was six months long, flying about 30 hours in the T-34 and then the rest in the T-28. Those who completed it and graduated had a ticket to the T-Bird (T-33). Our tour came to an end in November 1958. The last requirement prior to graduation and assignment to basic flight training was to pass a check ride. We had civilian and military instructors who gave check rides. They also flew with students who were having difficulty and advised whether to wash them out or allow them to continue.

The military instructors were considered to be much tougher than the civilians. Whether true or not, it was the conventional wisdom. The most dreaded was 1st Lt. “Washout” Watson.

---

**Check Rides**

By Col. James D. Hooppaw, USAF (Ret)

Life Member #4619
Since my instructor had been ill, we were some of the last students to get the final check ride. Mine was scheduled for the last day prior to graduation. Did I feel some pressure? Does a bear do his business in the woods? One other student was scheduled for a military check ride at the same time.

I appeared at the appointed time at the military evaluator’s office. Lieutenant Watson came in, explained what we would be doing and what he expected of me. We took our gear and proceeded to the aircraft. The fear of any pilot, especially one undergoing a check ride, is to hear the evaluator say the dreaded words, “I have the aircraft.” This generally indicates that the pilot committed some unforgivable act that guarantees that he has failed the check ride. I performed the exterior inspection and we got into our seats. The engine was started and we taxied to the runway for departure. So far, so good. The takeoff was perfect. I made the first turn out of traffic, and as I rolled out of the second turn I heard it, “I’ve got the aircraft.”

My world fell apart. I could think of nothing that had not been by the book. We continued to climb, and the evaluator made clearing turns keeping the airfield in sight. My mind was racing, trying to determine what had gone wrong and what, if anything, I could do to correct it. The interphone came alive and the voice asked, “Can you keep a secret?” It was at that time that I realized I had passed my check ride.

I immediately assured him that I could. He replied that he was going to jump the other evaluator as soon as he broke traffic. The comment reaffirmed my knowledge of successfully completing my ride unless I spun in on final. As the other aircraft turned out of traffic, we were on his tail. For the next 20 minutes we rat-raced around the sky, chasing each other and flying closer at times than I had ever imagined. My emotions went from close to terror to complete elation. This was what it was all about.

It ended too soon. He finally broke it off indicating that he had better see if I could actually fly the aircraft. The maneuvers I executed were quite tame compared to the ones we had just experienced. The forced landing was completed and as we climbed up he noted the other aircraft just beginning its approach to a nearby field. He again took control of the aircraft and the next 10 minutes or so we were again on the roller coaster. Eventually, we broke off and returned to Bartow.

I graduated the next day and was assigned to Greenville AFB, Mississippi. I had my ticket to the T-Bird.

---

**Another Viewpoint**

As a flight instructor assigned to Craig AFB, Alabama, in 1957, I have some knowledge of the Steeves saga that differs from the information presented by the author of the above article. Much of my information came from my next-door neighbor in base housing who was the commander of the OSI Detachment at Craig and in charge of the local investigation. He and I met often for a pre-supper drink on the garbage cans at our adjoining back doors. I did not personally know Lieutenant Steeves since he was in another squadron.

First, Steeves was not on any kind of a proficiency flight. While it was easy to get an airplane for a weekend proficiency flight, never was one authorized for solo flight. Either two instructors or an instructor and student were required. Steeves was returning to Craig from Oakland, California, where he had picked up a T-Bird from a contract maintenance company that I think was called Oakland Aeromotive.

These were the days of no radar. You were required to make an oral position report over radio beacons along your flight. Failure to make a required report would result in a radio call to the aircraft and, if no response in a “reasonable” time, a communication search would be initiated. Generally, no panic would be generated unless you fail to show up at your intended destination.

As mentioned in the article, Steeves disappeared over the Sierra Nevada Mountains in early May. In the higher elevations winter had not yet abated.

---

**RE: Miraculous Survival or Hoax. (Winter 2019 Issue)**

Brig. Gen. Robert E. Buhrow, USAF (Ret), Life Member #3366

When no evidence could be found after a lengthy search, the authorities began to suspect something might be amiss. This was even heightened when it was discovered an insurance policy with the beneficiary someone other than Steeves’ wife. Because there was no proof of death, only a missing individual, the policies could not be paid until a certain amount of time had passed. At any rate, the Air Force declared Steeves dead and his wife received his insurance payment. The other policy was being contested.

One evening at the garbage can my neighbor informed me Steeves had been found. He said that Steeves had taken off through the trees when he was spotted by the hunters. They chased him down and brought him back with them. It seems Steeves was not sure enough time had lapsed for the insurance to have been paid.

Steeves was returned to Craig where he was interviewed by the authorities. He stuck by his story of an aircraft problem that forced him to eject and, without wreckage, the Air Force could not prove otherwise. The second policy was never paid and I heard he never reunited with his family. He was passed over for captain and was invited to depart the service.

It was surmised by the authorities that this had all been planned in advance. The ranger cabin had been located the preceding summer and the ejection was supposed to put him in close proximity to the cabin. The authorities at Craig had no doubt as to what happened, they just couldn’t prove what they believed to be true.
As we say in Southwest Texas, it was raining like a cow peeing on a flat rock. Only it wasn’t southwest Texas, it was Griffiss AFB, at Rome, New York. I was lined up on the left side of lead, H. H. (Mac) MacWhorter; John Maier was lined up on the other side. We had refueled at Griffiss on our way to the Tyndall AFB, Florida, firing range. Mac gave us the run-up signal by circling his upward pointing index finger and three F-102s starting making a lot of smoke and noise. The gauges looked okay so I leaned down and flipped the external tanks switch to “ON.” The procedure called for doing that only after takeoff, but I figured that I would be very busy, what with the rain and poor visibility. A head nod for brakes release, another for afterburner and we were off. We made a left turn out and the visibility went to 10 feet. I couldn’t see anything of Mac’s jet but the wing tip and the stall fence, about halfway to the fuselage.

“Sloe Gin 01, contact New York center on 364.2.”
“Sloe Gin 01 flight, let’s go 364.2”
“Two.”
“Three here (me), I’ll get there as soon as I can. Don’t leave without me.”

Tick, tock, pant, pant, whoosh; we burst out of the top of the clouds. Whew.

Mac later said that the only way he knew we were still out there was that he could see the rain start to part in front of the wingmen’s aircraft.

Being able to do that was, in part, a testament to the F-102’s flight controls. It was the most pleasant airplane to maneuver that I have ever flown. How I came to fly the deuce would have been very predictable to an Air Force personnel geek, but was very unexpected to me.

Having just graduated from USAF Undergraduate Pilot Training (UPT), I began my advanced training for the F-106 at Perrin AFB, Texas. First came 30 hours of ADF approaches and procedure turns in the T-33 “pre-interceptor” course. Next came months and months of F-102 training, learning about range gates, magnetrons, and electronic countermeasures. All administered by ticked-off majors with little tolerance for F-106-bound lieutenants. Squeaking by that, I went to Tyndall for F-106 training and subsequently to the 48th FIS at Langley AFB, Virginia. That went pretty well for a year and a half until Charlie Brown, my flight commander said, “Hey, I just got your assignment.” I was stunned to discover that rather than some glorious hotshot assignment, I was Iceland-bound. Little did I know that all of the F-106 lieutenants would eventually be sent to Keflavik, Iceland.

My requal was held at Ellington, AFB, Texas, in January 1972. Flying the Deuce was somehow easier now. George Bush was there, driving the squadron commander, Jerry Killian crazy, just because he wouldn’t wear his hat. I never flew with him because I was a student and only had a few flights with an instructor, Rich Mayo.

Having just gotten promoted to captain before I left the 48th, most of the folks at my new squadron thought I had been around longer than I really had. My first flight with John Cronin was a trial-by-fire. We went out in a tub (TF-102, the ugliest airplane that ever was) and did low altitude missile beams under the hood. That’s 400 knots at 500 feet. I was wearing a poopy suit (Navy anti-exposure dry suit) in a place I didn’t want to be, doing something that I wasn’t very good at, wearing a very uncomfortable outfit. This must be hell, except it was dark all the time. How wrong I was. Six months later, daylight was nearly continuous, the airplane became familiar, and (like all remote assignments) the camaraderie among the pilots was absolutely the best.

To the best of my recollection, this is an accurate quote from the pilot information file: “On the morning of June 5, Johann Gudmunson, an Icelandic citizen, was under contract to paint the exterior of the H-1 radar..."
dome. An F-102 from the 57th FIS passed low over the building and engaged the afterburner. Mr. Gudmunson was startled and fell from the scaffolding and broke his arm. In the future, when performing demonstration passes over the H-1 radar site, do not, I repeat DO NOT light the afterburner.”

It was a fun place to fly. Flightseeing was the best. One could see waterfalls, geysers, volcanoes, and mountains all in the same flight. There was a natural bridge on the southeast coast big enough to fly a B-52 through (if you could dodge all the birds). A favorite of mine was to fly toward the beach made of pure black volcanic sand, pass over the beach, proceed up the ridge toward the top of an active volcano, and roll inverted over the caldera at 6,000 feet. Yeehaw!

From my point of view, our mission was to harass the Russian aircraft, mostly TU-95 Bears that frequently came through the ADIZ, ignoring international protocols. That gave us the obligation to take their photos at close range, flip them off, and hot nose* them. The more strategic reason for our presence was the protection of the Navy P-3 submarine chasers. On most of the intercepts, the Bears just cruised straight ahead, going to Cuba or some point in the north Atlantic to recon U.S. Navy vessels. Occasionally, they would go low and try to drag us into the water with a steep turn.

* A subtle and completely safe maneuver in which an aircraft is flown close and in front of another in an attempt to gain the pilot’s attention.

The second worst flight of my life came on Jan. 4, 1973. Captain “Chuck” and I were on alert and the call came in that we would launch into the zero-zero weather, intercept two Bears and recover at our closest alternate, Leuchars, Scotland, 640 miles away. Chuck led; we launched, and following a spectacular aurora display intercepted the Soviet aircraft. Contrary to protocol, we split up and each joined with one of the Bears. I did my usual recon, looking for unusual antennas and markings on the trailing airplane, pulled off and said, “Two is off target, bingo fuel.”

Captain Chuck wasn’t ready yet, “Give me a minute.”

“Two is now bingo minus three hundred,” I said.
“Okay Polestar, Sloe Gin Flight is RTB (return to base) Leuchars, say pigeons (direction and distance to destination),” says Chuck.

So, we headed southeast, low on fuel. Yeah, we were landing with low fuel, but that’s what fighters do. I was busy balancing the sides, when I noticed that the left side wasn’t feeding at all. Now I had half of barely enough.

I probably said the next transmission in a high soprano, “Lead, two has trapped fuel, left wing not feeding.”

“Rog.”


“Rog.”

Here is where anger clouds judgment. I should have said adios and gone for the lights. Instead, I hung in there thinking how embarrassed Chuck was going to be after I jumped out.

“Sloe Gin Flight, Leuchars, 85 miles ahead, cleared to land,” said control.

We were at idle now and I was keeping position with speed brakes and side slips. We must have gone out over the channel and headed westbound toward the base. All I could see was Chuck’s airplane and a lot of blackness. Now we were really hauling ass, judging from the roar of the wind going by. Chuck’s left wing dipped, calling for me to cross under to the left side. I was crossing under when the Gs started building up, up and up. Finally, I felt like I was pulling about three Gs and Chuck’s airplane tightened up the turn and pulled away. I had no idea where I was in any dimension. Looking down, I saw the runway lights and concluded that this must be an overhead pattern and Chuck had done the pitch out. The world suddenly came into focus.

“Sloe Gin 02 would you like the barrier?” Tower asked.

“Affirmative.” I thought, why not, it must be something like the MA-1A hook wire that we had at Keflavik.

![ Intercept of a Russian TU-95 Bear as seen across the cockpit of a TF-102. (Photo courtesy: author) ]
I landed and as I rolled out, I saw the “barrier.” It was a giant net as wide as the runway and perhaps 50 feet high. Good thing I didn’t get tangled up in that. The engine ran all the way to the chocks, although there wasn’t any indication of fuel left on the good side.

The Lightning pilots at 23 Squadron hosted us so graciously, that I soon forgot my urge to kill Chuck. The USAF exchange pilot, Mike Lanning, lent me his car so I could play golf at St. Andrews nearby. They all had their dress uniforms and ties on at the bar that night; no one criticized me for wearing my wrinkled flight suit. The fuel problem was traced to a frozen valve, signed off as CND (could not duplicate), and we had an uneventful flight back home three days later.

The Deuce’s fire control system didn’t have all the bells and whistles of the F-106, but it was fairly reliable. The Bears were so big, that 100-mile radar contacts were common. We frequently had to join up with the Bears at night in the weather. To do that, “VIS IDENT” (VI) was selected, and approaching from behind, the pilot simply centered the dot in the steering circle by maneuvering the aircraft, with a larger circle indicating overtake by its o’clock position. When the VI light illuminated, the interceptor would be slightly low, right, and behind the target. But before the VI light, one could hear and feel the big turboprop engines of the Bear. Sometimes we had to carefully creep in a little closer before gaining visual contact.

On better days, we would approach the targets in visual conditions with one fighter high on a perch and wingman going close. I’ll never forget being on the perch with my squadron mate going close, noting the American flag on his fighter adjacent to the big red star on the Bear; it made me proud.

Among the few unpleasant features of the Deuce was its propensity to compressor stall, especially coming off idle. This usually happened on the runway just before takeoff. It sounded like a mild dog bark. However, if one made the mistake of bringing the throttle to idle when joining on a TU-95 (already a stressful time 200 miles from home and over cold water), a rapid advance of the throttle could cause a deafening report with fire shooting a plane length ahead from the intakes. This was especially terrifying at night. I’m sure the Russkies got a good laugh out of that as we fell out of formation, waiting for the engine to wind up. I believe it was the long intake ducts that caused this; the F-101 didn’t do that, and it had the same engine with short ducts.

Long before my arrival at the 57th, a tacit agreement had been reached between the Bear crews and the fighter pilots. We would not select an attack mode on the fire control system, and they would not point their guns at us. The Tu-95-B, came equipped with a long refueling probe that extended forward of their cockpit. The pilots were able to extend it even farther for refueling. When we were flying alongside, they would extend and retract the probe in an “up yours” gesture. I could see them laughing in the cockpit. They seemed to be proud to hold up the latest playmate of the month in the window, too.

I flew aircraft 56-870 at William Tell ‘72. I really grew fond of that airplane. Later I was involved in the development of the QF and PQM-102. We made a drone out of 870 and shot it down -- that was a sad day.

The F-102 had the most pleasant flight controls of any airplane I ever flew. The demands of flying formation at night, in the weather, made it well suited for the mission. Being single-engine, it seemed to make unusual sounds when far from shore. We never lost an aircraft from engine failure. Longer ranged fighters succeeded the Deuce, but like a winch on a truck, that range only enables one to get into trouble farther away from home.
ADM John H. Towers Award

CORPUS CHRISTI, Texas (March 16, 2020) -- Training Air Wing 4 Commodore Navy CAPT Kevin Delano, right, presents the ADM John H. Towers Award to Training Squadron (VT) 35 Commanding Officer Marine LtCol Brian Dennis on behalf of the Order of the Daedalians during a ceremony on the flight line of Naval Air Station Corpus Christi, March 16. The award, named for ADM John H. Towers who was designated a naval aviator in 1911, recognizes squadrons for their commitment to flight safety. VT-35 provides basic and advanced multi-engine training squadron to Navy and Marine Corps aviators. (U.S. Navy photo by Lt. Cmdr. Jason Patterson)

Orville Wright Achievement Award

Kitty Hawk Flight Captain, Lt. Col. Jack Parker, USAF (Ret) (far right) joined (l-r) 4th FW/CC Col. A. J. Meyers and 333rd FTS/CC Lt. Col. Jonathan Bott in presenting the Orville Wright Achievement Award. The citation read:

The Orville Wright Achievement Award is presented to Second Lieutenant Kirra A. Cranford, as the outstanding graduate of the Specialized Undergraduate Pilot Training (SUPT) Class 19-10, Laughlin AFB, Texas for the period from 1 Apr to 30 Jun 2019. Lieutenant Cranford’s performance in the program was extraordinary in all phases of training. She displayed an outstanding attitude, superb flying abilities under pressure and military bearing. She excelled in academics, outperformed her peers and was rated number one overall in both phases of training with the highest check rides and daily maneuver scores. Her superior flying performance, servant leadership style, and superb motivation made her the clear choice for Distinguished Graduate Honors, the T-38 Flying Training Award and the coveted AETC Commander’s Trophy. Lieutenant Cranford’s accomplishments exemplify the high standards established by the Orville Wright Achievement Award. They reflect great credit upon herself, the United States Air Education and Training Command and the United States Air Force.
Left, CW5 John Mitchell, ARNG (Ret) presented the Daedalian award to JROTC Cadet Colter Meena during an awards ceremony in April 2019.

Right, CW5 Mitchell congratulates Colter Meena after Colter’s November 2019 solo flight made possible with the support of Flight 54 and the DFT program.

Since these photos were taken in 2019, Colter Meena has received several appointments to service academies from members of the Wyoming Congressional Delegation. At last check, Colter had not decided on which to attend. Regardless, he represents the difference Daedalian support can make in a young person’s life and career, and how that in turn can support the defense of our nation. Congratulations to Colter, and thanks to our flight member, John Mitchell, who not only looks after some of the JROTC programs in Cheyenne, Wyoming, but who has managed our flight’s support of the DFT program.

Above, retired Air Force Lt. Col. Richard Kianka presented the Daedalian award to CPT Michael Williams, the Distinguished Honor Graduate from the Aviation Captain’s Career Course, Class 19-004. The class graduated on Feb. 19, 2020.

At right, the top Graduate from U.S. Navy Advanced Helicopter Training graduation on March 27, 2020 was LTJG Andrea Pagdolfi, Italian Navy (Marina Militare). Presenting the award is CDR Lena Kaman, Commanding Officer Helicopter Training Squadron 8 (left).
Awards

Award Winner Update

The following is an update on Air Force Capt. Melanie Zeibert, a 2012 Flight 30 and National scholarship recipient. Captain Zeibert (third from left below) was an Air Force ROTC cadet in Detachment 60, University of Southern California, Los Angeles, California. She stated her scholarships helped pay for private flight training which led to Air Force pilot training and her current Air Force assignment as an F-35 fighter pilot.

GULF OF THAILAND (March 7, 2020) United States Air Force pilot Capt. Melanie Ziebart poses for a photo on the flight deck of amphibious assault ship USS America (LHA 6). America, flagship of the America Expeditionary Strike group 31st MEU team, is operating in the 7th Fleet area of operations to enhance interoperability with allies and partners and serve as a ready response force to defend peace and stability in the Indo-Pacific region. (U.S. Navy photo by Mass Communication Specialist Seaman Jonathan Berlier)
Awards

30th Flight Awards $cholarship$

Hap Arnold Flight #30 from Riverside, California, presented several scholarships to outstanding students to help them as they continue to work towards a military aviation career. During the awards ceremony, Flight 30 ROTC scholarship chairman Brig. Gen. Randy Ball, USAF (Ret) (left), introduced each cadet winner and Brig. Gen. Rico Aponte, USAF (Ret), Flight 30 Daedalian Flight Training scholarship chairman presented their plaque and scholarship certificate.

Congratulations to all Daedalian scholarship winners.

Melanie R. Bithell is a senior at California Baptist University, Riverside, California, with a 3.7 GPA majoring in aviation and flight with a minor in aviation management. She is a private pilot with 120.0 hours and is working on her instrument rating. At AFROTC Detachment 002, California State University, San Bernardino, California, she is the Leadership Laboratory Officer. Awards include AFROTC Achievement Award and Academic Honors Awards, and the USAA Spirit Award. Melanie would like a full career in the Air Force and wants to be a fighter pilot in the F-15E, F-35 or the A-10. She was awarded a $3,000 Flight 30 scholarship and will be submitted for a Daedalian Foundation matching scholarship.

Lauren C. Leos is a junior at the University of California Riverside, Riverside, California, with a 3.5 GPA majoring in political science with a minor in history. At UCR she is the Director of Academic Affairs for Alpha Delta Pi Sorority. She is a student pilot with five hours and is working toward her solo flight. At Detachment 002 she is the Alpha Flight Commander. Awards include Dean’s Honor List in 2018 and 2019 as well as scholarships from MOAA and YOU CAN FLY. Lauren volunteers through her sorority to work with the Ronald McDonald House to help families struggling with illnesses. She is on track for a full career in the Air Force and would like to fly the C-17. Lauren was awarded a Flight 30 $2,500 scholarship.

Robert O. Ellingson is a senior at California State Polytechnic University, Pomona, California, with a 3.43 GPA majoring in aerospace engineering. He is a private pilot with 108 hours. At Detachment 002, he is the cadet Wing Commander. Awards include Dean’s List five times, AFROTC Air Force Association Martin H. Harris Outstanding Cadet, AFROTC Commendation Award, Iron Man Award, Recruiting Award, Academic Honors Award, and Physical Fitness Award. Robert desires a full Air Force career and would like to qualify as a test pilot and later as an astronaut. He was awarded a Flight 30 $3,000 scholarship and will be submitted for a Daedalian Foundation matching scholarship.
Meliah D. Franklin is a freshman at Azusa Pacific University, Azusa, California, with a 3.65 GPA majoring in international relations. She is seeking more responsibility at Detachment 060, University of Southern California, Los Angeles, California, and brings leadership experience from high school where she was captain of her swim team (varsity all four years) and Student Body President. Meliah graduated high school in the top 5 percent of her class with a 4.4 GPA and was congressionally nominated to attend the Air Force Academy. Her career goal is to fly fighters or bombers and advance to the rank of general officer. Meliah was awarded a Flight 30 $2,500 scholarship.

Ethan W. Rose is a freshman at Golden West College, Huntington Beach, California, with a 3.0 GPA majoring in business administration with the goal of attaining an associate’s degree and transferring to the University of Southern California. He is a student pilot with four hours and flies with the Civil Air Patrol. He is new to Detachment 060 and is working on attaining more responsibility. Ethan was awarded the Golden Promise Scholarship for his freshman year at Golden West College. He desires to fly with the Air Force until retirement, and his first choice of aircraft is the A-10. Ethan was awarded a Flight 30 $2,000 scholarship.

Faith M. Semeatu is a sophomore at Azusa Pacific University, Azusa, California, with a 3.7 GPA majoring in criminal justice. With Detachment 060, she is working on more responsibility and brings experience as a Flight Commander with Navy JROTC. Awards include the Fitness Award from Detachment 060, Multi-Ethnic and Director’s Scholarships from Azusa Pacific University. Faith was very successful at the high school level. She was named to the honor roll and was selected for the Ronald Reagan Student Leadership Program (one of six selected from the sophomore and junior classes). She was also the salutatorian for her senior class. She would like a full career in the Air Force and is undecided on her first choice of Air Force missions. Faith was awarded a Flight 30 $2,000 scholarship.

We Thank Our Sponsors
Another DFT Success Story

Skylar Stramoski, 2019 Stinsons Flight DFT graduate, has been named the San Antonio Aviation Hall of Fame Student of the Year. Skylar will enter the United States Air Force Academy in June 2020 to pursue her dream of serving as a military aviator. This photo is from the August 2019 awards ceremony at which Skylar received her solo jacket. We will be seeing that smile for years to come.

MOVING?

Don’t forget to update your address with us. We get several Flyers returned due to members moving and the forwarding order expired. Help us keep you on the subscription list. Send an email to communications@daedalians.org or call 210-945-2111.

Save the Date!

The BigGive originally scheduled for March 26, 2020 has been rescheduled for Sept. 10, 2020. Mark your calendars so you can participate in this annual fundraiser for the Foundation.

AMP is here!

The Daedalians Aviator Mentoring Program (AMP) is up and running. Young aspiring men and women who are either unsure of what their future goals are or perhaps how to achieve them are looking for mentors. With the vast and varied experiences of Daedalians at our disposal, our goal is to encourage young people to pursue careers as military aviators, plus assist current military aviators in their career development and progression. If you know someone who would like a mentor, send an email to communications@daedalians.org or call 210-945-2111.
2nd (Stinsons) Flight
JBSA-Randolph, Texas

Story submitted by
Maj. Gen. Jerry Allen, USAF (Ret)

Stinsons Flight started 2020 with a well-attended dinner meeting at Randolph AFB. Flight Captain Bill Ercoline introduced former Flight Captain Lex Brown, who gave an informative presentation on integrative medicine. For the past two years Lex has studied this blend of Eastern and Western medical practices under a fellowship at the University of Arizona. Lex explained to the audience how we can improve our health through diet, exercise, relaxation, proper sleep, and elimination of the destructive effects of smoking and excessive alcohol consumption. He even taught us a breathing exercise that helps lower pulse rate and blood pressure. Lex is a unique Daedalian: he served as a pilot in the A-7, OV-10, and A-10 before enrolling in medical school. After a few years in private practice he reentered the Air Force as a flight surgeon and flew the F-117. We salute Lex for his service to the nation and to his patients.

On March 2nd we met to commemorate the 110th anniversary of Lt. Benjamin Foulois’ first flights from Fort Sam Houston. Bill Ercoline and Dan Clark planned and executed an excellent event in the post chapel. Life Member Brig. Gen. Laura Lenderman, 502nd Air Base Wing Commander, welcomed us to Fort Sam. Jerry Allen gave remarks honoring Army aviation and recently deceased Daedalian Bill Stewart, for whom two markers and two recently planted trees were dedicated. You can read more about this event at page 9.

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

Story and Photos submitted by
Col. Eric Theisen, USAF (Ret)

In December 2019, Samuel P. Langley Flight welcomed Lt. Col. Johnnie “Dusty” Green, currently working in Air Combat Command headquarters A3T-2, as our guest speaker. He shared with us the year he spent in Afghanistan commanding the A-29 “Super Tucano” and MD-530 helicopter Light Attack Squadron, mentoring the Afghan Air Force for their current precision guided capabilities.

Back in 2011, the Embraer A-29 Super Tucano, in partnership with Sierra Nevada Corporation (SNC), was declared the winner of the U.S. Light Attack Support (LAS) contract competition over the Hawker Beechcraft AT-6B Texan II. The contract was canceled in 2012 citing concerns with the procurement process, but SNC re-won it in 2013. Twenty of these light attack aircraft were purchased for the Afghan Air Force (AAF) and the first four arrived in Afghanistan in January 2016. The A-29s were a game changer in the 2016 fighting season and have performed remarkably well since then.

Dusty, as the 438th Air Expeditionary Advisory Squadron commander, said the AAF A-29 pilots performed extremely well, and the pilots demonstrated excellent decision making.

“The experience they have gained in one year since beginning combat operations is phenomenal, and they are communicating these experiences with each other,” said Green. “That is so important as the new A-29 pilots return from training and begin flying combat operations themselves.”

“The AAF plays a major role in this,” he said. “We are helping the peace process. When an A-29 is overhead, it gives motivation to the ground troops, and the enemy realizes they can be struck anywhere, and will feel the pressure to come to the peace table. This is how we will bring peace and stability to Afghanistan.”
A December 2018 Defense Department Inspector General report also found that Afghan pilots and aircrew trained in the U.S. or other Western nations “progress to more advanced qualifications or higher leadership positions” faster than those who didn’t participate in the training.

The A-29 program has proven that an incremental training approach that includes U.S. Air Force and maintenance advisors is important to ensuring the Afghans increase their capability to perform their missions adequately.

However, as Dusty explained, the U.S. is winding down its domestic piece of the program. Afghan pilots will no longer train at Moody AFB, Georgia, starting in 2021, when most training will move to Afghanistan. Sierra Nevada, which provides the Super Tucano with Embraer, in April received a nearly $43 million contract to continue teaching Afghan pilots through the end of 2024.

Training at Moody began in 2015, and the Air Force originally planned to end it in 2017. That deadline changed after the Afghan Air Force chose to receive six additional aircraft, which then increased the requirement for pilots. The AAF plans to field at least 26 A-29s in total. We thanked Dusty for spending time with us and explaining the dynamic training situation with the AAF.

For our January meeting, Flight 34 welcomed F-22 pilot Maj. Paul “Loco” Lopez II from the 1st Fighter Wing. He is the Air Force’s F-22 Raptor Demonstration Team commander and is responsible for representing Air Combat Command, the United States Air Force, the Department of Defense, and the United States of America at more than 20 air shows annually. He leads the 18-member team, oversees maintenance actions performed on one of the most advanced fighter jets ever built, and showcases the Raptor’s exceptional maneuverability around the world.

Major Lopez is from Virginia Beach, Virginia. In 2004, he graduated from North Carolina Agricultural and Technical State University in Greensboro, North Carolina, with a bachelor of science in mechanical engineering and earned his commission through AFROTC. He completed pilot training and earned his wings in 2006.

Major Lopez enjoys being a part of the F-22 Raptor Demonstration Team and accomplishing the mission of showcasing American airpower, recruiting and retaining America’s finest personnel into the Armed Forces, and enhancing international and domestic relationships. One of the missions the demonstration team flies is the Heritage Flight, flying alongside WWII vintage aircraft. His favorite part about Heritage Flight is being part of a team of dedicated and highly trained professional aviators and maintainers who come together to preserve the heritage of the United States Air Force and honor the legacy of the veterans who have served, who continue to serve and who will serve in the future.

Every year the Air Force F-22 Demonstration Team performs at dozens of air shows in front of an estimated 10 million spectators. Major Lopez stated, “Personally, the thing I love most about flying is the feeling of freedom it gives me. But it’s important to remember the teamwork that goes on behind the scenes that keeps the airplanes flying.”

At our February 2020 lunch meeting, Flight 34 welcomed Civil Air Patrol (CAP) Col. Dean “Deano” Gould. Deano is the Wing Commander of Virginia’s CAP. When he is not volunteering for CAP duties, Deano works at Air Combat Command headquarters A3TD managing the command’s flying hour program and rated personnel. Deano gave us a rundown on the CAP organization and activities the many volunteers provide for America.

Since Civil Air Patrol’s formation during the earliest days of World War II, this vigilant organization of citizen airmen has been committed to service to America. Founded on Dec. 1, 1941, to mobilize the nation’s civilian aviation resources for national defense service, CAP has evolved into a premier public service organization that still carries out emergency service missions when needed -- in the air and on the ground.

On July 1, 1946, President Harry Truman signed Public Law 476 incorporating CAP as a benevolent, nonprofit organization. On May 26, 1948, Congress passed Public Law 557 permanently establishing CAP as the auxiliary of the new U.S. Air Force. Three
primary mission areas were set forth at that time: aerospace education, cadet programs and emergency services.

As a Total Force partner and auxiliary of the U.S. Air Force, CAP is there to search for and find the lost, provide comfort in times of disaster and work to keep the homeland safe. Its 60,000 members selflessly devote their time, energy and expertise toward the well-being of their communities, while also promoting aviation and related fields through aerospace/STEM education and helping shape future leaders through CAP’s cadet program.

Civil Air Patrol’s missions for America are many, and today’s adults and cadets perform their duties with the same vigilance as its founding members -- preserving CAP’s 79-year legacy of service while maintaining its commitment to nearly 1,500 communities nationwide.

The Virginia Wing of the Civil Air Patrol is the highest echelon of CAP in the state with the headquarters located in Richmond, Virginia. With just over 2,000 members in 22 squadrons across the state, the Virginia Wing uses its 26 vehicles and 12 single-engine aircraft to serve the local community. In 2018, CAP participated in seven search and rescue missions (with three lives saved and 11 finds) in addition to a disaster relief mission. Virginia CAP pilots flew over 1,900 hours in training time and service to the community. Nationally, it is estimated that Civil Air Patrol volunteer hours are valued at over $167 million as they perform missions for America. We thanked Deano for his time and he may have even recruited a few more volunteers for the CAP mission!

24th (Maj. Gen. Frank A. Nichols) Flight
El Paso, Texas

The 24th Flight started 2020 with a bang by having 24th Flight member Chief Warrant Officer 3 Mark Pfluger as guest speaker. Mark is currently pilot in command, air mission commander, and mission survivability officer (AH-64D), Charlie Troop 3-6 Heavy Cav, 1 AD CAB. He has more than 2,100 flying hours and approximately 950 combat hours. He is qualified in three helicopters: the TH-67 (all variants), the OH-58D Kiowa Warrior (R-model), and the AH-64D Apache Longbow (Block 2), but usually flies just one during any period of time.

Mark related some of his experiences during his 2019 deployment to the northern part of Afghanistan where his targets were mostly Taliban fighters and some ISIS terrorists. The two-man crew of the AH-64D are both pilots with the back-seater flying the aircraft while the front-seater operates the weapon systems. Weapons include rockets, laser-guided rockets and a 30mm automatic cannon. Mark added that the fuel tanks in the AH-64D are under the crew compartment and are self-sealing. Most of the armor is confined to the crew compartment.

CAP Col. Dean Gould is thanked by 34th Flight Captain Colonel Barbare.

CWO3 Mark Pfluger briefed 24th Flight on his career (left). Above is his typical "office" flying one of the three helicopters he is qualified in.
Mark finished his talk by explaining that U.S. Army Warrant Officer pilots come mostly from the enlisted ranks. After pilot training they are promoted to Warrant Officer. Later, Warrant Officers in the U.S. Army are commissioned upon promotion to Warrant Officer 2.

On Feb. 5, 2020, the 24th Flight was fortunate to once again have Judge Angie Juarez Barill of the El Paso Veterans’ Treatment Court as our guest speaker.

Prior to Judge Barill’s comments, the members of the 24th Flight honored Friend of Flight, AFROTC C/Maj. Ammber Valverde for whom the flight raised $2,200 to help with university expenses following a recent illness and loss of income. Also in attendance was Brig. Gen. Jack Kotter, USA (Ret), former president of the El Paso Military Outreach Foundation, which generously contributed to give Ammber a helping hand.

Judge Barill, assisted by Ms. Silvia Serna, program director of the court, began her remarks by inviting all in the audience to attend the El Paso Veterans’ Treatment Court graduations which are held in March, June, September, and December each year. The program operates with volunteer mentors, and all volunteers must be a veteran or on active duty. Judge Barill shared a letter she received from a graduate stating he always thought he would die young (he even considered suicide), but now he knows he will live thanks to the Veterans’ Court.

Judge Barill emphasized that many of the veterans she helps were addicted to pain killers, heroin and other drugs. Some are sent to the Albuquerque VA hospital then return to her program. While away, the Veterans’ Court ensures that their families have food and other necessities.

The judge then mentioned that she was honored to do the work. She is now running for a higher level and although will no longer be able to remain on the Veterans’ Court, she intends to continue to serve as an advisor.

Several El Paso political figures were initially opposed to establishing the Veterans’ Court and said that veterans would not be treated differently. However, Judge Barill and her staff worked hard and received support from Texas Governor Abbott’s office and other political entities. The Veterans’ Court is not an expense to the taxpayers. (Note: Judge Barill also maintained a full Civil and Criminal Docket in addition to her work on the Veteran’s Court).

Judge Barill has been a judge for 25 years and is now running for Chief Justice, 8th Court of Appeals. Since she founded the El Paso Veterans’ Court in 2012, there have been 105 graduates and the court has helped many others. There are now 26 Veterans’ Courts in Texas and judges from New Mexico came to visit Judge Barill’s Veterans’ Court a year ago.

In March, Lt. Col. Steve Watson, USAF (Ret), a former C-130 navigator with more than 25 years of service, gave an outstanding presentation about his father’s World War II experiences in the European theater.

Steve began by showing photographs of his father, former USAAF Capt. Frank S. Watson. Captain Watson was born in Hillsboro, Texas, and proved to be an excellent athlete during his high school and college years. He played halfback in high school although he only weighed 137 pounds. He continued to play football at Texas Military College and once played in the Cotton Bowl. Graduating in 1938, Captain Watson enlisted in the Texas National Guard and served from 1938 through 1943, at which time he entered Aviation Cadet Training. He flew the Fairchild PT-19 during Primary Pilot Training, the BT-13 Vultee during Basic Pilot Training, and the Beechcraft AT-10 during Advanced Pilot Training. Captain Watson was commissioned on Feb. 8, 1944, at Biggs Army Airfield, El Paso, Texas. He flew his first B-24 combat mission on Oct. 3, 1944, and his 30th and final mission on April 9, 1945.

Steve suspended his commentary to introduce a video on the 467th Bomb Group narrated by Lt. Col.
James J. Mahoney, Deputy Group Commander of the 467th. The film pointed out Rackheath was the closest base to the North Sea. It housed 3,000-3,500 personnel and was the home base for 70-80 B-24 Liberators. The group established the best record for bombing accuracy. One of its aircraft, Witchcraft, flew 130 combat missions without an abort. Furthermore, none of the Witchcraft’s crew was ever scratched during a mission.

Steve’s father was awarded the Distinguished Flying Cross and five Air Medals. His father’s B-24 is on display at the U.S. Air Force Academy Air Garden. Frank S. Watson would eventually go on to retire as a lieutenant colonel in the U.S. Air Force Reserve.

Exciting things are happening at Kitty Hawk Flight. At our Christmas party, we heard carols sung by the III Century Singers, a chorus that has entertained the Goldsboro community for over 44 years. See the photo below for some of the attendees that enjoyed the evening of fellowship.

The 4th FW has four fighter squadrons that fly the F-15E Strike Eagle. The 333rd FS Lancers and the 334th FS Eagles are FTU squadrons charged with training new F-15E aircrews. The 335th FS Chiefs and the 336th FS Rocketeers are operationally committed and frequently deploy to the sandbox. We recently started a new initiative to recognize an outstanding pilot and WSO from each of the graduating “B” course FTU squadrons. In May 2019 the 333rd FS selected Maj. Jonathan Ice and 1st Lt. Austin Graf from Class 18 DBE. In October 2019, the 334th FS selected 1st Lt. Paul Young and 1st Lt. Greg Arnheim from Class 19 ABE. In December 2019, the 333rd FS selected Capt. Brandon Stout and 1st Lt. Andrew Pearson from Class 19 BBE. Each was given a plaque and will have their name permanently installed on a plaque in

III Century Singers with some of the children from the 4th FW Command Section invited in to a festive event with Christmas carols. In the center proudly wearing his Daedalian nametag is Col. Ray Kleber, USAF (Ret). At the far right also sporting his Daedalian nametag is Flight Adjutant Mr. George Wolfe who was the acting flight captain.
the Daedalian Room. Aircrews were reminded that graduating FTU students are eligible for a free one-year membership in the Daedalians and free first year membership in Kitty Hawk Flight.

In January, we held our annual “Aircrew Awards” dinner, an event which we have had for the past 21 years. The JROTC Honor Guard from Eastern Wayne High School presented the colors and Ms. Sherry Aycock sang a beautiful rendition of the National Anthem. The award winners were:

- 4th FW FTU Instructor Pilot of the Year
  Capt. Trent “Wreck” McMullen

- 4th FW FTU Instructor WSO of the Year
  Capt. Chris “Phantom” Leonard (currently attending Fighter Weapons School at Nellis)

- 4th FW Combat Pilot of the Year
  Capt. Jacob “Spear” Del Ponte

- 4 FW Combat WSO of the Year
  Capt. James “QuickDraw” McGraw

- 916th ARW Active Duty Pilot of the Year
  Maj. Kyle W. Vonnahmen

- 916th ARW Active Duty Boom Operator of the Year
  MSgt Alan R. Pelletier

- 916th ARW Reserve Pilot of the Year
  Capt. Nicholas S. Middleton

- 916th ARW Reserve Boom Operator of the Year
  SSgt Thomas Z. Smarsh

In addition to these outstanding aircrew awards, we had a special presentation. First Lt. Kirra A. Cranford was recognized as the outstanding graduate of the Specialized Undergraduate Pilot Training (SUPT) Class 19-10, Laughlin AFB, Texas. She won every award in sight, including distinguished graduate honors, the T-38 Flying Training Award and the coveted AETC Commander’s Trophy. For her accomplishments, she was presented with the prestigious “Orville Wright Achievement Award” by Col A.J. Meyers, while Flight Captain Lt. Col. Jack Parker, USAF (Ret), read the citation. Of significance, she also competed favorably with pilot graduates of the other four services to be selected by our National Commander, Lt. Gen. Nick Kehoe and his staff. National’s program manager, Kristi Cavenaugh, sent an awards package with a plaque, the citation, a Daedalian challenge coin, a congratulatory letter from General Kehoe, and a membership application package with one free year included. Hoping that she will join, Kitty Hawk Flight gave her a nametag.

The last presentation of the night was to our Daedalian Flying Training cadet, Ethan Scott Anderson. He was presented a plaque and flight jacket.
by Colonel Parker. Ethan’s flight instructor from High Aspects Flight Training, Lt. Col. William Miller, USAF (Ret) was on hand to award his solo certificate and say some kind words about Ethan’s diligence, work ethic and future plans.

To kick off the new year, the Harley H. Pope Flight invited spouses and significant others to its January meeting. The meeting started with the 100th birthday celebration of one of our own, retired Air Force Lt. Col. Mark Gillis, who joined the centenarian rolls on Dec. 11, 2019. He’s been a Daedalian since April 1976. Mark’s wife, June was by his side and the Flight Captain, Col. Joe Fitzpatrick, USAF (Ret), read a congratulatory letter from the national commander. The flight’s DFT Project Officer, Lt. Col. Steve Borden, USAF (Ret), presented AFROTC Cadet Charles Blum from North Carolina State University his solo jacket and Daedalian coin with SOLO engraved on it. Blum was the flight’s second DFT recipient last year and soloed on Nov. 3.

Celebrations continued as LT Morgan Whitmore, with the NROTC cadre at North Carolina State University, introduced the flight’s fall ROTC scholarship recipient, MIDN Jack Woodworth. She stated that the battalion is very thankful to the flight for providing the scholarship opportunity. Whitmore explained that Midshipman Woodworth would attend flight school in Pensacola, Florida, and added that he’s
one of the top academic performers in the battalion. With matching funds from national, Woodworth received a total scholarship of $1,700.

The evening continued with guest speaker, Chris Saunders, who works in the Alumni Office at NC State. He has written for the alumni magazine for nine years. In 2018, he realized that 2019 would be the 50th anniversary of the first Apollo mission to land on the moon. Saunders started researching to see if any NC State alumni were involved in the Apollo program. He discovered that 26 men from NC State worked on the program and was able to interview a few of them.

Chris Saunders highlighted the NASA contributions of NC State graduates Clynton Ratliff, Don Tomlin, Jim Prim, Charles Arvey, Sam Beddingfield, Roderick Bass, Tom McPherson, Robert Chew and Harold Draughon.

The only former military member he interviewed was Lt. Col. George Colton, USAF (Ret), who received his degree in 1958. The Air Force sent him to Houston, Texas, where he served as an astronautical engineer. He wrote the flight plan for Apollo 8 in four months and his name was the second listed on the Apollo 11 flight plan.

After reading a flightline article in the Winter 2019 edition of the Flyer about Lt. Col. Steve Wilson, USAF (Ret), speaking of his time with the Ravens in Vietnam, Colonel Fitzpatrick decided to invite him to speak to Harley H. Pope Flight. The 1970 graduate of NC State University accepted and joined us in February.

Three weeks after commissioning, Colonel Wilson found himself in Laredo, Texas, for pilot training. Shortly after UPT, he went through jungle survival training in the Philippines. Then, it was off to Pleiku AB, Vietnam, where he flew O-2s carrying 14 rockets on the wings. They flew at 120 knots looking for ground targets and marking them with the white phosphorous rockets for the fast-moving fighters.

Seeing an ad in the squadron for a special mission, Wilson volunteered even though he had far fewer than the number of airstrikes needed and only about half the flight time required. Two days later, he was off to Vientiane on the southern border of northern Laos. Check out for the covert Raven program was minimal with few rules.

Though assigned to Vientiane, they flew out of Long Cheng to the north. The terrain in and around the air strip was difficult and mountainous, with weather problems -- visibility often dropped to a mile. Raven pilots flew the O-1 Bird Dog, a Cessna 170 which cruised at 70 knots, performed poorly above 10,000 feet and carried only eight rockets. Capt. Yang Bee of the Laotian Hmong Army, whose home town was Long Cheng, flew with Wilson. These two-man teams usually flew at least twice a day.

The Battle for Skyline Ridge took place during the six months that Wilson served as a Raven in Laos. The North Vietnamese (NV) were interested in Laos since it was neutral after 1954 and had a weak military. It was divided with half-brothers running separate governments. The royal capital, friendly to the communists, was in Luang Prabang in northwestern Laos, and the administrative capital was in Vientiane. The NV were building a road from northern Vietnam, across the Plain De Jars to attack and take over the airstrip and operations at Long Cheng and control Laos.
Colonel Wilson’s aircraft was hit with ground fire twice. The second time was by an armor piercing round over Hill 1800 about 5,900 feet high, while flying as the low pilot baiting anti-aircraft artillery. He had two options. San Tong was six miles west with low terrain but extremely vulnerable to the NV, or Long Cheng 11 miles south. He went for home and barely made it over Skyline Ridge at about 100 feet above the ground. After a controller pushed his airplane off the runway so others could takeoff, Wilson asked Yang Bee if he wanted to fly again that day. Yang Bee replied, “Yes, our Buddha is strong today. We will not die today.” Wilson told him, “We are done today.”

A typical day was eight hours of flying and they usually would only see a few trucks here and there. One month he flew 170 hours. Although he was only there for six months, Yang Bee lived with this danger for over five years. More bombs were dropped on Laos in the war than all the bombs dropped on Europe during WWII.

Our December Christmas meeting included spouses and guests. Our speaker was Flight 82 Hereditary Member, Linda Crook, who is following her father’s, mother’s, and grandfather’s Daedalian memberships because her great-grandfather was Founder Member #199. She comes from a long line of military aviators including those from World Wars I and II. Her father was a career F-4 pilot with two tours in Vietnam. She is married to Lt. Col. Jonathan Hackenyos, a flight surgeon with the 161st Air Refueling Wing, Arizona Air National Guard, in Phoenix.

Linda presented a brief history of her family’s contributions to aviation, including occasions when some of her relatives crossed paths with many historical pioneers of aviation. She discussed Founder Member #199, her great-grandfather, Maj. John Reynolds, who was the squadron commander of an American volunteer unit flying French aircraft during WWI. He primarily flew the Salmson 2A2, a French biplane reconnaissance aircraft. Along with the Breguet 14, it was the main reconnaissance aircraft in use with the French army and the American Expeditionary Force aviation units in 1918. At the end of WWI, one-third of French reconnaissance aircraft were Salmson 2s.

The meeting concluded with the newly elected 2020 Flight 82 officers being administered the oath of office by flight member, BG Charles Scott, USA (Ret). In addition, Col. Pat Dooley, USAF (Ret), was recognized and thanked for his 17 years of service to the flight.

In January, Flight 82 member, Lt. Col. Ron Diedrichs, USAF (Ret) gave a very informative and entertaining talk about some of his military and civilian experiences, including his work on accident investigations. We enjoyed hearing of his five years flying in SEA out of Utapao, Thailand, especially the many “hairy” flights supporting fighters during the Vietnam War flying the KC-135 tanker, and his many sorties into North Vietnam. In the Air Force he became Chief Investigator and Inspector Compliance and Quality, for the Office of the Inspector General, and
today he’s a member of the International Society of Air Safety Investigators (ISASI). He is a graduate of the School of Aerospace Medicine at Brooks AFB, Texas, and certified in Clinical Hyperbaric Medicine.

Ron has an MBA with a concentration in human resources management from Gonzaga University, Spokane, Washington. He has an Airline Transport Pilot rating, with type ratings in the A320, A340 and B707. With his bachelor’s degree in microbiology and medical technology, he became board certified in aerospace physiology, taking the torturous Aerospace Medical Association Board Certification exam. He has provided altitude chamber training to more than 50,000 aircrew.

After retiring from the Air Force, Ron flew for TWA until furloughed during Operation DESERT STORM. He was then hired by Honeywell Air Transport in the Phoenix area. While at Honeywell, he was manager of Flight Technical Services (Customer Support) and designated an NTSB Go Team Investigator, working more than 25 major accidents including TWA 800 (a 747), American Flight 965, (a 757), and Swissair 111, (an MD-11).

Ron is currently a faculty instructor at Arizona State University, teaching aviation safety, accident investigation, aerospace physiology and human factors. He continues to instruct aerospace physiology and life support (altitude chamber) to commercial and corporate pilots and aircrew. Ron is also an FAA safety representative for Scottsdale’s FAA Flight Standards District Office, and the principal officer of Aerospace Human Factors Consulting, LLC.

CW5 Mike Ostermeyer, a retired Army Master Aviator Warrant Officer, was our guest speaker in February. He has flown helicopters for 35 years and gave a very captivating talk about some of his experiences in Afghanistan as an AH-64 “Apache” instructor pilot and test pilot. We heard about the crash of two Apaches in one day in the high mountains of eastern Afghanistan -- Mike led the team that conducted recovery operations behind enemy lines.

CW5 Ostermeyer’s past assignments include: Director of Safety/Senior Director of Aviation Safety, Instructor Pilot, Flight Maintenance Examiner/ Maintenance Test Pilot, Master Gunner and he was responsible for conducting aviation and ground accident investigations for the Army. He had a one-year combat tour in Operation ENDURING FREEDOM in 2007 as Aviation Support Battalion AH-64D (Apache Longbow) Maintenance Test Pilot.

The AH-64 is an American twin-turboshaft attack helicopter with a tailwheel-type landing gear arrangement and a tandem cockpit for a crew of two. It features a nose-mounted sensor suite for target acquisition and night vision systems. It is armed with a 30 mm (1.18 in) M230 chain gun carried between the main landing gear under the aircraft’s forward fuselage, and four hardpoints mounted on stub-wing pylons for carrying armament and stores, typically a mixture of AGM-114 Hellfire missiles and Hydra 70 rocket pods. The AH-64 has significant systems redundancy to improve combat survivability.

Mike also deployed during Operation IRAQI FREEDOM from December 2009 to September 2010 as UH-60A/L (Blackhawk) Battalion Aviation Safety Officer. Beside flying AH-64A/D and UH-60A/L
(Sikorsky-70), he flew the UH-1H/M (Bell 204/205), and OH-58A/C (Bell 206B) for the Army. Later, he flew the Bell 212, Bell 206L1 (C30P)/L3 and Airbus H130B4/T2 as a commercial/instrument helicopter pilot.

Mike currently works for a federal government agency as Aviation Safety Officer/Management and Program Analysis, Contracting Officer Representative for aviation Part 121 and Part 135 contracts. And, he’s a member of the Interagency Committee for Aviation Policy (ICAP) Federal Aviation Safety Officer Community.

Our members and guests were awed by Mike’s exceptional professionalism and heroic actions under the tough conditions of Afghanistan!

Mike currently works for a federal government agency as Aviation Safety Officer/Management and Program Analysis, Contracting Officer Representative for aviation Part 121 and Part 135 contracts. And, he’s a member of the Interagency Committee for Aviation Policy (ICAP) Federal Aviation Safety Officer Community.

Our members and guests were awed by Mike’s exceptional professionalism and heroic actions under the tough conditions of Afghanistan!

Fred attended the University of New Mexico on a Naval ROTC scholarship where he received a degree in civil engineering, was commissioned in the United States Marine Corps in 1956, and earned his aviator’s wings in June 1958.

During his military career, Fred flew a total of 21 different types of aircraft and amassed over 8,600 flight hours, including 1,000 combat hours. Fred was instrumental in introducing the A-6 Intruder and the OV-10 Bronco into Marine service.

Colonel Cone commanded seven different units during his career and served as the Chief of Staff of the Second Marine Air Wing while reaching the rank of colonel. In 1986, Fred was tasked with creating the Naval ROTC program at The University of Arizona. Under his leadership over a two-year period, the unit grew to nearly 200 members.

More recently, Fred was employed as a professor in the Air Science Department at Embry-Riddle Aeronautical University in Prescott, Arizona. During this time, he has worked as a coach of the school’s flight team and led them to the national championship of the National Intercollegiate Flying Association (NIFA) on three occasions.

During the meeting, Colonel Cone discussed Operation ROLLING THUNDER, the bombing of North Vietnam from 1965 to 1967, and his experiences flying the Marine A-6 in the operation. He flew over 200 missions during his 15-month tour. Almost all of his missions were at night, a testament to the amazing navigation systems of the A-6 Intruder. His description of a typical mission from Danang up to the Hanoi area at night was especially interesting and scary!

Col. Fred Cone, USMC (Ret) gave a riveting presentation, with model in hand, about the A-6 missions he flew during Operation ROLLING THUNDER.

Our guest speaker for the March meeting was longtime Daedalian, Col. Fred Cone, USMC (Ret). Fred attended the University of New Mexico on a Naval ROTC scholarship where he received a degree in civil engineering, was commissioned in the United States Marine Corps in 1956, and earned his aviator’s wings in June 1958.

During his military career, Fred flew a total of 21 different types of aircraft and amassed over 8,600 flight hours, including 1,000 combat hours. Fred was instrumental in introducing the A-6 Intruder and the OV-10 Bronco into Marine service.

Colonel Cone commanded seven different units during his career and served as the Chief of Staff of the Second Marine Air Wing while reaching the rank of colonel. In 1986, Fred was tasked with creating the Naval ROTC program at The University of Arizona. Under his leadership over a two-year period, the unit grew to nearly 200 members.

More recently, Fred was employed as a professor in the Air Science Department at Embry-Riddle Aeronautical University in Prescott, Arizona. During this time, he has worked as a coach of the school’s flight team and led them to the national championship of the National Intercollegiate Flying Association (NIFA) on three occasions.

During the meeting, Colonel Cone discussed Operation ROLLING THUNDER, the bombing of North Vietnam from 1965 to 1967, and his experiences flying the Marine A-6 in the operation. He flew over 200 missions during his 15-month tour. Almost all of his missions were at night, a testament to the amazing navigation systems of the A-6 Intruder. His description of a typical mission from Danang up to the Hanoi area at night was especially interesting and scary!

“"The future belongs to those who believe in the beauty of their dreams”
~ Eleanor Roosevelt
The 39th had a special meeting planned recently, but one of our most honored members was unable to make it. The 99-year-old WWII B-17 bomber pilot was under the weather when the 39th met at a local frame shop -- which is unlike any picture frame store -- to have a book signing. Lt. Col. Crawford Hicks, USAF (Ret), wrote a book titled, “Prisoner of War, The Memoirs of Crawford E. Hicks.” He was born in February 1921 and enlisted in the Army Air Corps in 1942. He served in WWII and, on his 10th combat mission, his B-17 was shot down over Germany in 1944. He was held as a POW with the Third Reich for almost a year until the camp was liberated in April 1945 by none other than Gen. George Patton.

With Colonel Crawford’s permission and to whet your appetite to buy and read this book I included an excerpt from his very stunning and, at times, entertaining (to say the least) story. Speaking about B-17 school: “With my newly pinned wings, I was then assigned to B-17 transition in Ohio, Lockbourne Army Airfield. There I learned how to fly a B-17. The first time I saw the airplane up-close I thought, ‘I will never know how to fly that one.’ It was huge! I’d say, three times larger than anything else I had ever been in, and much higher and wider and had four engines instead of two, and I thought, ‘It will never happen.’”

Well, Crawford did finish all the flight training and you must read this book.

To honor Crawford the 39th planned to have a book signing for him at Majestic Frames on Moody Road near Robins AFB, Georgia. The 39th needs a new location to have our meetings since the clubs are not accommodating on base anymore, so to start our search we thought Majestic Frames would be perfect. Crawford has had a couple of his book signings there and what a place it is! CMSgt Glenn Parker, USAF (Ret), an old jet mechanic and owner, has turned his shop into a museum of sorts for B-17s but has museum-quality displays of other aircraft. Without Crawford’s presence the flight was given a short history lesson on B-17s, B-29s and even B-1Bs, from the pictures and memorabilia that Glenn has on display. The retired chief has become an expert at framing historic military memorabilia. His work is displayed in homes across the country and even the Pentagon. Some of America’s most noted warriors have trusted Glenn with their memories and at our meeting he shared his displays and history.

One of the displays that really interested this old B-52 pilot was Glenn’s items from the “Enola Gay.” Dutch Van Kirk, the noted navigator, was the last surviving crew member who flew on the “Enola Gay” mission. He passed on July 28, 2014, just a few days prior to the 69th anniversary of the August 6th mission. Glenn said Dutch attended a book signing at his shop five times, selling his book “My True Course” and other memorabilia. Dutch also completed a handwritten facsimile of the navigator’s log, which is on display (see photo above) -- exactly like the original log which is now in a private collection.

Glenn also had the distinct honor of framing the flight suit worn by Col. Paul Tibbets on the “Enola Gay” mission and the flight suit worn by Charles D. Albury, who was the co-pilot of the B-29 “Bockscar” on the Nagasaki mission on Aug. 9, 1945. Albury was the pilot of the B-29 “The Great Artiste” which...
accompanied the “Enola Gay” as the instrument observation aircraft on the Hiroshima mission. Also in this collection are replicas of the “Little Boy” atomic bombs. Two of them are signed by Mike Kruyla, one of the 316 survivors of the USS Indianapolis sunk by a Japanese sub on July 30, 1944. Of course, we know the Indianapolis completed a top-secret high-speed trip to deliver parts of Little Boy, the first nuclear weapon ever used in combat, to the base on the island of Tinian.

Majestic Frames is a place you can spend a couple hours just looking around at the interesting prints and items. Let alone spend many minutes looking at the detail in Crawford’s “Lil Ginny” model replica of the B-17 he had to order his crew to jump out of one frightening day! There is also a neat display of the “Memphis Belle” with collectibles from that famous aircraft. Glenn showed off an original Esquire magazine from April 1941 which has the picture the pilot, Robert Morgan, selected for his noseart on the Belle.

One last excerpt from Crawford’s book: “Our 12th mission and last combat mission was on May 30, 1944, to Oscheileban. Our target was an aircraft assembly plant. We successfully hit the target. We bombed in an 18-ship group. This group was made up of 3-ship formations. It had a high, low and lead squadron. We had dropped our bombs and were on our way back home when a Bf-109 came right through our formation head-on...anyway, the 109 came through our formation at 12 o’clock. I could see tracers on its shells coming at me. I could not do a thing. I couldn’t duck or anything. I just could see them, and I said, ‘well, okay.’ The shells hit us in our right wing and set our two engines on fire. I immediately fell out of formation. I could smell the smoke coming into the cockpit. And then, the 109 made the second pass. Lester Kunz, our bombardier, was in the catwalk below me. He asked me ‘What are we going to do.’ I anxiously said ‘I’m trying to put the fire out,’ and told him just to hang on. About that time the fighter made another pass at us. The enemy fired and hit Lester with a shell. I knew he was killed instantly. The second attack crippled our plane. It would soon be going down. Therefore, I had activated the alarm to bailout.”

All Daedalians should read this book! Get your copy from Glenn at: Majestic Frames, 2503 Moody Rd, Warner Robins, GA 31088; www.majesticframes.com; (478) 225-6821.

Last Note: I had talked with Glenn before and got to know him some. So we thought he would be a perfect fit as a “Friend of the Flight” and our vice-captain, Maj. Tim Bollinger, USAF (Ret), sponsored Glenn! Kudos to the chief and thanks for the great meeting.

At our March meeting, the Gateway Flight was honored to welcome C-87 Pilot, Lt. Col. Edward J. Komyati, USAF (Ret), as our guest speaker.

Colonel Komyati graduated from cadet training in August 1942 and was immediately assigned to Air Transport Command (ATC) where he ferried planes to Australia, Alaska and California bases. Ed was then assigned to the China-Burma-India (CBI) theater in January 1944 where he was stationed in Tuzpur, Assam Valley of India. Ed flew 13 missions before a monsoon caused his plane (Consolidated C-87 Liberator Express) to go down over Burma in July 1944. Ed was the copilot and sole survivor of his four-man crew.

The Consolidated C-87 Liberator Express was a transport derivative of the B-24 Liberator heavy bomber built during World War II for the United States Army Air Forces (USAAF). A total of 287 C-87s were built alongside the B-24 at the Consolidated Aircraft plant in Fort Worth, Texas.

Story and Photos submitted by Col. Woody Almind, USAF (Ret)
The Hump was the name given by Allied pilots in WWII to the eastern end of the Himalayan Mountains over which they flew military transport aircraft from India to China to resupply the Chinese war effort of Chiang Kai-shek and the units of the USAF based in China. Creating an airlift presented the AAF a considerable challenge in 1942: it had no units trained or equipped for moving cargo, and no airfields existed in the CBI theater for basing the large number of transports that would be needed. Flying over the Himalayas was extremely dangerous and was made more difficult by a lack of reliable charts, an absence of radio navigation aids, and a dearth of information about the weather.

The India–China airlift delivered approximately 650,000 tons of materiel to China at great cost in men and aircraft during its 42-month history.

Colonel Komyati was a big hit. Thanks again to Ed on a job well done!

Members and guests of 26th Flight were captivated by the level of detail Colonel Komyati recounted. 26th Flight Captain, Col. Woody Almind, USAF (Ret), presented Edward Komyati with a gift commemorating his presentation to the flight.

Col. Bob Rodekohr, ANG (Ret), and Brig. Gen. Harold “Cec” Reed, USAF (Ret), conducted their first meeting as flight captain and vice in February. They gave their backgrounds as well as recounted the very first overseas deployment of the Modular Airborne Fire Fighting System (MAFFS) system.

Colonel Rodekohr graduated from East High in Cheyenne, Wyoming, in 1971 (makes your scribe feel old…) and shortly thereafter his father, a loadmaster on the ANG C-121/C-130, enlisted him in the ANG. He attended junior college in Torrington, Wyoming, then attended UPT. In those days only a two-year degree was required to enter pilot training in the USAF or ANG. He then completed his bachelor’s degree at the University of Wyoming and became an air technician in the WYANG in 1982. He became a Daedalian with Flight 54 in 1983 and climbed through the ranks in the WYANG up to commander from 1992-2003. After command, he served tours in the National Guard Bureau and Northern Command before retiring from the military in 2007. Northcom picked him up as a DOD contractor until Feb 2018. He is happy to be back “on the ground” in Cheyenne and active again in Flight 54.

General Reed was an Iowa farm kid recruited by the U.S. Coast Guard Academy to wrestle. Someone asked him why he did not consider any of the other academies and he said, “What other academies?” After checking them out he decided on USAFA, graduating in 1973.

The USAF was beginning the post-Vietnam drawdown and raised the vision requirements above what would have otherwise allowed him to go to UPT, and he became a navigator instead. After active duty in 1980 he became a Braniff pilot and joined the WYANG, where he was hired full time and followed Bob Rodekohr as the commander in 2003. After his command duties he became the ANG assistant to 18th AF. He hung up his flight suit in 2013, worked with the Civil Air Patrol and became a civilian flight instructor for Wings of Wyoming in Cheyenne. Cec is their primary multi-engine and instrument instructor.

Bob and Cec tag-teamed a briefing on Tempest Rapid, the WYANG MAFFS deployment to Indonesia in 1997. Cec was the first DETCO, and Bob caught up to him later during the 60-day deployment. While the mission was to fight the largest forest fires in 200 years of recorded history, it also included a diplomatic
element. The U.S. Congress had cancelled the sale of F-16s to Indonesia and tension between the countries was high. Tempest Rapid was meant to salve the relationship. Cec figured that the hard-wood forests in Surabaya should be highest priority, and moved the unit there. While some folks at the Pentagon didn’t agree, smarter heads prevailed and let him and the unit do their jobs. After helping get things under control there, the unit moved back to Jakarta and fought more fires for another 30 days.

When they first arrived, they had to contend with bad water corroding the equipment and lack of air compressors to charge up the MAFFS during reloads, heat, humidity, etc. In typical National Guard fashion, they figured out work-arounds and “got ‘er done.”

The fires were so big that they shut down air and sea traffic and released over two gigatons of CO$_2$ into the atmosphere, about 40 percent of the annual quantity. Economic impact of the fires that were caused by a strong El Nino year and farming pressures to clear land for agricultural production came to $4.5$ billion. Often the crews would see farmers re-lighting fires that they had just suppressed. At first there was only water available for the drops, and while that worked reasonably well on the hardwood forests, it would not penetrate the denser jungle canopies nearer Jakarta. DOD procured the fire retardant Phos Check for that part of the operation, curing the penetration problem. The Tempest Rapid crews stood down only two days during the operation and their diplomatic contribution is undetermined, but likely significant.

We also welcomed BG Steven Alkire, Director of the WYNG Joint Staff who updated us on the status of the National Guard in Wyoming. He also highlighted the potential problem of some proposed legislation in the Wyoming legislature called “Protect the Guard.” This legislation basically requires the U.S. Congress to make a declaration of war before the states would release any National Guard forces for overseas operations. It is an indirect approach to inspire congress to move from the current policy of providing emergency legislation to deal with foreign bad actors and require actual war declarations. Those who are familiar with how our NG forces are funded -- up to 96 percent by federal dollars -- understand that this would actually reduce or eliminate national guard forces.

Since our meeting, this legislation failed to move forward in this year’s fiscal session, but we should all inform ourselves for following years and be prepared to state our case for or against the legislation in the future.

Col. Dave Herder, former 153rd Airlift Wing vice commander and also on the joint staff, gave us more detailed information on the status of the ANG and the C-130 program. The C-130J is the latest model, and there are 16-24 new ones becoming available with the normal political jockeying going on to see where they go. Wyoming is one state on the list, working through our congressional delegation, and Dave expects to see some movement on the decision within the next couple of months. Each aircraft costs about $82 million. The other recapitalization option for C-130s is the continuing modernization of the H-model fleet. In many respects, the fully upgraded H-models have greater capability than the Js as currently configured. For instance, the H with upgraded engines and props out-perform the J, and the J has no external fuel capacity. According to General Reed, that keeps the Js from viability within the Pacific theatre. The upgrades on the H-models cost about $10 million each.

Air Mobility Command only projects a need for 255 C-130s, down from the current 300. Cec advises that they are not figuring the need for domestic emergency response. For example, a major earthquake in the New Madrid fault zone could knock out all the bridges and areas would be cut off from emergency supplies without airlift. Cec feels the actual requirement for C-130s is closer to 340.
Falcon Flight’s most distinguished member, retired Air Force Col. Oliver “Ollie” Cellini, holds a number of extraordinary distinctions. Apart from being the oldest Daedalian, he doubtless has the record for active duty and retired time-in-grade for anybody who held the grade of O-6. Only 26 months after commissioning in 1936, he was promoted to full colonel and has spent the following 80-plus years at that rank. More significant have been his contributions as a leader, combat airman, fighter pilot, patriot, role model and family man.

A native of Chicago, Ollie was a celebrated wrestling athlete who attended Indiana University. Although he qualified for the U.S. Olympic team of 1936, he had to decline the opportunity for mandatory military service and served just over a year in the Army infantry before going to flying training. After graduation he was one of the very first Army Air Force pilots selected to test the new Lockheed P-38 Lightning, and later became part of its early instructor cadre. Ollie recently celebrated his 107th birthday at Brookdale Briargate assisted living facility with scores of his friends, family, and his fellow Daedalians from Falcon Flight. He makes his home there now and is often accompanied by his daughter, Linda.

During World War II, Ollie served as a training squadron commander flying Republic P-47 Thunderbolts in Florida. In 1944 he left for the China-Burma-India theater and was a member of the famous Flying Tigers while commanding a squadron. On one particularly harrowing mission Cellini successfully piloted a two-engine aircraft into dangerous terrain on a rescue sortie that saved an American aviator behind enemy lines. He later became the leader of the 81st Fighter Group. As a fighter pilot he never lost a wingman.

Staying in the Air Force after the war, Ollie flew 87 combat missions in Korea. His Lockheed P-80 Shooting Star proudly displayed the name “Lin-Do-Bee” on the nose, reflecting the combined names of his wife and daughters. Several subsequent assignments included service in fighter units in Europe during the early years of NATO and Otis AFB in Massachusetts, where he was instrumental in the establishment of the 551st Air Early Warning Wing. By 1966 he and his family found their home in Colorado Springs. Ollie was assigned to the Air Defense Command at Ent AFB, now the Olympic and Paralympic Training Center.

One anecdote during Ollie’s most recent birthday celebration is worth repeating. Brig. Gen. Ruben Cubero, USAF (Ret), and former Dean of the Faculty at the Air Force Academy, brought Ollie two bottles of wine. These Pinot Noirs had come from a winemaker/fighter pilot classmate of Cubero’s. One bottle was high-end stuff, the other the lowest of the low and identified as “Fighter Pilot Red.” Cubero’s classmate vintner makes the latter because he believes it’s a waste of time and money to expend the best grapes on pilots who lack discriminating palates and will generally drink anything placed in front of them. Moreover, they judge whatever they swallow as “good to excellent.” To put this to the test, and fully in the spirit of good fun, Ollie’s Falcon Flight Daedalian buddies opened the “Fighter Pilot Red” and poured him the first glass. After swishing and swallowing a taste, Ollie gave an approving thumbs-up and exclaimed, “Excellent!”… the telltale remark of a true aviator-sommelier. Once a fighter pilot, always a fighter pilot!
It is no secret that China and Russia are developing electronic and kinetic weapons designed to destroy orbiting satellites. In other words, they are attempting to weaponize space. To counter these threats, the United States government under the administration of President Donald J. Trump has taken several steps with the bipartisan support of the U.S. Congress. Lt. Col. Greg “Yumper” Black, flight provost marshall and past flight captain briefed us on some of the details of those actions.

On Aug. 29, 2019, in a Rose Garden setting, the president signed documents to activate the United States Space Command. It will be based at Peterson AFB, Colorado, and commanded by Gen. John Raymond, a highly decorated pilot who has commanded and led space operations at every level in the Air Force. His deputy commander is Lt. Gen. James Dickenson of the U.S. Army Space and Missile Defense Command. The Space Command has two field organizations: one at Vandenberg AFB, California, and the other at Schriever AFB, Colorado. General Raymond will be a full member of the Joint Chiefs of Staff in the Pentagon.

President Trump has long advocated forming a Space Force, co-equal to the five major U.S. Armed Forces: Air Force, Army, Navy, Marine and Coast Guard. On Dec. 20, 2019, in an Andrews AFB hangar setting, the president signed documents for the Fiscal Year 2020 National Defense Authorization Act, and documents to establish the United States Space Force as the sixth branch of the military. This is the first major armed force to be added since the U.S. Air Force was formed in 1947.

The mission of the U.S. Space Force is to organize, train and equip warriors to support the war fighting capability, second-to-none, of the U.S. Space Command. This is just as the Chiefs of Staff of the other armed services do on behalf of their combatant units. As the president said, those who wish to challenge us in the ultimate high ground of space now face a whole different ballgame. Our existing warfighting domains of land, sea, air and cyber are now joined by space combatants. The battlefield to protect our freedom and way of life now extends into space. We will defend, deter or destroy any aggression by those who would do us harm. Some recent examples highlight this capability.

A top Iranian terrorist, Major General Qassim Sulemani, had long been sought, just as Osama Bin Laden was. Sulemani was responsible for the death of several U.S. troops and countless Iraqi troops and civilians. When our intelligence sources finally were able to track him down, a drone controlled from a base in Nevada was directed to fire a missile that took him out. Iran then tried to retaliate. In January 2020, a missile warning crew at Buckley AFB, Colorado, detected the launch of missiles aimed at Al Asad AB, Iraq, where 300 U.S. troops were stationed. A crew member at...
Buckley immediately flashed a warning signal to U.S. forces at Al Asad that they were under missile attack. They were able to take cover to minimize personnel damage. If she had not reacted instantly to provide a crucial early warning, some of the 300 personnel there might have been killed.

There are some 26,000 items in space that the Space Force keeps track of, plus being alert to rogue launches like the one against Al Asad. The Chinese have demonstrated the ability to strike at satellites by destroying one of their own. The U.S. Space Command will be working hard to develop our own capability to deter, detect and if necessary destroy any attack on U.S. personnel or assets.

San Diego Flight 13 started 2020 with three very interesting speakers covering subjects including a World War I hero, women in aviation and the Marine Leatherneck Aviation Museum.

The presentation at our January meeting was titled “The Rescue of Eddie Rickenbacker.” Our speaker, Mark Aldrich, is a military historian and volunteer at the San Diego Air and Space Museum. Mark gave a great talk about the amazing life of Eddie Rickenbacker and his many brushes with death. Rickenbacker was an American fighter ace in World War I and Medal of Honor recipient. With 26 aerial victories, he was America’s most successful fighter ace in the war. He was also considered to have received the most awards for valor by an American during the war. In addition, he was a race car driver and automotive designer, a government consultant in military matters and a pioneer in air transportation, particularly as the long-time head of Eastern Air Lines.

Mark told us the fascinating details of a harrowing experience in 1942, when Rickenbacker and seven others were in a B-17 that ran out of fuel and ditched in the Pacific. Only one person died during their grueling 24 days adrift awaiting discovery and rescue. This was truly an inspirational account of courage and heroism.

In February, we invited wives to join us as our meeting was held the day before Valentine’s Day. We heard a great presentation about women in aviation. Our speaker, Robin “R.D.” Kardon, is a former corporate and airline pilot with an Airline Transport Pilot certificate and three captain qualifications. She had a 12-year flying career that took her all over the world in every type of airplane from small single-engine Cessnas to the Boeing 737. She also holds degrees in journalism and sociology from NYU and a law degree from American University. A native New Yorker, Robin now lives in San Diego, California.

Her first novel, “Flygirl,” won the Solo Medal for Fiction in the 2019 summer eBook awards from New Apple Literary. The Kindle eBook is also a #1 bestseller on Amazon. She had copies available for interested attendees.

At our March meeting, BGen Mike Aguilar, USMC (Ret), gave an excellent presentation about the Flying Leatherneck Aviation Museum. His discussion included comments about the goals and happenings at the museum, and a review of the history of the Miramar
Flightline airfield. He also gave us an update on the quarantine activities at Miramar.

During his 31-year Marine Corps career, Mike held a variety of flying and command billets, accumulating over 4,000 hours, primarily as an attack helicopter pilot. He is a veteran of the Gulf War, and currently, serves as the acting executive director of the Flying Leatherneck Foundation.

The Flying Leatherneck Aviation Museum is a United States Marine Corps aviation museum at MCAS Miramar, San Diego. The museum contains exhibits and artifacts relating to the history and legacy of United States Marine Corps aviation. The outdoor exhibits include 31 historical aircraft from World War II to the present, along with multiple military vehicles and equipment. Indoor exhibits feature photographs, artifacts and artwork from the early days of aviation to the present.

In September, Sierra Flight came back from the summer break with lethality! The month’s speaker was our own “meanest gun in the west” former A-10 driver, retired Air Force Col. R. Austin “Wiz” Wizwell. Wiz related many of his own A-10 experiences, as well as other stories and anecdotes about the “gun that an airplane was built around.” It was an outstanding presentation about the bad-ass A-10 Warthog given by a guy that obviously enjoyed flying it, and was actually a part of the machine!

We met in October to discuss and introduce our flight’s scholarship nominees from Sacramento State University, our flight leadership elections, upcoming programs, presentations and other events.

November was our Thanksgiving meal and celebration, but we also treated ourselves to a really great video on our Founding Fathers’ methods and intent when they crafted and implemented the U.S. Constitution. Amazing to realize the thought processes that went into a document that has served our country well for almost 250 years!

December was the time for our annual holiday luncheon celebration, and it was well attended by our members and many of their spouses and friends. We always enjoy getting everyone together with the goals being good food and camaraderie!

January’s presenter was our own newly elected Flight Captain, Lt. Col. Dave Froelich, USAF (Ret). Dave had the unique experience of having flown combat missions in two aircraft that couldn’t be more different! First, Dave talked about checking out and upgrading in the B-52 at Ramey AFB, Puerto Rico, and then subsequently going TDY to Southeast Asia to fly ARCLIGHT combat missions. Many photos, stories and statistics about missions...
from Guam, Kadena (Okinawa) and U-Tapao (Thailand) were of interest to the members. Then Dave transitioned into his checkout at Shaw AFB, South Carolina, in the RF-4 and subsequent assignment to Udorn AB, Thailand. He highlighted this part of his talk with a detailed description of a single-ship photo mission to downtown Hanoi, getting in and getting out!

For February, we were again fortunate to have another of our Life Members, Cathy Cook, give a presentation on both her military and civilian flying experience. Cathy went through pilot training and her first assignment was to fly the KC-135. She flew the tanker for over 11 years and then went to work for Delta Airlines, flying their “big stuff.” She just recently retired from Delta, and she gave a very interesting talk on the progress of her flying career, first with the Air Force and then detailing the transition from military to civilian flying.

Unfortunately, like many flights, our meetings are on hold, but we’re keeping in touch with all of our members. We’ll come back “in burner” when this situation is past.

Fighter Flight started the new year with a great presentation by Judge Mark Stevens. The judge served in the U.S. Marine Corps from 1988-94 and became a member of the Nevada State Bar in 1991. He is also an accomplished civilian pilot with single- and multi-engine ratings. He was elected in 2007 as judge in Henderson, Nevada. Mark spoke to more than 30 members and guests of how he initiated a Veteran’s Treatment Court in 2011 to assist veterans charged with misdemeanors while struggling to adjust to civilian life. This intense year-long program has a remarkable 6 percent relapse rate compared to 80 percent in civil courts without such a program.

During the evening, we also learned that three of our four DFT scholarship recipients have taken their solo flight. Congratulations to them! Lastly, we got to meet UNLV AFROTC cadets Gannon Murphy and Jonathon Giardino, with service dog in-training Bhodie.

In February, 46 members and guests received a fascinating account of the career of our incredible guest speaker Maj. Yonel Dorelis, USAF (Ret), who has the distinction of having been an officer in all four services. He started out as a Marine lieutenant, became a Navy helicopter pilot, then an Army rescue helicopter pilot, before earning a DFC as an Air Force CSAR pilot during Operation ANACONDA. He is now an actor and well worth “Google-ing” to see his credits and videos. He related highlights of his remarkable career and hair-raising missions in Iraq and Afghanistan. Guests included Col. Debra Luker, USAF JAG, and ROTC Cadets Maryjane Lynn and Briana Wilson, both psychology majors at UNLV who desire to fly fighters.

As I am sure with many flights, current events forced us to cancel our March meeting but we look forward to hearing from more great Americans like Judge Stevens and Major Dorelis.
Fresh off appearances at the Super Bowl, the State of the Union, his recent 100th birthday, and a promotion to brigadier general, the National Capital Flight welcomed back Daedalian Life Member #4525 Brig. Gen. Charles E. McGee, USAF (Ret), in February to address 93 flight members and guests.

General McGee discussed some of the trailblazing Americans of African descent in aviation and military history. During World War I, the Harlem Hellfighters, an African American infantry regiment in France, had more combat time against the Germans than any other American unit. In 1922, Bessie Coleman became the first female black pilot licensed in the United States. Promoted to brigadier general in 1940, Benjamin O. Davis Sr. was the first black general officer. His son, Benjamin O. Davis Jr., a 1936 West Point graduate, was in the first class of Tuskegee Airmen to complete pilot training in 1942. Davis Jr. was McGee’s commanding officer who prepared the Tuskegee Airmen of the 332nd Fighter Group to fight the Germans in aerial combat. Finally, Daniel “Chappie” James Jr. became the first African American to reach the rank of four-star general in the United States Armed Forces and was selected to lead the North American Air Defense Command in 1975.

But with all these great pilots and leaders, McGee explained there were real challenges for the Tuskegee Airmen to be accepted. He specifically mentioned a pre-World War II report that was sent to Washington that erroneously concluded, “The negro is physically qualified. The negro is mentally inferior to the white man. The negro is morally inferior to the white man, etc., therefore could not qualify to do anything technical like maintain and fly an airplane.” But despite an environment of racism, the determination, heroism and success of the Tuskegee Airmen would prove this report to be utterly false.

McGee learned of the Tuskegee Experiment while a college student at the University of Illinois in 1942. With war imminent after the Japanese bombing of Pearl Harbor, his desire to become a pilot was as simple as wanting to avoid being drafted as an army infantry soldier. He earned acceptance into the Tuskegee program and flew his first flight in the PT17. Flying gave him such joy; it provided him with the feeling that he was “one small aspect in a mighty grand universe.”

He flew 27 years of a 30-year military career, doing something he loved. After pilot training, he deployed to Italy with the 332nd Pursuit Group to conduct bomber escort and fighter sweep missions. In World War II, he flew the Bell P-39 Airacobra, the Republic P-47 Thunderbolt, and the North American P-51 Mustang. Initially, the white bomber pilots were not thrilled about being escorted by a black fighter squadron, but the Red Tails’ incredible competence and strict adherence to the bomber escort mission earned the trust of the “white pilots” and a mutual respect developed.

During his talk, General McGee also recognized the non-flying Tuskegee Airmen -- the maintainers, administrators, communications experts and medical specialists. Over 10,000 African Americans supported the 355 combat pilots, and McGee considers them all Tuskegee Airmen. McGee explained that the support personnel needed to be African American because military leadership would not allow whites to serve in a subordinate capacity to them.

Following World War II, the Tuskegee Airmen remained segregated within the Army. The Air Force was created from the Army Air Corps in 1947 and in 1948, President Truman passed an executive order that committed all armed services to a policy of desegregation. Despite the desegregation, however, McGee and his family still experienced difficulties obtaining housing at his post-WWII assignments to Smoky Hill Air Base in Salina, Kansas, and March Air
Force Base in Riverside, California. As the Pittsburgh Courier newspaper wrote after the war, Tuskegee Airmen had fought two wars -- a war against Hitler in Europe and a war against racism in their own country. This racism continued after the war despite their exemplary combat accomplishments.

General McGee was instrumental in the creation of Tuskegee Airmen, Incorporated (TAI). Created in 1974, this national organization preserves the heritage of the over 14,000 pilots and support personnel who call themselves Tuskegee Airmen. TIA has three regions and over 50 chapters across the country. McGee emphasized that TAI members stay true to its charter of recognizing the accomplishments of the Tuskegee Airmen while motivating future generations of black aviators. The Tuskegee Airmen served our nation in war and in the advancement of our citizens’ attitudes toward racism, prejudice, and discrimination.

General McGee concluded his remarks by calling on those in attendance to motivate and mentor our youth to dream big and to not let anything stand in the way of those dreams. The book, Tuskegee Airmen: The Biography of Charles E. McGee, Air Force Combat Record Holder, was written by his daughter, Charleen E. McGee Smith, Ph.D. It is an excellent read to learn more of McGee’s life and career.

In March, National Capital Flight welcomed Lt. Col. Keith “Habu” Young to our meeting. A National War College student, Keith flew the F-15C at the 493rd Fighter Squadron, RAF Lakenheath, England, and the F-22 at Langley AFB, Virginia, as an instructor and evaluator pilot. At Langley AFB he served as the 1st Operations Group Chief of Standardization and Evaluation, the Director of Operations for the 1st Operations Support Squadron and the 27th Fighter Squadron, and Squadron Commander for the 94th Fighter Squadron. In 2018, he led the 94th Expeditionary Fighter Squadron’s deployment to Al Dhafra Air Base, United Arab Emirates.

Colonel Young’s talk focused on the 94th Fighter Squadron’s heritage dating back to the original Hat in the Ring 94th Aero Squadron in 1917 during World War I. He discussed the similarities between then and now. In WWI, the pilots of this squadron were flying the Nieuport 28 in combat over Europe and 100 years later, the squadron pilots were flying the F-22 in combat over Syria.

Before the U.S. entered WWI, Americans were fighting in support of the French in the Lafayette Escadrille. Raoul Lufbery had 17 confirmed kills and African American Eugene Bullard, known as the Black Swallow of Death, fought at the Battle of Verdun and had two kills. When the 94th Aero Squadron was established in the war, Eddie Rickenbacker led with 26 kills, while Douglass Campbell had six kills and the second American aerial victory. Alan Winslow was the first American to win an aerial victory. The history of the 94th began with the squadron activation at Kelly Field, Texas, on Aug. 20, 1917, and initially deployed to the United Kingdom in October 1917 and then on to France. Highlights of the 94th’s involvement in WWI included: first combat patrols in March 1918 led by Lufbery, Rickenbacker, and Campbell; the first American aerial victories on April 14, 1918; and combat operations from multiple locations in France during the summer of 1918.

During Colonel Young’s command, the 94th FS celebrated its centennial on Aug. 20, 2017. Between October 2017 and the fall of 2018, the 94th deployed to Europe, flew combat missions in Syria and Iraq, conducted its first combat surge in response to Syrian chemical warfare operations; and conducted combat ops from another location in the CENTCOM AOR. The squadron redeployed in fall 2018, thus suspending F-22 operations in the Middle East.

Colonel Young concluded with how honored he was to serve and add to the proud and distinguished legacy of the 94th Fighter Squadron. What an incredible evening for our Daedalian members and guests to learn the heritage of one of the most storied fighter squadrons in the United States Army Air Corps and Air Force.

A mile of road will take you one mile. A mile of runway will take you anywhere.
MEMBERS: Flight e-mail addresses are shown here by geographic area. Look for a flight near you and sign up. Flights are where the action is!

FLIGHTS: Please check your e-mail address as listed. Send changes to: Daedalian Foundation, P.O. Box 249, Universal City, TX 78148-0249, or telephone (210) 945-2111 or E-MAIL: membership@daedalians.org.

**FLIGHT INFO**

<table>
<thead>
<tr>
<th>Flight Name</th>
<th>E-mail Address</th>
<th>City, State</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st (FOUNDERS)</td>
<td><a href="mailto:foundersflight@gmail.com">foundersflight@gmail.com</a></td>
<td>Montgomery, AL</td>
</tr>
<tr>
<td>6th (SPACE)</td>
<td><a href="mailto:garyb476@garrett.com">garyb476@garrett.com</a></td>
<td>Cocoa Beach, FL</td>
</tr>
<tr>
<td>8th (KITTIE HAWK)</td>
<td><a href="mailto:dmeencker31@gmail.com">dmeencker31@gmail.com</a></td>
<td>Goldsboro, NC</td>
</tr>
<tr>
<td>34th (S. P. LANGLEY)</td>
<td>PO Box 5089, Alpharetta, GA 30009</td>
<td>Alpharetta, GA</td>
</tr>
<tr>
<td>5th (EAGLE)</td>
<td><a href="mailto:jfoster@flyghty.com">jfoster@flyghty.com</a></td>
<td>Bixi, MS</td>
</tr>
<tr>
<td>49th (HURRICANE)</td>
<td><a href="mailto:harleystephensflight48@gmail.com">harleystephensflight48@gmail.com</a></td>
<td>Fayetteville, NC</td>
</tr>
<tr>
<td>58th (GATOR)</td>
<td><a href="mailto:timothy.r.a.ferrel@gmail.com">timothy.r.a.ferrel@gmail.com</a></td>
<td>Lake Park, GA</td>
</tr>
<tr>
<td>61st (BUD DAY)</td>
<td><a href="mailto:ndeachar@cox.net">ndeachar@cox.net</a></td>
<td>Ft. Walton Beach, FL</td>
</tr>
<tr>
<td>70th (PALMETTO)</td>
<td><a href="mailto:70thft@gmail.com">70thft@gmail.com</a></td>
<td>Sumter, SC</td>
</tr>
<tr>
<td>74th (POSSUM TOWN)</td>
<td><a href="mailto:danny.montplaisir@gmail.com">danny.montplaisir@gmail.com</a></td>
<td>Columbus, MS</td>
</tr>
<tr>
<td>77th (E. W. SPRINGS)</td>
<td><a href="mailto:dressch@sc.rr.com">dressch@sc.rr.com</a></td>
<td>Myrtle Beach, SC</td>
</tr>
<tr>
<td>89th (PELICAN)</td>
<td><a href="mailto:skip.sanders@us.af.mil">skip.sanders@us.af.mil</a></td>
<td>Panama City, FL</td>
</tr>
<tr>
<td>100th (SILVER WINGS)</td>
<td><a href="mailto:flight102@gmail.com">flight102@gmail.com</a></td>
<td>Enterprise, AL</td>
</tr>
<tr>
<td>102nd (BEN T. EPPS)</td>
<td>PO Box 65796, Langley AFB, VA 23665</td>
<td>Langley AFB, VA</td>
</tr>
<tr>
<td>3rd (STINSONS)</td>
<td><a href="mailto:stinsons.flight@gmail.com">stinsons.flight@gmail.com</a></td>
<td>San Antonio, TX</td>
</tr>
<tr>
<td>52nd (GEOESE DAVIS)</td>
<td><a href="mailto:52ndft@gmail.com">52ndft@gmail.com</a></td>
<td>Fort Worth, TX</td>
</tr>
<tr>
<td>59th (GEORGE BEVERLY)</td>
<td><a href="mailto:flyer06@gmail.com">flyer06@gmail.com</a></td>
<td>Wichita Falls, TAK</td>
</tr>
<tr>
<td>60th (FLYING TIGER)</td>
<td><a href="mailto:jenifer.mcelroy@gmail.com">jenifer.mcelroy@gmail.com</a></td>
<td>Alexandria, LA</td>
</tr>
<tr>
<td>73rd (KUTER)</td>
<td><a href="mailto:jeff@flyghty.com">jeff@flyghty.com</a></td>
<td>Lubbock, TX</td>
</tr>
<tr>
<td>75th (JAMES CONNALLY)</td>
<td><a href="mailto:waterfallflight10@gmail.com">waterfallflight10@gmail.com</a></td>
<td>Cleveland, OH</td>
</tr>
<tr>
<td>78th (CHEROKEE STRIP)</td>
<td><a href="mailto:falconflight10@gmail.com">falconflight10@gmail.com</a></td>
<td>Cleveland, OH</td>
</tr>
<tr>
<td>103rd (FORT HOOD)</td>
<td><a href="mailto:falconflight10@gmail.com">falconflight10@gmail.com</a></td>
<td>Cleveland, OH</td>
</tr>
<tr>
<td>104th (C. J. JACOBSON)</td>
<td><a href="mailto:104thft@gmail.com">104thft@gmail.com</a></td>
<td>Fort Worth, TX</td>
</tr>
<tr>
<td>83rd (AIR CAPITAL)</td>
<td><a href="mailto:83rdft@gmail.com">83rdft@gmail.com</a></td>
<td>Fort Worth, TX</td>
</tr>
</tbody>
</table>

**NORTH EAST**

<table>
<thead>
<tr>
<th>Flight Name</th>
<th>E-mail Address</th>
<th>City, State</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th (GOLDEN GATE)</td>
<td><a href="mailto:national.capital_flight4@gmail.com">national.capital_flight4@gmail.com</a></td>
<td>Fort, Myer, VA</td>
</tr>
<tr>
<td>7th (HAL GEORGE)</td>
<td><a href="mailto:cbhna@me.com">cbhna@me.com</a></td>
<td>Belmont, MA</td>
</tr>
<tr>
<td>12th (OLD PUEBLO)</td>
<td><a href="mailto:robert.drye.20@us.af.mil">robert.drye.20@us.af.mil</a></td>
<td>Dover, DE</td>
</tr>
<tr>
<td>13th (SAN DIEGO)</td>
<td>c/o Daedalians, 21 Northumberland Drive, Easthampton, NY 11906-3297</td>
<td>Easthampton, NY</td>
</tr>
<tr>
<td>17th (ATOMIC)</td>
<td><a href="mailto:curtido@fairpoint.net">curtido@fairpoint.net</a></td>
<td>Portsmouth, NH</td>
</tr>
<tr>
<td>24th (MG FRANKLIN A. NICHOLS)</td>
<td><a href="mailto:davido@gmail.com">davido@gmail.com</a></td>
<td>Sacramento, CA</td>
</tr>
<tr>
<td>30th (HAP ARNOLD)</td>
<td><a href="mailto:30thft@nasa.gov">30thft@nasa.gov</a></td>
<td>Riverside, CA</td>
</tr>
<tr>
<td>37th (YOSEMITE)</td>
<td><a href="mailto:larryking384@comcast.net">larryking384@comcast.net</a></td>
<td>Merced, CA</td>
</tr>
<tr>
<td>50th (GOLD RUSH)</td>
<td><a href="mailto:not_alone78@hotmail.com">not_alone78@hotmail.com</a></td>
<td>Wheatland, CA</td>
</tr>
<tr>
<td>56th (GLEN EDWARDS)</td>
<td>PO Box 424, Edwards AFB, CA 93523</td>
<td>Edwards AFB, CA</td>
</tr>
<tr>
<td>62nd (FIGHTER)</td>
<td><a href="mailto:skdf06@yahoo.com">skdf06@yahoo.com</a></td>
<td>Las Vegas, NV</td>
</tr>
<tr>
<td>82nd (WILLIE)</td>
<td><a href="mailto:parretta@wbhi.com">parretta@wbhi.com</a></td>
<td>Chandler, AZ</td>
</tr>
<tr>
<td>88th (J. K. CANNON)</td>
<td>Col Michael Connelly, 3513 Lea Wallace Drive, Choris, NM 88101</td>
<td>Choris, NM 88101</td>
</tr>
</tbody>
</table>

**NORTH CENTRAL**

<table>
<thead>
<tr>
<th>Flight Name</th>
<th>E-mail Address</th>
<th>City, State</th>
</tr>
</thead>
<tbody>
<tr>
<td>6th (SPACE)</td>
<td><a href="mailto:garyb476@garrett.com">garyb476@garrett.com</a></td>
<td>Cocoa Beach, FL</td>
</tr>
<tr>
<td>8th (KITTIE HAWK)</td>
<td><a href="mailto:dmeencker31@gmail.com">dmeencker31@gmail.com</a></td>
<td>Goldsboro, NC</td>
</tr>
<tr>
<td>34th (S. P. LANGLEY)</td>
<td>PO Box 5089, Alpharetta, GA 30009</td>
<td>Alpharetta, GA</td>
</tr>
<tr>
<td>5th (EAGLE)</td>
<td><a href="mailto:jfoster@flyghty.com">jfoster@flyghty.com</a></td>
<td>Bixi, MS</td>
</tr>
<tr>
<td>49th (HURRICANE)</td>
<td><a href="mailto:harleystephensflight48@gmail.com">harleystephensflight48@gmail.com</a></td>
<td>Fayetteville, NC</td>
</tr>
<tr>
<td>58th (GATOR)</td>
<td><a href="mailto:timothy.r.a.ferrel@gmail.com">timothy.r.a.ferrel@gmail.com</a></td>
<td>Lake Park, GA</td>
</tr>
<tr>
<td>61st (BUD DAY)</td>
<td><a href="mailto:ndeachar@cox.net">ndeachar@cox.net</a></td>
<td>Ft. Walton Beach, FL</td>
</tr>
<tr>
<td>70th (PALMETTO)</td>
<td><a href="mailto:70thft@gmail.com">70thft@gmail.com</a></td>
<td>Sumter, SC</td>
</tr>
<tr>
<td>74th (POSSUM TOWN)</td>
<td><a href="mailto:danny.montplaisir@gmail.com">danny.montplaisir@gmail.com</a></td>
<td>Columbus, MS</td>
</tr>
<tr>
<td>77th (E. W. SPRINGS)</td>
<td><a href="mailto:dressch@sc.rr.com">dressch@sc.rr.com</a></td>
<td>Myrtle Beach, SC</td>
</tr>
<tr>
<td>89th (PELICAN)</td>
<td><a href="mailto:skip.sanders@us.af.mil">skip.sanders@us.af.mil</a></td>
<td>Panama City, FL</td>
</tr>
<tr>
<td>100th (SILVER WINGS)</td>
<td><a href="mailto:flight102@gmail.com">flight102@gmail.com</a></td>
<td>Enterprise, AL</td>
</tr>
<tr>
<td>102nd (BEN T. EPPS)</td>
<td>PO Box 65796, Langley AFB, VA 23665</td>
<td>Langley AFB, VA</td>
</tr>
<tr>
<td>3rd (STINSONS)</td>
<td><a href="mailto:stinsons.flight@gmail.com">stinsons.flight@gmail.com</a></td>
<td>San Antonio, TX</td>
</tr>
<tr>
<td>52nd (GEOESE DAVIS)</td>
<td><a href="mailto:52ndft@gmail.com">52ndft@gmail.com</a></td>
<td>Fort Worth, TX</td>
</tr>
<tr>
<td>59th (GEORGE BEVERLY)</td>
<td><a href="mailto:flyer06@gmail.com">flyer06@gmail.com</a></td>
<td>Wichita Falls, TAK</td>
</tr>
<tr>
<td>60th (FLYING TIGER)</td>
<td><a href="mailto:jenifer.mcelroy@gmail.com">jenifer.mcelroy@gmail.com</a></td>
<td>Alexandria, LA</td>
</tr>
<tr>
<td>73rd (KUTER)</td>
<td><a href="mailto:jeff@flyghty.com">jeff@flyghty.com</a></td>
<td>Lubbock, TX</td>
</tr>
<tr>
<td>75th (JAMES CONNALLY)</td>
<td><a href="mailto:waterfallflight10@gmail.com">waterfallflight10@gmail.com</a></td>
<td>Cleveland, OH</td>
</tr>
<tr>
<td>78th (CHEROKEE STRIP)</td>
<td><a href="mailto:falconflight10@gmail.com">falconflight10@gmail.com</a></td>
<td>Cleveland, OH</td>
</tr>
<tr>
<td>103rd (FORT HOOD)</td>
<td><a href="mailto:falconflight10@gmail.com">falconflight10@gmail.com</a></td>
<td>Cleveland, OH</td>
</tr>
</tbody>
</table>

**EUROPE & MIDDLE EAST**

<table>
<thead>
<tr>
<th>Flight Name</th>
<th>E-mail Address</th>
<th>City, State</th>
</tr>
</thead>
<tbody>
<tr>
<td>19th (BILLY MITCHELL)</td>
<td>Order of Daedalians, PSC 2, Box 15079</td>
<td>APO AE 09012</td>
</tr>
</tbody>
</table>

| PACIFIC | Virtual Flight | communications@daedalians.org |

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

HQ Contact Information:
Daedalians—P.O. Box 249, Universal City, TX 78148-0249
Phone Number: (210) 945-2111—FAX: (210) 945-2112
E-MAIL: communications@daedalians.org
Lt. Col. Les Leavoy Honor Circle
Mr. Laird Leavoy

ACE OF ACES
Maj. Gen. Jerry Allen, USAF (Ret)
Mrs. Barbara Rose Hedges

TRIPLE ACE
Maj. Cletus A. Dinkel, USAF (Ret)
Col. James Kellogg, USAF (Ret)
MAJ Charles Zabriskie Jr., USAR (Ret)

DOUBLE ACE
Lt. Col. James W. Brown III, USAF (Ret)
Brig. Gen. Roger E. Carleton, USAF (Ret)
Lt. Col. Charles Cheever, USAF (Ret)
Col. Russel A. Everts, USAF (Ret)
Lt. Gen. Nicholas B. Kehoe III, USAF (Ret)
Lt. Col. John MacLennan, USAF (Ret)
Maj. Ann Lisa Piercy, USAF
Lt. Gen. Ray B. Sitton, USAF (Ret)

ACE
Maj. Phillip C. Anderson, USAF (Ret)
Maj. Roger N. Anderson Sr., USAF (Ret)
MG Ronald K. “Andy” Andreson, USA (Ret)
Lt. Col. Michael A. Buck, USAF (Ret)
Lt. Col. Gary C. Christensen, USAF (Ret)
Lt. Gen. Brett M. Dula, USAF (Ret)
Lt. Col. William E. Gifford, USAF (Ret)
Col. Neill R. Gruver, USAF (Ret)
Col. Eric E. Hastings, USMC (Ret)
Mr. Will C. Hendrix Jr.
Mr. James Michael Herrin
Lt. Col. Robert W. Hicks, USAF (Ret)
Col. Watt G. Hill, USAF (Ret)
Col. Douglas A. Joyce, USAF (Ret)
Col. Raymond B. Kleber, USAF (Ret)
Col. Deborah A. Landry, USAF (Ret)
Lt. Col. Dennis A. Leuthauser, USAF (Ret)
COL Daniel Meyers, USA (Ret)
Maj. Gen. Teresa Marné Peterson, PhD, USAF (Ret)
Col. David R. Scott, USAF (Ret)
Maj. Gen. D. Bruce Smith, USAF (Ret)
Col. Daniel E. “Stump” Sowada, USAF (Ret)
Col. Donald W. Spearel, USAF (Ret)
Mr. Martin J. Stuart
Col. Gary R. Walston, ANG (Ret)
Maj. Allan D. Will, USAF (Ret)

SUSTAINING GIFT SUPPORTERS
MG Ronald K. Andreson, USA (Ret)
Col. Paul A. Bergerot, USAF (Ret)
Lt. Col. Michael Adam Buck, USAF (Ret)
Capt. Brandon C. Carter, USAF
Mrs. Maureen DeFelice
Brig. Gen. Frank Goodell, USAF (Ret)
Capt. Thomas Gorry, USAF
Mr. Laird Leavoy
Lt. Col. Christopher F. Nevins, ANG (Ret)
CW4 Jerry D. Ostrem, USA (Ret)
Col. Normal P. Phillips, USAF (Ret)
Maj. Jessica R. Stearns, USAF (Ret)
Col. Gary R. Walston, ANG (Ret)
Lt. Col. Karl A. Wheeler, USAF (Ret)
Lt. Col. John & Catherine Wright, USAF (Ret)
The following contributors have given donations which raised them to the next level.

**WING COMMANDER EXEMPLAR**
Lt. Col. Karl A. Wheeler, USAF (Ret)

**SQUADRON COMMANDER**
Capt. Thomas A. Gorry, USAF
Col. James E. Waddle, USAF (Ret)

**WING COMMANDER**
Col. Paul F. Guzowski, USAF (Ret)
Lt. Col. Timothy A. Cox, USAF (Ret)
Lt. Col. Harold R. Alston, USAF (Ret)
Maj. Michelle L. Barker, USAF

**FLIGHT LEADER**
Col. Joseph K. Jarboe, USAF (Ret)
Col. William A. McCollum, USAF (Ret)
Lt. Col. Donald E. Stroud, USAF (Ret)
Lt. Col. R. Richard Mulder, USAF (Ret)
Mr. Robert G. Bowman, CIV

**ELEMENT LEADER**
Col. William P. Brandt, USAF (Ret)
Lt. Col. Donavon L. Wallin, USAF (Ret)
MG Charles J. Wing, ARNG (Ret)
Mr. Robert E. Torn, CIV

**PILOT**
Brig. Gen. Carl S. Miller, USAF (Ret)
Brig. Gen. Charles P. Cabell, USAF (Ret)
Col. Daniel B. Cecil, USAF (Ret)
Col. John M. Roberson, USAF (Ret)
Col. Ralph G. Koontz, USAF (Ret)

An complete list of Eagle Wing donors may be found on the Daedalian website.

The Daedalian Foundation is grateful for all our donors who contribute to inspire tomorrow’s military aviators. We recently updated our procedure for recognizing all donors. This new process has allowed us to identify past contributions and give more recognition to those who support our mission. Thank you to all of our generous donors.

Qualifications for each level are (cumulative totals):
Leavoy Honor Circle $50,000+ -- Ace of Aces $20,000+ -- Triple Ace $15,000+ -- Double Ace $10,000+
Ace $5,000+ -- Wing Commander Exemplar $2,000+ -- Wing Commander $1,000+ -- Squadron Commander $750+
Flight Leader $500+ -- Element Leader $250+ -- Pilot $100+

Mail gift to: The Daedalian Foundation, ATTN: Eagle Wing, PO Box 249, Universal City, TX 78148-0249. Make checks payable to “The Daedalian Foundation.”
Headquarters received notification of the following Daedalians who have taken their final flight.
Our thoughts and prayers are with their families and friends.

In Memoriam

Col. Dean C. Alexander, USAF (Ret)
Col. William P. Applegate, USAF (Ret)
Col. Sterling E. Barrow, USAF (Ret)
Col. John R. Bode, USAF (Ret)
CDR Matthew J. Bowen, USN (Ret)
Lt. Col. Benjamin W. Bowthorpe, USAF (Ret)
Lt. Col. Charles E. Brannan, USAF (Ret)
Col. John L. Bush, USAF (Ret)
Lt. Col. William C. Butler, USAF (Ret)
Maj. John L. Champlin, USAF (Ret)
Lt. Col. John W. Chapman, USAF (Ret)
Maj. James W. Clark Jr., USAF (Ret)
Col. John E. Coulahan, USAF (Ret)
Col. James P. Coyne Jr., USAF (Ret)
Col. Richard G. Dingman, USAF (Ret)
Mr. Russell E. Drosendahl
Col. William C. Duffack, USAF (Ret)
Col. Lewis H. Dunagan, USAF (Ret)
Lt. Col. Lloyd A. Easterling, USAF (Ret)
Lt, Col. John O. Edelblute, USAF (Ret)
Col. Gail M. Edwards, USAF (Ret)
Lt. Col. Charles F. Emmons, USAF (Ret)
RADM Edward L. Feightner USN (Ret)
Col. David N. Gooch, USAF (Ret)
Lt. Col. Francis E. Gotch, USAF (Ret)
Col. John T. Halley, USAF (Ret)
Lt Col Melvin S. Halpern, USAF (Ret)
Lt. Col. Robert A. Hammond, USAF (Ret)
Lt. Col. Earl J. Henderson, USAF (Ret)
Col. Robert S. Hopkins II, USAF (Ret)
Lt. Col. Richard G. Immig, USAF (Ret)
Col. Jerry R. Johnson, USAF (Ret)
Mr. John C. Jones
Maj. Thomas C. Jones, USAF (Ret)
Lt. Col. John J. Kane, USAF (Ret)
Col. Demetrios Karnezis, USAF (Ret)
Lt. Col. John E. Krause, USAF (Ret)
Lt. Col. Joseph F. Kuhlmann Jr., USAF (Ret)
Lt. Col. Jack Lenox Jr., USAF (Ret)
Brig. Gen. William E. Lindeman, USAF (Ret)
Col. Ronald H. Lord, USAF (Ret)
Lt. Col. Richard R. Lund, USAF (Ret)
Mr. Thomas B. Martenstein
Col. Thomas D. McGurk, USAF (Ret)
Lt. Col. Samuel A. Melvin, USAF (Ret)
Col. Edward L. Mentzer, USAF (Ret)
Maj. Richard E. Moser, USAF (Ret)
Lt. Col. Miles G. Murphy, USAF (Ret)
Lt. Col. Charles J. Nagle, USAF (Ret)
Lt. Col. Charles W. Norton Jr., USAF (Ret)
Lt. Col. Nils A. Ohlson, USAF (Ret)
Col. John T. Parish, USAF (Ret)
Maj. John M. Purdy, USAF (Ret)
Lt. Col. Thomas S. Pyle, USAF (Ret)
Col. James E. Randall, USAF (Ret)
Col. Daniel J. Rehm, USAF (Ret)
MAJ John M. Retterer, USA (Ret)
Col. Bill G. Rippy, USAF (Ret)
Col. Louis A. Silvestri, USAF (Ret)
Col. Ford H. Smart, USAF (Ret)
Lt. Col. Donald R. Smith, USAF (Ret)
Col. Donald W. Spearal, USAF (Ret)
Col. Paul N. Spencer, USA (Ret)
COL Henry J. Stein, USA (Ret)
Col. William R. Stewart Jr., USAF (Ret)
Col. Joe T. Stockett, USAF (Ret)
CAPT John T. Taley, USNR (Ret)
Lt. Col. Raymond S. Watson, USAF (Ret)
Col. Floyd O. White, USAF (Ret)
Col. Royce G.W. Wooddell, USAF (Ret)
Col. Donald J. Young, USAF (Ret)

If you know of a Daedalian who has passed on, please notify the headquarters via email at membership@daedalians.org so he/she may be memorialized in a future issue.
Daedalians Membership Application

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.

Contact Information

First Name ______________________ MI _____ Last Name __________________________

Mailing Address ________________________________________

City _________________________ State _____ ZIPCode __________________

Email address ____________________________________________@____________________

Phone: (home) __________________________ Primary  (Cell) ________________ Primary

Personal Information

Birthdate  _______________________ Callsign/Nickname ________________________

Military Service Information

Rated Category _________________ Service ______________

Rank ______________ Retired  Yes  No

Aircraft Flown ____________________________________________

Do you prefer a paper copy of the Daedalus Flyer magazine?  Yes  No

Referred by: ____________________________________________

Annual dues are $50 plus a one-time initiation fee of $50 (total $100). Checks made payable to Daedalians should be mailed to PO Box 249, Universal City, TX 78148-0249.

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 noon.
1955 Daedalian meeting

2020 Daedalian meeting