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Medicine and Flight

DAEDALUS
Flyer
Fall 2021
Department of Defense

U.S. and Royal Australian Air Force airmen observe an MC-130J Air Commando II flying in formation off the coast of New South Wales, Australia, during exercise Teak Action 21, July 3, 2021.

Through strict COVID-19 precautions, the 353rd Special Operations Group was able to train bilaterally with RAAF airmen, sharing tactics and procedures to foster increased interoperability across the Indo-Pacific. U.S. Air Force/1st Lt. Joshua Thompson

ON THE BACK

A portrait of Lt. Gen. (Dr.) Paul K. Carlton, USAF (Ret) who was at the Pentagon on Sept. 1, 2001. Daedalian Archives

FBI agents, fire fighters, rescue workers and engineers work at the Pentagon crash site on Sept. 14, 2001. Department of Defense

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HAVE SOMETHING TO SHARE

We love hearing from our members and sharing their thoughts and stories in our many publications. If you wish to send us your commentary or stories, please send to:
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CORRECTIONS

On page 65 of the summer edition of the Daedalus Flyer, the Sustaining Gift Supporters were misidentified. The correct listing can be found of page 37 of this issue.

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The de-empennaged C-7 photo, brings back sad memories for me. If flight-shack talk is correct, the pilot of that unfortunate incident was Al Hendrickson, former instructor pilot in the 421 AFRES, Yokota Air Base, Japan. I flew with Al several times, and he was always teaching about flying skills and emergency procedures. We were flying the KB-50 (4 turning and 2 burning). The 421st was assigned to Yokota until around October 1964. We had a wartime mission as well as supporting aircraft transfer in to PACAF.

In the summer and fall, we supported 2nd Air Division in Saigon and 13AF in Thailand. We lost two aircraft, one near Misawa, Japan, and one out of Takhli, Thailand. Then the squadron furled its flag earlier than planned. The B-50 era for the AF was almost over. The aircraft served well in its missions by great flight crews and maintenance/supply types. After the squadron shut down, personnel were scattered over Pacific units and returned to the CONUS. I don’t know if Al went to Vietnam then or later, but the story goes that he was driving the C-7 that morning. One of the units on the ground had a big gun whose barrel had fired a large number of rounds before this occasion. It was to fire one more time. It was a big deal with some VIP activity.

While Al was in the 421st, he and his crew made a valiant effort to save a F-100 and pilot. Al was somewhere over Laos when the call came. F-100 pilot Buddy Clark was in trouble. Buddy was in a wheel pattern attacking a ground target. As Buddy was downwind turning in, another F-100 reported that Buddy was on fire. Buddy’s response was classic, “Roger: ROLLING IN.” He released his ordinance and headed toward Takhli Air Base, Thailand. Al’s tanker was quite a bit south but raced to get to Buddy. The F-100 had taken a hit in the fuselage fuel tank and gas was pouring out. When Buddy lit the burner, everything lit up. The race was on to get the tanker and fighter in contact to refuel. It got close. Buddy bailed out and landed safely, but smelly, in a rice paddy. He was happily welcomed back to his Rote unit at Takhli Air Base. I believe he was the first jet shot down.

“Three airmen died in a tragic friendly fire incident on 3 August. A C-7A Caribou was approaching the Ha Thanh Special Forces camp, about 20 miles south of Quang Ngai, when it was hit by a shell from a US Army 155mm howitzer. The aircraft had flown into the line of fire and the shell blew off its entire rear fuselage and tail section. There is a well-publicized photograph of the aircraft taken during its fatal dive into the ground on the outskirts of the camp. Following this accident, the Army and Air Force tightened up their coordination procedures for air operations near artillery fire zones.”

- COL. CLEM CLEMENTS , USAF (RET)
Daedalian Life Member #3611

Please continue to send input via email to communications@daedalians.org.
This has been an excellent quarter because I had the opportunity to meet with many of you at awards presentations, flight meetings and the annual meeting. In July, I was at Maxwell Air Force Base, Alabama, to present the General Muir S. Fairchild Educational Achievement Award to the Thomas N. Barnes Center for Enlisted Education. While there, I toured a classroom at the Air Force Senior Non-Commissioned Officer Academy in which one wall is dedicated to the Daedalians. The display includes photos of five Founder Members who started their careers as enlisted members and went on to fly during WWI: Billy Mitchell, Benjamin Foulois, Eugene Bullard, William Ocher and Vernon Burge. I also took part in a Founders Flight meeting. I reported on the strength of our excellent Daedalian programs and participated in a presentation honoring the late Maj. Gen. Jimmy Stewart as a Distinguished Aviator. Stewart flew 20 combat missions as a WWII B-24 pilot and earned two Distinguished Flying Crosses. Flight Captain Maj. Travis Neal did excellent work planning and leading this meeting. Lt. Gen. James B. Hecker, Air University Commander, attended both events.

In mid-August, I was in Pensacola, Florida, to speak to Shangri-La Flight and to learn about a wealth of military aviation activities. Flight Captain Mike Denkler and his team were enthusiastic hosts. I visited the site of the impressive memorial planned to honor Pensacola native Gen. Chappie James, with the leader of the effort, Daedalian Cris Dosev. Plans include a large statue of James, an F-4, and a huge American flag flying overhead, at the north end of the bridge named in honor of the general. This will be a fitting tribute to the veteran of aerial combat in Korea and Vietnam, and the nation’s first Black four-star.

Next, I toured Wings Aviation, an enterprise with a wide array of flight simulators. Owner Butch Kissick, a stalwart member of Shangri-La Flight, teaches the basics of aviation to give aspiring aviators valuable skills prior to entering naval flight training. I also met with the director of the Naval Aviation Museum Foundation, retired Rear Adm. Kyle Cozad, and enjoyed a tour of the beautiful museum and the National Flight Academy. The Daedalian Foundation supported the flight academy with a generous gift several years ago, and it was money well spent. The flight academy provides valuable STEM learning opportunities for youngsters in a simulated shipboard setting that includes the most realistic-appearing flight simulators I have ever seen. At the flight meeting that evening, I had the pleasure of leading the induction oath for four new Daedalians, followed by speaking to 130 members and guests. The visit was inspirational because I met so many members committed to advancing the Daedalian mission.

I look forward to visiting many more flights.

Volabamus Volamus

National Commander
Greetings fellow Daedalians! Summer has given way to fall, and I trust many of you made the most of things to the extent possible as the ongoing pandemic allowed.

Speaking of the pandemic, as you read this, many of you likely already know the Foundation made the painful, yet strategic, decision to postpone the Airpower Symposium we had been planning at the Mitchell Institute in the Washington, D.C. vicinity on October 15. However, have no fear, as we will monitor the health crisis and look for windows of opportunity to hold the event in the coming months.

I am happy to report numerous exciting Foundation developments in progress! For one, the Daedalians website has undergone facelifts that both update and streamline content allowing for more intuitive use. For example, the scholarship section now portrays an easy-to-read chart of all Daedalian scholarships. The comparative format allows applicants and sponsors to determine the right program to apply for. Thanks to the staff and trustee volunteers for coming together to make this happen!

Another development is outreach efforts to connect to our members and potential members through social media. Active and consistent content is flowing from the Daedalian Facebook, Instagram and LinkedIn accounts as a way to reach a broader audience and perpetuate our message. A big shout out to the communications committee for this and all the other great work in development and rolling out soon!

Yet another development is a full scrub of the Foundation’s bylaws to meet the needs of members today and for the future. A committee of trustees and staff are rigorously studying every facet of our short, yet important, directives governing the operations and execution of the Foundation. By the end of year, the proposed new bylaws will be put before all trustees for consideration, debate and voting.

This is an exciting time for Daedalians in my humble view. Giving, programming and great stories of youth fulfilling their dreams of flying and working towards their military aviation education continue to inspire! Thanks for what you do to make these dreams come true for our great organization!

Volabamus    Volamus

Brig. Gen. Chad Manske, USAF (Ret)
Foundation Chairman
Working from the National Headquarters building, my opportunities are rare to have first-hand interaction with those we serve, and I envy all of you who work with the flying training program or hand a scholarship directly to a student. So when the occasion arose late July, I was happy to join a crowd of excited parents, instructors, Daedalian mentor and extended family on the flight line for a solo flight.

There is nothing like it. Chris, our student in training, had seven touch-and-gos that morning. His instructor had less than a handful of students he had brought to solo under his belt, so he was extra cautious. Texas sun on a flight line in July can be unbearable, but no one could possibly think about leaving. We drank our water, headed for occasional shady spots and watched the Tomahawk touch down and continue for another round, waiting for the instructor to direct Chris to let him out.

Being there for quite some time, I got to speak with the family. Typical parental nerves, stories of his childhood and introductions to his sibling and girlfriend filled some of the time, but the real chatter started when Chris closed the aircraft door for his solo flight. His father shouted in an impressed voice — how can I let him do this, he doesn’t even have his driver’s license yet. His mother listened to Chris on the two-way radio held by the instructor, barely able to recognize the maturity in his voice. Chris’s moment was still to come, but his parents had hit a new milestone of seeing their son and a grown man, capable of doing something only few could do. In fact, as Chris took off, his father made a comment about going to a restaurant, “If I were to ask everyone there if any of them could fly a plane, I bet Chris would be the only one.” It is indeed a rare thing to find someone capable of controlling the skies and making them their own.

Chris’ landing was like most other solos: excitement, confusion, exhilaration. Out of the aircraft, he headed to his mom, giving her reassurances that he was safe and that he was still hers to love. Witnessing this, I was positive that the flying training program gives so much to a kid. It doesn’t just give a student the chance to live a dream for a day, it creates a whole new way of life. It opens up doors that cannot be opened any other way. They see the world, realize their place in it and know that it is bigger, kinder and worth defending. And for me, it is work that I love.

A student could not have accomplished this without mentors, supportive parents, great instructors and lots of funding. It was my honor to be there and to shake Chris’ hand at the end. Nothing I have ever seen brought more joy and so much potential to another human being. For Daedalians, this is a triumph. Each one of the nearly 500 students who have flown under the Daedalian program bear witness to the organization’s greatness.

I hope you feel a small bit of the sense of pride I felt that day.

Volabamus Volamus

Maureen DeFelice
Executive Director
NEW FACES AT NATIONAL HEADQUARTERS

Headquarters welcomed two new staff members this year, Mrs. Pamela Watson as the preservationist and Miss Autumn Bernhard as the Daedalus Flyer editor and communications manager.

Watson joined headquarters in late June. Originally from Wausau, Wisconsin, she is married to retired Maj. William G. Watson. She heard about the preservationist position from her daughter, Taylor, Daedalian Operations Officer.

“We used to live across the street from the Daedalian building, and I was always curious about it,” she said. “When Taylor started working here, her excitement about the mission and the people was contagious. I think the preservation project is a great idea to preserve this history and make it available.”

Watson is enjoying meeting the Daedalians and learning their stories — both active members and those from the history books.

“First and foremost, I’d like to see this preservation project through to completion,” she said. “If possible, I would like to encourage and develop new ways to bring Daedalian history to anyone interested in military aviation.”

Bernhard joined the staff in late July. Originally from Fredericksburg, Texas, she earned a journalism degree with a digital media concentration from Texas State University.

“I am excited to be a part of such a dedicated staff and looking forward to getting to know our members and tell their stories through the magazine and other communication avenues,” she said. “Everyone I have met has an extensive passion for the organization, its mission and military aviation, which makes working here so special.”

Bernhard brings experience in magazines, social media, web design and marketing.

“The heritage of the Daedalians is evident, and I am hoping to continue its legacy and expand the reach of the organization and its mission,” she said.

Air Power Symposium POSTPONED

Due to the growing concerns and rising cases of COVID-19 nationally, the Daedalian Foundation has made the decision to postpone the Air Power Symposium — originally set for Friday, October 15, 2021.

The safety of our members is of the highest importance, so we are diligently monitoring the pandemic and are looking for times and methods to hold the symposium safely.
The Order of the Daedalians annual meeting was on June 25 in San Antonio, and included a fun-filled social gathering at Daedalian Headquarters and the presentation of awards to flights and individuals.

The Daedalian Citation of Honor went to retired Col. Jim DeStout, USAF, retired Col. Bill Rial, USAF, and retired Lt. Col. Jerry Bryant, USAF, for their excellent work leading the Salesforce Implementation Committee as we transitioned data management from Apollo to Salesforce.

We honored the top flights for 2020 in each category, based on membership size. Flight winners were:

- Category A: Elliott White Springs Flight 77.
- Category C: Frank Lahm Flight 9.
- Category D: Shangri-La Flight 21.

Harley H. Pope Flight won the Doolittle Award as best flight in the entire organization.

The meeting concluded with a comprehensive lunchtime presentation by Daedalian retired Brig. Gen. Charles P. Cabell, Jr., USAF, based on his book about his father’s career, “A Man of Intelligence: Memoirs of War, Peace, and the CIA.” Noteworthy was the critically important air combat planning done by Cabell, Sr. during WWII.

Following the presentation, a dozen members and spouses played golf in an event led by former National Commander, retired Lt. Gen. Tex Brown, USAF.

We invite you to join us at next year’s meeting on April 8, 2022, in San Antonio, Texas.
KEY MEETING TAKE AWAYS

With a solid financial condition and sustaining membership, your Order of Daedalians and philanthropic foundation strongly continue on our mission to honor, advocate and inspire. If you would like a copy of our latest financial audits, please contact HQ at admin@Daedalians.org.

Scholarship Expansion
- Headquarters scholarship awards for 2020 totaled $159,500.
- Our named scholarship programs continue to expand, with a total annual impact of $128,500. Named scholarships are a powerful opportunity to celebrate a person’s military aviation experiences and achievements, and gifts from named endowments will be partially matched by the Foundation.

Awards Program Successes
- Our more than 25 awards programs continue to make a significant impact in showcasing the organization and the Daedalian mission.
- Retired Lt. Gen. Nicholas Kehoe, USAF, shared their impact through the story of the USCG Exceptional Aviator presentation in Kodiak, Alaska. In celebrating Lt. Zachary Bowers’ achievements, his entire unit, including the support team and their families were able to attend, exposing the community to the organization and our mission. During the presentation, his son ran up to say hi to his dad, speaking to the work we do to inspire future generations and build a military aviation legacy.

New Membership Initiatives
- Driving membership and working toward greater diversity across services and ratings continues to be a top goal for the organization.
- To that end, we are offering free membership to those who join through the following:
  - Speakers at Daedalian events who fully qualify for membership
  - Graduates via flight outreach at Initial Flight Training Schools
  - Graduates via flight outreach at Graduate Flight Training Schools

Social Media Outreach
- Retired Capt. Mike Denkler, USN, issued a call to action for flights to commit to outreach via social media. Take photos at your events, post them on the social media pages you have, share the great work we do, and tag the Daedalians. It’s a simple way to spread the word about our organization, its mission, and our programs and to encourage greater participation and donations.
The Order of Daedalians has bestowed a special recognition on deceased retired Maj. Gen. Jimmy Stewart, USAFR, as a distinguished aviator. Throughout his life, Stewart embodied the tenets of a Daedalian: to place nation above self, and to be worthy of the trust and confidence of a fellow Daedalian.

After initially being rejected from service when drafted in 1941, Stewart worked to overcome being underweight and successfully enlisted of his own accord. His 400 hours of civilian flying time and commercial license resulted in him being commissioned into the Army Air Corps. He volunteered to be assigned to combat, where he served as commander of a B-24 squadron, flew 20 combat missions, was awarded two Distinguished Flying Crosses, four Air Medals and the Croix De Guerre. At the end of the war, he had progressed to the rank of colonel and joined the Air Force Reserve. Stewart continued to serve, flying a B-52 combat mission over Vietnam in 1966 at the age of 57. He ultimately wore the uniform for 27 years.

A request to review possible options for membership to honor Stewart was submitted to headquarters by Founders Flight 1. This consideration was brought by flight member Col. Paul Nelson and friend of flight, Chaplain Capt. Moser, who had been in contact with Stewart’s daughter, Dr. Kelly Harcourt. As membership cannot be granted posthumously, the proposal prepared by executive director Maureen DeFelice was reviewed by the board. Consistent with the Order bylaws, this request for a special memorial recognition was approved. The nature of this special honor reflects credit on the integrity of our organization and on Stewart’s example in upholding the love of country and self-sacrifice embodied in our founding members.

At the Founders Flight meeting held at Maxwell Air Force Base, Alabama, on July 22, this honor was presented with Harcourt in attendance virtually and retired Maj. Gen. Jerry Allen, USAF, national commander, participating in person. Harcourt shared remarks about her father, and Allen presented the certificate recognizing Stewart to Lyndsey Moser, and son, James Stewart Moser. Toasts were raised in honor of Stewart and led by retired Col. JC Carter, USAF. Many thanks to flight captain Maj. Travis Neal, USAF, for championing the event and to Maj. Ben Peacock, USAF, for coordinating the activities and making it a success.

As Allen stated during the presentation, “He was reluctant to talk about his strong combat leadership in Europe while serving as bomb squadron commander and group operations officer. This modesty, plus his personal goal that he wanted people to remember him as someone who meant what he said, show clearly that he valued service over self and was worthy of the trust and confidence of his fellow aviators.”

We are honored to recognize Stewart’s achievements and contributions as a distinguished aviator.

Maj. Gen. Jimmy Stewart, USAFR (Ret)
New Member November

This fall, we are once again conducting our New Member November initiative. New members who sign up between November 1 and November 30 will have their $50 initiation fee waived. Membership in the Daedalians allows folks the opportunity to be part of America’s premier network for military aviators.

Local flights across the country are encouraged to conduct outreach in their communities. We are counting on you to invite new members passionate about carrying on the Daedalian mission: advocating for air and space power and honoring those who flew and fly in defense of our nation.

Ways you can help:

- Bring an aviator to a flight meeting
- Hand an application to someone with wings
- Talk about the scholarship successes to friends
- Share postings on your social media
- Get involved in military appreciation activities
- Volunteer at your local high school JROTC program
- Forward your email from the Airpower Blog or the Aviator
- Wear your Daedalian shirt and tell people what we are all about
We welcome and congratulate the following Daedalians who joined between April 16 and August 15, 2021.

Col. Paul Ackerman, USAF (Ret)
ENS Lourdes Acosta, USN
Maj. David Bailey, USMC (Ret)
Col. Barry Bizzell, USMC (Ret)
Capt. Jordan Benedict, USAF
CPT Arthur Bliss, USA
ENS Bailey Bliss, USN
CDR John Blocker, USN (Ret)
Capt. Garrett Bright, ANG
Lt. Col. Michael Cancellare, USAF
Maj. Gary Donovan, USAFR (Ret)
CDR Mark Doyle, USN (Ret)
ENS Claire Eckhardt, USN
Maj. Edwin Font, USAF (Ret)
LTJG Davis Gallinghouse, USN
Maj. Marc Goodman, USAF
Maj. Michael Griffin, USAF
Lt. Col. Daniel Haggerty, USAF (Ret)
Capt. Robert Hanrahan, USAF
CW5 John Harris, USA (Ret)
Lt. Col. Keith Helmke, USAF (Ret)
Capt. George Hendricks, USAF (Ret)
Maj. Daniel Jackson, USAF
LTJG Theodore Keenan, USCG
Maj. Steven Kline, USAF
LTJG Trent Kurek, USN

2nd Lt. Dustin Lepak, USAF
Col. Craig Lightfoot, USAF (Ret)
CPT Chad Luce, USA
Lt Col. Derrick McClain, USAF
2nd Lt. Christian Mejia, USAF
CW2 Mark Michael, USAR (Ret)
CW4 Charles Mineo Jr., USA (Ret)
Lt. Col. Yosef Morris, USAF
LTC Ryan Nesrsta, USA
Capt. Christina Nicholson, USAF
Col. William O’Brien, USAF
CPT John O’Connell, USAR
CAPT Maureen Padden, USN (Ret)
2nd Lt. James Pirinelli, USAF
Maj. John Pulaski, USAF
1st Lt. Ryan Ramsay, USMC
2nd Lt. James Reddick, USAF
Lt. Col. Toben Rower, USAFR (Ret)
Lt. Col. Michael Scott, USAF (Ret)
2nd Lt. James Shifflett, USAF
Lt Col. David Sprague, USAF (Ret)
Col. Mark Sullivan, USAF (Ret)
CDR Kenneth Van Buren, USN (Ret)
1st Lt. Raymond White, USAF
Lt. Col. Joshua Williams, USAF
Col. Rowland Worrell III, USAF (Ret)

MEMBERSHIP DUES

Your membership and support are vital to accomplishing the Daedalian mission. 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.

Don’t miss out on any Daedalian news or great aviation experiences from your fellow aviators. Included in your membership is a subscription to the Daedalus Flyer. Submit payment online at daedalians.org/donations-and-dues.
We planned and practiced the 9/11 attacks on the Pentagon well before the attacks occurred. The story goes back to November 1999, when I was assigned to be the Air Force Surgeon General. I tried to think through the various ways that the USA could be traumatized or attacked by those who do not agree with our way of life. We had just completed an overhaul of our medical response assets, Expeditionary Medical Support (EMEDS) in September 1999 and had been thinking about how to respond to different kinds of medical emergencies for a long time. I tried to put myself in the mind of a terrorist, to think through how they might attack us and what our response should be.

I decided that if I were a terrorist, my primary targets would be Washington, D.C. and New York City. So, I began discussing mass casualty management with the Washington Hospital District and the NYC Hospital Council. We exercised with the Public Health Service response teams and took the Public Health leadership to Scott Air Force Base to see how air evacuation worked and what capability the Air Force had to respond to an event that would produce casualties in the CONUS or overseas.

In February 2001, I was standing in a stairwell with the Pentagon Clinic Commander, an Air Force Colonel, discussing his need for an exercise involving the Pentagon. An airplane taking off from Reagan Airport flew over us, and we had to stop talking because of the noise level. He looked at me and said, “Why don’t we do a scenario where an airplane hits the Pentagon after suffering a bird strike on takeoff.” I said it had already happened in the early 1980s when an Air Florida plane crashed from icing, and concurred with his recommendation. We then started the planning and coordinating process for such an exercise scheduled for late May 2001.

That exercise was conducted and we, the medics, did not do well. The after-action report cited numerous areas for improvement: better evacuation routes and better training...
and equipping of our medical people, including protective vests to identify who was who and to add a layer of defense from an expected fire. A repeat exercise was required to validate these fixes.

We repeated the exercise on Aug. 28, 2001, and did much better in the eyes of the evaluators. I reported to the Air Staff on Sept. 4 that we were now prepared to respond to an airplane impacting the Pentagon.

On Sept. 11, 2001, the briefings at our Tuesday staff meeting, with a new Chief of Staff and new Secretary of the Air Force, were interrupted with a video of airplanes impacting the World Trade Towers in New York City. The meeting was terminated, and I ended up in the office of the Vice Chief of Staff, General John Handy. As we were discussing how we, the Air Force, might respond, the building shook and smoke filled the air. It was very obvious that the Pentagon had also been struck by something.

9:38 A.M. SEPT. 11, 2001

I knew my role was to head to a preselected evacuation point to be moved out of the building. At the same time, I felt I should go to the scene of destruction. However, I also knew I was the senior medical officer in the Pentagon, so I headed to the Pentagon Clinic to pick up a team and set up a triage station.

At that point, the fire had moved to the inside of the building. I thought those remaining to flee from the fire would head away from the flames, making them come to the inside — the Center Courtyard. That was my thinking when I got to the clinic, so I told the commander I would take the Center Courtyard and he needed to set up outside to pick up those casualties exiting there.

9:47 A.M. SEPT. 11, 2001

I put on a newly arrived blue vest, picked up a volunteer team of about 40 and headed to the Center Courtyard. We saw that the smoke and fire were worst near the 4 Corridor exit, so we set up our triage station there. I did some quick review of triage categories, divided our team into immediate, delayed, minimal and expectant. The next most senior medical officer was a Lt. Col. dentist, so I put him in charge while I went to find other casualties.

9:50 A.M. SEPT. 11, 2001

I asked a fireman near the exit where the casualties were located, but he didn’t know. At the same time, another man came out of the exit and said, “I can take you to the casualty area, if you want to go.” I did, and volunteered the closest four men to go with me and bring litters.
Our team of six then headed down the 4 Corridor but were turned back by fire and smoke at the entrance to the D Ring. We retreated to the exit for the AE Corridor and headed into the alleyway. Immediately upon being able to see and breathe again, I watched a Navy SEAL catch a woman who jumped off the 5th floor, which planted him solidly on his face. A second woman jumped, but this time, the man had the presence of mind to hit her like a football tackle, turning her vertical motion into a horizontal motion, saving a second life! He then got up and reported in to me that he thought some people were still alive in the Navy Communications Center, where the B-757 landing gear had come through, creating a big hole in the D Corridor wall. He had heard screaming in that room just before our arrival.

This hole was about 10 feet wide and high, full of debris on fire, with fire blowing out the top and hitting the opposite wall of the AE corridor. We had to go through the hole to reach any potential casualties. The landing gear was laying against the opposite wall of the AE corridor, burning as we discussed this about 10 feet away.

Debris in the bottom half of the hole was not burning, so I asked my team to burrow through it to get inside. I did the same and found the smoke overwhelming as soon as I entered. I came back out, found a crowd of men, asked them to remove their undershirts, soak them in water and give them to me. Then I re-entered the debris pile, passing out the water-soaked shirts to the rest of the team. It helped to breathe through the cool, wet shirt material in the smoke-filled room.

Fire was burning on top of the water that had come from the fire nozzles, but we were able to push the fire away from us with debris from the entrance hole. It was very hard to breathe with fire and smoke filling all but the bottom 18 inches of the room. Metal was dripping from the ceiling putting us on fire, too.

My team found two women passed out from the smoke in the middle of the room, and we pulled them out on hands and knees. Outside, the woman I helped partially woke up, looked at me about two inches from her face and thought I was the devil himself with a black face and fire.
all around. She related this to me 10 days later when we got together for a debrief.

I noticed a man not on our team who seemed to be trying to lift something off to my right. Then, he stopped lifting, got on his back in the flames and did a leg press. I went over on hands and knees, and saw a face looking at me from under a fire waterfall that the leg press had revealed. The fuel above him had come down on fire and made three separate fire falls as it struck various items above this man’s head. He was not responding to my order to come to me in my loudest military voice, so I threw my wet towel onto his face and he reacted — he was alive. The man doing the leg press, Lt. Cmdr. Dave Tarrantino, was unable to lift the table pinning this man down, so got under the table to do his leg press, allowing us to reach the man and facilitate his escape. The man moved toward me about 6 inches, enough for me to go over the body of Tarrantino, and pull him out. He was intact, and we passed him out to the AE corridor.

I then sought cover under the table that Tarrantino had lifted. He told me he heard screaming off to his right and indicated he wanted to go in that direction. By this time, the outside team had passed flashlights, fire extinguishers and face masks to us. As we tried to figure out how to put the face masks on in the smoke, we heard a voice say, “GET OUT!” We were now armed with fire extinguishers, could see a little bit with flashlights and were able to actually breathe with masks, so we were not anxious to leave.

9:58 A.M. SEPT. 11, 2001

But the voice got louder, “GET OUT NOW!” So, I grabbed Tarrantino, pulled him toward where I thought the hole was located and headed out. As we moved to the hole, we ran into a man’s legs, holding up the building as it collapsed. It turns out that our guardian angel, the Navy SEAL, had heard the noise increase, figured the building was collapsing, and came back in to rescue us. As we neared the hole, the blast wave from the building collapse blew us out of the hole into the AE Corridor.

All three of us and the team survived, and we had the privilege of saving three people from a certain death!

I returned to the triage location in the Center Courtyard. We received no more patients. The Air Force then launched our new EMEDS to help New York City, and we put 400 beds of medical and surgical capability into McGuire Air Force Base by 4 a.m. Sept. 12, 2001.

This is a perfect example of creating a realistic exercise that might make great practice for a real event! The entire sequence is outlined in chapter 10 of “Firefight in the Pentagon.”
From Mon Valley to the Moon: A Life Well Lived

A tribute to Col. (Dr.) Thomas J. Tredici, USAF, MC (Ret), Aug. 27, 1922, to April 28, 2021

BY: LT. COL. BILL ERCOLINE, USAF (RET)

Born in 1922 in the small steel-producing town of Monessen, Thomas J. Tredici grew up quickly learning about the rugged life of steel mill workers and coal miners. Monessen — located in southwestern Pennsylvania along the Monongahela River — is known as Mon Valley to the locals. After high school, Tredici enlisted in the U.S. Army Air Corps and began a remarkable military and civil servant career. He would serve his country for the next 78 years.

After completing military pilot training, Tredici was deployed to Great Britain, where he flew combat missions while assigned to the 457th Bomb Group of the 8th Army Air Force — aka The Mighty Eighth — in the B-17G Flying Fortress aircraft. He survived the hazards associated with flying high-altitude missions without life support technology such as cabin pressurization and eye protection. His fascinating stories about flying combat in the B-17 aircraft have been published and told many times.

When the war ended, Tredici returned to his...
Medicine and Flight

hometown and decided to go to college. He was accepted and graduated with a bachelors of arts, magna cum laude, from Washington and Jefferson College in 1949. He often credited his Monessen High School education for preparing him for college. He would also was the last B-17 pilot to retire from active duty. But he was not ready to quit working, and the leadership at USAFSAM knew it. They advertised a senior scientist civil service position, which Tredici was awarded. He continued to serve in this capacity until 2011, when USAFSAM moved from San Antonio, Texas to Dayton, Ohio. The move to Dayton was the result of the third and final round of the Base Realignment and Closure actions — an action Tom would claim was a waste of money. USAFSAM leadership awarded him emeritus status, and he continued to work on manuscripts and journal articles at Brooks until his death on April 28, 2021. He would routinely show up for work everyday in the early afternoon and work until late at night. This continued until the pandemic hit. Then, he continued to work from home, while under the careful watch of his daughter, Lucia.

During his working career, Tredici published almost 300 journal articles and conducted about the same number of presentations. His computer files contain numerous other documents, many of which he planned to publish but never got around to them. He never bragged about his accomplishments, but was always ready to share stories.

A few of the accomplishments considered noteworthy are:

- Served his country in the military during WW2, the Korean Conflict and Vietnam.
- Considered by many as the most influential ophthalmologist in the field of Aerospace Medicine.
- Awarded status of Fellow in the Aerospace Medical Association (AsMA), presenting papers

“\The USAF is better because of him. Those of us who knew him all know we lost a good friend and colleague ... and at the same time our country lost a national treasure.\”

- Lt. Col. Bill Ercoline, USAF (Ret)
every year for 50 years in a row.

• Awarded Inaugural Lifetime Achievement Award by the Department of Ophthalmology at the University of Texas Health Science Center at San Antonio.

• Taught tens of thousands of military medical personnel during his tenure at USAFSAM.

• Helped develop the gold visor for Apollo astronauts (for eye protection).

• Revised vision standards for AF pilots, allowing pilots to fly with corrective lenses/surgery.

• Annually returned about 1,000 grounded aircrew (due to vision deficiencies) to flying status.

• Helped design aviator goggles.

• Helped develop the hard contact lens.

• Developed a new treatment for glaucoma.

• Happened to be at Forbes Field when Babe Ruth hit number 714 (especially proud of this one).

Tom took pride in his Italian heritage, his hometown of Monessen and his family and friends. He would always weave into a discussion something important about his family and his youth. There can be no doubt that he felt blessed to grow up when and where he did, and to meet the people he met during his professional career. President Lyndon B. Johnson and Gen Chuck Yeager are only two of the more well-known people Tredici cared for as a physician. A photo of Buzz Aldrin on the moon, displaying the gold visor that Tom helped NASA develop, was always in sight of his desk. The photo is one of the most popular photos of all time.

Tredici’s education began in the Mon Valley and it would eventually enable him to help NASA place a fellow patriot on the moon. There is so much more to Tredici than what could be written in this short article. His accomplishments are many, and his friends are legion. The USAF is better because of him. Those of us who knew him all know we lost a good friend and colleague … and at the same time our country lost a national treasure.

His memory will live on via his friends, family and colleagues. Col. Tredici, we salute you. Hail, Farewell and Happy Landings!

Photos from left:
Col. (Dr.) Thomas J. Tredici, USAF, MC (Ret) in a village near Clark Air Force Base, Philippines. Tredici performing an eye exam at CAFB, Philippines, in 1960, where he was the Chief of Ophthalmology.
Tredici’s retirement photo in August 1987 at Kelly Air Force Base, standing next to the “Texas Raiders” B-17. He was the last remaining B-17 pilot from World War II to leave active duty and the highest ranking colonel in the Air Force at his retirement.
Tredici on his 96th birthday wearing his favorite hat.
PTSD in UAV Operators

Virtual Flight shines light on ‘psychological threats associated with piloting unmanned systems’

BY: MISS TAYLOR E. WATSON
Order of Daedalians Operations Officer

On Wednesday, Aug. 4, the Daedalians’ Virtual Flight welcomed Capt. Jamal Campbell, USMC, for a presentation on his Naval Postgraduate School (NPS) thesis “Psychological Effects on UAV Operators and Proposed Mitigation Strategies to Combat PTSD.” The discussion took a closer look at “psychological threats associated with piloting unmanned systems.”

In an evolving threat environment with increasing cost constraints, the Department of Defense is pursuing technological innovation to maintain readiness and meet mission objectives. As part of this trend, there is an increasing dependence on unmanned systems across services. While UAV operators and RPA pilots control aircraft out of theater — thus are exposed to fewer physical hazards than airmen flying lethal missions from the cockpit — watching horrific events unfold onscreen for extended periods of time does make them vulnerable to posttraumatic stress disorder.

Through an in-depth literature review and series of case studies, Campbell identified key challenges and proposed mitigation strategies. An increased dependency on RPA operators can translate to higher risk of burnout and negative psychological impacts. Factors such as shift work, staffing shortages and overwhelming workloads combine to make these outcomes likely. Insufficient personnel to maintain a high operations tempo and lack of support from leadership on mental health issues also contribute. Additionally, there is not adequate transitional space from a high-stress, intense mission environment to everyday activity, such as family life.

While mitigating psychological impact on military personnel is a difficult task, establishing intervention protocols to provide support and ease stress can improve the situation. Some strategies proposed in the presentation included:

• Helping airmen develop effective emotional regulation strategies such as affect labeling.
• Critical incident stress debriefings after high-stress events to defuse operators’ emotions.
• Conducting cortisol testing and therapy to identify symptoms and help with effective regulation of feelings and traumatic memories.

With the increased need for drone operators to fulfill mission requirements, there is a high risk of burnout and susceptibility to PTSD.

Order of Daedalians Operations Officer
Medicine and Flight

• Post-mission questionnaires and periodic group meetings to provide a neutral space for operators to discuss their experiences and encouraging counseling.
• Increasing recruitment and adjusting career success indicators to attract a greater number of UAV and RPA personnel.
• Adjusting basing and shift scheduling approaches to create more transitional space between the on-duty and off-duty environment, easing stress on operators.
• Ensuring sufficient training to adequately prepare airmen for their mission and avoid striking incorrect targets.

Daedalian Virtual Flight members who attended the event engaged in lively discussion further exploring challenges that lead to the likelihood of developing psychological disorders in young, impressionable UAV operators and RPA pilots. Most agreed lack of a supportive command climate, in addition failures to consider possible psychological after-effects on young men and women in the strategy and planning process were critical issues.

A few attendees were both Daedalian and River Rat members. They proposed the importance of creating opportunities to share stories with young men and women serving in these roles. Mentorship from more experienced members of our organizations can help guide them through the combat experience.

Campbell graduated from the Rochester Institute of Technology and commissioned out of the University of Rochester’s NROTC unit in May 2015. He earned his master of science in information technology management in June 2021 from NPS, where he conducted his research on ways to mitigate PTSD in drone pilots. His latest assignment is the Emerging Technology Officer at the Marine Corps University, Quantico, Virginia.

JOIN US FOR VIRTUAL FLIGHT

As our Virtual Flight meetings continue in the coming months, we will be exploring additional topics throughout this quarter related to medicine and flight and keeping aviators mission ready and fit to fly.

We encourage you to sign up and join our Virtual Flight and stay connected with headquarters to learn about additional exciting opportunities at daedalians.org/daedalian-virtual-flight.


Capt. Jamal Campbell, USMC
Headquarters received notification of the following Daedalians who have taken their final flight.

Col. Samuel L. Anzalone, USAF (Ret)
Col. Richard W. Balstad, USAF (Ret)
Col. Robert E. Baltzell, USAF (Ret)
Col. Philip A. Brennan, USAF (Ret)
Col. Melvin H. Bryant, USAF (Ret)
Maj. William M. Burke, USAF (Ret)
Lt. Col. Larry J. Chesley, USAF (Ret)
Lt. Gen. Charles G. Cleveland, USAF (Ret)
CW4 David H. Davanay, USAF (Ret)
Capt. Donald C. Davidson, USAF (Ret)
Lt. Gen. Phillip J. Ford, USAF (Ret)
Col. Ross E. Hamlin, USAF (Ret)
CAPT Maurice C. Hartle, USN (Ret)
Lt. Gen. Cecil Y. Holland, USAF (Ret)
Mr. Harry B. Jordan, Jr.
Col. Herbert Kamm, USAF (Ret)
Col. Ralph L. Kuster, USAF (Ret)
Maj. John A. Landerdahl, USAF (Ret)
Col. Gordon “Swede” Larson, USAF (Ret)
Lt. Col. Lorin Clark Long, USAF (Ret)
Col. Douglas K. Mang, USAF (Ret)
Lt. Col. Donald W. Mansfield, USAF (Ret)
Col. Billy A. McLeod, USAF (Ret)
Maj. Gen. Waymond C. Nutt, USAF (Ret)
Maj. Jules C. Olivier, USAFR (Ret)
Col. Rick N. Parsons, USAF (Ret)
Col. Norman P. Phillips, USAF (Ret)
Col. James C. Rankin, USAF (Ret)
Col. Lee M. Shelton, USAF (Ret)
Lt. Col. Terry L. Slawinski, USAF (Ret)
Brig. Gen. Lawrence A. Sittig, USAF (Ret)
Lt. Col. Tommie N. Thompson, USAF (Ret)
Lt. Col. Andrew E. Travnicek, USAF (Ret)
Lt. Col. Sam P. Young, Jr., USAF (Ret)

Our thoughts and prayers are with their families and friends.
The Orville Wright Achievement Award was presented to 2nd Lt. William K. Smith, USAF, as the outstanding graduate of the Specialized Undergraduate Pilot Training Program (SUPT) Class 20-02, Vance AFB, Oklahoma, 1st Quarter 2020.

Smith’s performance in the program was extraordinary in all phases of training. He displayed an outstanding attitude, superb flying abilities under pressure and military bearing. He excelled in academics, outperformed his peers and was rated number one overall in both phases of training with the highest check rides and daily maneuver scores. His superior flying performance, servant leadership style and superb motivation made him the clear choice for Distinguished Graduate Honors, the Flying Training Award and the coveted AETC Commander’s Trophy.

The Orville Wright Achievement Award is presented to outstanding graduates of the undergraduate pilot training schools of the Air Force’s Air Education and Training Command, the Navy’s Naval Air Training Command, and the Army’s Army Aviation School, for the students’ superior academic prowess, flying skills, leadership and military bearing.

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On June 3, 2021, retired Lt. Gen. Nicholas Kehoe, USAF, presented the 2019 USCG Exceptional Aviator Award to Lt. Zachary Bowers, USCG, at the USCG Air Station in Kodiak, Alaska. The ceremony had been delayed for more than a year due to significant COVID-19 travel restrictions to Alaska.

Bowers and his crew completed a harrowing rescue mission at night in extremely hazardous weather and terrain conditions to bring two critically ill patients who need life-saving treatment to safety.
On June 4, 2021, Station Commander, Cmdr. Wil McLaughlin, USCG, presented the 2020 USCG Exceptional Aviator Award to Lt. Cmdr. Wil Sirokman, USCG, at USCG Air Station in Sitka, Alaska.

As the acting operations officer during the year, Sirokman superbly handled 36 search and rescue missions, saving 29 lives. He was instrumental in posturing the unit to maintain mission effectiveness throughout the COVID-19 pandemic.

On one harrowing mission, he and his crew completed an extremely hazardous 150-mile transit through treacherous mountain passes and narrow waterways to rescue a stranded woman.

**ABOUT THE AWARD**

The USCG Exceptional Aviator Award is presented annually to an aviator selected by the United States Coast Guard, based on exceptional deeds performed to assure mission success, acts of valor as an aviator, or an extraordinary display of courage or leadership in the air in support of air operations.

The squadron was recognized for exceptional performance across all of the diverse logistics support functions, including supply, fuels, transportation and deployment/redeployment personnel movement.

The award was first presented in 1962, and the squadron won it in 2004 when it came under the 1st Tactical Fighter Wing.

ABOUT THE AWARD

The Maj. Gen. Warren R. Carter Logistics Readiness Award is presented annually by the Air Force chief of staff to the base-level unit with the best supply effectiveness record in support of mission aircraft and/or weapons in the U.S. Air Force.

Task Force Saber was chosen for their actions during deployment as the multi-functional aviation task force in support of the immediate response force in January 2020. The squadron deployed 28 helicopters, four RQ-7 SHADOW UAVs, 36 rolling stock vehicles, 101 containers and 528 paratroopers to Kuwait, achieving mission operational capability in just 26 days with no recordable accidents or injuries to personnel.

Overall, the squadron flew 2,680 hours with extraordinary support from maintenance, fuels and munitions, including multiple forward arming and refueling points.

Awarded the Brig. Gen. Carl I. Hutton Memorial Award were, from left, LTC Joseph Clark, USA, (presenter, MG Ronald K. Andreson, USA (Ret)), CSM Mark Anthony Claudio, USA, and CW4 Bill McKenna, USA.

ABOUT THE AWARD

The Brig. Gen. Carl I. Hutton Memorial Award is presented annually to the Army unit determined by the Department of the Army to have demonstrated outstanding professionalism and contributed immeasurably to the advancement of flight safety in Army aviation during the award period.
Lt. Kieran McCarthy, USN, earned his Naval Flight Officer (NFO) Wings and the Daedalian Top Graduate Award at NAS Pensacola on July 30, 2021. He was No. 1 in his class at Training Squadron 86 and is off to be a Weapons Systems Officer (WSO) in the F/A-18F Super Hornet.

Pictured from left to right are: CAPT Scott Janik, USN, Commodore Training Air Wing 6; RADM Don Quinn, USN (Ret), Shangri-La Flight; LT Kieran McCarthy, USN; and RADM Darryl Walker, USN, Deputy Director, J3/Operations, U.S. Cyber Command.

1st Lt. Luca Miraglia, Italian Guardia di Finanza, earned his Wings of Gold as a Naval Aviator and the Daedalian Top Graduate Award at NAS Whiting Field, Florida, on Aug. 13, 2021. Miraglia was No. 1 in a class of 21 aviators and will fly the Agusta Westland 169 helicopter at the GDF Air Station, Varese Italy.

Pictured from left to right are: CDR Justin Cobb, USN, CO Helicopter Training Squadron 18; 1st Lt. Luca Miraglia, Italian Guardia di Finanza; CAPT Mike Denkler, USN (Ret), Flight 21 Captain.

1st Lt. Joshua Whitacre, USAF, earned his Combat Systems Officer (CSO) wings and the Daedalian Top Graduate Award at NAS Pensacola, Florida, on July 23, 2021. Whitacre was not only the No. 1 CSO in his class, but he was also No. 1 of 5 Distinguished Graduates in a class of 28. He is off to become a Navigator in the E-3 Sentry (AWACS) at Tinker AFB, Oklahoma.

Pictured from left to right are: guest speaker, Maj. Gen. David Gaedecke, USAF, Vice Commander 16th Air Force (Air Forces Cyber); CAPT Mike Denkler, USN (Ret), Flight 21 Captain; 1st Lt. Joshua Whitacre, USAF; and Col. W. H. “Cliffy” O’Brien, USAF, Commander 479th FTG.
Lt. Kevin Vicencio, USN, earned his Naval Flight Officer Wings on June 25, 2021, and the Daedalian Top Grad Award for finishing No. 1 in his class at Training Squadron 86, NAS Pensacola, Florida. He will be flying the EA-18G Growler at NAS Whidbey Island, Washington. Pictured is CAPT Dan McCort, USN (Ret), Shangri-La Flight Adjutant, presenting the award to LT Kevin Vicencio, USN.

Lt. Benjamin Magnus, USCG, earned his Wings of Gold as a Naval Aviator and the Daedalian Top Graduate Award on July 23, 2021, at NAS Whiting Field, Florida. Magnus was No. 1 in his class of only 15 aviators that included three who made the Commodore’s List with Distinction. He is off to fly the MH-60T at Coast Guard Air Station Borinquen, Puerto Rico. Pictured is CAPT Mike Denkler, USN (Ret), Flight 21 Captain, presenting the plaque to LT Benjamin Magnus, USCG.

Lt. Dylan Ferrell, USN, earned his Naval Aviator Wings on June 25, 2021, at NAS Whiting Field, Florida. By being on the Commodore’s List and finishing No. 1 in his class, he was named the Daedalian Top Graduate. He is off to fly the MH-65D Dolphin at Coast Guard Station North Bend, Oregon. Pictured is RADM Don Quinn, USN (Ret), Shangri-La Flight, presenting the Top Grad plaque to LT Dylan Ferrell, USN.

2nd Lt. Joseph Ouellet, USAF, proudly pinned on his Combat Systems Officer (CSO) Wings on Aug. 20, 2021, and also earned the Order of Daedalians Top Graduate Award as the No. 1 CSO in his class. He also earned two awards as the best EWO and was one of three Distinguished Graduates, recognized by guest speaker, Brig. Gen. AnnMarie Anthony, Deputy Director of Ops (Electromagnetic Spectrum) USSTRATCOM, and Col. “Cliffy” O’Brien, 479th FTG Commander. Ouellet is going to Davis Monthan AFB, Arizona, where he will be an EWO on the EC-130H Compass Call. Pictured is CAPT Mike Denkler, USN (Ret), Flight 21 Captain, presenting the plaque to 2nd Lt. Joseph Ouellet, USAF.
CAPT. ROBERT E. MITCHELL MEMORIAL AWARD

Lt. Cmdr. Sadie M. Henry, Medical Corps, Flight Surgeon, USN, was presented with the Capt. Robert E. Mitchell Memorial Award, as well as the Daedalian Top Graduate Award for finishing No. 1 in her Residency in Aerospace Medicine (RAM) Class at NAS Pensacola, Florida, on July 1, 2021.

The RAM Program is managed by the Navy Aerospace Medical Institute and includes two years of research, clinical rotations, and graduate level military and civilian studies, culminating in a Masters Degree in Public Health from the University of West Florida.

Henry has reported aboard USS Harry S. Truman (CVN-75) as the Senior Medical Officer (SMO).

ABOUT THE AWARD

First presented in 2018, the Capt. Robert E. Mitchell Memorial Award is presented to the outstanding graduate of the U.S. Navy Aerospace Medicine Residency.

HARMON AWARD

On May 24, 2021, Cadet Campbell Andersen was honored as the winner of the Harmon Award. Anderson is the 2021 United States Air Force Academy Top Graduate.

ABOUT THE AWARD

This year, the Frank P. Lahm Flight 9 supported 36 high schools with the Daedalian JROTC Achievement award. Here are the presentations that took place last quarter.

1. Col. Jim DeStout, USAF (Ret) presents the award to Cadet Madison McConnell of Bellbrook High School. She is a senior and will be the Operations Squadron Commander in the fall.

2. Lt. Col. Roger Redwood, USAF (Ret) with the recently awarded NJROTC Cadet Riley South, the Northmont High School recipient. South will be majoring in criminology with Army ROTC at Ohio State next year.

3. Maj. Tim Kunzweiler, USAF (Ret) represents Flight 9 in presenting the Daedalian medal to Cadet 1st Lt. Andrew Surritt. He is going into his senior year at McClain High School.

4. Lt. Col. Roger Redwood, USAF (Ret) presents AFJROTC Cadet Kylie Eagan with the Daedalian medal. Eagan is attending Wayne High School and will be next school year’s Squadron Commander.

5. LTC Roland Haun, USN (Ret) senior instructor, presents Cadet Randy Green with the Daedalian award. He is attending Central Hardin High School in Kentucky.

6. Cadet Mallory June was selected as the Grove City High School recipient. The junior is the varsity Rifle Team Captain and on the Academic and PT/Fitness Teams. She wishes to study at Auburn University.

7. Lt. Col. Kathy Staiger, USAF (Ret), Flight 9 Captain, presents the Daedalian award to her son, Cadet Aaron Staiger. He has been selected for the JROTC summer Flight Academy, a 7-week-long program, and he’ll graduate with his private pilot’s license.

### ABOUT THE AWARD

The Daedalian JROTC Achievement Award is awarded to exceptional cadets who have represented outstanding citizenship and academic excellence.
During our May luncheon, Fighter Flight had the privilege of awarding scholarships to four exceptional cadets from USAF ROTC Det 4 from the University of Nevada, Las Vegas. All have extremely high GPAs and physical fitness scores and want to be USAF pilots.

Carson Small, a sophomore who is going to Field Training this summer, and Kyle Walbroehl, a freshman who is already on contract, received $1,500 scholarships from the flight as well as matching scholarships from National.

Fighter Flight also awarded $1,000 each to Cameron Dowiat, a freshman who is already on contract, and to Dana Surwill, a 17-year-old sophomore who wants to be both a pilot and a doctor.

Additionally, flight member retired Maj. Joe Dinkel, USAF, generously donated $5,000 to Det. Cadet Leya Dagher, a freshman highly praised by UNLV ROTC Detachment leadership who also wants to be an Air Force pilot. His scholarship will help her learn to fly.

None of this would have happened without the tremendous efforts by our scholarship chairman, retired Lt. Col. Bob Hale, USAF.

Our flight members were very impressed by the maturity and efforts of these young Americans.

Fighter Flight awarded the following cadets from USAF ROTC Det 4 from the University of Nevada, Las Vegas, with scholarships of varying amounts (from left to right) Carson Small, Kyle Walbroehl, Cameron Dowiat and Dana Surwill. Flight 62 scholarship chairman, Lt. Col. Bob Hale, USAF (Ret) stands at the podium.

Det. Cadet Leya Dagher received the Major Joe Dinkel $5,000 Scholarship to help her learn to fly. Dagher is a freshman who is highly praised by UNLV ROTC Detachment leadership who also wants to be an Air Force pilot.
Scholarships

Hal George 7th Flight Scholarships

Submitted by:
Col. David Fey, USAF (Ret)
Daedalian Life Member #5878

On May 20, 2021, at 7th Flight’s meeting at Los Angeles AFB, 2020 Daedalian Foundation Scholarship recipients were honored. On Oct. 7 and 8, 2020, nine cadets and midshipmen were interviewed for the scholarships.

The Daedalian Foundation matching funds and an Air Force UPT Class 62A scholarship went to three about-to-be officers:
- Cadet Gabrielle Giuliano, AFROTC at UCLA pursuing a BS Materials Science and Engineering degree at NAS Pensacola, and graduating Sept. 10, 2021.
- Cadet Robert Newberry, AFROTC pursuing a BA Political Science degree at Sheppard AFB, and graduating Sept. 20, 2021.
- Midshipman Reed Orren, NROTC at UCLA pursuing a BS Aerospace Engineering degree at Vance AFB, and graduating July 12, 2021.

The Maj. Gen. Gerald F. Keeling family and 7th Flight donated $9,000 with the rest coming from the Daedalian Foundation.

Brig. Gen. Kenneth Keller Scholarship

Submitted by:
Col. Jim Destout, USAF (Ret)
Daedalian Member #211

Cadet Matthew Redbord is the 2021 recipient of the Brigadier General Kenneth F. Keller Memorial Scholarship. Retired Col. Joe Fitzpatrick, USAF, Flight Captain of the Harley H. Pope Flight, made the presentation to Redbord at AFROTC Detachment 605 initial Cadet Wing Lead Lab, North Carolina A&T State University. Redbord attends High Point University and is an Eagle Scout. He will graduate and be commissioned in May 2022, and he will attend pilot training.


Hal George Flight honored, from left, Midshipman Reed Orren, NROTC, UCLA; Cadet Gabrielle Giuliano, AFROTC, UCLA; and Cadet Robert Newberry, AFROTC; as the 2020 Daedalian Foundation scholarships winners.
The Daedalian Foundation is grateful for all our donors who contribute to inspire tomorrow’s military aviators.

**LT. COL. LES LEAVOY**

**HONOR CIRCLE**

Mr. Laird E. Leavoy
Lt. Col. Edwin L. Curtiss, USAF (Ret)

-$50,000+ CONTRIBUTION-

**ACE OF ACES**

Maj. Gen. Jerry Allen, USAF (Ret)
Lt. Col. Joe Tom Burch, USAF (Ret)
and Mrs. Candice Burch
Maj. Cletus A. Dinkel, USAF (Ret)
Mrs. Barbara Rose Hedges
Col. Loren and Randy Spencer
Col. John L. Wagner, USAF (Ret)
MAJ Charles Zabriskie Jr., USAR (Ret)

-$20,000+ CONTRIBUTION-

**TRIPLE ACE**

Col. James W. Kellogg, USAF (Ret)
COL Daniel Meyers, USA (Ret)
Col. William R. Stewart, Jr., USAF (Ret)

-$15,000+ CONTRIBUTION-

**DOUBLE ACE**

Maj. Gen. Ronald K. “Andy” Andreson,
USA (Ret)
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)
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COL Daniel L. Meyers, USA (Ret)
Maj. Ann Lisa Piercy, USAF (Ret)
Lt. Gen. Ray B. Sitton, USAF (Ret)

-$10,000+ CONTRIBUTION-

**EAGLE WING**

**ACE**

Maj. Phillip C. Anderson, USAF (Ret)
Maj. Roger N. Anderson Sr., USAF (Ret)
Lt. Col. Michael A. Buck, USAF (Ret)
Lt. Col. Lawrence P. Bush, USAF (Ret)
Col. Robert H. Campbell, USAF (Ret)
Lt. Col. Gary C. Christensen, USAF (Ret)
Class 62A
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It was clear to me that flying my childhood dream machine, the F-4 Phantom, was more important.

- Col. Barry J. Bruns, USAF (Ret)

Timing. Every military aviator has pondered how timing influences our careers, our lives and our very existence. In this case, the timing deals with the rapid changes in our flying communities that occurred in the years after the evacuation of Saigon. After graduating from United States Air Force Academy in 1971, I was eager to complete undergraduate pilot training (UPT) and join the show in southeast Asia (SEA). But an opportunity to cram in a masters degree in six months was too good to pass up, and the war would wait — wouldn’t it?

But an invitation to compete for a Rhodes Scholarship was too much. It was clear to me that flying my childhood dream machine, the F-4 Phantom, was more important than even a life-changing two or three years of study in Europe. So, UPT started for me in February 1972, four to six months behind my classmates. UPT at Willy Air Patch, my prime assignment, then replacement training unit (RTU) at MacDill in brand new F-4Es. Our instructors were SEA returnees, so we learned fast. My first operational assignment was to join the 49TFW at Holloman Air Force Base, New Mexico — not to join my classmates in SEA.

Then, orders arrived to Nakhon Phenom, Royal Thailand Air Force Base (RTAFB) followed by two weeks of OV-10 training stuffed into 90 days. Oh well, forward air controllers (FACs) were in the thick of the war. By the time I arrived at Nakhon Phanom Royal Thai Air Force Base (NKPR), Saigon was abandoned. We were still on a war footing, but being the Duty Pig during the Koh Tang Island incident was not exactly what I call a combat sortie. The war was not waiting. We left NKPR after about half a year, but had the opportunity to finish our remote tour flying OV-10s out of Osan Air Force Base, Korea.

In 1974, the fuel crunch began, which meant not many flight hours at Holloman. We barely stayed current even with a month in Bitburg, so no flight lead check out in the Phantom. A lot was packed into the one-year tour in OV-10s. The squadrons had to develop their flight leads, instructor pilots (IPs) and stan eval flight examiners, so I at least got a few hours as flight lead and IP. Eventually, I escaped and was assigned back to F-4Ds in the reconstituted 388th Tactical Fighter Wing, moving from Korat, Thailand, to Hill Air Force Base, Utah.

With enough hours after-re-qual, my commander gave me my flight lead check — four ship, low level to the controlled range, back down initial with all four just above minimum fuel. But a new flight lead is just that — new — and experience is just beginning. Then the
ORI hit and we stood down to support the two squadrons who were in the barrel. They needed some augmentation with crew dogs, so when I showed up one morning, the schedulers sent me across the street to the squadron that was starting the ORI that day. Walking in just in time to start the briefing, they quickly introduced me to the three other pilots and back-seaters, Weapons Systems Operators (WSOs) and to my own WSO. The ORI Team Chief, a colonel, and his WSO were going to tag along and observe the first 388 TFW ORI sortie since the SEA war. The pucker factor was noticeable, but what the Hell, I was just blue four. If I could remember three words — four, bingo and mayday — I would be okay.

The mission was to meet a tanker over Utah, fly onto a first-look Army range somewhere in central California, make one pass against some armored personnel carriers in a desert and beat cheeks back to Hill. It was a long fighter mission for stateside, and to preserve crew duty day, it had been planned overnight by the mission planning cell, not by the crews flying the mission. It was pushing fuel limits, so everything had to work just right. Our first look at the plan was when the briefing started. Oh well, four, bingo, mayday — I would be okay.

Simulating bomb loads, we took off individually with 20 second spacing. When the flight lead’s landing gear did not retract, he cleared the way for No. 2, a new lieutenant fresh out of RTU, and passed the lead onto No. 3 that had new flight lead in the F-4, fresh out of a T-37 IP job at a UPT base. He had hours, but not many in fighters. As we’re beginning our takeoff roll, I’m thinking, “This should be interesting for the Tweet guy (No. 3 lead).” He must have been thinking the same, because his gear did not retract either. Coincidence? Circuit Breaker? Afterwards, there was a lot of quiet speculation about that, but I never heard anything further. In the meantime, the old FAC in me reared up and took the flight. “No. 2, veer off to the left, and I’ll take the lead on your right.”

“*It had been planned overnight by the mission planning cell, not by the crews flying the mission.*”

– Col. Barry J. Bruns, USAF (Ret)
control freq, telling them we’d enter from the north rather than the south. “You’re cleared, the range is yours.”

Have you ever tried to find a camouflaged armored personal carrier (APC) amongst a bunch of desert sand dunes? It was not working for me, but Harry thought he saw it. No. 2 comes on the radio, “My pitch stab aug just failed.” “Ok two, you hold high and dry with the colonel, we’ll make our pass and rejoin southeast of the target area and head home,” I replied. Switches set, master arm on, mils set on the bomb sight, Harry took the aircraft and pointed it down in the general direction of the APC. I see the damn thing, mae a quick correction for our 30-degree dive bomb pass, and pickle the bombs from the SUU 21 practice bomb dispenser. Nothing released! All that work for a dispenser full of hung bombs. At least the doors closed so we did not have to worry about dropping them somewhere on the way home.

As we rejoined, switches safe, doors closed and confirmed with a battle damage check by No. 2, I began working for a brand-new clearance to Hill. Center was a bit growly since we had cancelled our original IFR-VFR-IFR clearance with a VFR delay at the TACAN, but we were going back to Hill and needed higher altitudes to make it.

It was a quiet trip home, with Harry and me trying to figure out what was wrong with the plan and what we’d say to the colonel during the debrief.

Several people from the squadron met us at the door, including the squadron commander, but we kept quiet about the screwups until we could debrief. Today, however, timing was on our side. The ORI team chief said, “Captain, do you have anything for me? I have another meeting I need to attend and would like to beg off from your debrief.” “No sir, thanks for hanging in there with us today,” I said. I’ll never forget what he said next, “God, I’m glad I was not leading that gaggle. Good job.”

I then debriefed the squadron commander, exec and a very chagrined mission planning cell. “We planned it to the wrong TACAN! How in Hell did you make that work? Cancelled IFR? Oh My God.” Once the mission was planned correctly, it became a semi-standard event for the remainder of the ORI, and all of them went well. Both squadrons passed their ORIs and the 388th TFW was combat ready again. The ORI team never tumbled to the mission planning snafu.

No one in the 421st ever talked about it very much, but I suddenly found myself leading a lot of flights, including some complex multi-flight missions supporting red flag flown out of Hill, with tankers each way. Lt. Col. Ashy, my squadron commander, later told me that his counterpart at the squadron I had supported called him when we took off, and asked if they should recall us or let us go. Ashy said, “Well, I just checked him out, let him lead it.” And, that was that. Somewhere before we re-entered airspace in Utah in 1976, I had become an experienced F-4 flight lead. Seems like yesterday.

“It was a quiet trip home, with Harry and me trying to figure out what was wrong with the plan and what we’d say to the colonel during the debrief.”

- Col. Barry J. Bruns, USAF (Ret)
Space Suit Navigator

BY: COL. CURTIS D. DALE, PHD, USAF (RET)
Daedalian Member #2342

The two crew members walk the few steps from the Life Support design room to the big, humming yellow van. As they enter, a technician helps them ease into large recliners and connects the intercom and ventilating hoses. He then hovers nearby during the ride to the aircraft and the short wait while final checks and preparations are made. At the ready signal, the crewmembers leave the van and climb into the cockpit of the strange looking aircraft with life support technicians’ aid. Then come the final touches, the harnesses are connected, the aircraft-to-suit connections are checked, and the face visors are closed. Within, everything is ready and the technicians withdraw and another RB-57F flight begins.

A highly modified version of the B57F light bomber, the RB-57F is designed to give a combination of extremely high altitude and long range while carrying a large scientific payload. From flight planning to landing, navigating the RB-57 F is also quite different from anything else in the Air Force.

The “F’s” characteristics make it an ideal platform for many high-altitude projects involving a variety of scientific equipment. Since many missions are “first time” or “one-of-a-kind,” the navigator is involved in the planning process from the very beginning of each project. The RB-57F navigator is responsible for many areas beyond navigation, such as use of the myriad payload systems that may be installed, as well as use of the full-pressure suit. During a mission, the navigator must function as a copilot, mission director, weather observer, special equipment operator and — of course — navigator.

All RB-57F crewmembers in the 56th and 58th Weather Reconnaissance Squadrons are volunteers specifically selected for the assignment. Since the navigator cannot be directly observed in flight and there are no simulators for the RB-57F, the intensive ground training program is completed before the first mission is flown. All the navigators assigned to the program are extremely experienced, so training concentrates on the peculiar characteristics of the “F” and a thorough review of grid procedures. There is no such thing as a “routine” mission, but to get an idea of the operation, let’s follow an atmospheric sampling mission from flight planning to final debriefing.

Planning for the flight begins with a complete briefing by a Plans Officer or a representative of the “customer.” Then, the navigator lays out the mission, working up a complete fuel plan and gathering the sampling and weather data logs. Knowing that even small chores become
great when working in a full-pressure suit, he prepares everything he may need in flight. On the day of the flight, the crew shows up two hours before the scheduled block time to complete last minute requirements. Upon arriving in the squadron area, a preflight medical checkup is administered. If a primary flight crew member should fail, a backup member takes over. After the medical check, the crew receives a weather briefing and a final briefing in the mission control section. The flight medicine section prepares a high protein, low residue, preflight meal for the crew, consisting of steak, eggs, toast, milk and juice, and is meant to help prevent trapped gas problems in high altitude flight. Since the crew will spend six to eight hours in a full-pressure suit, they must be careful about their intake.

After eating, the crew begins donning their pressure suits, aided by highly trained Life Support specialists. The suit is a full space suit almost identical to those worn by the Gemini astronauts during the first space walks. Each crewmember has two suits.

The crewmember dons his suit before leaving the Life Support Section and pressurizes it to check for malfunctions. It is again inspected after the crewmember is in the cockpit to insure its compatibility with aircraft systems. The visor is closed, remaining closed until the aircraft lands. In the unlikely event of a rapid decompression, the suit automatically pressurizes and keeps the navigator at an altitude of 35,000 feet until the aircraft can descend to a safer level.

Aircraft pre-flight is handled by a backup crew, so the engines are started when the final cockpit suit check is completed. Because the pressure suit cooling system is inefficient until the aircraft is airborne, the crew can become uncomfortable quickly. Ground control and the tower are aware of this, so taxi and takeoff clearances are quickly coordinated. During taxi and takeoff, the navigator reads all checklists and coordinates all clearances, much as the copilot does in multi-seat aircraft.

Once on the runway, the TF-33 turbofan engines are bought up to takeoff power, and after a very short takeoff roll, the huge wings of the “F” have it airborne. The J-60 engines are air-started as the gear is retracted, and power on the TF-33s is increased for the climb.

The navigator is busy with the checklists. Clearance is received for VFR above FL 600, and the crew relaxes slightly and finishes the checklists. Since the navigator will be entering grid at level off, the aircraft commander takes charge of the radios, freeing the nav for his navigation and sampling duties.

The RB-57F is fitted with the 511F sextant and viewing system. The instrument is designed for operation in the small cockpit and makes it possible for the navigator to do all his celestial
work at his seat. Observations are made through a viewer mounted at eye level in the systems control panel in front of the navigator. The RB-57F must rely heavily on dead reckoning (DR) and celestial navigation, as the aircraft has no LORAN, radar altimeter or standby directional gyro to aid in long range navigation. It is, however, equipped with an AN/APN 102 Doppler Navigation System which supplies groundspeed and drift information, which aids basic DR. VOR, TACAN and ADF are also available. The navigator must have complete faith in his ability to produce good DR with the few navigational aids available.

The Baird-Atomic sextant has proven very reliable on missions. Observations can be obtained through a full 360 degrees in azimuth and -4 to +90 degrees in elevation. It can also take celestial readings during dawn or twilight periods when celestial shots are not normally possible.

Thorough mission preplanning pays off in flight. Writing while wearing pressure suit gloves has been compared to trying to tie your shoes while wearing boxing gloves. While the comparison may be an exaggeration, great care must be taken if log and chart entries are to be legible. Inflight procedures for logs, charts and data forms are also simplified as much as possible within the bounds of good navigation and mission accomplishment.

The RB-57F has often been called the aircraft with a fighter’s cockpit and a bomber’s endurance. Bodily movement in the confining cockpit is tremendously restricted by the full-pressure suit. Every “F” navigator therefore carries at least two DR kits to ensure that he has a backup of each item, should he drop something in flight. The pacing is too critical during most missions to risk having to “make do” without a piece of equipment.

Approximately six hours after takeoff, the aircraft commander is ready to start descent and requests an approach. The navigator has completed all the enroute sampling requirements, but his duties are far from over. He will read all checklists, copy frequencies and approach instructions, compute landing data and assist the aircraft commander as a copilot and flight engineer would do in a larger aircraft.

As soon as the canopy opens, Life Support technicians hurry to the cockpit and assist the crew members exit. After a short ride back to the dressing room, the pressure suits are removed, and the crew members relax with a tall, cool beverage or king-size serving of ice cream. Then, a post-flight medical check is completed and the “customer” requirements are debriefed — another mission over.

Close crew coordination and complete understanding of the mission, aircraft and procedures are paramount on every flight. Each mission is complicated, demanding and extremely busy for the navigator, but when it is completed, he knows he has made another important contribution to probing our environment. Few assignments are as challenging as those carried out in the Air Weather Service’s small but elite groups of “space suit” navigators.

This article was originally published in The MAC Navigator in 1971.

“The RB-57F has often been called the aircraft with a fighter’s cockpit and a bomber’s endurance.”

- Col. Curtis D. Dale, PhD, USAF (Ret)
As I look back through my aviation career, I’m reminded of so many interesting missions — but if I had to pick the best, it would probably be my mission to Moscow. I was a brand new Major and Assistant Chief Pilot in the 18 MAS, flying the C-141B at McGuire Air Force Base, New Jersey. We received a tasking for an Augmented Crew to make an extremely high-priority State Department run to what was then the Soviet Union. Each crewmember had to have a Russian visa, but such visas were only good for a 24-hour window. That meant the crew would have to be available on short notice to position to Frankfurt, FRG (EDAF) for the flight into Moscow’s Sheremetyevo Airport (UUEE). Russian visas also required notoriously long lead times, so we reasoned that the best way to avoid problems was to prepare three full crews with visas. The ops tempo was very heavy at the time, so we picked folks that had the best chance of being on station, just in case. I was one of those people.

This trip was a pretty big deal since the Cold War was still very chilly, and we didn’t fly into Russia at all. We were supposed to have a grey and white aircraft — no camouflage was allowed. We didn’t have a lot of insight into the reasons for the mission, but at the time, a lot of electronic listening “bugs” were found in the new U.S. Embassy that was being built. We had a “sex for secrets” investigation going on with some of the Embassy personnel. We later learned that George Schultz needed a secure way to communicate with the White House, and we were supposed to bring him that capability. Crew No. 1 was skinned off for another priority mission just days before the projected
launch, and crew No. 2 fell apart for reasons I can’t remember. I was the Aircraft Commander of crew No. 3, and we found ourselves dead-heading to Frankfurt (EDAF) from Andrews, Air Force Base (KADW). The plan was to fly to Moscow (UUEE), off-load the cargo, fly back to EDAF and wait a week (which would really lower my wiener schnitzel and Pils low level lights). We’d then fly back in, pick up the cargo and fly back to EDAF. All in all, not too bad.

The mission plan included a hard requirement for a Russian navigator and a radio operator to go with us. We picked them up on the civilian side of the airfield (EDDF) and they rode with us for all four legs of the flight. We got our preferred routing and weather wasn’t a factor. We weren’t accustomed to using metric units, so we carried charts to show us equivalent altitudes. We didn’t have a metric conversion chart for the winds either, so we used the data from our inertial navigation system.

We asked the Russian radioman to speak in English when he could, or let us know what was said when he couldn’t. We flew over places I’d only heard about from WWII accounts, like Riga, Latvia. The State Department folks were very concerned (read “paranoid”) about the Russians getting anywhere near the cargo. Of course, the C-141 lavatory was down in the cargo compartment, so I became the go-between for lavatory use by our Russian “crewmembers.” At our destination, we got radar vectors for an ILS approach and were below the overcast at about 5,000 feet.

I remember seeing all the hammers and sickles on the tails of the IL 76s as we taxied in, and when we stopped, our aircraft was surrounded by extremely young, armed soldiers. We had to surrender our passports when we got off the airplane. The Embassy had already briefed us to expect that, but it was still a little disconcerting. When the Embassy people had finished off-loading the aircraft, they came up to us and told us how really great it was to see the “Stars and Stripes” on the t-tail, standing tall among all those other Russian aircraft. It was one of my best moments there, and really did my heart good.

One other interesting situation. The Russian version of “Base Ops” was filled with people who were curious about us Americans coming on their field. I thought I could sense a feeling of impending doom in their eyes, though. As we filled out our flight plan, a uniformed woman who was cordial to us gave us some sunflower seeds and conversed with us in English. I thought this was a great gesture, so I brought a large Butterfinger bar back with me on the return flight as a sign of good will for her kindness. She wasn’t there, and another woman who was, either didn’t understand the gesture or didn’t like it very much. I left the candy bar on our friendly woman’s desk, and we joked later about whether the KGB had cut it into small pieces to see if there was anything nefarious inside.

“ I remember seeing all the hammers and sickles on the tails of the IL 76s as we taxied in, and when we stopped, our aircraft was surrounded by extremely young, armed soldiers.”

- Lt. Col. Dan Todd, USAF (Ret)
Periodically, the Flyer will be exploring a contemporary or pertinent title from two perspectives. The first in the series is “The Bomber Mafia” by Malcolm Gladwell.

REVIEWED BY: MRS. PAMELA WATSON

Order of Daedalians Preservationist

“I went to this little museum that commemorates the night of March 9, 1945, when the U.S. Air Force napalmed Tokyo – burned 16 square miles of Tokyo in a matter of hours. I was so moved I wanted to know; ‘How did the United States come to the point where they dropped tons and tons of napalm and burned thousands of people alive?’”

- Malcolm Gladwell

Thus begins the story of “The Bomber Mafia.” In true Gladwell fashion, when there is a question or idea to be pondered, he challenges us to “think in public,” to look at ideas and events from a different angle. This book hones in on a familiar part of history and forces us to question why we are quick to judge others whose situations we don’t understand. Overall, “The Bomber Mafia” is a good read. It is a book of many things: the story of a dream, technological innovation, a clash of personalities with differing perspectives, unintended consequences and a moral conflict.

After the horrendous bloodshed of WWI, the question on the minds of military officers was, “What is the best way to wage war?” Gladwell tells the story of the birth of the Air Corps Tactical School in Montgomery, Alabama, and Haywood Hansell and a group of aviators known as “The Bomber Mafia.” This group of idealists believed the use of air power would allow for a more civilized, moral war. The use of the bomber and the invention of the Norden bombsight made the dream of dropping a bomb from a high altitude into a pickle barrel a reality. Here, Gladwell shares the story of Carl Norden and the bombsight he developed. He also relates how the floods in Pittsburgh highlighted the idea of “chokepoints,” which became part of the theory of strategic bombing.

As the action moves to WWII, Haywood Hansell puts the theory of strategic bombing to the test. Best laid plans often go awry because of unintended consequences. That is exactly what happened. The weather and the resolve of the enemy severely limited success. All things considered, the theory just didn’t work as well as area bombing. But the Air Force and Hansell didn’t give up. As the action moves to the Pacific, the tactic of strategic bombing is tried and thwarted by the discovery of the jet stream and the difficulty of getting the bombers loaded with fuel and napalm over “the Hump” to the target.

It didn’t take long for ‘the idealist’ Hansell to be replaced by Curtis LeMay. LeMay knew the job was to get results. He too wanted an end to war, but believed that the humane thing
BOOK REVIEW

to do would be carpet bombing the cities and devastating the resolve of the enemy, ending the war quickly rather than letting it drag on for years. Thus, he made the decision to napalm Tokyo and other Japanese cities. These events take us back to the initial question — Why would the U.S. do this?

In “The Bomber Mafia,” Gladwell doesn’t want us to decide who is the hero or the villain. He doesn’t want us to choose sides or decide who is right. He wants to illuminate the perspectives of people with different outlooks on the situation, and challenge us to appreciate the impossibility of decision.

In the end, Gladwell gives us a good read that uses a complex part of history to pique our interest in the role of airpower, technology and the idea of fighting a civilized war, today.

“It is a book of many things: the story of a dream, technological innovation, a clash of personalities with differing perspectives, unintended consequences and a moral conflict.”

- Pamela Watson, Order of Daedalians Preservationist

REVIEWED BY: MAJ. WILLIAM G. WATSON, USAF (RET)
Daedalian Member #227

“The only thing necessary for the triumph of evil is that good men do nothing.”
- Usually attributed to Edmund Burke

B LUF: High expectations, big disappointment. Frustrating. He could have done so much better. I liked reading it as a departure point for teaching airpower for the uninitiated as a quick read, and for its potential to spark debate, but it is not really for the military professional. The book lacks context of total war and international relations since the Napoleonic Wars. Widely misses the mark. Malcolm Gladwell writes “The Bomber Mafia” with the outcome known; Air Corps Tactical School (ACTS) theorists did not. Gladwell’s presentation fails to provide any but superficial context regarding the war states of the Third Reich and their implications for total war. To understand the Pacific Theater strategic bombing campaign, understanding annihilation warfare, and Okinawa, is essential. He writes with the luxury of knowing we won, revealing the difference between a philosophical true believer and the practitioner. If one wins war by learning, and application of that learning more rapidly than enemies, outlasting them, Gladwell fails to exploit the opportunity for a worthwhile demonstration to inform the public with this piece.

Those are the opening salvos. Here we go... Gladwell could have done so much better. As a pop subject writer whom I thought could explain complex things in context, and with
precision, I was disappointed. I think Gladwell is an entertaining writer, and I have enjoyed reading some of his previous books and his narrative model of picking out people relatively unknown outside their specialized fields. Upon reflection, I think “The Bomber Mafia” reads more like an extended magazine article. It misses large basics on the elements of national power, great power competition, the context of the great wars of the 20th century and the rise of totalitarian ideologies.

Gladwell sets the story as a loss of innocence, sharing his childhood attraction to airplanes in the preface before concluding with handwringing over the August 1945 atomic bombing with Hiroshima and Nagasaki. With so much solid material available on strategic bombing and the ideological aspects of WWII, it appears he had to discard any unnecessary baggage on the journey to his argument.

Here Norden (the bombsight) and the chemists (napalm) are the standout individuals. He introduces us to well-known founders of airpower, casting Curtis Lemay as both the protagonist and antagonist to Haywood Hansell.

Gladwell writes for the New Yorker, and based on the concept of Davids and Goliaths (insurgency/counterinsurgency), it is understandable that some of his pieces expand into his books. However, this book is a superficial treatment of the history of the development of airpower focused on the American ACTS air warfare theorists and high altitude daylight precision bombing.

Gladwell divided “The Bomber Mafia” into “The Dream” and “The Temptation” — the failed strawman skeleton.

“The Dream” omits facts on interwar innovation that all of the major powers were pursuing in technology and concepts, despite treaties meant to cement the end of war. In evidence is the omission of any mention of contemporary theorists such as Italian Giulio Douhet, responsible for the “shatter civilian morale” model. The Air Power theorists of the ACTS (Department of the Army) weren’t “dreaming.” They were undertaking serious and sincere theoretical study into an unknown area. The duration and carnage of The Great War and its concomitant impact on civilization loomed large, and their work attempted to advance a warfighting domain with the potential to avoid that level of destruction.

In “The Temptation,” he misapplies Christian Biblical Theology to pose the morality anvil to hammer against, juxtaposing Jesus Christ’s temptation by Satan in the desert narrative. It could be offensive as it is stated in a way that shows only a casual understanding by stating “in the Bible” without citation; one may think he was stuck on the idea of it for developing his desired narrative.

“It misses large basics on the elements of national power, great power competition, the context of the great wars of the 20th century and the rise of totalitarian ideologies.”

- Maj. William G. Watson, USAF (Ret)
Good friend Gary McDaniel gave me two of Stephen Ambrose’s books to read: “The Wild Blue” and “Citizen Soldiers.” I will not review the latter, as it has little to do with aviation. However, it is a very good read on the U.S. Army from the Normandy beaches to the Bulge to the surrender of Germany. I think it compares favorably to author Ambrose’s “Band of Brothers” story, which many of you are familiar with in either book or television series format — the man writes extremely well. I recommend it to you.

Now, back to “The Wild Blue.” George McGovern — yes, that George McGovern, former U.S. Senator and presidential candidate — was looking for an author to write the memoirs of his World War II experiences as a 22-year-old B-24 pilot in Europe. He settles on Ambrose as the guy for the job. Ambrose agrees to write them, but he makes the book about more than McGovern.

He makes it a terrific story about how the 8th Air Force was able to get past the flak, fighters, weather, 50% losses and other impediments to complete their missions and play a key role in the Allied victory over Germany. Ambrose follows McGovern and his crew through their training, arrival in England and their combat tour. Ambrose does an outstanding job of researching records and talking to hundreds of aircrew members to get perspective on what it was like and what it took to complete the 35 mission requirement to finish a tour of combat.

In addition to following McGovern’s crew, you will also meet dozens of others and follow them on their missions, giving you a good look and feel for what it was like to be in and fly an 8th Air Force B-24 in combat.

This is a very good read, and the book should be easy to find in book stores or online.
This is a good book for your library or a gift for someone interested in a flying career.

- Col. Francis L. Kapp, USAF (Ret)

This rather unusual book, loaned to me by our National Commander, Maj. Gen. Jerry Allen, is well worth your time to read. The book is subtitled “Life Lessons from Old Pilots,” and is a compilation of stories from 29 of the 30+ members of the Friday Pilots of Tucson, a group of former military pilots, who meet for lunch every Friday to eat laugh and lie (according to the fact sheet that accompanied the book).

Editor Don Shepperd has done a great job of putting the stories together. The authors have a very wide range of flying backgrounds and experiences, and all of their tales are worth reading. The only thing they have in common is flying. Their lessons learned are worth remembering, particularly if you are young enough to still be flying.

This is a good book for your library or a gift for someone interested in a flying career. I noted that this is the second book written by the Friday Pilots. Their first is “The Friday Pilots.” Both are available through Amazon Books and proceeds go to the Fisher House to aid military families. I think I will try to get a copy of “The Friday Pilots.”

Incidentally, what made Allen’s copy so cool is that all the authors signed it.
I enjoyed this book. Author Samuel Hynes takes a slightly different look at American fliers in World War I. Much of the book is about the aviators: where they came from, how they trained, what they had to go through prior to combat, and, throughout it all, how they felt about flying and aerial warfare.

I did not realize until I read this book that many fliers came from early college flying programs (Harvard, Yale, Stanford and others). As a result, there were many pilots who were well educated and well-to-do, and wanted to get into the war and fight against Germany.

Their reasons varied, but a central theme was a romantic and chivalrous view of war. Flying at the time was new, fun and exciting, which seemed to be a major factor in deciding to fly and join the air service.

Before they could fight, they had to be trained, which Hynes covers well. After earning wings and commissions, it’s over to France, only to find they must go through training again, then help build their airfields (think manual labor) before they get their planes.

Initially, the planes were French castoffs, which were not combat capable, as they had to get their maintenance tail in place, then find guns for the planes. When all is ready, they fly combat missions (pursuit, observation or bombing). All three mission types are covered well. As more and better planes become available, the fledgling U.S. Air Service is off the ground, but with growing pains along with its successes.

Hynes does a good job capturing the spirit and enthusiasm of the fliers.

“Samuel Hynes does a good job capturing the spirit and enthusiasm of the fliers.”

- Col. Francis L. Kapp, USAF (Ret)
APRIL MEETING

On April 20, we held our Flight 9 monthly meeting via Zoom. We had 22 members in attendance. We had our invocation and Pledge of Allegiance, as well as our standard toasts and an update on flight business, followed by a presentation from flight member retired Maj. Tim “K9” Kunzweiler, USAF, on his experiences with the EC-130E Airborne Battlefield Command and Control Center (ABCCC) during the Gulf War.

A fascinating part of the presentation was finding out that the ABCCC was a long pod that was inserted into the EC-130, completely filling the cargo compartment. It started out as completely analog, but by the third iteration, ABCCC-III, it was converted to digital. The EC-130 flew 450 missions during Desert Storm. A very interesting presentation.

After the presentation, we randomly selected a flight member to receive a book donated by K9 on Desert Storm. The winner was retired Maj. Gen. Ed Mechenbier, USAFR.

MAY MEETING

On Tuesday, May 18, we had our Annual Golf Outing at Locust Hills Golf Club in Springfield. After 18 holes of golf in great weather, we had a pork and chicken dinner meal. We then held our business meeting, during which we presented our two DFT students who soloed in 2020 with flight jackets and the new Daedalian coin! We then handed out the golf awards.

The winning team of Flight 9’s annual golf outing were, from left, Maj. Gen. Ed Mechenbier, USAFR (Ret), Lt. Col. Dion Makris, USAF (Ret), Col Bill Schaff, USAF (Ret) and Lt. Col. Bill Gotcher, USAF (Ret).

The winning team was made up of retired Maj. Gen. Ed Mechenbier, USAFR; retired Col. Bill Schaff, USAF; retired Lt. Col. Dion Makris, USAF; and retired Lt. Col. Bill Gotcher, USAF, (pending the results of the post-golf drug testing). Closest to the pin for the women was won by retired Lt. Col. Kathy Staiger (rules stated that the winner didn’t have to be “on the green” but we should have stipulated “In the same zip code”), and the men’s closest to the pin was won by Gotcher (watch his handicap get adjusted next year).

The last place team will not be named here (to protect the guilty) but was presented with airline bottles of Jack Daniels (which they should have had before they started).

A great time was had by all, and thanks go out to the great staff at Locust Hills!

JUNE MEETING

On June 15, Flight 9 had its first full in-person dinner meeting. It was held at
Lt. Col. Kathy Staiger, USAF (Ret), Flight Captain, left; and Lt. Col. Roger Redwood, USAF (Ret), scholarship committee chairman, right; present Cadet Curtis Mackey (middle) with the Egan Scholarship at the Flight 9’s August meeting.

Flyboy’s Deli in Oakwood, Ohio. It was really great to see fellow flight members again, and 29 people were in attendance. It was “Open Mic” night, and after the pledge, toasts, dinner and a little flight business, seven of our members got up and told some very interesting and entertaining “war stories”. Prizes were awarded to retired Lt. Col. Chuck Poore, USAF; retired Lt. Col. Ed Hosbach, USAF; and retired Lt. Col. Fred Pumroy, USAF, for their stories. A great time was had by all!

**JULY MEETING**

July’s meeting was a luncheon meeting at the Carillon Brewing Company at Carillon Park on Wednesday, July 21. One of our scholarship application ROTC cadets, Nathan Gleckler, from the University of Cincinnati, joined us. He has been selected to become a Combat Systems Operator (CSO). After lunch, a group of us toured Carillon Park, particularly the Wright Bicycle Shop. Gleckler accompanied us and had a great time!

**AUGUST MEETING**

The August dinner meeting was held at the Wright Brothers Airport in front of the Wright-B Flyer. Attendance was great, with many members, spouses and guests. After dinner, Flight Captain, retired Lt. Col. Kathy Staiger, USAF, updated immediate flight business, while retired Lt. Col. Mike Uecker, USAF, and retired Lt. Col. Roger Redwood, USAF, updated the status of DFT and scholarships, respectively.

An Egan Scholarship was presented to Cadet Curtis Mackey. Last year, he was a DFT winner. He is a junior at Bowling Green State University (BGSU), and just recently obtained his private pilot’s license.

Retired Lt. Col. Don Stroud, USAF, then gave a great presentation on the status of the Wright-B Flyer replicas. A great time was had by all!
San Diego Flight 13 continued Zoom meetings in 2021 with interesting speakers covering Apollo 13, the U-2 Incident and the U.S. Marine Corps. In July we resumed in-person meetings as we honored the U.S. Coast Guard.

**APRIL MEETING**

On April 8, 2021, Lloyd Mustin gave a great presentation about the problems encountered on the Apollo 13 mission. Mustin has 55 years experience in Aerospace Engineering, including 47 years on Apollo and Space Shuttle as Senior Engineer and Subsystem Manager.

He gave a detailed description of the explosion that happened in the oxygen system, which placed the mission of Apollo 13 in jeopardy.

April was the 51st anniversary of the Apollo 13 mission (April 11-17, 1970). The Apollo program represents one of the great achievements in our exploration of space.

**MAY MEETING**

For our May meeting on the 13th, thanks to Zoom, Francis Gary Powers Jr. was our speaker from his home on the east coast. He made a presentation about his father’s aviation career, the movie “Bridge of Spies” and the U-2 incident.


This month was the 61st anniversary of one of the most talked about events of the Cold War: the downing of the American U-2 spy plane piloted by Francis Gary Powers over the Soviet Union on May 1, 1960.

**JUNE MEETING**

In June, we had a rewarding Zoom meeting as we honored the U.S. Marines 3rd MAW at MCAS Miramar.

The keynote speaker, Col. Scott Koltick, USMC, gave us a snapshot of what’s going on with MAG-11, which oversees three F-18 squadrons, the first F-35C squadron and the KC-130J VMGR-352 squadron.

The Aviator of the Year award, presented by Flight 13, went to Maj. Cory T. Jones, USMC, from the Marine Aerial Refueler Transport Squadron VMGR-352 (Raiders). Jones was the command pilot of a KC-130J which experienced a mid-air collision with an F-35 during refueling operations. This caused damage to the number three and four engines and propellers, ripping open the fuselage, and severely damaging the right main landing gear.

Jones used his superior piloting skills to maneuver his plane to a safe landing in a farmer’s field. His immediate reactions to a...
Flight 13’s July speaker, LCDR Scott Verhage (far left), looks on as Rob Pollock (far right), Flight 13 Coast Guard program coordinator, presents the 2021 San Diego Coast Guard Aircrew of the Year Award to the crew of CGNR 6014, from left, Petty Officer Joshua Carlson, Petty Officer Cody Meyers and LCDR Jack Shadwick. Crew member LT Jackson McGinnis was not present.

potentially catastrophic situation in the 12 minutes from mid-air impact to a successful landing were instrumental in saving the lives of the entire crew.

The outstanding professionalism and airmanship demonstrated by Jones during this harrowing emergency reflect great credit upon himself, his squadron and the USMC.

The Aviator of the Year award, presented by Flight 13, went to Maj. Cory T. Jones, USMC, from the Marine Aerial Refueler Transport Squadron VMGR-352 (Raiders).

JULY MEETING

In July, we resumed in-person meetings as we honored the U.S. Coast Guard San Diego Sector and presented the Aircrew of the Year Award.

Our speaker, Lt. Cmdr. Scott Verhage gave us an update on the current activities of their units, and discussed the many challenges they face with the illegal drug and migrant personnel smuggling operations in the San Diego area.

The 2021 San Diego Coast Guard Aircrew of the Year Award was awarded to the crew of CGNR 6014: Lt. Cmdr. Jack Shadwick (Command Pilot), Lt. Jackson McGinnis (Co-Pilot), Petty Officer Joshua Carlson (Aviation Survival Technician 2nd Class), and Petty Officer Cody Meyers (Avionics Electrical Technician 1st Class).

On Jan. 19, 2021, this crew was tasked with providing over-watch of a 30-foot migrant vessel with 21 souls onboard. With the vessel rapidly drifting toward shoal water and the migrants suffering from hypothermia, it was necessary to begin hoisting operations. Over the next 1.5 hours, the crew successfully completed nine basket recoveries and nine harness relocations of the swimmer to the vessel, ultimately saving nine lives.
As the late George Jones sang in one of his songs:

“It just don’t get any better than this. That’s about as good as good ever gets.
If there’s anything better, it’s somethin’ I missed.
It just don’t get any better than this.”

That’s the way the flight members and guests felt as they enjoyed our June flight meeting! A beautiful afternoon. Wonderful people. Great food. Perfect venue. Warbirds in the background. Private static HH-60 tour. Visiting with active duty airmen. And an awesome sunset to close the meeting.

Can you believe it? A U.S. Army Black Hawk helicopter and crew flew their bird from Hunter AAF, Georgia, to Falcon Field airport, just for our flight. Around 30 flight members and guests met at the Commemorative Air Force’s “Airbase Georgia” Wing in Peachtree City.

The U.S. Army Black Hawk helicopter crew of, from left, CPT Patrick Ennis, SFC Daniel Sherwin, SPC Jayson Davis and CW3 John Coreil pose with Flight Captain Dale “Juice” Najewski (center).

The helicopter and crew landed plenty early to allow time for flight members to get a personal helicopter tour and a good visit with the crew. Their HH-60 Black Hawk helicopter was a medical evacuation (MEDEVAC) version, designed to evacuate
Flight 102 members and guests speak with CW3 John Coreil of the HH-60 Black Hawk helicopter.

Wounded troops from the battlefield. The pilots, engineer and medic had many “down-range” deployments under their belts, allowing for some amazing first-hand stories flying in today’s combat environment. It was most interesting to speak with these active duty airmen about their mission and the helicopter.

We owe a special “thank you” to flight member retired Maj. Gen. George Harrison, USAF, for giving our honored HH-60 crew guests a personal VIP tour of the CAF hangar. They were quite impressed as “General George” briefed and walked them around the Douglas SBD-5 Dauntless, the FG-1D Corsair, the North American P-51 Mustang, the Bell P-63 Kingcobra, the North American LT-6, the Fairchild PT-19A, the Beechcraft T-34 Mentor, and the Nakajima B5N2 “Kate” (Replica). It was the perfect venue.

Yep! It just don’t get any better than this ... unless you had been there.

Headquarters wants to know what your flight is doing!

Send in your flight updates via Salesforce
JUNE MEETING

Shangri-La Flight’s dinner meeting was a classy and nostalgic affair. Guest speakers were retired Rear Adm. Kyle Cozad, USN, and retired Capt. Sterling Gilliam, USN. Cozad is the President and CEO of the Naval Aviation Museum Foundation, and Gilliam is the Director of the National Naval Aviation Museum. They provided thorough updates on the activities and programs of the foundation and museum, including the exciting return of the Science Technology Academies Reinforcing Basic Aviation Space Exploration (STARBASE), dodstarbase.org, program to NAS Pensacola and the National Flight Academy in 2022!

The STARBASE program will allow fifth grade students from Title 1 schools in the local community to learn science, technology, engineering and math (STEM) related topics and challenge them with “hands-on, minds-on” experimental activities. Currently, there are approximately 70 STARBASE programs nationally, and Pensacola will be the fourth in Florida.

Also, YOUR National Naval Aviation Museum, navalaviationmuseum.org, is OPEN! The museum is the largest tourist attraction in northwest Florida, and even though visitation is restricted due to increased force protection measures and COVID protocols, holders of DoD identification cards can escort a number of visitors. It is a fascinating, world-class venue and the best place to watch the Blue Angels practice up close and personal.

The flight was honored to host Pensacola City Councilwoman Teniadé Broughton, an inspirational community leader.
leader who serves on the General “Chappie” James Museum Board of Directors. Being well aware of the late James’ prominence in the Order of Daedalians, Broughton was delighted with our traditions and enjoyed the opportunity to engage with Cozad and Gilliam.

The nostalgic event of the evening was the induction ceremony when we welcomed new members retired Capt. Dave Hulbert, USNR, retired Cmdr. Olaf Talbert, USN, and retired Lt. Cmdr. George Sigler, USN. Sigler owns Skywarrior Aviation in Pensacola, where we train our DFT candidates.

After a 45-year hiatus, Hulbert and Shangri-La’s own retired Capt. Dan McCort, Adjutant & DFT Coordinator, were reunited, having been roommates aboard USS RANGER (CV-61) as new F-4J Phantom pilots in Fighter Squadron 154!

Jerry Allen, USAF! He was “surrounded” by 125 members and guests, and he shared his table with: Rear Adm. Pete Garvin, USN, Commander Naval Education; Training Command retired Rear Adm. Kyle Cozad, USN, and wife, Amy; and Col. William H. O’Brien, IV, USAF, and wife, Kate. O’Brien is the 479th Flying Training Group Commander.

Allen participated in the presentation of two DFT solo certificates to Cadet Zach Panici, AROTC, University of West Florida and Cadet Gabe Davenport, enroute to AFROTC, University of West Florida.

Our National Commander also presided over the induction ceremony for four new members: Col. “Cliffy” O’Brien (479th FTG C/C, NAS Pensacola); retired Capt. Ed Jorgensen, MC (FS), USN — the flight’s newest Life Member; retired Capt. Maureen Padden, MC (FS), USN; and retired Cdmr. Mark Doyle, USN. Jorgensen and Padden are former Navy Flight Surgeons.

Allen presented the group with the “20,000 foot view” of the Order and encouraged all of us to spread the good word and recruit new members. A great time was had by all!
Kitty Hawk Daedalians enjoyed a special evening as we kicked off live meetings after a 15-month break in the action because of the coronavirus lockdown. Thanks to the 4th Fighter Wing Commander, Col. Kurt Helphinstine, USAF, we were able to christen our new Daedalian Room and Kitty Hawk Bar in Eagles Landing, Seymour Johnson’s newly renovated event center.

This dinner was a belated aircrew awards dinner for the honorees who were selected at the end of 2020 and who normally get treated in January with a dinner for them and their spouses. This year, the Kitty Hawk Daedalian plaques were given out by the respective 4 FW and 916 ARW Operations Group commanders at various aircrew functions in lieu of our normal January dinner. The one exception was Master Sgt. Brian Greer, the 916 ARW Reserve Boom Operator of the Year, because he was TDY, training in the new KC-46A “Pegasus” tanker. Greer has an impressive background and was selected as the cadre boom operator instructor for the 916th ARW. Of interest, he was previously a C-130 Loadmaster at Pope AFB and his wife is an Army Warrant Officer who is currently deployed.

Helphinstine graciously provided the program. In a multipoint presentation, he gave a rundown on what is going on at the air patch, emphasizing new initiatives and programs he has put in place to support our people and families. He then took us on a geopolitical trip around the globe, talking about Air Force concerns and trouble spots, answering questions as they came up. It was an impressive talk and showed his astute knowledge of current news and events. We thank him for sharing his insights and giving a most interesting talk.

Three other honorees were TDY and will be invited with their spouses at subsequent meetings to enjoy a free dinner and perhaps give a talk.
PLAQUE PRESENTATIONS

Flight 8 was able to have our first meeting in July, since the coronavirus lockdown occurred. Unfortunately, the base is again in lockdown with mask and dining constraints, and we have suspended group meetings until further notice.

Fortunately, we were able to have some presentations done at the 334 Fighter Squadron “Eagles” graduation for B-Course F-15E “Strike Eagle” Qualification Course for Class 20-DBE which took place on July 23. The graduation speaker was Maj. Gen. Mark Slocum, USAF, who was a former commander of the 4th Fighter Wing and is now the Director of Operations, Headquarters Air Combat Command, Joint Base Langley-Eustis, Virginia.

The graduation was attended by all the 4 FW leadership and the awards were presented on our behalf by the 334 FS Commander, Lt. Col. Jacob “Nails” Ashmore.

Of significance, the Orville Wright Achievement Award was presented to 1st Lt. William K. Smith, USAF, as the outstanding graduate of the Specialized Undergraduate Pilot Training Program (SUPT) Class 20-02, Vance AFB, Oklahoma, 1st Quarter 2020. Turn to page 25 for more on this presentation.

Of further importance, Lt. Col. Jacob “Nails” Ashmore, USAF, presented the Kitty Hawk Flight’s B-Course F-15E “Strike Eagle” Qualification Pilot plaque to 1st Lt. Dan Perkins, USAF, and the WSO plaque to 1st Lt. Jared Nash, USAF. These selections are made solely by the two FTU Training Squadron Commanders (333 FS “Lancers” and the 334 FS “Eagles”) with input from their respective flight commanders, training, stan/eval and weapons shops.


his spring we had some great meetings. After a luncheon at the Las Vegas National Golf Course in April, 30 members and 16 guests enjoyed hearing some of our members share impressive stories. Retired Maj. Pete Gamage, USAF, spoke of his time as an Air Commando in Panama and retired Lt. Col. Ralph Schneider, USAF, gave a harrowing tale of his ejection from an F-105 and subsequent rescue in Thailand.

**MAY MEETING**

For May, we had two very special events as part of our luncheon attended by 28 members and 16 guests. One of our loyal friends of the flight, Mr. William Beard, reviewed his diverse aviation career. He started out as a young Marine specializing in maintenance on F-4s, including a cruise on the USS Coral Sea. After that, he was instrumental in many test programs at Edwards AFB and Palmdale including the B-1 and being part of the team that set several time-to-climb world records with the C-17. He now leads the flight department for Phillip Ruffin, a prominent businessman and hotel owner in Las Vegas. We also awarded five scholarships to cadets from the USAF ROTC Detachment from UNLV (see pictures of scholarship awardees on page 34).

**JUNE MEETING**

In June, despite temperatures well over 100 degrees, 30 members and eight guests turned out for our luncheon and a presentation from retired Lt. Col. Jordan “Quatro” Carvell, USAF, a former F-16 weapons officer and F-35 pilot. He provided some fascinating insights into flying the F-35 and its modern avionics and tactics.
At our Tuesday, May 18, 2021, meeting, the 26th Gateway Flight was honored to welcome “Historical Phil” Raschke, as our guest speaker via Zoom. He gave our flight an outstanding presentation on the Doolittle Raid.

Maj. Raschke, USA, is a retired military pilot and Purple Heart recipient who served in Vietnam. He holds a master’s degree in mass communications from the University of Tennessee. He is the former managing editor of the Pacific Stars and Stripes newspaper and host of the ‘Historical Phil’ radio show on KLAY radio. Raschke is also the co-producer of the annual Lakewood Film, Art and Book Fest. He currently lives in Lakewood, Washington, with his wife Beverly, their three adult children, nine grandchildren and one great-grandson. Raschke became a friend of many of the ‘Raiders’ over the years.

His presentation included interesting tidbits of information which were not widely known. Raschke’s presentation was a big hit, and the members of the 26th Gateway Flight (and the other Daedalian flight members that dialed in via Zoom) really enjoyed his highly informative presentation.

Thanks to Raschke on a job well done!
The April 2021 virtual meeting of Cascade Flight drew 25 members and Maureen DeFelice, Daedalian Executive Director. Vice Flight Captain retired Brig. Gen. Frank Goodell, USAF, opened the meeting with the Pledge of Allegiance and, after a brief business meeting, introduced our speaker, Daedalian member, retired Maj. Phillip Raschke, USA.

Raschke presented, with slides and a speech, a very impressively detailed story of the Doolittle Raid on Japan in 1942. His research and presentation of the raid’s history was wonderfully organized. The planning and execution of this daring and complex aerial achievement, completed barely four months after the Japanese attack on Pearl Harbor, were extraordinary. Many Daedalians were not alive at that time of aviation history. Those that were alive are mostly now headed for or already are cruising in their nineties. Many articles and books about this mission have been penned. None, in our humble opinion, cover the accomplishment as well as our speaker. Space does not permit reviewing in detail Raschke’s talk, but a few salient facts will be mentioned here in more-or-less chronological order. We learned, or re-learned, this great story.

On Dec. 21, 1941, President Franklin D. Roosevelt reportedly issued the directive to find a way to bomb Japan. By this time, as shown in one of our presenter’s maps of the Pacific, the Japanese Empire had extended its Pacific reach from the eastern tip of the Aleutians south to the Marshall and Solomon Islands and Dutch East Indies, and from Burma and eastern China east to near Midway Island.

In January 1942, B-25 tests were flown from an aircraft carrier and James “Jimmy” Doolittle, USAF, having returned to active duty in 1940, was promoted to Lt. Col. and assigned to lead the mission. Prior to the outbreak of WWII, Doolittle was a record setting aircraft speed racer with an MIT doctorate. Many secret evolutions took place that spring.

B-25s were modified with fake tail guns and more fuel capacity. Crews from the 17th Bomber Group at McChord went to Eglin for training. The aircraft carrier USS Hornet left the eastern seaboard, traversed the Panama Canal en route to San Francisco to load 16 modified B-25s. As the ship
sailed under the Golden Gate bridge, with all those aircraft visible on the flight deck, it would have appeared to observers that the ship was simply carrying aircraft to the Pacific Islands.

USS Hornet proceeded toward Japan north of Midway. Planning to launch and bomb Tokyo, Nagoya, Osaka, Yokohama and Kobe at night, the aircraft would fly to China. Well before launching aircraft, a Japanese picket vessel was sighted and soon sunk by a US Navy Cruiser. Due to the probable early notice to the Japanese from the picket, with a thumbs up from Doolittle and his pilots and crew, the B-25s launched 240 miles early.

This meant a daylight bombing, which did occur, but a flight to landings in China at night. One of the B-25s was hit and crashed in the water. The others mostly made it nearly to China before ditching. One of the flight engineers became a member of the flight and was a friend of our presenter.

One of the last Raiders, Lt. Col. Edward Saylor, passed away in 2015. He spoke several times to the flight and assemblies at McChord of active USAF aviators and crewmen who listened reverently as he spoke of his Raider experience. One of his stories described his B-25 ditching in Chinese waters near an island and his eventual rescue from the island. On the water, in the rear of the aircraft, he had difficulty opening a door and launching a small raft. He was successful and went on up the Army Air Corps/Air Force ladder to Lieutenant Colonel.

This is but a brief snapshot of that amazing feat which helped lift U.S. morale up from the depths after Pearl Harbor.
Twenty-nine members and guests met for lunch at the Raddison Hotel in Austin for the Longhorn Flight’s June 10 meeting. We welcomed speaker retired Col. (Dr.) Theodore “Ted” Dake, USAF, a fighter pilot and flight surgeon.

Most of the members have known Dake for years as member of Flight 38 but were not aware of his background until the meeting.

To begin his presentation, Dake had a list with 20 subject matters — A-12 airplane, Area 51 housing, qualifications, medical help, missions, “the little green men,” etc. — and allowed the audience to select which topics they wanted to learn more about. He then would divulge all the details.

Everyone was interested in the fact that Dake was not only a fighter pilot but also a flight surgeon. His duty with the A-12 flight testing was to monitor the health of the pilots as they experienced conditions for the first time, i.e. speed and altitude.

Dake also spoke about his time in the CIA’s A-12 program. With his position, he was exposed to a lot more than just a normal pilot was. During this time, Dake lived in Las Vegas and his wife never knew what he did. He would leave early on Monday mornings and come home on Fridays for the weekend. The next week, he would do it all over again.

Dake said the 1960s were the golden years of the CIA. He noted they had black budgets allowing for extra perks, and Air Force personnel assigned to the unit were treated to a lot of nice things.

The members were very attentive and interested in all his experiences that came from his unique background. Many had questions even after his presentation.
In March, the Harley H. Pope Flight was entertained by retired Col. Mark "Plug" Vlahos, USAF, at its 9th straight Zoom meeting. He served a 29-year career as a C-130 Navigator with over 4,200 flight hours. He also has time in the T-1 and flew the VC-137 — Presidential Aircraft — in the 89th Airlift Wing. He's an author and afloat historian and currently serves as an Intercollegiate Tennis Association Chair.Umpire.

During Vlahos' role-playing presentation of the Rhine River crossing mission, Operation Varsity, he portrayed Col. Clayton Stiles, Commander, 314th Troop Carrier Group from 1943 to 1945. As the meeting began, Vlahos showed the Group's distinctive unit insignias. He acknowledged the descendants of those who served in the 314th, in attendance. He acknowledged Professor Hal Sowsabowski, joining from England — grandson of Gen. Stanislaw Sowsabowski, Commander, 1st Polish Independent Parachute Brigade, who jumped from a C-47 aircraft in Operation Market Garden.

Vlahos welcomed WWII veterans and recognized descendants of those who served in the Group from 1943 to 1945. As the meeting began, Vlahos showed the Group's distinctive unit insignias. He acknowledged the descendants of those who served in the 314th, in attendance. He acknowledged Professor Hal Sowsabowski, joining from England — grandson of Gen. Stanislaw Sowsabowski, Commander, 1st Polish Independent Parachute Brigade, who jumped from a C-47 aircraft in Operation Market Garden.

During WWII, the 314th flew the C-47 "Skytrain." It could carry 14 to 18 paratroopers, cruised at 150 mph and was able to fly 100 miles on one engine. The airplane cruised at 110 mph, it was rugged, able to fly 100 miles on one engine and it's still in use today. The Group also operated the CG-4A "Waco" glider — the first "stealth" aircraft in the US Army Air Force. Vlahos confessed that he believes the "G" on the glider pilot's wings stands for guts. There were 14 flying squadrions in the 314th: the 32nd, 50th, 61st and 62nd. The glider pilots and mechanics, but also ground support personnel such as cooks, were on detached service for Operation Dragoon, the airborne invasion of southern France.

The 314th participated in nearly every operation in WWII. Many of the Group's glider pilots were on detached service for Operation Dragoon, the airborne invasion of southern France.
Reunions

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

AC–119 GUNSHIP REUNION XXI

WHEN: Oct. 6-10, 2021
WHERE: Fort Walton Beach, Florida
INCLUDES: Shadows, Stingers and AC-47 Puff the Magic Dragon — air, ground and support crews; 71st, 17th and 18th SOS; maintenance support squadrons
POC: Jim Dunn, AC-119 Assoc Life Member, ac119kjimd@aol.com
WEBSITE: www.ac119gunships.com/reunion

RANDOLPH AFB UNDERGRADUATE PILOT TRAINING 52ND REUNION CLASS 70–E (70–05)

WHEN: Oct. 21-24, 2021
WHERE: Dallas/Fort Worth, Texas
POC: Howard Hackney, 248-505-1964, HHackney@aviationcleanair.com

F–117: SHORT LIFE, LONG SHADOW

WHEN: April 22-23, 2022
WHERE: The Orleans Casino, Las Vegas, Nevada
ABOUT: Tribute to commemorate 40 years of the Nighthawks
POC: Bill Lake
WEBSITE: www.f117sfa.org
ADDITIONAL: To be added to the mailing list, email F117nighthawkfinder@gmail.com

FB–111 REUNION

WHEN: April 28 - May 1, 2022
WHERE: San Antonio, Texas
INCLUDES: FB-111A Pilots and Navigators assigned to the 340th, 380th and 509th Bombardment Wings
POC: Brad Moffett
ADDITIONAL: To be added to the mailing list, email 76fb111@gmail.com

COLUMBUS AFB UNDERGRADUATE PILOT TRAINING 50TH REUNION CLASS 71–06

WHEN: Oct. 14-16, 2022
WHERE: Columbus, Mississippi
POC: Ben Fallin and Scott Hein
ADDITIONAL: To be added to the mailing list, email benfallin@live.com or call 575-770-9871
# Flight List

Flights, emails and locations are listed below by geographic area. Look for a flight near you and sign up. Flights are where the action is!

## NORTHEAST

<table>
<thead>
<tr>
<th>Flight</th>
<th>Email</th>
<th>Location</th>
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<tbody>
<tr>
<td>4th (NATIONAL CAPITAL)</td>
<td><a href="mailto:national.capital.flight@gmail.com">national.capital.flight@gmail.com</a></td>
<td>Ft. Myer, VA</td>
</tr>
<tr>
<td>15th (MINUTEMAN)</td>
<td>cbhma.me.com, <a href="mailto:carlboye@comcast.net">carlboye@comcast.net</a></td>
<td>Belmont, MA</td>
</tr>
<tr>
<td>42nd (FIRST STATE)</td>
<td><a href="mailto:daedaliansflight42@gmail.com">daedaliansflight42@gmail.com</a></td>
<td>Dover AFB, DE</td>
</tr>
<tr>
<td>43rd (GARDEN STATE)</td>
<td><a href="mailto:gardenstateflight@gmail.com">gardenstateflight@gmail.com</a>, <a href="mailto:santidid28@gmail.com">santidid28@gmail.com</a></td>
<td>Easton, PA</td>
</tr>
<tr>
<td>53rd (GRANITE STATE)</td>
<td><a href="mailto:curtis68@fairpoint.net">curtis68@fairpoint.net</a></td>
<td>Portsmouth, NH</td>
</tr>
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</table>

## SOUTHEAST

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1st (FOUNDEERS)</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:ship30@gmail.com">ship30@gmail.com</a></td>
<td>Cocoa, FL</td>
</tr>
<tr>
<td>8th (KITTY HAWK)</td>
<td><a href="mailto:allgrier@suennlink.com">allgrier@suennlink.com</a></td>
<td>Goldsboro, NC</td>
</tr>
<tr>
<td>21st (SHANGRI-LA)</td>
<td><a href="mailto:meldenker01@gmail.com">meldenker01@gmail.com</a></td>
<td>NAS Pensacola, FL</td>
</tr>
<tr>
<td>25th (SUNCOAST)</td>
<td><a href="mailto:suncoastdaedalians@gmail.com">suncoastdaedalians@gmail.com</a>, <a href="mailto:neil.costenino@icloud.com">neil.costenino@icloud.com</a></td>
<td>Tampa, FL</td>
</tr>
<tr>
<td>39th (EAGLE)</td>
<td><a href="mailto:dickandmark@windstream.net">dickandmark@windstream.net</a>, <a href="mailto:yanneke598@msn.com">yanneke598@msn.com</a></td>
<td>Warner Robins, GA</td>
</tr>
<tr>
<td>40th (HURRICANE)</td>
<td></td>
<td>Keesler AFB, MS</td>
</tr>
<tr>
<td>48th (HARLEY H. POPE)</td>
<td><a href="mailto:harleyhpopec5@gmail.com">harleyhpopec5@gmail.com</a></td>
<td>Cary, NC</td>
</tr>
<tr>
<td>58th (GATOR)</td>
<td><a href="mailto:timothy.silver@bellsouth.net">timothy.silver@bellsouth.net</a>, <a href="mailto:tmsc@schneider.yahoo.com">tmsc@schneider.yahoo.com</a></td>
<td>Lake Park, GA</td>
</tr>
<tr>
<td>61st (GEORGE E. &quot;BUD&quot; DAY)</td>
<td><a href="mailto:redunbar@cox.net">redunbar@cox.net</a></td>
<td>Ft. Walton Beach, FL</td>
</tr>
<tr>
<td>70th (ALAMO)</td>
<td><a href="mailto:john@alama1.1us.af.mil">john@alama1.1us.af.mil</a></td>
<td>Sumter, SC</td>
</tr>
<tr>
<td>77th (DOTT WHYTE SPRINGS)</td>
<td></td>
<td>Myrtle Beach, SC</td>
</tr>
<tr>
<td>89th (PELICAN)</td>
<td><a href="mailto:jr2mart@comcast.net">jr2mart@comcast.net</a></td>
<td>Tyndall AFB, FL</td>
</tr>
</tbody>
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## NORTH CENTRAL

<table>
<thead>
<tr>
<th>Flight</th>
<th>Email</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>9th (FRANK P. LAHM)</td>
<td><a href="mailto:lflcap78@gmail.com">lflcap78@gmail.com</a></td>
<td>Wright-Patterson AFB, OH</td>
</tr>
<tr>
<td>14th (MT. RUSHMORE)</td>
<td><a href="mailto:homarice@gmail.com">homarice@gmail.com</a></td>
<td>Rapid City, SD</td>
</tr>
<tr>
<td>16th (CURTIS E. LEMAY)</td>
<td></td>
<td>Offutt AFB, NB</td>
</tr>
<tr>
<td>26th (GATEWAY)</td>
<td><a href="mailto:john@alama1.1us.af.mil">john@alama1.1us.af.mil</a></td>
<td>Belleville, IL</td>
</tr>
<tr>
<td>68th (FRANKLIN D. ROOSEVELT)</td>
<td>jn@<a href="mailto:jnsaple@cox.net">jnsaple@cox.net</a></td>
<td>Whiteman AFB, MO</td>
</tr>
<tr>
<td>83rd (AIR CAPITAL)</td>
<td><a href="mailto:pjgiroux@aol.com">pjgiroux@aol.com</a></td>
<td>Wichita, KS</td>
</tr>
</tbody>
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## SOUTH CENTRAL

<table>
<thead>
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<tr>
<td>2nd (STINSONS)</td>
<td><a href="mailto:stinsons.flight@gmail.com">stinsons.flight@gmail.com</a></td>
<td>JBSA-Randolph, TX</td>
</tr>
<tr>
<td>23rd (DALLAS/FORT WORTH)</td>
<td><a href="mailto:n.magilronson@att.net">n.magilronson@att.net</a>, <a href="mailto:flight23@daedalians.org">flight23@daedalians.org</a></td>
<td>Fort Worth, TX</td>
</tr>
<tr>
<td>24th (MG FRANKLIN A. NICHOLS)</td>
<td><a href="mailto:alanishler@ao.com">alanishler@ao.com</a></td>
<td>El Paso, TX</td>
</tr>
<tr>
<td>25th (TEXAS)</td>
<td><a href="mailto:gregfinlay@att.net">gregfinlay@att.net</a>, <a href="mailto:texonflights@gmail.com">texonflights@gmail.com</a></td>
<td>Sheppard AFB, TX</td>
</tr>
<tr>
<td>38th (LONGHORN)</td>
<td><a href="mailto:rbluffer456@aoi.com">rbluffer456@aoi.com</a></td>
<td>Austin, TX</td>
</tr>
<tr>
<td>44th (ARKANSAS TRAVELERS)</td>
<td><a href="mailto:aavapplegate@cox.net">aavapplegate@cox.net</a></td>
<td>Little Rock, AR</td>
</tr>
<tr>
<td>46th (WILBERT)</td>
<td><a href="mailto:wildernessflight46@cox.net">wildernessflight46@cox.net</a></td>
<td>Tinker AFB, OK</td>
</tr>
<tr>
<td>51st (CHENNAULT)</td>
<td><a href="mailto:chenauflight@cox.net">chenauflight@cox.net</a></td>
<td>Barksdale AFB, LA</td>
</tr>
<tr>
<td>52nd (GEOGE DAVIS)</td>
<td><a href="mailto:macstop@yahoo.com">macstop@yahoo.com</a></td>
<td>Lubbock, TX</td>
</tr>
<tr>
<td>59th (GEORGE BEVERLEY)</td>
<td><a href="mailto:emaiuderry@gmail.com">emaiuderry@gmail.com</a></td>
<td>Laughlin AFB, TX</td>
</tr>
<tr>
<td>60th (FLYER TIGER)</td>
<td><a href="mailto:johnhioiden@aoi.com">johnhioiden@aoi.com</a>, <a href="mailto:cellistlist63@gmail.com">cellistlist63@gmail.com</a></td>
<td>Alexandria, LA</td>
</tr>
<tr>
<td>63rd (APOLLO)</td>
<td><a href="mailto:jhstives@bear.rc.com">jhstives@bear.rc.com</a></td>
<td>Houston, TX</td>
</tr>
<tr>
<td>75th (JAMES CONNALLY)</td>
<td><a href="mailto:stanbru@aol.com">stanbru@aol.com</a>, <a href="mailto:harv700@gmail.com">harv700@gmail.com</a></td>
<td>Waxo, TX</td>
</tr>
<tr>
<td>78th (CHEROKEE STRIP)</td>
<td><a href="mailto:n.deunk.1@us.af.mil">n.deunk.1@us.af.mil</a></td>
<td>Erod, OK</td>
</tr>
<tr>
<td>103rd (FT HOOD)</td>
<td><a href="mailto:cory.smith32@clearwire.net">cory.smith32@clearwire.net</a>, <a href="mailto:densford58@gmail.com">densford58@gmail.com</a></td>
<td>Harker Heights, TX</td>
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## NORTHWEST

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<tr>
<td>11th (FALCON)</td>
<td><a href="mailto:falconflight11@gmail.com">falconflight11@gmail.com</a></td>
<td>Colorado Springs, CO</td>
</tr>
<tr>
<td>16th (MILE HIGH)</td>
<td><a href="http://www.344@comcast.net">www.344@comcast.net</a></td>
<td>Broomfield, CO</td>
</tr>
<tr>
<td>22nd (CASCADE)</td>
<td><a href="mailto:goodwdf@comcast.net">goodwdf@comcast.net</a>, <a href="mailto:djprom@comcast.net">djprom@comcast.net</a></td>
<td>McChord Field, WA</td>
</tr>
<tr>
<td>32nd (PIONEER)</td>
<td><a href="mailto:ochopel@cox.net">ochopel@cox.net</a></td>
<td>Clearfield, UT</td>
</tr>
<tr>
<td>41st (INLAND EMPIRE)</td>
<td><a href="mailto:fcburn@aol.com">fcburn@aol.com</a>, <a href="mailto:hennybishop@earthlink.net">hennybishop@earthlink.net</a></td>
<td>Spokane, WA</td>
</tr>
<tr>
<td>54th (FORT WARE)</td>
<td><a href="mailto:daedalians.flt54@gmail.com">daedalians.flt54@gmail.com</a></td>
<td>FE Warren AFB, WY</td>
</tr>
<tr>
<td>83rd (GUNIGHTHER)</td>
<td><a href="mailto:rgudig@cox.net">rgudig@cox.net</a></td>
<td>Boise, ID</td>
</tr>
<tr>
<td>99th (BIG SKY)</td>
<td><a href="mailto:jaylairman@gmail.com">jaylairman@gmail.com</a></td>
<td>Great Falls, MT</td>
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<tr>
<td>121st (JOE FOSS SKYHAWKS)</td>
<td><a href="mailto:e2hastings@bresnan.net">e2hastings@bresnan.net</a>, <a href="mailto:viclesas@wildblue.net">viclesas@wildblue.net</a></td>
<td>Bozeman, MT</td>
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## SOUTHWEST

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<tr>
<td>5th (GOLDEN GATE)</td>
<td><a href="mailto:healsarlin@att.net">healsarlin@att.net</a></td>
<td>Travis AFB, CA</td>
</tr>
<tr>
<td>7th (HAROLD L. GEORGE)</td>
<td><a href="mailto:dvdbock@verizon.net">dvdbock@verizon.net</a></td>
<td>El Segundo, CA</td>
</tr>
<tr>
<td>12th (OLD PUEBLO)</td>
<td><a href="mailto:flight12@daedalians.org">flight12@daedalians.org</a>, <a href="mailto:oldpueblo12@gmail.com">oldpueblo12@gmail.com</a></td>
<td>Davis-Monthan AFB, AZ</td>
</tr>
<tr>
<td>13th (SAN DIEGO)</td>
<td><a href="mailto:wulgreen@cox.net">wulgreen@cox.net</a></td>
<td>San Diego, CA</td>
</tr>
<tr>
<td>22nd (ATOMIC)</td>
<td><a href="mailto:phrasney@comcast.net">phrasney@comcast.net</a></td>
<td>Albuquerque, NM</td>
</tr>
<tr>
<td>27th (SIERRA)</td>
<td><a href="mailto:wizboe@comcast.net">wizboe@comcast.net</a>, <a href="mailto:davefr8@gmail.com">davefr8@gmail.com</a></td>
<td>Rocklin, CA</td>
</tr>
<tr>
<td>30th (HAP ARNOLD)</td>
<td><a href="mailto:30flightadjutants@uscglobal.net">30flightadjutants@uscglobal.net</a>, <a href="mailto:rpondonani@gmail.com">rpondonani@gmail.com</a></td>
<td>Riverside, CA</td>
</tr>
<tr>
<td>37th (MID-AMERICA)</td>
<td><a href="mailto:john@me.com">john@me.com</a></td>
<td>McChord Field, WA</td>
</tr>
<tr>
<td>50th (GOLDRUSH-BEALE AFB)</td>
<td><a href="mailto:not_alone7@ymail.com">not_alone7@ymail.com</a></td>
<td>Wheatland, CA</td>
</tr>
<tr>
<td>56th (GLEN EDWARDS)</td>
<td><a href="mailto:robert.kay78@gmail.com">robert.kay78@gmail.com</a></td>
<td>Edwards AFB, CA</td>
</tr>
<tr>
<td>60rd (FIGHTER)</td>
<td><a href="mailto:georgepepe36@gmail.com">georgepepe36@gmail.com</a></td>
<td>Las Vegas, NV</td>
</tr>
<tr>
<td>82nd (WILLIE)</td>
<td><a href="mailto:patraetta@wshsi.com">patraetta@wshsi.com</a>, <a href="mailto:rberkoves@cox.net">rberkoves@cox.net</a></td>
<td>Sun Lakes, AZ</td>
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## PACIFIC

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<tr>
<td>28th (ALOHA)</td>
<td><a href="mailto:jackdet@hawaiirnn.com">jackdet@hawaiirnn.com</a>, <a href="mailto:rsvpdaedalians@gmail.com">rsvpdaedalians@gmail.com</a></td>
<td>Hickam AFB, HI</td>
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## EUROPEAN

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<tr>
<td>19th (BILLY MITCHELL)</td>
<td><a href="mailto:daedalians19@outlook.com">daedalians19@outlook.com</a>, <a href="mailto:dreamrocksand@yahoo.com">dreamrocksand@yahoo.com</a></td>
<td>Ramstein, Germany</td>
</tr>
</tbody>
</table>
ON SEPT. 11, 2001, AIR FORCE
SURGEON GENERAL LT. GEN. PAUL
K. CARLTON, MD, USAF, WAS AT
THE PENTAGON WHEN AMERICAN
AIRLINES FLIGHT 77 IMPACTED THE
BUILDING. CARLTON LED HIS TEAM
ON A SEARCH THROUGH SMOKE, FIRE
AND DEBRIS, SAVING THREE LIVES. TO
READ HIS FIRST-HAND ACCOUNT OF
THAT DAY, TURN TO PAGE 15