

Daedalus

Flyer

Summer 2018



FIRST TO FLY IN TIME OF WAR

The premier fraternity of military aviators



DAEDALIANS
WE FLEW WE FLY

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THE ORDER OF DAEDALIANS was organized on Mar. 26, 1934, by a representative group of American World War I pilots to perpetuate the spirit of patriotism, the love of country, and the high ideals of sacrifice which place service to nation above personal safety or position. The Order is dedicated to: insuring that America will always be preeminent in air and space—the encouragement of flight safety—fostering an esprit de corps in the military air forces—promoting the adoption of military service as a career—and aiding deserving young individuals in specialized higher education through the establishment of scholarships. **THE DAEDALIAN FOUNDATION** was incorporated in 1959 as a non-profit organization to carry on activities in furtherance of the ideals and purposes of the Order. The Foundation publishes the *Daedalus Flyer* and sponsors the Daedalian Scholarship Program. The Foundation is a GuideStar Exchange member. The Scholarship Program recognizes scholars who indicate a desire to become military pilots and pursue a career in the military. Other scholarships are presented to younger individuals interested in aviation but not enrolled in college. Voluntary contributions to the Foundation are used for these purposes.

ACTIVE MEMBERSHIP in the Order of Daedalians is limited to: (1) Founder Members—those individuals of the Armed Services of the United States who held a commission and a rating of heavier-than-air pilot prior to November 11, 1918 (the last Founder Member made his last flight in 2003); (2) Named Members—a commissioned military officer in any component of the United States Armed Forces who is a pilot, warrant officer, women Air Force Service Pilot (WASP), navigator, combat systems officer (CSO), naval flight officer (NFO), air battle manager (ABM), remotely piloted aircraft (RPA) pilot or flight surgeon of heavier-than-air powered aircraft or astronaut and is accepted as a member to perpetuate the membership of a Founder Member; (3) Hereditary Members—the descendants of Founder Members; (4) Honorary Members—a distinguished person not otherwise eligible for membership.

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www.daedalians.org/programs/daedalus-magazine/

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Letters to the Staff

This new section of the Flyer is in response to the many comments, questions and suggestions that Daedalian HQ receives on a monthly basis. Please continue to send input via e-mail to communications@daedalians.org.

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

I have been involved in aviation from my earliest childhood days. I began flight training at 15 years and 9 months of age and soloed the day after my 16th birthday. I was actively involved in civilian flying in my teens and early 20s, then entered the military during the Vietnam War, becoming a U.S. Army Warrant Officer Aviator. I completed the U.S. Army fixed wing Warrant Officer Aviator course in December 1969 followed by the OV-1 Mohawk qualification course in early 1970. I reported for duty in Vietnam in May 1970 and flew the O-1 Bird Dog and OV-1 Mohawk in combat. I am also qualified in military helicopters (UH-1). I served for 20 years in U.S. Army Aviation assignments in Ft Huachuca, Arizona; Ft. Rucker, Alabama; VietNam, Korea, and Germany. I retired from active duty in January 1969. After my military career, I was employed by the FAA as an Aviation Safety Inspector for 28 years. I am looking forward to being a member of a legacy organization and hope that I might be able to pass on my love for aviation, in general, and specifically my love for military aviation to the younger generation. I am looking forward to the camaraderie of fellow military aviators.

CW4 Larry Wilkinson, USA, (Ret)

Ladies and gentlemen,

The Daedalus magazine is outstanding. Every aspect of this publication is top notch! One comment for you.

Being a former Tanker Toad, (TakeOff and Die), KC-135 A/Q, 75-82, and KC-10, 82-86 and 90-94, I'd like to see more 'attention' give to the greatest force multiplier in the history of military aviation...The Tanker!

Cheers, Lt Col Larry Hastings, USAF (Ret)

From the Editor: *Larry, as a former tanker navigator, I can't agree more. I think you will see an increase in the variety of stories and experiences over the next few issues as we seek input. If you would like to write an article or simply give me some details and photos, I would love to include your personal story. I may have*

to dig through my old pictures and write my own article.

COL Walbrecht invited me to an event in Boise, Idaho. Since then I have tried to remain active and even sponsored an event at Gowen Field. Desire is to keep legacy alive and fruitful among the current ranks.

CPT Joshua Grief, USA

I heard of the organization via [word] of mouth. It's not what I can get but what I can do to keep the legacy of military aviators alive.

Col. Thomas Hutchings, USAF (Ret)

Have previously attended two Willie Flight 82 meetings per member invite. [I enjoy] an occasional happy hour / presentation with other mil flyboys.

LT Mark Sherman, USN (Ret)

In the spring 2018 edition, on page 4 you describe, and on page 5 you printed, a correction of a picture that was shown in a Winter 2018 issue with the wrong description.

In the correction, you spell the name of the "Udvar-Hazy Center" incorrectly. And it's officially known as an Annex, not a stand-alone museum.

C'mon two...get into position.

John "Omar" Bradley

From the Editor: *Thank you for pointing this out. Many of the photos and articles I receive have captions associated with them. I will make corrections to typographical errors, but I am not always familiar with the locations or people and therefore can't make such corrections. I will try to catch these mistakes in future issues.*

Verbal praise is also appreciated.

- Maureen received a phone call from Bob Pitt in El Paso. He wanted me to pass on his appreciation for the magazine.

- One of my neighbors told me this morning that the latest Flyer is super. Well done! -Maj. Gen. Jerry Allen, USAF (Ret.)

The Daedalian Store



The Daedalian Store can be found on our website at: www.daedalians.org by selecting payments (at top) and Daedalian Merchandise (on left). A variety of items are available from both the national headquarters and several Daedalian flights. Flights interested in selling items on this page are asked to email their request to communications@daedalians.org or write to Daedalians, P.O. Box 249, JBASA-Randolph, TX 78148-0249. Shown below are our newest additions.



Logo Lapel Pin
2 inches wide, 1 inch high
\$8.00



Emblem Lapel Pin
1 inch wide by 1.25
inches high with butter-
fly clip
\$8.00

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

REUNIONS

USAF Strategic Air Command Airborne Com- mand and Control Association (SAC ACCA)

12-15 September 2018
Bellevue, Nebraska
POC: Norma Kathman
402-250-7065 or norkath@cox.net

B-47 Stratojet Association Reunion

18-20 September 2018
Omaha, Nebraska
POC Dick Purdum
402-291-5247 or dickpurdum@cox.net

Air Force Flying Class 56-U 62nd Annual Reunion

10-12 October 2018
Wichita Falls, Texas
POC J.B. Riley
940-636-2364 or jriley7531@aol.com

86th Fighter-Bomber Group (WWII) Association

10-14 October 2018
Fort Walton Beach, Florida
POC: Dallas E. Lowe
850-319-3047 or fighterbomberpilot@yahoo.com
Dallas E. Lowe, Reunion Director
Col. William B. Colgan, USAF (Ret) Host

41st MAS/ALS

9-11 May 2019
Charleston AFB, South Carolina
POC: John Mentavlos
842-937-8001 / 337-0515
johnmentavlos@att.net

COMMANDER'S PERSPECTIVE

The first Daedalian annual meeting was held at Maxwell Field on Saturday, November 13, 1937. After the meeting, there were “athletic contests” for which prizes were awarded. Dinner, dancing and an open house ended the day. It was hoped that all who did not attend were there in spirit.

Nearly 81 years later, we recently met for our 2018 annual meeting and I would like to take this opportunity to thank all the members who made the trip. Camaraderie is a cornerstone of our fraternity and it was great to see many new faces as well as those who have served in leadership for many years. For members who were not able to make the journey, we trust your fellowship was with us.

One of the privileges of attending this meeting is getting to shake the hands of those who make important things happen. I want to share my congratulations for all the work our many flights do in the community and to those recognized at the meeting as our top flights. Our top flight winners for 2017 are Flight 39, Eagle Flight; Flight 48, Harley H. Pope Flight; Flight 1, Founders Flight; and Flight 23, Dallas/Ft Worth Flight. The top overall flight and Doolittle award winner is Founders Flight. I believe our Founder members would be proud to know a flight so close to the inception of the Daedalians was chosen for this award.

The top recruiting flights have the honor of presenting a \$1,000 scholarship to the recipient of choice. The flights winning the Col. Loren and Randy Spencer Recruiting Scholarship Award are: 18th Flt - Mile High, Aurora, Colorado; 21st Flt - Shangri-La, NAS Pensacola, Florida; 74th Flt - Possum Town, Columbus AFB, Mississippi; 82nd Flt -Willie, Sun Lakes, Arizona. The flight who recruits the most flight training graduates can award a \$2,000 scholarship to the recipient of choice. 74th Flt - Possum Town was the 2017 recipient.

While these flights stand out, there were 34 additional flights whose accomplishments were noteworthy. Community involvement, scholarship support, JROTC medal presentations and Daedalian Flight Training are just some of the great accomplishments the organization provides at a local level. A few flights are now actively attending flight school graduations and getting the word out to these new aviators that we are here to support their efforts. These flights are diverse, active and go above and beyond to serve the future community of aviators. I could not be prouder of the work our members do to support the current airpower servicemen and women and help to mentor and inspire the next generation.

I encourage you to review the annual meeting presentation on the Daedalian website. There have been many innovative programs added to the construct of the Daedalians, some to honor our new flight graduates, some to bring Daedalians closer together. By staying an active member, you can see the rewards of our combined efforts firsthand.



Volabamus Volamus

A handwritten signature in black ink, which appears to read "Douglas Owens". The signature is fluid and cursive.

Lt. Gen. Douglas Owens, USAF (Ret)
National Commander

The Executive Director

Maureen DeFelice

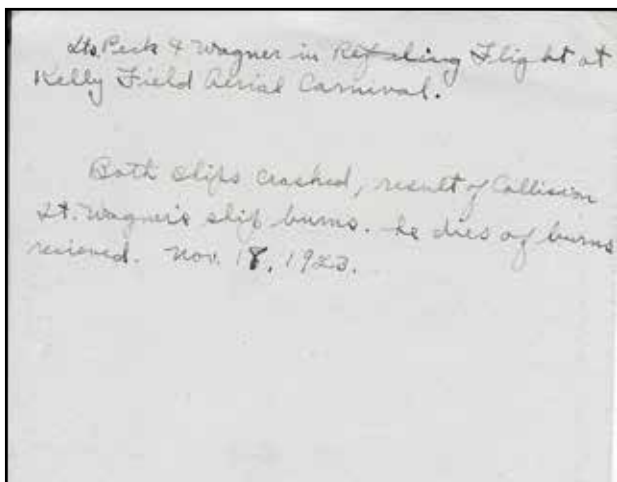
I hope that as the summer approaches and travel season begins, you will look at the Daedalian flight meetings scheduled in places you plan to visit. Camaraderie amongst Daedalians is key to our existence.

A few changes are coming to the headquarters. 2017 was the last year we will send out annual dues notices all at the same time. With a change in our bylaws, starting at the end of October 2018, headquarters will send out dues notices in the month a Daedalian joined. If, for example, you joined in January, you will not be sent a dues request until your anniversary in January. Remembering when and why a member is part of the organization is an important part of membership. More information will follow but if you have questions, just let me know.

Something new for Daedalians is the digitizing of our records. We call this the Heritage Preservation Project. The WWI pilots wanted to be remembered. Their feats were phenomenal and their bravery unquestionable. As we digitize the Founders' records, we find more and more stories of heroism. One picture taken in 1923 showed two planes while in air, trying to refuel.

This was at a time when aircraft had to fly close enough to each other for the pilots to hand the receiving end of the hose to the other. As fate would have it, this was the last time Lt. Wager tried to do this. He crashed and burned shortly after this picture was taken. It's easy to understand why their request was to remember them, the WWI aviators, the first to fly in time of war.

"If the Order is to mean anything worth-while, it will be because it has made better men of all of us. If it does not



accomplish that, then it is 'just another organization' and will not live through all time, because only things worthy of eternity continue to exist; only ideals and principals continue throughout eternity and organization created by man can endure only when they are founded on great principles which are lived up to by the individual member. We have given life to something that is well worth the effort, let us all put our shoulders to the wheel and develop this creation of ours into an organization which will take its place for all time amongst the great military-fraternal organizations of the nation."

Harold Lee George – National Commander, 1936

With this new project, the founders will be honored in the home of the Daedalians. I encourage everyone to come by during your travels to see the great memorabilia on display and to learn more about your founder. As Daedalians, I ask you to not forget those who sacrificed so much and to do all you can to inspire tomorrow's military aviators.

Volabamus Volamus

Maureen DeFelice

Maureen DeFelice
Executive Director

Four Generations of Air Force pilots

Submitted by: Col. Joe Fitzpatrick, USAF (Retired), 48th Flight



The Cook Family. L-R: Peyton Cook, Lt. Col. Peyton Cook, USAF (Retired), Anne Cook and Lt Colin Cook (Courtesy photo/Joe Fitzpatrick)

Not many can make the claim as an Air Force pilot that their family has supported and defended our country since 1922. One such family is the Cook family, with over 65 years of service to our country.

The story begins in 1898 when Orval R. Cook was born. He rose to the rank of General in the United States Army Air Corps and Air Force. General Cook, a 1922 West Point graduate, attended flight training at Brooks and Kelly Fields, earning his pilot wings in 1924. He retired in 1956.

General Cook's career was mainly in flying, engineering and procurement/supply staff positions. If you didn't find him in a cockpit, you'd find him assigned to Wright Field, where he had three assignments spanning over 14 years. General Cook attended the legendary Air Corps Tactical School in 1937 at Maxwell Field. His skills in engineering and procurement led him into a position of supervising all of the Army Air Corps aircraft and accessories procurement during the period 1943-1945. General Cook accumulated over 5,600 flight hours in Jennys, DH-4, B-17, C-54 and C-47 and was also a test pilot in the early 30s.

General Cook's son Peyton, also a West Point graduate, Class of 1951, attended pilot training at Columbus AFB, Mississippi, and earned his wings at Vance AFB, Oklahoma, in 1952. He retired in 1974 as a lieutenant colonel.

Colonel Cook, born in 1929, met many aviation leaders of the time and future ones while moving



General Cook in his earlier flying years (Courtesy photo/Joe Fitzpatrick)

around as a young man with his father. One of his early childhood buddies and a USMA classmate was Maj. Gen. Hoyt Vandenberg Jr. Another classmate at USMA was Col. Buzz Aldrin who made the first lunar landing and became the second person to walk on the moon. One of his personal highlights at Wright Field, which Colonel Cook speaks fondly of, was the time his father took him to meet Orville Wright at the Wrights' home in Dayton, Ohio, in 1942. Colonel Cook's assignments took him to Vietnam, Taiwan, Germany, England and Italy, plus a number of other locations in the U.S. He has over 4,500 flight hours in many different aircraft including the T-6, B-25, KC-97, KB-50, C-47 and several versions of the C-130s.

Another Cook joined the Air Force; Colonel Cook's son Peyton followed in his father's footsteps and attended a service academy, not in New York but in Colorado at the Air Force Academy, graduating in 1979. He then went on to attend pilot training at Reese AFB, Texas, and earned his pilot wings in 1980. He resigned from the Air Force in 1987 as a captain. Peyton mainly flew C-130s during his time in the Air Force both at Kadena AB, Japan, and Pope AFB, North Carolina. An opportunity to fly for the airlines came along so he separated from the Air Force and started out with Northwest Airlines and then joined Delta after the merger. Peyton Cook has over 20,000 military/civilian

flight hours.

Not to break the chain of the Cook family service to our nation, 1st Lt. Colin Cook, followed the path of his great-grandfather, grandfather and father to a service academy, USAFA Class of 2013. He attended pilot training at Vance AFB, Oklahoma, just like his grandfather 63 years earlier, earning his wings in 2015. He currently flies the KC-135 at Seymour Johnson AFB, South Carolina, and was recently at Incirlik AB, Turkey, during the coup attempt, which makes for an interesting story another time. He is fast approaching the magical number of flight hours to be considered for aircraft commander upgrade.

The Harley H. Pope Flight is hoping young Colin joins his great-grandfather, grandfather and father not only as a fourth-generation Air Force pilot but as a fourth-generation Daedalian.

You have to wonder where do you find families like the Cooks who have been willing to dedicate their lives to serving our country for four generations...truly an amazing family!



General Cook's official photo (Courtesy photo/Joe Fitzpatrick)

MiG 17 Engagement

New Details in a 53-year Mystery

Written by: Brig. Gen. Keith Connolly, USAF (Retired)

Submitted by: Jerry G. Bryant



4 Apr 1965

A four-ship of F-100s was at 25,000 feet in a racetrack pattern. Lead and #2 were at one end of the track and #3 and #4 at the other. Their mission - MiG CAP. In this orbit they could keep a watchful eye on the F-105 strike package loitering off shore at 15,000 feet as well as the coast to the north from where any MiG threat would approach. Since the F-100s had no radar, any MiG acquisition was going to be visual. The F-105s were orbiting at reduced airspeed to save fuel while they waited their turn in the sequence to hit the Than Hoa bridge.

The airspace was full and the F-100s alerted on numerous A-4s and F-8s but maintained radio silence in the absence of a threat. Capt. Keith Connolly was number 2 in the MiG CAP and was flying in a loose fighting position on his squadron commander who was leading the flight. Looking through lead, at 11 o'clock low, Connolly spotted two F-86s.

3 Apr 1965

The 4 Apr F-100 mission actually started the day before when a Navy F-8 diverted to Da Nang with battle damage. It had been "chewed up" by a MiG and as a result 2nd Air Force tasked a four-ship MiG CAP and a four-ship Rescue CAP to cover the F-105 strike package.

4 Apr 1965

Connolly thought nothing of the two F-86s until he realized there were no F-86s here - those were MiG-17s. He broke radio silence, "two MiGs left, break low, they're going for the 105s." Flight lead looked up, 11 o'clock high, and responded - "Negative, those are F-8s." Number 2, "Negative, they're MiG-17s, break left." Confusion reigned. During the time lost while lead was "talked" onto the target the MiGs closed on the loitering Thuds. The F-100s did not know the call sign for the F-105s or the frequencies on which they were operating so Connolly called on guard, "Orbiting 105s off the coast - break left, MiGs, MiGs, MiGs, MiGs." The F-105s did not appear to hear the call. Guard channel was typically so full of chatter that many crews did not routinely monitor it.

Finally, the F-100 lead saw the MiGs. He and number 2 descended in full afterburner. MiG lead was firing on the lead F-105 with deadly effect - pieces were coming off the aircraft. The lead F-100 fired an AIM-9 at close range, but

it did not have time to guide and went ballistic. Connolly broke off his loose position on his leader to close on the number 2 MiG that was now closing in and firing on the number 2 Thud. As Connolly was descending supersonic the number 2 MiG broke vertically and Connolly fired 243 rounds of 20mm in a lightning fast pass. Connolly saw no hits.

The lead F-105 disintegrated with no evidence of an ejection or chute. MiG CAP #3 and #4 caught up to the fight and confirmed no chute from the F-105 that crashed in the sea. The battle-damaged number 2 F-105 picked up a heading for Da Nang with the MiG CAP lead and number 2 as escorts. The diverting F-105 reported flight control problems and north of the DMZ at about 5,000 feet the pilot ejected. Connolly never saw the pilot separate from the seat nor did he see a chute. A second comrade was lost.

The rescue CAP, about 20 minutes behind the MiG CAP F100s, was now on scene. The four-ship of MiGs split - two went after the rescue CAP and two went after the MiG CAP. Don Kilgus flying in rescue CAP formation claimed he hit one of the MiGs.

Now retired, Brig. Gen. Keith Connolly has relived the engagement countless times and regrets not taking the lead during the initial confusion. Because he was flying on his squadron commander's wing he was hesitant to do so. His commander was "old school" and believed in the "welded-wing" concept - number 2's job was to protect the lead ship and not to bother lead with other details.

1972

Connolly was at the Pentagon when he heard about a report on the 4 Apr 1965 engagement. He investigated and found that the report confirmed the North Vietnamese lost three MiGs that day. There were no other details.

21 Sep 2017: San Diego, USS Midway Hangar Deck

As a follow up to a meeting between North Vietnamese and U.S. pilots in Hanoi in April 2016 a similar meeting was held in San Diego. In attendance in San Diego - 11 North Vietnamese fighter pilots and USAF, USN, and USMC pilots including General Keith Connolly. During the San Diego meeting a special panel, "From Dogfight to Detente," discussed several combat engagements. Lt. Gen. Nguyen Doc Soat was the chief Vietnamese spokesman.

Following the panel, General Connolly had a personal



Brig. Gen. Connolly (left) met Senior Col. Van Bay (right) on the USS Midway hangar deck. Also pictured is the interpreter.

meeting with Senior Col. Nugen Van Bay, the leading MiG-17 pilot with seven kills. He was personally decorated and retired by Ho Chi Minh. General Connolly and Colonel Van Bay discussed the 4 Apr 1965 engagement. Although Colonel Van Bay was airborne at the time of the 4 Apr 1965 engagement he was not part of it. He was, however, very familiar with the mission and knew the family of Lt. That who was one of the MiG pilots that died in a crash following the engagement. He also confirmed that Senior Col. Tran Hanh, who is now the Deputy Defense Minister of Vietnam, was flight lead for the four-ship of MiGs that engaged the F-105s and F-100s. He has refused to participate in the meetings of U.S. and Vietnamese pilots or to be interviewed. This is perhaps a matter of “face” since he was lead for a four-ship that lost three airplanes.

Colonel Van Bay confirmed three MiG-17s lost during the 4 April 1965 engagement: one crashed enroute to landing; two of the other MiGs collided.

Colonel Van Bay speculated that the two MiGs that collided may have been doing a battle damage assessment. In the MiG-17, if air gets into the hydraulic system, loss of flight controls or a hard-over condition can occur. This may have led to the in-flight collision. The bottom line is that they do not know exactly what happened to the three lost MiGs.

General Connolly asked Van Bay about the resulting accident investigation. The answer - there was none because they didn't have the resources or the time. The loss

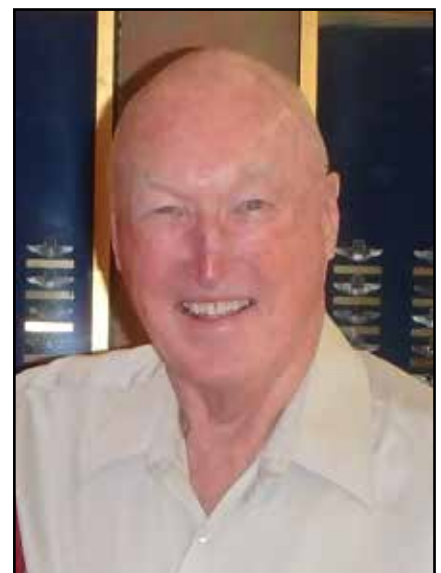
of three MiGs was significant because at the beginning of their operation there were only 40 aircraft, limited pilots, and limited spare parts. As a result of this loss there was some retraining of pilots in China by Chinese and Russian instructors. Tactics also evolved. The North Vietnamese liked to draw off aircraft in a strike package with MiG-21s or 19s coming in high and fast, hoping they would jettison their stores and engage. Even if that didn't work the U.S. crews would be distracted making it easier for the MiG-17s to engage low and fast from 6 o'clock. Colonel Van Bay also discussed SAM launches. Toward the end of the war the North Vietnamese started barrage-launching SAMs.

While more is now known about the 4 April 1965 engagement, the full details of what happened will likely never be known. After talking with Colonel Van Bay, General Connolly concludes that there is not enough hard evidence to support the assumption that any MiGs were shot down during this engagement. The two U.S. F-105 pilots, Maj. Bennet and Capt. Thorkelsen, were never recovered. The three North Vietnamese pilots that were lost are buried with honors in the Hanoi cemetery.

General Keith Connolly is vice flight captain for the Daedalian Old Pueblo Flight 12 at Davis-Monthan AFB. He presented the story of his MiG engagement to the flight at their meeting on 16 November 2017.

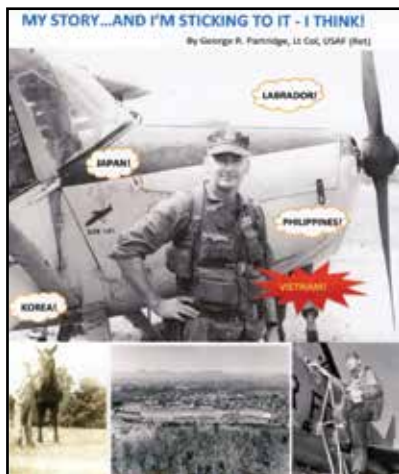
General Connolly completed his 34-year Air Force career as vice commander of 5th Air Force, Yokota AB, Japan. He held numerous command positions and flew the F-86, F-100, F-4, and F-15.

His commitment to service has continued in civilian life. In the past 27 years he has given the Retired Activities Office at Davis-Monthan almost 24,000 volunteer hours. That's in addition to his volunteer service at the Pima Air and Space Museum in Tucson. In 2016, he was inducted into the Arizona Veterans Hall of Fame. In 2017, he was featured in Vietnam programs produced by the History Channel and Arizona Public Media.



Brig. Gen. Connolly, USAF (Retired)

BOOK REVIEWS

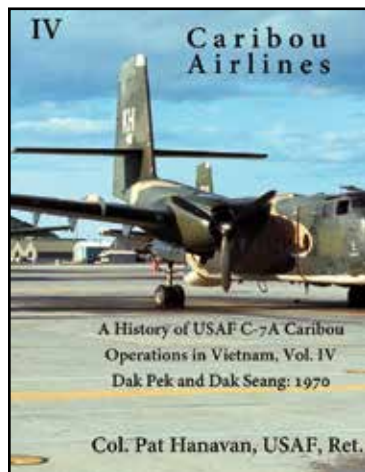


My Story...and I'm Sticking To It - I Think!

Author: Lt. Col. George R. Partridge, USAF (Retired)

Reviewed by the author

It is the story of a small boy on a Georgia share-cropper farm dreaming of becoming a fighter pilot; with numerous failed attempts and eventual success. My story: scratching a living out of the dirt followed 33 years plus military service that included enlistment during the Korean war and combat in Vietnam as a Forward Air Controller (ground and air). It includes Vietnamese refugee center operations, Air Force liaison with the Civil Air Patrol, retirement and beyond: a story for everyone; young, old, in-between, military and civilian.

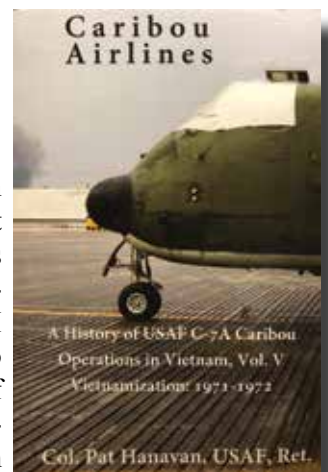


Caribou Airlines, Vol. IV and V

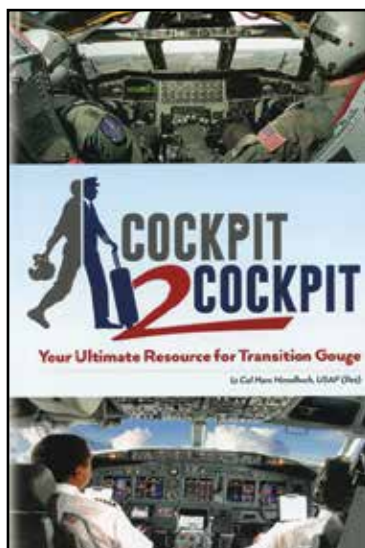
Author: Col. Pat Hanavan, USAF (Retired)

Reviewer: Col Francis L. Kapp, USAF (Retired)

Author Pat Hanavan completes his five-volume set with these last two books. Vol IV covers 1970, with special interest on resupply efforts at Dak Pek and Dak Seang. Vol V covers final USAF operations and the Vietnamization efforts that occurred in 1971 and 1972. Like the first three volumes, which I reviewed in an earlier Daedalus Flyer, these last two are also very detailed and are based upon the official USAF histories of the wing, the tactical airlift squadrons, the maintenance squadrons and the combat crew training squadron, augmented with stories from those who were there. If you liked the first three



volumes you will also enjoy these. If you have not read any of them, I recommend you start with Vol I, and I think you will quickly realize your aviation library will need all five. Pat, thanks for preserving the USAF's history of the many accomplishments of this unique airlifter, the C-7 Caribou.



Cockpit2Cockpit

Author: Lt. Col. Marc Himelhoch, USAF (Ret)

Reviewer: Col Francis L. Kapp, USAF (Retired)

The title says it all: how to transition from the military cockpit to the civilian (airlines) cockpit. Author and Daedalian Marc Himelhoch has done a terrific job of laying out the work that needs to be done to give pilots exiting military service their best chance of getting hired by the airlines. Marc must be doing well, as over 1,000 pilots using his techniques are now flying as airline pilots. This is the second edition of his book, and it is a best seller on Amazon. I was impressed at how organized the book is, starting with preparing records and logbooks to applying to various airlines to how to do your best in an interview. The chapters are well-written in a pilot-to-pilot way, explain the steps well and include a checklist at the end of each. If you are retiring or separating from a military aviation career and want a second career in commercial aviation, this book offers a disciplined, organized way of getting hired with the airlines/commercial carriers. Good job, Marc!

BOOK REVIEWS

I Flew With Heroes

Author: Lt. Col. Thomas R. Waldron, USAF (Retired)

Reviewer: Col Francis L. Kapp, USAF (Retired)

Fellow Daedalian Tom Waldron has written an interesting book on his combat rescue missions in the Southeast Asian war during the period 1969-1970. Tom flew missions in the KC-135, H-3, and H-53. I enjoyed this book because it was an easy read and covered the war primarily from the H-3 and H-53 viewpoints. The most interesting two rescue attempts the author was involved in were the Boxer 22 shootdown (Tom was in the H-3) and the Sontay Raid (Tom was in the H-53). The Sontay Raid understandably covers a major part of the book detailing selection, training, and execution of this huge, complicated undertaking to try to rescue a large number of POWs thought to be held in the prison at Sontay. Try it, I think you will like it, too.

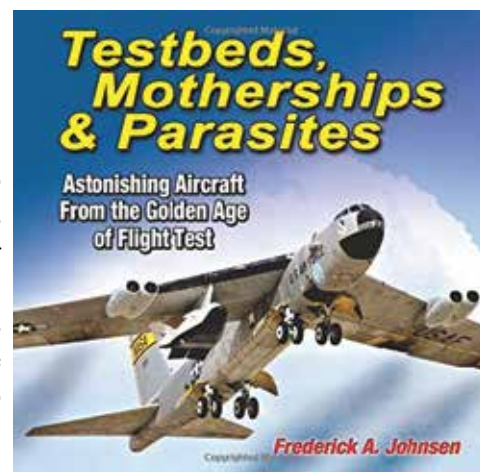


Testbeds, Motherships & Parasites

Author: Frederick A. Johnsen

Reviewer: Col Francis L. Kapp, USAF (Retired)

Whoeee! This is a fun book to read. Whoever heard of an F-84H with a turboprop engine? Or a C-130 capable of launching the four drones carried underneath its wings? Is that a 5-engine B-17? There are aircraft variants discussed by author and Air Force retiree, Frederick Johnson that I knew about and readily recognized, and there are some I had never heard of before. I guess that is why the book is subtitled “Astonishing Aircraft From the Golden Age of Flight Test.” I thought the book was well-written and interesting. I think this would be a great book to add to the library of the aviation enthusiast who “has it all” – I’ll bet that he/she doesn’t. Good job, Fred.

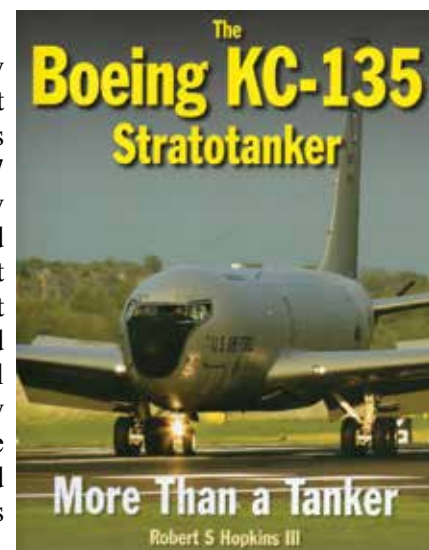


The Boeing KC-135 Stratotanker

Author: Robert S. Hopkins III, USAF (Ret)

Reviewer: Col Francis L. Kapp, USAF (Retired)

This is a large, coffee table-style, very comprehensive book that covers the history of the KC-135 and its US and Allied variants. The author tells the story of an aircraft he obviously loves, after having flown 17 different types of EC-, KC-, and RC-135s during his Air Force career. The book, subtitled “More Than a Tanker,” is the 2017 second edition of the best-selling original published in 1997. This version is fully updated, containing a complete history of 80+ types, mostly by serial number, and some newly declassified material. There are approximately 300 photos of the different versions which make it easy to see what the author is talking about. I also liked that woven into the development of the KC-135 is a very good discussion of the SAC need to refuel its bombers, of use of the aircraft in almost every operation that needed fuel to stretch our aviation legs, and of its growth as new requirements were identified by the Air Force and the nation. It amazes me that some of these venerable aircraft are still doing the job after having as many as 56,000 flying hours on their airframes. Good book and well worth reading. The book is available thru Specialty Press, as well as major retailers of books, such as Amazon and Barnes & Noble.



New/Rejoining Daedalians

Congratulations to the following Daedalians who joined or renewed their membership between November 2017 and February 2018.

2nd Lt. Haval Aarif, USAF
Col. Chad Balettie, USAF
Capt. Matthew Belton, USAF
2nd Lt. Jamal Boukhemis, ANG
2nd Lt. Tyler Brennan, USAF
Lt. Col. Eric Bulger, USAFR (Ret)
Maj. Christopher Campbell, USAF
Col. Michael Christy, USAF (Ret)
2nd Lt. Christopher Cecil, USAF
2nd Lt. Lauren Christian, USAF
2nd Lt. Connor Colas, USAF
2nd Lt. Hunter Corpus
Capt. William Cox, USAF
2nd Lt. Ella Curcic, USAF
2nd Lt. Austin Ellwein, USAF
2nd Lt. Thomas Frederick, USAF
Capt. Leesa Froelich, USAF
2nd Lt. Jacob Gill, USAF
2nd Lt. Lewis Gray, USAF
2nd Lt. Nathaniel Heldreth, USAF
2nd Lt. Michael Hyde, USAF
Maj. Thomas Jenkins, USAF
Col. Don R Kelly, USAF (Ret)
Capt. Thomas Kirby, USNR
Capt. Sam Kniskern, ANG
Lt. Col. John LaBud, USAF (Ret)
2nd Lt. Lucas Lamrecht, USAF
Maj. Timothy Lau, USAF
Lt. Col. Keith Lawrence, USAF (Ret)
2nd Lt. Andrew Leach, USAF
Lt. Col. Raven LeClair USAF

2nd Lt. Cameron Lindsey, USAF
2nd Lt. Carson Lomas, USAF
2nd Lt. Garrett McElligot, USAF
Col. Max I. Miller Jr. USAF (Ret)
2nd Lt. Kevin Mitchell, USAF
2nd Lt. William Mott, USAF
2nd Lt. Marika Nemeth, USAF
2nd Lt. Samuel Pearce, USAF
Col. Daniel Peterson, USAF (Ret)
Lt. Col. Lichen Pursley, USAF
Capt. Robert Rasmussen, USN (Ret)
2nd Lt. Nick Reisch, USAF
2nd Lt. Tyler Rico, USAF
2nd Lt. Matthew Robbins, USAF
Gen. Lori Robinson, USAF
Lt. Col. Larry Sadler, USAF (Ret)
Col. Walter Eugene Scales, USAF
Maj. Leonard Seagren, USAF (Ret)
2nd Lt. Andrew Shelton, USAF
2nd Lt. Tim Shenk, USAF
Capt. Alton Henry Sissell, USAF
2nd Lt. Ryan Smithies, USAF
CDR Howard Steiner, USN (Ret)
2nd Lt. Richard Sutedjo, USAF
2nd Lt. Christopher Towns, USAF
2nd Lt. Bryant Tran, USAF
Lt. Col. Michael Uecker, USAF (Ret)
2nd Lt. Abbie Wendelken, USAF
Capt. Lyndon Yenser, USAF (Ret)

Mission Tailored Medical Support

An Honorary Medical Daedalian's Perspective

By: Lt. Gen. PK Carlton Jr, USAF, MC (Retired)

The military has reduced wound mortality from 24 percent in Vietnam to less than 10 percent today, saving over 10,000 lives from Iraq and Afghanistan. The impact was the result of a mindset shift. Air Force Medicine became expeditionary, exchanging Cold War doctrine and capabilities for a system that can provide timely surgical resuscitation and transport a critically wounded military member back to the American medical Level 1 trauma care within 24 hours. It began with the critically wounded Marines injured in the Beirut Bombing incident in 1983 – and the surgeon who struggled to care for them when it was later than it should have been post-injury.

Let me tell you my story.

I attended the Air Force Academy with the dream of becoming an Air Force pilot like my dad, an Air Force pilot and strategist. My eyes denied me the dream of going to pilot training with many of my classmates, so I had to find another way to serve. My mother's brother was a pediatrician in Albany, Georgia, so I had some familiarity with the medical environment and decided to pursue that avenue of service. I attended medical school after graduation in 1969, with the hope I could get another shot at pilot training after medical school, a dream shot down when eligibility criteria changed. After graduating from medical school in 1973, I completed a five-year residency in general surgery at Wilford Hall Medical Center in San Antonio, Texas.

As a newly minted surgeon, my first assignment was Royal Air Force

Lakenheath, an F-111 base in England, in 1978. As a surgeon, I loved helping patients but still watched the pilots fly those F-111s with a little bit of envy. A family sickness brought us home early in 1979, this time to the Phoenix area at Luke Air Force Base. During this assignment, I had the privilege to attend the Flight Surgeons' School at Brooks AFB and began to fly with the 550th Tactical Fighter Squadron (an F-15 Replacement Training Unit) – a step closer to my dream and the first time I fully understood the rigors of flight in the fighter world. I loved it and began to understand the functions of different mission elements of a war plan - air superiority, air-to-ground, multi-role, the importance of tankers - and began to see mission planning in action. I also got to train with our Air Transportable Hospital. I found the medical world remained fixed in a one-size-fits-all medical response capability. This was far too airlift intense and arrived too late in a deployment time line to provide ideal medical support. This was in contrast to the tailored support packages the rest of the Air Force was evolving into. This was simply a non-starter for an expeditionary force – especially one with the unique tasking of providing surgical and critical care to wounded American patriots.

My defining event in the Air Force occurred during an assignment to Wiesbaden Regional Medical Center in West Germany-the Marine Barracks bombing in October 1983. In the hours after the bombing, our medical team had the privilege of taking care of 25 Marines the night of the bombing and did a superb job. The problem was that the casualties did not arrive until 12

hours post injury at best. Something had to change.

We assembled a rapid response medical system, called the Flying Ambulance Surgical Trauma Team or FASTT. This rapidly deployable team of surgeons, nurses, and medical technicians was designed to respond rapidly to any area of the world and was designed around the hauling capabilities of the C-9 and C-130 aircraft. Instead of waiting for the wounded to come to us, we'd deploy to them at or near the point of injury.

As I continued my service in Germany, flying with the Air Evacuation (AE) squadrons out of Rein Mein AB near Frankfurt, I began to understand how the pieces of our medical system fit together. Our team made several recommendations on how to improve the medical piece of war planning, including a modern transportation system in the modern war planning and force deployment. While I hadn't realized my dream of being a military pilot, I was beginning to see a better use for my talents, dreams, and passions.

My family and I left Wiesbaden in 1985 for our third overseas assignment, Torrejon Air Base, Spain. At Torrejon, I commanded a small hospital and flew with the 614th TFS and the F-16. It was once again an airpower school house for me as I learned more about developing the critical components of a combat team, ready to do their mission. Our base's mission was to deploy to Aviano Air Base in northern Italy and Incirlik Air Base in Turkey. We had to be ready and able to fight a 1980s cold war scenario upon arriving at each of these deployed locations, with an emphasis on mobility and be-

ing fully capable on arrival.

Toward the end of this tour, the commander of Military Airlift Command and USTRANSCOM, Gen. Duane Cassidy, a family friend, came to Torrejon and asked me what the Air Force Medical Service should look like in 10-20 years. I told him we should look just like the line of the Air Force, tasked with accomplishing our mission with the smallest logistics footprint possible. He liked the concept and invited

broadened this capability to smaller surgical teams and preventive health teams, laying the foundation for battle-field operations we utilize today. This enabled us to reach American and Allied troops during the “Golden Hour” when minutes mean the difference between life and death. Much of this was possible by living in a Special Operations environment where we applied some of their unique tactics to medical care delivery.

had a chance to see first-hand how we trained, equipped, and prepared for war and mass casualty events. I also had a chance to mentor young minds into bigger thoughts about how to better execute our war-time tasking. I also worked as a staff surgeon at Wilford Hall Medical Center, another chance to introduce physicians-in-training to “hospitals without walls” in our combat environment. Focusing on the trauma surgeons and orthopedists, I included triage, and wartime medical planning and preparations in their surgical training to develop their expeditionary mindsets early in their careers.

The “Black Hawk Down” event in Mogadishu in 1993 challenged the old methods of medical planning and pushed us into this new paradigm. To be true members of the joint medical team, we had to be able to augment each service’s capabilities and be interoperable. A Marine was injured by a shark bite the day prior to the day of the helicopter casualties, and AE required a surgeon to accompany the badly injured Marine to Germany. The result was the Army faced a real mass casualty event with only two surgeons instead of the planned three. This impacted their planning assumptions and resulted in the Army collaborating with the Air Force to assemble and train to move critically injured persons at any time.

Our next career step was to move to be the commander of Wilford Hall Medical Center (my old training grounds) and lead the outstanding team in place. During the same five-year period, the Air Force brought the C-17 online as the primary airlifter and realized that major theater war was no longer the only planning paradigm. The Air Combat Command Surgeon General, Brig. Gen. Klaus Schafer, then spearheaded the development of Expeditionary MEDical Support (EMEDS) teams in a building block fashion, while we at Wilford Hall developed



*Our first Field Training Exercise with the FAST Team, 1985.
(Photo courtesy PK Carlton)*

me to come to Scott AFB and make this concept a reality. As commander of Scott AFB Medical Center, I reported to the Special Operations numbered Air Force, the 23rd Air Force. At Scott, we put form and function to the smaller - but fully capable - teams envisioned after the Beirut bombing. I assigned a superb young physician, Maj. Chris Farmer, to develop and equip what become today’s Critical Care Air Transport Team (CCATT). This brought a modern, fully capable, critical care capability to our transportation system – enabling us to move any patient from one level of care to the next despite being critically ill and on a ventilator. We

DESERT STORM happened in the middle of this development, but the ideas weren’t yet scalable to bring into the theater. Instead, we used the Air Transportable Hospitals and Theater Hospitals from existing war plans. We did not transport a single patient on a ventilator or with tubes and drains to more advanced care facilities – continuing the medical practices from previous conflicts. At the time, the ideas were too radical and unproven. But we were moving in the right direction!

We then had the privilege to move into higher levels of command and promotion, this time to be the Surgeon General for Air Training Command. I

the small capability units so we could truly mission-tailor every deployment according to what mission planners thought the Joint team would encounter. No more one-size-fits-all, an Air Transportable Hospital with a heavy airlift requirement or nothing! EMEDS came in three sizes: a basic package, plus 10, and plus 25 which were now very airlift-friendly and totally modular. We could do critical care in the air; surgery in five-person packages good for 10 cases each; public health packages to ensure that our deployed people had potable water, food, and sanitation; and could add packages as required. The concept was signed into effect in September 1999 by the AF Surgeon General, Lt. Gen. Charles Roadman. The personnel were then trained and the equipment prepared over the next two years.

In early September 2001, now as the AF Surgeon General, I reported to the Chief of Staff of the Air Force that our EMEDS were fully trained and equipped and ready to deploy. Then on 11 September 2001, we needed the very capability envisioned nearly 20 years before and began to use it in Operation ENDURING FREEDOM. Every one of our EMEDS teams were deployed in the early days in the Afghanistan

theater of operations because we were light and lean enough to be moved with the available airlift, and meet the need to care for our military members in this remote area of the world.

Proving the value and concept, one of our small teams, the Mobile Field Surgery Team (MFST) was deployed in the early days of OEF just north of Afghanistan. The 10th Mountain Division also deployed to the location and in the first hours of that deployment a young soldier was critically injured. Doctrinally, the Army would not have surgical capability for another 30 days, so our MFST was the only surgical game in town! They did a superb job of stabilizing this young soldier, then moving him, on a ventilator with a CCAT Team, on a C-17 to Incirlik in Turkey, where he received a second surgery, then another CCAT trip on a ventilator to Landstuhl in Germany for his definitive surgery. This soldier survived and became the stake in the ground for the transition in medical thinking - excellent medical care, on the ground and in the air, over great distances and time had been proven. We had joined a modern medical and transportation system with the modern battlefield!

Our Aeromedical Evacuation sys-

tem with CCATT augmentation has moved over 100,000 patients in the last 16 years of war, over 12,000 of them on ventilators – something we had never done in wartime prior to this series of conflicts. The modern transportation system enabled us to lower our medical footprint from over 30,000 medical people in DESERT STORM, to never over 1,000 in OEF and OIF, while giving us the best survival in the history of war. In Vietnam, the military had a 24 percent death rate for wounded; today the number stands at less than 10 percent. This 14 percent improvement equates to over 10,000 men and women returned to their families who would have died in previous wars.

This is a good news story! The Air Force Medical Service learned the lessons in force projection and mission tailored support from the line of the Air Force and brought it to the medical environment. The Air Force has always been a culture of constant intelligent inquiry and evolution away from the status quo--either adapt to changes quickly or die! The Air Force Medical Service was proud to continue in that tradition. I am privileged to have had a small part in continuing that tradition, in true Daedelian fashion.

The Daedalus Flyer Needs You

This is your magazine, a place to share aviation experiences from your career. We have some regular contributors and we are very grateful for them. Many of our Daedalians have flown on missions or deployments that our readers would find interesting. You don't have to be a writer to submit something. Send me a draft and I can tweak it for publication. I also need your photos. All photos submitted need to be in their original format (.jpg, .jpeg, .png, etc) and have a proposed caption with all people identified. Please do not send pictures embedded in a Word or pdf document - they don't come out well in print. If you have any questions about how to get started, send us an e-mail at communications@daedalians.org.



A Daedalian legacy

Remembering a father and grandfather's service

By Annette Crawford, MSgt., USAF (Retired)
Daedalian Headquarters

It all started with an email from four siblings. Their father, a Hereditary Member, had passed away. Even though the email was brief, it was obvious they were proud of their father's service, and that of his father, a Founder Member. A request for more information about William J. Armstrong Jr. and Sr. was answered with more emails filled with fond memories and photos.

So while an obituary normally marks the end of a life, in this case, it's where the story begins.

William Joseph Armstrong, Jr., 94, a retired U.S. Air Force Intelligence Officer and antique dealer in New Market, Maryland, died Friday, November 18, 2016 at Frederick Memorial Hospital. His wife, Jane Philbrick Armstrong, predeceased him April 23, 2007, after 56 years of marriage.

Born May 13, 1922, in Philadelphia, Pennsylvania, the son of William Joseph and Anna Costello Armstrong, he was raised there and graduated from La Salle College High School. During World War II he served with the 20th Air Force on Guam as a B-29 mechanic. He also attended Brigham Young University in the Army Specialized Training Program.



William J. Armstrong Sr. (Courtesy photo/Armstrong family)

After his discharge he finished college at UCLA with a BS degree in industrial management. When the Korean War began, Mr. Armstrong was working in Seattle and was recalled to active duty as an aircraft maintenance officer. Subsequently, he was assigned to intelligence duties in the U.S. Air Force Security Service, specializing in the Soviet Union and the Russian language. He studied at Syracuse and Columbia Universities and the U.S. Army Russian Institute at Oberammergau, Germany. He served overseas tours in Alaska and Germany. At the time he retired from active duty as a major, he was assigned to the National Security Agency.

After retiring from the Air Force in 1968, he joined his wife in the antiques business in New Market, Comus Antiques, specializing in brass and copper refinishing. Mr. Armstrong was active

in civic affairs including Christmas in New Market and New Market Days. He was a longtime chairman of the New Market Historic District Commission and was in charge of publicity for the New Market Antique Dealers Association for many years.

He was a member of the Rotary Club of Frederick, the American Legion and VFW, the Order of Daedalians, Royal Air Force, London, and Frederick Cotillion. He was a Tennessee Squire.

He leaves two daughters, Carol Green and husband Dennis, of Ijamsville, Nancy Musser and husband Jonathan of Falls Church, Virginia, two sons, William J. III, and wife, Dr. Pamela of Damascus, and Robert P. and wife Iva, of Frederick, twelve grandchildren and five great-grandchildren.

“My father went into the service during WWII along with his brothers. One brother went into the Air Force and the other went into the Navy, while my dad started out in the Army,” wrote his daughter, Carol Green.

Armstrong found a rewarding career in intelligence when he was recalled to active duty during the Korean War.

“He was about to leave for Korea and my mother and I were scheduled to move in with my grandparents, however, his orders changed and they sent him to language schools in several locations where he learned Russian fluently,” said Green, the oldest of the four Armstrong siblings.

“My father’s work was always classified, so we never actually knew what he did. A great friend, who served in the military with my father, told me that ‘Your father did many things to help the U.S. during the Cold War,’ and he also said he worked with my father, but never could learn Russian, so he had great admiration for my father and his immense vocabulary in the Russian language,” she said.

Armstrong was one of three sons of William Joseph Armstrong Sr., Daedalian Founder Member #1356, who was assigned to the 17th Aero Squadron in Great Britain.



William J. Armstrong Jr. (Courtesy photo/Armstrong family)

“He is mentioned in ‘Hostile Skies – A Combat History of the American Air Service in World War I,’ by James J. Hudson. On page 208 it says that in August 1918, ‘...pilots of the 17th scored the squadron’s third and fourth official victories and surged far ahead of their 148th Squadron rivals when Lieutenants W.J. Armstrong and Merton L. Campbell shot down a Fokker triplane and a Fokker D-7 near Roulers. Frederick Clapp, the squadron adjutant, barely had time to record the new success, however, before the 148th narrowed the gap once again. Less than an hour after Armstrong and Campbell’s victims plunged into the Belgium countryside, Field Kindley and Elliott Springs knocked down a pair of Fokker biplanes in the outskirts of Ostend to shove the



William J. Armstrong Sr. (at top left) and his son, William J. Armstrong Jr. (bottom left and above). (Courtesy photos/Armstrong family)

'White Triangle's' score to three. Springs's victory was his fourth.'"

Green's grandfather played a role in one of the more amusing anecdotes to come out of the air war over Germany. On page 214 of Hudson's book it says:

"While escorting RAF bombers in a raid against submarine shelters, marine works and docks in the Bruges-Ostend area, Lieutenants William J. Armstrong, Ralph Snoke, and Harris Alderman were wounded in an aerial battle with enemy scouts. Armstrong was rather seriously injured

and barely managed to get home again before landing heavily on top of a British DH. The other two were less seriously hurt. Alderman, better known by his squadron mates as Aldy, had been wounded by a bullet which had ricocheted through his fuel tank and struck him 'where he sat.' It seems that all three wounded officers were sent to Queen Alexandra Hospital near Dunkirk to recover.

"A day or so later, King George V visited the hospital and on touring the wards came upon the American fliers. The King chatted briefly with

each pilot and asked about their wounds. When he reached Aldy no wound was visible, so he asked, 'And where were you wounded?'

"According to the squadron historian, Aldy had a terrible moment of self-consciousness, but his quick-witted reply was: 'Over Ostend, your Majesty.' The King understood. A smile of delighted amusement crept over his face and spread to the officers of his suite. Aldy's wound became, from that moment, as it were, a public

possession and its exact location was always thereafter described in polite society – for had not a king understood? – as, 'Over Ostend.'"

"We have several letters that my grandfather wrote to his parents," Green said. "His nickname in the military was 'Army.' Sadly, my grandfather died the day before I turned 1 so his death was 11/26/1952. I am the oldest. I do regret that we did not get to know him."



big
give

Daedalians Give Big in the 2018 Big Give

The San Antonio Big Give fundraising campaign held March 22, 2018 was a huge success due to the overwhelming support and generosity of Daedalians around the world. This 24-hour giving raised more than \$5.1 million for 613 San Antonio-area charitable organizations that participated. The Daedalian Foundation raised \$34, 772.62 plus \$3,000 in prize money for a grand total of \$37,772.62. There were 275 donations given to support the foundation programs. The Daedalians were the top performer in medium/large veteran organizations, all due to your generosity. Our programs would not be possible without your support.

Mark your calendars for the 2019 Big Give to be held on Thursday, March 29, 2019. This is the same week that the Daedalians will celebrate our 85th anniversary (March 26, 1934.) Plan to join us at the headquarters building for a big celebration.

AWARDS

The 62nd Fighter Flight has been very busy attending Junior ROTC awards ceremonies at over 20 high schools throughout the Las Vegas area. We wish all these fine young men and women success in all their future endeavors. Our own Lt Col Pete Beauregard, USAF (Ret), made the following four presentations:



Cadet Cindy Ballesteros-Paniagua from Palo Verde HS



Cadet Mathew Valenzuela from Sierra Vista HS



Cadet Sergeant First Class Jesus Galindez-Oliveros from Bonanza HS



Cadet Regina Matthews from Liberty HS

CITATION TO ACCOMPANY THE PRESENTATION OF
THE 2017 MAJOR GENERAL BENJAMIN D. FOULOIS
MEMORIAL AWARD

TO

AIR MOBILITY COMMAND

The Major General Benjamin D. Foulois Memorial Award is presented to Air Mobility Command for the most effective major command aviation safety program in the Air Force during fiscal year 2017.

During this period, Air Mobility Command was instrumental in reducing Class A and B flight mishaps down to one event primarily due to serving as the Air Force's premiere advocate for Proactive Safety. The Air Mobility Command Safety Office was the leading benchmark organization for implementing the Aviation Safety Action Program (ASAP) with 733 reports submitted to ensure senior leadership visibility. Additionally, they provided 82 hours towards developing the new airman ASAP application with the primary purpose of mitigating hazards that could lead to future mishaps. Air Mobility Command continued promoting an unparalleled safety culture across their organization through the Mobility Forum magazine, reaching more than 20,000 personnel across 12 countries. Finally, Air Mobility Command successfully led the safe implementation for the Operational Risk Management program for aircrew electronic flight bags across the entire mobility community.

The extraordinary accomplishments of Air Mobility Command exemplify the highest standards of the Major General Benjamin D. Foulois Memorial Award and reflect great credit upon the command, its personnel and the United States Air Force.



Lt. Gen. Douglas Owens, USAF (Ret) (front left) presented the General Benjamin D. Foulois Memorial Award to General Carlton D. Everhart II, Commander, Air Mobility Command at a ceremony at Scott AFB, Illinois, on April 26, 2018. (Source: Maj. Joshua Miller, USAF)



Cadet 2nd Lt. Dante Cardemore received the JROTC Daedalian Award at the Midview High School (Grafton, Ohio) annual awards ceremony on April 19, 2018. Presenting the award is Dr. Bruce Willingham, Superintendent of Midview Local School District. (Source: SMSgt Kathleen Gonzalez, USAF)



Mr. Laird Leavoy and Flight 103 DFT student Cadet Welchez.

Mr. Laird Leavoy, an Eagle Wing Ace of Aces, presented F-100F Super Sabre models to 103rd Flight DFT graduates, in honor of his father, Lt. Col. Les Leavoy, for whom the Leavoy DFT program is named. Mrs. Alice Welchez wrote that she is especially proud that her son was one of the recipients, saying “It was such an honor meeting Mr. Leavoy. The wonderful part is that my husband served in the same unit as Mr. Leavoy’s father did. What a small world!” (Source: Alice Welchez)



Lt. Col. Kristopher “WigB” Rorberg, presented the Daedalian National Award to Cadet Kristen P. Sagadraca on April 12, 2018. Cadet Sagadraca is a member of AFJROTC Unit VA-20052 at North Stafford High School, Virginia. The Senior AFJROTC Instruction (SASI) is Col. Catherine T. Bacon, M.A., USAF (Ret.). Colonel Bacon has a super unit and Flight 4 has supported her for several years. (Source: Gary Palmer)

IN MEMORIAM

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

Col. Harold R. Austin, USAF (Ret)
Maj. Vincent P. Bakies, USAF (Ret)
Lt. Col. Elmer R. Biersack, USAF (Ret)
Maj. James D. Boney, USAF (Ret)
Lt. Col. Howard H. Campbell, USAF (Ret)
Lt. Col. John R. Devitt, USAF (Ret)
Lt. Col. Robert D. Frank, USAF (Ret)
Lt. Col. Thomas M. Gunnels, USAF (Ret)
Col. William J. Heath, USAF (Ret)
MAJ William R. Hollis, USA (Ret)
Col. Richard M. Hurley, USAF (Ret)
Lt. Col. Richard G. Immig, USAF (Ret)
Col. Robert M. Kronebusch, USAF (Ret)
Col. Robert C. Laliberte, USAF (Ret)
Lt. Col. Don R. Main, USAF (Ret)
Col. Paul W. Maul, USAF (Ret)
Maj. Paul K. McClain, USAF (Ret)
Col. Stuart B. McCurdy, USAF (Ret)
Col. Patrick L. McGee, USAF (Ret)
Col. Harold E. Mercer, USAF (Ret)
Maj. Tracy W. Millar, USAF (Ret)

Col. Sidney E. Moody, USAF (Ret)
CPT Joseph Muka Jr., USN (Ret)
Col. Benjamin G. Neff, USAF (Ret)
Col. Daniel H. Oplinger, USAF (Ret)
Lt. Col. Stephen W. Pahs, USAFR (Ret)
Col. Franklin D. Peschel, USAF (Ret)
LT Hardy Prince, USN (Ret)
Lt. Col. Roland L. Richardson, USAF (Ret)
Col. Judson H. Ruth, USAF (Ret)
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“One More Roll”

*A poem composed (and later written on the back of a cigarette packet) by
CAPT Jerry Coffee in Hanoi.*

**We toast our faithful comrades
Now fallen from the sky
And gently caught by God’s own hand
To be with him on high.
To dwell among the soaring clouds
They knew so well before
From dawn patrol and victory roll
At heaven’s very door.
And as we fly among them there
We’re sure to hear their plea-
“Take care my friend; watch your six,
and do one more roll... just for me.”**

Photo source: Lt Col Michael Buck while in Washington, DC for the 2017 National Convention

My flight with Mr. Snake

War Story: Hitchhiker in the cockpit

By Robert D Nelson, Maj, Ret, US Army
Wiley Post Flight Number 46

I figure the Daedalian flights are mostly made up of former Air Force pilots who have flown fighters, bombers or transport jets usually flying high and fast. Well, here's a story from a US Army perspective – flying helicopters low and slow. This action is composed of AH-1G Cobra armed helicopters covering OH-6 scout helicopters while they are doing armed reconnaissance in IV Corps, Vietnam.

My troop, Apache troop, was working an area around My Tho just south of the Mekong River to the east of our base, Vinh Long. We were doing a recon around an area to the west of My Tho where there had been reports of VC activity. The Scouts were down low, working on finding any sign of enemy activity when they stumbled on a large group of Viet Cong who were moving supplies. The Scouts took fire and I rolled in to cover their withdrawal and received fire myself. I was busy engaging the enemy and telling the Scouts to get out of the area as we didn't have to find where the enemy was - they were letting us know! As I started to run low on fuel and ordnance, I called the second team of gunships back at My Tho to crank and relieve my team on station.

After the second team got on station and I briefed them on the ground situation I then led my team back to My Tho to refuel and rearm. We refueled "hot" and then I hovered the aircraft over to a rearm point. I shut the aircraft down and jumped out to help with the rearming. My front seat copilot handled rearming his turret weapons and I helped our armorer load rockets into the pods. As I ran around the right side of the aircraft with a five foot long rocket under each arm I noticed a Vietnamese kid standing on the foot pad just below my canopy door, reaching in behind my seat to grab my C-rations. I swung with the rocket I had in my right hand and knocked the kid off the step and he took off yelling some unkind Vietnamese phrases at me.

We continued to rearm at a frantic pace, finished up, cranked the engine and took off.

The other gun team was still engaged with the enemy positions and I relieved them so they could refuel and rearm. The action continued and subsequently the second gun team relieved my team on station again. This was unusual as most of our combat actions were intense but short as the enemy normally did not stand and fight. On this day, they were in an area of numerous bunkers and continued to shoot at us while we were engaging them with our

ordnance. We all took some hits from the ground fire but nothing serious.

I brought my team back to the rearm position at My Tho a second time and we went through the same frantic drill of humping rockets and mini-gun ammo. As I came around the side of the aircraft again - there was the same kid up on the cockpit step, reaching into my cockpit. He saw me coming and jumped down and ran away - but laughing this time. I didn't think much about it and continued reloading my aircraft. By the time my team got back in the air, the VC had decided they'd had enough and started leaving the area as fast as possible. We called the Scouts back in to try and chase them down. We had some luck finding some fleeing individuals which the Scout gunners took care of. It was getting close to sundown and we knew it would be no use to try and get the Vietnamese local forces to do a night insertion in pursuit of the VC forces we had on the run so I called the Scouts off the chase and had them climb up to altitude and get ready to head back to base. The second gun and scout teams were also in the area helping to track the bad guys down and we all formed up and headed for base along with our command and control (C&C) aircraft.

Here I am, feeling pretty pumped, I've just led a Cobra gun team in a firefight with a bunch of bad guys, kicked their ass, and now I'm headed home with all my guys, no one's been wounded or shot down and I'm thinking how good a cold shower and a warm beer were going to feel. I have a "newbie" (new guy) in the front seat and it's been a hell of a day for him. One week in country and he's seen some major action. As I'm cruising along toward the sunset I glanced out my right side to see how my wingman was doing and when I looked forward again I had a strange object in front of me. It was a banded krait slithering out from under my instrument panel and standing up to look me in the face. JESUSCHRISTHOLY****WHATTHE**** went through my mind at the speed of light. I let go of the cyclic because that was the closest body part to Mr. Snake that I could move. Of course the aircraft now started to do its own thing because I didn't have control of it anymore. So here I'm falling out of the sky, I have a serious reptile looking at me from 18 inches away and nowhere to go. I had a tactical map of our area of operations lying at my right elbow and I grabbed it and batted Mr. Snake in the face and

he immediately zipped back under the instrument panel, which my legs were sticking under. I was trying to draw my legs up from under the instrument panel and regain control of the aircraft at the same time. The Cobra cockpit is very similar to a WWII fighter aircraft - very small - the saying is that "you don't get into it, you put it on".

As I had become focused on the actions of my hitchhiker, obviously put on board by my friendly Vietnamese lunch thief, I had dropped out of the sky, leaving my formation behind. I was being bombarded by calls from the rest of the formation and the scouts and the C&C aircraft as they thought I was going down. I was still focused on finding where Mr. Snake had gotten to when I noticed my newbie front seater was looking into the mirror we had for visual contact between the front and back seat and yelling at me, asking what was going on. I came on the intercom and told him that I had a banded krait behind my instrument panel and that it might be trying to move into the front cockpit. He asked a normal question for a Newbie, "What's a banded krait?" The answer being "A f---g bad-ass snake!!!" I then went back to trying to control the aircraft, look for Mr. S, and answer the radio. As I was trying to contact the rest of the troop to let them know the situation I looked up to find I couldn't see forward. Usually, I could only see the top of the front seater's flight helmet - now I was looking at a red-faced giant facing me!! He had pulled his survival pistol out, turned completely around in his seat (the front cockpit area was even smaller than mine), was standing on his knees in the front seat and waving his pistol around shouting, "Where is he?" Fantastic, now I have a really dangerous reptile in the aircraft with me and a homicidal maniac waving a loaded gun. I told my newbie to shut up, put the gun away and sit down before he killed us both. In very loud and very profane language.

I landed promptly in the middle of a farmer's cleared field and jumped out of the aircraft and was standing about 20 yards away from it when the C&C bird and the rest of the troop landed nearby. I walked over to the C&C and my CO, Maj. Kidwell, started asking me all sorts of questions. When I got the story across to him he wouldn't believe me at first. We were both standing there in this field looking at my bird as it was sitting there with the blades still slowly turning - I had rolled the throttle back to idle as I bailed out but hadn't shut the engine down. All of a sudden, I realized I couldn't see my newbie who had been intent on killing the snake and me. I was looking at my side of the aircraft but I could see that his canopy door was open on the other, or left side, but no trace of him. I walked around to the left side and there he



A banded krait similar to the one left in the cockpit

was - hanging upside down - with his boot caught on the stubby collective on the left side of the front cockpit, screaming that the snake was going to get

him. Got him loose and sent him over to the C&C bird to calm down.

Now I had a dilemma. Major Kidwell asked me how I was going to get the aircraft back to Vinh Long - my initial reaction was a refusal to get near it. However, we were in bad guy territory and we both knew that the local Vietnamese friendly forces wouldn't come out of their outposts at night. So my boss gave me two choices - stay with the aircraft all night, alone, and he would have a Chinook pick my aircraft up in the morning OR I could fly the aircraft back to Vinh Long airfield. One of the hardest things I have ever done was to climb back in that cockpit. I had never made so quick a takeoff or suffered so seemingly long a flight - maybe 20 minutes but it seemed like an eternity!

When I could finally see the airfield at Vinh Long, I called the tower, declared an emergency and flew the aircraft straight onto the maintenance helipad - normally a forbidden maneuver. I had bailed out of it again - this time having done an emergency shutdown - and was sitting on the revetment a good ways from the aircraft when the maintenance officer came up and started chewing me out for landing on his helipad. I was filling out the aircraft logbook as he was yelling at me and then he started reading over my shoulder as I was writing in the maintenance log - "Poisonous snake in cockpit." He didn't say much after that other than "Ah s--t!"

One of the unusual things about this incident was that the aircraft was not mine - my assigned aircraft had some maintenance problems and we had borrowed the aircraft I was flying that day from C troop, the Comanches. Many years later I was assigned to the Night Vision Laboratory at Fort Belvoir, Virginia, and was listening to one of my fellow pilots at the lab telling a war story about how his aircraft had been loaned to a sister troop and some jerk had brought it back with a maintenance write-up "Poisonous snake in cockpit." Said he never liked flying the aircraft after that. I did tell Tim Neel later that I was the jerk. Sometimes it's a small world.



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Flying Combat with the Triple Nickel

By Maj. Gen. Perry M. Smith, USAF (Ret)

With the assistance of a first rate videographer, Mark Albertin, I have recently produced a 55-minute video on my year in combat with the

555th Fighter Squadron. Mark had previously produced two excellent videos for me, one on Medal of Honor recipient Jimmie Dyess and another on Distinguished Service Cross recipient Don Holleder. I knew Mark would produce something very special. His skill at finding good footage on the internet and integrating this footage into the video is quite impressive.

For Mark and me *Flying Combat with the Triple Nickel* was a labor of love and respect. 500 copies were run off and I would be pleased to send anyone who might be interested a free copy (see below).

To explain the background on this DVD, I must go back two years to Nellis AFB, Nevada. At the invitation of the Triple Nickel squadron commander, Lt. Col. Vince O'Connor, I addressed a dining out for the 555th Fighter Squadron. Many former Nickels were in attendance.

Having flown 180 missions with the Triple Nickel

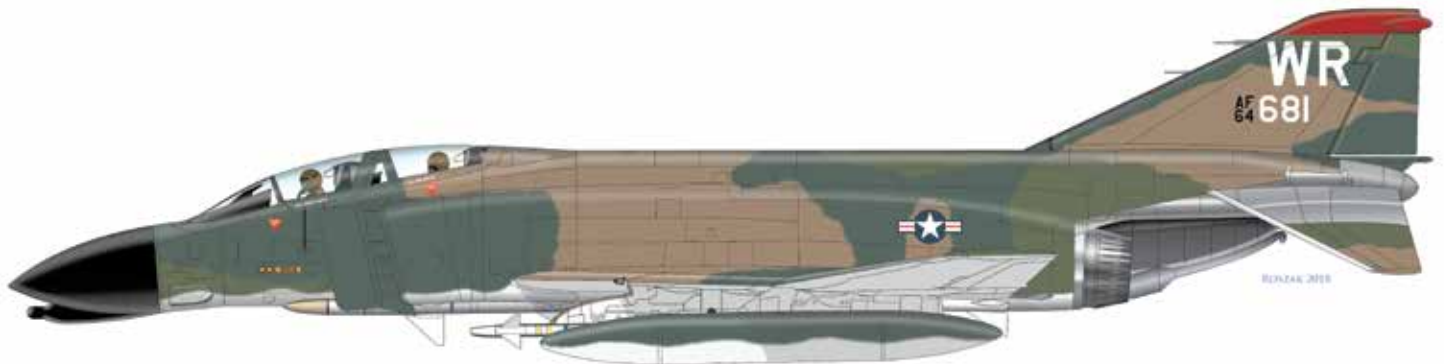
during the Vietnam War, I was asked to relate my combat experiences of so many years ago. The squadron, which is permanently based at Aviano Air Base in Northern Italy, was spending the summer of 2016 at Nellis participating in “red flag” and “green flag” exercises.

In the two years since I made that speech, the Triple Nickel has completed a combat tour in Afghanistan and has returned to Aviano. In the meantime, I have been working on this DVD which tells the Nickel story in the late 1960s.

Highlights of the video include the rescue of Mike Heenan, Spectre escort missions, firing the Bullpup missile and dealing with enemy anti-aircraft artillery.

Also covered is the dramatic visit of Admiral John McCain from Hawaii. McCain demanded that we clear the room of everyone who did not fly over North Vietnam on a regular basis. In quite emotional terms McCain reminded us that his son was a POW. He asked us for our ideas on how to better conduct the air campaign. We really unloaded on him.

There is a description in this video of key characters who flew out of the Nickel 50 years ago: Greg Boyington, Firecan Dan Walsh, Goldie Goldfein, Harry Spannaus, George Hupp, Wendell Bevan and Bob Taylor. Also the why, when and how of throwing



“You captured the magnificent legacy of a truly historic squadron.”
Gen. Dave Goldfein, CSAF 21

the wing commander, Wendall Bevan, over the bar are described. Also discussed is the role of Bill Goldfein as the informal godfather of the squadron. Goldie has played that role for almost 50 years.

Here are a number of remarkable facts about the Triple Nickel.

1. The 555th is one of only three Air Force squadrons to have received three Presidential Unit Citations during the Vietnam War. This is the highest award a military unit can earn. It also received five Air Force Outstanding Unit Awards (with V device).

2. A former commander of the squadron, David Goldfein, now serves as the Chief of Staff of the Air Force. The 555th has produced two Air Force chiefs of staff, General David Goldfein and General John Jumper.

3. The 555th claims 39 air-to-air victories during the Vietnam War—by far the largest number of any fighter squadron in that war.

4. During the Vietnam War, three Air Force aviators were fighter aces. Two (Steve Ritchie and Chuck DeBellevue) flew with the 555th squadron.

5. At the end of the Vietnam War, the squadron was scheduled to be shut down permanently. Its heritage and legacy would have been lost forever. Fortunately, a former commander of the squadron, Bob Taylor, was stationed in the Pentagon when the Triple Nickel was on the chopping block. He led a successful campaign to save the Nickel. Taylor made the case that since the 555th was a “signature” fighter squadron of the Vietnam War, it deserved to be saved.

Since the feedback on *Flying Combat with the Triple Nickel* has been quite positive and since I have plenty of copies, free DVDs will be provided to any Daedalian who might wish to contact me. To cover mailing expenses, please send a check made out to Perry Smith for \$5.00. Send your check to 3007 Cedar Hill Lane, Augusta, GA 30909. Be sure to include a return address.

Maj. Gen. Perry Smith, USAF (Ret.), is the author of six books, including *Rules and Tools for Leaders* (300,000 copies in print); *Assignment Pentagon*; and *Courage, Compassion, Marine: The Unique Story of Jimmie Dyess*. He has produced three videos (*Twice a Hero: The Jimmie Dyess Story*; *When Duty Calls: The Life and Legacy of Don Holleder*; and *Flying Combat with the Triple Nickel*). His web site is genpsmith.com.



Then-Capt. Perry Smith, a fighter pilot with the 615th squadron at England AFB flying the F-100 (Photo source: Maj. Gen. Perry Smith, USAF (Ret))

The Flyer is now in its 58th year and many of our members do not have the opportunity to peruse old issues located in the Daedalian Museum at the headquarters. Since its beginning, the Flyer has transformed from a newspaper format into this professionally published magazine. This section is to recall stories and anecdotes of the past for either a little humor or recognition. The articles are printed exactly as they originally appeared, complete with misspellings or grammatical errors. I hope you enjoy it!

THEY DO NEED PADS AND CRASH HELMENTS

By Vivien Batchelor

An Englishwoman's description of an American Football game. 13 November 1944.

SIXTY thousand Americans and their girls swarmed into the White City Stadium, Shepherd's Bush, yesterday to see the U.S. Army vs the U.S. Navy in what General Doolittle described during the interval as a "real old-fashioned American football game."

Girl cheer leaders from the services pranced in front of the crowd waving megaphones inciting yells like "A-R-M-Y, Army," or "N-A-V-Y, Navy." Meanwhile a free fight seemed to be going on in the centre of the stadium. Twenty-two enormous young men in crash helmets, were locked in deadly struggle for an oval football.

They wore spiked - cleated is the word the Americans use - shoes, strange ginger shorts which cling loosely to the thighs and end abruptly just below the knee, and padded jerseys.

They needed those pads. And the crash helmets.

The object of the game seems to be to pass the ball to some unfortunate player, and then for everyone else to fall on him.

The only thing that moves play toward the goalposts seems to be the instinct of self preservation of the man with the ball.

He runs as fast as he can before he is maimed or killed by the other players.

The programme seemed sinister. It gave the names of 11 men of each team. It then gave a list of 15 "substitutes" for each team.

The "substitutes" did not have long to wait for their call to battle.

First Blood

First casualty went to the Navy. Horrified, I watched a G. I. scamper across the field with two buckets in his hands. But not, as I thought to mop up the blood.

The buckets held towels and water for the players still living.

Casualties are dealt with by a doctor - who rushes out with a black bag, the umpires (splendid in white fours and striped shirts), and stretcher bearers if needed.

American football is played in four quarters, not two like ours. Each team has the ball for four "downs" If by

that time they have not made enough ground the other side takes over.

Before each "down" the team which has the ball goes into a huddle while the captain decides who shall be the victim to receive the ball - and the assaults.

Favourite method of assault yesterday seemed to be: (1) Springing like a tiger at the man's throat, or (2) Just shoving so that sheer weight bore him down.

The attacker must keep one foot on the ground as he tackles; after the tackle he is usually all on the ground.

The Navy lost yesterday, 20 to nil.

During the interval - end of the second quarter, as they say - bands played, and the Goat Mascot of the Navy paraded with the Donkey Mascot of the Army.

As the Navy did not have a band the Army lent them one.

The borrowed band put on white sailor caps, but their playing suggested they would rather have stayed in the Army where they belong.

A COW EATS GRASS FABRIC

EDITOR'S NOTE: Daedalian Lyman L. Phillips sent us a copy of a letter he recently wrote to our renowned fellow Daedalian, former boss and Chief of Staff, USAF, General Nathan F. Twining, in which he recalled an incident of 40 years ago that points up the hazards of earlier days of aviation when airplane surfaces were covered with fabric. In recounting the episode, Nate tells the story as follows:

It occurred in the fall of 1928 and Lt. John Gullet of the Air Corps and myself were on a visit to the Curry ranch near Sacramento. Lt. Gullet had known the Currys for some time and we were to spend a weekend with them and it was not a forced landing. The next morning the foreman came in to tell us something had happened to our airplane and on inspecting it we found the fabric on the tail surfaces was hanging loose. The cattle liked the smell of the dope on the fabric and after continually licking at the salty compound soon wore it completely through leaving us with no tail surfaces on the airplane.

The Curry's took us to Dixon where we procured some linen off the shelf in a drygoods store and we did a temporary repair job on the tail fabric. I can assure you we were quite concerned but we did fly the airplane back to March Field which was our home base at the time.

2nd (Stinsons) Flight JBSA-Randolph, Texas

At a 12th Flying Training Wing event on March 22nd, Flight Captain Ginsu Rakel presented the Colonel Carl Crane and Major General Eugene Eubank Awards to instructors from the wing. The Crane Award, named for the founder of Stinsons Flight, went to our vice flight captain, Lt. Col. Kidd Bliss. Kidd earned this award as the top graduate of all of the instructor qualification courses conducted by the 12th FTW in 2017. The Eubank Award went to Maj. Joker Smith, recognizing Joker as the top instructor in the wing. Ginsu also presented the 2016 Eubank Award, previously delayed by wing schedule changes, to Maj. Taps Cox. The 2016 Crane Award was earned by Lt. Matthew Frasse, now at Columbus AFB, Mississippi. Congratulations to these outstanding aviators.



Stinsons Vice Flight Captain Lt. Col. Kidd Bliss receives the Crane Award from Steve Usher and Flight Captain Lt. Col. Ginsu Rakel, USAF (Ret).

Former Flight Captain Bill Ercoline made a fascinating presentation on the pioneers in instrument flying at our March meeting. He talked about the early myth that the Signal Corps could select pilot candidates who had the special skills to maintain level flight while flying in the clouds, without reference to attitude instruments. Believe it or not, a published method for staying upright in the clouds was to “shake your head” a few times before entering the weather. This myth began before there were any attitude instruments, but it persisted for years after Bill Ocker developed the first bank indicator. The prejudice against flight instruments was so strong that Ocker was twice sent for psychiatric exams. His commanders tried very hard to ground him and he was court-martialed for his efforts to develop instrument flying capabilities. Eventually instrumentation of cockpits progressed and Ocker, along with Carl Crane, produced the first instrument flying instruction manual. Thanks to Bill Ercoline for his extensive research on the pioneers in instrument flying, and for an outstanding briefing. *(Source: Maj. Gen. Jerry Allen, USAF (Ret))*

102nd (Ben T. Epps) Flight Atlanta, Georgia

Of all Flight 102 meetings, the one most anticipated among flight members is the “Scholarship Awards” meeting, traditionally held in February. This February’s meeting was in keeping with that tradition – a presentation of the twentieth and twenty-first scholarships awarded by Flight 102. That’s right, the Ben T. Epps Flight has awarded 21 scholarships over the last 10 years. Read on to learn more about this year’s recipients.

Flight Captain “General Joe” called the meeting of nearly 50 flight members and guests to order with the pledge of allegiance to our country’s flag followed by a beautiful invocation by the flight’s chaplain – Dale “Boots” Hill. Following toasts and guests introductions, attendees enjoyed a nice lunch with desert. Eventually, it was time for Clint Johnson, the flight raffle chairman, to do his thing. It should be noted that Flight 102 would not have the funds to support these healthy scholarship awards if not for Clint and his raffle. Once again, with the



Flight Captain Joe Redden with AFROTC cadets Ryan Morse and Alex Hogan.

support of flight members attending, Clint’s raffle brought in \$425 to the scholarship fund. Here’s a SALUTE to Clint and all flight members regularly purchasing raffle tickets and also to those making annual donations to the fund.

Before introducing the scholarship recipients, “General Joe” introduced “Boots” one more time. Yes, “Boots” wears two hats for Flight 102 – the Awards & Decorations Chairman and the Flight Chaplain. This introduction was to allow Dale to give an update on this year’s order of battle for, and his plan of attack to support hundreds of Junior ROTC unit award ceremonies with Flight 102 representatives. It is absolutely amazing to witness the aggressive management “Boots” places over this wonderful program. As of this meeting, those “hundreds” totaled 114

schools! Dale has ensured each school on this massive listing has a medal and a certificate, and he does everything he can to have a flight member attend the presentation. Last year, Dale’s leadership and motivation led to 20 flight members making JROTC award presentations. He already has over 20 signed up this year. Stand by for a final report on end-of-year numbers supporting this outstanding program.

Of course, the meeting highlight was Flight Captain “General Joe” making the scholarship presentations to USAF ROTC cadets Alex Hogan and Ryan Morse, both Georgia Tech seniors headed to UPT this summer. Cadets Hogan and Morse presented amazing resumes with their scholarship applications. These outstanding young men, leaders both on and off campus, not only have demonstrated their personal goal to pursue military aviation, but also held leadership positions as ROTC cadets throughout their college years. Both were heavily involved in off-campus extra-curricular programs, while at the same time maintaining a 3.55 GPA or better in aeronautical engineering. With several private pilot hours logged already, these two outstanding Daedalian scholarship award recipients are sure to make all Daedalian proud as they step out to perpetuate military aviation.

The meeting ended with Bill “Senator” Rial giving his “Where They Are Now” presentation. This presentation is a periodic update informing flight members what previous flight scholarship recipients are doing in their respective assignments. Of note, 11 scholarship recipients have completed UPT and transition training in their specific weapon systems. Each one of them has been or is currently serving a “down range” combat tour of duty. Several already have three or more deployments under their belts. The breakdown on end-assignments: two HH-60s, F-15E, C-17, MC-12, two KC-135s, P3/P8, RC-135, FAIP T-6, FAIP T-38, F-35, and one RPA.



Col. Bill Rial, USAF (Ret), gives the flight an update on previous scholarship recipients.

One scholarship recipient is awaiting his assignment drop and two will begin UPT this fall. Well done Flight 102! Well done ROTC cadets! (Source: Col. Bill Rial, USAF (Ret))

18th (Mile High) Flight Aurora, Colorado

There are not too many people who have a personal letter written and signed by President Ronald Reagan, but CWO 4 Michael A. Silva, USA (Ret.) of Flight 18 has one. President Reagan recognized Mike for his heroic actions in assisting law enforcement officers in a crime committed in Denver, Colorado. It turned out to be an escaped prisoner from Texas on his fourth bank robbery in Denver. Mike at the time was a helicopter pilot for a TV news channel in Denver. He was on his way to gather video news footage of a construction site when he heard on the police monitor that the robber was fleeing the savings and loan bank in a white vehicle. Mike spotted the police chase in progress and his cameraman began recording for news reporting. They witnessed the robber weaving through traffic almost sideswiping several cars and then purposely running over and killing a policeman who was attempting to set up a road block. That incident changed Mike's mindset from just being a news reporter to being a citizen intent on helping bring the robber to justice.



CWO4 Michael A. Silva, USA (Ret) proudly shows his letter from President Ronald Reagan.

He witnessed the robber lose control and crash the white vehicle into a tree, then jump out and run through back yards, jumping fences with dogs chasing him. At one point the robber pointed his hand gun up at the helicopter but that did not dissuade Mike, who had been awarded the Distinguished Flying Cross, Bronze Star and Air Medals for combat missions in Vietnam. The robber then ran down into a wooded ravine, with Mike maneuvering the helicopter to film his every move. As the robber came out of the woods, he saw a man and his daughter standing by a green pickup truck. The robber made the man get into the truck at gunpoint, and drive away at normal speed while he crouched down on the floor.

Police were still looking for the robber, but had no way of knowing that he was now in a green pickup. Mike could monitor the police radio but could not transmit to them. So he called his TV station and had them relay the information as he continued to follow the pickup. He decided to see if he could end the chase by getting in front of the pickup. He descended down nose to nose with the pickup which worked to bring it to a stop. The robber was looking through the

windshield waving his gun around as a policeman in another vehicle rammed the pickup on the passenger side to completely disable it. The robber was still in the pickup with his arm around the driver and the gun pressed against the driver's neck. But as the robber would turn to reply and shout at the policeman who rammed him, the gun would then not be against the driver's neck. That gave an opening for a police sharpshooter to end it

with one shot to the robbers head. The driver was reunited with his daughter and justice was served.

It was a fitting end for the robber with a long rap sheet. Besides killing a Denver police officer, he had previously escaped from criminal charges in Texas of kidnapping and demanding a million dollar ransom for the child of an executive. He had buried the child in a storage box with six inches of dirt covering the lid. The child was able to push the lid up just far enough to crawl out and run for help. The criminal was arrested but escaped by stealing a police car and somehow made his way to Colorado to start a string of bank robberies.

Of course, the naysayers, and some rivals in the news business had to pontificate on Mike's actions, saying he was just grandstanding to get a pay raise, had no business flying under power lines or stopping the robber as he did. They did not take into account Mike's Army training, his combat experience, or that he had previously flown for the Sheriffs Department, or that he had also flown for power companies checking power lines, or that he had won several National Academy of Television Arts and Sciences Emmy Awards as a helicopter news pilot. The FAA found no fault or concern for his actions. Since that incident, Mike has been recognized by the Legends of Aviation organization with his induction into the Vertical Flight Hall of Fame. When all is said and done, the framed letter from President Ronald Reagan is still his most prized possession. *(Source: Col. Dale Boggie, USAF (Ret))*

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

The 24th Flight's honored guest speaker in February was Judge Angie Juarez Barill, 346th State District Court Judge. She was elected in 2004 and is presently serving her fourth term. Judge Barill presented a comprehensive slide briefing on the El Paso Veterans Treatment Court which she started in 2012. Judge Barill was assisted by Ms. Silvia Serna, Veterans Program Director. The mission of the program is to divert justice-involved veterans and active duty service members from the traditional criminal justice system by assisting them and their families with treatment and judicial monitoring to afford them the tools needed to lead a productive and law-abiding life.



Roger Nichols, Silvia Serna, Judge Barill and Bob Pitt

Ms. Silvia Serna joined in by stating that the court has a number of mentors who serve as big brothers to the veterans. Judge Barill added that of all the veterans courts across the country, the El Paso court has the largest number of mentors. Ms. Serna went on to say that when the El Paso Court was initiated in 2012, it was very poor, but now it has many contributors including 24th Flight member, Larry Spradlin. Judge Barill concluded her presentation by saying that there were 1,880 home visits in 2017, averaging 156 per month or 36 per week. Veterans in the program are not allowed to have firearms, ammunition, alcohol or drugs in their possession while on probation.

Our March meeting highlighted the ROTC program at the University of Texas at El Paso (UTEP) with guest speaker LTC James K. Lee, Jr. Colonel Lee is the U.S. Army Professor and Chair, Military Science Department at UTEP. He enlisted in the U.S. Army in 1993 as a mechanized infantryman and was commissioned in 1995 through Officer Candidate School. His deployments include Operation VIGILANT WARRIOR,



24th Flt Captain Roger Nichols brought some wonderful pieces of art to accompany his presentation about his father, the 24th Flight namesake.

Operation JOING GUARDIAN, Operation IRAQI FREEDOM and Operation ENDURING FREEDOM. Colonel Lee was assisted by Mr. Simon Hernandez, UTEP ROTC Scholarship Admissions Officer and a 13-year Army veteran.

Colonel Lee began his remarks with a brief account of his participation in an Iraqi mission for which he was awarded the Silver Star. He then turned to the UTEP Army ROTC program. He said it is difficult to convince potential ROTC cadets to stay in El Paso when they have the opportunity to go to more prestigious schools elsewhere. However, the high cost of Ivy League and California schools and the associate high cost of living encourages some to stay home in El Paso.

In addition to having Colonel Lee and Mr. Hernandez as guest speakers, the members of the 24th Flight welcomed Lt. Cmdr. Cindy Sweeney, USN, a naval aviator and potential Daedalian, as our special guest.

On 4 Apr 2018, 24th Flight celebrated the 100th birthday month of Maj. Gen. Franklin A. Nichols. The general’s son, 24th Flight Captain Roger Nichols, displayed a spectacular pictorial family history throughout the El Paso Club’s Juarez Room as he spun tales of his mother and father and their distinguished career. General Nichols retired in 1 Jun 1970. He died on 16 Sep 2001 and in early 2003, 24th Flight’s name changed from Roadrunner to the Major General Franklin A. Nichols Flight. Concluding his presentation, Roger showed several slides of his mother and father including their family house on Jefferson Street in EL Paso, Texas, one half mile south of UBAMC and photos of his father with Arthur Godfrey and Brig. Gen. Jimmy Stewart. *(Source: Kathleen Arrufat)*

**12th (Old Pueblo) Flight
Tucson, Arizona**

The Old Pueblo Flight had the honor of presenting the Daedalians prestigious Orville Wright Achievement Award to Lt. Collin Goodman at its monthly luncheon on 15 Mar 2018.

The Wright Award traces its history to 1936 when it was proposed by Hal George, the first Daedalian commander. The Order began recognizing Air Force UPT graduates with the award in 1960. In the years since, the award has been expanded to include both Navy and Army pilots and comes with a complimentary one-year of membership in the Order of Daedalians.

Lt. Goodman was motivated early on to follow his brothers who were pursuing careers as military



*Orville Wright Achievement Award Presentation
Brig. Gen. Keith Connolly (Vice Flt Capt), Col. Rico Rodriguez (Flt Capt),
Lt. Collin Goodman, Lt. Col. Jerry Bryant (Adjutant)*



Old Pueblo flight members present Lt. Goodman with his complimentary membership in the Order. (L to R) Col. Monte Crook, Lt. Col. Bill Swan, Lt. Collin Goodman, Lt. Col. Augie DeRosa, Col. Tom Hansen, Lt. Col. Chuck Kennedy

pilots. He worked in high school repairing gliders at a local glider port to pay for flying training. He is a graduate of the demanding Euro-NATO Joint Jet Pilot Training program that provides 35 additional flight hours and three additional check-rides compared to other UPT programs. Goodman achieved an extraordinary academic average of 99.8 percent and demonstrated outstanding flying ability. Presenting himself as a model officer and example for his peers he has also been recognized with the Commander's Trophy of the Air Education and Training Command.

He is currently qualifying in the A-10 at Davis-Monthan AFB, Arizona. His

demonstrated skills of leadership and airmanship bode well for his future and the future of the Air Force. (Source: Jerry G. Bryant)

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

Flight 34's guest speaker for February was Robert "Boom" Powell, CDR, USN (Ret), from the Virginia Military Aviation Museum. Boom is a former naval aviator, now privileged to fly a variety of warbirds at the museum down in Pungo, Virginia. Boom spent his formative years as a naval aviator, flying everything from T-34s to the A-5 Vigilante. He then transitioned to the airlines for 17 years. In his current position in the Museum as a Flier, Factotum, and Scribe, he gets to fly anything from the Stearman to the DHC-1 Chipmunk.

The Military Aviation Museum is home to one of the largest private collections of World War I and World War II era military aircraft in the world. Their aircraft have been beautifully restored to their prior military condition, using original parts whenever possible. Most of the planes are airworthy and flown at the museum during flight demonstrations and at air shows throughout the year. Some are the last flight-ready aircraft of their time, and all of them are really one-of-a-kind.

Boom gave us insight about a few of the aircraft at the museum. An example WWI fighter is the Nieuport model XI (11). This was a French biplane, most often referred to as the "Bebe" or the Nieuport Scout. It is famous as one of the aircraft that put an end to the first "Fokker scourge" by putting more formidable planes in the sky against the Germans.

Another example discussed was the Fokker D.VIII. This was the last German aircraft to be designed and flown in WWI. It was also the last German plane to score an aerial victory. Its slim profile earned it the name "The Flying Razor" from Allied pilots. Only 85 D.VIIIs were actually in front-line service before the Armistice, but the plane proved to be a



CDR R. "Boom" Powell, USN, (Ret), (left) and Col. Jeff Platte, USAF, (Ret), Flight Vice Captain

worthy complement alongside the D.VII. The museum’s D.VIII is painted in the scheme of Gotthard Sachsenberg, a German ace with 31 victories to his name and winner of the “Blue Max.” After the war, Sachsenberg designed and built the museum’s “Cottbus” aircraft hangar.

The museum also has an extensive collection of WWII fighters, bombers and trainers. One of the most powerful and unique fighter aircraft of the war was the instantly recognizable “gull-wing” Corsair. Designed by the Vought Aircraft Company, demand was such that production was also licensed to Goodyear and Brewster. Known to pilots as “hose-nose” and to the Japanese as “Whistling Death,” the Corsair had birthing difficulties as a carrier-based aircraft but saw immediate success as a ground-based fighter as popularized by Maj. Greg Boyington and the “Black Sheep” Squadron of television fame. The museum’s Corsair was delivered in May of 1945 and spent much of its military career in storage, being one of the lowest-time Corsairs known.

Another unique aircraft in the museum’s collection is the Russian Po-2. This biplane had the largest production run in aviation history. An astonishing 40,000 plus were produced between 1928 and 1953. The Po-2 was a general purpose biplane that was used in military and civilian roles as a trainer, crop-duster, ground attack, and observation platform. Originally named the U-2, it was designed by the Soviets to replace the U-1, which was the Avro 504 as used for training. One of its uses was as a psychological warfare weapon as it attacked out of nowhere in the night to deprive German troops of sleep. This type was also used by the “Night Witches” of the all-female 588th Night Bomber Regiment who flew as many as 18 low-altitude night raids in a single night, harassing German rear-area positions. The Po-2 was almost impossible to shoot down due to tactics, low stall speed and a tight turn radius.

If you are ever in the Virginia Beach area, a trip to the Virginia Military Aviation Museum is well worth it. We thanked Boom for his time and wish we all could be flying those warbirds! *(Source: Col. Eric R. Theisen, USAF (Ret))*

**51st (Chennault) Flight
Shreveport, Louisiana**



*Nell Chennault Calloway, CEO of the Chennault Museum,
briefing the Chennault Flight*

The Chennault Flight 51 met in the new Daedalian Room of the Barksdale Club on March 15th. Our guest speaker was Nell Chennault Calloway, who is the CEO of the Chennault Museum located on the Monroe Regional Airport in Monroe, Louisiana.

Her presentation covered the life of her grandfather, Maj. Gen. Claire Chennault, during the time he was in China, prior to and during WWII. He began with the Flying Tigers from 1937 until 1942, which at the time were not a part of the Army Air Corps, but were the 1st Aviation Volunteer Group. During this time, they flew what amounted to surplus P-40 Tomahawks in combat operations against the Japanese forces who had invaded China. In 1942 the Army Air Corps took operational control and the Flying Tigers became a part of 14th Air Force, with General Chennault as the commander, for the remainder of the war until 1945.

During the Q & A following her presentation, Brig. Gen. Peyton Cole, USAF (Ret), former 2nd Bomb Wing commander,

identified the location of quarters on Barksdale AFB, Louisiana, where Claire Chennault had lived in 1936 when he was the executive officer of the 20th Pursuit Group. Further when the streets on Barksdale were renamed from letters and numbers to names of Air Force leaders, the street where the Chennault's quarters were located was renamed Chennault!

After her presentation Nell was presented the coveted "Speakers Cup." For her work in preserving aviation heritage and educating a future generation of military pilots, she was awarded the first "Friend of The Flight" certificate by Flight Captain Maj. Kyle Reichert. 51st Flight then renewed our corporate membership with a \$500 donation to the Chennault Museum. The 51st Flight looks to continue a long and mutually beneficial relationship with the Chennault family and the Chennault Museum (www.chennaultmuseum.org). (Source: Russ Mathers)



Ms. Chennault Calloway receives the Speaker's Cup from Flight Captain Maj. Kyle Reichert



Flight Captain Maj. Kyle Reichert presented the 51st Flight donation check to Ms. Chennault Calloway

**13th (San Diego) Flight
San Diego, California**

Daedalians motivate our future leaders. Academic and flight scholarships provide great opportunities for the individual recipients and motivate everyone to do well and be competitive. Don Ramm of San Diego Flight 13 wanted to provide opportunities for all AFROTC cadets in San Diego to experience an introduction to military flying. He and two other San Diego Daedalians drive to March Air Reserve Base near Riverside, California, every month to fly aero club T-34s in two, three and four-ship formations and Don didn't like seeing empty back seats.

Don reached out to AFROTC Detachment 075 at



T-34s sit on the ramp at March ARB on a clear day

San Diego State University (SDSU) and offered the possibility of giving deserving cadets orientation flights in their monthly proficiency flights as well as flying when aero club members of the Eagle Flight Formation Team fly missing man formations for funeral services and fly-bys for parades and holidays like the 4th of July and Memorial Day. Cadets not only get to experience being in the flight, they also accompany the ground controller who has a hand-held radio to coordinate timing with the flight leader. It gives the cadets a sense of what ground-based forward air controllers, now called Joint Terminal Attack Controllers (JTACs), do to coordinate and direct air power against ground targets. The program is open to all cadets in AFROTC, not just aviation candidates.

Currently there are no rated officers in the Det. 075 cadre, which makes it difficult to help aviation candidates understand military flying operations. To bridge the gap, Don felt the cadre should know what their cadets are experiencing. Col. Dennis Tucker, Commander of Det. 075 and Professor of Aerospace Studies at SDSU, made the offer to his staff and also let administrators at the university know about the program with an invitation to the senior leadership.

Not only did the officer cadre want to see what the cadets were getting to do, Donna Conaty, Associate Dean of the College of Professional Studies and Fine Arts stepped up to see what the AFROTC cadets are experiencing. She flew two sorties, first in a 2-ship and then a 3-ship formation. In both flights the aircraft were cleared to leave the formation for individual maneuvering and aircraft handling demonstrations. Capt. Taylor Patterson from the Det. 075 cadre also joined us. This was Dean Conaty's and Capt. Patterson's first exposure to flying in a light aircraft and certainly their first exposure to formation flying. Both were full-bore participants who enjoyed the opportunity to fly the aircraft themselves and also see what formation flying entails to include fingertip, extended trail, and pitch-outs and rejoins.



Dean Donna Conaty flies in the back seat of the T-34 with Dr. Chuck Kerber as the pilot.

Dr. Chuck Kerber, former USMC flight surgeon, L-39 Albatross owner and Daedalian Friend of the Flight, acted as pilot for both sorties and said Dean Conaty took to the experience easily and flew the T-34 well during the single-ship maneuvering.

Dean Conaty and Captain Patterson left March ARB with a greater sense of military aviation and a deeper understanding of what the cadets of AFROTC Detachment 075 experience when they fly with the pilots of the March Aero Club. The pilots for the aero club experience are:

- Flight Lead: Rich Martindell, F-4s and F-15s
- #2: Chuck Kerber, T-2s and personal L-39
- #3: Don Ramm, A-7s and A-10s (*Source: Rich Martindell*)

**23rd (Dallas/Ft. Worth) Flight
Fort Worth, Texas**



Fernando Ospina spoke to 23rd Flight about his FAA career.

Mr. Fernando Ospina recently spoke to 23rd Flight about his career with the FAA as well as the agency's history. Mr. Ospina began his ATC career just a few months after President Reagan fired over 11,000 air traffic controllers. He worked at the Fort Worth Air Route Traffic Control Center (ARTCC) in Texas for 26 years as a union representative, OJT and classroom instructor, training specialist, supervisor, and air traffic controller.

Fernando explained that the FAA was created by Congress in 1958 following several mid-air collisions. In 1967, the DOT (Department of Transportation) was created to oversee all things related to transportation. In 1987 NATCO (National Air Traffic Controllers Association) was established to represent the air traffic controllers. Fernando touched on improvements that were made during his time as a controller. Instead of passing strips from controller to controller to follow flights, the flights are now linked digitally by computer. Today, all ARTCCs even have their own meteorologists to help with the smooth flow of air traffic. As an example of the vast improvements, Sept 11, 2001, was the only time the entire airspace in the US was closed. The order to shut down came at 9:26 am ET, and within 2 ½ hours all civilian aircraft were on the ground. Mr. Ospina retired from the FAA in 2006 at the age of 50.

In retirement, Fernando has involved himself in several charities. He works with Court Appointed Special Advocates (CASA) of Tarrant County, TX to advocate for abused children. He is also on the planning committee for Snowball Express which serves the families of fallen soldiers since 9/11. *(Source: Bob Pavelko)*

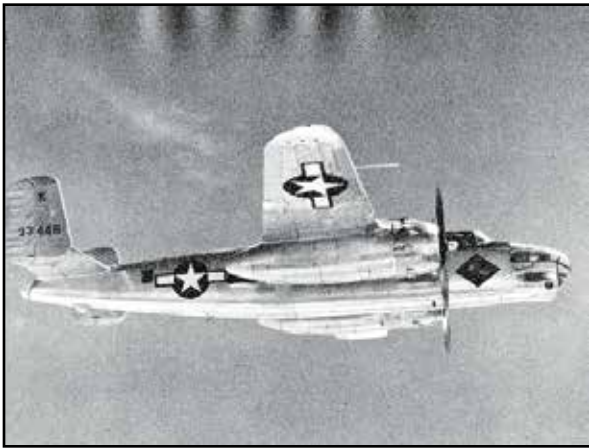
**82nd (Willie) Flight
Chandler, Arizona**

We held our February meeting at the Dobson's Restaurant, Dobson Ranch Golf Course, in Mesa, Arizona. Our speaker was Col. Ole Griffith, USAF (Ret), who briefed us on flying photo reconnaissance in the B-25 and B-17 in South America during WWII. He also shared his personal history of aviation through a great collection of photos and his direct encounters with aviation pioneers.

Colonel Griffith was born in Pittsburgh, Pennsylvania. He spent his early years in and around Pennsylvania, his military years all over the world, and his last three and a half decades based in the Phoenix area. With a bachelor's degree in mechanical and aeronautical engineering from Carnegie Institute of Technology, Griffith was commissioned from ROTC as a 2nd Lt. in the U.S. Army Corps of Engineers in 1942, but his sights were on aviation. Shunning an alternate course and immediate



Col. Ole Griffith shares his career highlights



Colonel Griffith flew photo recon on B-25s like this one

promotion, he leapt at the opportunity to be detailed to the Army Air Corps for pilot training, which was partly secured under contract through Embry-Riddle in Florida. After completing his pilot training in December 1943, he was assigned to the 1st Photo Group flying photo and mapping missions throughout Central and South America in 1944 and 1945. This assignment placed him in Panama, Chile, Peru, and Brazil, which allowed him to experience these cultures and practice his Spanish in addition to his flying experience.

Colonel Griffith had longed to fly the P-38, but spent his career flying nearly fifty other aircraft, including the O-47, B-24, B-17, C-47, C-45, F-2, and T-33. His favorite, though, was the B-25 named “My Happiness,” which ended up in the Doolittle

Raiders’ exhibit at the National Museum of the United States Air Force in Dayton, Ohio. Griffith’s career took on more land-based responsibility, but he stayed current in flying until late in his military career. Upon retirement from military service in 1970, he and his family moved to Phoenix, Arizona, to accept a civilian job with Air Research Corp. He finally retired two decades later.

Ole showed us an amazing collection of aviation photos that covered his life from when he was a young child through World War II, all with his exceptional personal recollections. Our members and guests thoroughly enjoyed Ole’s outstanding presentation on flying history. *(Source: Col. Pat Dooley, USAF (Ret))*



Young Capt. Ole Griffith in his B-25, “My Happiness”



Flight Captain Maj. Frank Stookey, USAF (Ret) thanks Colonel Griffith for his riveting presentation

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

Flight member Maj. Keith Clayton, USAF (Ret), was our evening speaker for the February 2018 meeting. He talked about flying the C-130 Blind Bat missions during the Vietnam War. Keith was assigned to Naha, Okinawa, as a C-130A copilot who volunteered for several Blind Bat SEA tours to acquire flying time much faster than other normal “trash-hauling” missions. He reached the required 1,000 hours and upgraded to aircraft commander as a 1st Lieutenant.



Blind Bat crew Keith Clayton (standing, left) flew as copilot

Blind Bat missions were flown as a single-ship nighttime interdiction mission composed of all-volunteer crews to perform as a forward air controller identifying targets, then dropping flares to mark targets and coordinate strike aircraft to attack and destroy the target. From 1965 to 1970 the typical mission profile was flown at 150 knots at 5,000 feet above the ground over the Ho Chi Min Trail. The C-130 was blacked out (no lights) and accompanied by a Marine EF-10, “Willy the Whale,” and several other attack aircraft types: A-1E, A-26, B-57, and additional Air Force or Navy fighter aircraft directed by the airborne command post as needed. The aft ramp was fitted with a locally fabricated aluminum 14 chute dispenser for dropping parachute flares or log (ground) flares. The detection equipment was pretty basic composed of crewmember eyeballs, a hand held manual STAR scope, and a Night Optical Detector (NOD) mounted in the aircraft’s right paratroop door. Keith recalls his most satisfying mission was when his crew was tracking trucks and located, quite by accident, a major fuel site, destroying it and being awarded a Distinguished Flying Cross for their actions. His worst night was when one of the A-1E escort aircraft hit the ground during a bombing run on a target.

A highlight for the flight was celebrating the birthday of one of our esteemed flight members, Lt Col. Mark Gilles, USAF (Ret). He turned 98 years young on December 11, 2017. Mark flew 30-plus B-17 missions in Europe mostly over Germany and returned to the United States to train and fly B-29s in the Pacific. Stateside after the war he flew B-29s, B-50Ds and B-47s, before retiring in 1963.



Happy 98th birthday, Lt. Col. Mark Gilles, USAF (Ret)

Lt. Col. Mack Secord, USAF (Ret), was our March meeting guest speaker and is a member of Ben T. Epps, Flight #102. In his 22-year military career he flew many different types of aircraft, but he came to talk to us about one particular mission, Operation DRAGON ROUGE. Mack participated in the operation in November 1964 while assigned to the 464th Troop Carrier Wing at Pope AFB, North Carolina, as a C-130 pilot.

While on temporary duty at Evreux AB, France, the unit was told to fly their aircraft to Belgium to pick up 2,500 Belgian para-commandos and proceed to Moron AB, Spain. There the C-130 navigators were the only ones briefed about their mission’s purpose and destination. After the 14 aircraft (12 mission, one maintenance support and one spare) of the 464th TCW landed at Ascension Island they were joined by, in Mack’s words, two C-130 “talking birds.” They all sat for four days awaiting word to continue while the politicians were deciding whether to commit forces to the planned joint operation. By the fourth day the decision was made, Operation DRAGON ROUGE was underway to rescue 1,300 hostages held by Simba rebels in Stanleyville, Congo. Aircraft

and personnel were deployed to a staging base in southern Congo. The rescue mission began at night with six C-130s airdropping the Belgian para-commandos to secure the airfield and rescue the hostages in town. The other six mission aircraft were to pick up the hostages. All aircraft would air land at the airport, await the hostage's arrival from the town, and up load them and the para-commandos for extraction to safety in Leopoldville, Congo.

For Mack and his crew the mission did not begin well. Shortly after takeoff from Kamina AB his aircraft experienced severe buffeting due to a loose wing panel that covered the life raft storage compartments. This resulted in an air abort and return back to Kamina for an aircraft swap to the spare aircraft. Instead of being aircraft #7 in the flow, he was moved back to #12. While at Stanleyville Airport with engines running and fuel being burned, he waited two hours for the hostages to make it to the airport safely. The hostages had to walk from town while under sniper fire. Mack's concern was burning precious fuel needed to make the 800-mile flight to Leopoldville; after his 125 hostages were loaded he taxied out for takeoff. Unbeknownst to the crew, Simba rebels were in the tall grass surrounding the airport and shot holes in his left-wing fuel tanks. After takeoff, his loadmaster discovered fuel was leaking around #3 engine and Mack elected to shut down the engine to prevent a wing fire. Their actions resulted in the aircraft making a safe flight and recovery at Leopoldville saving 125 hostages. The aircraft was repaired and continued to serve for another 46 years before being retired and placed on display at the Museum of Aviation in Warner Robins, Georgia.



Lt. Col. Mack Secord, USAF (Ret), standing by the Mackay Trophy

For this flight, Mack Secord received the Distinguished Flying Cross and this operation garnered the 464th Troop Carrier Wing the Mackay Trophy for the most meritorious flight of 1964. All aircrew members received Air Medals and other decorations. In 1985, Mack joined Angel Flight as one of its first pilots and later as one of its board members. In addition to flying hundreds of patients to medical treatment facilities, he continues to speak to hundreds of civic and service clubs, schools, community, and church groups to increase awareness of Angel Flight services. In 2008, he was given the first-ever Lifetime Achievement Award from Angel Flight and henceforth it will be named the Mack Secord Award in his honor. Lt. Col. Mack Secord is a member of the Georgia Aviation Hall of Fame. (Source: Maj. Walt Dietrich, USAF (Ret))



Flight Captain Col. Joe Fitzpatrick, USAF (Ret) (right) presents the flight mug to guest speaker Maj. Keith Clayton, USAF (Ret)



Vice Flight Captain Maj. Dave Devendorf, USAF (Ret) (right), presenting a flight mug to Lt. Col. Secord, USAF (Ret)

**8th (Kitty Hawk) Flight
Goldsboro, North Carolina**

Things are happening at Kitty Hawk Flight and Seymour Johnson AFB. We were fortunate that the 4th Fighter Wing Operations Group Commander, Col. Richard “Deuce” Dickens was a late replacement to speak at our April meeting. He gave a superb review on the highlights of his last two years in command of the six squadrons under his control and showed two exciting videos. He also spoke about the airmen and F-15Es from the 336th Fighter Squadron who just returned home after a six-month deployment to the Middle East in support of Operation INHERENT RESOLVE. Afterwards, he was peppered with questions which added greatly to his very interesting talk.

Colonel Dickens is a long-time Daedalian who is about to embark on a tour as commander of deployed units in the war zone and we wish him well on his new assignment.

The other bit of news is that there was a dedication of a multi-sports complex on excess land on the northeastern side of the base that is designated for joint-use between the base and the city of Goldsboro, North Carolina. A feature of the sports complex was a decision to remove the F-4E tail number 74-649 from a seldom seen position behind base operations to a more prominent location on the sports complex where it will be viewed by many. This particular F-4E Phantom was assigned to the 334th Fighter Squadron “Eagles” from 1977 to 1990, when it was retired and the 4th Fighter Wing was allowed to keep this last aircraft. The 4th Fighter Wing commander and Daedalian, Col. Chris Sage made the decision to have Brig. Gen. Larry Huggins, USAF (Ret), and WSO Maj. Mike Myers inscribed on the canopy rail in tribute to the fact that General Huggins was the 334th Fighter Squadron commander during the time the aircraft arrived and was later the 4th Fighter Wing commander. General Huggins is also a long-time Daedalian. Both he and his daughter, Cindy Huggins-Young were in attendance. A special guest, Mr. John W.



Col. Jim “Clue” Clough, USAF (Ret), and Col. Richard “Deuce” Dickens



(L to R) Mrs. Cindy Huggins Young, BGen Larry Huggins, Dr. Roy Heidicker, Mrs. Judine Heidicker

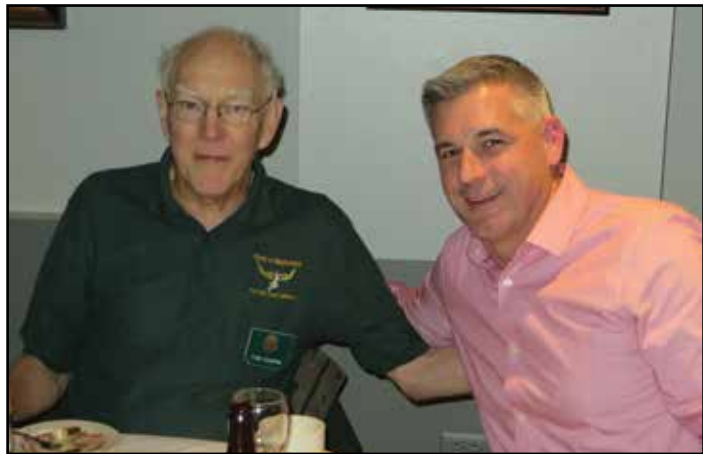


(L to R) Mr. Scott Stevens, Goldsboro City Manager; Col. Chris Sage, 4th FW Commander; Brig. Gen. Larry Huggins, USAF (Ret), past 334th FS and 4th FW Commander; Mr. John W. Henderson, Assistant Secretary of the Air Force for Installations, Environment and Energy; Mr. Chuck Allen, Mayor of Goldsboro, North Carolina.

Henderson, Assistant Secretary of the Air Force for Installations, Environment and Energy was in attendance; as were the mayor and city manager and a large turnout of interested civilians and children from the nearby school. Dr. Roy Heidicker, 4th Fighter Wing historian and “go to” guy for many interesting Kitty Hawk Daedalian talks was instrumental in getting this project underway. (Source: Lt. Col. Bill Allgaier, USAF (Ret))

**46th (Wiley Post) Flight
Oklahoma City, Oklahoma**

Winter in Oklahoma offered several entertaining options for members of Wiley Post Flight 46. Meeting on Tinker AFB, January gave us good weather and the chance to have fellow Daedalian Lt. Col. Tom Scherm, USAF (Ret), introduce his son and former Air Force pilot, Todd Scherm, as our speaker. Currently working for Boeing, he discussed upgrades to the B-52 that are ongoing or in the planning phases.



Lt. Col. Tom Scherm, USAF (Ret.) and son Todd Scherm

February, the month of Valentines, included spouses in the mix with Navy carrier pilot and acappella crooner Frank Eckhart as entertainment. John Gaines, founder and former president of Vietnam Helicopter Pilots Association, addressed the role helicopters played throughout the conflict in Southeast Asia. The ladies in attendance enjoy spending time together while the men share memories from their flying days.

A lighter topic in March was a whimsical look at military aircraft that didn’t make the cut. Titled “Whatever Happened to the F-103?” fellow Daedalian and historian Kent McInnis covered all the military aircraft of the last 50 years that never progressed past the prototype phase of development. As with most history, a few in attendance presented opposing opinions. It’s all part of the fun.

Without a tornado in sight, April’s meeting saw clear skies and a presentation by Oklahoma Air National Guard’s Maj. Brian Beekman. The Oklahoma Guard flies a unique aircraft, the MC-12, “a medium-to low-altitude, twin-engine turboprop aircraft. Its primary mission is providing intelligence, surveillance and



Frank Eckhart, crooner



Daedalian wives having fun during the February meeting

reconnaissance support directly to ground forces.” Major Beekman provided a unique insight into an aircraft and a mission not always heard about outside the military.

Springtime in Oklahoma is active for Wiley Post Flight 46 because school ends and Daedalian awards proliferate. It is all coordinated under the leadership of Brig. Gen. Jack Gingerich, USAF (Ret). Besides the routine statewide presentations of Daedalian medals to JROTC cadets in high school and flying opportunities for Civil Air Patrol cadets, there is also the chance to award university scholarships to worthy ROTC cadets in all branches of service. Such an occasion occurred in April 2018 at the University of Oklahoma. Col. Kenneth R. Carson, USAF (Ret), Director, Department of Aviation – Sooner Flight Academy, presented scholarships to three cadets at their national ROTC awards afternoon ceremonies. Our Wiley Post Flight 46 golf tournament, held each summer under the leadership of Lt. Col. Joe Poe, USAF (Ret), makes possible the funding of Daedalian scholarships. Receiving the first scholarship was Air Force ROTC Cadet Emily Nole. Earning Wiley Post Flight 46 scholarships matched by Daedalian national headquarters were Air Force ROTC Cadet Nathan Hammond and Navy ROTC Midshipman Jarrod Watson.



Colonel Carson presents a scholarship to OU AFROTC Cadet Emily Nole



Colonel Carson presents a scholarship to OU NROTC Midshipman Jarrod Watson

This year’s golf tournament to fund aviation scholarships occurs Aug. 17, 2018, at Tinker AFB, Oklahoma. Funding support and participation in this worthy cause are always welcome. (Source: Mr. Kent A. McInnis)

**62nd (Fighter) Flight
Las Vegas, Nevada**

Flight member Lt. Col. Don Emigholz, USAF (Ret), was the guest speaker for our February meeting. He soloed in 1952 as an aviation cadet and flew F-86s, F-100s, and F-4s in Germany and Vietnam as a Wild Weasel. He was also part of the USAFE demonstration team the “Sky Blazers” with Bill Creech and had some interesting anecdotes about that. The focus of his presentation was describing the two months of leave he took in the summer of 1957 to help his childhood friend sail across the Atlantic. They left from Gibraltar and roughly followed the same route as Columbus, except they were in an even smaller boat only 30 feet long. During 40 days of sailing, they encountered periods of absolutely no wind to some big storms, but still managed to enjoy cocktails every night courtesy of provisions of gin and wine. He shared great pictures documenting the adventure.



Daedalian Lt. Col. Don Emigholz, USAF (Ret), sailing across the Atlantic in 1957

Lt. Col. Corey Jewell, UNLV ROTC Detachment Commander, brought two freshman cadets, Breaden Hedge

and Savanna Brox. Additionally, a new member to the flight after USAF retirement and living in Alaska, Ray Schulte and friend Babriella Banks also attended. Finally, we learned that our Flight members were invited to the upcoming Red Flag Fridays. Several did attend and reveled in the discussions with Red Flag participants.

For our March monthly dinner at the Nellis AFB club, the guest speaker (name withheld for security purposes) shared an informative presentation about his employment of the MQ-9 Reaper to destroy members of ISIS in recent conflicts.

The crowd of 32 members and nine guests included Kerney Sigler, a 98-year-old retired Air Force lieutenant colonel who flew B-26s during WWII and participated in the Berlin Airlift. The youngest attendee was Sebastian Crawford, a high school senior who participates in the Air Force Junior ROTC program at Rancho High School. He thanked the flight for providing him a scholarship to help attend flight school. He also shared that he learned earlier in the week of his acceptance to the US Air Force and US Naval Academies. Congratulations, Sebastian!



Daedalian Lt. Col. Kearny Sigler, USAF (Ret) and son Mr. Robert Sigler

In April, our flight captain Pete Petersen used an engaging and humorous interview format to gain some incredible stories from Maj. Gen. Jeffrey



Rancho HS student Sebastian Crawford thanking Fighter Flight for the scholarship to fly

Cliver, USAF (Ret). General Cliver graduated from the ROTC program at Rutgers University and completed pilot training in 1966. His career then spanned 30 years from being an F-105 “Fast FAC” in Vietnam, flying F-15C OT&E, and culminating as AFOTEC Commander. Along the way he once told Gen. Robbie Risner that “frankly, inside of 20 miles I’d rather have an F-4 instead of an F-15” and as a wing commander helped “steal” a MiG-29 from East Germany. The crowd of 30 members and 10 guests, including two ROTC cadets, thoroughly appreciated the stories and suspect that he has many others. (Source: Andrew Dembosky)

38th (Longhorn) Flight Austin, Texas

The Longhorn Flight February meeting had 35 people gathered to hear Carlos Higgins speak. Carlos Higgins flew the B-47, RF-101 and F-111. He was awarded 18 air metals and four Distinguished Flying Crosses during his 259 combat missions in Vietnam. After his military service, he became a lawyer and served as a president of the Round Rock school board. He shot his age in golf last week and has made 7 holes-in-one. Carlos grew up in a company town in West Virginia where everyone was poor. On his first day of school, his shoes didn’t fit, and his clothes smelled like moth balls. He saved everything he could for college, but after one semester, a buddy of his was going to enlist and he just tagged along. He aced the qualification test, and with aviation cadet training recently open to high school graduates, Carlos took a train to San Antonio.

After earning his wings, he went on to fly the B-47. At their peak, there were over 1,500 in operation. Seven-hour missions, a lot of alert duty and potential one-way missions were not fun. The aircrew flight helmets had three visors and one eye patch; the extra visor was gold to protect against a bomb blast. Carlos volunteered for most every aircraft and finally got a B-66 assignment to Europe. But, they didn’t need any B-66 pilots, so he spent his time in the command post getting his college degree. After a short stint in the RF-101 he was sent to Tan Son

Nhut, Vietnam. Carlos recalled just after takeoff on his first mission, the flight lead said, “good luck” and left him. He was one of only two pilots assigned to fly over Cambodia during his tour.

His next flying assignment was in the F-111. To stay connected to the tanker, you had to use afterburner. A number of times, Carlos was told to use the afterburner or swim home. On one mission his bombs came off just one side, and he had to fly until dawn to land. The ground crew hadn’t pulled the pins. He said he was never so busy in his life as flying at night at 200 feet.

Longhorn Flight members are very appreciative for Carlos Higgins sharing his flying experience with us. (Source: J. Robert Howard)

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

Congress designated a National Medal of Honor Day in 1991 to help raise awareness of the heroic sacrifices of the brave recipients of this award. Riverside National Cemetery is one of only four Medal of Honor memorial sites in the country. On March 17, 2018, the cemetery put on an impressive ceremony that included Daedalians Commander Lt. Gen. Doug Owens as the guest speaker. He gave an inspirational account of the five Medal of Honor recipients interred at Riverside and reflected upon the importance of this solemn acknowledgement of these warriors’ deeds. Other special parts of the event included music by the First Division Marine Band, wreath laying, rifle salute and playing of Taps by a lone bugler. Members of the families of those honored were present and added much expression to the heraldry. In support of General Owens’ important role as guest speaker, Hap Arnold Flight 30 Flight Captain Col. John Allevato, USAF (Ret), and Flight Adjutant Lt. Col. Alan Leach, USAF (Ret), attended the program and greatly enjoyed his speech. (Source: Lt. Col. J. Leach, USAF (Ret))

Do you have an experience you want to share with fellow Daedalians? Send it to communication@daedalians.org and we may include it in an upcoming issue of the Flyer. You can also submit articles, anecdotes, announcements or comments for the Airpower Blog and the Aviator.

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America's Most Unsung Hero

Eugene James Bullard

By John Lowery

Few people know the saga of America's first black military fighter pilot, with the nom-de guerre of "The Black Swallow of Death."

To say that Eugene James Bullard, America's first black military pilot, was an amazing individual would be a gross understatement. First, as a teenager during the opening weeks of World War I he became an award-winning infantryman in the French Foreign Legion. After being severely wounded and found unfit for the infantry, to stay in the fight he volunteered as an aerial gunner. It was while attending aerial gunnery school he managed to get reassigned to pilot training - subsequently becoming a fighter pilot flying the French SPAD VII and scoring two probable kills against a German Fokker Dr.1 and Pfalz D III.

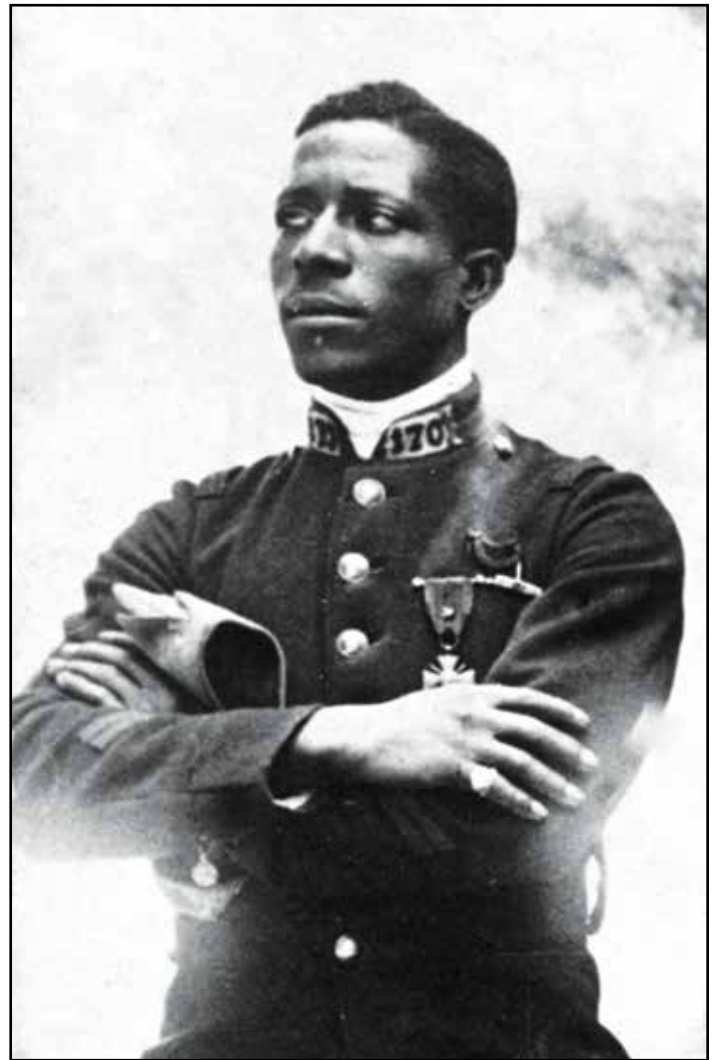
Background

Eugene was born on Oct. 6, 1895, in Columbus, Georgia, the seventh of 10 children of William (Octave) Bullard, a former slave of Stewart County planter Wiley Bullard and Creek Indian mother Josephine (Yokalee) Thomas. The references vary, but apparently his father's ancestors had been enslaved on the French island of Martinique and had fled to the United States in the early 1800s during the Haitian Revolution.

His education consisted of five years of grade school, 1901 to 1906, at the Columbus Twenty-eighth Street (elementary) School. Although he dropped out, he had learned to read, which was one of the keys to his later success.

It was during this period the small boy suffered the trauma of watching a drunken white mob attempt to lynch his father over a workplace dispute. Meanwhile, his dad continued to voice the conviction that African-Americans had to maintain their dignity and self-respect in the face of the white prejudice they encountered. Meanwhile, young Eugene had become obsessed with his father's stories of a faraway place called France where slavery had been abolished and blacks were treated the same as whites. Thus, as he reached his 11th birthday the precocious child ran away from home with the determined intent of getting to France. Stopping in Atlanta he joined an English clan of gypsies known by the surname of Stanley. Ultimately, he traveled throughout Georgia tending their horses and learning to race. It was the Stanleys who told him how the racial color line did not exist in England. This reset his determination to somehow get to England.

Disheartened that the Stanleys were not soon returning to England he moved on and found work with the Turner family in Dawson, Georgia. Because he was hard-working as a stable boy, young Bullard won the Turners' affection



Eugene James Bullard, first African-American combat pilot in his World War I uniform.

and they allowed the teenager to ride as their jockey in the 1911 County Fair races. (*New Georgia Encyclopedia* 01/31/17)

Still inspired by what he learned with the Stanleys, in an effort to get to England he stowed away on a German merchant ship, the *Marta Russ*, which departed on Mar. 4, 1912, for Aberdeen, Scotland. Once in Scotland he supported himself by performing in a vaudeville troupe. Blessed with his father's tall, muscular body, he learned to box at a local gym and earned money as a prize fighter in Great Britain and elsewhere in Europe. It was during a 1913 boxing match in Paris that he decided to settle there, changing his middle name from James to Jacques.

World War I began in August 1914 and 19-year old Bullard immediately enlisted in the Third Marching Regiment of the French Foreign Legion. He participated in several major campaigns as a machine gunner, with his unit suffering over 50 percent casualties. On Mar. 5, 1916, he was severely wounded for the second time at the Battle of Verdun. During his convalescence Bullard was awarded France's prestigious *Croix de Guerre*. (*New Georgia Encyclopedia*, 11/25/2017)

After recovering from his wounds Bullard was found unfit for the infantry. Yet, still wanting to get back in the fight, he volunteered for the French Aeronautique Militaire as an aerial gunner. It was while training as an aerial gunner that he learned he could become a pilot, and soon was accepted for pilot training.

He graduated from pilot training on May 5, 1917, and from there he was sent to the advanced flying school at Chateauroux; followed by advanced fighter training at the Avord School of Military Aviation. Upon finishing at Avord, Bullard joined 269 American aviators in the Lafayette Flying Corps. On June 28, 1917, he was promoted to corporal, yet again he began to sense racial prejudice by consistently being overlooked for assignment to a frontline combat unit. The problem turned out to be a commissioned American doctor Edmund Gros, who had been instrumental in forming the Lafayette Escadrille. He was vice president of a committee overseeing the selection



Eugene Bullard's first flying assignment was in the SPAD VII, seen here.

and affairs of all American pilots flying for France. Unfortunately, Gros attempted to make life difficult for Bullard. (*Wikipedia, Lafayette Escadrille*, 11/27/2017)

After complaining to his commander Bullard finally received orders on Aug. 8, 1917, to Le Plessis Bellville for some additional combat training, whereupon he was reassigned to Spa-93, one of France's top fighter squadrons equipped with the fast, maneuverable SPAD VII and Nieuports. The SPAD VII to which Bullard was assigned was powered by the Hispano-Suiza 8-Aa, 180 horsepower in-line engine, giving it a top speed in level flight of 127 MPH. Its armament consisted of a Vickers .303 caliber machine gun, synchronized to fire through the propeller.

Aerial Combat

In mid-September 1917 Bullard was one of 14 pilots scheduled to fly two combat sorties. Those two missions went routinely with no enemy aircraft sighted. However, the next day was different, as he experienced his first fighter-versus-fighter aerial combat. It was an early morning mission led by his commander Victor Menard. Their armada was flying their classic V-formation when they spotted a large German formation consisting of four bombers protected by 16 Fokker Dr. 1 Dreidecker triplanes headed towards Bar-le-Duc, a French industrial center about halfway to Paris.

The forthcoming dogfight was what fighter pilots would later term a "furball"- a sky full of fighters each maneuvering aggressively trying to shoot down the other. The dogfight ended with the explosion of the four German bombers that had been intercepted by other squadron members. Later he learned that two of his squadron's SPADS had been shot down; and because parachutes were not yet available the pilots were lost.

Following six days of flying combat Bullard was transferred to Spa-85, another squadron of the Lafayette Flying Corps. Their mission was to patrol in the region of Valdalaincourt and Bar-le-Duc, where he encountered the red

painted Fokkers of the famed “von Richthofen Flying Circus.” (Greenly, *Eugene Bullard, world's first black fighter pilot*, p 91, 2016)

On the day he scored his first aerial victory, his squadron was patrolling near the German front lines when the red triplanes appeared, flying straight towards his squadron and obviously looking for a fight. The French SPADS and Nieuports quickly engaged, with the aerial battle becoming a classic furball of airplanes. After a hard-rolling break to avoid a head-on attack, Bullard latched onto one of the bright red Fokkers and began firing short bursts. The German pilot maneuvered violently, but after a long burst from Bullard’s machine gun, pieces of fabric began fluttering in the slipstream, the tri-plane’s engine belched smoke and the aircraft began losing altitude. In an effort to finish-off his victim, Bullard followed the crippled plane down and back across German lines. Suddenly he was startled by the whitish smoke from a stream of tracers fired by ground-based German machine gun crews that were attempting to save the Fokker pilot.

Suddenly he heard the *whop-whop* as bullets punched holes in his aircraft’s taut fabric followed by the metallic *twang* as bullets hit parts of his SPAD’s engine which began backfiring and belching black smoke. In the distance he could see the smoking Fokker still descending, but he had no time to watch its ground impact.

In desperation he turned to get back across French lines while frantically searching for a place to land. Then his engine quit which forced him to set down in a muddy field in no-man’s land. With the German’s continuing to randomly shoot, Bullard quickly clambered over the side and fell into a muddy shell hole.

As darkness fell, and with the desperate SPAD pilot soaked and shivering from the cold, he suddenly heard French voices in the inky blackness. His aircraft mechanic, accompanied by a group of soldiers, emerged from the forest behind him leading some horses with which they planned to drag Bullard’s badly damaged airplane back to the airfield for repair.

As for Bullard’s adversary, the Fokker’s smoking engine and the loss of power that forced it to descend should have made it a confirmed victory. But he had not seen it crash-land, so it could only be classified as an unconfirmed victory.

Confirmed Victory

One cold, cloudy and turbulent late November morning the squadron’s V-formation of SPAD VIIs was cruising at 12,000 feet in the Verdun battlefield area. As they flew through the edge of a particularly large cloud Bullard lost sight of his squadron’s formation. As he searched for his squadron he spotted a seven-plane formation down below flying in the opposite direction. Suddenly he realized it was a formation of the agile German Pfalz D.III bi-wing fighters.

Quickly he slipped into the edge of a large cloud and waited for the Pfalzs to fly past him. Then he dove behind the last airplane in the formation and opened fire with his Vickers machine gun. The surprised Pfalz pilot, in an attempt to outmaneuver the attacking SPAD, pulled up hard into a loop and left Bullard lagging behind. But Bullard countered by making a quick diving right bank into the edge of a nearby cloud formation, which effectively hid him.

Upon emerging from the clouds Bullard spotted the Pfalz up above him and slowly climbed up behind the enemy aircraft. His opening volley stitched through the Pfalz’s cockpit, and the aircraft pitched up, then spiraled earthward and crashed in French territory. With his first aerial victory confirmed, he quickly reentered the edge of the clouds for protection and headed for home base. (Greenly, P-97-P-99)



The German Pfalz D.III

On Apr. 6, 1917, the United States declared war on Germany. Bullard promptly asked to be transferred with his fellow “American Flying Corps” pilots to the “American Flying Service.” But with only 29 selected, he was rejected as “unsuited for promotion to second lieutenant.”

Terribly dejected, and since the weather had turned bad, he requested a 24-hour leave with his mechanic to visit friends in Paris. After completing their Paris visit they checked in at the Café du Commerce, a small inn where they could catch the morning train back to their airfield. As they descended the stairs to the inn's restaurant an unknown French captain motioned Bullard to come over and speak with him. The captain had been commanding French colonial troops in Africa and was newly returned to France. For no reason he viciously attacked Bullard verbally, until finally stopped by a French Army major who was seated nearby. The major apologized to Bullard and promised to support him if anything more occurred.

Four days after returning to home base Bullard received a letter from Dr. Gros who accused Bullard of arguing with an officer. On Nov. 11, 1917, Bullard was discharged from the French Flying Service and transferred back to his old unit, the 170th French Infantry. Because of his previous wounds, he was transferred to a military camp at Fontaine du Berger 300 miles south of Paris, where he performed menial tasks in a service battalion until the end of the war. (Greenly, p-104)

Post War Activity

After being discharged from military service he went in a variety of directions, first as a boxer, then in a band playing drums. Shortly, he was promoted to manager of a night club called Zelli's, which he helped make a financial success. He soon bought his own nightclub, "Le Grand Duc," on the north side of Paris. Thanks to his musician friends and a lot of hard work his customers soon included movie stars such as Edward G. Robinson, Charlie Chaplin, and writers like F. Scott Fitzgerald and Ernest Hemmingway. In 1923, he married Marcelle Eugenie Henrietta Straumann, the daughter of a wealthy French family. Unfortunately, their differences in background and social status were too much for their marriage, and they divorced in December 1935. Bullard was given custody of their two daughters who received the best education the private schools in Paris could provide.

In 1939, with Germany's Hitler threatening France and because Bullard was also fluent in German, he was recruited by the French counterintelligence network to report what he heard from his German guests at his nightclub. They would talk freely about sensitive subjects since they couldn't conceive of a black American fluent in three languages – English, French and German.

When the Nazis took over France, Bullard escaped to Spain leaving his daughters in their Parisian boarding school. Thanks to the Red Cross, he boarded a train to Lisbon, Portugal, where the American steamship *Manhattan* took him along with hundreds of Americans to New York. Sometime later his teenage daughters were able to follow him there.

In New York, Bullard worked a variety of jobs such as a security guard and longshoreman. He eventually returned to Paris but was unable to resume his life there. In 1954 he, along with two other French veterans, was invited to Paris by French President Charles de Gaulle to re-light the everlasting flame at the Arc of Triumph's tomb of the unknown soldier. In October 1959 he was made a knight of the Legion of Honor, the highest-ranking order bestowed by France. On Dec. 22, 1959, while dressed in his Rockefeller Center elevator operator's uniform, he was interviewed on NBC's *TODAY* show by Dave Garroway.

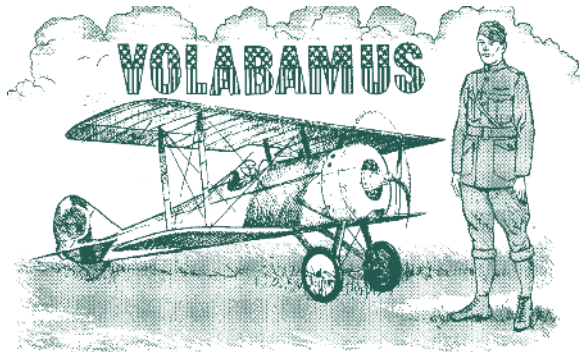
On Oct. 12, 1961, Eugene Bullard died of stomach cancer. The gallant warrior was buried with full military honors in the French War Veterans section of Flushing Cemetery, in the New York City borough of Queens. And in 1992 the McDonnell Douglas Corporation donated a bronze portrait head of Bullard to the National Air and Space Museum, which is currently displayed in the museum's *Legend, Memory and the Great War in the Air* gallery. (Pisano, Dominick, *Eugene Bullard*, National Air and Space Museum, Oct. 12, 2010)

On Sept. 14, 1994, the United States Air Force posthumously commissioned Eugene James Bullard a 2nd lieutenant. He is further honored by the display of his French flying license issued in 1917 at Gunter Annex-Maxwell AFB, Alabama, and a larger display case in *The National Museum of the U.S. Air Force*, in Dayton, Ohio. Still, despite all his honors, our first black military pilot and highly decorated warrior remains an unsung hero to most Americans.

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 60th (FLYING TIGER) c/o Lt Col Tom Gallagher, 5920 Peppertree Dr.....Alexandria, LA 71303
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 75th (JAMES CONNALLY) c/o Mark Dribell, 1204 S. Haven.....Hewitt, TX 76643
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 103rd (FORT HOOD) c/o LTC Cory Smith, 224 Lottie Lane.....Harker Heights, TX 76548

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