

# Daedalus

## *Flyer* Fall 2018



Inside:

F-35 Tour

Annual Meeting Update

Daedalians share personal experiences  
...and much more



FIRST TO FLY IN TIME OF WAR

The premier fraternity of military aviators



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

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

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### Advertising in the Flyer:

We now accept advertising in the Daedalus Flyer. All advertisements must directly support the mission of the Daedalians and are at the discretion of the Editor. Current rates and policies are available on our website:

[daedalians.org/newsroom/daedalus-flyer/](http://daedalians.org/newsroom/daedalus-flyer/)

## HEADQUARTERS STAFF

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Communications Manager **MSgt. Annette Crawford, USAF (Ret)**

Editor, Daedalus Flyer **Col. Debbie Landry, USAF (Ret)**

# 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 email to [communications@daedalians.org](mailto:communications@daedalians.org).

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**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 in the USAF Aux. for over 30 years and many of our members are also Daedalians. Hopefully I can encourage young people to have careers in the Air Force that will strengthen our defense and encourage them in aviation.

David Lawson

Your group is famous.

Capt. George Lycan, USMCR

As I retired aviator I wish to establish and maintain a professional relationship with military aviators.

Maj. Joseph Reames, USA (Ret)

My father is a life member, a named member assigned to the Founder Membership of Rolla W. Norton (who is no relation). I started in our AF in the A-10, then volunteered to transfer to the MQ-1 Predator and just recently transferred to the mighty MQ-9 Reaper. I've looked forward to joining the Daedalians for quite a while, specifically to enjoy the fellowship and fraternity of fellow aviators! Thank you.

Col. Travis Norton, USAF

I was interested in the Daedalians after an awards ceremony where my command was awarded the Admiral Russell award for 2017. I hope to help instill in younger generations the same passion for military aviation and desire to serve that guided me.

CAPT Richard Masica, USN

Hector Negroni, USAFA Class of 1960, invited me to join the Daedalians when I was on the faculty at the AFA. Hector stood out because he was the first cadet from Puerto Rico and extremely proud of the PRANG. He was also an upperclassman when I was a basic cadet, and you tend to remember those guys. Great job on Bullard and Blind Bat articles. On Nov. 8/9, 1967, a Blind Bat dropped flares over SOG Team Utah as Covey FAC and Jolly 29 and 26 attempted a night extraction of the survivors. I remember on approach dodging the parachutes of the flares after the flares went out. We got three team members on board Jolly 29, but Jolly

26 was shot down after he picked the team leader and radio operator. Gerald O. Young was the only survivor of Jolly 26 and was awarded the Medal of Honor.

Keep up the good work.

Col. John B. McTasney, USAF (Ret)

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Debbie and Annette,

In my previous reply to you I forgot to tell you both what an excellent job you both have done since taking over publishing the "Daedalus Flyer" magazine. This quarter's magazine arrived yesterday and I am trying to wade through it. So many interesting stories. Also, I plan to read each flights' article to find out what they do. The last two quarterly publications have also been great.

Walt Dietrich

Harley H. Pope Flight #48

A few years back I had sent articles in and then get disappointed when they weren't in the Flyer. When I asked why I was told that there wasn't always room for every flight...your current team has definitely worked hard to consistently put out a great issue that includes all inputs.

Lt. Col. Andrew Dembosky, USAF (Ret)

*EDITOR: Ski, thanks for the kind words. I have expanded the Flyer by eight pages so I could fit everything in and I will continue to highlight the great work our flights are doing. - Debbie*

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**Correction: On Page 45 of the Summer 2018 issue, Maj. Dave Devendorf was incorrectly identified as USAF (Ret). Major Devendorf was in the US Army National Guard and proudly wears his Army pilot wings to the 48th Flight meetings.**

# The Daedalian Store



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



*Logo Lapel Pin*  
2 inches wide, 1 inch high  
\$10.00



*Emblem Lapel Pin*  
1 inch wide by 1.25  
inches high with butter-  
fly clip  
\$10.00

## REUNIONS

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

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

### **B-47 Stratojet Association Reunion**

18-20 September 2018  
Omaha, Nebraska  
POC Dick Purdum  
402-291-5247 or [dickpurdum@cox.net](mailto:dickpurdum@cox.net)

### **Air Force Flying Class 56-U 62<sup>nd</sup> Annual Reunion**

10-12 October 2018  
Wichita Falls, Texas  
POC J.B. Riley  
940-636-2364 or [jriley7531@aol.com](mailto:jriley7531@aol.com)

### **2019 F-106 All Troops Reunions**

3-7 April 2019  
Tucson, Arizona  
POC Bob Kwiecinski  
[bobski9933@aol.com](mailto:bobski9933@aol.com)  
<https://www.f-106deltadart.com/>

*To have a reunion published in the Flyer, send all applicable details including POC name and phone number to [communications@daedalians.org](mailto:communications@daedalians.org) no later than two quarters ahead of the event.*

### **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](mailto:fighterbomberpilot@yahoo.com)  
Dallas E. Lowe, Reunion Director  
Col. William B. Colgan, USAF (Ret) Host

### **Air Rescue Association**

17-20 October 2018  
Long Island, New York  
POC: Walt Hines  
334-399-5221 / 334-272-7927  
[whinesiii@cs.com](mailto:whinesiii@cs.com)  
Website: <http://airrescueassn.org>

### **41st MAS/ALS**

9-11 May 2019  
Charleston AFB, South Carolina  
POC: John Mentavlos  
843-937-8001 / 337-0515  
[johnmentavlos@att.net](mailto:johnmentavlos@att.net)

# COMMANDER'S PERSPECTIVE

Fellow Daedalians,

As you open our website, you're greeted with a picture, banner and caption that say much about who we are. It is the formal picture of young Army Signal Corps officers from then Camp Kelly in 1917, probably after graduation from flight training. The only thing on their uniforms were their wings. What they knew then was the US was at war in Europe, had been since April 6th, and they would be involved in some way.



Europe had been at war for three years already and the US air effort had much catching up to do. Some of the new pilots would go to France and join the Air Service of the American Expeditionary Force that had just stood up. There they would complete their training and join one of the combat units. They would be the first to fly our nation's airplanes in time of war and many would not come home.

This year we recognize the centennial of the end of World War I. Over 14,000 US pilots earned their wings by Nov. 11, 1918, and we Daedalians represent them and their legacy. The Great War did not end all wars but it was the harbinger of wars and conflict to come. It signaled the arrival of airpower and the fight for the true high ground that armies, air forces and countries fought for in the ensuing decades and even today as the high ground extends to space.

The rapid advances in technology that have come by way of wartime have in turn impacted all facets of society as commercial and general aviation have advanced and the world has become smaller and more connected. Even with the advent of remotely piloted aircraft, the one thing that has remained constant through the years is the human dimension and fascination with flight. The Wright brothers may have flown first but Foulois, Rickenbacker, Luke and thousands of others shared the passion and vision of what could be. Today we carry that torch on their behalf.... WE FLEW, WE FLY.



Volabamus Volamus

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

# The Executive Director

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Identity: who we are, how we define ourselves. This was something I was thinking about at a recent retirement ceremony where the retiree (a Daedalian) spoke of his own character. Faith, family, friends and flying, in that order. He lives his life just as he listed these values. Being part of the Daedalian organization, I have learned that the Order of Daedalians encompasses all those key identifiers, so it does not surprise me that a man of such honor is a loyal member.

There are some members who call us and identify themselves by rank, some by service and some by their role with the Daedalians. Every one of those calls comes from a person who has placed nation above self. There are a few extra of us that identify ourselves as Daedalian staff members. We all feel honored to distinguish ourselves that way. For me, I am proud to be part of the Daedalian leadership. Below, I have shared with you a picture of the staff, which is also on our website, so you can relate better to us. While some of us, Kristi (Program Manager) and I (Executive Director) have been around a while, the rest of the staff is working toward long-term employment. Lucia (Facility Coordinator and one who answers the phone quite often) has been here for over three years. Debbie (Daedalus Flyer Editor) and Annette (Communications Manager) have celebrated their one-year anniversaries; and our newest staff member, Krystal, also greets many callers and has finished her first quarter as our Membership Coordinator.

The staff recently sent out our last mid-year dues reminders. In October, the new dues paying date will be related to your membership join date. About two weeks prior to your anniversary, you will be reminded that your Daedalian dues are payable. The notice will come by both email and hard copy. This change will not affect life members, but your anniversary is a great reminder to celebrate the many years tied to family, friends and flying.

We are also taking on more awards for active duty. We now present these top graduate awards:

- AETC Commander's Trophy and Orville Wright Achievement award for USAF pilots
- Col Thomas Tredici Top Graduate Award for USAF Flight Surgeon School
- Daedalian Distinguished Graduate Award for the RPA School
- Daedalian Distinguished Graduate Award for the Army Aviation Captains Career Course
- Captain Robert E. Mitchell Memorial Top Navy Graduate Award at the Flight Surgeon School
- Top Graduate at the USAF Combat Systems Officer School
- Top Graduate at the Naval Aviator School
- Top Graduate of the Navy's Advanced Helicopter Training Program

...and we are working on a few more.

Because of the expanded top graduate award program, there are many more officers identifying themselves as honored by the Daedalians. In August, the scholarship committee met to review scholarship applications. This is one of the best days to be in the office. The accomplishments of these young future aviators are amazing. Being able to provide ROTC cadets with substantial financial support is a tribute to all who help fund the foundation. To the credit of the flights and the program leadership of Col. Ed Sheeran, the Daedalian Flying Training program will reach about 40 students this summer. What a great tribute to Les Leavoy and David "Tex" Hill who began the dream.

However you choose to identify yourself, know that your membership stands for more than a card and number. Nation above self is the start; faith, family, friends and flying are just part of a lengthy list of who we are. Membership in an organization stands for more than just a chicken dinner once a month and a quick handshake to those you see at a meeting. It

identifies what is important to you. I know being part of the staff is a great part of who I am. I hope you will always find that being a member of the Order of Daedalians represents one of the best parts of who you are.



L-R: Lucia, Debbie, Kristi, Maureen, Krystal and Annette

Volabamus Volamus

*Maureen DeFelic*

Maureen DeFelic  
Executive Director

# The Fighter and the Airliner

## Helping Out

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

In 1978, I was flying an F-15 over Germany when I received a call from the controlling agency. An airliner was in trouble—I was asked if I could help. The controller explained that the pilot's airspeed indicator was reading zero. This meant he had no way of knowing how fast he was going. Clearly this would be a problem on his descent and landing.

I located the airliner on my radar and quickly joined up on its wing. After making radio contact with the pilot, I learned that his airspeed indicator had been stuck at zero and nothing the pilot could do would bring the airspeed indicator back to life. The pilot told me that he wanted to land at Frankfurt International Airport which was about 75 nautical miles to our east. I suggested to the pilot that he fly on my wing and I would lead him all the way to touchdown.

He replied immediately, "I can't do that." When I asked him, "Why not?" the pilot explained that he did not know how to fly in formation. I then suggested we go to plan B—that I fly on his wing and read off my airspeed on my radio every second or two.

The airline pilot liked this idea so we headed to the airport. I asked him what speed he wanted to maintain at each phase of the flight. I suggested that we pick a discrete frequency so other aircraft did not have to listen to my rapid-fire radio transmissions.

I asked him to work out the arrangements with air traffic control and with the Frankfurt airport. Having an airliner coming down final approach with a fighter flying in close formation was not something that occurred every day. We both felt it was important that key officials understood what was going on.

The airline pilot informed the control agency that we would be coming down together. He received



*Then-Col. Perry Smith, commander of the 36th Tactical Fighter Wing, standing in front of one of the wing's F-15s.*

permission to conduct this rather unusual operation. The airline pilot did all the navigating—all I had to do was fly off his wing and read off my airspeed. About every two seconds, I would radio to him our mutual airspeeds.

As we descended through the clouds, I closed into close formation on the airliner's left wing. Hanging on the wing as we went through bumpy clouds was a bit of a challenge. I had forgotten how much the wing of a



large aircraft flexed in turbulent air. Once we broke out into the clear, I backed off to about 100 feet from the airliner's wing tip.

When we got to the final approach, he lowered his landing gear and flaps. As I recall, he told me that he wanted to maintain 125 knots all the way to touchdown. I kept reading off the airspeed. 124...125...126...125, etc.

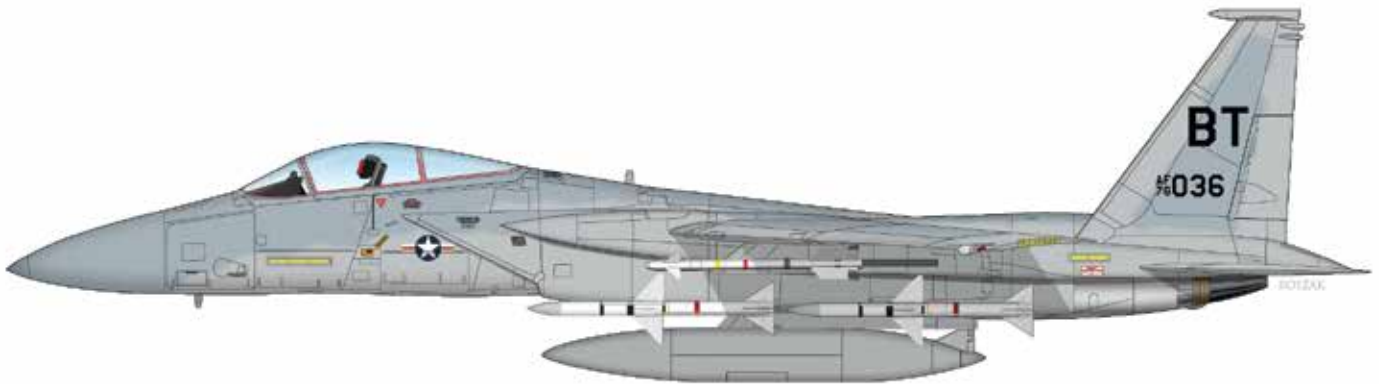
He was a fine pilot. He never deviated more than two knots from his desired final approach speed. Although we had never met, he trusted me to give him the correct numbers. I hung on his wing until he was about 100 feet above the ground.

As he began to round out, I moved my throttles forward and flew back to my base at Bitburg, Germany.

I have often wondered what the passengers thought when they saw a fighter aircraft flying off the wing of their airliner. Did the pilot let them know what was going on? If so, did it cause them any concern? Did they applaud when he touched down safely?

I had assumed that the pilot would contact me—with a thank you note, a bottle of champagne or, perhaps a dinner at my favorite restaurant. I wanted to ask him a few questions about our journey together and how he kept the passengers informed. Alas, those questions were never answered—I never heard from the pilot or the airline.

.....  
***Perry Smith has been a Daedalian for more than 45 years. His most recent project is a 55-minute DVD, *Flying Combat with the Triple Nickel*. His web site is [genpsmith.com](http://genpsmith.com). ♦***



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## About the covers

Front: *F-35 Tour*

In the top left photo, Lt. Col. Bob Coburn from Arizona climbs into the cockpit of the F-35. The look on his face reflects the joy aviators feel as they prepare for flight. The bottom right photo is the group of Daedalians that were treated to a tour of the F-35 at Edwards AFB, California. See the article on page 20 for more on this great opportunity.

Back: *Vietnam Memorial Cloudy Sunrise*

The photo on the front cover was taken by Angela B. Pan on Jan. 5, 2012. I selected this picture to pay tribute to the many Daedalians who served in Vietnam. Several have shared stories and experiences from their combat flying tours, often showing the “lighter” side of the war. We all know that many of our brothers and sisters in arms did not come home. As you reflect on the memories, take a few moments to reflect on the powerful image the Vietnam War Memorial portrays.

<https://prints.abpan.com/Vietnam-Veterans-Memorial/i-F5qXJCR>

# Meet the Board of Trustee Members

## Mr. William C. Hendrix, Jr.

By: Maureen DeFelice

Will Hendrix, chairman of the scholarship committee, has been a member of the Order of Daedalians for a very long time. His first introduction to the Daedalians was in 1961. After pilot training, he was stationed in England and selected to be the fifth recipient of the Orville Wright Achievement Award presented by the Daedalian Foundation. He launched his Daedalian membership right after he received this award.

Will is a proud alumnus of Texas A&M University. He graduated in 1959, the same year as the first class from the Air Force Academy. This delayed his entrance into pilot training. In 1959, first priority for pilot training went to the AFA graduates so Will did not get his wings until 1961. He served in the USAF for six years and 10 in the Air National Guard. He flew the same great bird – the Super Sabre (F100) on active duty and in the Guard.

Will's road to becoming our scholarship chairman was well-paved by our former national treasurer, Ken Keller. Ken was a mentor and good friend. He talked Will into both the treasurer and flight captain positions for Longhorn Flight. In 2008, Ken convinced Will to take a role as trustee on the foundation's board. Every trustee serves on a committee, so it was only natural for Will to become part of the scholarship committee where

Ken served as chairman. Before Ken flew west, he asked Will to take over as chairman. Will had sold his business by then and had more time to give back to future generations. Ken would be proud to know Will is doing an excellent job awarding scholarships to as many students as possible. At the last Daedalian annual meeting, Will asked flight leaders to use the matching funds headquarters provides to enhance flight support to future aviators.

Will strives to give, not just to the community and to all services, but to the Air Force in particular. Will served for six years as an Air Force pilot, then resigned to be home with family. He then added another 10 years of service to the Air National Guard, but 16 years of protecting our nation was not enough for Will. He feels he owes more to the Air Force. Being able to select scholarship recipients, help them get through college, and mentor them through flight school is a wonderful way to give back to the armed services. It gives Will satisfaction knowing that his time and his donations go to “great kids that have their own dream of serving. We help them achieve that goal – I am proud of that fact.”



# “Dys”-Functional Test of a Nuclear Delivery System

By: John Lowery

Assigned to the 67th TFS of the 18th TFW on Okinawa, then-Capt. Tom Floyd explained, “Our mission that day was to check the Low Angle Bombing System (LABS) on an F-4C Phantom. The aircraft had just undergone extensive maintenance; and because our mission was nuclear alert, our commander felt it best to verify the precision of our weapons delivery system.” To accomplish this the F-4C crew was carrying the training shape of a Mark-43 nuclear weapon - a (classified) dummy with the exact dimensions and weight of the real bomb. If the test proved satisfactory the aircraft would be placed on the alert pad carrying a live MK-43 weapon.

The MK-43 was unique in that it was an air-burst weapon, designed for low-altitude drogue [parachute] delivery (LADD). The delivery method called for the aircraft to reach a predetermined identification point, whereupon the pilot was to pull-up with a 4-G pull. He then used a special cross-pointer gauge on the ship’s instrument panel to remain aligned with the target and simultaneously maintain the G-force which was so essential to accurate weapons delivery.

At around 40 to 50 degrees pitch angle the LABS automatically released the weapon and tossed it upward and toward the target. Sometime after release the MK-43’s drogue-chute would deploy and retard the bomb’s fall until it reached the computed detonation height, as measured by a radar altimeter. Detonation was expected to occur about 45 seconds after release, which (theoretically) allowed the delivery aircraft and crew to escape the nuclear blast by about 10 miles.

The flight entered the range at 500 feet and 575 mph (500 knots): at the specified identification point and while carefully monitoring the cross-pointer needles to assure accuracy, Captain Floyd began the 4-G pull. As the aircraft reached the proper pitch angle the LABS automatically released the “shape.” They recovered with a roll-out at the top -- an Immelmann -- then banked steeply to watch for the smoke charge that would mark the shape’s detonation near the target. Yet, surprisingly it never appeared.

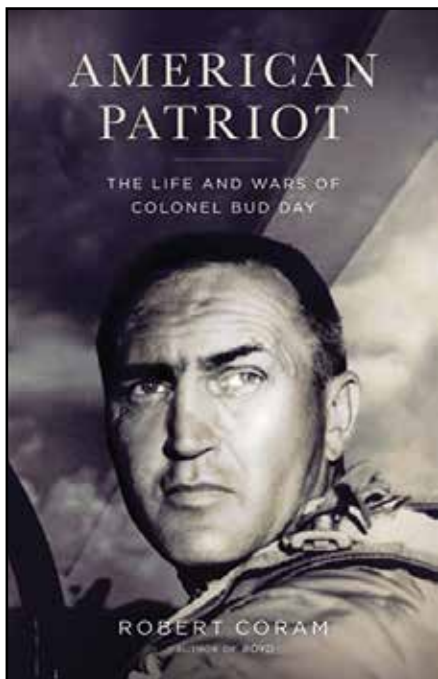
Upon landing, the bombing range officer reported there was no sign of the shape’s impact. But he said the nearby Japanese lighthouse keeper had reported “something falling from the sky, very close to his Ia Shima lighthouse.”

The rest of the story is that the aircraft and LABS passed their functional check with flying colors; but when the Explosive Ordnance Team recovered the shape they reported the bomb’s drogue chute had failed. And if the mission had been the real thing you can imagine the results to a nearby city instead of the intended military target -- and the survival of the F-4 crew. ♦



Then-Capt. Tom Floyd with the F-4C Phantom.

# BOOK REVIEWS



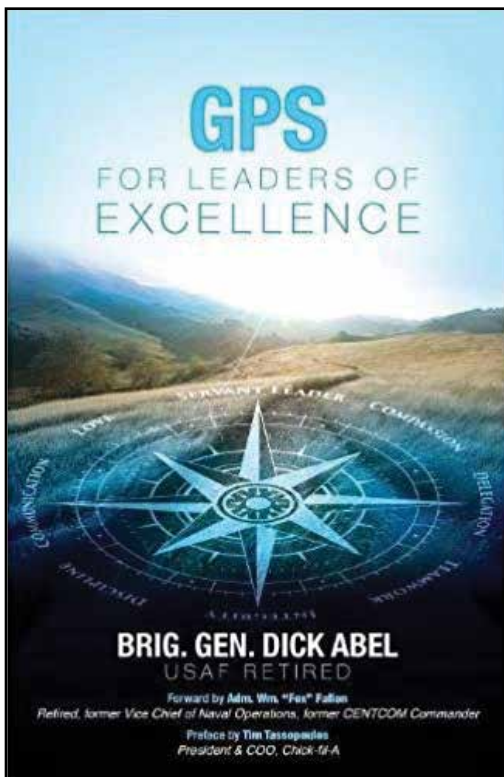
## American Patriot

Author: Robert Coram

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

This book is subtitled “The Life and Wars of Colonel Bud Day.” Author Coram does a tremendous job on this biography of Medal of Honor awardee, Col. Bud Day. This is the same Robert Coram who wrote the biography “Boyd,” another very well-written book that has been a favorite read for pilots worldwide, but I digress. I thought I would know most of Colonel Day’s history, as he is well-known in the military flying community and I had met him before, but I was wrong. He was in three wars: WWII, Korea, and Vietnam. He served in the Marine Corps (enlisted) and the Air Force (officer). He was a tough, no-nonsense, fighter pilot and leader. When shot down and captured in North Vietnam, he escaped, despite serious injuries, and was able to get to South Vietnam, unfortunately, only to be recaptured. He was tortured and nearly killed in prison, as his guards said he had a “bad attitude” and made him pay for it. His courage, faith, resistance, and leadership during his incarceration are astounding. After release from prison, and later, retirement from the Air Force, Bud Day got into one more fight: veterans’ rights. Suffice it to say, those of us who have Tricare for Life owe a lot to Colonel Day. Oh, and lest I forget, this book is also a love story about Bud and his soulmate, Doris. Doris, in addition to being an outstanding wife and mother, was very active in the POW repatriation process. Aptly titled book!

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## GPS for Leaders of Excellence

Author: Brig. Gen. Dick Abel, USAF (Retired)

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

Unusual book. Daedalian Dick Abel has written several books that have mentored a generation of leaders, from sports to the military to education. This is his latest book and it is a series of chapters that are loaded with short phrases, sayings, and comments on leadership, mentorship, integrity, correcting oneself, team work, followership, etc. The chapter titles were a little confusing until I read the subtitle (ex: Chapter 1 “Vector Corrector for 2010” is subtitled “Servant Leader” which made sense to me). I initially skimmed through the book to see what was in it and thought, “piece of cake, I can rip right through this one.” Not so -- when I started to read it, I found that each paragraph made me stop and think, which I believe is what General Abel intended. This is a good book to give a young officer who is career oriented, and to more senior officers and NCOs who are getting into leadership positions. If they follow the general’s advice and guidance to correct or confirm the vector they are on, they will be better leaders for it, and so will the service they are members of.

# BOOK REVIEWS

## To Conquer the Air

Author: James Tobin

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

This very interesting book is subtitled “The Wright Brothers and the Great Race for Flight” and that is exactly what it is. Author Tobin weaves a terrific story of how the Wright brothers slowly and scientifically became the first to fly a manned, powered, heavier-than-air aircraft, and their subsequent efforts to market their invention. The Wrights, Glenn Curtiss, Alexander Graham Bell, Octave Chanute, Otto Lilienthal, Samuel Langley, Louis Bleriot, Augustus Herring, Alberto Santos-Dumont, and a host of other players are all involved in this suspenseful race to be the first. In Europe, especially France, national pride is at stake. Who will be the first? As the story unfolds, the reader can see just how close the race was, and how easily it could have been another plane/pilot combination.

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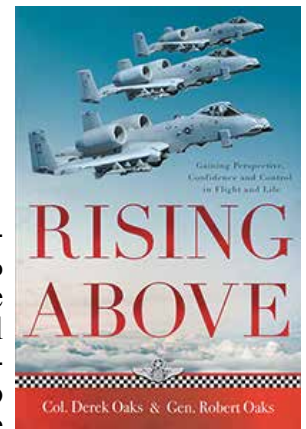
## Rising Above: Gaining Perspective, Confidence and Control in Flight and Life

Author: Col. Derek Oaks, USAF (Retired) and Gen. Robert Oaks, USAF (Retired)

Reviewer: Col. John R. Carter Jr., USAF (Retired)

Co-authored by a father-son team of retired fighter pilots, “Rising Above” shares lessons about life, family and leadership through the lens of flight. Each chapter uses “100% true” flying stories to illustrate how we can conquer the trials we face. The stories are brief, interesting, and well-told. The life lessons distilled from the stories are insightful and practical without sounding preachy. As a fellow fighter pilot, I felt an immediate connection with the authors’ experiences and how flying shaped their approach to life. You do not have to be a pilot, however, to enjoy the stories and understand how overcoming the challenges of flight can have meaning in your own life. Whether you are just getting started on your life’s journey or you are reflecting on your many years of experience, you will find “Rising Above” a pleasant and inspiring read.

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## The World War I Aviator’s Pocket Manual

Author: Chris McNab

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

Here is a fun book for the aviation enthusiast who wants to learn more about how our founder members were trained, how they flew, and what guidance was available to them. The book is small, as is the print, but that didn’t deter from the content. It is an ideal book to toss into your carry-on bag on a trip or vacation. Author McNab pulls together information from American, British, French, and German training guides, manuals, and doctrine to show what type of information was available to army or naval pilots. These guides and manuals were works-in-progress, as flight gear, training methods, aircraft and equipment were in constant change, trying to keep up with the fast growth of aircraft and how to use them. There are only five chapters: Doctrine; Training and Core Flying Skills; Aircraft Assembly, Care and Repair; Air-to-Air Tactics; and Air-to-Surface Tactics (includes anti-ship and submarine operations), but they do a good job. The publisher calls this book a fascinating time capsule that opens up the world of the Great War aviator. I agree!



# New/Rejoining Daedalians

Congratulations to the following Daedalians who joined or renewed their membership between April and June 2018.

2nd Lt. Daniel Alotta, USAF  
Mr. William Armstrong III  
CW5 Robert L. Bartlett, USA (Ret)  
2nd Lt. David Bennett, USAF  
CDR Douglas Berry, USN (Ret)  
2nd Lt. Wyatt Bertrand, USAF  
Lt. Col. Eugene H. Boortz, USAF (Ret)  
Maj. Robert J. Bradeen Jr., USAF  
1st Lt. Tyson Bradley, USAF  
2nd Lt. Danny Brown, USAF  
Capt. Charlie Bruckner, USAF  
2nd Lt. Thomas Buckley, USAF  
1st Lt. Tyler Byrd, USAF  
Lt. Col. Chris Lee Canada, USAF (Ret)  
Mr. John Cardaci  
2nd Lt. Daniel Cartin, USAF  
Maj. Steven Chandler, USAF  
Maj. Braden Moore Coleman, USAF  
Lt. Col. Jason Cousine, USAF (Ret)  
LT Beau Hershell Crabb, USN  
2nd Lt. Alexander Crandell, USAF  
LT Earl W. Crisp, USN  
Ms. Linda Lee Crook  
2nd Lt. Daniel C. Dahlby, USAF  
Lt. Col. Jeffrey M. D'Ambra, USAF  
2nd Lt. Spencer Davenport, USAF  
2nd Lt. Alec Dawson, USAF  
2nd Lt. Justin Robert Deaver, USAF  
Maj. Brett Andrew DeVries USAF  
CW4 William Berton Diggle, USA (Ret)  
Maj. Kevin A. Dill, USAFR  
2nd Lt. Edison Dohms, USAF  
2nd Lt. Kyle Domfort, USAF  
Maj. Robert Espy, USAF  
2nd Lt. Tyler Faley, USAF  
2nd Lt. Devon Ferguson, USAF  
2nd Lt. Kyle Ferral, USAF

2nd Lt. John Fick, USAF  
2nd Lt. Aimee Fiedler, USAF  
2nd Lt. Thomas Fitzgerald, USAF  
LTC D. Michael Flowers, USA  
Lt. Col. Robert Fowler, USAF  
CAPT Ray Fox, USN (Ret)  
2nd Lt. George Frank, USAF  
Col. John M. Franklin, USAF (Ret)  
2nd Lt. Aubrey Edwin Fulford, USAF  
Col. Donald F. Gabreski, USAF (Ret)  
1st Lt. Dillon J. Garvin, USAF  
Maj. Gen. Francis C. Gideon Jr., USAF (Ret)  
Col. Michael W. Glaccum, USAF  
Capt. Robert E. Glesne, USAF (Ret)  
Mr. David K. Gorman  
Lt. Col. Gerald N. Grant, USAF  
Maj. Jonathan Grayson Goeres, USAF  
2nd Lt. Garrett Edward Goldstone, USAF  
2nd Lt. Justin Gonzalez, ANG  
2nd Lt. Austin Gregory, USAF  
Col. Timothy L. Hale, USAF  
CDR Michael A. Harbison, USN  
Maj. Andrew Harkreader, USAF (Ret)  
2nd Lt. Matthew Heinrich, USAF  
2nd Lt. Thomas Hemmings, USAF  
2nd Lt. Brian Hibbert, USAF  
2nd Lt. Kelly Hightaian, USAF  
2nd Lt. Levi Hintzsche, USAF  
2nd Lt. Christopher Hoffman, USAF  
CAPT Todd C. Huber, USN  
Col. Thomas C. Hutchings, USAF  
1st Lt. Sam Joderberg, USAF  
2nd Lt. Ryan Jones, USA  
1st Lt. Rachel Jovene, USAF  
Lt. Col. Adam John Edward Jung, USAF  
2nd Lt. Skyler Kamaka, USAF  
CDR Alan Kellog, USN

1st Lt. Erin Kelly, USAF  
 Lt. Col. Kevin Kippie, USAF  
 2nd Lt. John Klinner, USAF  
 2nd Lt. Kyle Kozak, USAFR  
 Capt. Michael William Langdon, USAF  
 2nd Lt. Claire Latscha, USAF  
 1st Lt. David Lawson, USAF  
 2nd Lt. Richard Ledson, USAF  
 Lt. Col. David Laurence Leedom, USAFR  
 2nd Lt. Chase Leftwich, USAF  
 2nd Lt. Kevin Leslie, USAF  
 RADM Daniel Barfield Lestage, USN  
 2nd Lt. Travis Letourneau, USAF  
 2nd Lt. Charles Loadholt, USAF  
 2nd Lt. Evan Maes, USAF  
 2nd Lt. Marcus Malecek, USAF  
 Capt. Benjamin Mark Malott, USAF  
 CPT Frederick Kester Marotte, USA  
 CAPT Christopher Martin, USN  
 2nd Lt. Alexander Matacia, ANG  
 2nd Lt. Holden McDaniel, USAF  
 2nd Lt. Sarah Miller, USAF  
 LCDR James E. Miller, USN  
 Lt. Col. Ralph L. Moser, USAF (Ret)  
 2nd Lt. Stephen Muer, USAF  
 2nd Lt. Connor Muilenburg, USAF  
 2nd Lt. Daniel Mumford, USAF  
 2nd Lt. Lauren Nichols, USAF  
 Col. Travis Lee Norton, USAF  
 2nd Lt. Amanda Olguin, USAF  
 COL Austin R. Omlie, USA (Ret)  
 2nd Lt. Sean O'Shea, USAF  
 Col. Leonard J. Otten III, USAF (Ret)  
 1st Lt. Patricia Pasque, USAF  
 2nd Lt. Charles Pavilonis, USAFR  
 Lt. Col. James Michael Payne, USAF (Ret)  
 2nd Lt. Devin Pelletier, USAF  
 Col. James R. Phillips Jr., USAF (Ret)  
 2nd Lt. Jacob Pope, USAF  
 Lt. Col. Timothy P. Reagan, USAF (Ret)  
 MAJ Joseph Mitchell Reames, USA (Ret)  
 2nd Lt. Bradley Reimers, USAF  
 Lt. Col. Robert N. Rickard, USAFR  
 2nd Lt. Sarah Riggs, USAF  
 2nd Lt. Ryan Rivera, USAFR  
 2nd Lt. Joshua Robertson, USAF  
 2nd Lt. Alexander Robichaud, USAF  
 2nd Lt. Austin Rohrer, USAF  
 2nd Lt. Daniel Rondez, USAF  
 CW2 Paul O. Runez, USA  
 1st Lt. Michael Sanders, USAF  
 2nd Lt. Jillian Sanning, ANG  
 Lt. Col. Angel A. Santiago, USAF  
 Maj. Timothy C. Shields, USAFR  
 Col. James S. Shigekane, USAF  
 2nd Lt. Joshua Schoettelkotte, USAF  
 2nd Lt. Thomas Schroeder, USAF  
 Maj. David C. Schuster, USAF  
 Lt. Col. Robert Shull, USAF  
 2nd Lt. Kenneth Sparano, USAF  
 Col. Joseph Edward Spivey, USAF (Ret)  
 2nd Lt. Tabitha Sprankle, USAF  
 2nd Lt. Marcial St. John, USAF  
 Capt. Ed Carl Taschner, USAF  
 1st Lt. Wesley Templeton, USAF  
 LTC Paul Joseph Tetlack, USA (Ret)  
 2nd Lt. Luis Torres, USAF  
 2nd Lt. Steven Trojan, USAF  
 CAPT John G. Turner, USCG  
 CAPT Pieter VandenBergh, USN (Ret)  
 LCDR Edward Alan Vincze, USN (Ret)  
 Maj. Tyler Andrew Watters, USAF  
 Maj. Jonathan Weaver, USAF  
 2nd Lt. Kimberly Webb, USAF  
 Lt. Col. Timothy C. Wegner, USAF  
 2nd Lt. Kolton White, USAF  
 CW4 Larry Gene Wilkinson, USA  
 Col. John M. Wilson Jr., USAF (Ret)  
 2nd Lt. Paul Young, USAF  
 Col. Michael P. Zick, USAF



## A Very "Fowl" Flight

by: Rick Felker, Old Pueblo Flight

From mid-1973 to mid-1974 I was an assistant air attaché at the Defense Attaché Office, American Embassy, Phnom Penh, Khmer Republic (Cambodia). This was before DAOs began using C-12 Beech KingAirs, so to get around the area, and primarily for logistical support through Thailand, the air attachés flew a C-47 that was made two years before I was born. But to get around the countryside and keep an aerial eye on the Khmer Rouge forces surrounding Phnom Penh and many other cities, we also flew a U-10 Helio Courier.

The U-10 was a short takeoff and landing (STOL) aircraft with seats for two in the front and a bench seat for two or three behind them. It was powered by a Lycoming 295 horsepower engine and, while not as powerful as the larger, turbine-engined Pilatus Porter, it had good STOL performance. Much of this was provided by full-span leading edge slats. The tall-

finned taildragger didn't care for crosswinds, but it had an interesting way to deal with them: pushing in a button on the instrument panel and pulling out the knob around it retracted pins holding the two main gear wheels in place, enabling them to caster freely. This produced an effect similar to the swiveling bogies on the B-52. In a strong crosswind, it felt weird to plant the plane on a runway in a crab, feel a clunk as the wheels swiveled to match the bird's path straight down the strip, looking toward one's shoulder while the plane was pointed 30-40 degrees into the wind! Of course, if the wind was strong enough and the runway was at least 150 feet wide, it was easy to simply land diagonally across the strip—100 feet was ample distance to fetch 'er to a halt.

No active USAF units were still flying the U-10 in the spring of '73, so I was checked out in the plane by a California Air National Guard unit

at Hayward Field, south of Oakland, across the bay from San Francisco. A few training highlights:

For my first solo flight, my instructor pilot said, "Just make a half dozen trips around the pattern and call it good." I knew it would be a while between course completion and getting back in the saddle in-country, though, so to build proficiency to my satisfaction, I spent about an hour and a half making 25 stop-and-gos. Finally, I got tired of having to reach up overhead to hand crank the flaps down and up on each pattern and called for a full stop. However, there was a plane blocking the midfield turnoff to the parallel taxiway and I never liked to land long. The wind was a brisk 30 knots off the bay straight down the runway, I was light weight and feeling confident, so I pointed the bird at the last arrow on the overrun short of the displaced threshold, put my feet on the brakes, landed with a boop using about five feet of roll without even scuffing the tires, and pulled off at the approach end.

The night checkout was accomplished at Napa Valley Airport up in wine country. After a few patterns, the IP wanted me to make some landings with a partial panel and one simulating total electrical failure. On the last landing every panel light was out and it was blacker than the inside of a cow, but I found that, at 55-60 knots, a perfectly acceptable approach speed, the slats would pop in and out and I could ride that sensation down final and land lights out.

The only hairy part of the course was learning to handle an engine failure just after takeoff. The U-10 could climb out very steeply. If you lost power a hundred feet or so in the air, the only way to salvage a landing was to push the control column over hard, making what seemed like a vertical 180, then



come right back (carefully) on the yoke to make what felt very much like a helicopter autorotation—with just as little margin for error. The IP demonstrated one, then I made a pretty successful one of my own, at which point he said, “Let’s quit while we’re ahead!”

Once I arrived at the embassy, I found both our planes were kept on the military side of Pochentong, Phnom Penh’s international airport a few miles west of the city, which sat on the west bank of the mighty Mekong. Khmer Rouge activities were on the dry season upswing, with many towns under siege and Khmer Army forces losing ground south of Phnom Penh at the rate of a kilometer a day. I quickly adapted to 14-hour days/seven day weeks, making contacts with locals, cultivating sources and flying the U-10 all around the country. The Courier was ideal for landing on rice paddy dikes, soccer fields, moonlit stretches of road, and numerous out-of-the-way places best left to your imagination

I was shot at several times, managed to avoid getting hit, and my only concern was the non-existent apparatus for flight following and search and rescue. My survival gear consisted of a survival radio I kept from the wreckage of a downed USAF jet, a Browning hi-power pistol and a signal mirror. We used the old Motorola “brick” handheld radios around town which, connected to an antenna on either plane, had a range of a few dozen miles to reach the DAO from altitude. My only semi-dicey moments came as I was returning from a flight well south of Phnom Penh. A line of monsoon thunderstorms blocked the way back to the only safe territory within my range, and I ended up navigating by flying up the Mekong just above the water in rain so hard I couldn’t see

either bank—but the U-10 got me home.

My biggest in-flight surprise, though, occurred during a simple sightseeing jaunt. I was headed south of town to the village of Takeo, which was surrounded by the Khmer Rouge and resupplied by C-130 rice drops. I took along a Khmer Air Force major who ran the KAF Direct Air Support Center, a cross-eyed non-flyer who wanted to see his hometown on the way. It was just across the Mekong and in enemy hands. He did pretty well in the right seat until the thermals started kicking up, then filled a barf bag I’d cunningly thought to carry. At least he managed to get it all in the bag. And the second bag. And the third bag. By then we were almost to Takeo. It had a dirt strip still within the friendly perimeter. The field was more than long and wide enough for us, but during colonial days the French had “improved” the field by installing dashed centerline stripes, not of lime, paint or gravel, but deep linear footings of concrete. Erosion had washed out much of the ground around them, so coming down final approach the field looked like a long solid wall dividing two skateboarders’ half-pipes.

We made it down uneventfully and I left the major to get over his nausea while I visited a source of mine in the area and left the plane in the care of a single toothless geezer with an AK-47. There was a goodly crowd around the plane, always the case in the isolated enclaves, so when I returned I made a very careful preflight

inspection all around the plane’s exterior. The major seemed anxious to get back to Phnom Penh, so we jumped in and took off. All was going well until, about halfway home, I started to get the feeling I was being watched. I glanced around, then did a lightning double-take: staring at me from the back seat were the close-set, beady eyes of.....a chicken! Fresh food was hard to come by in PP, so the major had picked up a live fryer for the family dinner pot. Fortunately, the clucker was well behaved for the remainder of the trip. The major took his roaster and departed with a smile, even after I made him clean up the “calling card” his hen had deposited on my back seat.

After I left country, another member of the office managed a nasty ground loop on landing the U-10 from a flight. He was uninjured, but the aircraft was demolished and never flew again. My air attache tour had many ups and downs. Some of the best of those ups and downs, though, were at the controls of the trusty U-10, truly a stalwart STOL steed. ♦



*Rick Felker and a friend from the Khmer Air Force.*

# A Family Tradition 50 Years in the Making

By: Lt. Col. Golda T. Eldridge Jr., USAF (Ret)



*Lt. Col. Golda T. Eldridge Sr., USAF (Ret) (left) with his son, Lt. Col. Golda T. Eldridge Jr., USAF (Ret) and grandson, Capt. Joshua Eldridge stand in front of their "family aircraft," the RC-135. (Photo by Mr. Charles Haymond, Offutt AFB)*

Our family's aviation story began when my 3-year-old father looked up at the sound of a passing B-25 and knew that someday he would be a pilot. Many years later my father is retired from all flying, I'm retired from the military, but still flying, and my oldest son is on active duty carrying on the legacy of being, I believe, the only family in Air Force history to have three generations of pilots (and Daedalians) fly, not just the same type or even model of aircraft, but the same tail numbers. That means my son is today flying the very same aircraft (fortunately with many improvements) in the same wing that his grandfather started flying over 50 years ago.

We get different reactions when we tell people that story. Some think it's cool we've all been able to follow a dream serving our country as military pilots. Some marvel at the longevity of the Boeing RC-135 we've all been privileged to fly. And some shake their heads that our military can, or should be expected to, fly such old planes. And in a way all these reactions are fitting. Being a military pilot in the service of your

country is a privilege and one I hope we never take for granted. I grew up on fascinating stories of my father's reconnaissance missions around the world and when my turn came to fly I knew this was the only heavy mission out there for me. My oldest always wanted to fly and in the same vein he grew up hearing stories about the RC-135 from two generations. When the Navy retired the F-14 (his dream jet) he opted for the Air Force and eventually the RC-135. When you think about flying an airplane older than you (the case for me and my son both) you have to wonder if that's smart or even possible. It can be on both counts. First, the Boeing company built an amazing product. It is tough, versatile and easy to fly (most of the time). Like its cousin the B-52 they were built to last. And I can never say enough about the maintainers and all the other people who keep these jets flying. A pilot is only the very last in a long chain of folks necessary to get a military airplane in the air and the 55th Wing maintainers, support personnel and contractors are some of the best.

My father started in the 55th Wing in 1966 when he transitioned out of B-47s into the EB/RB-47, first at Forbes AFB, then Offutt. Once at Offutt, he moved into the RC-135 and Eldridges have been in the jet and the wing off and on ever since. My father followed a fairly typical career path including time as a staff officer in the 9th Wing at Beale, the 24th Reconnaissance Squadron flying the Cobra Ball version of the RC-135 at Eielson AFB, time in the Pentagon, a stint as the SAC detachment commander at Shemya AFB, and closed his military flying running the Command Support Airlift function at Offutt AFB again.

I rolled onto the scene at Offutt several years after my father had retired starting first in the EC-135 Looking Glass before I moved over to the RC-135. It was very disconcerting to a young second lieutenant to have every senior flier on base from the wing commander down greeting me and asking how my old man was doing. He had either worked over, with or for every senior leader on base including the current Air Division Commander. I followed a similar path leaving the wing for staff and other flying jobs and as with everyone else who has ever been stationed at Offutt returning in the end. (Everyone who's been there knows once you get "on it" you never get "off it." Terrible word play I know but I didn't come up with it and anyway it's true!).

So as strange as it was for me arriving on station with everyone knowing my name and family history, imagine how much worse it was for my son. Not only did he have everyone who flew with me to deal with, most of his civilian instructors knew both his father and grandfather and everywhere he turned someone else had a story about his dad or granddad. I joke but that is the nature of the 55th Wing. It is a family and in our case we've been fortunate to be part of it for a very long time. My son, like his grandfather and father before him, has progressed to instructor and evaluator and looks to continue the family legacy until his own retirement years from now (probably still flying the RC-135).

While we've all flown the same jet each of us has our unique stories. My father flew 24-hour missions (with just two pilots) from Offutt over the North Pole and back in the depth of the Cold War providing SAC and national decision makers the information needed to make decisions regarding national security.

I transitioned to the RC-135 literally weeks before the mission changed dramatically to include battlefield reconnaissance in the wake of Iraq's invasion of Kuwait. My son has the distinction of being the only family member to fly the RC-135 around the world and has seen the mission move back to a more strategic focus with the continued expansion of Chinese power and a resurgent Russia. Through it all, the RC-135, the 55th Wing and its crews, maintainers and support personnel work to keep the mission going.

Three generations of Air Force pilots and Daedalians in the same jet. With the expectation of the B-52 and other aircraft continuing in service for many years, I expect we won't remain the only family with this distinction. I only hope their experiences are as memorable as ours.

But with us it's not all about the pilots (I can't believe I just said that!). Our family has contributed over 100 years of combined service and I owe it to them and their families to recognize their service and sacrifice. The other members of my family who are serving or have served: my brothers-in-law, CPT Steve Gibson, USA/NG (Ret) and SMSgt Brett Bartlett, USAF (Ret); my brother, Maj. Greg Eldridge, USA; my sister, LT Deborah Eldridge, USN; my sons, Capt. Josh Eldridge, USAF, and Capt. Matt Eldridge, USAF; and my son-in-law, SSG Josh Wurdeman, USA. I am proud beyond words of all of you and I know the family legacy and the nation are in good hands. Videmus Omnia and Volabamus Volamus. ♦



*The Eldridge family, retired U.S. Air Force Lt. Col. Golda T. Eldridge Sr. (Left), U.S. Air Force 1st Lt. Joshua Eldridge (Center) and retired U.S. Air Force Lt. Col. Golda T. Eldridge Jr. (Right) stand next to an RC-135V/W Rivet Joint. The Eldridge family is the first to have a third generation pilot become part of the 55th Wing at Offutt Air Force Base. (Photo by Mr. Charles Haymond, Offutt AFB)*

# Daedalians Receive Red Carpet Treatment at Edwards AFB

*By: Lt. Col. Jerry G. Bryant, USAF (Ret), Old Pueblo Flight 12*

In a show of appreciation for earlier generations of military pilots, the 461st Flight Test Squadron at Edwards AFB, California, invited Daedalians from all flights to visit the squadron to receive a briefing and closely examine one of the test birds, tail number AF-01.

Forty Daedalians from 18 flights were greeted at the Edwards Visitor's Center on May 16, 2018, for what would be the "Red Carpet Treatment." The group was bused to the F-35 Integrated Test Force Hangar for a briefing on the F-35 flight test program, a photo op with the F-35, and a wonderful invitation to sit in the cockpit and ask questions. Squadron commander, Lt. Col. Tucker "Cinco" Hamilton, detailed the rigor with which the F-35's full mission systems capability was tested. In general, each test was preceded by a 45-day planning cycle. Each flight was supported by an extensive ground crew of 40 to 100 people who worked in a control room environment receiving and analyzing the data from the aircraft's test instrumentation. All questions from the group were welcomed and answered.



*40 Daedalians participated in the F-35 tour at Edwards AFB hosted by the 461st Flight Test Squadron.*

While no one from the 461st FLTS or the base mentioned it, the 15-year F-35 Integrated Test Force effort was so significant it was nominated for the 2017 Collier Trophy. This coveted annual award, dating to 1911, is given each year by the National Aeronautic Association in recognition of the greatest achievement in aeronautics or astronautics in America. Recipients from past years include aviation/astronautic pioneers like Orville Wright, Hap Arnold, and the Apollo 11 team.

The visiting Daedalians enjoyed a catered lunch in the hangar followed by a flight line tour giving the group special access to the history of the base as well as a front row seat to real-time, current flight operations. The day concluded with a visit to the Flight Test Museum which houses wonderful history such as the X-1 (first to break the sound barrier), a lunar lander trainer and the F-22.

All in attendance agreed that this was a generous and most appreciated special day. We are sincerely grateful the Order of Daedalians is respected and valued to the degree that such an invitation was extended. ♦



*Daedalians got the opportunity to sit in the cockpit of the F-35 during the tour.*



*Life support is a critical part of aviation and these Daedalians were given a demo of some of the equipment necessary for the F-35.*

# 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.*

Maj. Gen. William P. Acker, USAF (Ret)  
Lt. Col. Allan R. Baer, USAF (Ret)  
Col. Francis W. Bloomcamp, USAF (Ret)  
Lt. Col. Daten O. Bourn, USAF (Ret)  
Capt. Aubrey J. Bradley Jr., USAF (Ret)  
Lt. Col. Walter L. Brower, USAF (Ret)  
Maj. Gen. Alfred B. Cole, ANG (Ret)  
Lt. Col. Charles E. Clarke, USAF (Ret)  
CAPT Timothy P. Dewhirst, USNR (Ret)  
Lt. Col. James D. Eagle, USAF (Ret)  
Col. Donald E. Ellis, USAF (Ret)  
Maj. Kenneth C. Gould Jr., USAF (Ret)  
Lt. Col. Merrill A. Green, USAF (Ret)  
Col. Charles B. Gulley, USAF (Ret)  
Col. Ted C. Hall, USAF (Ret)  
CDR Richard A. Hansen, USNR (Ret)  
Lt. Col. Hans G. Huettig, USAF (Ret)  
Col. James L. Jones, USAF (Ret)  
Lt. Gen. James M. Keck, USAF (Ret)  
Col. Harvey L. Kimsey, USAF (Ret)  
Col. Robert C. Laliberte, USAF (Ret)  
Lt. Col. James R. Landreth Jr., USAF (Ret)  
ADM Gordon M. Littlefield, USN (Ret)  
Col. R. Y. McBurney, USAF (Ret)  
Lt. Col. Bobby W. McClinton, USAF (Ret)  
Lt. Col. Dwight C. McDowell, USAF (Ret)  
Col. Patrick L. McGee, USAF (Ret)  
C Cornelius F. McGillicuddy Jr., USA (Ret)

Lt. Col. Jerry L. McQuity, USAF (Ret)  
Lt. Col. Roger P. Meekins, USAF (Ret)  
Col. James E. Miller, USAF (Ret)  
Col. Lee A. Mongeon, USAF (Ret)  
CAPT Joseph A. Muka, USN (Ret)  
Col. John D. Navin, USAF  
Col. Richard E. O'Grady, USAF (Ret)  
Col. Morton V. Plumb, USAF (Ret)  
Col. John E. Reilly, USAFR (Ret)  
Lt. Col. Keith K. Ritter, USAF (Ret)  
Col. Marion T. Ruple, USAF (Ret)  
Col. Philo H. Rhynehart, USAF (Ret)  
Lt. Col. Peter J. Sarda, USAF (Ret)  
Col. Robert H. Schmidt, USAF (Ret)  
Lt. Col. Albert G. Schneider, USAF (Ret)  
Col. Richard G. Schulz, USAF (Ret)  
Col. Harold G. Shook, USAF (Ret)  
Col. Wayne P. Skora, USAF (Ret)  
Lt. Col. Clarence R. Smith, USAF (Ret)  
Maj. Gen. Eugene B. Sterling, USAF (Ret)  
CPT Doyne "Mike" Tank, USA (Ret)  
Col. Edward L. Todd, USAF (Ret)  
Col. William R. Trippe III, USAF (Ret)  
Lt. Col. Norman R. Vine, USAF (Ret)  
Lt. Col. Marlon D. Wasemiller, USAF (Ret)  
Lt. Col. Robert E. Whitney, USAF (Ret) Maj.  
John A. Williams Jr., USAF (Ret)

## **"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*

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 in part or in whole, exactly as they originally appeared, complete with misspellings or grammatical errors.

30 years ago:

## DAEDALUS MAKES IT!



DAEDALUS 88 (Photo: Daedalus Project)

Hail Daedalus! Taking off from Heraklion Airport in Crete, at 0706 hours local, on the 23rd of April, Greek cycling champion Kanellos Kanellopoulos set three world records for human powered flight and pedalled his way into history and mythology before arriving at the island of Santorini at 1100 hours. The similarities linking the flight of Daedalus 88 and that of the mythological Daedalus are that both flights were man-powered, and both were successful. Crete was left far behind in each instance. Like so many aeronautical pioneers however, the successful flight did not end with a safe landing. After 3 hours and 54 minutes at an average speed of 18.5 mph during which he traveled 74 miles, Kanellopoulos approached the black sand beach on the southeast coast of Santorini. He encountered fairly strong winds parallel to the beach and as he attempted to turn 90 degrees to land into the wind the tail boom of the plane collapsed, followed immediately thereafter by folding upward of the wings, and pilot and airplane settled gently into the water about 30 feet offshore. Kanellopoulos quickly swam free of the plane in about six feet of water and made his way to the beach uninjured. A good landing is one you swim away from! **"...right runner, right correction, get your--uh-oh, uh-oh!"** (Steve Bussolari to Kanellos Kanellopoulos final radio transmission.)

20 years ago:

## ROBINS AIR FORCE BASE MUSEUM OPENS BRIG GEN ROBERT L. SCOTT EXHIBIT

The World War II flying ace and best-selling author of the book "God Is My Copilot" celebrated his 90th birthday April 12, even as the Robins Museum of Aviation he champions prepared to open an exhibit honoring the many chapters of his life. The museum combined the opening of the exhibit—one of its largest and most ambitious—with a gala birthday party.

He says he feels "wonderful," both about the exhibit and birthday. The 1,700-square-foot exhibit spans Scott's entire life, with personal memorabilia, photographs, interactive displays, letters, film and audio recordings. It includes a realistic model of his childhood home where he first flew, a movie theater featuring a short filmed interview and a display depicting Scott's walk down the entire length of the Great Wall of China.

Scott enlisted in the Army in 1927 and soon was at the top of his class of 800 in the West Point Preparatory School. He became a West Point cadet the following year, winning one of only eight presidential appointments and graduated four years later in 1932.

His aviation adventures actually began as a 12-year-old growing up in Macon, Ga. He built a glider and "flew" from the roof of a house. The flight ended in a rose bush two stories below, the only crash in his career.

Scott had been a fighter pilot for nine years when World War II broke out. The advent of the war brought him to China, where he flew "guest" missions with Gen. Claire Chennault's Flying Tigers and recorded 13 aerial victories. In 1942, he became the first commander of the 23rd Fighter Group of the China Air Task Force. His first book, "God Is My Co-Pilot," was the story of his wartime experiences.

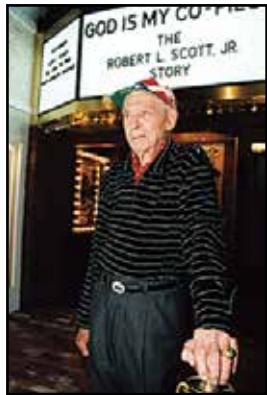
Scott's retirement in 1957 after 36 years in uniform mirrored his life -- it was not traditional. He borrowed a new F-100 Super Sabre for his last fly-by, breaking the sound barrier and ending a career he began in fabric-covered biplanes.

In 1980, at age 72, Scott again challenged the odds to walk the entire 2,000-mile length of the Great Wall of China, an odyssey he had dreamed about for nearly 38 years.

"I tried every honest way to get there. I would write the Chinese, and they would say they had no accommodations for Westerners. I didn't want to sleep in a motel; I was going to sleep on the wall. In the end, they let me in, but they still suspected I was in intelligence," he said. He had writ-

ten more than 300 letters to Chinese officials. "I got to do these things because I stuck my neck out," he said. "I don't believe in following tradition."

Scott returned to Georgia in 1986 to help build the Museum of Aviation and has seen the museum grow from a single building and 60 aircraft to four buildings and 90 aircraft.



(USAF Photo)

Scott's love of flying has not diminished over the years. Last year, to mark his 89th birthday, he flew in the B-1B Lancer.

"Everyone asks what is my favorite airplane, and I always reply 'the last one I flew,'" he said. "But my favorite airplane in the whole world was the one I shot down the enemy with, the old P-40. That's all we had in 1941, and it was the only airplane that fought on every front of the war. It flew only about 250 miles an hour, but it could outdive

anything in the world."

There are still a few dreams left. "I have gotten to do just about everything I wanted to do. The only thing I didn't get to do that I would have liked to do is to sail a boat to the South Pacific," Scott said. "The main thing is to keep yourself interested. I ain't never been bored."

10 years ago:

### Daedalian General Curtis E. LeMay and Maj. Gen Eugene L. Eubank Awards

The first ever Manpower, Personnel & Services Worldwide Conference was a huge success!

Over 350 Manpower, Personnel, and Services Commanders, Directors of Personnel and Major Command, Field Operating Agency, and Air Staff leaders gathered in Keystone, Colorado, June 8-14, 2008. This was the first time that Manpower, Personnel, and Services had combined annual Worldwide Conferences in order to reflect the current Force Support Transformation effort. The conference presented a great opportunity for networking with peers and leaders of the A1 community and allowed attendees to gain critical information and knowledge about key issues affecting our Airmen and Air Force.

The most memorable highlight of the conference occurred during the general session on Thursday, June 12th, when the audience was inspired by a special briefing from Air Force wounded warrior, Staff Sergeant Matthew Slaydon and his wife Annette. SSgt Slaydon was serving as an Explosive Ordinance Disposal Technician in Iraq when he was severely injured by the detonation of an improvised explosive device. SSgt Slaydon, who lost his eyesight and an arm in the blast, shared a detailed account of his accident and recovery, and the significant role the Air Force Wounded Warrior Program played in his ordeal and what the program means to Airmen who are in the unfortunate position to have to use the services of the program. Sergeant Slaydon's wife, Annette also spoke about the Wounded Warrior

Program and more specifically about the importance of the Family Liaison Officer in handling their case, as well as the significance and impact the program has on others in need. SSgt and Mrs. Slaydon's heartfelt presentation put into perspective how vital these programs are to them and to our Airmen and their families that have endured an unfortunate tragic event in their lives.



Holding the Gen Curtis E. LeMay trophy, Mr. Jerry Stanfill, Director of Services, 37th Services Division, Lackland AFB, Texas and 99 members of the Lackland services squadron.

The week's event culminated Thursday evening by recognizing Manpower, Personnel and Services "best of the best" with a spectacular awards banquet hosted by Maj Gen K.C. McClain, Commander, Air Force Personnel Center and Mr. Art Myers, Director of Air Force Services. Over 570 awards winners, family members, friends and peers were in attendance to help celebrate the presentation of Individual, Program, Flight and Unit awards to 54 Manpower, Personnel and Services superstars.



Far right (l-r) Lt Col Dave Kretz, Commander, 31st Services Squadron, staff member and Lt Gen Dula, Daedalian National Commander, presenting Maj Gen Eugene L. Eubank Services Award to best small base services squadron in the Air Force to Aviano AB, Italy.

Maj Gen Robert W. Burg, Commander, 20th Air Force, F. E. Warren Air Force Base, Wyoming, the keynote speaker for the evening. He also assisted in the awards presentations. Among those presented were the large and small Outstanding Mission Support Squadron of the Year Awards to Hickam Air Force Base, Hawaii and Laughlin Air Force Base, Texas. **The evening's finale was capped off with presentation of the Daedalian Major General Eugene L. Eubank and the General Curtis E. LeMay Services Awards to Aviano Air Force Base, Italy and Lackland Air Force Base, Texas, the best small and large base Services Squadrons, by Lt Gen Brett Dula, USAF (Ret), National Commander, Order of Daedalian.**

Based on attendee critiques, the first Manpower, Personnel and Services conference was an astounding success and had an immense impact on the future of Force Support.

(Source: Air Force Services Agency)

# Daedalians Gather in San Antonio for the 2018 Annual Meeting

Written by: Maureen DeFelice

The 2018 annual meeting was held on Friday, May 11 at the Ralph Parr Club on JBSA-Randolph. There was a meet-and-greet prior to the meeting and time to catch up with old friends. Twenty-two flights were represented with several flight officers and members in attendance. National Commander Lt. Gen. Doug Owens, USAF (Ret), welcomed all who made the trip and gave a state of affairs for the Daedalians. He covered some of the internal changes like the new heritage preservation project, airpower blog, changes in dues collection and the possibility of starting a mentorship program.

The Daedalian headquarters building continues to collect museum items and the Harley H. Pope Flight Captain, Col. Joe Fitzpatrick, USA (Ret), presented some historic aviation museum items for our various aviation displays. The Daedalian headquarters is also in the process of building a park area next to the building for active duty military members and Daedalians to use. Next time you are in the San Antonio area, stop by the headquarters and see the upgrades and displays.

In 2016, Daedalian membership was expanded to include all aviation specialties. Since that change, the Order of Daedalians and Daedalian Foundation have enhanced and grown the awards program to honor those aviators who serve in capacities beyond the pilot seat. There are programs to reward the careers of young Americans as well as programs that support the community. Fifteen percent of the membership growth in 2017 came from aviators who serve(d) as combat system officers, air battle managers, naval flight officers, flight surgeons and navigators. At the end of 2017, there were 11,161 members in the Order of Daedalians.

The Daedalian Foundation also continues to support future military aviators. A review of the return on investments for scholarship programs from 2010 to 2016 shows that 98.9 percent of the students supported continued into a military aviation specialty. This means the flights are doing an excellent job identifying young people who show a genuine interest in pursuing a military flying career and encouraging them with financial support. In 2017, 91 students received scholarships and 36 students soloed under the Daedalian Flight Training program for a total of \$102,330 spent between headquarters, flights and sponsors like Mr. Laird Leavoy. The foundation also continued its support of Air Camp and the National Flight Academy.

The highlight of the annual meeting is the awards program recognizing the hard work flights are doing to accomplish the mission of the Daedalians. Selecting the winners is one of the more challenging functions of the Foundation. Every flight that competed should be very proud of their accomplishments. This year we presented flight awards as well as the Spencer and New Aviator scholarships.



*National Commander, Lt. Gen. Doug Owens, USAF (Ret), gives Daedalians attending the annual meeting an overview of the many programs and activities of the Order and Foundation.*



**Top flight award winners:**

- Category A (under 40 members) – Eagle Flt, Robins AFB, Georgia
- Category B (41-81 members) – Harley H. Pope Flt, Cary, North Carolina
- Category C (82-140 members) - Founders Flt, Montgomery, Alabama
- Category D (141+ members) – Dallas/Ft. Worth Flt, Ft. Worth, Texas
- Doolittle Winner - Overall Top Flight - Founders Flt, Montgomery, Alabama



Category A Top Flight Winner - 39th Flight



Category B Top Flight Winner - 48th Flight



Lt. Gen Owens, USAF (Ret), presents the Doolittle Award to Col. Paul Nelson from Founders Flight



Category A Top Flight Winner - 23rd Flight

**Spencer Scholarship winners:**

- 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



Maj. Gen. Jerry Allen, USAF (Ret), presents the Spencer Scholarship Awards to (l-r) 21st Flt, 82nd Flt and 18th Flt.

**New Aviator Recruiting Scholarship winner:**

74th Flight - Possum Town, Columbus, Mississippi

The meeting closed with the usual tribute to those members who have flown west. Thanks to everyone who attended the meeting and especially to the headquarters staff that worked tirelessly to make sure every detail was covered.

The annual meeting report is available on the Daedalian webpage, daedalians.org, or call 210-945-2111 and ask for a copy. Mark your calendars now for the 2019 Annual Meeting to be held on Friday, April 26, 2019, at JBSA-Randolph in the Parr Club at 0930.



74th Flight received the New Aviator Recruiting Scholarship award from Maj. Gen. Jerry Alen, USAF (Ret)

## Minuteman Flight awards scholarships

Flight 15 awards two matching scholarships each school year in honor of our recently deceased member and WWII ace, Col. Fred Christensen, USAF (Ret).

### 2016-2017 Recipients

Jeff Schafer has held a number of leadership positions in the University of New Hampshire AFROTC cadet wing including Physical Fitness, Drill and Ceremonies, Communications, and Field Training. He had four semesters on the dean's list and is carrying a 3.57 GPA earning a bachelor's in mechanical engineering. Cadet Schafer has garnered a number of awards from the American Legion, AFROTC, Society of the War of 1812, and others, and is a member of the Arnold Air Society. He is almost perfect in physical fitness, and he put himself through introductory pilot training—apparently it paid off as he was recently selected for Air Force pilot training.



*Flight 15's Maj. Gen. Eric Nelson, USAF (Ret), and UNH AFROTC Cadet Jeff Schafer*



*L-R: Flight 15 co-captain Col. Jeff Katz, USAF (Ret); Norwich AFROTC Operations Officer Lt. Col. Jason Zimmerman; Norwich AFROTC Cadet Sean Bolduc; Flight 15's Maj. Gen. Eric Nelson, USAF (Ret)*

Sean Bolduc is a senior at Norwich University in Northfield, Vermont, and hails from Bowdoin, Maine. He has held a number of command positions in the AFROTC cadet wing, and was a DG from summer field training. He is majoring in political science. Sean is our first scholarship winner from Norwich, the oldest private military college in the country. Its founder, Capt. Alden Partridge, is credited with founding the ROTC program there. Flight 15's co-captain, Col. Jeff Katz, USAF (Ret), is also a graduate of Norwich. Sean wants to be a fighter pilot, and he has a very positive attitude. When asked if he was a pilot, he answered yes, a student pilot. The next question asked how many hours he had—he answered, one. He'll have a bunch more soon as he's about to start USAF pilot training.

### 2017-2018 Recipients

Jacob Bryant is a senior at Worcester Polytechnic Institute in Massachusetts. He will graduate with a bachelor's in mechanical engineering and a minor in history maintaining a 3.74 GPA. Jacob has held a number of leadership roles in the AFROTC wing (Maint Sq CC, Honor Guard, Drill Team), and as the wing executive officer he was responsible for managing all the wing's suspenses and tasks for the semester. He is currently the cadet wing commander. He has garnered a number of commendation and achievement awards and has also been very active in the Boy Scouts, reaching the rank of Eagle Scout. Cadet Bryant has been selected for USAF Pilot Training.



*L-R: Flight 15's Brig. Gen. Ted Mansfield, USAFR (Ret); WPI AFROTC Cadet Jacob Bryant; WPI AFROTC Commander Lt. Col. Patrick O'Sullivan*



L-R: UMaine/MMA NROTC Commanding Officer CAPT Timothy Cooper, USN; UMaine/MMA NROTC MIDN Russell Wilson; Flight 15's Brig. Gen. Ted Mansfield, USAFR (Ret); Russell's father, Col. "Rusty" Wilson, USAF (Ret)

Russell Wilson is a senior at Maine Maritime Academy and the University of Maine. He will graduate with a bachelor's in marine science, and minors in naval science and political science. He has been consistently on the dean's academic honor roll. Russell is an advanced German speaker, physically in the top 5 percent of his unit, holds two jobs, and is co-captain of the UMaine wrestling team—qualifying on multiple occasions for national competition as an All-American wrestler. MIDN Wilson has a military heritage. His father is a retired AF colonel, his grandfather flew Black Widows in WWII, another grandfather was a master sergeant, and several ancestors fought in the Civil War. Russell aced the Navy's Aviation Selection Test Battery and he has been selected to be a Naval aviator.

## Daedalian Flight Training

Flight 15 awarded one DFT in 2017. All our selections are made from ROTC programs at New England colleges and universities, and the training is conducted at the Hanscom AFB Aero Club with instructors from the club (our favorite is one of our own, David Noones).

Our most recent selectee was AFROTC Cadet Jeffrey Rattray, a sophomore at UMass Lowell. Jeff majors in computer engineering, maintains a 3.6 GPA and was on the dean's list at the time of selection. He was considered by the AFROTC detachment commander to be the number one cadet in his class. He was in charge of physical training for the cadet wing and brought the unit's fitness assessment average to excellent. He also led recruiting efforts for AFROTC, was a member of the honor guard and honor flight, worked jobs and youth camps in his spare time, and is active in his church. His father is a retired AF flight test engineer. Jeff soloed in Dave Noones' Piper Warrior in 2017. He meets an AFROTC rated selection board in February 2019, and we are confident he will do well.



UMass AFROTC Cadet Jeffrey Rattray soloed in Flight 15's Dave Noones' Piper Warrior

*Within all of us is a varying amount of space lint and star dust, the residue from our creation. Most are too busy to notice it, and it is stronger in some than others. It is strongest in those of us who fly and is responsible for an unconscious, subtle desire to slip into some wings and try for the elusive boundaries of our origin.*

*~ K O Eckland, Footprints On Clouds*

## Outstanding JROTC Cadets Recognized by Daedalian Flights

Several flights awarded DFT and ROTC scholarships this past spring to help these young people move a little closer to their goal of becoming military aviators. Congratulations to all the award recipients and a big thanks to all Daedalians for supporting the future of aviation.

The Old Pueblo Flight 12 at Davis-Monthan AFB, Arizona, provided Junior ROTC Daedalian Achievement Awards to students at 11 high schools in southern Arizona in April and May 2017. This prestigious award is given to encourage patriotism, love of country and service before self to students who have indicated the potential and desire to pursue a military career and rank in the upper 10 percent of his or her JROTC class.

The 2018 Achievement Award recipients are:

Cadet Sebastian Havenar .....	Rio Rico High School, Rio Rico, Arizona
Cadet Marie Amnes .....	Tombstone High School, Tombstone, Arizona
Cadet Riley Merry.....	Flowing Wells High School, Tucson, Arizona
Cadet Srishti Mitra .....	Nogales High School, Nogales, Arizona
Cadet Miranda Berry .....	Cholla High School, Tucson, Arizona
Cadet Rachel Kiesel .....	Casa Grande Union High School, Casa Grande, Arizona
Cadet Zachary Hartzell .....	Cienega High School, Vail, Arizona
Cadet Yudith Jimenez .....	Desert View High School, Tucson, Arizona
Cadet Kaela Caulkins .....	Sahuarita High School, Sahuarita, Arizona
Cadet Gabriela Carnaghi .....	Buena/Sierra Vista High School, Sierra Vista, Arizona
Cadet Bryce Tolley .....	Coolidge High School, Coolidge, Arizona

The long-time success of the Old Pueblo awards program is the direct result of Lt. Col. Andy Muscarello, USAF (Ret.), who manages all the moving parts involved in ordering the awards from Daedalian National Headquarters and distributing them to each school in time for their awards ceremonies.

In the photos to the right, flight member Lt. Col. Jerry G. Bryant, USAF (Ret.) presents the awards to Cadet Riley Merry from Flowing Wells High School (left) and Cadet Kaela Caulkins from Sahuarita High School (right).





Retired Air Force Lt. Col. Bobby Clark of Cascade Flight 22 presents the Daedalian JROTC award to Cadet SGM Jayne Fraley at the Annual JROTC Awards Ceremony for Oregon City High School in Oregon City, Oregon, on May 4.



On May 29, 2018, National Capital Flight 4 flight captain Brig. Gen. Chad Manske presented the Daedalian JROTC Achievement award at Forest Park High School Army JROTC, Woodbridge, Virginia, to Cadet John Ferguson. In General Manske's words, "The evening was a dignified event with presenters, cadets and parents present—oh yeah, and food!" Pictured above is General Manske and Cadet (PVT) John Ferguson, a rising senior, with the award.



Lt. Col. Madison Jones, USAF (Ret), was honored to award the AFJROTC Achievement certificate and medal to Cadet Victoria Garcia. Cadet Garcia is a member of AFROTC-TX 20007 at Leander High School, Leander, Texas.



Lt. Col. Ron Butler, USAF (Ret), flight captain for Longhorn Flight 38, presented the AFJROTC Achievement Award to Cadet Toren Degen from Westwood High School in Austin, Texas. Cadet Degen's mother, Greta was also in attendance at the awards ceremony. Ron was a neighbor of this young man and his mother years ago. He talked to the young man back then and told him that when he went to high school he should consider JROTC. He is graduating as the cadet commander of the JROTC unit at Westwood HS. Cadet Toran Degen has received an ROTC scholarship to the University of Alaska in Fairbanks.



## THE CARL I. HUTTON MEMORIAL AWARD

The Carl I. Hutton Award is presented to the Army unit identified by the Department of the Army to have demonstrated outstanding professionalism and contributions to the advancement of flight safety in Army aviation during the award period. It has been presented continuously since 1978. The 2017 recipient is the U.S. Army Air Traffic Services Command from Fort Rucker, Alabama. Receiving the award from Daedalian Vice Commander MG Ronald “Andy” Andreson, USA (Ret), during a ceremony on June 11, 2018, are COL Michael Demirjian (center) and CSM George Webster.

During 2017, the US Army Air Traffic Services Command (ATSCOM) provided invaluable contributions to the safety of Army air operations worldwide. The Command’s flight inspection team, consisting of Federal Aviation Agency-certified aviators, air traffic controllers and maintenance personnel, conducted 110 inspections of more than 85 navigational aids, including various radars, airport lighting and airborne obstacle evaluations. Their efforts ensured a safe flying environment in both the National Airspace System and combat airspace overseas. The Aviation Resource Management Survey team conducted seven extensive surveys to assess air traffic control program safety, operations, training, maintenance and facilities and ensure they meet the highest industry standards. Their efforts were instrumental in preventing accidents and helping air traffic control units comply with military and federal standards. The command also conducted 27 comprehensive fixed-base Quality Assurance Evaluations, assessing the safety and effectiveness of installation air traffic control equipment. They confirmed safe operation of Army installation navigation aids, airfield lighting systems and air traffic control facilities. Additionally, they conducted airborne assessments of airfield hazards and airspace management procedures and provided detailed reports with recommendations on risk mitigation and facility safety issues. After maintenance team certification of NAVAID equipment to mitigate risk, equipment accuracy and operator performance were validated by in-flight inspection and assessment of air traffic controller performance, radio communications and airfield lighting systems. Following these evaluations, the ATSCOM team provided invaluable feedback to commanders and follow-on training to enhance unit training programs. Overall, ATSCOM has played a key role in ensuring a safe flying environment for Army flying operations worldwide and contributed immensely to increased Army readiness. Their extraordinary accomplishments in a demanding environment reflect great credit upon the Command, its leadership and its soldiers.



*The crew of American Airlines Flight 60: (L to R) FO Gary Erkes, CA Scott Abram, FO Norris "Andy" Shane, CA Mike Jeffers*

#### CITATION

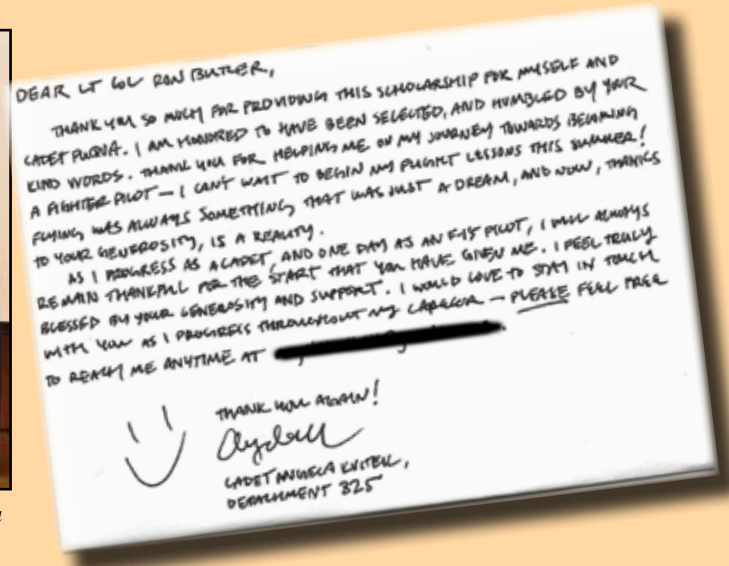
TO ACCOMPANY THE PRESENTATION OF THE  
LIEUTENANT GENERAL HAROLD L. GEORGE  
CIVILIAN AIRMANSHIP AWARD

TO THE CREW OF AMERICAN AIRLINES FLIGHT 60

On November 22, 2017, Captain Michael Jeffers and Captain Scott Abram, and relief pilots, First Officers Norris Shane and Gary Erkes were crewing trans-Pacific American Airlines Flight #60 from Tokyo, Japan to Dallas-Fort Worth when they experienced a sudden engine failure. Within seconds, aircraft indications on the right engine showed an extremely high engine temperature and no revolutions per minute, followed by a growl and yaw. A right engine fire warning light and associated warning bell followed. The crew immediately implemented emergency checklist items then began a divert to the Seattle-Tacoma airport approximately 1,000 miles away while alerting Oceanic Air Traffic Control, American Airlines dispatch and other aircraft of their intentions. The crew, working seamlessly together, visually assessed the condition of the right engine, completed all checklist items, including possible ditching, and advised the lead flight attendant of the emergency situation. About two and one-half hours later, the crew completed a flawless landing at the divert airport, the longest single engine emergency flight ever in Part 121 flying. The professionalism and timely actions of the cockpit flight crew resulted in the safe conclusion of the flight and reflect great credit upon the entire crew of American Airlines Flight #60.



University of Texas Army ROTC Cadet Rene Ramirez, Jr. was awarded a DFT scholarship by 38th Flight's Lt. Col. Ron Butler, USAF (Ret) (left) and Lt. Col. Ken Firestone, USAF (Ret)



38th Flight's Lt. Col. Ron Butler, USAF (Ret), presented the DFT scholarship to Cadet John Butler from AFROTC Det 840 at Texas State University, San Marcos, Texas.



Cadets Kaitlin Fuqua (middle left) and Angela Kvitek from University of Texas AFROTC received scholarships from 38th Flight and matching scholarships from national. Lt. Col. Ron Butler, USAF (Ret) (left), and Lt. Col. Ken Firestone, USAF (Ret), made the presentations at the awards ceremony in May 2018.



Col. Howard Rice, USAF (Ret), of the Mt. Rushmore 14th Flight presenting the 2018 Daedalian Award to third-year Cadet Lt. Col. Megan E. Green at our 47th Annual Awards Ceremony on May 10, 2018.





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

CDR Jerry Buck, USN (Ret) recently spoke to 23rd Flight about aircraft carrier flight operations. Jerry is a graduate of the U.S. Naval Test Pilot School and holds a bachelor's degree in mechanical engineering and a master's degree in aeronautical engineering. He served three years as an exchange test pilot instructor at the British Empire Test Pilot School in Boscombe Down, England. He had one tour flying the A-7 Corsair II and three tours flying the F/A 18 Super Hornet aircraft. He completed two six-month tours on the USS Carl Vinson and one on the USS Kitty Hawk, including combat operations to Iraq.

CDR Buck said an aircraft carrier today typically has 60 to 75 aircraft; made up of 48 F/A-18 Super Hornets, 5 F-18 Growlers, 2 E-2C Hawkeye Airborne Early Warning aircraft, 2 Grumman C-2 Greyhound support aircraft, and 2 Sikorsky MH-60 Seahawk helicopters. Each carrier is typically equipped with four catapults to launch aircraft in cycles. A cycle is generally one and a half hours long, although it can be as short as an hour. The shorter the cycle, the fewer aircraft that can be launched/recovered; the longer the cycle, the more critical fuel becomes for airborne aircraft. Cycles are made up of about 12-20 aircraft which are taxied to the catapults and launched within a 15-minute period. Approximately an hour later, the second round of aircraft is launched and the first cycle of aircraft is recovered, refueled, rearmed, respotted, and readied to be used during the next launch.

Aircraft carrier landings can be a challenge, especially at night and/or in bad weather conditions. The final portion of the landing (.75 nm) is flown visually. It requires full attention to maintain proper glideslope, alignment, and angle-of-attack until touchdown. The aim is to catch the middle arresting wire, which is either the second or third depending on the carrier configuration. Immediately upon touchdown, the throttles are advanced to full power so that a touch-and-go/bolter can be successfully executed if all trap wires have been missed. Ideally, the tailhook catches the target wire and stops the aircraft in approximately two seconds. (Source: Col. Bob Pavelko, USAF (Ret))



CDR Jerry Buck, USN (Ret), gave an outstanding presentation on aircraft carrier operations to 46 attendees at 23rd Flight's April meeting.

## 82nd (Willie) Flight Chandler, Arizona

Our guest speakers for the April meeting were Col. John Fuller, USAF (Ret), and Lt. Col. Rick Felker, USAF (Ret), who briefed us on a long-classified, cross-border ground reconnaissance operation conducted in Laos and Cambodia during the Vietnam War. Known as Operation 35 or PRAIRIE FIRE, it involved inserting special operations teams into key locations along the Ho Chi Minh Trail. The teams were normally made up of two to four U.S. Army Rangers and four to eight indigenous personnel. During the Vietnam War, both our speakers flew missions in support of the MACV/SOG PRAIRIE FIRE Operation as forward air controllers (FACs), flying out of Pleiku AB, South Vietnam. John Fuller later served as a Raven FAC in Laos.

John Fuller briefed us on the history of the PRAIRIE FIRE operations, and Rick Felker walked us through



*Then-Lt. Rick Felker and his O-2 at Pleiku AB, South Vietnam*



*Flight Captain Frank Stookey thanked Lt. Col. Felker, USAF (Ret) (left) and Col. Fuller, USAF (Ret) (right)*

one of his very “hairy” PRAIRIE FIRE missions. Our members and guests thoroughly enjoyed the talk on this now-declassified Black Ops program.

Our May speaker was Flight 82 member, Lt. Col. Jay Norton, USAF (Ret), who briefed us on the A-26’s history and use in the Vietnam War, and his experiences flying the A-26 over the Ho Chi Minh Trail while based at Nakhon Phanom AB, Thailand.

The A-26 “Counter Invader” was a highly modified version of the Douglas A-26 Invader, a World War II attack bomber. Redesignated the B-26 in 1948, the Invader served again during the Korean War (1950-1953), mainly as a night intruder against North Korean supply lines. It was removed from service in 1958, but in 1961 the USAF recalled many Invaders for use as tactical bombers in Southeast Asia. Combat duty and two decades of wear took their toll, and in 1964 the B-26s again were removed from service. In 1966, the old bomber was resurrected once more when the improved B-26K Counter Invader returned to Southeast Asia for ground-attack missions along the Ho Chi Minh Trail. Modified by On Mark Engineering, the B-26K had a rebuilt fuselage and tail, strengthened wings, improved engines, reversible propellers, wingtip fuel tanks and other refinements. Redesignated A-26A, these Counter Invaders remained in Southeast Asia until 1969, and then retired from USAF service.



*A-26 “Counter Invader”*

Colonel Norton was a distinguished graduate from AFROTC at Arizona State University in 1961. He entered pilot training at Williams AFB, Arizona, graduating in 1962. He was then assigned to Dover AFB, Delaware, from 1962 to 1966, where he was a pilot and aircraft commander in a C-133 Cargomaster aircraft. In 1966-67, he served in Vietnam where he flew C-7 Caribou aircraft with the 17th Aviation Company at Ahn Khe and the 537th Tactical Airlift Squadron at Phu Cat AB. In 1967-68, he flew the A-26 Counter Invader with the 609th Air Commando (ACS)/Special Operations Squadron (SOS) in Nakhon Phanom RTAFB, Thailand. He re-

turned to the U.S. and flew as an instructor pilot with the 603rd SOS, flying the A-26 and A-37 at Hurlburt Field, Florida, and then served as Chief, Special Operations Force Briefing Team. In 1972, Jay participated in Project “Credible Chase” and in 1972 went on to become Air Operations Center (AOC) Commander, Project 404 at Lima Site 39, Savannakhet, Laos. In 1974, Jay attended Air Command and Staff College at Maxwell AFB, Alabama,

followed by a couple of staff assignments at Tactical Air Command Headquarters, Langley AFB, Virginia. Colonel Norton then served in Europe at RAF Bentwaters-Woodbridge, United Kingdom, and as Commander, 81st TFW, Det 3, Fliegerhorst Ahlorn, Germany. His last tour was as a staff officer at 9th Air Force Headquarters, Directorate of Joint Exercises. He retired on Oct. 1, 1982.

Jay’s presentation centered on the B-26/A26 “Counter Invader” and his experiences flying over Laos and North Vietnam. He also described the development of the Special Air Operations Group at Hurlburt Field. The presentation was accompanied by several very interesting videos with an enlightening history of the aircraft.

Our members and guests enjoyed Jay’s presentation about flying an aircraft that flew in three wars (WWII, Korea & Vietnam). (Source: Col. Pat Dooley, USAF, (Ret))



*Capt. Jay Norton in Southeast Asia (left) and Lt. Col. Norton, USAF (Ret), briefing 82nd Flight*

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



*Col. Ray Kleber, USAF (Ret), shows off his P-51 “Mustang” model to Kitty Hawk Flight members.*

Kitty Hawk Flight had a special talk by our oldest member, Col. Ray Kleber, USAF (Ret), at our May meeting. Colonel Kleber is a remarkable aviator, as he still flies at age 93. He has had an extraordinary career in both military and civil aviation. He learned to fly at age 13 at a small airport in Pennsylvania and flew with the Civil Air Patrol (CAP) at age 16, helping to defend the eastern U.S. from U-Boats and other enemy action. CAP activities during WWII were not well known but they flew reconnaissance missions up to 100 miles offshore to help locate pilots and survivors from ships that were sunk by U-Boats. The CAP was eventually authorized to bomb enemy subs. The CAP dropped a total of 82 bombs and flew more than 24 million miles in an 18-month period. They reported nearly 40 dead bodies on the east coast beaches and lost 65 members flying missions off the coast. Colonel Kleber received the Congressional Gold Medal (see picture) on Dec. 10, 2014 in Washington, D.C., for his CAP service.

Colonel Kleber entered the Army Air Corps and went through primary in the PT-13 Stearman in Arcadia, Florida. He then went to Bainbridge, Georgia, for flight training in the BT-13 “Vultee Vibrator.” Following that, he went to Moultrie, Georgia, where he flew the AT-6 “Texan” and earned his pilot wings prior to the end of WWII. A highlight of his career was his tour in Vietnam when he flew 302 combat missions in the F-100 “Super Sabre” on both sides of the DMZ. During his illustrious career, he has flown 86 different aircraft, 25 of which were military. He continues to actively fly, primarily as a glider tow pilot.

Colonel Kleber also presented the Daedalian JROTC medal and certificate to Cadet Christina Cruse. Kitty Hawk Flight also had Col. John Foote, USAF (Ret), Col. Chet Beverly, USAF (Ret), and Lt. Col. Bill Allgaier,

USAF (Ret), presenting JROTC medals at other area high schools. We are looking for fellow Daedalians who lives in the western and eastern parts of North Carolina interested in helping us with these JROTC medal presentations. Please contact us to add your name to the list of presenters. You do not have to be a member of Kitty Hawk Flight to participate.



*Cadet Christina Cruse receives the Daedalian JROTC medal from Col. Ray Kleber, USAF (Ret)*



*Colonel Kleber and Flight Captain Lt. Col. Jack Parker, USAF (Ret)*

Our June meeting celebrated the return of the 336th Fighter Squadron “Rocketeers” from the Southwest Asia war zone by electing their squadron commander, Lt. Col. Matthew “Edge” Swanson as our new flight captain. We were also able to give one of their deployed flight leads, Capt. Stephen “Ali” Keck, his plaque for being selected as the 4th FW Combat Pilot of the Year for 2017. Our meeting was attended by Captain Keck’s wife, Maggie, and a squadron mate, Lt. Zachary White and his wife Kelly.

Captain Keck gave a spell-binding account of the recent 336th FS Rocketeers’ deployment from his perspective. He related some of his most memorable missions and told of a special mission in February when they saved the lives of American and allied soldiers. Captain Keck is from Belleville, Illinois, and is a 2012 graduate of the Air Force Academy. He went through UPT at Sheppard AFB, Texas, and went through the F-15E B-Course in the 334th FS. He was assigned to the 336th FS in July 2015 and has over 900 hours and 360 combat hours in the F-15-E. (Source: Lt. Col. Bill Allgaier, USAF (Ret))



*Maggie Keck welcomes her husband, Captain Keck home from deployment.*



*Capt. Stephen Keck shares his SWA experience.*



*Lt. Col. Swanson, Lt. Col. Parker, USAF (Ret), and Capt. Keck.*

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

The Harley H. Pope Flight opened our April meeting with the announcement of a change in flight staff. The flight adjutant, Walt Dietrich, resigned May 1st after five years of dedicated service, ensuring the flight was competitive for national awards. All present acknowledged his immense contributions. Pete Vettters accepted the position as our new flight adjutant. Another big announcement was that for the third year in a row the flight won the distinction as Distinguished Flight, Category B. We recognized one of the older members of the flight, Bob Dubbe, back in attendance after a long absence. He brought his daughter, Col. Debra Gray, USAF (Ret), who is a retired AF navigator and was invited to join the flight. Bob turned 90 on May 5.

We recognized one of our two 2018 AFROTC scholarship recipients. The flight presented a check for \$850 to Cadet Nathaniel Holmes from NC State University. The Detachment Assistant Professor of Aerospace Studies, Capt. Corlethia Charles, introduced Cadet Holmes explaining he has a can do attitude, exceptional leadership skills, enthusiasm, and never leaves a job half done. Cadet Holmes is majoring in mechanical engineering with a GPA of 3.667, has been on the dean’s list seven out of eight semesters, served as the cadet wing commander, and was also the honor guard commander. Cadet Holmes was a distinguished graduate at field training with a physical fitness evaluation score of 99.8 percent and has been selected by the AFROTC rated board to attend pilot training.



*L to R: Capt. Corlethia Charles, APAS Det. 595; Cadet Nathaniel Holmes and 48th Flight Captain Col. Joe Fitzpatrick, USAF (Ret)*

The flight also discussed the adoption of the Friend of the Flight program and the flight captain encouraged members to invite and nominate individuals otherwise not eligible for membership to become Friends. The meeting was rounded out by members imparting stories, to include a recent read of the book “A Higher Call” by Adam Makos and Larry Alexander, about an extremely damaged B-17 escorted through German flak out of Germany, by a German ME-109 pilot, to the North Sea and safety. In 1990, the remaining B-17 crew met the German pilot. Others shared stories of meeting Orville Wright in Dayton, a member taking his son to the Dulles Airport Museum and getting a picture with Paul Tibbets, and an invite to “An All American Evening” with guest speaker Clebe McClary, a Marine Medal of Honor recipient to hear his story and transition to the Lord’s Army.



*L to R: Lt. Col. Sanders, Vice Flight Captain Lt. Col. Dave Devendorf, ARNG (Ret), Cadet Robert Quinlan, Kathy (mom), John (dad), and Lt. Col. Peters*

In May, 48th Flight presented the second spring 2018 ROTC scholarship, matched by national, to Cadet Robert Quinlan from UNC-Charlotte AFROTC Det. 592. In addition to the check, Robert was given certificates from national and Flight 48, and we presented him with a Daedalian coin with 2018 on it reminding him of the year the Daedalians supported his college studies. He was accompanied by his detachment commander and Professor of Airspace

Sciences (PAS), Lt. Col. Rich Sanders, and Assistant PAS, Lt. Col. Bret Peters. Also present were his parents, John and Kathy Quinlan. Each detachment commander has one scholarship to award to an outstanding sophomore class cadet each year. Lt. Col. Sanders explained how impressed he was with Cadet Quinlan within two months of his transfer from AFROTC at the University of South Florida and knew he was deserving of the scholarship.

Cadet Quinlan will take over in the fall as the cadet wing commander. He is a junior majoring in geology with a GPA of 3.91. He ranks #1 of 88 cadets in the wing and has been selected for pilot training upon graduation and commissioning in the Air Force. Robert said his goal is to fly “fast movers with guns.” He thanked the flight for the scholarship, indicating it would help with his goal to study abroad for one semester in France. The flight will award one more scholarship in the fall to either an Army, Navy or Marine local ROTC cadet.

At our June meeting, Flight Captain Col. Joe Fitzpatrick, USAF (Ret), announced that at the national members meeting, he presented 14 memorabilia items, some dating back to WWI, to Lt. Gen. Doug Owens, USAF (Ret). The items are now on display at Daedalian Headquarters, JBSA-Randolph. The flight is loaning out other significant items to airports and museums in the local area.

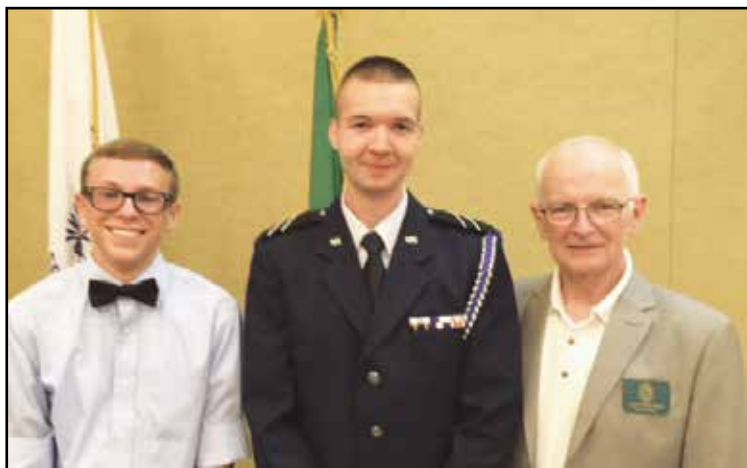


*Flight Captain Col. Joe Fitzpatrick, USAF (Ret), (right) presents a US flag to Maj. Bob Dubbe while his daughter, Col. Debbie Gray, USAF (Ret), stands with him. The flag was flown over the US Capitol Building in honor of Major Dubbe's 90th birthday.*

The flight has a tradition to have a U.S. flag flown over the Capitol Building in Washington DC, on each member's 90th birthday. At the flight's request, North Carolina Senator Richard Burr had a flag flown over the Capitol, on May 5th, in honor of Maj. Bob Dubbe's, USAF (Ret) 90th birthday—the flight's ninth recipient since the tradition started in 2008. Fitzpatrick presented him with the flag and a certificate from Senator Burr. However, Major Dubbe had to complete a short quiz before he could receive his flag and certificate. He had to answer questions on aircraft he had flown and he was able to successfully identify several aircraft from descriptions given by Fitzpatrick. Major Dubbe said that while in Vietnam, he met an aircraft woodcarver and sent home to get the tail numbers of all the airplanes he'd been checked out in and had models of each one made. He has models of all but one, the MC-130 Skyhook, from single- and twin-engine,

4-engine, 4-engine with 2 jet engines (KB-50), and turboprop (C-130). Major Dubbe is a decorated Korean and Vietnam war pilot, with over 5,000 hours, having served his country for over two decades in the Air Force. He also stated that he flew with Lt. Col. Mark Gillis, USAF (Ret), one of the flight's WWII members, in the 53d Bomb Squadron as a second lieutenant, when Colonel Gillis served as the operations officer. After retirement from the Air Force, Major Dubbe taught vocational education at Stedman Junior High School, Stedman, North Carolina, and served as Chief of the Stedman Volunteer Fire Department. His daughter, Col. Debbie Gray, USAF (Ret), a KC-135 navigator, attended the meeting with him, for the second time.

Fitzpatrick introduced our two Daedalian Flying Training scholarship (DFT) recipients, Cadet Dayton Simpson of the Pinehurst High School AFJROTC Program and Cadet Andrew Veters of North Carolina State University (NCSU), AFROTC Det. 595. Cadet Simpson was nominated by Col. MacDonald, his Senior Aerospace Science Instructor. Cadet Simpson talked about how his family's past inspired him, specifically his great-grandfather, who lived to be 102, and who was held in a concentration camp during WWII. Cadet Simpson is involved in numerous extra-curricular activities, to include Color Guard, Drill Team, and plans to join Key Club and Art Club in the fall. Cadet Simpson said that he benefitted from the Experimental Aircraft Association, having the opportu-



48th Flight's DFT scholarship recipients for 2018 are AFJROTC Cadet Dayton Simpson (left) and AFROTC Det. 595 Cadet Andrew Vettters (center). Flight Captain Col. Joe Fitzpatrick, USAF (Ret), (right) presented the scholarships at the June meeting.

nity to fly with the local chapter's Young Eagles program. He's a rising senior and plans to attend either the Citadel or the Air Force Academy. Cadet Vettters just finished his junior year at NCSU and is majoring in history. He is active in intramural softball, Honor Guard, and Silver Wings and served as the Legacy Officer this past spring and will be the JAG next semester. Cadet Vettters told the flight that he's already flown 4.5 hours and plans to solo after returning from summer field training. Cadet Vettters hopes to meet the AFROTC rated selection board next spring and be selected for pilot training. Everyone in attendance was very impressed with our two DFT recipients. (Source:

Capt. Peter Vettters, USAF (Ret))

## 2nd (Stinsons) Flight JBSA-Randolph, Texas

Stinsons Flight conducted a membership recruiting event at the Parr Club Auger Inn on JBSA-Randolph in April. We offered a free buffet and open bar to the members of the 12th Flying Training Wing, plus a rough and tumble crud tournament. Flight Captain Ginsu Rakel congratulated Tom Schwarzkopf "for one of the best crud referee takedowns I have ever seen!" Our own Steve Usher led the winning team.

During our May meeting we heard a comprehensive presentation on the history of drones and remotely piloted aircraft. The speaker was Maj. John Franklin, USAF (Ret), who overviewed the past, present and future of this critical war-fighting capability. During the meeting we also inducted into the Order Maj. Jordan Smith, the 2017 winner of the Major General Eugene Eubank Award as the top instructor in the 12th Flying Training Wing.

For our June meeting we gathered at the Sky Lounge, Blue Skies of Texas (formerly Air Force Village). Daedalian Ryan Newman, CW5 (Ret), gave an excellent briefing on the Wright Brothers and the FAA Master Pilot Award that is named for them. Then he presented the award, signifying 50 years of flying safely, to fellow Daedalian Lt. Col. Dave Wagner, USAF (Ret). Dave flew the O-2 as a Forward Air Controller in Vietnam, and the T-29 at Mather AFB, California. He also was a full-time employee of the FAA for 25 years and continues to serve as an FAA flight examiner. Congratulations to Dave Wagner and to all Daedalians who have earned the FAA Master Pilot Award. (Source: Maj. Gen Jerry Allen, USAF, (Ret))



CW5 Ryan Newman, USA (Ret), presents the FAA Master Pilot Award to Lt. Col. Dave Wagner, USAF (Ret)

**26th (Gateway) Flight  
Belleville, Illinois**

On May 2, 2018, Gateway Flight was honored to welcome our very own, Col. Phil Goodwin, USAF (Ret), who recounted stories that he and his fellow F-105 Thunderchief “Thud” pilots made while flying missions against North Vietnamese targets. Phil flew a phenomenal 100 missions north (total of 125 missions) while Thud pilots were facing a 50 percent loss rate. In his book, “100 Missions North,” Brig. Gen. Ken Bell asks “What was it like to face those odds day after day?” General Bell answers, “We learned that men sustained by faith in each other and joined by unique bonds of combat can overcome anxiety, fear, and even terror to achieve common goals.”

On July 11, 2018, we were honored to welcome Col. Craig Northrup, USAF (Ret), as our flight’s guest speaker. Craig was a former C-141A, T-39 and C-12F pilot, and he gave a powerful presentation about his dad’s B-17 flying adventures in Europe during WWII. Craig also provided a poignant presentation on seven great American heroes who’ve had a very powerful influence in his life.

The 26th Gateway Flight was very inspired by both presentations. Craig and Phil are definitely two of America’s finest! (Source: Col. John Almind, USAF, (Ret))



26th Flight Captain, Col. “Woody” Almind, USAF (Ret), presents the flight’s traditional gift to fellow Daedalian Col. Phil Goodwin, USAF (Ret), following his presentation on May 2, 2018. The screen behind shows Colonel Goodwin during his Vietnam service and today.



Col. Craig Northrup, USAF (Ret), is thanked for his presentation to Gateway Flight on July 11, 2018 by Flight Captain Col. “Woody” Almind, USAF (Ret).

**4th (National Capital) Flight  
Ft. Myer, Virginia**

National Capital Flight was pleased to welcome one of our own members, Col. Scott Willey, USAF, (Ret), as our distinguished guest at our March meeting. Colonel Willey is a docent at the National Air and Space Museum. The topic for the evening was the “National Air and Space Museum and the Air War in Vietnam.”

Colonel Willey led us through a photo tour of the three Smithsonian National Air and Space Museums located in the District of Columbia; the Paul E. Garber Preservation, Restoration, and Storage Facility, nicknamed Silver Hill, in Suitland, Maryland; and the Udvar-Hazy facility in Virginia.

The photos showed the displays of Vietnam-era aircraft and equipment and answered many “why don’t they have a...?” or “why did they choose that one?” questions and rekindled many memories for all fixed and rotary



wing aviators present. Scott was thanked for his talk with the traditional bottle of merlot with the Daedalian label.

In April, Jonna Doolittle Hoppes, the granddaughter of Gen. James H. “Jimmy” Doolittle, was our distinguished guest. She is the author of three books: “Calculated Risk: The Extraordinary Life of Jimmy Doolittle – Aviation Pioneer and World War II Hero,” “Just Doing my Job,” and “The Wrong Stuff.”

Jonna began with an overview of her grandfather’s childhood years in Nome, Alaska, and Los Angeles, California. She explained that acrobatics and boxing helped Jimmy become determined that his short stature would never be an impediment to success in life.

Jimmy met the love of his life, Josephine “Joe” Daniels in high school. Their relationship endured Jimmy’s return to Alaska after high school, his college stints at the Los Angeles Junior College and the University of California at Berkeley, and Joe’s family’s disapproval of Jimmy, particularly his boxing.



*Col. Scott Willey, USAF (Ret), National Air & Space Museum docent*



*L to R: Col. Eugene P. Deatrick Jr., USAF (Ret); CAPT Frederic B. Blakeman, USN (Ret); and Jonna Doolittle Hoppes. The photo Jonna holds is a picture of Captain Blakeman and General Doolittle at a Tail Hook Convention.*

Education played a fundamental role in Jimmy’s aviation accomplishments. With master’s and doctoral degrees in aeronautical engineering from the Massachusetts Institute of Technology and as a graduate of the Air Service’s Mechanics School, he used this knowledge and superior piloting skills to set cross country speed records, become a premier air race pilot, demonstrate newly produced aircraft to potential buyers, and to advance aviation through the development of instrument flying and aviation fuel.

No discussion about General Doolittle is complete without discussing the Tokyo or Doolittle raid. By bombing Tokyo just four months after Pearl Harbor, the 80 men assigned to 16 B-25 bombers provided a psychological

boost for the United States, created a sense of vulnerability among the Japanese, and caused the Japanese to become more defensive in the allocation of their military forces.

He was promoted from lieutenant colonel to brigadier general after the raid and received the Congressional Medal of Honor. He would receive his second and third stars while assigned to command billets with 12th Air Force in North Africa, 15th Air Force Strategic Command in the Mediterranean, and 8th Air Force for General Eisenhower leading up to and during the Normandy Invasion.

The constant theme throughout Jonna’s remarks was the love, devotion and support that her grandfather and grandmother showed not only to each other, but their children, grandchildren and great grandchildren. It was a terrific portrayal of an American hero and heroine by their granddaughter.

On May 4th, the flight held its 16th annual scholarship golf tournament at Fort Belvoir. Twenty-four golfers enjoyed a hot and sunny Friday afternoon on the Gunston course. The top foursome in the scramble recorded a score of 52; a stunningly remarkable 18 strokes under par (with the help of a few mulligans and string assistance for the putter-challenged). The day culminated with a barbecue dinner and various prizes awarded. Through the tournament coordinator’s, Col. Dick Guild, USAF (Ret), stewardship, the flight raised \$1,087 for our scholarship program. (Source: Lt. Col. John Wright, USAF, (Ret))

**39th (Eagle) Flight  
Warner Robins, Georgia**

Our local Museum of Aviation located next to Robins AFB, Georgia, won the 2018 Air Force Heritage Award for the F-100 “Super Sabre” exhibit! This award recognizes outstanding accomplishments by Air Force History and Museums personnel that foster a better understanding and appreciation of the Air Force, its history, heritage and accomplishments. Super Sabre 995 recently completed restoration and was rolled to its current location in Hangar One.

The Hun is located in the Major General Cornelius Nugteren Hangar (aka Hangar One) who was at one time the 39th’s flight captain, and was commander of the Warner Robins Air Logistics Center from 1982-88. He was also assigned at one time with the 36th Tactical Fighter Wing, Bitburg Air Base, West Germany. While there he flew not only F-86s but also F-100s. He, of course, was the main engineer and architect of establishing our Robins AFB Museum of Aviation. Several weeks before General Nugteren’s death, Hangar One at the Museum of Aviation was renamed the “Nugteren Exhibit Hangar” in his honor. General Nugteren is now resting with other veterans and 13,000 Union Civil War dead at Andersonville Military Cemetery located in middle Georgia.



*Young visitor Grant stands in front of the Cong Killer F-100 flown by Capt. Rick Goddard.*

The displayed “Hun” (i.e. F-100 and called “The Hun” as the first 100 series fighter jets of the century series of fighters) has the markings of Maj. Gen. Richard N. “Rick” Goddard, who flew this tail #995 and whose last duty assignment was also as commander of the Warner Robins Air Logistics Center. The general’s name is prominently stenciled on the side of the cockpit.

Col. Ken Emery, USAF (Ret), the director of the Museum of Aviation said, “It took us seven years to restore the Hun but what a great exhibit!” Kudos to the museum and the colonel. If you find yourself in middle Georgia, head over to the Nugteren Hangar and check out General Goddard’s “Hun.”

In other flight news, AFJROTC Cadet Clara Politino, a recent graduate of Warner Robins High School in Warner Robins, Georgia, was selected as the recipient of this year’s 39th “EAGLE” Flight’s \$2,500 matching scholarship and was unanimously approved for the matching \$2,500 by the Daedalian Foundation.

Cadet Politino will be attending Kennesaw State University (KSU) in Georgia and will major in mechanical engineering. Since KSU does not offer ROTC she has been accepted into the Georgia Tech AFROTC program. Her intent after graduation is to complete US Air Force pilot training and fly the C-5 or C-17.

The photo to the right is from the award presentation at Warner Robins High School. Lt. Col. Doug Lewis, USAF (Ret), has been the 39th’s scholarship chairman for many years and works tirelessly at this time of year for both the JROTC award program and also our scholarships. He even has time to organize and execute our annual golf charity tournament to fund the 39th’s college tuition and DFT training programs. Truly he works on what is very important to Daedalians -- the tenets of our Order -- and does this through his volunteer activities for our military-interested students, our armed services and our nation. Kudos to him. (Source: Maj. Bob Komlo, USAF, (Ret))



*L-R: Lt. Col. Doug Lewis, USAF (Ret), Cadet Politino, Cadet Politino’s father, and Warner Robins High School AFJROTC program instructor Lt. Col Michael Barret, USAF (Ret).*

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

Past national commander Lt. Gen. Nick Kehoe, USAF (Ret), presented two Daedalian national awards recently at the Naval Helicopter Association convention in Norfolk, Virginia. The convention was attended by more than 650 Navy, Marine Corps and Coast Guard aviators.

The 2017 USN Exceptional Aviator Award was presented to LT Calvin Kirtley, USN, while serving aboard the USS Nimitz in Helicopter Sea Combat Squadron EIGHT. LT Kirtley was cited for his extraordinary airmanship during a harrowing rescue mission involving a successful medical evacuation of a critically injured sailor despite loss of communications and extremely poor weather conditions.



*Lt. Gen. Kehoe, USAF (Ret), presents the USN Exceptional Aviator Award to LT Calvin Kirtley.*



*(l-r) Lt. Gen. Kehoe, USAF (Ret), with the 2017 USCG Exceptional Aviator award winner LCDR Hathaway; CAPT Kimball, USCG, Chief, Aviation Forces; and RADM Shannon, USN (Ret), Chairman, NHA*

The 2017 USCG Exceptional Aviator Award was presented to LCDR Jason Hathaway from Coast Guard Air Station Corpus Christi, Texas. LCDR Hathaway was cited for his outstanding leadership, initiative and airmanship skills during numerous Hurricane Harvey rescues. He was personally credited with saving 77 lives despite extreme weather and several aircraft malfunctions.

Also attending the convention was LCDR Thanh Nguyen from Helicopter Sea Combat Squadron HSC-23 at North Island, California, who is now assigned to an east coast unit. He is the recipient of a San Diego Flight 13

award for his expert handling of two serious in-flight emergencies. One involved a hydraulic failure while carrying a heavy external load of bombs to the USS Essex. The other involved safely recovering his MH-60S helicopter following loss of engine oil and subsequent engine shutdown. Although his award will be presented formally later this year, General Kehoe brought him to the stage to be recognized by his peers. *(Source: Lt. Gen. Nick Kehoe, USAF, (Ret))*



*Lt. Gen. Kehoe and 13th Flight award recipient LCDR Thann Nguyen*

**9th (Frank P. Lahm) Flight  
Dayton, Ohio**

This season’s first middle-school resident Air Camp session concluded July 14th. Overall, we’ve completed 11 of the 14 camps/events that are on the 2018 schedule (three middle-school resident camps, one Girl Scouts middle-school camp, two grade-school day camps, six Teachers Air Camps, and two Teachers Air Camp Alumni events).

The students in the left photo below are two of the three that Frank P. Lahm, Flight 9 sponsored. On the left is Nazly Papaladze from Dayton, and on the right, Olondo Dillard from Troy, Ohio. Both did just an exceptional job!

The student in the photo on the right is Arianna Kelly from Marietta, Georgia—she was sponsored by national Daedalians HQ.

I’m thrilled to tell you that Olondo Dillard was selected as the “Spirit of Wright Award” winner for his flight. An important part of Air Camp’s mission is to promote the values of scholarship, citizenship, and leadership, and

hence each flight lead selects a student from their flight who, throughout the week, has exemplified these values. It recognizes those students who embody qualities that fostered success in the past, and qualities which are clearly necessary for success in the future.

The third Frank P. Lahm Flight 9-sponsored student attended session three, which kicked off on July 22, 2018 (Madison Mariani from Ravenna, OH). On behalf of all of us involved in Air Camp, heartfelt thanks again for your terrific support! (Source: Lt. Gen. Richard V. Reynolds, USAF, (Ret))



Nazly Papaladze (left) and Olondo Dillard (middle) were sponsored by 9th Flight for middle school resident Air Camp. Olondo was selected as the Spirit of Wright Award winner for his flight.



Arianna Kelly from Marietta, Georgia, attended Air Camp with the help of Daedalian Headquarters.

### 15th (Minuteman) Flight Belmont, Massachusetts

Flight 15 made presentations of the Daedalian medal at 10 high schools in eastern New England last year. We accompanied the medals with our flight award, a copy of Jimmy Doolittle's autobiography *I Could Never Be So Lucky Again*.

Representative of the outstanding young people receiving the awards was AFJROTC Cadet Allison Wong at North Quincy High School in Massachusetts. Allison participated in Science Olympiad this year. She is the director of operations and has done great work mentoring the junior and senior cadets and planning the calendar with JROTC instructors. Cadet Wong maintains a job throughout the school year as a secretary, tutor, mentor, and teacher at the Kwong Kow Chinese School. She also has a passion for the piano and hand-lettering/calligraphy in her spare time.

Allison plans on attending college in the fall and she has been accepted to Brandeis University, the University of Massachusetts at Amherst, and Boston University. She plans to major in biotechnical engineering.

We are very proud of all our JROTC awardees and wish them well. For more 15th Flight news, see the Awards section, page 27. (Source: Maj. Gen. Eric Nelson, USAF, (Ret))



L-R: N. Quincy High JROTC Senior Aerospace Science Instructor Maj. Gregg Jones, USAF (Ret); AFJROTC Cadet Allison Wong; Flight 15's CDR Bob Jenney, USN (Ret); Aerospace Science Instructor MSgt John DeLorezo, USAF (Ret)

**22nd (Cascade) Flight  
Tacoma, Washington**

Right up there with scholarships and camaraderie, programs adding to the professional development of today's active operational flyers has been a huge flight focus and our spring programs included two home runs. These were meetings hosted by Lt. Col. Jamil Musa, commander of the 7th Airlift Squadron at McChord AFB. Our members and guests, including more than a hundred flight-garbed aviators, were given riveting survival accounts. First, Col. Bill Reeder, USA (Ret), described his captivity in Vietnam which included a forced march of many days with debilitating injuries to the Hanoi Hilton (see his book *Through the Valley: My Captivity in Vietnam*). Then-Capt. Reeder's Cobra gunship had been shot down during his second Vietnam combat tour. His presentation included his personal eight steps for survival most of which might also be considered very good lessons for life.

1. **EAT.** Sounds simple, doesn't it? But, when you've got to force down nothing but plain, boiled rice day after day, month after month, eating becomes a difficult chore. Some found death easier.

2. **PRACTICE PERSONAL HYGIENE.** When you are sick and starving, it is hard to motivate yourself to keep your body and your surroundings clean. Do the best you can with what you have. Filth leads to disease, and disease leads to death.

3. **EXERCISE.** Set up a daily exercise period. Do something. Even if you are in stocks and chains you can at least flex a few muscles and do some deep breathing.

4. **DO NOT GIVE UP THE FIGHT TO STAY ALIVE.** No matter how sick you are, how serious your wounds, or how hopeless the situation there is always a chance you can make it. Take that chance and, with your deepest courage, fight for it.

5. **ESTABLISH COMMUNICATIONS WITH OTHER PRISONERS.** Use your initiative and imagination to make contact with others, and then develop a chain of command.

6. **FOLLOW THE CODE OF CONDUCT.** You must know the Code before you find yourself in a prison camp. Then you should adhere to the articles as strictly as possible.

7. **KEEP THE FAITH.** Faith in your family, your religion and your country may be all that keeps you alive and sane. Hang in there; you are not forgotten.

8. **MAINTAIN A SENSE OF HUMOR.** This is difficult, but both possible and necessary. A bit of humor helps keep away fits of total depression, and remember, depression can kill.

Our next program featured two former Air Force and commercial pilots who were in the cockpit of United Airlines DC-10 Flight 232 which crash landed at Sioux City, Iowa, in 1989. Bill Records' active duty service included B-52 missions bombing North Vietnam. Dudley Dvorak flew many C-141 logistics missions during his active service. Despite the fiery end to this flight, the calm coordinated skill of Bill, Dudley, their captain and another pilot in the cockpit is recognized as an early example of effective cockpit resource management resulting in the survival of 60 percent of the nearly 300 persons on board. This was remarkable in light of subsequent simulator trials with many experienced pilots that concluded controlling the airplane in those circumstances was not possible with any survivors. Bill Records, had to be extricated from the separated, upside down cockpit and endured a month in a Sioux City hospital. He did return to the cockpit many months later. When both speakers were asked to comment on their getting back to flying as soon as possible, Dudley Dvorak answered simply, "it was time to get back on the horse." (Source: CAPT Ray Copin, USCG, (Ret))



62 Ops Group commander Col. Mark Furhmann, USAF, and Col. Bill Reeder, USAF (Ret).

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

Flight 102’s April meeting starts like this: “BOSS PUTS A NEW TWIST ON MEETING FORMAT!” And it was a huge success! The flight captain “General Joe” often points out the richness in flying experience our flight represents as a group. Instead of bringing in a guest speaker, the boss decided to use a “Hangar Flying” format for the meeting. Joe Redden’s ROE was simple--share individual military flying stories at your table, then have the table-mates vote the best story. Following dessert, “General Joe” had each “number 1” storyteller tell that story to the entire flight. The tales covered everything from being the pilot who closed the Wright Patterson AFB runway due to blown tires (ask Dale Najewski where the Harrier’s anti-skid switch is located), to hearing Pat Epps talk about his C-123 cross-country with so many parts breaking that it is amazing the plane actually made it to the designated destination. Sam Holoviak told an interesting story about his dad causing the B-47 captain and navigator to become lost as a result of his dad cleaning a gun in flight. Next, Park Waldrop’s accounts about getting the first group of female pilots through USAF T-41 training were worth publishing! Then there was much laughter from Ralph Bell’s story about flying his helicopter in an at-sea rescue of a South Vietnamese pilot. Lastly, the boss had everyone in laughter with his chronicle about what it was like witnessing his A-7 fight member depart flight and literally tumble the jet during a DACT flight with the Aggressors. Talk about an effective “last-ditch maneuver!” Feedback from flight members indicates this will not be the last time this format will be used for a meeting.

Flight 102’s June 2018 meeting had a guest attending as a result of our aggressive JROTC program. Brad Wright introduced his guest Christian “Mental” Ward, the Etowah HS JROTC commander. “Mental” was a USAF Air Battle Manager.

The June speaker was Flight 102’s very own CMDR Don Meyers, USCG (Ret.), who gave a great presentation about the Coast Guard. Although Don initially joined the USAF, after seven years in Blue, he transferred to the Coast Guard and became USCG pilot #2687. Don flew USCG C-130s for the remaining 14 years of his military career. Don’s presentation briefly covered the USCG history, it’s many and varied missions, and several “there I was” stories. These stories covered everything from rescuing a husband and pregnant wife bear hunting on a remote island in Alaska (what a woman!!), to flying DEA logistic support missions to challenging airfield locations in Peru. He even had a mission transporting Cuban “fence jumpers” seeking asylum in the US.



*CMDR Don Meyers, USCG (Ret), shares his USCG flying experiences with the flight during the June meeting.*



*New Daedalian 2LT Mike Jones, USA; David Jones, and Rick Marotte*

The meeting concluded with Flight Vice Captain Dave Jones inducting two new members into the Order, one of which is Dave’s son. Ryan Jones, a fourth generation military aviator in the Jones family, is a 2LT in the Army National Guard. Ryan was just winged at Fort Rucker AAF in March 2018. The second new Daedalian is Rick Marotte. Rick was an Army “Dust Off” helicopter pilot in Vietnam with many combat rescue missions to his credit. Rick got his wings at Hunter AAF in June 1970. The meeting ended with a toast to its newest Flight members. Salute! (Source: Col. William Rial, USAF, (Ret))

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# Escape & Evasion

By: John Lowery

*Shot down in southern Laos in their F-4C Phantom during a strike on enemy supply lines, the crew faced the ultimate test of their survival skills.*

Their mission that day was to interdict North Vietnamese army supply lines in southern Laos. Normally during the day, the anti-aircraft defenses were spotty and inaccurate. But on Feb. 28, 1967, they were spot-on. Leading the flight of four F-4C Phantoms was Maj. John F. Clayton. His after action report relates, "I was recovering from a 45-degree dive-bomb pass at about 5,500 feet altitude, when over a two-second time period I was hit [by anti-aircraft fire] eight or ten times. I recovered from the dive and established a 10-degree climb and proceeded to try and get as far from the target area as possible. Then the right engine fire warning light illuminated and the engine began losing power. I retarded the right throttle to idle and the left engine fire warning light came on bright and steady. I was obviously too close to the target area for a successful evasion, so I jettisoned the external fuel tanks and [remaining] bombs and put both throttles into afterburner."

Meanwhile, Clayton's wingman, flying in another F-4C, began urgently transmitting, "You're on fire! You're on fire. Eject! Eject!" However, in a desperate effort to distance themselves from the target area, the two stricken crewmembers stayed with their burning aircraft a while longer.

About four miles south of the target the hydraulic flight controls failed and the ship's nose began to drop. Clayton remembered, "I called to my backseater to eject and we both left the aircraft at 450 knots and an altitude of 5,000 feet." Both ejections were successful, with a good deal of ground fire still audible from the hills northeast of their position.

In the jungle below, Clayton saw several farm plots and a few hooches (primitive dwellings). Clayton pulled hard on the parachute's risers to steer away from these signs of human habitation and land in the protective foliage of the jungle. But a strong wind was blowing which made steering the parachute almost impossible. "I was traveling sideways at about the same speed as my descent."

As the wind pushed him roughly through the treetops he managed to grab onto a tree trunk, absorbing the impact with his feet. "I finally landed in the top of a



*Maj. John Clayton preparing for flight in the F-4 Phantom*

very tall [teak] tree," he reported.

As he looked around from his treetop position, he realized he was in full view of the hooches and a well-traveled path. "I could almost feel people watching, which gave me a strong motivation to move." In addition, he had recently been briefed that the North Vietnamese Army had notified all elements to cease taking prisoners in southern Laos and South Vietnam. He quickly unlatched the chute's harness and the attached survival pack, and climbed down to the lowest limb on the tree. "I couldn't definitively see the ground [because of the dense vegetation] but could tell I was still over 100 feet high."

With no other choice, he bear-hugged the tree trunk and started down. After sliding about 50 feet, "the tree trunk became so large I was unable to control my descent. As my descent rate increased I could just barely hang onto the tree with my arms and really accelerated during the last 20 feet or so before hitting the ground." As he slid rapidly through the jungle canopy he unwrapped his legs from around the tree in order to land on his feet. His report stated, "On impact I almost blacked out, but after a few moments I regained my vision and was able to stand up."

Major Clayton promptly abandoned his parachute



harness and started moving southeast, since from the treetop level it appeared to be the thickest jungle. After traveling about 60 feet he discovered some unfinished hooches, which looked only several weeks old. "I then realized I was on an old trail and was afraid of encountering someone."

After looking around for the best place to hide, he crawled through one of the hooches trying to leave as little trail as possible. On a slight rise about 80 feet behind and out of sight of the hooches he stopped crawling and lay flat in a small depression. He took out his small hand-held survival radio and attempted to make contact with his wingman. But the radio was damaged, and it took considerable "tinkering" to get it to work. And when it worked all he could hear was the emergency beeper signal from his companion's parachute.

Clayton reported, "The wind would alternately blow, making considerable rustling noises with the dry leaves, then suddenly stop and become deathly still. The radio made so much noise I tried to turn it off when the wind stopped and back on when the wind blew."

He had been on the ground about 15 minutes when he heard someone on his left whistle. Then someone on his right whistled. He turned off his radio, and like the animals he had hunted as a youth in Texas he covered himself with leaves and lay very still. Several minutes later he heard voices talking excitedly near the tree in which he had landed. Soon the voices stopped, but he continued to lay still for about another 15 minutes, whereupon he resumed trying his survival radio.

"I discovered I could regulate the radio's volume by holding my hand over the speaker and varying the pressure applied." Using this method, he was able to monitor the radio and attempt to transmit while the wind was blowing. "Then I heard someone say the rescue choppers would arrive in about 45 minutes to an hour."

After about 35 minutes on the

ground Major Clayton was able to make radio contact with his backseater. "I instructed him to turn off his [parachute's] beeper. An hour and 20 minutes after ejection I heard the rescue choppers and attempted to vector one to my position; but the Jolly Green Giant's reply was unreadable." Clayton fired a smoke flare and the Jolly Green hovered about 100 feet downwind of where the smoke was clearing the jungle canopy.

"I then popped a second flare and the chopper moved to within 20 feet of me. I learned later that although I was holding the smoke flare and could see the hoist operator, he couldn't see me. "Then the jungle penetrator began moving farther away from me. I chased the penetrator through 15 to 20 feet of some brush, and it finally came to rest in the center of a small bamboo thicket. Then I got in the sling and seat and waited expectantly to be reeled up to the chopper. But the hoist remained limp."

"I tried signaling the hoist operator by shaking and jerking the cable, but nothing happened." The hoist operator apparently decided Clayton had had enough time and began retrieving the jungle penetrator. But while the cable was limp it had somehow become wrapped around his left ankle; and for the next 15 feet he was being reeled in upside down. Thanks to the penetrator's safety strap, he didn't fall as the cable unwound.

As he cleared the bamboo, near the top of the foliage he righted himself, but the cable became tangled with the tree branches. Fortunately, with the hoist operator's help, he finally worked clear of the larger limbs; and, giving the hoist operator the thumbs-up, he ducked his head, grabbed the cable with both hands, and the operator pulled him free. Although Major Clayton received numerous superficial cuts and scratches on his right hand, cheek and neck, he had no further problem getting into the chopper. The helicopter crew then retrieved Clayton's backseater from the jungle and headed for home base.

That sortie was Major Clayton's 50<sup>th</sup> combat mission. He went on to finish his Vietnam tour with 145 combat missions and 252 combat hours in the F-4 Phantom. ♦



*A Jolly Green helicopter rescue from the jungles of Vietnam. Hoist operators were vital to a successful extraction. (Photo source: John Lowery)*



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The story below was received in the mail at Daedalian Headquarters with a note from Daedalian Maj. Roger Anderson Sr., USAF (Ret), that said it is a great reflection about flying and family life. Maybe a more appropriate title is "Keys" for a Smooth Marriage.

## LESSONS FOR A SMOOTH MARRIAGE

In October of 1954, Virginia Gayle and I had been married for just over a month. We were living in an apartment in Smyrna, Tennessee, about a mile from the Sewart AFB flight line. We each had our own car, with a set of spare emergency keys.

I was scheduled to fly locally and took off at 8:00 AM. As we turned north, I could see Virginia's car parked in front of our apartment. She was supposed to be in a class she was taking at a nearby college. As I flew closer, she came running out waving her arms and pointing to her car.

I had the other pilot take control of the H-19 helicopter we were flying. I began slapping the pockets of my many zippered flight suit and discovered that I was carrying THREE sets of keys.

I quickly tied a set of keys to my large white handkerchief and had him fly low over an empty lot beside our apartment. I dropped them to within 10 feet of her position. She quickly retrieved them and drove off. My partner and I then continued our flight as briefed.

During the ensuing 60 years, I NEVER walked out the door without ensuring that I only had what I was supposed to have in my flight suit.

Roger N. Anderson, Sr.

# “Tonkin Gulf Yacht Club”

By Lt. Col. Hal Buxton, USAF (Ret.)

I was an Air Force major assigned to the 4th Tactical Fighter Squadron flying F-4Es out of Da Nang, RVN, in December 1969. I flew in and was responsible for maintaining the squadron's 20 aircraft. Our wing commander was an interesting cross between Captain Bligh and Captain Queeg, so for convenience, let's just call him Colonel Blieg. Colonel Blieg was both a hard worker and an unforgiving task master. His favorite pastime, however, was worrying about the insignificant or tormenting us pilots about bicycles on the ramps, leaving the arming area with the canopies up, flying technique, etc.

All this while we were trying to win a war.

My turn finally came when Colonel Blieg was at the end of the runway at daybreak on one of those “great days to fly.” I had a test flight for an aileron change and, with a full 600-gallon centerline tank aboard, there was excess fuel to burn off before landing. A full flight test would have required a “clean” airplane, without external stores. I elected to keep the centerline tank aboard so that the aircraft could be turned around for combat sooner. While I had not violated any regulations on my missions, Colonel Blieg was critical of my technique on this particular day. When I passed his position at the upwind end of the runway, I was perhaps at 100 feet above ground level instead of a more normal 200 feet, and I left the afterburners in past the 300 knot local operating procedure to reduce the aircraft gross weight as soon as possible (no rolls) just a smart turn out of traffic. We were supposedly at war, and I was always excited

and eager to get the job done as we left on combat sorties.

When I landed, every one of importance in the squadron was there to meet me. As I climbed down, I asked, “What the hell have I done now?” The specific infraction was never mentioned, but I discovered that I had been honored with immediate membership in the prestigious “Seven Day Club” - no flying at Da Nang for seven days.

My weapons systems officer on that flight, Capt. Billy Carpenter, told me that he knew someone aboard the aircraft carrier USS Ranger. We sent a message from the Navy/Marine Corps base operations at Da Nang, requesting permission to come aboard. The response was “take the first available flight.” As a full-time admirer of the Navy, this was the chance of a lifetime! We received permission from our squadron commander and arrived on board via the C-1, COD.

The officer who invited us out met us, but immediately boarded the C-1 as we arrived on deck, to go ashore on the return flight. He was the only person with whom we were familiar. That left us at somewhat of a loss in a new and totally unknown environment. Knowing no one, we were directed from the flight deck to Air Ops in the island. Once there, we asked where we could find an F-4 Squadron. VF-154 was the first ready room we found. They were absolutely terrific! Their skipper, Commander “Happy” Joy, and the rest of his men welcomed us with open arms.

We were escorted everywhere we wished to go until we were able to find our own way around. I was like a kid in a candy store. I went



*John Dormer (USAF RF-101 pilot) painted the above picture during his “vacation”*

from stem to stern and from the engine room to the bridge. I was amazed by the size of the ship, her engines and shafts. While watching flight deck operations, I noticed that the Navy loaded bombs by hand (the Air Force used mechanical equipment). I also learned that there were no hung bombs during my stay aboard. I made mental notes about the number of sorties flown in 12 hours, no bolters, the number of shaft RPM to drive that ship at 31 knots in a calm sea, the small ship's wheel (I expected a big one with spokes), and how nearly 5,000 people were orchestrated to get the job done like clockwork!

I love to watch airplanes fly, and when I could not see them directly, there was a TV set just about everywhere that I could



Picture of "Lt. Col Buxton's" F-4E and the F-4J he flew in on the USS Ranger.

watch! There were no incoming rockets, and I dined on table cloths with silverware. The meals were excellent! Being on the noon to midnight shift, sleep was not interrupted by the catapults. The USS Oriskany was covering the other 12 hours.

The skipper, CAPT J. P. Moorer '45, even let me take the helm and make a 180-degree turn, which I executed very carefully. To my grateful surprise, nothing and nobody went over the side when I was at the helm! I even witnessed night replenishment at sea with Ranger joining on the oiler by coming along side in the pitch dark.

Captain Moorer ran the most professional military operation I have ever had the privilege to be a part of.

The best part was when "Happy" asked if we would like to fly with them. I thought to my self: "Damn the torpedoes, full speed ahead!" The next day we were fitted to borrowed helmets, masks, etc., by the personal equipment men of VF-154. (Ours were hanging neatly at Da Nang.) After the detailed flight briefing, preflight, strapping-in, and a very short taxi up-wind and forward, we were attached to the 259-foot #1 catapult. I was in the back seat, as WSO/RIO in an F-4J with #2 "Black Knight," CDR Bernie Burnett. The F-4E and F-4J weapon systems were very similar, and I was very comfortable and confident as a WSO/RIO temporarily with the Navy. The only problem was that there was no stick in the rear cockpit! Once in place, Bernie asked if I was ready to go. My response "You bet"! But what really prepares you for your first nine Gs of instant acceleration? The cat shot watered my eyes and probably is the world's best attention-getter! I thought my cheeks were wrapped around my ears and my eyes must have been "baseball size" wide open.

Captain Carpenter was in his element as our wingman's WSO/RIO. Our mission was to provide MiG CAP (combat air patrol) over Haiphong. Unfortunately, no MiGs showed. We tanked with a KA-6 and flew by the fleet cruiser on the return to the flight deck.

I enjoyed every minute of time in that F-4J including the trap. At Da Nang, we used the Marine mid-field arresting gear on a regular basis,

particularly when the runway was wet. Our arrested run-out there was about 1,000-1,200 feet. But my Da Nang experience did not prepare me for Bernie's "Navy landing." Catching the #3 wire and stopping in 1.5 seconds with the throttles at full military power, put me hard against the shoulder harness! Another Navy attention-getter!

The trip to Ranger made me a member of the "Tonkin Gulf Yacht Club," the flight made me eligible to become a "River Rat," and the trap made me a "Tailhooker." I am proud to be a member of each. This visit aboard Ranger was the highlight of my military career!

I am most thankful to all who were aboard Ranger when I was, particularly the Captain, now VADM (Ret.) Joseph Park Moorer '45, Commanders "Happy" Joy, Bernie Burnett, and all of the "Black Knights" fighter squadron.

I remain extremely proud of our United States Navy and the men and women who are her! Thanks for being there for us.

God Speed and Happy Landings!

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Many thanks to Alex Bormann (Naval Aviator), Al Bowen (USNA Class of '46, Pat Cecil '60, Frank Hilton '63, and Charlie Stubbs '63 for their suggestions, comments and encouragement in writing this. ♦



Gear down, flaps down, hook down, harness locked...Here I come, 17 tons @ 145 knots

# The 5 Ps: Prior Planning Prevents Poor Performance

By: Col. Bill Kriz, USAF (Retired)

Life Member

Looking back at my flying career, I can name a number of jocks that have had an influence on my actions. However, I always go back to my very first fighter squadron flight commander, Ralph Haymaker, as a true mentor. I had come out of Aviation Cadet class 53-E, then gunnery school at Nellis AFB, Nevada, and ultimately assigned to K-55, Korea in January 1954 in the F-86. The "Armistice" had been signed on July 31, 1953, and our class graduated with wings and commission the following day, but we were in the pipeline for Korea. The 44th squadron, 18th wing was my ultimate assignment. There were a number of "old heads" who had combat experience when I arrived and they were waiting out their time to return to the states. Lieutenant Haymaker, who had 13 combat missions, was a thoughtful and caring individual. He was sincerely interested in passing on whatever experience he had to the "newbies" whether in combat or general flying attributes. One thing he stressed, that stuck in my mind during my entire flying career was, "Always know where you are." Whatever position you have in the formation, be ready to take the flight, should the lead crap out or abort, etc. That always stuck with me.

Fast forward to January 1964. I was in the 336th Squadron out of Seymour-Johnson AFB, North Carolina, and we had just finished a five-month TDY to Moron AB, Spain, where we sat a daytime alert in F-105Bs protecting SAC's B-47s, which were on nuclear alert. We were being replaced by another wing, which for the life of me, I cannot recall. Anyway, we had 15 birds to fly back to Seymour, non-stop with KC-135 tankers. The TAC plan called for tanker rendezvous approximately an hour and half west of Moron, refuel and stick with the tanker to a second refueling point, refuel again, drop off and head down the east coast to Seymour. Here's where I assume the typical fighter jock would say, "No sweat, tanker does the work the first half, and we take over after that and head home." Coordinates for refueling points were provided in the TAC plan, so I dutifully dragged out the maps and plotted them out. The first refueling point was over the water away from any nav aids, so it didn't mean much. (The F-105B had no doppler.) The second refueling point, also over water, was on the 180 radial, approximately 200 nautical miles off a TACAN site, probably Iceland or Greenland.

The re-deployment plan called for three tankers to handle the first 12 birds. Four fighters to each KC-135. I believe SAC had a limit of three tankers in a single formation. With 30-minute spacing, a single fourth tanker would then take on the last three fighters for the trip home. The first 12 birds were led by the squadron commander and ops officer as #1 and #3 in the first flight. The remaining slots were filled by pilots from A, B, and D flights. The C flight commander—an independent sort—and not well-liked, headed up the last three birds. Not saying politics played a role, but the last three would be "also rans" and not involved in the initial welcoming at Seymour. Needless to say, I was assigned to C Flight, and flew in the #3 position.

The day of departure was normal. Standard briefings, bags packed, etc. We three "orphans" watched the first 12 birds get off the ground, and 30 minutes later, it was our turn. We joined up with our lone tanker as briefed, completed the first refueling, and flew loose formation awaiting the second and final refueling. It was pretty well radio silence as there was not much to say, and we were on our own frequency with our tanker. No contact with the rest of the squadron.



*The F-105B Thunderchief with a full bomb load. (Photo source: [www.airspacemag.com](http://www.airspacemag.com))*

After the pre-planned length of time, the tanker said, "Time to refuel." I checked the TACAN needle, and was somewhat surprised to see that we were somewhere between the 150 and 160 radial of afore-mentioned TACAN. The DME was erratic due to the distance, but the needle appeared reliable. I called C-Flight lead, and said "Hey, we're way too early. Supposed to be on the 180 radial." Surprisingly, I got no argument from lead or the tanker, so we pressed on. We flew on, and waited, and waited, and waited. I was getting a little nervous. I know it was a good



*"Time to refuel." The KC-135A, such as this one, ferried fighter aircraft across the ocean. (Photo Source: www.warbirdphotos.net)*

20 to 25 minutes before the needle hit the 180 radial. At that point we started refueling. C-Flight lead was first, followed by #2. Then my turn. I believe I was about half-full when lead decided to go on ahead with #2, saying I could catch up. (Did I mention he was not well-liked?) I don't recall having them in sight when coming off the tanker. I was both ticked off and concerned...here I am a single ship with nothing but water below, and no flight members in sight. The only thing in my favor: I was wearing a poop suit.

Finally, after 20 to 30 minutes of full power, I caught up. By then, we were over land and headed for home. About an hour north of Seymour-Johnson, we got a call from the TAC command post asking about our fuel status. I don't recall the numbers, but we were in good shape. Some time later, we got a call from Seymour's command post, also checking

our fuel status. This time I recognized the wing commander's voice, and thought it odd that he was taking such a personal interest. We responded, with all three of us being within a couple, three hundred pounds of each other. He didn't question our numbers, but there was a hint of disbelief in his voice.

We hit high cone at Seymour with about 2,800 pounds of fuel. Weather was like 2,000 overcast and good visibility. Lead and #2 penetrated, and I followed with a bit of spacing. On landing, I think I had about 2,300 lbs. Form 5 shows I logged nine hours even. Taxiing in seemed oddly quiet. I parked and was met by my wife and infant daughter on the ramp. Hugs & kisses all around. Once in Ops, I saw a few disgruntled wives who were not very happy, with inane comments such as, "How come you got all the fuel?" Come to find out, our first 12 birds, led by our squadron commander had all landed at Langley AFB, Virginia, due to a shortage of fuel. They had to spend the night, crew rest, and came in to Seymour the next day.

Very little was said after that. There was no formal debriefing, at least at the squadron level, and the episode was put on the back burner. I can only assume that unknown headwinds, maybe even the jetstream, had adversely affected the entire redeployment plan. Having been instrumental in getting the three of us home, I thought maybe an "Atta-Boy" was in order, but none came.

After retirement, many, many years later, my wife and I traveling north to visit our son, stopped along the way to visit my old C Flight commander and his family. We spent a few hours reminiscing, during which time I brought up the trip home from Spain. All he recalled was the day after the squadron got home to Seymour, he was called into the C.O.'s office and got reamed out. He didn't say why, but I can imagine. Such is life. ♦

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