

*Daedalus*  
**Flyer**



# *Daedalus* **Flyer**

*The Premier Publication for Military Aviators*

Summer 2024 | Volume LXV, No. 3

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**ON THE COVER - JACKSONVILLE, Fla. - A Coast Guard C-130 Hercules aircraft from Air Station Clearwater, Fla., lands at Keystone Airpark in Starke, Fla., Oct. 29, 2009. The Hercules crew transported employers of activated reservist as part of the Employer Support of the Guard and Reserve Program. U.S. Coast Guard photo by Petty Officer 3rd Class Cindy Beckert**

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## National Commander

Howdy Daedalians!

Summer is here and we have lots going on with the Order. Trips to the Air Force Museum in Dayton, Ohio, have yielded a concerted effort between Daedalians and the museum to build a display showing off our heritage and Army Air Corps beginnings. Very exciting and important to preserving our traditions and story. More to come on this development as we work with the awesome people of the Air Force Museum.

Here in San Antonio, we have started working with the city leaders and downtown developers near the Riverwalk. Latest news is visiting a few facility that can be used as a Daedalian aviation museum for all military services. This is a dream we have of bringing military aviation to the forefront in Military City USA as it already houses many other museums and tourist attractions. As the seventh largest city in the United States, San Antonio attracts many American tourists throughout the year (yes, even in the summer). As we work through all the details and acquire the property, we will keep all of you informed. Eventually we will be looking for memorabilia from many of you to help us fill out the displays and tell the story of U.S. military aviation. I know my "I love me room" is full and my kids/family have little interest in keeping all of my career stuff when the time comes for distribution. So this Daedalian museum will provide an alternative for many of us who will be looking for a place to give all those mementos that really only have significance to us. Again, more to follow on this project too!

The past few months I have been out and about visiting Daedalian Flights across the country. I was speaker at Longhorn Flight in May and have attended Stinsons Flight several times this spring. One of those meetings in San Antonio was a combo meeting between Daedalians and River Rats. What a great idea for both organizations as we shared the dinner expenses and the speaker and all had a great time. In June I made a trip to Maxwell AFB to present the General Muir S. Fairchild award to Air Force OTS. While there I met with several Daedalians in the Montgomery area and encouraged them to get Founders Flight back on track. In July, I flew

to the east coast and presented annual Russell award to the 4th Marine Air Wing at McGuire AFB and then the Foulois Award to Air Combat Command at Langley AFB. Visits with Daedalians and spouses at both locations was very fruitful. Discussions with many of you helped me see and understand the issues in our flights today especially after the year we suffered during the COVID pandemic. I plan to make several more visits and have scheduled a few more speaker events with some of you. Send in your requests to headquarters and I will try my best to fit in visits to your flights as I can.



Volabamus Volamus

*Richard E. Brown III*

Lt. Gen. Richard "Tex" Brown III, USAF (Ret)  
Interim National Commander



## Foundation Chairman

Greetings Fellow Daedalians!

As an American military organization, we are proud of all the artifacts we have. In preparation of our museum displays, much of the current collection is cataloged and in a storage unit nearby. I too hold a storage unit that we overpay, and the thought of downsizing to a smaller unit on the way to emptying it completely is an eventual goal. Holiday decorations (Christmas, Halloween and Easter), our adult children's childhood personal items, a few items of furniture, and much of my USAF professional gear (framed wall hangings, plaques, uniforms, and aviation gear), fill out the large 10x10 unit. Our kids are finally getting established in their careers and semi-permanent residencies and we are giving back some of their items for their own households. My wife Stacey slowly culls out holiday decorations she no longer wants to keep by giving some to the kids and donating others to charity.

Now that I've been retired from the Air Force for five years, I am finally warming up to the notion of getting rid of some of my own Air Force items. This decision did not come easily, though, and perhaps some of you on the other side of military service also wrestled with this. Why did I wait so long? I'm not certain but I think it had something to do with my own emotional statute of limitations. What I mean is that because the Air Force was such an integral part of my life and identity for my entire adult life until military retirement—30 years—I found it hard to part with items that defined me and my sense of self. I foolishly believed my kids might want some of the items, yet none were inclined to military service. What finally pushed me to reduce was our recent updating of our wills, estate, and trust. The exercise forces you to consider who would handle your 'stuff' in the event of your passing, and it made me think how I don't really want to do it with my parents, so why should my kids want to do it for me! So I started slowly getting rid of many redundant old uniform items I know I will never wear any more, as well as many of those plaques and such. It was both empowering and liberating, and with the reduction of some of the other items mentioned earlier, I feel as if I'm making real progress.

But now I am stuck. I'm holding on to my old flight helmet, flight suits, and flight bags. I'm holding on to flight manuals and my pilot training whiz wheel, some flight orders from memorable deployments and trips. I've got old in-flight guides, tactics manuals, and deployment welcome guides. My -1's from all my major weapon systems are original with changes made up to the point of my leaving that specific airplane (T-38A, KC-135A, KC-135R, KC-

10, C-17 and C-5)—and I can't ever see a day soon where I would give them up. I can't give them up because, 1) I'm still flying as a pilot for American Airlines and feel the tie to my past is sufficient justification to continue holding onto items closely related to my current profession, and 2) I feel it would be a betrayal of my core self to do so. I'll let you know if I can rationalize this thorny dilemma in the future.

One thought comes to mind in parting with certain special aviation items and that is the future Order of Daedalians Museum. As you may have heard, our headquarters staff has been working hard to find and secure a suitable location and space in San Antonio to display items we've had in storage. The museum will serve to support the educational pillar of our organization. It will allow our Order to showcase our history and lineage and interest a new generation of Daedalians to join our ranks and be part of the greatest fellowship of military aviators the world has ever seen. Maybe you will have some piece of aviation history our museum needs for the world to see. Although my stuff is important to my own psyche, I'm not sure it is as museum-worthy as I think, but I am told that it is a piece of history and has a story to be told. I know that giving something to the Daedalians means that it will not end up in a basement, but will become part of the greater story of military aviation.

Thanks as always for your tremendous support of your Daedalian Foundation and enjoy the rest of your summer!

Volabamus Volamus--We Flew, We Fly!



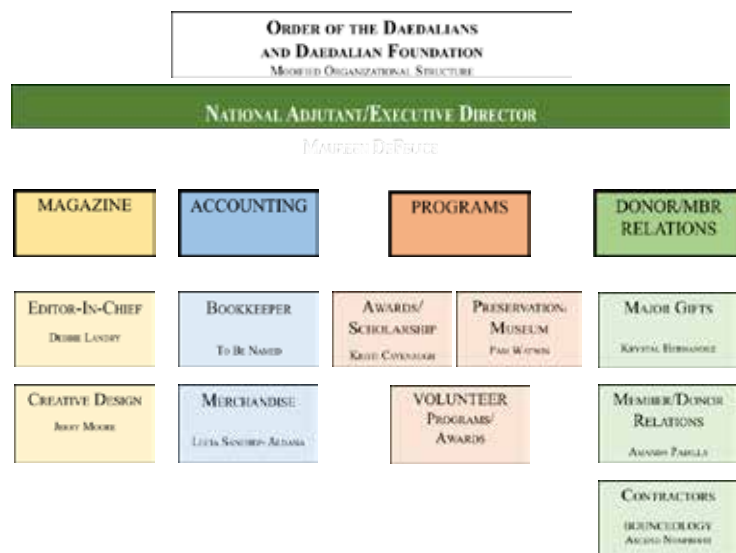
Volabamus Volamus



*Chad T. Manske*

Brig. Gen. Chad Manske, USAF (Ret)  
Foundation Chairman

## Executive Director



arships. Additionally, the national headquarters has scholarship funds that do not require flight funds. To give even more support to the flights, headquarters offers several rebates and awards to those who report their local successes and participate in headquarters-sponsored events. Overall, the National Daedalian Headquarters supports the flights in their efforts to carry out the missions. Headquarters also offers its own way of supporting the mission through national-level scholarships and our newest endeavor, the first public military museum in San Antonio.

Sometimes people ask me who to call for one issue or another. I promise all our staff will handle all your questions and do so with dedication. But if you want to know how the positions line up, this issue will not have a picture, but a drawing of how we are organized. If you call our National Headquarters, you will be prompted by position, but no matter who answers your call, they are there to help.

Over the past year, the Daedalian leadership which includes the Board of Directors, the Board of Trustees, and myself as National Adjutant and Executive Director have been reviewing our newest strategic goals. Our first goal was to come up with a unified vision statement to reflect the values and culture as well as both missions of the Order of Daedaliens and the Daedaliens Foundation. As a reminder, those missions are to advocate for air and space power, honor those who flew and fly in defense of our nation, and inspire and empower America's youth to become military aviators. The statement "Perpetuating the Spirit and Legacy of Military Aviation" was brought forward to the board and can be reflected with the message "Perpetuating Military Aviation" which we hope all Daedaliens will use to describe who we are. On that note, a new recruiting video has been developed and will be available to Daedaliens for use at any events.

Another goal of the Strategic Plan is to look at the structure within the Daedalian operation. For clarification of all our members this is how our documents lay out our structure. The Order of Daedaliens is a membership organization and is guided by the bylaws and leadership of the Board of Directors. The Daedalian Foundation, which has no members, is the philanthropic arm of the Order and is run by its board, the Board of Trustees. These two entities are operationally run by one staff with each staff member working for both and led by one person, the National Adjutant/Executive Director. The flights are part of the Order of Daedaliens and answer to the bylaws of the Order of Daedaliens and report their successes and efforts to the National Adjutant/Executive Director. They also report their use of Daedalian Foundation funds as part of the responsibility to our donors. What many may not know is that the donations given to the Daedalian Foundation support the programs that the flights participate in. Donations given to the national headquarters are used to purchase JROTC medals, support the flights with a majority of their costs for flying training, and matching funds for schol-



Volabamus Volamus



*Maureen DeFelice*

Maureen DeFelice  
Executive Director

## Daedalus Flyer Author's Guide

Flights or individuals are welcome to submit items for any section of the magazine including

- Flight Line
- Reunions
- Awards / Scholarships
- Yarns / War Stories / Recollections
- Flight safety / innovation
- In Memoriam (we honor and remember those members who have taken their final flight)

### I'm not a writer...

You don't have to be an author or even a great writer to get published in the Flyer. You just need to have good ideas and a desire to share them with fellow Daedalians. Members are interested in hearing about aviation experiences, exciting news from the flights, awards and other areas that advance the mission of the Daedalians. Rarely is an article published without being changed at least a little bit by the editor. These changes can range from grammar to syntax to cutting content for spacing. The editorial staff also reserves the right to withhold publishing items with inappropriate language or suggestions (things like WTF or s\*\*t will be removed). We do not allow controversial or inflammatory material, cursing, or defamation. In most cases, an article should be a maximum of two pages including space for pictures and title information. This equates to approximately 1,000 to 1,200 words. Any longer and you risk losing the reader's interest, but on occasion there will be lengthier articles. If the entry contains references or copyrighted material, appropriate credit and/or approval must be included.

The font and paragraph spacing are not important, especially if submitted digitally. The editor has access to a variety of software that can easily change the formatting.

### I'm not a professional photographer...

Anyone can take a great photo with a cell phone these days. You don't need the expensive cameras with zoom or fish-eye lenses to have your pictures printed in the Flyer.

The quality (size) of photos affects how well they look in print. Normally, the larger the file size, the better the pictures will look when printed. When possible, submit photos that are 300 dpi. The problem with large files, however, is they don't always make it through in e-mail, but there are several options available to get them to us. Try Dropbox or WeTransfer and use [magazine@daedalians.org](mailto:magazine@daedalians.org) as the recipient. If you need assistance, don't hesitate to give us a call. Before sending photos, verify they are in focus. Avoid "photo-bombers" or distractions in the background when possible and watch the lighting (don't take a photo with a lamp or sconce in the background). Often, slide shows or fluorescent lighting washes out the subject of the pictures and there isn't any way to correct this in Photoshop. With digital photography, it is easy to do a quick review and do a retake if needed.

### Format

Pictures make the articles interesting and showcase the wonderful things flights are doing. The advent of digital photography has greatly improved the quality of photos. When submitting pictures for publication, send them in the original format (.jpg, .jpeg, .tif, etc.). Please do not embed photos into a document because it makes them difficult to edit and they appear very grainy. Send them in a separate email if necessary.

Portraits are posed shots; pictures are typically action shots. Action shots are much more appealing and interesting than "birds on a wire" photos. Consider this when deciding which pictures to send

with your article. For instance, instead of a picture of the speaker receiving the typical memento, send photos of the speaker in action or the audience rapt in awe at what is being said.

### Captions and more

Please include proposed captions with photos. Identify every person in the photo by rank (if applicable), status (i.e., retired) and first/last names, what is going on in the picture (award presentation, guest speaker, etc.), where the photo was taken, who took the photo, etc. Ensure all information is accurate, such as location, names, spelling, rank, etc. If sending printed photos, do not write on the front or back as the ink can show when scanned. For stock photos (those taken from the internet or some other source), ensure they are not copyrighted or include authority to reprint.

### Do

- Submit entries on time (see deadlines below)
- Send constructive comments to help the editor improve the Flyer
- Check out recent issues for subject ideas and to not duplicate recent articles
- Include good quality photos with thorough identification

### Don't

- Submit articles or photos from other publications or websites without copyright approval
- Use inappropriate language or suggestions in writings
- Crop photos - the editor will crop them to fit the available space

### Programs

The Daedalians have more than 100 individual programs and we love to hear about how the flights are participating in them. Awards and scholarships have a separate section of the Flyer so we can highlight the winners. The spring issue usually has the largest number of submissions, and the creative director will work very diligently to fit them all in.

### Flightline

Flightline is a section specifically for news from the flights. This section does not replace the quarterly activity report. Flights wanting to have a recap from an activity or meeting published must send full details directly to the editor at [magazine@daedalians.org](mailto:magazine@daedalians.org). The editor will make every effort to include every flight's input in the next issue to be published if it meets the standards identified above. We recommend flights identify a writer and a photographer for each planned activity.

### Extra Copies / Past Issues

The Flyer is a benefit of membership in the Daedalians. Every member receives one paper copy unless they have opted for digital only. We also send a copy to our advertisers, donors, and sponsors. Contributors will receive one additional copy. We receive many requests for extra copies or past issues from our limited inventory. Due to rising costs, members requesting additional copies must pay the postage fees. Contact [admin@daedalians.org](mailto:admin@daedalians.org) to request past issues.

### How to reach us

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[magazine@daedalians.org](mailto:magazine@daedalians.org) (preferred method)  
Fax: 210-945-2112



# *Flyer* DEADLINES AND PUBLICATION DATES

ISSUE:	WINTER	SPRING	SUMMER	FALL
Typical coverage	October - December	January - March	April - June	July - September
Submission deadline	January 1	April 1	July 1	October 1
Send to publisher	February 1	May 1	August 1	November 1
Publication date	March	June	September	December

## Letters & Corrections

Sincere thanks for publishing the "Master Pilot" photo on page 9. This is considered a prestigious award named for The Wright Brothers for 50 years of (safe) flying and contribution to the aviation community. My intent of forwarding this occasion was to spark interest of spouses and family members and to encourage them to nominate well-qualified Daedalians. It would be an outstanding way to recognize the National Commander and other Daedalian officers.

Separately, a couple years ago I sent a photo of my Virginia vanity plate. I have gotten a lot of honks and thumbs up and wanted to challenge Daedalians in other states to spread the word.

*David Eberly*



Flight 102's flightline article was submitted by Col. Bill Rial, USAF (Ret), not Gary Adkisson as indicated.

In my article, "A Different Breed of Cat", publish in the Daedalus Flyer, Spring 2024, I did not give credit to those daring men and women who fly/flew helicopters, and earned the right to be a part of the "different Breed of Cat". I apologize to the helicopter aviators and other aviators I did not include. My definition of an aviator for today's missions is a person who carries out their job using an airborne platform and ,therefore, is a "Different Breed of Cat."

Thanks,

*Alan Strzemieczny, USAF (Ret)*



## Reunions & Meetings

### UPT CLASS 76-05, WEBB AFB, TX

**WHEN:** October 7-10, 2024

**WHERE:** Daytona, OH

**POC:** David Todd, david.todd105@sbcglobal.net

### AFROTC DET 315 REUNION

**WHEN:** November 16, 2024

**WHERE:** Lafayette, Louisiana

**POC:** Debbie Landry (Kudlinski)  
deborah.landry90@gmail.com

### UPT CLASS 75-01, WILLIAMS AFB, AZ

**WHEN:** October 17-18, 2024

**WHERE:** Chandler, AZ

**POC:** Mark Dougherty, mark.e.dougherty@gmail.com

**ADDITIONAL:** "Wings or Bust"

### A-1 SKYRAIDER ASSOCIATION

**WHEN:** Early March, 2025

**WHERE:** San Antonio, TX

**POC:** John Larrison, larrcatchall@gmail.com

**ADDITIONAL:** Skyraider.org/skyassn

## Housekeeping

Did something you read in the Flyer jog a memory that you wish to share with National Headquarters and your fellow readers? Looking for a place to share your aviation stories with like-minded individuals? We want to hear from you and share your commentary in the next edition of the magazine! Send through email to [magazine@daedalians.org](mailto:magazine@daedalians.org) or mail us at **Daedalians Attn: Flyer Editor P.O. Box 249, Universal City, TX 78148**

Headquarters wants to know what your Flight is doing! We would love to share it in the next Flyer and on social media. **Remember to fill out the Special Activities report in the Deliverables section of Salesforce or email [membership@daedalians.org](mailto:membership@daedalians.org)**

Looking to activate or re-connect your membership? Activate your member portal today! Send an email to [membership@daedalians.org](mailto:membership@daedalians.org)

To have a reunion published in the Flyer, send applicable details to [magazine@daedalians.org](mailto:magazine@daedalians.org).

Moved or PCS'd recently? Please remember to update your mailing address with us. We get many returns each issue and are not always able to track down the correct address. To continue receiving the magazine, we must have accurate information on file for our members. The easiest way to update your record is through the member portal, but you can also drop us an email at [membership@daedalians.org](mailto:membership@daedalians.org). Also check on your wingman - if you know a fellow Daedalian has moved or passed on, contact us and we can update their records.

On Friday, July 29, 2022, the Board of Directors approved to change 4.4(b) of the Order of Daedalians bylaws. The change allows dues paying members to remain in good standing with a one-month grace period following their payment due date. At the end of the month following the due date, membership will be dropped. Members in good standing are permitted to vote and will receive exclusive Daedalian benefits. **This change began on January 1, 2023.** **For questions, please email [membership@daedalians.org](mailto:membership@daedalians.org) or call headquarters at 210-945-2111. Dues for 2024 will remain at the current rate of \$70.**



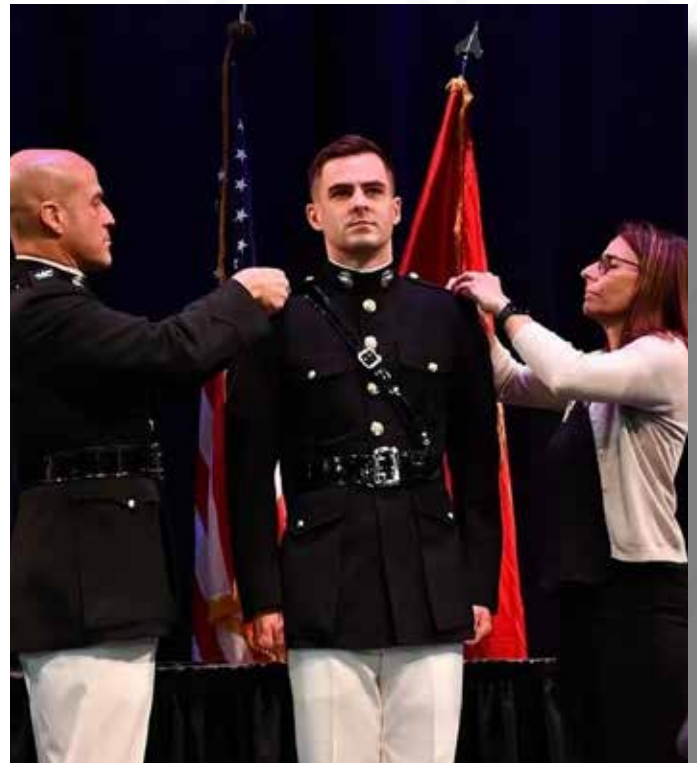
*AFROTC Det 860 Cadet Evelyn Anderson, Utah State University, received the Daedalian award from Lt. Col. Rene Dreiling, USAF (Ret). The detachment commander, Lt. Col. Mark W. Hodges is on the left.*



*Colonel Dreiling also presented the Daedalian award to Cadet Jackson Jepperson from AFROTC Det 860.*



*Col. OC Hope, USAFR (Ret), from Pioneer Flight presented the Daedalian award to Cadet Daniel Flores, a student at Weber State University .*



*UPDATE on scholarship recipient: Col. Bob Pavelko, USAF (Ret), from Flight 23 attended the Penn State University commissioning ceremony for Justin Pavelko (Colonel Pavelko's grandson). Justin received a scholarship from Flight 21 that set him on the path to aviation. The ceremony was attended by many including 11 members of his family such as his uncle Col. Bobby Pavelko, USAF (Ret), and his father Col Jeff Pavelko, USMC (Ret), former Training Air Wing Five Commodore. Justin graduated the weekend prior as part of PSU's Class of 2024 majoring in kinesiology. After attending the standard TBS (The Basic School) at Quantico, Virginia, he will be returning to Pensacola, Florida, to attend pilot training. He hopes to follow in his father's footsteps and become a helicopter pilot in the USMC. Justin's father and mother, Jenifer, pinned on the new second lieutenant rank.*





*Cadet Juan Serrano received a \$1,000 scholarship from Flight 38 and the Foundation awarded \$2,000. Serrano is majoring in international relations and global studies at the University of Texas in Austin. His ultimate goal is to become an aviator in the U.S. Air Force. Flight 38 flight captain, Lt. Col. Ron Butler, USAF (Ret), presented the scholarship certificates.*



*Navy ROTC MIDN 1/C Joshua Silverman receives a scholarship certificate from CAPT John Barnett, Commanding Officer, University of Wisconsin Naval ROTC. (Far right) Capt Steven Hoffman, Marine Officer Instructor, read Joshua's accomplishments before the presentation.*



*Cadet Cody Jones receives scholarship certificate from Flight 62 flight captain Col. Mike Poore, USAF (Ret).*



*James Connally Flight 75 in Waco, Texas, was proud to award a combined flight and matching scholarship totalling \$4,000 to Baylor AFROTC Cadet Kylie McKinzie. She maintains a 3.3 GPA on her road to a bachelor's degree in aviation science, and has acquired 50 hours of flying time. With her mother and sister in attendance, presenting the award (L to R) are flight founder Bill Bishop, scholarship committee chair Don Schreiber, Cadet McKinzie, and Flight Captain Stan Brubaker.*



*ENS Zane Baker was presented with a Daedalian scholarship by his Commanding Officer, CAPT Scott Brunson. Zane was commissioned in May 2024 from the NROTC program at the University of Idaho. He is heading to Naval flight school early next year.*



*Harding Scholarship Awards\_ At the May meeting, Flight 13 scholarship chairman Wayne Jones presented the Harding awards to Cadets Jade Badua and Aiden Adamson. They are both cadets in the AFROTC unit at SDSU.*



## Outstanding JROTC Cadets Receive Daedalians Achievement Awards for Patriotism, Citizenship, and Academic Excellence

*By Maj. Greg Curtis, USAF (Ret) and Peter Lennon, Fed Gov't (Ret)*

Seventeen Junior Reserve Officers Training Corps (JROTC) cadets from New Hampshire and Maine recently received Daedalians Achievement Awards for their outstanding patriotism, citizenship, and academic excellence from Granite State Flight 53. Ten of the cadets are from New Hampshire and seven are from Maine. They belong to JROTC units from four of the armed services: Army, Navy, Marine Corps, and Air Force.

Flight 53 Adjutant (and former B-52 Bomber pilot) Maj. Greg Curtis leads the flight's JROTC Achievement Awards program. He thanked the national Daedalians organization for its strong support of the program and thanked members of the flight who presented the medals at ceremonies for several of the JROTC units.

The award recipients not pictured are:

*C/LT Peter Evans of Dover (New Hampshire) High School's Navy JROTC unit wants to become an Air Force pilot through the University of New Hampshire Air Force ROTC program. His NJROTC instructor praised his "leadership traits, community involvement, and stellar academic resume." Peter received his award from Lt. Col. Tice Leonard, USAF (Ret), a Flight 53 member.*

*C/2nd Lt. Kylie Porter belongs to the Air Force JROTC unit at Salem (New Hampshire) High School and her goal is to become an Air Force pilot. Her JROTC instructor said, "her drive, physical fitness, and leadership potential set her well above her peers." She has completed more than 50 hours of community service with JROTC. Cadet Porter received her award from Col. Kevin Grady, USAF (Ret), the Flight 53 Flight Captain.*

Flight 53 also distributed the Achievement Awards to JROTC cadets at Alvirne High School, Hudson, New Hampshire; Lewiston (Maine) High School; Nashua (New Hampshire) High School North; Old Town (Maine) High School; Sacopee Valley High School, Hiram, Maine; and White Mountains Regional High School, Whitefield, New Hampshire.



*C/Col. Noah Jackson (center) of the Spaulding High School (Rochester, New Hampshire) Air Force JROTC unit receives a Daedalians JROTC Achievement Award from Granite State Flight 53. Maj. Dan Heeter, USAF (Ret), (left) and SMSgt Joseph Kerrigan (right), the Spaulding JROTC Instructors, presented the award on behalf of Flight 53.*



*C\_MCPO (now LCDR) Emily Deshaies from the Massabesic High School (Waterboro, Maine) Navy JROTC unit received a Daedalians JROTC Achievement Award from Granite State Flight 53.*



*Cadet Jeremiah Ramnanan (right) of the Manchester (New Hampshire) West High School Navy JROTC unit receives a Daedalians JROTC Achievement Award from Granite State Flight 53's Col. Andrew Breuder, USAF (Ret) (left).*



*Cadet John Chase Gladu (left) from the Pinkerton Academy (Derry, New Hampshire) Air Force JROTC unit receives a Daedalians JROTC Achievement Award from Granite State Flight 53's Flight Captain Col. Kevin Grady, USAF (Ret) (right).*



*C/PFC Sophie Howes (left) of the Hermon (Maine) High School Army JROTC unit receives a Daedalians JROTC Achievement Award from Granite State Flight 53. MAJ Marcel Fortier, USA (Ret) (right), the Hermon JROTC Senior Army Instructor, presented the award on behalf of Flight 53.*



*C/CPT Colin Lewis (right) of the Fall Mountain Regional High School (Langdon, New Hampshire) Army JROTC unit receives a Daedalians JROTC Achievement Award from Granite State Flight 53. LTC Ken Niles, USA (Ret), (left) of New Ipswich, New Hampshire, presents the award on behalf of Flight 53.*



*C/CPL Grace Bramhall (right) from the Winnacunnet High School (Hampton, New Hampshire) Marine Corps JROTC unit receives a Daedalians JROTC Achievement Award from Granite State Flight 53's Lt. Col. Chris Nevins, ANG (Ret) (left).*



*C/SFC Josh Creswell from the Nokomis Regional High School (Newport, Maine) Army JROTC unit received a Daedalians JROTC Achievement Award from Granite State Flight 53.*



*C/MAJ Alexis King of the Bangor (Maine) High School Army JROTC unit received a Daedalians JROTC Achievement Award from Granite State Flight 53.*



## National Capital Flight 4 JROTC Daedalian Medal Presentations Spring 2024



*Lt. Col. Brian Sikkema, USAF, with C/MSgt William Wittwer from North Stafford High School, 9 May 2024.*



*Col. Dick Guild, USAF (Ret), with C/Capt. Vy Thai from Chantilly Academy, 13 April 2024.*



*Brig. Gen. Chad Manske, USAF (Ret), and C/2nd Lt. Christopher Kamm at Mountain View High School, 24 Apr 2024.*



*Col. Walt Schrecker, USAF (Ret), with Cadet Dane Bassett at Great Mills High School, 15 May 2024.*



*Lt. Col. Gary Palmer, USAF (Ret), with Cadet Dylan Dong at Paint Branch High School, 17 May 2024.*



*Col. Mason Carpenter, USAF (Ret), with C/Cpl Maria Loaiza at Edison High School, 14 May 2024.*



*Col. Ken Womack, USAF (Ret), with Cadet Maldonado at Chambersburg High School, 26 Apr 2024.*



*Lt. Col. Gary Palmer, USAF (Ret), with Cadet Christopher Tabora at Gaithersburg High School, 25 Apr 2024.*





*AFJROTC Cadet Colbi Paris receives her Daedalian Achievement Medal from Senior Aerospace Science Instructor Unit NC-20065, Col. Erik Rundquist, USAF (Ret). Cadet Paris is a solid student with a desire to become both a commissioned officer and military pilot in the Air Force upon graduation from college.*



*AFJROTC Cadet Gabriel Barajas receives the Daedalian Award from Flight 62's Lt. Col. Dembosky.*



*Lt. Col. Mike McGinnis, ANG (Ret), (far right) prepares to present six Daedalian JROTC medals and certificates for outstanding citizenship and excellence in academics during the Mesquite Independent School District Awards Night on April 4, 2024, in Mesquite, Texas. (Not pictured) Maj. Dick Jones, USAF (Ret), has headed 23rd Flight's JROTC Awards program for decades recognizing cadets for their outstanding performance and commitment to service. Major Jones' herculean efforts have greatly expanded the flight's awards program in the Dallas-Fort Worth area to a point where it now includes cadet recognition in 102 different JROTC programs.*

*On May 29, Flight 22 participated in the Lakes High School JROTC awards ceremony held at the Lakes Performing Arts Center. Cadet Brynn Omondi received the Daedalians Achievement Certificate and medal before a standing-room-only auditorium of parents and guests. The Lakes JROTC program proudly noted that 14 of the 29 graduating seniors will be entering a military academy, university ROTC program, or enlisting in one of the military services.*



*Flight 22 also attended the Clover Park High School Air Force JROTC awards ceremony on June 1, 2024. Phil Raschke presented the Daedalians Achievement Certificate and medal to Cadet Ariana Melo a graduating senior. Following graduation Melo will be attending Western Washington University in Bellingham, Washington, where she will be majoring in medical science.*



*Cadet Flicka Viveros-Gonzalez from the Brunswick High School NJROTC received the JROTC Achievement Medal. Mr. Bill Hill, a retired Naval officer, presented the award on behalf of the Daedalians.*

## Pinkerton Grad Flies From New Hampshire To The U.S. Air Force Academy After Being Inspired By Local Military Aviators Group

*Submitted By Major Greg Curtis, USAF (Ret), and Peter Lennon, Federal Gov't (Ret)*

When Trey Baker of Hampstead, New Hampshire, strapped in for his first pilot training flight sponsored by Flight 53 of the Order of Daedalians, he only hoped it might lead him to the United States Air Force Academy (USAFA) and a career as an Air Force aviator.

On June 26, Baker, 18, took the next step toward that career goal by joining other members of USAFA's Class of 2028 in Colorado Springs, Colorado. He will begin the Academy's intense program of military training, academics, athletics, airmanship, and character development. He and his new classmates already have been told by the Academy's Commandant that, "The transformational journey you are about to embark on will develop you into a leader of character and a warfighter who is prepared to proudly serve and lead our U.S. Air Force or U.S. Space Force."

He graduated from Pinkerton Academy in Derry, New Hampshire, on June 7. While at Pinkerton, Trey belonged to the Air Force Junior Reserve Officer Training Corps unit, where retired Air Force Lt. Col. Howie Steadman of Hampstead, himself a Daedalian, encouraged him to apply to the Daedalian Flying Training (DFT) program.

Trey's journey to fly began in 2022 when he was chosen for DFT and began flying lessons at Hampton Airfield. The ground school and flight hours were funded by Granite State Flight 53 and the national Order of Daedalians.

Trey's flight instructor was retired Air Force Col. Pat Curtis of Exeter, New Hampshire, a member of the local flight. Trey reported that the most difficult part of the flying lessons came during his solo, when he realized, "Dang, I have to land this aircraft by myself, and Colonel Curtis isn't here to help." He went on to land two more times after his first successful touchdown.

In a recent letter to the local flight, Trey's parents, Michelle and Todd Baker, wrote about the impact the flying lessons had on their son. "Simply attaining that scholarship changed this young man's perspective," they wrote. "It gave him a boost of confidence about his own capabilities, also increasing his determination to prove himself worthy of the belief that others had demonstrated toward him. The opportunity to learn to pilot an aircraft at his young age widened his entire view of what great things could be possible," they said.

"The experience of actually flying, of being taught by the incredible instructors, and of being supported by other Daedalians who simply came out to watch him take his first solo flight had a profound effect upon the trajectory of his life and his plans for the future," the Bakers' letter said.

"The influence of the Veterans who have mentored and encouraged our son helped forge his passion for leadership, for pushing his own boundaries, and for serving his country," they wrote. Referring to the Air Force Academy, they said, "We have never seen a teenager so self-assured of the direction he is heading with his career."

The Bakers' letter concluded "The impact you have made cannot be overstated and we, as parents, are so grateful for the influence that your organization had on our teenager's development, and we are impressed by the impact the Daedalians have in providing such unique and powerful opportunities to young people."

Responding to the Baker's letter, Flight 53's Flight Captain, retired Air Force Col. Kevin Grady of Hooksett, New Hampshire, said it was humbling and gratifying to hear about Trey's next steps to becoming an Air Force pilot.

"It's why we do what we do as Daedalians, not for the thanks although that is much appreciated, but to contribute in some small way to helping a young man or woman start out on the path to wearing the cloth of our Nation and to helping defend it," Colonel Grady said.

"But the real thanks should go to the Bakers and all the other parents of these fine young men and women who are bringing up their sons and daughters to aspire to serve our country," he said. "They, and their sons and daughters who want to fly as military pilots, are the heroes of this story. The local and national Daedalians just provide a little help along the way," he said.





*Trey receiving instructions from Curtis prior to takeoff.*



*Trey Baker (right) and his DFT flight instructor, Pat Curtis.*



*Trey Baker was awarded his DFT solo jacket after successfully completing the program.*



## Harmon Award

C1C Jonathan J. Loh is the 2024 Air Force Academy Harmon Award Winner. Presented to the outstanding U.S. Air Force Academy cadet in the order of graduation, this recognition has been awarded since 1959 in memory of brothers Lieutenant Generals Millard F. Harmon Jr. and Hubert R. Harmon.

Loh shared the following personal statement: "I am an economics major. Being an international cadet from Singapore, I will be returning to my home country to continue pilot training. My favorite class was philosophy because it showed me how intentional one must be about doing what is right in every regard in life. Extracurricular activities: I am a 3-year volunteer at New Life Church Student Ministries; was the CIC for the USAFA Chess Club for two semesters; was the President for the Martinson Honors Program Cadet Leadership Team for one semester; am the Class of 2024 Cabinet Secretary; am currently the Spring 2024 Vice Wing Commander; was a chapel HCX Protestant Praise Team Lead for all eight semesters; and am very active in my SPIRE group, Officer Christian Fellowship."



**Maj. Gen. Bruce Smith, USAF (Ret), presented the USAFA top graduate award to C1C Jonathan J. Loh.**



**Cadet Loh's family was in attendance at the award presentation and the graduation.**

## Burdett Award

The Burdett Award is presented annually to the Army Aviation training unit adjudged by the commanding general, U.S. Army Training and Doctrine Command to have the most effective aircraft accident prevention program. It was first presented in 1970.

LTG Allen M. Burdett was instrumental in developing the role of Army Aviation in modern warfare. He was the director of Aviation Combat Developments at Fort Rucker in 1960 during which time much of the original thought was born on equipment, organization, and doctrine for air assault. The general commanded the 1st Aviation Brigade from 1968-1970 where, as "Hawk 6," he was known throughout Vietnam for his astute planning and tactical acumen. He also commanded the Army Aviation Center at Fort Rucker from 1970-1973.

The 2023 winner of the Burdett Award is the 1st Battalion, 212th Aviation Regiment, 110th Aviation Brigade, Fort Novosel, Alabama. The battalion flew 35,781.9 flight hours for an average of 62 flights a day without any accident-related injuries or fatalities. They achieved this outstanding record by instilling a foundation of basic standards and risk mitigation in over 1,300 student pilots, instructor pilots, maintenance test pilots, and nonrated crew members in 12 separate programs of instruction. They also maintained an unparalleled safety culture using Army Readiness Assessment Program, achieving a Class A-C aircraft accident rate of zero.



**Retired Maj. Gen. Ronald K. Andresen, Order of Daedalians vice commander, presents the Lt. Gen. Allen M. Burdett, Jr. Army Aviation Flight Safety Award to Lt. Col. S. McGowan "Macky" Price, for 1st Battalion, 212th Aviation Regiment, at Fort Novosel, Ala., June 5, 2024. (U.S. Army photo by Kelly Morris)**



**The 1st Battalion, 212th Aviation Regiment receives the Order of Daedalians Lt. Gen. Allen M. Burdett, Jr. Army Aviation Flight Safety Award during a ceremony at Fort Novosel, Ala., June 5, 2024. (U.S. Army photo by Kelly Morris)**



## Foulois Award

The Benjamin D. Foulois Award has been presented continuously since 1938 to the Air Force major air command determined by the Chief of Staff to have achieved the best flying safety record during the previous year. Air Combat Command is the 2023 winner for the third time since its inception. Air Force Chief of Staff, Gen. David W. Allvin said, "ACC enjoys an outstanding flight safety record as a result of the command's exceptional mishap prevention program." The command reduced Class A flight mishaps to the lowest levels in its history. The command safety team mitigated high-risk safety hazards and mishap potential across the command through expansive mentorship and coordination of safety investigation board members. Leadership prioritized safety training by far exceeding the minimum course requirement throughout while also supporting the expansion of the crash lab of the Air Force's only major command-led aircraft mishap investigation course program. The men and women of ACC should be very proud of their achievements. We salute you all for your contributions to aviation safety and our country.



*Daedalians National Commander, Lt. Gen. Tex Brown, USAF (Ret), presented the 2023 Benjamin Foulois Award to Air Combat Command's Safety Directorate. Receiving the award are (L to R) ACC Deputy Commander, Lt. Gen. Koscheski; General Brown; Col. Jesse S. Doyle, Chief of Safety; Maj. Davy M. Braxton and MSgt. Ryan J. Pottmeyer, both from ACC Flight Safety.*



## Tredici Award



*Lt. Col. Kathy Staiger, USAF (Ret), from Flight 9 presented the 2023 Tredici Award to the Air Force top flight surgeon, Maj. Lindsey Stokes. Her three daughters, adorned in their own flight suits, joined her in receiving the award.*

## Mitchell Award



*LCDR Melissa Bruebaker USN, received the CAPT Robert E. Mitchell Memorial Award as the outstanding graduate of the U.S. Navy Aerospace Medicine Residency. First presented in 2018, the award is named after retired Navy CAPT Robert E. Mitchell, Medical Corps, who was considered an icon in the study and treatment of Repatriated Prisoners of War. He was best known for his namesake, the Robert E. Mitchell Center for POW Studies, located at the Navy Medicine Operational Training Center at Naval Air Station Pensacola, Florida. CAPT Dan McCort, USN (Ret), from Shangri-La Flight 21, presented the award to LCDR Bruebaker on June 24, 2024. Bruebaker was #1 of 8 graduates from the residency program.*



## Fairchild Award

The Air Force Officer Training School team received the Daedalians General Muir S. Fairchild award for 2023. The Fairchild Award is presented to an individual or organization assigned to the Air University judged by the Commander, Air University, to have made the most significant contribution to Air University education or to Air Force education in general. It has been presented annually since 1964.

General Fairchild was a member of 22,000-mile Pan American Good Will Flight to 23 countries in Central & South America in 1926/1927 and one of the first aviators to receive the new Distinguished Flying Cross. He was Commandant of the Air University at Maxwell in 1946 and the second Air Force Vice Chief of Staff in 1948. Sadly, General Fairchild died of a heart attack while on active duty. An Air Force base in Washington state, the library at Air University, and the main academic building at the Air Force Academy are named in his honor.

The Officer Training School (OTS) team's revolutionary and innovative re-design of the officer training school resulted in the most historic transformation in the history of the Department of the Air Force's officer accessions mission. In only 60 days, the staff completely overhauled the training program, investing 550 hours to craft a dynamic, five-module construct with a 21-day conflict continuum embedded into the course curriculum. The initiative delivers 193,000 hours of experience executing mission command into over 3,000 officers annually and increases officer commissioning class offerings by 260 percent while mitigating a 61 percent manning shortfall. OTS adopted the Air Force's first-ever force generation training model, with trainees now completing 84 percent of Ready Airmen Training requirements prior to arriving at their first operational unit. By partnering with three Sister-Service Academies, OTS secured Air University's first-ever Multi-Domain Laboratory designed to immerse officer trainees in the tactical employment of air power. Finally, the school leveraged a Secretary of the Air Force training initiative and garnered \$175,000 to integrate educational gaming into the training program to accelerate officer development in Air Force competencies.

Daedalians National Commander, Lt. Gen. Tex Brown, USAF (Ret), made the presentation at a ceremony at Maxwell AFB, Alabama, on June 21, 2024. Receiving the trophy is the OTS Commandant, Col. Derrick Iwanenko.





## Top Graduates



*The Navy's top graduate from Naval Flight Officer Training, LTJG Jessica Robinson, received her gold wings and the Daedalian Award. CAPT Dan McCort, USN (Ret), made the presentation April 26, 2024, at NAS Pensacola, Florida. Jessica is going to fly the FA-18F Super Hornet.*



*2nd Lt. Scott Sheppard, ANG, received his Combat Systems Officer wings on June 21, 2024. He was also awarded the Daedalian Award as the top graduate in his class of 24. Sheppard is going to fly the MC-12 at Will Rogers ANGB. Shangri-La Flight 21 Flight Captain, CAPT Dan McCort, USN (Ret), made the presentation at Pensacola NAS, Florida.*



*1st Lt. Matthew Glascock was recognized as the top graduate in his pilot training class. Lt. Col. Mary Goldsmith, 336 ARS/CC, and Hap Arnold Flight 30's Col. Mark "Tony" Bowen made the presentation at a ceremony held at March Air Reserve Base in June.*



*ENS Joshua St. John graduated from Naval Flight Officer training on June 28, 2024, as the #1 of 11 in his class. His next assignment is flying the P-8A Poseidon.*



# The Iconic A-10 Warthog PART 3: Combat Operations

**Part three of three. This article is adapted and expanded from the author's**  
*US Attack Aircraft: Air Force & Navy Light Attack 1916 to the Present.*

*by Brig. Gen. RG Head, USAF (Ret)*

LCDR A. Dodge McFall wrote an historic article in 1965, "Farewell to SPADS," published by the Naval Institute Press. The Douglas AD Skyraider had at that point passed 19 years of operational service. Just missing World War II, Navy and Marine Corps aviators flew it in the Korean War, the Cold War, and Vietnam. The A-10 is the only aircraft that fully replaces the Skyraider.

## THE A-10 BECOMES OPERATIONAL-1977

The first unit to become operational with 24 airplanes was the 356th Tactical Fighter Squadron of the 354th Wing at Myrtle Beach, South Carolina, on October 15, 1977. Two years later, the 81st TFW at Bentwaters, United Kingdom, came on line. The Air Force goal was three active-duty wings and numerous Guard and Reserve squadrons, just like it had been for the A-7D Corsair II. On April 22, 1981, the 81st TFW at RAF Bentwaters, set a US Air Force record by generating 533 sorties in a single day.

## THE DEMISE OF FAIRCHILD

Fairchild followed the A-10 production in 1982 with a bid for the Air Force's Next Generation Trainer. The firm won that contract to build the T-46A. However, the company had cut pricing to the bone and failed a series of USAF inspections in 1985. The Air Force terminated the contract on March 13, 1987. Subsequently, Grumman purchased the A-10 program, and Fairchild declared bankruptcy in 1990. In 1994, Grumman was purchased by Northrop to form the Northrop Grumman Corporation.

## A-10S IN THE GULF WAR

When Saddam Hussein invaded Kuwait in the summer of 1990, the U.S. launched a massive coalition mobilization and deployment operation, DESERT SHIELD. Among the initial deploying units were seven squadrons of A-10As that flew to Saudi Arabia. Six were from active-duty squadrons, and one was from the Louisiana Air National Guard. Their number totaled 144 aircraft.



One of the lasting accomplishments of the Gulf War was the designation of an Air Component Commander in charge of all aircraft that were not organic to specific units, like Army helicopters. A second major innovation was the development of a single, integrated Air Tasking Order (ATO).

The Army commanders asked Lt. Gen. Charles Horner, the Air Component Commander, to stand down the A-10s because they were concerned about an Iraqi armor attack. General Horner disagreed and reportedly said to the Army commanders, "Baloney, those guys can carry six Mark 82s, four Mavericks, 1,150 rounds of 30 mm. They can beat the crap out of that artillery and that armor that you are so damned worried about. Let's work them in; we'll work them at the borders and increasingly deeper."

The result was that the A-10s were given three missions on Day 1 of the air war: ground alert for Close Air Support; Battlefield Air Interdiction (BAI); and deeper counter air attacks against Iraqi Ground Controlled Intercept (radar) sites. Some were assigned to ground alert for Combat Search and Rescue (CSAR) missions, the old A-1 Skyraider and A-7 "SANDY" role.

The standard A-10 weapons loadout for the first day, January 17, 1991, was six Mk 82 bombs or six Cluster Bomb Unit canisters, two Mavericks, two AIM-9s, ECM and Flare pods, and 1,150 rounds of 30 mm, totaling 46,000 pounds. The A-10 results of that day included destroying 95 percent of the Iraqi Ground Controlled Intercept sites, and they got the other five the next day. Twenty-six sites had been eliminated and 96 radars destroyed. The F-15 Eagle guys were ecstatic because they now could enter and roam over Iraq without fear. The BAI crews were also successful in finding and destroying multiple artillery, ammunition, and armored vehicles. Some pilots flew three sorties a day, and others flew nine- or 10-hour missions, refueling and going deep across the border. Their priority targets were artillery and armored vehicles.

On the second day, the Iraqis started firing SCUD missiles, mostly at Israel. Several A-10 flights were tasked to fly 500 nm west to locate and attack SCUD sites. They took off, flew to western Saudi Arabia, landed, refueled and took off again, navigating only to a set of coordinates. One flight flew into heavy weather, popped out and saw three missile launchers, attacked them and then went farther and found another seven SCUDs.

Later that day, January 18, 1991, the commanders of air units were informally debriefing the assembled staff officers in the Tactical Air Control Center (TACC) in Riyadh. Capt. Mike Isherwood was one of the A-10 pilots in the crowd, and he summarized one of the key elements of the discussion:

*The lower-ranking generals spoke first, summarizing the day's accomplishments and adding their personal cheer-leading touches to the presentations. Then the three-star, [Lt] General Horner walked to the front. He looked physically beat, as he often did during the war, but the achievements of the air campaign had been spectacular so far and he energized the occasion with compliments to the aircraft communities represented in the room. When he came to the A-10s, he hesitated slightly, apparently searching for the right words. Then, in just ten seconds he made a comment that has literally reverberated around the world—a comment that virtually every Hog driver alive today—whether in Korea, Alaska, or in the cockpit of a Delta jet—can quote word for word.*

*General Horner said: "I take back all the bad things I have ever said about the A-10. I love them. They're saving our asses!"*

*Now it is a shock of earthquake proportions when the guys at the dance openly state their admiration for the performance of the ugly girl. But it is a shock wave of about ten orders of magnitude greater when one of her vociferous critics openly confesses that love has blossomed. After all, this was the same man (so it is rumored) who said jokingly, when his own son opted to fly the A-10 out of pilot training, "Oh, I don't think I have a son anymore; I think he died of brain damage."*

Day and night the A-10 attacks continued. Some of the CSAR flights were very deep, just to the west of Baghdad on SANDY missions to rescue downed pilots.

## A GULF WAR ASSESSMENT OF THE A-10

One estimate with which the A-10 commanders feel the most comfortable credits the A-10 for at least half of the artillery and armor that was destroyed during the war. The Pentagon "White Paper" published in April 1991, noted, "Although flying only 30 percent of the sorties, A-10s achieved over half the confirmed bomb damage assessment (BDA)."



A-10 ground crews launched 8,000 sorties in the war, with a mission capable rate of 95/97 percent, five percent higher than their peacetime rate.

## POST-WAR CONGRESSIONAL HEARINGS

In April 1991, Congressional committees conducted several hearings to assess the effectiveness of U.S. weapons systems. One of their witnesses was Pierre Sprey, the former OSD Systems Analyst who was a strong supporter of the A-10 and F-16. Sprey testified that the A-10 was the real hero of the war, even though it represented only one-twelfth of the fighter force, yet it flew over one-third of the sorties and accounted for two-thirds of the tank kills claimed, as well as 90 percent of the artillery kills. Ken Neubeck, author of *A-10 Thunderbolt II*, later quoted Pierre Sprey as saying the idea of replacing the A-10 with the F-16 was "one of the most monumentally fraudulent ideas that the Air Force has ever perpetrated."

Before the Gulf War, the Air Force planned to retire all 650 A-10s and disband the squadrons in the 1990s, as they had the A-7 before it. As a result of their performance, Headquarters USAF decided to retain 390 of the aircraft and upgrade them with a new safety and target improvement system that would serve the force until 2018.

## A-10 MODIFICATIONS AND ENHANCEMENTS

One of the most significant modifications to the A-10 was the Low Altitude Safety and Targeting Enhancement (LASTE). Installed immediately after DESERT STORM in 1991, it was intended to be its last modification before retirement, but that was wishful thinking.

## THE 1991 AIR FORCE AIR-TO-GROUND GUNNERY COMPETITION

The Air Force conducted a Worldwide Fighter Gunnery Meet "Gunsmoke 1991" at Nellis AFB. U.S. fighter and attack squadrons from 14 active duty, Reserve, and Air National Guard units were invited, flying five types of aircraft: F-15E, F-16, F-111, A-7, and A-10. The F-16 units had previously dominated this competition for years. After days of multiple navigation and weapons delivery events, involving over 70 aircraft, the winning squadron was the Maryland ANG's 175th Tactical Fighter Group using their brand-new A-10 LASTE system to win the overall meet. Lt. Col. Roger Disrun of the AF Reserve's 442nd Tactical Fighter Wing also flew a LASTE-equipped A-10 to win the individual trophy. A-10s won five of the individual Top Gun events, with F-16s winning two.

## CONTINUED A-10 MODERNIZATION- PRECISION ENGAGEMENT

R&D engineers in the Air Force and industry continued to develop the A-10's weapons delivery systems, and in 1997 they proposed the Precision Engagement (PE) System. The PE mod replaced the single television monitor in the cockpit with two 5 x 5-inch color multifunction displays. It installed new computers and additional controls on the stick and throttle. The result was that the A-10C was among the most technologically advanced aircraft in the Air Force.

## A-10 OPERATIONS OVER KOSOVO

A-10s participated in three operations in the Balkans after DESERT STORM: Bosnia, 1993; Bosnia, 1994; and Kosovo in 1999. Kosovo was the most intense. A-10 involvement began with six aircraft to set up a Combat Search and Rescue capability on January 7, 1998. Squadron officers quickly worked out plans to have A-10 Airborne FACS (AFACs) lead flights in daytime and F-16 AFACs at night. This mission, leading a large force package with multiple-type aircraft, was new to the A-10 crews and had never been tried in combat, but the mission was a success.

## OPERATION ENDURING FREEDOM (OEF)

OEF was the official name given to the Global War on Terrorism declared on October 7, 2001, in response to the attacks on September 11 ("9/11"). Strikes were originally targeted on



al Qaeda and Taliban targets in Afghanistan. In the following years, 12 of the A-10 squadrons would participate in the campaign, each being deployed for about six months. Since the enemy in Afghanistan had no tanks and few fighting vehicles, the main missions there were providing close air support to Army, Navy (SEALS), and Marine Corps ground forces.

### **ANOTHER CONGRESSIONAL TEST, CONTINUING A-10 OPERATIONS AND RETIREMENT PLANS**

Congress included a provision in the 2017 Authorization Act that DOD conduct another test, this time between the A-10 and the F-35, over the vehement opposition of Air Force leaders! The tests were conducted in 2018 and 2019. But the report, "F-35A and A-10C Comparison Test," was not completed until February 2022! The report released to the public was heavily redacted. POGO's summary concluded, "the authors concede the F-35 did not perform as expected in the A-10's traditional role." It is instructive that reportedly, F-35 pilots have no close air support or related mission training requirements.

A-10 missions continue at the time of this writing, with operations in the Middle East and elsewhere, but the aircraft lives on the edge of the Air Force structure and is always in danger of being retired. In 2014, journalist Tyler Rogoway, wrote on the Foxtrot Alpha website, "Regardless of the Warthog's undeniable effectiveness on the battlefield, the aircraft has always been the unwanted straight-winged stepchild of the USAF." The Air Force again proposed retiring the A-10 fleet—then down to 281 aircraft—in 2015 and in 2016. An Air Force study estimated that the service could save \$4.2 billion over five years by retiring the A-10. The Congress refused.

Representative, then Senator in 2019-2020, Martha McSally, a Republican from Arizona, had some credentials on the subject of the A-10. She was a decorated combat A-10 pilot and squadron commander. She said in a press statement on January 13, 2018, "It appears the Administration is finally coming to its senses and recognizing the importance of A-10s to our troops' lives and national security."

The Congress in 2018, 2019, 2020, and 2021 again blocked the move to retire the A-10 and inserted language into the

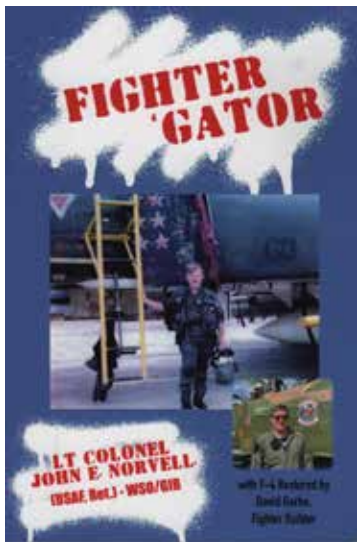
Defense Authorization Bill that required the Air Force to retain the aircraft. Brian Boeding wrote in *Breaking Defense*, "The A-10 may be the closest thing to a religious relic in the U.S. military's weapons inventory." "Anyone who's been around ground combat knows F-35s, F-22s, and legacy fast jets are far too fast and lack the close in maneuverability to be able to detect camouflaged threats to our troops or to separate friend from foe in a highly fluid firefight."

By 2023, the stalwart defenders of the A-10 in the Congress gave up. The Air Force had been trying to retire the last of the A-10s for years, and in 2023 the Armed Services Committees acquiesced. One ANG squadron was scheduled for retirement that year, with 218 A-10s remaining.

### **THE FUTURE OF CLOSE AIR SUPPORT**

The U.S. has had the benefit of a capable, light attack aircraft for the past 80 years. The SBD, A-1, A-4, A-7, A-10 string of aircraft and pilots have served the nation well in a nearly unbroken series of theater wars, insurgencies, and terrorist actions. The A-10, as the inheritor of this legacy, has had a successful career as the most capable aircraft for close air support for the past 40 years. But it is running out of longevity. The re-winging efforts are exemplary and will extend the structural life to 10,000 hours, through 2030. There appears to be no replacement on the horizon. Multirole aircraft in the current and planned forces have excellent performance, but they also have limitations that preclude their accomplishment of the more rigorous close air support missions. There is concern in the Fighter/Attack/Strike Warfare community that when that happens, the U.S. will find itself with a gap in mission capability for the nation's defense.





## Fighter Gator

*Written by Lt. Col. John Norvell, USAF (Ret)*

*Reviewed by Col. Paul F. Guzowski, USAF (Ret)*

The only thing more pleasing to me than reading a good non-fiction aviation book is reading one written by a fellow Daedalian. Retired Air Force Lt. Col. John Norvell and I became friends through strange circumstances a few years ago. I convinced him to join the Daedalians and Bud Day Flight 61 as a non-resident member though he lives in New York and our flight is in northwest Florida. When he mentioned his recently published book I jumped on the opportunity to pick up a copy, read it, and now I am offering the following review.

"Fighter Gator" seems to be a blend between a personal journal/diary and travel log. It is neither an autobiography, per se, nor a history book. It is well-written in a chronological style laying out Norvell's journey from life in upstate New York to pursuing a career in aviation, particularly in the Air Force. This is the story of a small-town boy who made good. Descending from a family with a rich military history, John felt a need to serve his country and joined the Hobart College AFROTC detachment when he started his higher education studies as a history major.

After finishing his undergraduate studies but before starting active duty, John spent a year in graduate school to obtain a master's degree in history. Unfortunately, during that period his vision deteriorated enough that he could no longer pass the Air Force flight physical. Facing that initial disappointment, John determined he would apply himself fully to any job the Air Force assigned him. That turned out to be a somewhat uninteresting position at Bolling AFB, but there John excelled and eventually passed the flight physical vision test well enough to qualify for USAF navigator training. There is a valuable lesson here concerning not giving up in the face of setbacks, one of many timeless lessons sprinkled throughout the book.

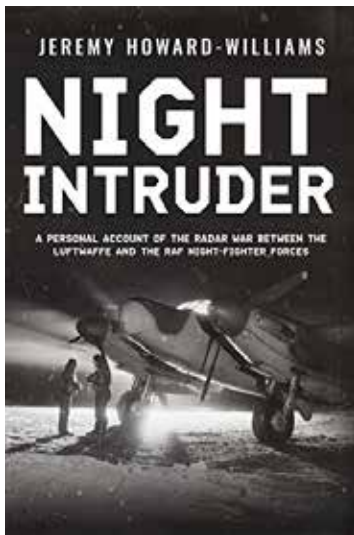
Then-Captain Norvell applied himself so well in nav school that he garnered a coveted training slot to become a weapon systems operator (WSO) in the premier Air Force fighter of the day, the McDonnell-Douglas F-4 Phantom II. "Fighter Gator" elaborates his trials and tribulations with things like celestial navigation through nav school but his elation with initial F-4 qualification at Luke AFB clearly shows how much he valued the nav school experience at Mather AFB with all its challenges.

The rest of the book chronicles John's Vietnam combat experience followed by a memorable tour as a history professor and instructor navigator at the Air Force Academy where he helped shape future Air Force leaders. After USAFA he returned to the Phantom cockpit in Alaska. There John not only flew as a combat ready F-4 WSO but also served as his wing's historian and on a flying evaluation board involving a colleague with whom he had flown... an unsavory task which certainly entailed many ethical challenges and tests of moral courage. In his last active duty assignment Norvell served as an assistant to the Air Force historian, a fitting capstone to a distinguished Air Force career both as a combat aviator and historian.

Finally, "Fighter Gator" includes an interesting appendix which tells the story of a professional photographer friend of John's who was so taken with computer-based simulation of military fighter aviation that he built a mock-up simulator in his basement at home. From there David Garbe decided to try to restore the front/rear cockpit sections of an F-4. He found enough of the front end of a Vietnam-era F-4D and after some years of very hard work his efforts were rewarded, Mr. Garbe now tows his F-4D cockpit display to air shows around the country offering spectators an opportunity to have their photos taken in a genuine fighter cockpit. This appendix is not directly related to the stories in "Fighter Gator" but does represent a perseverance lesson so is a fitting postscript to the main book.

In all, "Fighter Gator" is replete with valuable lessons learned both in and out of the cockpit which should stand the test of time for future aviators and leaders. It is full of wonderful vignettes arousing many memories for those of us who served and flew the F-4 in the same era but should appeal to anyone interested in a first-person account of Vietnam and Cold War era military history. The book is well-written and an easy read though the casual non-aviator might need to refer to the appended acronym list occasionally.





## Night Intruder: A Personal Account of the Radar War Between the RAF and Luftwaffe Night-Fighter Forces (Memoirs of World War Two in the Air Book 1)

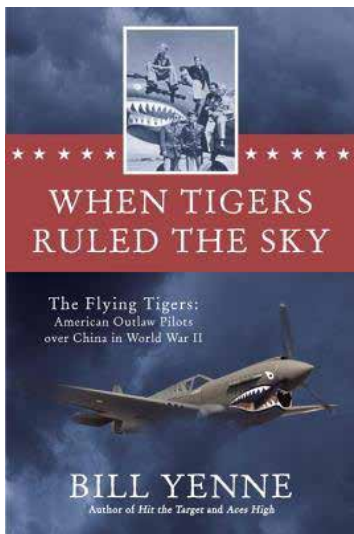
*Written by Jeremy Howard-Williams*

*Reviewed by Brig. Gen. Chad T. Manske, USAF (Ret)*

Recently published book that provides a gripping and detailed insight into the intense battles that took place in the skies during World War II. Howard-Williams, a former RAF pilot, brings a unique perspective to the narrative, recounting his own experiences and those of his comrades with vivid detail. The author's writing style is engaging and immersive, making it easy for readers to visualize the high-stakes aerial combat that took place during the war. His personal anecdotes add a human element to the story, allowing readers to connect with

the individuals involved in these harrowing events. One of the standout features of the book is Howard-Williams' in-depth exploration of the radar technology that played a crucial role in the night-fighter forces' strategies. His explanations are clear and accessible, making complex concepts easy to understand for readers with varying levels of knowledge about military technology. Overall, "Night Intruder" is a must-read for anyone interested in World War II history, aviation, or military technology. Howard-Williams' account is both informative and emotionally resonant, offering a compelling look at the bravery and sacrifice of the individuals involved in this vital aspect of the war.

***This is the first of four books in the series. The others are: "617 Squadron: The Dambuster at War" by Tom Bennett; "Cover of Darkness: The Memoir of a World War Two Night Fighter" by Roderick Chisholm; and "Low Attack: The Story of Two Mosquito Squadrons in World War Two" by John Wooldridge.***



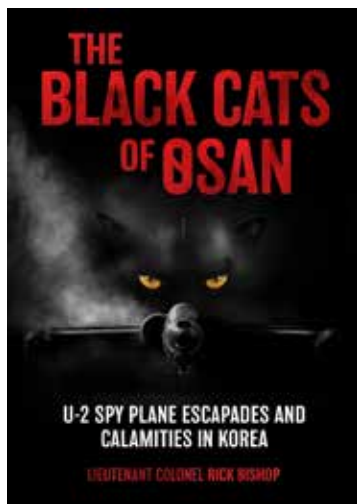
## When Tigers Ruled the Sky: The Flying Tigers: American Outlaw Pilots over China in World War II

*Written by Bill Yenne*

*Reviewed by Brig. Gen. Chad T. Manske, USAF (Ret)*

When it comes to World War II history, there are countless tales of bravery, heroism, and unexpected alliances. But few stories are as captivating as the one told here. From the moment you dive into this thrilling read, you are transported to the chaos and danger of war-ravaged China. Yenne masterfully weaves together personal narratives, historical facts, and a touch of Hollywood-style adventure, making this book a true page-turner. The Flying Tigers, a group of American volunteer pilots, were tasked with defending China against the Japanese invaders. But what sets them apart is their unconventional approach to warfare. These were not just skilled aviators; they were swashbuckling daredevils with a taste for adventure and a knack

for mischief. Yenne brings these legendary characters to life, introducing us to the likes of Claire Chennault, the charismatic leader who inspired respect and loyalty from his men. Yenne's vivid descriptions of aerial combat make you feel the adrenaline rush and the fear that these pilots experienced in every dogfight. You can almost taste the sweat and smell the gunpowder as you turn the pages. But it's not just the action that captivates readers; it's the camaraderie and bonds formed in the face of danger. Yenne skillfully explores the personal lives of these pilots, their hopes, fears, and the sacrifices they made for a cause they believed in. Their individual stories are as compelling as any Hollywood blockbuster. Yenne's attention to detail and extensive research are evident throughout the book, ensuring that history buffs and novices alike will find something to enjoy. "When Tigers Ruled the Sky" is a thrilling ride from start to finish. Bill Yenne's masterful storytelling will leave you craving more tales of these American outlaw pilots. If you're a fan of aviation, World War II history, or just good old-fashioned adventure, this book is a must-read. So buckle up, fasten your seatbelt, and get ready for the wild ride of a lifetime.



## The Black Cats of Osan: U-2 Spy Plane Escapades and Calamities in Korea

*Written by Lt. Col. Rick Bishop, USAF (Ret)*

*Reviewed by Col. Charles P. Wilson, USAF (Ret)*

Rick Bishop's "The Black Cats of Osan" takes the reader into the dark world of aerial espionage operating in East Asia. Devised by Kelly Johnson and initially operated by the CIA, the U-2 is the world's most famous spy plane. It flew at unprecedented altitudes and carried the most sophisticated sensors available, all in the greatest secrecy. For over 25 years Rick Bishop was a military pilot with extensive experience flying in U.S. Army helicopters, and U.S. Air Force aircraft including the T-37, T-38, KC-135, and the U-2 Dragon Lady. He was also the commander of the 99th Reconnaissance Squadron at Beale AFB, California, and the director of U-2 operations at Osan AB, South Korea, home of the Black Cats. Bishop retired after 50 years of piloting civilian, military, and airline aircraft.

Drawing from his extensive aviation experience, Bishop spent many hours researching Air Force records, interviewing both U-2 operators, intelligence officers, physiological support and maintenance personnel who served with the Black Cats at Osan AB. In his book, Bishop journeys deep into the black world of aerial reconnaissance and reveals how this organization, known as the Black Cats, consists of handpicked personnel who became "the most reliable and productive unit to utilize the U-2 Dragon Lady during the Cold War, and to this day." Throughout the Cold War the U-2 Dragon Lady was considered a "national asset" and closely guarded. The pilots would wear a full pressure suit (space suit) and would not only operate in dangerous areas, but also in a very hazardous physiological environment. Exposure to the elements at the altitude the U-2 flies would cause the human body to burst and the blood to boil (Boyle's Law and Armstrong's Line). Bishop also describes how, at the edge of the earth's atmosphere, the U-2 not only flies and collects highly sensitive intelligence that is distributed to the highest levels of the National Command Authority, but on rare occasions may get into precarious situations. Further, Bishop reveals how this 9th Strategic Reconnaissance Wing Detachment grew and evolved into a full up Air Force (AF) 5th Reconnaissance Squadron operating 7,000 miles away from its parent Air Force wing. He also emphasizes that these sensitive and highly classified missions could not be done without the dedicated work of all the intelligence, maintenance, logistics, civilian technical representatives, along with operations and physiological support personnel needed to keep the pilot alive. For the historian and U-2 Dragon Lady enthusiast, "The Black Cats of Osan" is a must read.



## Segregated Skies: David Harris's Trailblazing Journey to Rise Above Racial Barriers

*Written by Michael H. Cottman*

*Reviewed by Brig. Gen. Chad T. Manske, USAF (Ret)*

With the recent passing of David Harris, the first African American commercial pilot, I was very interested in learning his story not only because of this fact, but because he was also a U.S. Air Force pilot before that, and the fact American Airlines is who hired him—which is where I also now fly. This book is a short, yet captivating and inspiring read that sheds light on the life and legacy of an unsung hero in the fight for racial equality in the aviation industry. The book follows the remarkable journey of Harris, who faced discrimination and segregation in the skies during a time when racial tensions were at an all-time high. Despite the challenges and obstacles he faced, Harris remained determined to break down racial barriers and pave the way for future generations of minority aviators. Cottman's writing is engaging and informative, painting a vivid picture of the struggles and triumphs of Harris as he navigated a world that was not always welcoming to people of color. The author skillfully weaves together historical context,

personal anecdotes, and interviews with Harris and his contemporaries to create a well-rounded and compelling narrative. A striking aspect of "Segregated Skies" is the way in which Cottman brings Harris's story to life, highlighting his courage, resilience, and unwavering commitment to equality. Through Harris's eyes, readers are able to experience the highs and lows of his journey, from the thrill of soaring through the clouds to the heartbreak of being denied opportunities based on the color of his skin. Cottman's writing is both informative and entertaining, making this book a valuable addition to any library. David Harris's story is a reminder of the power of perseverance and the importance of fighting for justice, even in the face of overwhelming odds.



# Hurricane Hunting In 1962

by Col. Richard B. "Clem" Clement, USAF (Ret),  
*Hurricane Hunter #509 (corrected to 502)*



Near the end of flying school, us soon-to-be-aviators got to select our next assignments. In my day a list was chalked on the board in a classroom. We entered by class standing order (not alphabetical or by height) and got to choose. Being in about the middle of the class, looking at my future with no doubt as to who was to be the bestest pilot ever (read fear and trepidation).

During WWII I lived in Brigantine Island, just north of Atlantic City. I got to see the bent-wings (F-4U) of the Navy school at Lakehurst flying overhead every day. I tried to collect airplane parts of crashed airplanes from the beach before the Navy could retrieve them. Living on the coast, Mother and I studied the weather and kept records. We rode out the hurricane of '44 in a beach cabin. I had also ridden out the hurricane of '52 and others, so when I saw the option of flying Air Weather Service WB-50s I jumped on it. This pleased Mother as we are Quaker and I had to face and choose a mission that would not require me to select the Conscientious Objector (CO) option.

During the hurricane season of September 1962, some crews were sent TDY from our home base with the 55th Weather Reconnaissance Squadron, McClellan AFB, California, to Bermuda to fly with the 53rd Weather Recon Squadron. We were chosen to give Hurricane Betsy a go. Please understand this is well before weather satellites were watching, so we were there to gather data that would save lives. The Navy was using WC-121N Connies to do the job as well.

Preflight was a little tougher as we wanted the bird really ready. As copilot I got to put my hand in the turbo to check bearing tolerance, always a concerning job. We are a go and so we took on the lady (I believe these storms are female: stunning, unpredictable, undefeatable, and fascinatingly dangerous). If I remember right, the plan was to enter at 10,000 feet altitude; climb in the eye to 18,000 feet; release a Dropsonde; take wind and temperature readings; punch the eye wall outbound to the 30-mph wind line; box the storm at that wind; repeat the punch and go home. This would give us two sets of readings about four hours apart allowing strength, direction of motion, and rate of growth to be determined.

All was in order as we headed into the heart. Her eye wall was six minutes thick with winds at 125 mph. We kept the wind on a wingtip thus knowing we were heading into the eye. That meant six minutes of shake and bake. Harvey, our aircraft commander, had ordered us strap in tight three times. (Harvey was an idol of this brass-bar and I learned so much with him.) The first shake I hit my head on something. All gauges became a blur. Lightning was flashing everywhere and there was no light/dark horizon visible. It seemed the glass was leaking as water rained down on us, even in a pressurized cockpit. What a thrilling ride. Our radar was solid clutter. Then pop and we were in the most gorgeous six-mile wide eye ever to be seen. Our intrepid weatherman, Mr. John Carney, was jumping around the nose area (his weather observance position), he was so excited. John was a premier weatherman, and to him this was a textbook eye. (John's claim to fame was that "he wasn't the world's oldest weatherman, but he had forecast the thunderstorm at the Crucifixion." He also had bailed out of a sick B-17 by jumping on the stuck bomb bay doors.) We experienced shear cloud walls from the frothing surface below to well above us, light puffy clouds low over the water, and warm stable air in her eye. Our MM-8 attitude indicators had precessed two bar-widths in that short time span! Harvey had been flying on instruments of course.

We needed about 27 degrees of bank to stay in the eye. When John and I were yelling about the glory of her eye, Harvey looked out to see for himself. A few seconds later, he announced over the intercom "I think I have lost control of this airplane!" I immediately took control of the airplane and saved the day like Steve Canyon (please read that in a very squeaky high pitched young voice saying, "Wabba Dubble Yabba ...I think I can fly this thing oooo-k-ley maybe..."). (Reread as terror my mind). The bird responded properly for me as I was flying by looking outside. Our super engineer came on the intercom and indicated that the cowl flaps were positioned unevenly across the four huge reciprocating engines. During the penetration his hands seemed a blur as he worked his engineer's panel keeping those P&W 4360 engines cool. He began repositioning the flaps and telling us what he was doing. As engine temps returned to normal the flaps were moved toward the closed position. This allowed the yoke to return to more

normal positions. When Harvey took his eyes off the gauges and looked outside and then brought his eyes back into the cockpit, he saw that the yoke was well into a left turn. A cup of coffee and a few seconds and he was fine. I know he would have cured himself if I had not been there, but what a learning experience for all of us. I don't know how the scanners and radio operators in the back section felt, but I heard that the bar was busy that night.

The eye was so sheer that we could stick a wing in the wall cloud and feel the shake and still be in the clear. We punched Betsy again four hours later and went home proud of the job our team accomplished. If our warnings saved a life or limb, it was worth it. I always had a certain love for ole WB-50D #077, our hearty storm buster. She got us through a wonderful experience and brought us home safely. According to my flight log, a few days later we had the repeated pleasure of flying through Hurricane Donna. She was a great disappointment as she was a "double-yoker" meaning she had two eyes, which expanded to over 200 miles wide. I can say #077 never seemed to trim up correctly and had electrical problems plague her the rest of her days. I'd fly her again today if Harvey and our stellar weather crew would go, too.

Postscript: I'd tell you today I'm chomping at the bit to fly into another hurricane in a heartbeat, but in reality, this old body ain't responding to the call and this foggy mind is unwilling. At the recent GWC picnic, my body struggled to climb the water slide ladder at the pool.

Today WC-130s and other aircraft conduct this mission. Satellites and computers do their part, but the human eye needs to be there until God gives us the storm's flight plan. <http://www.hurricanehunters.com/>.

# Anonymous Heroes

*by Col. Ralph M. Spory, USAF (Ret)*

Flying magazines are filled with articles of exciting flying adventures and library shelves are lined with exciting war stories of flying mishaps, close calls, and survival primarily focusing on flight crews. Seldom do the ground operators and support personnel get to the limelight and receive their recognition. This story is my acknowledgment of those individuals.

I arrived at Tan Son Nhut Air Base, Saigon, in late September 1965. It was the beginning of my one-year tour, and this was my first day flying the C-123 Provider in-country. All newly assigned pilots, no matter what their experience, were

scheduled to fly with an instructor pilot who had been in the country long enough to learn the Southeast Asia flying routine, procedures, and geography, and to fine tune their flying skills. Although all pilots who volunteered for duty in Vietnam at that point in the war were required to have a minimum of 1,000 hours flying time, most C-123 pilots had more than the minimum. All the pilots were designated aircraft commanders after they had completed six weeks of training at Hurlburt Field in Florida.

That day our first mission out of Tan Son Nhut was to deliver five tons of dynamite to a short dirt runway serving a small Army special forces base at Cheo Rio about an hour and a half northeast of Saigon. After that we were to fly to Quy Nhon Air Base located on the coast about 30 minutes east from Cheo Rio. Our frag (fragmentary order) for the day specified that we should then shuttle out of Quy Nhon as required. From Quy Nhon we delivered a load of ammunition to the Army's First Air Cav Division at An Khe. Both the runways at An Khe and Quy Nhon were short fields constructed of PSP (pierced steel planking). This was my first experience with PSP.

At that point in our day, we were diverted to Pleiku Air Base to join a tactical emergency airlift of a South Vietnamese Army infantry company to an isolated outpost that was in danger of being attacked and overrun that night. At Pleiku we quickly loaded 50 Vietnamese troops clothed in their green jungle-camouflage fatigues and matching floppy wide brimmed hats. Carrying their carbines, ammunition, caged live chickens, and wooden boxes of fresh vegetables, they looked like experienced fighters. Their small stature was noticeable as they filed into the back of the airplane.

The outpost location was so remote that it did not appear on our maps. We located it by using TACAN radial and distance signals from Pleiku. The runway was another short dirt landing strip carved out of the lush green jungle. It was located parallel and next to a wild running river. Although it appeared serene and beautiful, it didn't look like a good place to spend the night. We unloaded the troops and met up with the Air Force Combat Control Team (CCT) which was providing communications at the field that day. They wanted a ride back to Pleiku but decided to remain in operation at the landing strip until our next trip.

Returning to Pleiku for the second shuttle of troops, we realized that we were now in a race with daylight. We loaded quickly and to save time we decided not to take the time to refuel. After landing this contingent of troops, we would pick up the CCT and go down the coast to Quy Nhon for fuel.

This group of fighters included a female soldier, but along with her carbine she was carrying a small portable typewriter. I had never seen a female soldier dressed for combat and



living in these conditions. I learned that she was the company clerk. In addition to ammo, chickens, and vegetables this group had a couple crates of Nuoc Mam sauce in corked bottles. This special sauce was made from fermented fish and had a terrible smell, as I learned when we climbed to altitude and the corks popped.

When we took off from Pleiku, we knew it would be getting dark at our time of arrival, but now the hills were even more obscured by clouds and heavy rain and the darkness came even quicker. We attempted to find the landing strip in the valley surrounded by the obscured mountains and radioed for the CCT to shoot up some mortar flares with hopes that we could see the glow. After about 45 minutes of maneuvering between the mountains with no success and low fuel, we apologized to the CCT for not getting them out of there. We headed from the valley toward the coast and south to Quy Nhon and fuel.

Flying in the right seat I was making the routine radio calls and was somewhat relieved that we were out of the mountains. "Quy Nhon tower, this is Provide 26, 20 minutes north for landing; request winds and active."

The return radio call was not routine. "Provide 26, this is Quy Nhon tower. Be advised the field is closed until morning due to weather below minimums. Currently zero visibility and ceiling with heavy rain." The pilot in the left seat and I looked at each other with no words exchanged. My brain was having its own conversation. "What's our plan now?" The inner voice continued, "Stay calm, fly the plane, and think. Time enough for a quick prayer? There is. What do you pray for? We need fuel. If we get out of this, there will never be a repeat of this situation. But, how do we get out of this?"

There was a non-precision ADF navigation radio at the field. We had the frequency tuned and received the identifier. The needle was pointing toward the field, but a non-precision instrument approach in this weather with the surrounding mountainous terrain was not a good option. With our low fuel state, we needed a plan quickly. I called the tower and declared an emergency notifying them that we planned to use the ADF approach for ditching in the bay short of the runway. Landing in the water seemed a better alternative than crashing into the hills near the runway. The tower came back, "Roger, Provide 26. Say number of souls on board and pounds of fuel." "Roger tower. 54 souls on board and fuel near empty." We were now about 10 minutes north of the field and the loadmaster was preparing our passengers for what to expect. We all realized that this was not a great option.

Just then the tower called, "Provide 26, be advised the Army installed a portable precision radar system this week. It has been calibrated but never been flight tested. Would you like

to try it?" My instant answer, "Yes." The tower came back, "It will be a few minutes to warm up the equipment and we need to wake up the operators." We continued flying toward the base and changed the radio frequency to approach control.

The radar controller gave us a radio check, had us make a left turn for identification, and confirmed radar contact. We continued the precision radar approach just as we had both done many times in previous aircraft instrument flying. With the heavy rain the forward visibility was limited and we opened the side cockpit windows. Following the controller's guidance we broke out of the overcast at about 100 feet above minimums over the approach end of the runway, but our orientation did not allow a safe landing. The dark PSP runway had no approach lights or instrument runway markings. There were no runway lights to assist with the runway alignment and our aircraft landing lights were not able to clearly pick up the runway in the rain.

We were forced to make a missed approach and climb back to a safe altitude. The radar controller still had us on his scope and gave us directions for another attempt. I requested a tight pattern as the fuel gages were twitching off empty. While we were directed to the final approach for a second try, we were notified that ground personnel were lighting flare pots down both sides of the runway. The second radar approach was just as accurate as the first, we broke out of the clouds at about the same point, but this time the flare pots were outlining the runway. We made a safe landing and taxied to the parking ramp. The experienced instructor pilot had done a great job on these approaches.

Our Vietnamese passengers were very quiet as they gathered their equipment and disappeared into the dark rainy night. I thought this could be a scene from "Terry and the Pirates," the comic strip I read as a teenager.

We walked the short distance to the base operations hut where we had been about 12 hours earlier. It was a roof of corrugated metal with extended overhangs on all sides. It did a fine job against the beating rain. The sides were stacked with sandbags about four feet high. We were discussing our situation and arranging for refueling.

Two young wet soldiers in white t-shirts, fatigue trousers and bare feet waded into the dry area out of the rain. These young men were the radar operator and radar controller. They had just saved us with their skill and untested equipment! We shook hands and thanked them for the great job they had done on both approaches.

These two young soldiers deserved more than our thanks. They had been awakened from their sleep and had saved 54 lives.

# Needle, Ball and Airspeed

by Lt. Col. Rick Felker, USAF (Ret)



*The Cessna O-2 Super Skymaster*

Upon completing USAF Undergraduate Pilot Training in the fall of 1968, I was assigned to a one-year tour in Southeast Asia as a Forward Air Controller (FAC), conducting visual reconnaissance and airstrike control over the busy Ho Chi Minh Trail in southern Laos. I was stationed at Pleiku Air Base in the South Vietnamese central highlands.

I was flying the Cessna O-2 "Super Skymaster," essentially the military version of a civilian light aircraft with twin tails and two "push/pull" engines, one mounted in front of and the other behind the cockpit. The "Oscar Deuce" was overweight and underpowered, but adequate for the mission and with more target marking smoke rockets and longer endurance than the older O-1 "Bird Dog" it replaced. And it actually had a pretty good instrument suite: there was an IFF, the identification gadget that made a nice big blip on air traffic control radars; a Tactical Air Navigation (TACAN) set that gave bearing and distance info from ground stations, and there was even an Automatic Direction Finder (ADF) set that pointed to selected ground transmitters. If the weather ceiling wasn't too low, you could make a timed teardrop after passing over the ADF station, descending in stages to clear terrain and arrive at a set distance from the runway end. In all, a decent complement of gauges.

Halfway through my tour, the southwest monsoon season arrived—thunderstorms, heavy rain, and low ceilings for many hours a day. On one of those days I was returning from the working area in the late afternoon, alone (as usual), and ready to end the usual 4.5-hour mission. As I "crossed the fence"

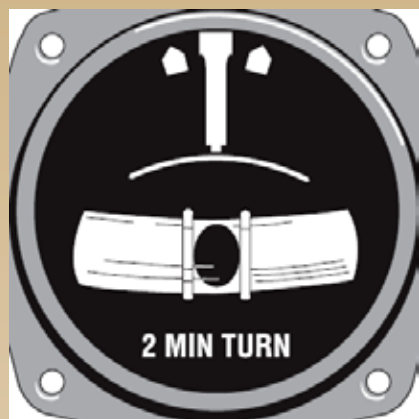
back into south Vietnam beginning the ~40-minute return to base, the weather started closing in. The farther I went, the lower the clouds dropped. After about 15 minutes, I couldn't remain under the clouds and still stay safely above the terrain, so up into the soup I popped.

No problem; after all, I had plenty of attitude and control instruments and nav aids...until I began to smell a sharp, acrid, burning odor. I suspected the big inverter in the radio rack mounted behind the pilot's seat was the culprit. I shut down the devices it powered to avoid an on-board fire, which worked—but now I no longer had use of the TACAN and IFF.

Of course Peacock, the local air traffic control facility could still give me vectors using a "skin paint"...couldn't they? Sure enough, as always seemed to be the case when they were really needed, their response was "Peacock is unable." Well, I hadn't had a specific point from which to begin navigating by dead reckoning, but I was only 15 minutes or so from the field, and the ADF was working...although it was beginning to spin at random and point to the nearest lightning bursts, which were increasing in frequency and magnitude. It was rapidly becoming a "dark and stormy night!"

Now, if I could get pretty close to the east end of the east/west runway, I could get a ground-controlled approach (GCA) from the precision approach radar (PAR) on that end, with a controller giving me heading and glide path guidance all the way to touchdown. Tonight, however, as was often the case, the South Vietnamese army was firing artillery across the approach end of Runway 27, so a GCA landing to the west was a no-go.





***Needle, Ball...***

ing the overrun, since, even in the weather, we occasionally received groundfire from Viet Cong lurking between Pleiku City to the west and the airbase. This would have made the letdown more challenging, but doable. By this time, though, the ADF needle was spinning madly at every burst of lightning. Nope—no ADF.

There were other bases a fuel-stretching half hour east along the Vietnamese coast, but tonight, wouldn't you know it, they were socked in solid. Sure, I could always "hit the silk," but that required moving the seat back to get around the protruding throttle quadrant, leaning over the right seat to pull the hinges to jettison the right side (and only) cockpit door, then diving under the wing strut, relying on a parachute canopy that was probably first packed in 1953, landing among possibly unfriendly Vietnamese and hoping my survival radio would summon a rescue helo—in the pouring rain.

I remembered famed test pilot Chuck Yeager saying he'd never really gotten scared when in trouble in the air because he never quite ran out of options to try. Well, I was rapidly running out of options...and then my P20s quit. These were two small inverters mounted under the cowling just in front of the cockpit. They powered the gyros that made the attitude indicator work...and they didn't like the moisture the driving monsoon rainstorms forced through cheap plastic gaskets, so my artificial horizon tumbled. But I still had my altimeter and vertical velocity indicator, the turn needle telling me if the wings were in a bank, the slip indicator ("ball"), telling me if the plane was in a yaw, and the airspeed indicator. The latter three would help me avoid a deadly "graveyard spiral" that had befallen many an aviator who had tried "flying by the seat of his pants" when submerged in the clouds. But it struck me: I'd flown the supersonic T-38 along the jet routes; I had colleagues who flew the Mach three SR-71 at 85,000 feet; and here I was, as if trapped on some time machine trip back to the 1920s, trying to stay alive using needle, ball, and airspeed!

A tongue-in-cheek maxim of instrument flight training is that "One peek is worth a thousand (instrument) crosschecks." Just as I was running out of options, what should appear off my right wing but a hole in the clouds. This one was barely bigger than my wingspan, and they were aptly called "sucker holes." Yet through this sucker hole what should I spy, but the blinking red lights atop the "Tropos", a couple of billboard-sized troposcatter communications antennas that I knew were just a couple of miles northwest of the runway! Ignoring the red Dymo tape on the control yoke that proclaimed "aerobatics prohibited," I split-essed through the hole and barely had time to change to tower frequency before driving up initial, making a spiral overhead pattern, and three minutes after spotting the hole I was in the dearming area next to the runway watching our tireless ground crewmen put safing pins in my target-marking rocket pods. After taxiing back feeling grateful to be on solid ground, I made a quick stop to debrief the mission with Intel...followed by a longer stop at the officers' club bar to "process" the day's events.

My next assignment was as a T-38 instructor, where I was very conscientious and demanding as an instrument flying teacher. Later, I would fly the A-7, which had an inertial navigation system hooked to a head-up display, an attitude indicator that never precessed (drifted), a moving map screen, TACAN, IFF, and guidance to simplify using any field's Instrument Landing System. Even so, I often practiced simulating flight in weather with partial or degraded avionics. After all, I never knew when I might have to "get 'er back on terra firma" while hoping for a timely sucker hole, using nothing more than needle, ball, and airspeed!



***...and Airspeed!***

# My R.O.N. in the Congo

by Lt. Col. Fred Horky, USAF (Ret)



*Above, my Hercules is seen where I'd backed it into the ONLY, tiny parking spot alongside the one narrow runway. There were no taxiways; the pavement in the picture is that runway, right in front of the airplane's nose! Again, it was sort of a dry-land aircraft carrier.*

In August and September 1964 my Pope AFB C-130 crew flew the first of two TDY missions to the former Belgian Congo. Code-named Joint Task Force Leo, the first with four C-130s, provided general airlift support to the central Congolese government in their ongoing civil war against "Simba" rebels. While not nearly as exciting as Operation DRAGON ROUGE, a full squadron mission we flew not long afterwards to rescue thousands of hostages, JTF Leo had several real adventures of its own.

One of them involved my airplane breaking down a very LONG way from the scant security of our temporary home at the Congo's capital city of Leopoldville (now called Kinshasa). That was at Bukavu, all the way across the country and some three flying hours away...almost a thousand miles and more than halfway across Africa.

Bukavu was/is the provincial capital of the easternmost Sud-Kivu province, in the hilly central highlands of Africa. Its airport, named Kamembe, was actually across the border in a different country of Rwanda!

The airport's only runway is actually the flattened top of a ridge, almost exactly as high above sea level as it is long: 4,891 feet high and 4,921 feet long. This makes for very real concerns about density altitude effects on aircraft performance (i.e., takeoff roll). With steep drop-offs all around, the runway was like an aircraft carrier atop a jungle mountain.

It was mid- afternoon before our off-load was complete and we were ready for takeoff. Up to that point, nothing had been amiss. But on takeoff roll long before attaining flying speed, the nose landing gear started shaking violently. It was apparent that we weren't going anywhere.

Our only salvation was a thousand miles and more than three hours away! The Kamembe airfield was barely capable of daylight-only operations, and the sun was inexorably sinking toward the western horizon. My HF radio call to our comrades back at Leo gained me some sympathy, but not much more. Help was promised...the next day.

We immediately knew that breaking down a thousand miles from base, deep in the middle of Africa and a very un-civil civil war, was NOT going to be a typical RON. And it wasn't... but for reasons we could have never guessed!

Our arrival had been met by trucks for our cargo, plus a jeep manned by a couple of adventurous looking types...all in civilian clothing, but with Uzi submachine guns casually dangling from their shoulders. They looked right out of central casting for an Indiana Jones movie.

Introductions were all first name only, no titles or organizations mentioned. They were evidently either Special Forces in civilian threads, CIA operatives, or a combination of both. But since it was also evident that we were there for the night, they invited us to stay with them in Bukavu. We quickly accepted.



My flight engineer and loadmaster were included in the invitation, but they quickly volunteered (with no pressure from me) to sleep in the Hercules Hilton to secure the airplane. It must have seemed sort of a security blanket to them. Logic would have shown it no safer than wherever our armed new friends were taking us. The airplane had already crapped out, help couldn't arrive until the next day, and they weren't able to fix it or fly it themselves!

The upshot was that copilot Jim Richards, navigator Bill Whitaker, and I piled into the jeep with our Uzi-wielding new friends and drove off down an unpaved jungle track to we-knew-not-where.

The first of several unusual occurrences was arriving at an international border. To that point I'd not even known we had landed in a different country, Rwanda, and that we had to cross a border to get back into the Congo! The border crossing was simple in the extreme: a long pole hinged across the road being the only barrier, with a single sleepy (but armed) guard situated in a tiny guard box. But that worthy hardly even looked up, much less asked for passports, before he swung the striped pole up out of our way, and we drove through while hardly slowing down.



***In colonial days, the place had obviously been a gem ....a cool, disease-free near-paradise resort town for the white Belgian colonists.***



***Our destination turned out to be the official residence of the evacuated American consul, located right on the shore of the lake in the luxurious, peninsular part of Bukavu pictured above.***

Soon we were in the city of Bukavu, which in happier times had obviously been a very prosperous city. Located a mile above sea level, Bukavu is on beautiful Lake Kivu.

You can imagine our further surprise on entering the beautiful consulate residence, to first be unexpectedly feted with excellent cocktails before dining in formal surroundings while still attired in our sweaty flight suits. We were attended by well-trained, white-coated consulate servants who were obviously accustomed to more formal circumstances. It was all very surreal.

After a really first-rate Scotch, dinner was served with fine china, crystal and silver on linen tablecloths covering a magnificent dining table. Even at the time, I wished I'd had the flash

for my camera to record that astounding scene. But back then, flash photography meant flash bulbs and a separate flash unit, not today's built-in flash on EVERY digital camera or iPhone!

I never determined exactly who our hosts had been. That night was my only occasion of either of my Congo adventures that year, when I slept on beautifully clean, snowy white sheets, even as our friends back at Leopoldville remained in the squalor of this squat, hot, horrid, vermin-infested barracks left over from earlier United Nations peace keeping missions of the interminable Congolese civil war. Things at our home-away-from-home at Leo were pretty grim: dirt everywhere, and all sorts of creepy-crawlies.

Back at Bukavu in the consulate residence, a five-star restaurant couldn't have been prouder of the breakfast served the next morning. But I must admit that I had to hide my surprise while over breakfast our hosts casually discussed the firefight in the streets outside during the night! Were our hosts kidding me, or had I enjoyed my Scotch too much the night before? Or maybe I had so enjoyed that first real bed in weeks that I slept right through whatever might have happened. If it was a joke, I didn't bite.

The three of us were soon back at our C-130, where our FE and LM were VERY glad to see us. They said they'd been comfortable enough, but sharing a sleeping bag with an M16 on a canvas troop seat and eating cold C-rations could hardly have been the comfort we enjoyed. We told them what they'd missed, but I don't think they ever believed us.

By midday one of the other C-130s from Leopoldville arrived: on landing, his wingtip whizzing scant feet past the nose of my airplane. But they had the mechanics, jacks, and parts needed to solve our problem. We were fixed quickly and "outta there," with the whole adventure making another really hard-to-believe story to write 60 years later.

When we got back to Leopoldville, our friends told us how worried they'd been about us "stuck out in the boondocks!"

But why should I disabuse them of any notion they might have had about how tough we'd had it? They likely wouldn't have believed us anyway.

***About the author: Fred Horky is a life member of Daedalians, #1398, joining in 1962. He received his pilot wings at Webb AFB, Texas, in 1956. He has over 5,200 total flying hours in T-34, T-28, T-33, C-47, C-119, C-123, C-130, and C-141 aircraft. He has participated in many operations including Operation DRAGON ROUGE, published in the Daedalus Summer 2023 edition, a hostage rescue operation in the Democratic Republic of the Congo in 1964. He flew the C-119 at Pope (recalled as the "Dollar 19") out of pilot training and on a later mid '60s Pope tour deployed the C-123 to Vietnam; on return helped Pope convert to the C-130 and after that it was ".... all over the world."***

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We welcome our new members and congratulate the following Daedalians who joined or were reinstated from March 15, 2024 to June 14, 2024

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**62nd Flight Leadership and the Doolittle Award.**

For our May meeting, we again had over 45 members and guests in attendance. We auctioned off several items of memorabilia that used to be proudly displayed in the Daedalian Room at the Nellis AFB Officers' Club, which has sadly been remodeled. Our Vice Flight Captain also presented a slide show describing an embarrassing moment for the RAF and Royal Navy during World War II. In February 1942, the German battlecruisers Scharnhorst and Gneisenau made a daring "Channel Dash" from western France to Germany via the English Channel virtually unscathed thanks largely to British miscommunication and successful Luftwaffe aircover. The highlight of the day occurred when Flight Captain Mike Poore, proudly presented the Jimmy Doolittle Distinguished Flight Award from Daedalian National Headquarters.

In June, we recognized the anniversary of the D-Day landings with a great presentation from Lt. Col. Bob Hale, USAF (Ret), our flight scholarship chairman. Bob started his impressive military career as an Army draftee in 1966 and fought as a "ground pounder" in Vietnam. He then spent 30 years as a C-130 pilot for the Air Force. While serving as an airborne/jump-qualified TALO for the US Army's 18th Airborne Corps in 1994, he brilliantly coordinated the Presidential-directed parachute drop honoring the 50th anniversary of D-Day. Bob relayed several great stories about the event, including that the Normandy drop zone was a farmer's well-used field, complete with lots of manure. The veterans and French people expressed tremendous gratitude to the younger paratroopers.

**Lt. Col. Bob Hale (left), a D-Day vet, and Army paratroopers celebrate the 50th anniversary of D-Day.**

## Flight 62

Las Vegas, NV

*Submitted by: Lt. Col. Andrew Dembosky, USAF (Ret)*

Our flight really enjoyed the luncheons at the Las Vegas National Golf Course this spring. Forty-five members and guests, including four UNLV ROTC cadets, turned out for our April meeting. Flight Captain Col. Mike Poore, USAF (Ret), presented a scholarship certificate to Cadet Cody Jones. Afterward, the Vice Flight Captain gave a presentation about Operation GHOST RIDER. Most readers should be familiar with the 1986 attack on Libya and Gaddafi called Operation ELDORADO CANYON, during which F-111Fs flew from England, around France, and back. GHOST RIDER was a little-known rehearsal mission six months prior, during which 10 F-111Es from the 20th Tactical Fighter Wing secretly flew from RAF Upper Heyford to drop inert bombs on a hastily constructed target array near Goose Bay, Canada. The 12-hour mission covered 4,800 miles and truly tested the aircrew.

## Flight 13

San Diego, CA

*Submitted by Lt. Col. Dave Barnett, USAF (Ret)*

San Diego Flight 13 had outstanding speakers and great attendance at our April, May, June, and July meetings. In April the presentation was about Air Cavalry Operations in Vietnam; in May we heard about the Battle of the Coral Sea; the June program honored the Marine Corps and the presentation discussed the Flying Leatherneck Aviation Museum; and in July we honored the Coast Guard.

### APRIL 2024 MEETING

Denny Schoville delivered an excellent presentation, "Air Cavalry Operations in Vietnam." It was Veterans Day in 1969 when Army CPT Dennis Schoville took to the South Vietnamese skies over the Mekong Delta. He'd been in the Army two years and had already been wounded twice. Schoville flew his OH-6A helicopter along the outskirts of the Uminh Forest on the western edge of the delta. This time, the North Vietnamese fighters were ready. They hit his helicopter, flying at about 50 feet, with small arms fire. Schoville was shot in the leg and through his helmet. His helicopter went down in a rice paddy and he was later rescued, but the helmet saved his life. That helmet is now on display at the Veterans Museum in Balboa Park.



*L-R\_ CDR Adam Whitt, Gunnar Schalin, Denny Schoville, Allan Donovan, Jerry Kidrick, Dudley Oatman, LT Christine Sermones and Jared Powell.*



*L-R\_ Vice Flight Captain Dave Barnett, Denny Schoville, Steve Brown, and Gunnar Schalin. Gunnar is a Flight 13 member and retired Army helicopter pilot.*

*Denny Schoville points to the spot where small arms fire hit the helmet that saved his life.*



Denny's talk about his personal harrowing experiences while flying the OH-6A in Vietnam was inspiring. It was also most appropriate that he invited Steven Brown to join us. Steve's job as observer and door gunner in another helicopter was critical on the day Denny was shot down and rescued.

As Chairman of the Board of the Miramar National Cemetery Support Foundation, Denny also discussed the important role of the Foundation.

At our April meeting we were fortunate to have eight helicopter pilots in attendance (both current and retired).

## MAY 2024 MEETING

Our speaker, John Landry from the USS Midway Speakers Bureau, made an outstanding presentation titled "Battle of the Coral Sea." This was one of the first naval battles fought in the Pacific during World War II.

The four-day engagement (4-8 May 1942) was the first sea battle in history when neither opposing ship sighted or fired directly upon the other.



*John Landry.*



*USMC Maj Mark Dougherty (left) is posing for a Flight 13 photo with guest speaker Mike Aguilar because: he flew out here from Camp Lejeune to join us, he dates a very capable and accomplished USN flight nurse assigned to USNS Mercy, and his dad, our Flight Captain Mark Dougherty (right) insisted.*



*L-R: CDR Mike Ross (XO), Junghans, Hackett, Toler, and CDR Bill Burwell (Ops).*

## JUNE 2024 MEETING

The Flying Leatherneck Aviation Museum has started its move to Great Park in Irvine (the former MCAS El Toro). This museum is dedicated to the preservation of aircraft and artifacts associated with the air arm of the United States Marine Corps.

Mike Aguilar, CEO of the Flying Leatherneck Historical Foundation (center), gave an informative presentation on the details of this move. The plan is to reopen the Museum in early 2026.

## JULY 2024 MEETING

We honored and recognized the U.S. Coast Guard and presented the Sector San Diego Coast Guard Outstanding Aircrew of the Year Award.

On 28 March 2024, Coast Guard Mission 6003 flew 9.6 hours to rescue an appendicitis patient from a cruise ship over 500 miles at sea. The crew of CG 6003 refueled twice on the USS Comstock, LSD-45. The successful completion of this lifesaving mission was a testament to the crew's procedural acumen and their rigorous application of crew resource management.

The aircrew members that performed the MEDEVAC to earn this award were:

*Aircraft Commander: LCDR Paul Junghans  
Co-Pilot: LT Thomas Hackett  
Flight Mechanic: AET2 Robert Hentkowski  
Rescue Swimmer: AST2 Ryan Toler*

They were presented plaques and certificates in recognition of their outstanding airmanship in successfully completing this mission.

CDR Ross and CDR Burwell gave us an update on the current activities and future plans for the Coast Guard unit in San Diego; and they also discussed the unit's mission and the large role they play in countering smuggling activities in the San Diego area.

## Flight 9

*Wright-Patterson AFB, OH*

The April meeting was a dinner meeting at the Holiday Inn Fairborn. We were particularly happy to have our Flight Chaplain K9 back with us to give the invocation after a bit of an absence. Acting Flight Captain for the evening Col. Jim DeStout, USAF (Ret), announced that at the Annual National meeting, Flight 9 not only won again this year the Jimmy Doolittle (very fitting seeing this was the topic of our evening presentation) award for best "C" category flight, but also won the Top Flight overall, beating out all the other category winners.

After dinner, Flight member Brig. Gen. Paul Cooper, USAFR (Ret), gave us a great presentation on the Doolittle Raiders. On 18 April 1942, the Doolittle Raiders flew their daring raid in the bombing of Japan, increasing the morale of all Americans. One of the more interesting revelations from Paul's presentation was that the original plan was to have Doolittle take off alone and drop incendiaries on Tokyo at dusk, with the other Raiders to follow hours later, the fires guiding the way. However, the early discovery of the USS Hornet by a Chinese picket ship forced a change to the plan, and they all went together.

In May, we had our Annual Golf Outing at Locust Hills Golf Course in Springfield, Ohio. Once again, the Locust Hills staff did a great job in hosting us. We then held a short business meeting, followed by the golf awards. The winning team was made up of Ed Mechenbier, Jeff Clark and Roger Redwood. We told Ed that he better get some left-handed golf clubs, as we will make him play left-handed next year! Closest to the pin for the women was won by Lianne Green and the men's closest to the pin was won by Chuck Hanks. The last place team will not be named here (to protect the guilty) but was presented with small (airline) bottles of Jack Daniels, which we advised them to take BEFORE the golf started. They also were each given a deck of playing cards (not to suggest that they take up another game). Finally, Flight Captain Lt. Col. Kathy Staiger, USAF (Ret), presented a "Plane White T-shirt" to Flight Adjutant Jim DeStout for organizing the outing. A great time was had by all, and thanks go out again to the outstanding staff at Locust Hills!

At our June dinner meeting, General Cooper gave us a very interesting presentation on the Vietnam War, with emphasis on Tactical Airlift. Afterwards, Colonel Staiger presented Paul with a Daedalian "Aviate" t-shirt and Daedalian sunglasses. Paul presented Kathy a bottle of "Fly Girl" wine.



*The "unnamed" last place team*



*Women's closest to the pin winner, Lianne Green.*



*Paul received a cool t-shirt and sunglasses from Kathy.*



*General Cooper gave a presentation on tactical airlift during the Vietnam War.*



*Kathy Staiger thanked Jim Destout for organizing a great golf outing for the flight.*



*General Cooper was the guest speaker at the April meeting. He spoke about the Doolittle Raid.*





*Several members of the Carling family attended the induction ceremony in May 2024.*

## Flight 32

*Clearfield, UT*

*Submitted by Lt. Col. Rene Dreilling, USAF (Ret)*

### APRIL 2024 MEETING

Pioneer Flight 32 met on April 27 at the Oakridge Country Club. ROTC and JROTC awards are progressing through the next few months. Flight Captain Hope gave an update on the upcoming Utah Aviation Hall of Fame inductions on Saturday, May 18. The flight had again voted to induct two new members to finalize the catch-up due to COVID cancellations. Members were encouraged to attend the inductions and spread the word. This month's speaker was Lt. Col. Harold Alston, USAF (Ret). He began his career flying F-86s, later transitioning to one of Air Force's elite jet aircraft, the F-104 Starfighter. He described his time flying out of Da Nang, Vietnam, and Udorn, Thailand.

### MAY 24 MEETING AND UTAH AVIATION HALL OF FAME INDUCTION

Pioneer Flight has been the sponsor and custodial agency for the Aviation Hall of Fame since 1996 when Governor Mike Leavitt provided official recognition and designated Flight 32 as sponsor. The Hall of Fame resides in a special section of the Hill Aerospace Museum that displays all inductees. Additionally, the museum website has the list of inductees along with short videos of their backgrounds and accomplishments that warranted selection into the Hall of Fame.

This year we inducted a World War 2 pilot and a Vietnam veteran who became a test pilot. Nell S. "Mickey" Bright is a charter member of the Women's Airforce Service Pilots. She had her first plane ride in 1929 at the age of eight. Nell, at the youthful

age of 102, was unable to attend but did get to watch a live presentation while her daughter Margo shared some of the stories her mother had passed on. Since the WASPs weren't considered military, they didn't necessarily have all the privileges of the active duty men. They were allowed into the Officers' Club but noticed that the Negro airmen either were excluded or had their own area where they were allowed. The WASPs demanded change and stood their ground until all were treated the same. The WASPs also became friends with many of the wives. Nell's assignment involved ferrying B-25s, along with pulling tow targets for artillery practice. She also flew other smaller aircraft used for strafing practice and nighttime searchlight missions. Following her talk, I asked Margo if Nell ever told her the story about Lt. Col. Tibbets (of Enola Gay fame) sighting a heavy bomber landing but did not see anyone flying. Waiting for the crew to step out of the bomber, he saw two WASPs climb out. Tibbets asked them if they would like to learn to fly the B-29. They both jumped at the chance, and upon completion of training he asked them to fly to every flight training base and make sure all the men saw them. With the B-29's early growing pains there was a shortage of volunteers. That changed after seeing women piloting the big bomber. Margo laughed at the story. Nell knew both WASPs, in fact one was a close friend of hers. Nell could not fly the heavy bombers because you had to be 5 feet 6 inches and she was only 5 feet 4 inches.

Col. Joseph Claire Carling was posthumously inducted into the Aviation Hall of Fame. He passed away on December 28, 2023. Colonel Carling was a top graduate in high school and received a full scholarship to Yale. His dreams of flying led him to the newly established Air Force Academy, and he turned down Yale. He never looked back! After pilot training, he was selected for Advanced Interceptor Training in the F-102. He flew F-102s and F-104s (his dream aircraft, in his own words) in Vietnam and Thailand. He was selected for Test Pilot School where he graduated top of his class. He was one



*Flight 32 - Cont.*

**Flight Captain Col. Oscar Hope introducing Margo Thurman (Nell's daughter) and Mary Kay Carling (Joseph Claire Carling's wife).**

of the select few who flew the NF-104 with the experimental rocket engine designed to reach 100,000+ feet altitude. In his final years he was Deputy Director, Space Navigation Systems (GPS) followed by System Program Director Initial Upper Stage (IUS) for the Space Shuttle. His children described time growing up with him. "We always knew when he was coming home because he would buzz the house." Another told us that he always had unique stories like the time he described reacting to an alert launch. He started the engine, strapped in, quickly put on his helmet, dropped the visor, and launched. The problem was there was a praying mantis in the visor. He ended up flying with the praying mantis in his visor the whole flight. Another said that "when we were young we didn't know he was anything special. We just knew he was a pilot, and all his friends were pilots. Once we all grew up we realized all the special things he had done." Lastly, Colonel Alston, a roommate from his Vietnam days, spoke of one mission where Carling was flying on his wing in F-104s. They were in a formation with two F-4s. The 600-gallon centerline tank under one of the F-4s exploded. Alston immediately took spacing away from the F-4s and Carling hung on his wing throughout the whole incident. A true demonstration of the flying ability and airman ship shown by Col Carling! These stories were a notable way to finish the ceremonies.



**Nell S. Bright**



**J. Clair Carling**

**Utah Aviation Hall of Fame 2024 Inductees.**

*Flight 4*

*Ft. Myer, VA*

*Submitted by Lt. Col. John D. Wright, USAF (Ret)*



**Brig. Gen. Chad Manske, USAF (Ret), presents a flight coin to Lt. Col. Brian Sikkema, USAF, in appreciation for his presentation to the flight in April 2024.**

National Capital Flight conducted its 23rd Annual Scholarship Golf Tournament on Friday, April 26, 2024, and profited \$2,050. Thank you to those who participated on this beautiful, sunny Virginia spring day as well as Jeff Banks, Steve Franklin, Briget Metcalf, Ted Rogers, and Walt and Mary Schrecker who donated money, but were not able to play. Special appreciation and gratitude to Patrick Malackowski of Lockheed Martin and their continued support. The golf balls were a hit with the golfers and colored polo shirts with the F-35 silhouette and lettering on the left breast pocket were popular with the raffle winners selected after the post-round buffet. Thank you again to our "golf master," Col. Dick Guild, USAF (Ret), for organizing this tournament.

Our April 17, 2024, guest presenter was Lt. Col. Brian Sikkema, liaison to FAA Flight Standards, Air Mobility Commercial Airlift Division. Sikkema provided an overview of the Commercial Airlift Review Board's (CARB) origins, highlighted his current duties, discussed a combat sortie in Afghanistan in the MC-12W, and described his checkout in the B-25.

The CARB formed after the 1985 DC-8 Arrow Air crash at Gander, Canada, which killed 248 soldiers from the 101st Airborne Division and eight crew. The CARB's mission is to "assess and manage the capability of commercial air carriers to provide safe, quality, reliable, and ready airlift services to meet Department of Defense peacetime and contingency requirements." In Sikkema's current duties he assists the periodic reviews of CRAF participants' operations, financials, training, management, safety, and maintenance as well as conducting flight deck crew observations to ensure compliance. He mentioned the January 19, 2023, Notices to Air Missions (NOTAMs) system failure for several hours that made

for a busy day. He is the go-between with the Air Force and the FAA and fields questions between people in both organizations. Sikkema enjoys making connections in D.C. and this assignment has helped advance his wife, Tina's, career as a Transportation Security Manager at Washington Reagan National Airport.

Sikkema served as an MC-12W pilot and mission commander assigned to the 427th Reconnaissance Squadron at Beale AFB, California. Sikkema completed two 6-month deployments to Afghanistan and logged 1,150 combat hours in support of Operation ENDURING FREEDOM. His most memorable flight occurred north of Bagram Air Base in February 2013 as the mission commander in a busy, dynamic environment managing a stack of MQ-9As, four F-16s, four A-10s, and two AC-130s. Friendly and non-friendly ground forces were present in the vicinity. An AH-64D Apache Longbow crashed and he coordinated air support while a nearby convoy rescued the downed crew.

He expounded on meeting one of the last surviving Doolittle Raiders, Silver Star recipient SSgt David Thatcher, the engineer/gunner on the Ruptured Duck on the Raid's 74th anniversary in 2016. Later that day, he participated in a toast to the Raiders with 300 people in attendance. Sikkema capitalized on an opportunity to receive his B-25 second-in-command type rating and views this accomplishment as an opportunity to keep the memory of the Doolittle Raiders alive for the next generation.



**Maj. Gen. Charlie Lyon, USAF (Ret), gave the flight the history and accomplishments of the F-16 at the May 2024 meeting.**

## National Capital Flight 49th Annual Wreath Laying - Tomb of the Unknown Soldier

On May 18th, National Capital Flight performed a 49th consecutive wreath laying ceremony at Arlington National Cemetery. Brig Gen Chad Manske, USAF (Ret), Col Mike Sheen, USAF (Ret), Col Steve Franklin, USAF (Ret), and Lt Col John Wright, USAF (Ret) were the participants in this solemn event at the Tomb of the Unknown Soldier. After the wreath laying, Daedalians and family members carpooled to the Lt Thomas Selfridge grave site to toast to the first person to die in a powered flight aircraft. Thank you to Phillip Zabriskie for organizing and taking photos of this meaningful event. Phillip has big plans for the 50th anniversary wreath laying, and all are welcome to join in the occasion.



**Facing front (L-R) Col. Sheen, USAF (Ret), Brig. Gen. Chad Manske, USAF (Ret). Facing tomb (L-R) Lt. Col. John Wright, USAF (Ret), Col. Steve Franklin, USAF (Ret).**



**National Capital Flight 4 laid a wreath at the Tomb of the Unknown Soldier on May 18, 2024. This was the 49th consecutive year of the event.**



## Flight 22

San Diego, CA

Submitted by MAJ Phillip Raschke, USA (Ret)

In April, the Flight 22 Scholarship Committee selected two outstanding ROTC cadets.

for matching scholarship awards (\$1,500 Flight, \$1,500 National). The first awardee was senior Cadet Jacob Lebovich from Central Washington University. Jacob is a computer science major with a GPA of 3.6 and has been selected for pilot training beginning this summer. The second awardee is Marine Corps Cadet Joshua Switzer from Oregon State University. Joshua is a junior majoring in kinesiology and has a 3.7 GPA. He hopes to become a Marine rotary wing pilot following graduation.

Additionally, the flight was able to fund three pilot slots at the 2024 Civil Air Patrol Summer Camp being held in Ephrata, Washington. In the past the flight was only able to fund two slots.

Flight 22 also participated in a special May 4th historical event held by the 446th Airlift Wing at McChord Field. The event honored 102-year-old retired Army Air Forces Capt. Ralph "Goldie" Goldsticker, a WW II B-17 bombardier.

Goldie, at the age of 22, flew 35 combat missions over Germany with the 728th Bombardment Squadron and personally presented a moving PowerPoint highlighting the exploits of daylight precision bombing while enduring enemy fighter attacks and heavy flak. Goldie received a standing ovation for his outstanding presentation.

On May 23, Flight 22 members and guests enjoyed an outstanding program on the life of Amelia Earhart. Earhart



**Daedalian members and other guests proudly pose with WW II B-17 Bombardier "Goldie" Goldsticker (third from the right).**

was the famous female aviator who disappeared over the Pacific on July 2, 1937, during the final legs of an historic attempt to be the first woman to fly around the world.



**Flight 22 members and spouses pose following Amelia Earhart presentation at the May 23rd monthly meeting. (Photo by Peter Cook).**

## Flight 24

El Paso, TX

Submitted by Col. Mario Campos, USAF (Ret)

On Wednesday, April 10, 2024, the 24th Flight received an excellent briefing from Lt. Col. Jim Talbert, USAF (Ret), on how to acquire a museum airplane. As the former manager of the Alamogordo, New Mexico, International Airport, Jim outlined the trials and tribulations of getting a museum aircraft from nearby Holloman AFB to display in front of the airport.

Jim's target aircraft was a QF-4E Phantom that had been used as a drone with Holloman's test units. The last of the USAF F-4s were flown at Holloman in 2016 and there were a few remaining (before being parceled out or destroyed). Jim started his long quest by finding contacts at the Air Force Museum and the F-4 System Program Office (SPO). Jim stated that in his quest he was lucky to find the "key person" who was responsible for helping process the paperwork for obtaining the jet. Jim said that the paperwork trail was only the beginning as the jet he was seeking (and eventually got) was "lost" on the base. After searching with base personnel, it was found in a base paint barn. Unfortunately, he wouldn't be able to have the jet painted on base and he now had the responsibility of getting it off base to the Alamogordo Airport.

After more wrangling and coordination with the base, New Mexico, and Alamogordo civil authorities, Jim was able to move the jet off base with a personal SUV that everyone said wasn't possible. After a slow crawl on the tires of the F-4 and movement of some power lines, the jet made it in one piece. The fun continued as now the jet had to be parked, inspected, and painted.

Throughout the long process, Jim quipped that all he basically had was a signed hand-receipt from the Air Force that said he was in possession of the jet.

With the help of many volunteers the jet is nearing completion for display in front of Alamogordo International Airport. Throughout the entire experience Jim stated the most important thing that helped him achieve his goal of getting the jet was "persistence."

After the presentation there were questions and Jim even gave a war story about his time as an IWSO in the F-4. That story included how he used dead reckoning to help a tanker that had lost its navigation systems over water find a recovery base. We also found out that another member of our flight (Pete Brandon) had time in the jet that Jim rescued.



**Col. Mario Campos, USAF (Ret), thanks Jim Talbert for taking time out of his busy schedule and for traveling from Alamogordo to give a presentation to Flight 24.**

## Flight 18

Broomfield, CO

*Submitted by LtCol Nelson "Nellie" Paler, USMC (Ret)*

On a delightful, sun-filled day in May, Mile High Flight 18 Captain Maj. Gen. Mace Whitney, USAF (Ret), brought the 25+ members and guests to order at the Tin Cup suite of the Aurora Hills Golf Course. Comments from Mile High Flight members included: recent scholarship awards made by flight representatives to ROTC cadets; a reminder of the Colorado Freedom Memorial annual Memorial Day remembrance on May 25, 2024, honoring generations of Colorado's fallen veterans as well as those still serving today with a free pancake breakfast and music from the Colorado National Guard 101st Army Band.

Flight 18 Adjutant, Cliff Lawson introduced the guest speaker for the day, Lt. Col. Doug Hill, USAFR (Ret). Doug's presentation was supported by several tables of photographs and numerous documentary memorabilia that provided evidentiary proof of the accomplishments of his military ancestors, including his grandfather, Army Air Corps test pilot Maj. Ployer Peter Hill and his father, also named Ployer Peter Hill who was an Air Force naviga-

tor and radar intercept officer during an illustrious career spanning World War II and several post-war armed conflicts.

An Army Air Corps pilot since 1917, Maj. Pete Hill became an extraordinary test pilot who had flown 60 new Army aircraft and was selected to flight test the Boeing prototype bomber that was to become the famed B-17 Flying Fortress. Sadly, the test flight ended in tragedy-Hill and Boeing chief test pilot, Leslie Tower perished almost immediately from their injuries. It was determined that the aircraft crashed due to an oversight of the crew during preflight. They forgot to remove the wind-gust locks, which kept the control surfaces from moving while on the ground but made the aircraft uncontrollable in flight. This mishap resulted in Boeing developing a checklist to prevent oversights in aircraft preparation and flight that was soon adapted by the Air Corps and airlines. In effect, Major Hill became the "Grandfather of the Checklist." The Ogden Air Depot in Utah would be renamed "Hill Field" in his honor, and in 1948, Hill Field was renamed Hill Air Force Base.

After a number of comments and questions, this entertaining and educational meeting was gavelled to a close and all flight members departed, significantly more enlightened about the impressive and historic family background of a fellow flight member than when they had arrived.

## Flight 105

Knoxville, TN



**Lt. Col. Phil Holt, USAF (Ret), the flight captain for Flight 105, recently inducted a new Daedalian Col. Brian Arnold, ANG (Ret). Congratulations and welcome, Colonel Arnold.**



## Flight 26

Belleville, IN



**Capt. Joe Setnor stands in front of his P-51, Jean.**

Daedalians from the 26th Gateway Flight held our monthly meeting on Tuesday, 14 May 2024, at the Cardinal Creek Golf Course at Scott AFB, Illinois. At this meeting, we celebrated two of our great American Veterans. Retired Maj. Joe Setnor, US Army Air Corps/USAF pilot, turned 100 years old on 12 May 2024.

Joe was the son of immigrant parents from present-day Ukraine. Seven months after the attack on Pearl Harbor, Joe graduated from high school and immediately enlisted in the military. After being selected to attend pilot training, he was assigned as an Aviation Cadet in the United States Army Air Force. Upon successful completion of advanced fighter training, he was assigned to the 1st Air Commandos in the China, Burma, India Theater of Operations, flying the P-51As P-40s, and P-47s. He flew over 120 combat sorties, successfully attacking enemy troop concentrations, convoys, river traffic and enemy aircraft. Following victory in World War II, Joe returned to the United States and remained in the United States Air Force for a total of 20 years continuous service. During this period, he flew numerous aircraft types, served in multiple overseas tours of duty and commanded both the 12th Fighter Squadron and 433rd Fighter Squadron. Among his many decorations, he is a recipient of the Distinguished Flying Cross, the Air Medal, and the World War II Victory Medal.

Joe's son was also at the meeting. Chip is a retired Air Force colonel who flew the F-15A/C Eagle, the F-117 Stealth Fighter, and the A-7D Corsair II. Of course, we had a cake for Joe and sang Happy Birthday to him. Joe and Chip were big hits with 26th "Gateway" Flight Members.



**Centenarian Joe Setnor speaks to Gateway Flight.**



**Joe and his son, Chip, kept Gateway Flight members and guests entertained with stories from their years of service.**



**Woody, Joe, and Chip.**

# Flight 102 Master Pilots

*By Col. Bill Rial, USAF (Ret)*



***Hendricks Edgerton, Bill Rial, Randy Sage are Flight 102's most recent recipients of the Wright Brothers Master Pilot Award.***

For those not familiar, the Wright Brothers Master Pilot Award is the Federal Aviation Administration's (FAA) highest honor for pilots. The award recognizes safe pilots who have 50 or more years of civil and military piloting experience or 50 or more years combined experience in both piloting and aircraft operations, and have not had any airman certificate revoked. This prestigious award was recently presented to three Daedalian Life Members, Lt. Col. Hendricks Edgerton, USAFR (Ret); Col. Bill Rial, USAF (Ret); and Col. Randy Sage, USAF (Ret). All are members of the Ben T. Epps Flight 102 in Atlanta, Georgia.

The clock for this award starts the day an airman has their first solo flight. For Hendricks and Randy, the clock started in 1967. Bill soloed in 1972. Collectively they have over 165 years of flying experience and are still flying today.

Hendricks earned his private pilot certificate in 1972 through NC State's AFROTC Flight Indoctrination Program and earned his Air Force wings in 1974. In 1980 he left active duty, joined the Air Force Reserves and was hired by Delta Air Lines. Hendricks retired as a Delta Captain in 2015, then started and managed Delta's Airline Transport Pilot - Certification Training Program. He currently enjoys flying his RV-7A.

Randy earned his private pilot certificate in 1969 before attending the United States Air Force Academy and earned his Air Force wings in 1974. He retired from the USAF and was hired on with Delta Air Lines in 1997. In 2016 Randy retired as a Delta Captain and continues enjoying general aviation in his Harmon Rocket. He is a pilot on the "Full Throttle" formation demonstration team.

Bill began his flying in the USAF, earning his wings in 1972. He retired from the Air Force and was hired on with Delta Air Lines in 1997. Bill retired as a Delta Captain in 2014 and continues enjoying flying in his RV-8A and RANS S-7S. Bill loves formation flying, backcountry flying and introducing young kids to aviation. He calls it his "third mid-life crisis."

Randy and Bill have enjoyed some formation flying together. You will get different answers on who has the most frames in the tracking shots, but they will both agree they're smiling ear-to-ear in the debriefs. For one of their Flight 102 meetings, Bill and Randy took a couple of Daedalian legends up for a little 2-ship workout. Randy's "pitter" was the son of Ben T. Epps Flight's namesake, Pat Epps. Pat, of Epps Aviation, is also an FAA Wright Brothers Master Pilot recipient, and is enshrined in the Georgia Aviation Hall of Fame. Bill's "pitter" was retired Air Force Col. Wayne Waddell and a six-plus year POW in Hanoi. You might recall Wayne's pictures in the Daedalus Flyer as one of the flight's most prolific JROTC Daedalian medal presenters.

Hendricks, Bill, and Randy bring the total Flight 102 Wright Brothers Master Pilot Award recipients to 11. Other flight members holding this most prestigious award are Stan Collins, Pat Epps, George Harrison, Tony Holder, Fred Huppertz, Jim Pate, Clarence Romero, and Mack Secord. Yes, Flight 102 is clearly a Flight of "Master Pilots!"



***Randy Sage (right) took Pat Epps along for some formation flying.***



***Bill Rial (right) and Wayne Waddell (aka Mr. JROTC) joined Randy and Pat in formation.***



FLIGHTS, EMAILS AND LOCATIONS ARE LISTED BELOW BY GEOGRAPHIC AREA.  
LOOK FOR A FLIGHT NEAR YOU AND SIGN UP. FLIGHTS ARE WHERE THE ACTION IS!

## NORTHEAST

4th (NATIONAL CAPITAL)	national.capital.flight4@gmail.com	Ft. Myer, VA
15th (MINUTEMAN)	cbhma@me.com, carl.boyer@comcast.net	Belmont, MA
42nd (FIRST STATE)	daedaliansflight42@gmail.com	Dover AFB, DE
43rd (GARDEN STATE)	dantodd228@gmail.com	Eastampton, NJ
53rd (GRANITE STATE)	curtislg@fairpoint.net	Portsmouth, NH

## SOUTHEAST

1st (FOUNDERS)	foundersflight@gmail.com	Montgomery, AL
6th (SPACE)	mach30mm@gmail.com	Cocoa, FL
8th (KITTY HAWK)	georgewolfe@nc.rr.com	Goldsboro, NC
21st (SHANGRI-LA)	mdenkler31@gmail.com	NAS Pensacola, FL
25th (SUNCOAST)	suncoastdaedalians@gmail.com, neil.cosentino@icloud.com	Tampa, FL
39th (EAGLE)	dickandmarti@windstream.net, yankees958@msn.com	Warner Robins, GA
48th (HARLEY H. POPE)	harleyhpopeflight48@gmail.com	Fayetteville, NC
58th (GATOR)	timothyaoiver@bellsouth.net, pdominicis@yahoo.com	Lake Park, GA
61st (GEORGE E. "BUD" DAY)	redunbar@cox.net	Ft Walton Beach, FL
70th (PALMETTO)	oldandbold@sc.rr.com, jgurtcheff@aol.com	Sumter, SC
77th (ELLIOTT WHITE SPRINGS)	l.sabourin@hotmail.com	Myrtle Beach, SC
89th (PELICAN)	jr2mart@comcast.net	Tyndall AFB, FL
100th (SILVER WINGS)	silverwingsflight100@gmail.com	Enterprise, AL
102nd (BEN T. EPPS)	flight102atl@gmail.com	Woodstock, GA
105th (VOLUNTEER STATE)	VolunteerStateFlight105@gmail.com	Knoxville, TN

## NORTH CENTRAL

9th (FRANK P. LAHM)	flt9captain@gmail.com	Wright-Patterson AFB, OH
14th (MT. RUSHMORE)	homarice@gmail.com	Rapid City, SD
16th (CURTIS E. LEMAY)	lemayflight16@gmail.com, jim@maloney.com	Offutt AFB, NE
26th (GATEWAY)	john.almind.1@us.af.mil	Belleville, IL
83rd (AIR CAPITAL)	pjgiroux@aol.com	Wichita, KS

## NORTHWEST

11th (FALCON)	falconflight11@gmail.com	Colorado Springs, CO
18th (MILE HIGH)	wwise364@comcast.net	Broomfield, CO
22nd (CASCADE)	goodellwf@comcast.net, djstrom@comcast.net	McChord Field, WA
32nd (PIONEER)	ochope3@gmail.com	Clearfield, UT
41st (INLAND EMPIRE)	fcbum@aol.com, henrybishop@earthlink.net	Spokane, WA
54th (FORT WARREN)	daedalian.ftt54@gmail.com	FE Warren AFB, WY
93rd (GUNFIGHTER)	gkjones68@gmail.com	Boise, ID
99th (BIG SKY)	jwjlburman@gmail.com	Great Falls, MT
121st (JOE FOSS SKYHAWKS)	e2hastings@bresnan.net, viclutes@wildblue.net	Bozeman, MT

## SOUTH CENTRAL

2nd (STINSONS)	stinsons.flight@gmail.com	JBSA-Randolph, TX
23rd (DALLAS/FORT WORTH)	flight23@daedalians.org	Fort Worth, TX
24th (MG FRANKLIN A. NICHOLS)	alanfisher@aol.com	El Paso, TX
29th (TEXOMA)	gregfindlay@att.net, texomafight@gmail.com	Sheppard AFB, TX
38th (LONGHORN)	rbutler456@aol.com	Austin, TX
44th (ARKANSAS TRAVELERS)	awapplegate@classicnet.net	Little Rock AFB, AR
46th (WILEY POST)	wileypostflight46@cox.net	Tinker AFB, OK
51st (CHENNAULT)	dhennaultfit@gmail.com	Barksdale AFB, LA
52nd (GEORGE DAVIS)	macstap@yahoo.com	Lubbock, TX
59th (GEORGE BEVERLEY)	emaildunny@gmail.com	Laughlin AFB, TX
60th (FLYING TIGER)	johnhbordelon@aol.com, celliott33@gmail.com	Alexandria, LA
63rd (APOLLO)	apolloflighthouston@gmail.com	Houston, TX
75th (JAMES CONNALLY)	stanbru@aol.com, harv700@gmail.com	Waco, TX
78th (CHEROKEE STRIP)	n.deunk.1@us.af.mil	Enid, OK
103rd (FT HOOD)	cory.smith2@clearwire.net, densford58@gmail.com	Harker Heights, TX

## SOUTHWEST

5th (GOLDEN GATE)	healearniki@att.net	Travis AFB, CA
7th (HAROLD L. GEORGE)	davidwfe@aol.com	El Segundo, CA
12th (OLD PUEBLO)	flight12@daedalians.org, oldpueblo12@gmail.com	Davis-Monthan AFB, AZ
13th (SAN DIEGO)	davbarnett@aol.com	San Diego, CA
17th (ATOMIC)	fharsany@comcast.net	Albuquerque, NM
27th (SIERRA)	wizbec@comcast.net	Sacramento, CA
30th (HAP ARNOLD)	30flightadjutant@sbcglobal.net, rjdonovani@gmail.com	Riverside, CA
37th (YOSEMITE)	jdjlal@gmail.com	Merced, CA
50th (GOLDRUSH-BEALE AFB)	not_alone78@hotmail.com	Wheatland, CA
56th (GLEN EDWARDS)	robert.kay78@gmail.com	Edwards AFB, CA
62nd (FIGHTER)	georgepete38@gmail.com	Las Vegas, NV
82nd (WILLIE)	patretta@wbhsi.com, rbperkins@cox.net	Sun Lakes, AZ

## PACIFIC

28th (ALOHA)	rsvpdaedalus@gmail.com	Hickam AFB, HI
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## EUROPEAN

19th (BILLY MITCHELL)	daedalian19@outlook.com, dreamrocksand@yahoo.com	Ramstein, Germany
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## VIRTUAL

The Hangar (TAYLOR WATSON)	taylor@daedalians.org	Online
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PLEASE CHECK YOUR E-MAIL ADDRESS AS LISTED. SEND CHANGES TO:  
DAEDALIANS, P.O. BOX 249, UNIVERSAL CITY, TX 78148, 210-945-2111 EXT. 106 OR  
COMMUNICATIONS@DAEDALIANS.ORG



# The State of Washington



## Proclamation

**WHEREAS**, 2024 marks the centennial of the first around the world flight, which originated from Washington state, departing from Seattle's Sand Point Park; and

**WHEREAS**, on April 6, 1924, eight intrepid aviators took off near the shores of Lake Washington at Sand Point Naval Air Station to begin their quest to be the first aviators to circle the globe by air; and

**WHEREAS**, they flew the Douglas World Cruiser with a crew of two in a single engine bi-wing aircraft made of wood and fabric, and because of weight constraints, they carried no parachutes or survival equipment; and

**WHEREAS**, they were supported by 36 ships from the United States (U.S.) Navy, U.S. Coast Guard, U.S. Bureau of Fisheries, Danish Coast Guard, and six advanced U.S. Army Air Service officers; and

**WHEREAS**, they flew through the arctic winds of Alaska, sweltering humidity of Asia, blistering heat of the Middle East, and the treacherous weather and icebergs of the North Atlantic; and

**WHEREAS**, the aviators survived two crashes and five forced landings, making 76 landings in 22 countries and flying a total of 26,345 miles; and

**WHEREAS**, after 175 days en route, met by an estimated 50,000 Seattleites, two aircrafts landed at Sand Point Field, Washington after successfully completing the First World Flight by air on September 28, 1924; and

**WHEREAS**, to commemorate the depth and breadth of Washington state's aeronautical history, Friends of Magnuson Park will host a multiday event leading up to the celebration of the First Flight Centennial;

**NOW THEREFORE**, I, Jay Inslee, governor of the state of Washington, do hereby proclaim September 28, 2024, as

### *First Flight Centennial Celebration Day*

in Washington, and I urge all people in our state to join me in this special observance.

Signed this 5<sup>th</sup> day of July, 2024

Governor Jay Inslee



# Why Big Give is a Big Deal for the Daedalians



For the past 10 years, the Daedalians have participated in San Antonio's giving day known as Big Give. Many other cities have similar events that benefit local charitable organizations. Big Give has international appeal for non-profits headquartered in the San Antonio area. We invite you to support the Daedalian Foundation on September 18-19.

Are you wondering how the funds from Big Give are used at National? The Daedalian Foundation supports the programs that flights execute at their local level, including the Daedalian Flying Training program, matching scholarships, and JROTC Achievement awards. National awards like Top Aviator of the Marines, Coast Guard, Army, Navy and Air Force are paid for with donations. We cannot run any of our programs without the generosity of our members and donors. In addition, this magazine you are reading now is a publication of the Foundation.

The great part about participating in Big Give is that they have what are called "Match Minutes." Donations made during those designated times can earn extra prize money for the Foundation. We have successfully earned thousands of dollars through Big Give prize money every year. One particular year we got \$18,000 of FREE money and created a scholarship that is given to the Flight that recruits the most newly winged aviators.

Watch your email and check our website in the coming weeks for more information.

**learn more at**  
**daedalians.org**

**support us at**  
**thebiggivesa.org**



*We consider the recommendation of our members to be the best recruiting tool. Please share this application with a fellow aviator. Don't forget to include your name on the **Referred By** line.*

## CONTACT INFORMATION

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Email address \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

Do you prefer your home or cell phone as your primary contact number? \_\_\_\_\_

## PERSONAL INFORMATION

Birthdate \_\_\_\_\_ Callsign/Nickname \_\_\_\_\_

## MILITARY SERVICE INFORMATION

Rated Category \_\_\_\_\_ Service \_\_\_\_\_

Rank \_\_\_\_\_ Retired \_\_\_\_\_

Aircraft Flown \_\_\_\_\_

Do you prefer a paper or digital copy of the Daedalus Flyer? \_\_\_\_\_

Referred By \_\_\_\_\_

Annual dues are \$70 plus a one-time initiation fee of \$50 (total \$120).

Mail this form and your check payable to Daedalians to:

**Daedalians**

**P.O. Box 249, Universal City, TX 78148-0249**

Please direct any questions to [membership@daedalians.org](mailto:membership@daedalians.org) or 210-945-2111 ext 105.

Headquarters offices are open Monday-Thursday 8 a.m. to 4 p.m. and Friday 8 a.m. to noon.

# SUPPORT THE DREAMS OF OUR FUTURE AVIATORS

Over the past 60 years, the Daedalian Foundation has supported students with mentorship, scholarships, flying training and awards that inspire tomorrow's military aviators. We do all of this because our selectees learn by your example. They see first-hand that there are times when you devote yourself to a higher cause than personal safety. The Daedalian Foundation's inspiration is possible because all gifts make a difference. There are many ways you can give. Donations of all sizes are used to support scholarships, flying training and JROTC medals for high school students. The Daedalian Foundation is registered as a 501(c)(3) non-profit organization. Contributions to the Daedalian Foundation are tax-deductible to the extent permitted by law. **The tax identification number is 74-1365823.**

## DONOR ADVISED FUNDS (IRA/RMD)

If you are 70 or older, you can make a contribution of up to \$100,000 annually from your IRA account to inspire tomorrow's military aviators. A donation transferred directly from your IRA to the Daedalian Foundation is not considered federally taxable income for you, but it does count toward your required minimum distribution.

## MEMORIAL OR NAMED SCHOLARSHIPS

Celebrate the life of a friend or loved one by making a gift in their name. Substantial gifts over \$10,000 may be eligible for matched funds.

## SUSTAINING GIFTS

To set up an ongoing commitment, call our membership coordinator at 210-945-2111 or use our online form at [daedalians.org/donate](http://daedalians.org/donate).

## MONETARY DONATIONS

Help us continue our great programs that inspire tomorrow's military aviators. For direct cash transfer donations or ETFs use:

**Wells Fargo Advisors**

**Routing number: 121000248**

**Account number: 9900748840**

**Name of: DAEDALIAN FOUNDATION**

## MATCHING FUNDS

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

## STOCKS & SECURITIES

Gifts of stock can help the Daedalian Foundation continue its vision. These gifts may result in capital gains tax savings and an immediate charitable deduction for you.

For stock and/or bonds use:

Account number: 8248-5639

**The DTC number is 0141**

**Name of: DAEDALIAN FOUNDATION**





## *Celestial Flight*

*She is not dead -  
But only flying higher,  
Higher than she's flown before,  
And earthly limitations  
Will hinder her no more.*

*There is no service ceiling,  
Or any fuel range,  
And there is no anoxia,  
Or need for engine change.*

*Thank God that now her flight can be To  
heights her eyes had scanned,  
Where she can race with comets,  
And buzz the rainbow's span.*

*For she is universal  
Like courage, love and hope,  
And all free, sweet emotions  
Of vast and godly scope.*

*And understand a pilot's  
Fate Is not the thing she fears,  
But rather sadness left behind,  
Your heartbreak and your tears.*

*So all you loved ones, dry your eyes, Yes,  
it is wrong that you should grieve, For she  
would love your courage more, And she  
would want you to believe.*

*She is not dead.  
You should have known  
That she is only flying higher,  
Higher than she's ever flown.*

*by Elizabeth MacKethan Magid*



**Marie Michell Robinson, who  
gave her life for her country at the  
tender age of 20.**



**Elizabeth MacKethan Magid,  
Veteran, Hero, and author of  
"Celestial Flight," which she  
penned for her friend who  
died for her country.**

Celestial Flight was written by a WASP -- Women Air Force Service Pilot- named Elizabeth MacKethan Magid.

During World War II, Elizabeth entered the September 1943 class of Women Airforce Service Pilots in Sweetwater, Texas. All the WASP were trained there at Avenger Field.

While undergoing rigorous training, she grew very close to another WASP named Marie Michell Robinson.

In Sweetwater, they exchanged a promise -- if anything ever happened to the other, they would go be with the bereaved mother at the funeral. Neither thought they would ever have to fulfill such a grim pact.

After graduation, they were both stationed in Dallas for a short while before Elizabeth was sent to Cochran Field, Georgia. There she flew overhauled basic and advanced trainers.

Essentially, her job was to risk her life flying an overhauled plane -- making sure it was checked out -- risking her life so men could continue to fly other missions.

One of Elizabeth's favorite memories was when she was ferrying another plane with one of the other WASP.

"We were flying side-by-side, and nuts and bolts were literally popping off and flying by. All we did was hold our thumbs up and say, "We're still here!" As long as she was giving me that sign, I knew we were ok."

Meanwhile, Marie had been stationed at Victorville Air Force Base, California, flying twin-engine bombers.

But in October of 1944, tragedy struck.

While co-piloting a B-25 bomber with two male crewmembers. the plane stalled and went into a flat spin, crashing and killing all aboard.

Marie was only 20 years old. Elizabeth was devastated.

*Headquarters received notification of the following  
Daedalians who have taken their final flight:*

Maj. Gen. William A. Anders, USAF (Ret)	Dr. (Col.) Benjamin G. Martin Jr., USAF (Ret)
Lt. Col. Marion Mack Angel, USAF (Ret)	Col. Alex M. McDowell, USAF (Ret)
Col. Walter W. Bender, USAF (Ret)	Col. Gerald S. Miller, USAF (Ret)
LCDR Phillip L. Bennett, USN (Ret)	Lt. Col. R. Richard Mulder, USAF (Ret)
Lt. Col. Peter G. Brambir, USAF (Ret)	Col. Morton C. Mumma III, USAF (Ret)
Col. Robert D. Brubaker, USAF (Ret)	Lt. Col. Samuel A. Munch, Jr., USAF (Ret)
Lt. Col. John H. Casteel, USAF (Ret)	Col. John W. Oliver, USAF (Ret)
CAPT Raymond J. Copin, USCG (Ret)	Lt. Col. William H. O'Neill, USAF (Ret)
Col. Kenneth W. Cordier, USAF (Ret)	Dr. (COL) Frank S. Pettyjohn, M.D. USA (Ret)
Lt. Col. Paul A. Cousins, USAF (Ret)	Lt. Gen. Joseph J. Redden, USAF (Ret)
Col R. Walter Cunningham, USMCR (Ret)	Col. Michael P. Rhodes, USAF (Ret)
Lt. Col. Joseph V. D'Ambra, USAF (Ret)	Col. Melvin E. Riggert, USAF (Ret)
Col. Robert B. Downs, USAF (Ret)	Lt. Col. Ronald J. Roberts, USAF (Ret)
Maj. James Z. Elkinton, USAF (Ret)	Maj. Gen. Albert G. Rogers, USAF (Ret)
Col. Michael F.B. Fleck, USAF (Ret)	Mr. Charles S. Rogers, II
Col. Stephen L. Gemlich, USAF (Ret)	COL Alfred S. Rushatz, USA (Ret)
Lt. Col. Ronald R. Green, USAF (Ret)	Lt. Col. Dick G. Rutan, USAF (Ret)
Maj. Gen. Patrick J. Halloran, USAF (Ret)	Dr. (Col.) C. Wayne Shearer, M.D., USAFR (Ret)
Lt. Col. Marvin Hamilton, USAF (Ret)	CW4 Paul H. Smith USA, (Ret)
Col. Charles H. Hausenfleck, USAF (Ret)	Col. Gary L. Stewart USAF, (Ret)
Col. Maynard N. Heth, USAF (Ret)	Mr. Roderick R. Thompson
Col. Edwin Charles Hudson, USAF (Ret)	Lt. Col. Ross E. Truesdale Jr., USAF (Ret)
Capt. Roland Brock Jackson, USAF (Ret)	Lt. Col. Jay Van Cleeff, USAF (Ret)
Mr. Joseph H. Kennedy, Jr.	Col. Thomas E. Walker, USAF (Ret)
Col. Martin H. Mahrt USAF, (Ret)	Col. Marvin L. Walters, USAF (Ret)
Col. Jerry E. Marshall USAF, (Ret)	Lt. Col. Robert Carl Wiedlund, USAF (Ret)

*Our thoughts and prayers are with their families and friends*





# DAEDALIANS

WE FLEW WE FLY