



Daedalus
Flyer



Daedalus **Flyer**

The Premier Publication for Military Aviators

Fall 2024

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ON THE COVER - ©Michael Carroll: Although primarily an astronomical artist and writer, artist Michael Carroll does, at times, paint aviation subjects. This issue's cover is a painting he did as a tribute to those lost in the crash of the Northrop Flying Wing (YB-49) near Edwards AFB. In the painting, we see the base back when it was still Muroc Field. The piece is acrylic on stretched canvas. Michael is a hereditary member; his grandfather was Major General Franklin Otis Carroll, USAAF

ON THE BACK - U.S. Air Force C-17 Globemaster III cargo aircraft and crew depart Joint Base Charleston, South Carolina, ahead of Hurricane Debby, Aug. 4, 2024. Maintenance and aircrews diligently worked to ensure the C-17s were fueled and prepared for relocation to ensure rapid global mobility. (U.S. Air Force photo by Senior Airman Caleb Parker)

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National Commander

Fellow Daedalians,

The fall weather is here, and the heat of the summer is over. But along with the change comes the unpredictable storms, floods, and even hurricanes. Our southeast U.S. has been hit hard by mother nature and our prayers go out to all who have been affected by the weather. It is a time to help others and apply that great core value of "Service before Self." I have witnessed many helping others in the past few months and especially during September when we had the Big Give program of which Daedalians were very generous. I have visited a few flights and hope to see many more in the coming months. Keep up the good work of educating and training the next generation to understand the experience of military aviation.

But as we see change in the weather, we also see a change in our country this fall. The upcoming election will be a crossroads for the U.S., and it is important that all Americans go to the polls and vote. Make your voice heard and make your vote count. I believe this election is vital to the future of America. GO USA!!!

November is always a time to reflect on service to our country as we also celebrate Veteran's Day on 11-11. I will be at March AFB and the Riverside National Cemetery that day with many great Americans paying honor to those who served as well as those who gave their lives for our freedom. It is a day of remembrance as well as gratitude. Our nation thanks you for your service as do I. 11-11 at 11:00 am started as Armistice Day and the end of the Great War (WWI). But as we have had another world war and many conflicts since then, the day is now dedicated to all veterans (past and present) by a thankful nation. So again, THANK YOU for your service to the United States.



Volabamus Volamus

Richard E. Brown III

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



I had the pleasure of speaking at the Veterans Day wreath laying ceremony in Riverside, California. Watch for more details from Flight 30 in the flightline section of the winter issue.



Foundation Chairman

At our annual meeting earlier this year in April, we celebrated the 90th year of the founding of our Order. In like fashion, our Foundation turns 65 this year.

Named after Daedalus, the mythical Greek craftsman who fashioned wings to escape imprisonment, the Order of Daedalians embodies the spirit of innovation and courage that defines military aviation. Our organization's founding members were a distinguished group of World War I pilots who had earned their wings by November 11, 1918 - the day the Armistice was signed.

From its humble beginnings at Maxwell Field in Alabama, our Order has grown into a prestigious fellowship of military aviators. And while the Order's mission extends far beyond preserving the memory of its founders through its various programs and initiatives, the Daedalians--YOU!--actively shape the future of military aviation. Ingeniously, the Order decided to form a 501c3--The Daedalian Foundation, established in 1959--to play a crucial role in this endeavor by providing scholarships and supporting educational programs for aspiring military aviators from all military services.

Paying homage to our organization's history, one of the most striking features of the Daedalian headquarters on Randolph Air Force Base, located in building 676 (which has been the home of the headquarters since 1994, after the organization moved from Kelly Air Force Base where it had been for 40 years), is a large sculpture titled "Soaring With Daedalus." This masterpiece, created by San Antonio artist Donna Dobberfuhl, honors the World War I aviators and the 35 charter members of our organization, serving as a powerful reminder of the Order's roots and its ongoing commitment to excellence in military aviation.

The Daedalians' impact on military aviation is immeasurable. Many of you have gone on to become legendary figures in your own right. Take, for instance, Capt. Clements McMullen, one of the charter members, who rose to the rank of major general and had a major thoroughfare in San Antonio named after him!

As our organization glides to its 100th anniversary in 10 short years, it will continue to evolve while likely staying true to its core tenets. We expanded our membership categories eight years ago to include descendants of founder members, military pilots from all eras, and other officer aviation specialties (i.e., navigator, air battle managers, flight surgeons), ensuring that the spirit of the original World War I aviators lives on. Will we do it again? Perhaps, and you all will have an opportunity to be part of that debate.

Today, our Order stands as a bridge between the past and future of military aviation. Through our awards programs, we recognize outstanding achievements in all branches of the armed services. Meanwhile, our Foundation looks to the horizon, nurturing the next generation of military aviators through scholarships and training programs.

As we look to the skies, we can be certain that the legacy of those brave World War I pilots continues to inspire. The Order of Daedalians, with its rich history and forward-looking mission, ensures that the spirit of military aviation soars ever higher.



I had the distinct pleasure of presenting the 2023 Navy Exceptional Aviator Award in September at Norfolk NAS, Virginia.

Volabamus Volamus



Chad T. Manske

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

Executive Director

Over the past few months I have attended many meetings, both at flights and with our Boards. The consistent energy is that Daedalians care about the future of the organization and of the nation's freedom. I write this before our elections are complete and anticipate that Daedalians will cast their ballots for both national and Daedalian leadership.

Some of the things I can share for our future is that the programs that help shape students are strong. Our scholarship committee met in the summer to approve 22 of our 66 total scholarships. Most of our scholarships that are provided at the national level are matched funds. This means for each flight-funded scholarship, the headquarters will match up to \$2,000 and add an additional \$1,000. We anticipate spending about \$200,000 each year in scholarship funding for students who want to pursue any of our rated categories of military aviation. Additionally, our flying training students are busy. This year we had 42 students selected for the DFT program. At the time of this writing, 7 are still working through the program with 32 who have successfully soloed. Each flight that I have visited participates in at least one of these programs along with our JROTC awards for high school students and is doing a great job mentoring these young potential service men and women.

With our continued effort to serve our mission, we are on the search for a great property for our museum. The purpose of this museum is to tell the stories of military aviators, honoring those who flew and fly in defense of our nation. We have collected verbal stories, written accounts, and we even have a few old videos of WWI pilots. These recollections, along with modern day simulators, inspiration space, research areas, and historical photos will showcase the entire aviation history of our members. I interviewed a Daedalian who started his journey with a bowl of Quaker oats, collecting the labels and using them to "buy" his first model airplane. Every aviator has a similar inspiration moment. We hope to capture those and display them so future generations can visualize themselves as an aviator.

Some of our staff attended the special recognition presentation for Astronaut Bruce McCandless. The event was hosted by Longhorn Flight 38 who had a great showing for the affair. We also had the opportunity to visit the RPA/Sensor Operator schoolhouse and see how they are inspiring young students through tours and training. The Air Force Recruiting detachment is also housed on Randolph near the Daedalian Headquarters. Daedalians

offer an educator program that directs students who don't live near our DFT Flights to participate in the USAF Aim High Academy. Additionally, the Civil Air Patrol program is available for matching funds when the flights support specific students who qualify for their program. These programs are designed for any Daedalian who wants to be involved in their community, regardless of flight affiliation. Individual Daedalians may also adopt a high school for the presentation of the JROTC medal.

If you want to know more about how to get involved with the many Daedalian programs, call our headquarters. The mission is what matters, and our members make it happen.



Volabamus Volamus



Maureen DeFelice

Maureen DeFelice
Executive Director

New Hampshire and Maine JROTC And CAP Cadets Learn To Fly On Scholarships From National And Local Former Military Aviators Group

Three cadets from New Hampshire and four cadets from Maine spent their summer taking the controls of powered aircraft or gliders during flight training sponsored by Granite State Flight 53 and the National Daedalians organization.

Navy JROTC Cadet Dillon Bissonnette of Dover, New Hampshire, and Marine Corps JROTC Cadet Grace Bramhall of Hampton, New Hampshire, soloed at Hampton Airfield as part of the Daedalian Flying Training (DFT) program.

All the other cadets belong to the Civil Air Patrol (CAP), and they attended CAP National Flight Academies for powered flight or gliders.

Cadet Capt. Scout Woodcock of the Auburn/Lewiston (Maine) Composite Squadron soloed at the Vermont Glider Academy, and Cadet Lt. Bennett Gibson of the York County (Maine) Composite Squadron soloed at the Powered Flight Academy at Nacogdoches, Texas.

Cadet 2nd Lt. Cecilia Edwards of the Bangor-Brewer (Maine) Composite Squadron finished just a few hours short of soloing at the Powered Flight Academy at Syracuse (New York) Hancock International Airport.

Cadet SrA Mark Warren of the Gilford (New Hampshire) Squadron attended the Powered Flight Academy at the Joint Base McGuire-Dix-Lakehurst in New Jersey, and Cadet SMSgt Camden Rineer of the Brunswick (Maine) Squadron also attended the Vermont Glider Academy.

Cadet Bissonnette's goal is to become a Marine Corps fighter pilot, and he was selected as an alternate for a Commander of Naval Air Forces aviation scholarship. He is slated to become the Cadet Commanding Officer of his Navy JROTC unit at Dover High School next year.

Writing before she was selected for DFT, JROTC Cadet Bramhall said she was "eager to acquire the skills and knowledge needed to fulfil my dream of becoming a U.S. military pilot serving my country while embracing the values of leadership, integrity, and excellence promoted by the Order of Daedalians." Her Senior JROTC Instructor at Winnacunnet High School extolled her "leadership qualities, academic excellence, and unwavering commitment to the values of the Marine Corps ethos."

Already her CAP unit's Cadet Commander, Cadet Woodcock said the Vermont Glider Academy was an "amazing opportunity to solo." She was a distinguished graduate at the academy and reported "attending ground school

twice a day, working on simulators multiple times to work on new and old skills, and doing 15 flights, including my solo."

Soloing at one's first session at a Glider Academy is a rare accomplishment said Granite State Flight Captain Col. Kevin Grady, USAF (Ret), of Hooksett, New Hampshire, as it usually takes two summers to experience enough "tows" to qualify.

In addition to applying for a Powered Flight Academy slot next year, Cadet Woodcock's future goal is to attend the U.S. Air Force Academy and become an Air Force pilot.

CAP Cadet Edwards is also her unit's Cadet Commander, and she said the Powered Flight Academy she attended "was great! I learned so much, got in my 10 hours of flight time, and rode in the backseat for another 10 hours. It is definitely one of the best things I have been able to do in my three years in CAP, and I would highly recommend it to any cadet who has a passion for aviation."

Cadet Rineer summarized his Vermont Glider Academy experience by saying, "I learned some crucial lessons and information to benefit me as a pilot. I believe gliders are a great way for powered pilots to learn how to fly their aircraft in tough situations such as engine loss."

"Overall, this was an amazing opportunity, and I am forever grateful that I was sponsored for this experience by Flight 53," he said.

Colonel Grady summed up the successful flying training this year by saying, "We are very grateful for the continued, strong support the national Order of Daedalians has given our Granite State Flight by sharing in the costs of sending these budding aviators aloft." Colonel Grady is a former F-15 fighter pilot and squadron commander.

Flight 53 and its Adjutant, Maj. Greg Curtis, USAF (Ret) also received a special message from the CAP's Maine/New Hampshire Wing Administrator extending "our heartfelt gratitude on behalf of the New Hampshire Wing CAP, both to you and the Daedalian community, for your unwavering generosity and invaluable support toward our powered and glider academies this year."

"Your contributions have ... enabled us to empower our cadets with essential skills and knowledge," the message continued. "Thank you for being an indispensable part of our journey towards excellence in aviation education and training."



CAP Cadet Bennett Gibson of the York (Maine) Squadron is doused by Powered Flight Academy classmates to celebrate his solo flight. Cadet Jacob Brouse (left) of the Texas CAP Wing and Cadet Ayla Mahns (right) of the Puerto Rico CAP Wing are doing the honors.



Civil Air Patrol (CAP) Cadet Scout Woodcock sits in her glider after soloing at the Vermont Glider Academy. She belongs to the Auburn_ Lewiston (Maine) CAP Composite Squadron.



Marine Corps Junior ROTC Cadet Grace Bramhall (left) celebrates her DFT solo at Hampton Airfield with her parents Michael Bramhall (center) and Kari Harwood-Bramhall (right).



Civil Air Patrol Cadet Cecilia Edwards (far right) stands by her Cessna 172 Skyhawk along with other students and staff of the Powered Flight Academy at Syracuse Hancock International Airport. She belongs to the Bangor-Brewer (Maine) CAP Composite Squadron



Navy Junior ROTC Cadet Dillon Bissonnette (left) celebrates his DFT solo at Hampton, New Hampshire, Airfield with his Flight Instructor Kyle Adrien (right).

Flight 13



Andrew and Ethan sporting their new solo jackets.



At the August meeting, Flight 13 presented DFT solo jackets to NROTC Midshipment Andrew Oleson and Ethan Baldwin-Olson during their September meeting.



Col. Alexander Heyman (AFROTC Commander), CDR Jared Powell (NROTC Executive Officer), Andrew, Ethan, Dave Billings (Instructor), Ethan Chebi, and Christian Welch (Chebi and Welch are previous DFT winners).

Flight 23

Lauren Coyle, a Denton High School student, dropped plans to attend the prestigious Girl's State program to attend DFT. Lauren has been active in scouting, sports, and cheerleading, and is a musician. After ROTC and obtaining an aeronautical engineer degree, she is aiming to be a member of the Space Force.

Alexander Pepi from Marcus High School has been active in JROTC activities and leadership positions and is a musician. He was an alternate to the national Air Force summer flying program. His goals are obtaining an aeronautical engineering degree and earning a commission through Air Force ROTC.

Dominic Alire, University of North Texas student, was our Richard Fairlamb student and D Flight Commander. He interned at Adventure Pilot and participated in the EAA Eagle's Nest Program where he helped build airplanes.

Granbury High School student, James Barber dropped plans to attend the prestigious Boy's State program to attend DFT. He has been active in scouting, band, and cross country. He is applying to the U.S. Naval Academy for an aeronautical engineering degree and aspires to be a Marine Corps pilot.

Caleb Carlson, Ryan High School student, got a jump on ground school last year with a school program and has obtained a Remote Pilot License. He was selected as the JROTC Corp Commander this year. His goal is to become an Air Force pilot.



Mike McGinnis (back left) and Laird Leavoy (right) congratulate 23rd Flight's 2024 DFT graduates Lauren Coyle, Alexander Pepi, Dominic Alire, James Barber, and Caleb Carlson.

CAP



Garret Harmon receives his solo jacket at the Moore County Airport from Col. Joe Fitzpatrick, USAF (Ret), Harley H. Pope Flight Captain and Lt. Col. Steve Borden, USAF (Ret), the flight's DFTS program manager. Garrett is the flight's 11th student to solo since they started the program in 2015. Garrett is on the way to Embry-Riddle Aeronautical University in Daytona Beach next month and is currently working on his PPL.

Graduate Updates



Pieter Enkema received his DFT solo jacket from Harley H. Pope Flight in 2017 along with Mack Robertson. Enkema recently graduated from the University of Maryland with a degree in electrical engineering. Because of his aviation experience in fixed wings and drones, he was hired at NAS Patuxent River with a track toward Flight Test Engineer.



Mack Robertson, shown here after his DFT solo flight with Harley H. Pope Flight, graduated from the US Air Force Academy in May 2024. He will attend Columbia University for his masters and then pilot training following.



Carl Riis and Floyd Whitehouse congratulate CAP Texas Powered Flight Academy graduates Cadets Brooks Beckmann and Isaac Moris.

The Texas Powered Flight Academy trains CAP cadets through their first solo flight in CAP aircraft using in-house experienced instructors.

Cadet 2nd Lt. Brooks Beckmann is from the TX-076 Crusader Composite Squadron in Grand Prairie, Texas. He is a senior at Gracewood Academy in Bedford, Texas, where he is taking advanced courses and maintaining a 4.0 GPA. He has previously served as the Cadet Squadron Commander and currently is the Training Flight Section Leader for new cadets. Brooks received the Presidential Volunteer Service Award in 2023 and 2024 for service to his community, church, and commitment to Civil Air Patrol. Brooks has accumulated 18.7 hours of flight time in the Cessna 172 and Piper 28-161. He attended the Shirley Martin Powered Flight Academy in Nacogdoches, Texas, in June 2024 after receiving the Daedalian Civil Air Patrol Flight Academy Scholarship. His dream is to become an Air Force pilot. He is actively pursuing an AFROTC scholarship and hopes to earn a degree in chemistry.

CAP Cadet Maj. Isaac Moris is a homeschooled senior from Glen Rose, Texas. Moris has been a member of Civil Air Patrol's TX-441 Granbury Composite Squadron for nearly four years and currently serves as Cadet Commander. Outside of his squadron duties, Cadet Moris enjoys leading and training other cadets. He has staffed or attended over 14 events, ranging from a basic 10-day encampment to serving as the Deputy Commander of Operations for the Texas Wing Group IV Inaugural Color Guard Academy to serving as Squadron Commander for Texas Wing encampment in the summer of 2024. In addition to his CAP responsibilities, Cadet Moris is active in his church worship band, homeschool choir, and works as a lifeguard. He was named Squadron Cadet of the Year in 2021, National Hispanic Regional Scholar and National Rural Scholar by the College Board, and CLT Regional Scholar. Cadet Moris plans to study engineering at Texas A&M University and participate in the Corps of Cadets with the hopes of serving as a military officer following graduation.

Flight 23 presented scholarships to the following deserving cadets:

Cadet Markus Oltmann is a junior with a 3.506 GPA in aerospace engineering at the University of Texas at Arlington. He also attends AFROTC training with Detachment 845 at Texas Christian University. Cadet Oltmann earned a scholarship from the Davis United World College Scholars Program enabling him to spend two years in China studying and learning to speak Mandarin. Cadet Oltmann runs cross country, volunteers at his church, and is involved in animal rescue. He received the Daedalian's Col. John D. Hedges Memorial Scholarship for \$2,000.

Cadet Daniel Perez is a senior majoring in Communication Studies with a GPA of 3.55 at the University of Texas at Arlington. He receives ROTC training with Texas Christian University's Detachment 845 where he has been a flight commander, squadron commander, group commander, and wing commander positions. He was chosen to attend a United States Air Force Academy Leadership Symposium where he met CEOs and senior military officers

from around the country. A "You Can Fly" scholarship recipient, Cadet Perez continued to fly logging 41 hours in a Cessna 172. He desires to be an Air Force fighter pilot. During the summer, he worked with his father (a medically discharged combat Marine) constructing steel structures. Cadet Perez received the Brig. Gen. John E. Egan and Alice Egan Mentoring Scholarship for \$7,500. This is one of the most prestigious Daedalian scholarships, one of only 10 awarded nationally.

Cadet Seth Matthews is a senior at Tarleton State University where he is majoring in kinesiology and maintaining a 3.5 GPA. His AFROTC training is with Detachment 845 at Texas Christian University. Seth was the flight commander leading new cadets and physical fitness officer responsible for all physical training, and most recently was the wing commander for the detachment. Seth has accumulated 50 hours of flight time in the Cessna 172. His dream is to become an Air Force pilot. Cadet Matthews received the Lt. Col. Edwin L. Curtiss Aviation Scholarship for \$3,000.

Cadet Jack W. Comtois was awarded a Brig. Gen. John E. Egan and Alice Egan Mentoring Scholarship for a third consecutive year! This year's scholarship is valued at \$8,000. Jack also earned the Dean's Merit Scholarship, AFROTC HSSP Scholarship, and a "You Can Fly" Scholarship. He has logged 16 hours in a Piper Warrior and aspires to become an Air Force fighter pilot. Jack keeps himself busy rock climbing and has been a volunteer at the Dallas Zoo. It is rare to have two of the ten national Egan recipients come from the same Flight, and we're incredibly proud of that honor.

Cadet Rachael Barras hails from Detachment 835 at the University of North Texas where she is majoring in criminal justice and holding a 3.398 GPA. Her grandfathers served as pilots in the Navy and the Air Force. Rachael's ultimate career goal is to become an Air Force pilot with her eyes set on flying the F-35 Lightning II. Rachael is active in the Arnold Air Society and volunteers in her community. Her hobby is building mechanical keyboards. She also works 20 hours a week at the campus machine shop. Cadet Barras is the recipient of a Matching Scholarship of \$5,000.

Cadet Rhett J. Esval is also from Detachment 835 at the University of North Texas. Rhett is a junior, majoring in applied arts and sciences with a focus on aviation operations. Both his father and grandfather were Army pilots, and his two brothers are cadets at the Air Force Academy. Rhett enlisted and after two years on active duty moved to the Air Force Reserve and now serves as an F-16 crew chief. Rhett gives back to the community with 1st Robotics, where he is helping shape the future of STEM education. Cadet Esval received the Lt. Col. Edwin L. Curtiss Aviation Scholarship for \$2,560.

More Scholarships



At the UNC Charlotte Military Appreciation Day (MAD) football game in September, Col. Joe Kinego, USAF (Ret), presented Flight 48's annual Lt. Gen. Bob Springer scholarship. The \$3,500 scholarship (a portion was matching) was presented to Cadet Crishelle Baltazar, a senior who was recently selected to attend pilot training. This was done in front of 15,000 people and her wing of 120 cadets. With Joe are two of General Springer's daughters, Deb Miller and Tania Springer, who drove down from Pennsylvania. This presentation idea came from the AFROTC Commander at UNC Charlotte



Cadet Navian Doyle, an AFROTC cadet at Embry-Riddle Aeronautical University, was presented a Daedalian scholarship by his commander, Col. Russell Davis at a ceremony on August 25, 2024

Top Graduates



Air Force 1st Lt. Theodore Thomas earned his Combat Systems Officer (CSO) Wings and was the #1 graduate in his class of 31 new Air Force CSOs. He was awarded the Order of Daedalians Top Graduate Award by Col. Joe Kinego, USAF (Ret), a member of Shangri-La Flight 21. Additionally, Lieutenant Thomas was a 479th Flying Training Group Distinguished Graduate, the top Weapon Systems Officer in his class, and the winner of the Air Education and Training Command Commander's Trophy for his overall outstanding performance during CSO training. He will report to Seymour Johnson AFB, North Carolina, to begin training as an F-15E Weapon Systems Officer.



On August 16, 2024, 2nd Lt. Kurt Hillebrand earned his coveted CSO wings and the Order of Daedalians Top Graduate Award. Lieutenant Hillebrand was number #1 of 24 new CSOs and one of two 479th FTG Distinguished Graduates. He also received the Air Commando Association Award for his outstanding performance in the Special Operations Phase of CSO Training and the Air Education and Training Command Commander's Trophy for his overall professionalism and leadership. Hillebrand will be reporting to Hurlburt Field, Florida, to master the weapon system of the AC-130.



Capt. Stanley Hain, USAF, earned his Combat Systems Officer (CSO) wings and was the #1 graduate in his class of 19. He was awarded the Order of Daedalians Top Graduate Award by Col. Joe Kinego, USAF (Ret). Additionally, Captain Hain was a 479th Flying Training Group Distinguished Graduate, and was also awarded the Air Commando Association Award for being the top student in the Special Operations track of training, the Warrior Award, and the Air Education and Training Command Commander's Trophy for his overall outstanding performance during CSO training. Captain Hain and his family will report to Harrisburg ANG Base, Pennsylvania, where he will navigate the MC-130J.



On May 17, 2024, the 479th Flying Training Group held their CSO Graduation ceremony at the National Naval Aviation Museum. 2nd Lt. Lauren Bradley earned her coveted CSO Wings and Daedalian Top Grad honors! She was one of two 479th FTG Distinguished Graduates and won the AETC Commander's Trophy for her outstanding performance during CSO Training. Lieutenant Bradley is currently at Seymour Johnson AFB mastering the F-15E Strike Eagle's weapons system.

2023 United States Navy Exceptional Aviator Award



2LT Markus Kraemer, German Air Force, was the top NFO graduate at a ceremony held on 27 Sep 2024 at Pensacola NAS, Florida. Shangri-La's CAPT Dan McCort, USN (Ret), presented the award. He was the #1 of 8 graduates and is returning to Germany to fly the Tornado



The U.S. Navy Exceptional Aviator Award is presented annually to an aviator selected by the United States Navy, based on exceptional deeds performed to assure mission success, acts of valor as an aviator, or an extraordinary display of courage or leadership in the air in support of air operations. Award has been presented continuously since 1998. The 2023 recipient of this prestigious award is LCDR Stephen Glendenning from Helicopter Sea Combat Squadron SIX. Brig. Gen. Chad T. Manske, USAF (Ret), presented the award trophy at a ceremony held on

September 23, 2024.



ENS Kristen L. Robinson graduated from Naval Flight Training on July 26, 2024, as #1 on her class of 15. She will be flying the P-8A Poseidon for her first operational assignment. Presenting the award is CAPT Dan McCort, USN (Ret), from Shangri-La Flight 21.

Tredici Award



Maj Michael Benko received the Tredici Award as the top flight surgeon graduate in September 2024. Lt. Col. Kathy Staiger, USAF (Ret), from Flight 9 presented the award.

On January 3, 2023, during a demanding seven-month deployment with SEVENTH Fleet, HSC-6 received an urgent MEDEVAC mission for a patient with severe cardiac and neurological symptoms. Despite initial challenges, LCDR Stephen Glendenning and his team swiftly adapted to a helicopter-based solution, choosing Angeles City, Luzon, for stabilization. On January 4, the USS NIMITZ launched HSC-6 aircraft INDIAN 610 on a 225 NM mission from Clark Air Force Base. Battling marginal weather, turbulent conditions, and communication issues with Philippine ATC, the crew overcame significant obstacles to safely transport the patient to the hospital. Returning to the USS NIMITZ proved untenable due to severe weather and operational constraints. LCDR Glendenning and his team faced further challenges, including a malfunctioning rotor system and complex coordination issues. Undeterred, they made a courageous decision to return to Clark Air Force Base. After meticulous planning and persistent efforts, they successfully flew back to the USS NIMITZ on January 9, 2023. The crew's exceptional teamwork, dedication, and decision-making in the face of adversity exemplify the highest standards of military professionalism. LCDR Glendenning's leadership and resilience, under intense pressure, merit recognition as the 2023 National Order of the Daedalians Exceptional Naval Aviator of the Year Award.

The Origin of the 186th

by Lt. Col. Mike “aLiEn” Buck, ANG (Ret)
Former Commander, 186th Fighter Squadron



Emblem of the 186th during World War I.



On 16 November 1917, Col. William D. Chitty, Kelly Field's Commanding Officer, created the 186th Aero Squadron. It consisted of 110 fresh recruits plus 40 men from the 25th Aero Squadron.



A recruiting poster for the 186th Aero Squadron.



186th barracks at Kelly Field.



Five Curtiss JN-4 "Jenny" aircraft in formation over Benbrook Field, Texas.



The ocean liner RMS Adriatic transported the 186th to England.

On 7 May 1915, 128 Americans died when the ocean liner Lusitania was sunk by the German submarine U-20. Two years later, on 6 April 1917, the United States finally joined the "War to End All Wars." President Wilson asked for war as "an act of high principle and idealism...as a crusade to make the world safe for democracy."

Lieutenant Amos Mathews attended ground school at the University of Texas. The graduation exam had students "flying" above a huge model of a battlefield send Morse code messages via radiotelegraph describing the location and size of enemy troop formations. Mathews recalled that, "Sitting on my left was a young man about my age. He was a very nervous, high-strung, sort of an ants-in-the-pants kind of guy...very good company and that sort of thing, but very nervous...and he missed the first two shots, and then we had a recess and he says, "Mathews you've got to tell me how to do this, you've got to get me through this." He was quite frantic about it. So, I did the best I could to tell him what it was all about. We went back after the recess, and he flunked another one. I spent most of the noon hour when we got away from lunch telling him what to do and how to do it. And he went back and...he passed. That man was Frank Luke." Luke later became one of the highest scoring U.S. aces of the war. Luke Air Force Base is named after him.

On 28 November 1917, Mathews reported for flight school at Benbrook Field near Fort Worth. He flew his first training flight the following day and soloed just one week later.

On 20 January 1918, the 186th completed its initial training. One member recalled that, "The transportation of the squadron from Kelly Field to Garden City, Long Island, was accomplished with some

good humor, much complaining, a few drunks, a minor accident or two, and a few stray kisses administered to the men from patriotic American girls who desired to help make the world free for democracy, but there were no casualties."

The 186th arrived at Aviation Camp No. 2 on 24 January 1918, then embarked on the steamship Adriatic for Halifax, Nova Scotia. On 5 February 1918 the liner Tuscania, carrying the 100th and 103rd Aero Squadrons, was sunk by the submarine UB-77. 210 U.S. servicemen were lost. The 186th waited three days in Nova Scotia's bitter cold for its escort convoy to arrive. Better to be delayed than to be torpedoed.

The voyage across the Atlantic took 16 days. One member wrote "For many, seasickness overwhelmed any fear of enemy submarines." 1st Lt. Percy B. Castles noted that, "During the passage three submarines were sighted and one of the vessels of the convoy was lost." The 186th arrived safely at Liverpool on 16 February 1918, then traveled to Oxford for advanced training. Upon the squadron's arrival in England, it proceeded to Camp Woodley in Romsey. While at Romsey the squadron was split into four flights and sent to different posts to receive training.

On 5 April 1918, A Flight transferred to Port Meadow Aerodrome in Oxford. At Port Meadow the squadron's pilots trained with combat aircraft, learning the basics of aerial combat. On 4 July 1918 B, C, and D flights transferred to Cheltenham.

Despite the hectic pace and frequent fatalities, the Royal Flying Corps maintained its sense of decorum, and American pilots found themselves immersed in British military culture.

Lieutenant Mathews recalled, "The instruction squadron that I was attached to was very nicely quartered and lived like gentlemen. We had our meals together in a big dining room; the staff would sit at the head table. About once a week, on some ceremonial occasion--somebody's birthday, or some anniversary or something--we would



"We landed a bit short." A less-than-textbook landing in an Avro, 186th Aero Squadron training at Oxford, England.



Port Meadow Aerodrome at Oxford.



Private Hans Hundorp, 186th Aero Squadron, bought this postcard of Birmingham, England.



Captain Butler of the Royal Flying Corps provided seasoned instruction to the 186th.



The 186th and the 199th Aero Squadrons played a baseball game to entertain the townspeople. Sergeant John L. Kavanaugh playing catch outside his barracks.



186th pilots received instruction in various aircraft, including the RE-8 (Reconnaissance Experiment). Mathews' first combat flight was in an RE-8, like this one that sits idle between sorties at Port Meadow.



Anticipating a shortage of qualified aviators to fully man the squadron, Private Gus Beck, seen here climbing aboard an Avro, and other enlisted men had familiarization rides and training as observers.



The S.S. Yale carried the 186th to France.

REGISTRATION CARD	
1. Name in full	John C. Kennedy
2. Date of birth	Nov. 28 th 1895
3. Place of birth	New York City, N.Y.
4. Education	Student
5. Occupation	Not employed
6. If not a citizen, of what country?	U.S.
7. What is your present home, or place of residence?	New York City, N.Y.
8. What address have you last held?	New York City, N.Y.
9. How long have you resided at the above address?	1
10. Do you have any other residences?	No
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Kennedy's draft registration card, dated 4 Jun 1917.



186th personnel relaxing in the French sunshine (and enjoying the French mud).



Capt. John C. Kennedy, first operational commander, 186th Aero Squadron (Photo circa 1932).



Major Hartney, an ace with five confirmed victories, was Kennedy's first operational commander.

all be assembled, and the major would raise his glass and say 'Gentlemen: to the King.' And we'd all drink to the King and sit down very solemnly. Sometime later in France, a friend of mine ran into a little difficulty with his top brass, a colonel, who said, 'Don't you know anything about military courtesy?' and this fellow clicked his heels and said, 'Sir, I was trained by the British, and all I know about military courtesy is how to drink to the King.'"

The squadron departed aboard S.S. Yale on 27 August 1918, arriving at Le Havre, France. One squadron member wrote, "The trip was uneventful; no submarines, no German fleet, no sea monsters." The 186th left Le Havre by rail on the morning of 29 August 1918. The men rode in box cars, which they jokingly called "side-door pullmans." Two days later they arrived in St. Maixent, the "Purgatory of the Air Service."

Lt. John C. Kennedy, who had transferred in from the 12th Aero Squadron, was already there to assume command of the 186th Aero Squadron.

Lieutenant Kennedy's life as a military aviator began three months before the 186th was formed. Kennedy had become an aviation cadet on 15 August 1917, training with the British in Leaside, Canada. He then joined the 27th Aero Squadron commanded by Maj. Harold E. Hartney.

On 26 October 1917 Kennedy departed with the 27th Aero Squadron for Camp Hicks, Texas. Hartney realized that the flying training there was not challenging enough, so he added emergency landings, aerobatics, and simulated dogfights. On 11 January 1918 Kennedy earned his wings and was commissioned as a First Lieutenant.

The 27th arrived in England on 5 March 1918, a month after the 186th had arrived, but proceeded directly to France. Kennedy was transferred to the 12th Aero Squadron, seeing action in the Ile-de-France, Champagne-Marne, and Aisne-Marne campaigns. On 1 August 1918, three weeks before 186th arrived in France, Kennedy was selected to command the 186th Aero Squadron.

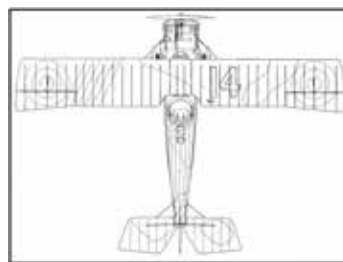
Col. William "Billy" Mitchell issued General Order Number 1 for the planned offensive against the San Mihiel salient. Being a new arrival, the 186th was not included in Mitchell's order.

The 186th relocated to Colombey-les-Belles, arriving on 17 September 1918, and proceeded to the Autreville Aerodrome. As of 1 October 1918, the 186th had just one pilot and one observer. It would take four more weeks to acquire 10 more pairs of pilots and observers. Shortages of equipment also persisted. One member recalled, "One truck was placed at the disposal of the squadron to draw all the material from Colombey-les Belles, and then for only about six hours a day".

The 186th finally received its 18 Salmson 2a2 aircraft, equipped with radios and guns. Kennedy had acquired ample combat experience flying the Salmson while serving with the 12th Aero Squadron. Standing nine feet tall, its wingspan was 38 feet, 7 inches, and it was 27 feet, 8.5 inches long. The nine-cylinder Salmson 9Za radial engine produced 260 hp at 1,600 rpm. It carried 500 pounds of bombs, had a single Vickers machine gun for the pilot, and twin Lewis machine guns for the observer. With a maximum speed of 116 mph, it could climb to 13,000 in 20 minutes and fly for 3 hours and 20 minutes. It had a combat range of 300 miles.

On 1 November 1918, the First Army, under Lt. Gen. Hunter Liggett, began its final push to Sedan. The 186th was the first American squadron assigned to the long distance "Reglage" work, adjusting the fire of Allied artillery. Pilots had to navigate to precise coordinates while observers would radio adjustments to artillery batteries to indicate where shells were falling. Colonel Mitchell commanded a 500-plane armada of aircraft in support of the offensive. He said, "It was like watching a man butt his head against a brick wall."

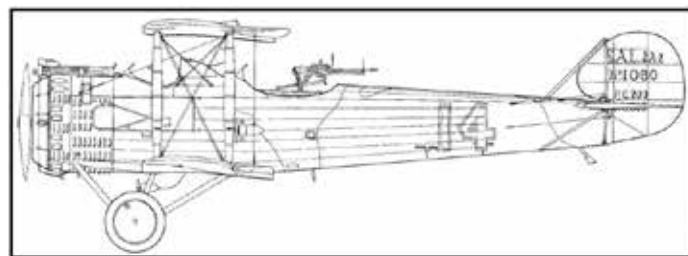
By 5 November 1918, pilots Lieutenants Bertwald C. Read and Clarence M. Smith transferred in from the 12th Aero Squadron and the 186th finally



Salmson 2a2 (top view).



Kid Fisher poses with the Salmson 9Za radial engine.



Salmson 2a2 (side view).



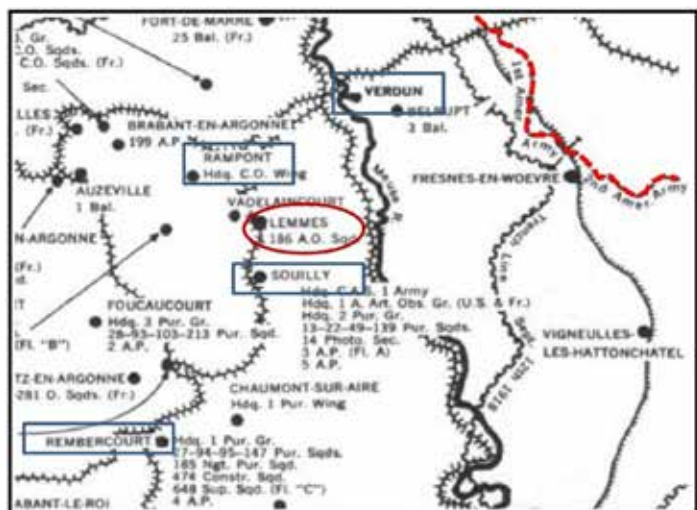
186th Aero Squadron observer, Private Gus Beck, in Salmson 2a2, Peggy II, over the front lines.



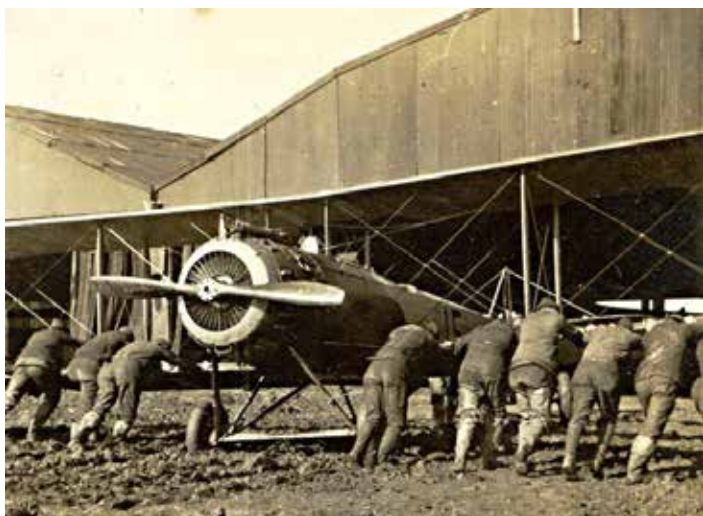
On 29 October 1918 the 186th moved to 1st Army Headquarters in Souilly, France, and preparations continued for the first missions over enemy lines.



A 186th Salmson takes off headed for the front lines.



The 186th Aero Squadron's base in Lemmes was closer to the front than Rembercourt, home to Eddie Rickenbacker's 94th Aero Squadron.



Heavy rains severely hampered air and ground operations. Trenches were flooded and the mud was knee-deep. Most roads were impassable. The crews had to push the aircraft into the hangar.



A Salmson that took a nose dip in the mud.

began flying combat missions, the first being flown by pilot 2nd Lt. Donald B. Phillips and 2nd Lt. John B. Holmberg, observer. They provided escort protection for a plane from the 88th Aero Squadron, also based at Souilly. Jack Kennedy and Bert Read also flew a mission over enemy lines.

On 6 November 1918, the squadron moved again, "a jump across the road" to Lemmes. The following day Lieutenant Read, who had seen combat flying in the battle of St. Mihiel, became the 186th Aero Squadron's Operations Officer.

On 8 November 1918, 2nd Lt. Fred C. Griffith (pilot) and 2nd Lt. Kenneth F. Potter (observer) flew as escort for aircraft conducting Contact Patrol (the spotting of ground forces) northwest of Verdun.


The Allied forces advanced rapidly. After one mission someone joked, "The Doughboys again either forgot us entirely or had no consideration for us or what we were trying to do and deliberately took possession of our coveted target and we, not having the authority to order them back, had to content ourselves with our long-range work."



Article author Mike Buck's last F-16 combat mission.

Kaiser Wilhelm of Germany abdicated his throne on 9 November 1918, fleeing to Holland. On 10 November 1918, 1st Lt. Clarence M. Smith (pilot) and 1st Lt. Sidney S. Stocking (observer) flew a reconnaissance mission into German territory within the triangle formed by the towns Stenay, Montmedy, and Olizy. One squadron member quipped that "considerable valuable information was brought back, but the ending of the war the following day impaired a great deal, undoubtedly, the value of that information."

Fighting ceased along The Front at 1100 on 11 November 1918. On the night of 16 November 1918, an entire hangar at Lemmes was set aside for a party which included every enlisted man and officer in the squadron. There were speeches and songs, and even a 20-piece band from nearby Rampont.

One man wrote: "This party lasted into the wee hours of the morning and everyone 'did his bit.' It is hard to tell even to this day which was the utmost in the minds of the jolly squadron that night, the signing of the armistice or a celebration of the anniversary of the organization of the 186th Aero Squadron." 



Display Case 186th.



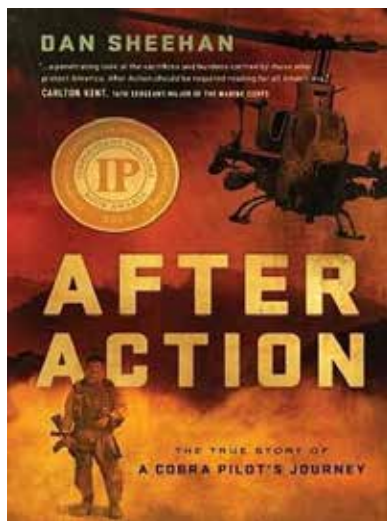
186th aviators and mechanics atop a damaged Salmson.



Private Gus Beck (left) and his pals relax outside the barracks.



The 186th proudly serves to this day as an F-16 squadron in the Montana Air National Guard. The author, Mike Buck, flew with the 186th over Iraq in 2004.



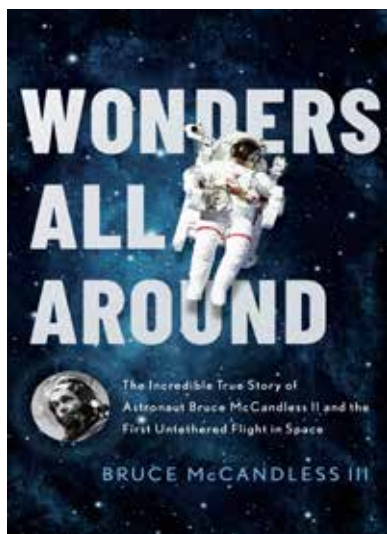
After Action: The True Story of a Cobra Pilot's Journey

Written by Dan Sheehan

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

A Marine Cobra gunship pilot, Dan Sheehan, is a highly trained aerial killer who knows his craft and understands the mission he's given. After his initial training he and his peers are eager to employ their skills and get on with killing. He gets his chance when his unit is thrust into the OIF 2003 invasion during his first deployment. After patiently waiting for his opportunity, he is able to apply his craft during some pretty harrowing ordeals. The following year he gets another chance as a forward air controller. Yet upon returning from these experiences he struggles to rationalize his feelings and behavior and descends into drinking, unable to unpack his emotions and the baggage war has left behind. His significant other, also a military member, cares deeply for him and wants to see him healthily face and defeat his demons. It

isn't until a memorial he attends for one of his very close battle buddies in which his former CO admits to him his own struggles that Dan is able to confront and frame his own—which is the beginning of his own healing. One of the best accounts of aviators dealing with PTSD, this book is a fantastic combat account and revealing admission of struggle and finding emotional peace to move on.



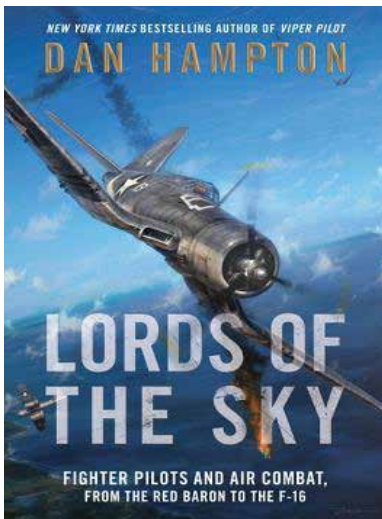
Wonders All Around: The Incredible True Story of Astronaut Bruce McCandless II and the First Untethered Flight in Space

Written by Bruce McCandless III

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

Son of the astronaut made famous by his spacewalk takes readers on an enthralling journey through the vast expanse of space and the extraordinary experiences of a true pioneer. With a blend of personal anecdotes, scientific insights, and stunning visuals, McCandless paints a vivid picture of the wonders that lie beyond our planet. The book opens with McCandless recounting his own iconic moment: the first-ever

untethered spacewalk, in which he floated freely in the void of space, separated from the safety of the spaceship. This daring feat serves as a powerful metaphor for the spirit of exploration and the boundless human desire to push the boundaries of what is possible. McCandless then delves into the historical context of space exploration, taking readers back to the early days of NASA and the Space Race. He shares captivating stories of the astronauts who paved the way for future generations, including his firsthand experiences working with legendary figures like Neil Armstrong and John Young. Throughout the book, McCandless seamlessly weaves scientific explanations and technical details, making complex concepts accessible to readers of all backgrounds. From the mechanics of spacewalks to the formation of celestial bodies, he offers a wealth of knowledge while maintaining an engaging narrative that keeps readers hooked. One of the standout features of "Wonders All Around" is the inclusion of breathtaking photographs captured by McCandless and his fellow astronauts. These images transport readers directly into the vastness of space, showcasing the beauty and grandeur of our universe. They serve as a visual testament to the awe-inspiring wonders that lie beyond Earth's atmosphere. McCandless's writing style is captivating and reflective, as he contemplates the profound impact of his experiences on his perspective of life and the world. He explores themes of human resilience, the fragility of our planet, and the interconnectedness of all living things. His reflections are thought-provoking and offer a glimpse into the profound effect that space exploration has on an individual's outlook.



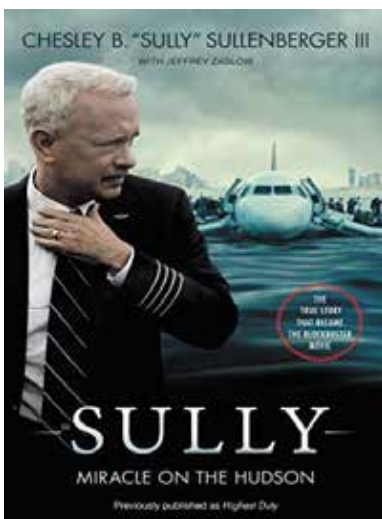
Lords of the Sky: Fighter Pilots and Air Combat, from the Red Baron to the F-16

Written by Dan Hampton

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

This is the second book I've read by Lt. Col. (Ret) Dan Hampton, an accomplished USAF fighter, weapons school, and Top Gun graduate, and author of NUMEROUS books on aviation. Hampton is a decorated aviation hero in his own right (4 DFCs for starters...), and I've really come to enjoy his writing style! "Lords of the Sky: Fighter Pilots and Air Combat, from the Red Baron to the F-16" is a thrilling exploration of the world of fighter pilots and aerial combat. Hampton brings a wealth of personal experience and expertise to the subject matter. While the book is undeniably engaging and filled with exciting anecdotes, it also has its shortcomings that should be considered in a critical review. One of the book's strengths is its vivid and detailed

accounts of historic aerial battles. Hampton's descriptions of dogfights, such as those involving the Red Baron and the Flying Tigers, are gripping and immersive. He effectively conveys the fear, adrenaline, and tactics involved in aerial combat, making it accessible even to readers with limited knowledge of aviation. Hampton's firsthand experience in modern fighter aircraft adds authenticity to his narratives, and his passion for the subject matter is palpable throughout the book. However, it is not without its flaws. One major issue is its uneven coverage of different eras of aviation history. While the book promises to cover fighter pilots and air combat from World War I to the modern era, it devotes a disproportionately large amount of space to World War I and II and relatively little to later conflicts. This leaves the reader with an incomplete picture of the evolution of fighter aviation. Furthermore, the book occasionally suffers from a lack of critical analysis. Hampton tends to romanticize the life of a fighter pilot and rarely delves into the ethical and moral complexities of warfare from the perspective of those who fly the planes. While the bravery and heroism of fighter pilots are undeniable, a more balanced examination of the costs and consequences of their actions would have added depth to the narrative. Another drawback is the occasional disjointedness of the book's structure. It frequently jumps back and forth between different time periods and conflicts, which can be disorienting for the reader. A more linear and organized approach to storytelling would have made the book easier to follow. Despite these shortcomings, "Lords of the Sky" is an enjoyable read for anyone interested in aviation history and the experiences of fighter pilots. It successfully captures the excitement and danger of aerial combat and offers valuable insights into the world of those who take to the skies in defense of their nations. Readers should approach it, however, as a starting point for further exploration of the subject matter rather than a comprehensive and critical examination of the topic.



Sully: Miracle on the Hudson

Written by Chesley B. Sullenberger with Jeffrey Zaslow

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

Sully offers a riveting firsthand account of the famous "Miracle on the Hudson" emergency landing in 2009. The book delves into the life of Captain Chesley Sullenberger, providing readers with a compelling narrative that extends beyond the iconic water landing. Sullenberger's writing is crisp and pragmatic, mirroring the calm demeanor he exhibited during the crisis. He masterfully interweaves personal anecdotes with technical details, offering readers a glimpse into the intense training and experience that prepared him for that fateful day. The book not only recounts the harrowing flight but also explores the human elements involved in decision-making under extreme pressure, in addition to his early years, lifelong love of flight and his time as a USAF pilot and USAFA grad. Sullenberger goes beyond being a solo hero, giving credit to his co-pilot, crew, and the first responders who played crucial roles. This perspective adds depth to the narrative, elevating it beyond a simple recounting of events. "Sully" is not just a memoir of a historic aviation event; it's a reflection on leadership, resilience, and the importance of preparation in the face of adversity. Sullenberger's storytelling is both inspiring and insightful.

We Were the Young Captains

The 30th anniversary of the rescue operation at Vöðlavík

by Ružica Aščić



Thirty years have passed since one of the most memorable and challenging rescue operations in Icelandic history, which culminated in the saving of six sailors from the ship *Goðinn*. The commemoration on Saturday, August 17th, at the Vöðlavík shore is not a somber affair. Those preparing to set out for this remote bay in off-road vehicles are in good spirits, as if visiting an old friend they haven't seen in a long time. Many years have passed, but for some, this place holds special significance. This event is important for all of Iceland too, as it led to the renewal of the Coast Guard's helicopter fleet with better-equipped models featuring de-icing equipment and other advancements that make flying in difficult conditions easier.

In December 1993, approximately 100 meters off the coast of Vöðlavík, the 137-ton fishing vessel *Bergvík* from the Westman Islands ran aground. The crew had just returned a sick fisherman to Seyðisfjörður and was on their way home when their ship beached due to poor visibility. The fishermen were saved, and the stranded *Bergvík* received assistance from the rescue ship *Goðinn* in January of the following year. However, during the towing of *Bergvík*, the weather suddenly worsened, the ship lost its engine, and it too became stranded, placing the crew of *Goðinn* in a life-threatening situation. Helmsman Geir Jónsson lost his life that day, but six more sailors needed to be rescued. The Coast Guard's helicopter TF-SIF set off from Reykjavík, with the 56th Rescue Squadron, then stationed at Naval Air Station Keflavik, called in as backup.

"I am personally happy that the rescue community and the people here in the East are commemorating this event. Look at all these cars. Look at the people coming here to pay their respects—for the man who lost his life and for those who were saved. This clearly shows how Iceland is built, that we always help each other," explains Björn Zoega Björnsson, Senior Foreign Service Investigator at the US embassy in Iceland, as we leave Eskifjörður and head toward Vöðlavík in a large off-road vehicle. The road is definitely not meant for city cars. Down in the valley, we will be greeted by several summer houses with neatly mowed lawns—a sign that this place is not at the end of the world after all.

During the approximately four-hour ceremony, it rained twice, and the sun shone twice. As the procession of rescue vehicles descended into the bay, the initial spotlight seemed to be on the TF-GNA Super Puma, the nation's newest rescue helicopter, which also appeared in an episode of the TV show *True Detective*. However, the focus soon shifted to the true stars of the day: the rescuers and the rescued. Pilots Gary Copsey, Gary Henderson, and John Blumentritt flew in from the United States, while former crew members of the *Goðinn*, Kristbjörn Guðlaugsson and Sigmar Björgvinsson, also joined the commemoration. The entire rescue community of the East gathered to pay tribute to this remarkable rescue operation from 30 years ago.

When John Blumentritt stands before the gathered crowd, the first thing he says is that this gathering reminds him of a pilgrimage to sacred places like Bethlehem or Jerusalem. The atmosphere is similar—one of gratitude. It is a tribute to human courage and selflessness. On January 10, 1994, John Blumentritt was a 32-year-old captain and pilot in the United States Air Force, with Colonel Gary Henderson, then 29, as his co-pilot. In the other helicopter was Lieutenant Colonel Gary Copsey, with Lieutenant Colonel Jim Sills at the controls of the HH-60 Pave Hawk. The four of them, along with a flight engineer, three pararescue men on each team, and 31-year-old flight surgeon Rich Assaf from Cincinnati, flew that mission. Little did they know back then that this would become the most decorated peacetime mission in the history of the United States Air Force.

"The way we succeeded was by making good decisions along the way. Every time an unexpected event occurred, we weighed the consequences, considered the alternatives, and made the right decision based on the situation we faced," recalls Colonel and pilot John Blumentritt. He retired from the U.S. military ten years ago, and just last month, he retired for a second time—this time from his position as a professor at Air University at Maxwell Air Force Base, where he taught young officers leadership and decision-making skills. He admits that even 30 years later, he still shares the story of the rescue in Vöðlavík Bay with his students. "And that's why this story resonates so well with the young captains—because back then, we were young captains."

It took the pilots four and a half hours to fly from Keflavik to Vöðlavík, with a stop in Höfn to refuel. The rescue mission itself lasted about an hour. Despite the large waves, Goðinn did not sway side to side, as it was grounded on a sandbar. Nevertheless, the mission was challenging. The men were exhausted, having been strapped to the deck and drenched by waves for eight hours. One of the rescued was diabetic, and another man in his mid- 50s was in poor condition. They were the first to be airlifted by the helicopters and dropped off on the beach, where Rich Assaf attended to them with the help of the Icelandic rescue teams waiting on snowmobiles. This was his orientation flight, and he was immediately thrown into the fire.

"When we took off, we knew it was going to be tough. But as it got closer, it got a little more difficult. I never felt like we were in danger of crashing, but that was due to the teamwork of everyone on the aircraft and on the ground helping us do what we needed to do. So, was it a little harrowing? "Yes," says Colonel Gary Henderson, now a pilot for United Airlines. "I'm very grateful that so many people—

from the municipalities to the Coast Guard and the rescue teams—are here to celebrate and share this moment with us. It's just one of many stories, but the underlying theme is our rescue motto: 'These things we do.' That's also why so many of the people here are present today. For me, it's been an amazing experience."

And the landing? That's a story in itself. Due to the urgent medical situation, the pilots agreed to head toward Egilsstaðir. "I noticed that the power lines were above our helicopter. That's pretty low. The second time, I saw a farmhouse and had to climb over it. That's pretty low. Then Gary Henderson and I hit a wall of white—snow and ice—and we said, 'We're not going to make it through that,'" Blumentritt recalls. At that point, the pilots decided to land as soon as possible—anywhere. An opportunity arose in a parking lot in Neskaupstaður, much to the surprise of the residents of the surrounding buildings and the nearby Kaupfélagið Fram store, whose staff and customers thought the pressure would shatter the windows.

Despite the baseball hat and sunglasses partially obscuring his face, it's clear that Gary Copsey, a retired pilot from Nebraska, is deeply moved by the gratitude expressed by the eastern Icelandic community. Everyone wants to catch up with him, take pictures, and share memories from the old times. "Iceland is almost like our second home. That's how we feel about Iceland, even though we might not come very often," he says. "And whenever we come back, we always feel like we've come home because the people here are like family to us. And they treat us like family." At the time, his title was Deputy Operations Group Commander, and he had only recently arrived in Iceland. A few months later, he took command of the esteemed 56th Squadron. "People ask me, when you reflect back on it, what do you think about that mission and the risks you took and everything? I say, well, what I'll say is this: 'If I did nothing else in my Air Force career but that, it made it all worth it.' Just the feeling after we landed in Neskaupstaður, knowing we'd saved everyone and that we were all safe—it was a feeling of elation," he says sincerely.



Helicopters on the Shore at Vöðlavík 1994.

He once compared the mission to flying inside a ping pong ball, and he still agrees with that description. "We knew it was dangerous, but we knew that if we didn't come, six people were going to die. We jokingly called it 'flying in a ping pong ball' because when you look outside, everything is white."

The Sikorsky HH-60 Pave Hawk helicopter played a crucial role that day. Without its de-icing equipment, the outcome would have been different. The Icelandic Coast Guard simply wasn't adequately equipped at the time. "When the U.S. announced that we were leaving, they needed to do something because they couldn't continue with the helicopters they had. They weren't big enough, and they didn't have enough power. This, on the other hand," he says, pointing toward the Super Puma taking off and interrupting our conversation with its noise, "is an excellent helicopter for rescue."

Of the six sailors who survived from the ship *Goðinn*, only three are still alive: Kristbjörn Guðlaugsson, Sigmar Björgvinsson, and Marijan Krajačić. Krajačić is not here, but Guðlaugsson and Björgvinsson are. The 76-year-old captain, Kristbjörn Guðlaugsson, is easy to spot in the crowd. His face tells a thousand stories. Dressed in a bright blue windbreaker, with a melancholic gaze, he says he is grateful to be here. Back in January 1994, he believed they had only a 50 percent chance of survival. Tied to the ship's chimney and railings, they barely withstood the 8-9-meter-high waves. "We wore rescue suits fitted with ropes so we could tie ourselves together if we went into the water. We secured the ropes around the mast next to the chimney. If we hadn't done that, we all would have gone overboard." What also saved him, he adds, was that he had been training intensely for six months before the accident happened.

At the time, 24-year-old Sævar Guðjónsson observed the plight of the *Goðinn* from the beach. Despite his young age, he had completed rescue training and felt confident in his abilities. However, it turned out that nothing could be done from the shore.

"There were nine or ten of us. We were staying in summer houses when we learned that the ship was in trouble. When we arrived at the beach, we saw what had happened and called for helicopters," Guðjónsson recalls. Three or four hours later, they saw that the sea had washed up the body of one of the sailors.

Also present on the beach that day was Skúli Hjaltaon, an Icelandic Search and Rescue volunteer. He noted that the ship was too far from the shore—between 100 and 130 meters out. Two rescue operations were underway: one

by the Icelandic rescue service and the other by American rescuers from the Keflavik base. "There was significant pressure from the Coast Guard on the government to purchase a more suitable helicopter. We had the Aérospatiale Dauphin, which is a very capable but small helicopter with a limited range. They went out, but due to the weather conditions, they couldn't manage."

Standing next to the Super Puma helicopter, U.S. Defense Attaché to Iceland, Captain John J. Fay, representing U.S. Ambassador Carin F. Patman, embodies the essence of the Icelandic-American relationship. "This event highlights the strong bond between the United States and Iceland. Today, we celebrated the search and rescue of Icelandic fishing crews by U.S. Air Force personnel stationed in Keflavik at that time, reflecting our shared values of life and mutual support," he explains. This year also marks the 80th anniversary of official relations between the United States and Iceland. Fay adds that the rescue at Vöðlavík is particularly significant because it embodies a sense of humanity. "The human connection is probably our most important strength, both on an individual and a national level."

Not far from the shore, precisely where the *Bergvík* and *Goðinn* ran aground 30 years ago, the *Freyja*, an Icelandic Coast Guard vessel patrolling the northeast of the country, lies at anchor. It seems to say, 'the sea must remain calm in my presence.' Underwater, visible only from the air, lies the wreck of the *Goðinn*.

A procession of off-road vehicles drives along the black beach to give guests a better view of the *Freyja* before heading to the mountain lodge, where they will exchange a few more words over coffee and pastries.

After a day of meetings and reflections, it's easy to grasp why this story still holds such significance, even after 30 years. It's one of those moments in history that transcend individual efforts, embodying the collective spirit of people striving to show their best in the face of adversity.



Rescue of the Godinn Crew 1994.

AF Reserve Safety Back Then A Detailed Retrospective

By Lt. Col. Thomas A. Duke, USAF (Ret)

After five years as Chief of Safety of the missile wing at Malmstrom AFB, in 1977 I got lucky and was chosen to be the Director of Safety for the Air Force Reserve Command headquartered at Warner Robins AFB, Georgia. It was both a culture and a mission shock.

At Malmstrom, we had mostly 19-year-old airmen in extreme weather conditions ensuring safety for 400 nuclear missiles. The effort required a fleet of 900 vehicles driving over three thousand miles in an area twice the size of the state of Maryland. On the other end of the spectrum, AFRES required making life safe for veteran volunteer aviators in a variety of aircraft and missions in more than 40 units all over the country.

GETTING UP TO SPEED

My predecessor was a regular Air Force lieutenant colonel and former Sam Fox pilot. My staff was comprised of experienced veterans, including several regular Air Force officers. I had been briefed that my three numbered air force (NAF) directors of safety were all long-time safety people. They were helping to revise the command safety guidance manuals to standardize all the unit programs, regardless of aircraft mission and gaining command. Their goal was to have helicopter, fighter, gunship, tactical airlift, rescue, air evac, tanker, and associate airlift units all follow the same AFRES guidance for safety program management and accident investigation training.

After calling these folks and introducing myself, they all agreed to visit headquarters with an aim to organize our program manual's finishing touches to eliminate or integrate varying gaining command regs. After a week of trimming and rewrites, the new program was complete save for some inter-command coordination and editing. My 90-words-per-minute secretary and some of her friends prepared a beautiful new regulation for submission and approval to the USAF Safety Center. After their few organizational changes, it was approved and blessed. A year or so later, AFSC caught the bug and reorganized the USAF regs to blend in with our format and ideas.

One of my early tasks was to phone and meet all 40-plus unit safety personnel and assemble safety records for each of them. I simply wanted to know when their last accident was and how many they had experienced in the last 10 years. We then established a list for use at accident briefings and public announcements.

I was astonished that some units, notably Chicago, had not had any accident years since 1947, the year the unit was formed. I also noted that the command had only two accidents in calendar year 1977. My predecessor had initiated steps to apply for the Daedalian Trophy for best USAF Command Safety Award. We looked up the requirements for submission and had the information ready to apply early at the beginning of the year. With our excellent unit programs, new safety manual and excellent record, we had a chance to do what had never happened before - outdo the major commands and win that award.

Among the benefits of the AFRES headquarters safety job was the privilege of visiting units and flying their missions. All the unit safety officers were instructor pilots having completed flight safety school at the University of Southern California, were full time civilian GS-13 employees, and usually at least majors in the Reserves. Once a month, General Lyon, the AFRES Commander came down from the Pentagon to meet with the staff. After only two weeks on the job, he personally asked me to go to Homestead AFB to fly their elderly "Connies" on a mission and local flight to get a feel for how they were doing. Unknown at the time, the unit was forecast to convert from the recon mission to F-4 fighters, a huge task. I drove non-stop to Miami and went on to Homestead to see how a reserve Connie Recon unit worked.



Lockheed EC-121 Constellation, a.k.a. The Connie.



An aerial view of Homestead AFB, Florida, from March 1964.

FLYING AGAIN

After meeting the Homestead AFB wing commander and safety officer, I was given a tour and walk-through of the aircraft. They set me up for a mission that was to fly off the coast of Cuba that night. The flight orbiting of the Cuban north coast lasted six hours. I had a short time in the seat and a lot of time observing the back-end crew. It was a very good experience. I also learned about an additional aspect of their mission--deploying aircraft and crews for up to a month to Keflavik, Iceland, to patrol the North Atlantic for Russian shipping, submarines and air traffic. I did not envy those crews...it was very busy and exacting work. I slept well when we returned and was scheduled to fly a local flight for the next afternoon.

My safety officer was the instructor; he had one pilot requiring currency and then it was my turn. As I was able to watch the routine from the cockpit, I learned the differences from the baby Connie I had flown more than 12 years prior at Andrews before getting into the seat. We were shooting touch and gos at Key West. Shortly after my takeoff on my first touch and go, we heard a loud bang on the fuselage near the nose. The flight engineer had seen some sea gulls flying nearby and we assumed we hit one. After a full stop landing, he took a walk outside and saw a pretty good dent in the fuselage. Sadly, we had to return to Homestead, but I did get three pretty good landings in the super Connie, and it felt great to be back in the saddle again. A month or so later, I found out the aircraft I had flown was not going to be repaired and was sent to Tucson for scrapping.

Meanwhile, things were going well at the office. I found a great replacement candidate in my open flight safety position who arrived around Thanksgiving. F.O. White had

been both a maintenance officer and light safety officer at our Kelly C-130 unit in San Antonio. He was a very effective safety program manager for us. Fortunately, we finished the year with no more accidents and had plenty of time to get things done. One morning, I was invited to lunch at the Officers' Club by one of the senior staff and was encouraged to join the local Daedalian Chapter. There I met some more people from my past, among them the deputy base commander I first met transiting Tachikawa, Japan, while flying Old Shakey out of Hickam.

I was also able to visit our C-130 and C-7 Carabao unit in Marietta, Georgia, and the Chicago C-130 unit with the perfect safety record. The Chicago folks I flew with, mostly airline copilots, were highly proficient at that very busy airfield. I had the privilege of addressing them at their monthly safety meeting and congratulated them for their outstanding safety record and program. By the end of the year, I had several items in mind for inclusion in the submission for the Daedalian Trophy for the Air Force Reserve Command for 1977. We also decided to have our annual Command Safety Conference in Warner Robins, Georgia, the following May.

By early spring, we had sent in our application for the Daedalian Trophy and had our new AFRES Safety manual distributed. My staff also sent out our annual "get-ready-for-inspection checklist" to all our safety people and assured them all safety "visitors" would use it (and perhaps more), even those in their gaining command such as MATS, SAC, and TAC. Our AFRES staff all attended the Reserve Officers Association Conference in Washington, DC, and I had a chance to meet with all the Reserve commanders. I also had a chance to meet with John Scott who was serving as the first black investigator in charge at the National Transportation Safety Board. We visited the Vietnam Memorial Wall together and he agreed to ask his superiors if he could make a presentation at our annual safety conference at Warner Robins in May.

CONFERENCES

By the time the Warner Robins Safety conference came around, we learned we were the winners of the Daedalian Trophy, and that General Lyon had the honor of accepting it at the reward ceremony of all major flying command commanders. The trophy was on display at headquarters and was shown off at our conference downtown at the Holiday Inn. Scotty's presentation covered many recent civilian airliner accidents with meaningful lessons and recommendations easily applied to the military mission. That evening, we had a banquet with the AFRES staff in attendance. Our guest speaker was General Lyon who congratulated all present.

Meanwhile, I had a chance to schmooze with almost all the unit safety officers and we had a very productive conference. On the way home, several of them had to go through O'Hare and thankfully none were aboard the American DC-10 that had an engine fall off on takeoff, crashing and killing many and bringing about another lesson in maintenance practice we could apply to our mission.

I had another chance to go to Homestead AFB when AFRES held its commander's conference there. I once again mingled with the leaders of the command, gave my status briefing to them and showed off the trophy. We'd had our first accident since I had taken over the reins, and encouraged all to look for problems before they occur. On our free afternoon, I bought a ticket for a fishing trip. I had never experienced that kind of sport and when it was my turn to take the reel, I caught a barracuda that was dangerous to even touch. Upon returning to shore, I had my picture taken and was advised I had caught the biggest fish that day. At the banquet that night, I received the coveted trophy, though I was the most junior guy there. Those annual conferences became a favorite trip the rest of my tour even though I had to brief many more accidents.

Another trip to Homestead came up within a year. General Bodycombe asked me to join him in the sad task of ferrying the last Connie to the Tucson boneyard. The flight was memorable; I sat in the right seat for about six hours helping with the airways reporting duties. General Bodycombe chose to make the final landing at Davis-Monthan AFB. I warned him that with all the equipment stripped from the rear of the airplane, the nose would be heavy, and he might need to pull back on the yoke more than he had been accustomed to. I was right; he made a fairly hard landing, a fini-flight final landing for a great aircraft.

I was privileged to attend many other conferences. I especially enjoyed the National Guard conferences where I met many more friends in the business, many whom would go on to become commanders. The Guard's Director of Safety had been a POW in Hanoi and had some interesting tales to tell. His flight safety officer was also a very helpful friend, letting me in on their problem accidents. He was a captain then and eventually would become a brigadier general and serve as commander of the unit at Andrews during the 9/11 launching of aircraft ordered to shoot down errant hijacked airliners.

At an Air Force level safety conference, I met the current commander of the Safety Center and asked if he would like to address our upcoming commander's conference at Homestead. He had been a reservist and guard pilot in the period following WWII and understood and enjoyed being with reserve people. He gladly attended and stayed more than one day to meet and greet. He was very complimentary in his presentation and had a great time.

That year, AFRES did not have a very good record as we lost three fighters and one tactical airlift aircraft. We still submitted our application for the Daedalian Trophy, and to our great surprise and enjoyment, won the trophy again. I heard later, it was a close call, and the Air Force Safety Center leader had the last word on the winner. He liked the way we handled the lessons and results of the mishaps and addressed safety in general as a command. By then, General Lyon had relinquished his AFRES command to General Bodycombe so this time, my deputy commander and I attended the annual Daedalian conference to receive the award. We later visited a C-130 unit in Colorado, and I got to fly on one of their local lights. On that trip, my new boss asked if I'd like to get checked out to fly with one of our units. I thought it was a great idea and was assigned to Keesler to fly the Hurricane Hunters and was soon off to training.

C-130 TRAINING

The summer of 1980 was the hottest I can ever remember, wherever I went. There were 20 straight days of over 100-degree weather in Macon, Georgia. I was at Little Rock for two weeks of ground school where it was over 100 degrees as well. I received flight training in Philadelphia, and it was over 100 degrees again. When I finally got to Biloxi it wasn't 100 degrees anymore, but the weather was challenging. I was checked out, but still awaiting mission training and check out when hurricane hunting was expected. Meanwhile, I found I had developed melanoma and had to be air evacuated back to the large hospital at Keesler for further surgery. The operation and threat of further metastasis grounded me for a year and led to possible early medical retirement. The Deputy Surgeon General of the Air Force agreed to keep me on active duty and let me fly again, though I was only permitted to fly in aircraft without ejection seats. I also found out the FAA continued my commercial flying ticket and later my ATP privileges. A happy but humble camper, I headed back to Keesler for recurrency training.



After a medical restriction from flying ejection seat aircraft, Tom was trained in the C-130 at Keesler AFB, Mississippi.

BACK FLYING AGAIN

I did not mind having the non-ejection seat limitation. I had already flown the A-37 at Barksdale and passed their ejection seat training before going on a gunnery mission. Just after liftoff, the number two engine compressor stalled and had to be shut down. The pilot handled all the emergency procedures and made all the radio calls for an emergency landing. I sat there dumbfounded and thankful we did not have to eject.

I was able to re-qualify in the WC-130 at Keesler but was scheduled to go on only one mission. Hurricanes are difficult to predict. The one opportunity I had I flew in the left seat with the mission commander in the right seat. A hurricane was weakening as it went up the east coast of the U.S. We headed up off the coast of Jacksonville, Florida, flying north toward Norfolk, Virginia. We took readings and made our reports, finally entering what was left of the eye off the coast of Virginia. There was very little turbulence or excitement remaining, and when we began flying over land the mission was over. The crew dropped me off at Warner Robins. Just like that, my hurricane hunting day was over, and I was back at the desk again.

SOME MEMORABLE ACCIDENTS

I had many other unit visits that provided a very good orientation for this former four-engine transport pilot and present safety report reviewer who needed to be familiar with a large variety of aircraft and missions. When a canopy came off an F-4 in flight at our newly formed unit at Homestead, I arranged to go see the aircraft myself. While there, I took the opportunity to fly the F-4 simulator. At another unit we had a pilot punch out of an F-4 after experiencing "departure from controlled flight." Sometimes when in a sharp turn, an F-4 will go uncontrollable if the pilot uses too much rudder. I asked to have that problem demonstrated while I was tooling along in the simulator and my instructor safety officer tried to show me how the manual recommends recovering. The manual also says if not recovered by 10,000 feet, bail out. I was still in a flat spin and of course did not have to bail out in a simulator. They froze the sim at 10,000 feet so they would not have to go through the process of recovering the simulator after a crash.

The unit accident with the canopy loss resulted in the back seater dying while the pilot miraculously made an emergency landing. His ejection seat jammed when partially deployed and the pilot had to stay in his seat after landing while the ground crew gingerly removed the ejection explosive charge. That was only the second fatality AFRES had in the six years I was Director of Safety. Our unit came up with a system-wide fix for the malfunctioning canopy system.

The only other fatality involved one of our F-105 units that had deployed to Denmark to exercise with the Danish Air Force. During a low-level formation flight over the Baltic, a young lieutenant apparently became momentarily distracted and flew into the water at a very high speed. The F-105 had many high-risk tasks involving low-level missions and we had several other close calls, including one where an F-105 returned to base with a power line wrapped around a wing.

I left most of the fighter problems to my safety staffs at 10th Air Force. My C-130 safety officer at headquarters got so involved in the fighter business he sought training and checked out in the A-37. We had a few close calls with both engines quitting on the aging A-37s. Fortunately, the pilots were able to return to base without incident but the commanders and units themselves became so curious to find out what was going on that they arranged to have a conference at Warner Robins with all the experts they could find. They brainstormed for several days and made up a "to-do list" of possible things to check out on all their airplanes. Before the report was completed, an A-37 pilot ejected because he was going to be short of the airfield after both engines refused to restart. An accident board was formed, headed by a Tactical Air Command colonel and a mix of TAC and AFRES members. They were mystified but received wind of the conference we had at headquarters and asked to see the report. I got permission to ship it to the board chairman and they investigated every finding and located a possible answer. The engines were coming loose from worn fittings causing them to bind. All A-37s were subsequently inspected and repaired as necessary.



The A-37 Dragonfly was a modified version of the T-37.



We also had a large tactical airlift unit at Westover AFB in Massachusetts that flew both C-123s and C-130s. In October 1977, our safety officer, Maj. Gale French, was asked to test hop a C-123 after heavy maintenance. As he leveled off at 4,500 feet, the right engine caught fire and the cabin and cockpit filled with smoke. As on all test hops, parachutes were on board but stowed in the cabin. The pilot quickly turned toward the field and started a descent while trying to put out the fire to no avail. They declared an emergency and opened the side window to get a clear view for landing. In so doing, all communications were lost within the cabin and with the tower as the noise was unbearable and headsets were blown off. The loadmaster in the cabin donned his parachute and believing they were going to crash and unable to notify the cockpit, he lowered the aft door and bailed out about four miles from the field. Meanwhile, the cockpit crew was able to lower flaps and main landing gear and miraculously make it to the runway with the engine still ablaze. The tower saw them coming and after a successful landing on only the main landing gear (the nose gear failed to extend), the fire was extinguished. The loadmaster was found safe and hitched a ride to the base.

An inspection team found the main fuel supply line to the engine had split and filled the nacelle with fuel that fed the fire until it was gone. The fuel lines were changed often during the Vietnam War to keep the planes in commission. After the war as a cost-saving program the lines were to be inspected periodically and changed only as necessary. AFRES found several more brittle hoses and unilaterally ordered all of them to be changed. One of our Vietnam veteran C-7 Caribou units also checked their fuel lines and discovered they might be wise to change theirs, too. AFRES submitted Major French for the Koren Kolligian Jr. Trophy for outstanding airmanship, an award which he won easily.

A few years later at Kelly Field in San Antonio, a reserve pilot who was also a civilian contractor was flying a local C-130 sortie when one of the engines caught fire.

The weather was near minimums when he, too, had an uncontrollable engine fire. He flew a flawless approach back to Kelly, landed and came to a stop near the fire equipment so they could attempt to put out the fire. The crew evacuated and the fire took several minutes to extinguish. Just like the C-123 and Caribou, the C-130 fuel lines were overdue for change. AFRES immediately cornered all the fuel lines in the supply system and went into the manufacturing business with a goal of changing all fuel lines in the fleet. The National Guard followed our lead, but the Military Airlift Command would have had to ground their fleet. They relied on frequent inspections and “fly-fail-fix” before changing their lines. Unfortunately, about a year later, they had an uncontrollable in-flight engine fire where the plane broke up in flight, killing all aboard.



I had an opportunity to fly with our CH-3 helicopter gunship unit at Luke AFB in Phoenix, Arizona.

Our Portland, Oregon, air rescue helicopter unit had a long accident-free history and was very active in innovative missions. On a rescue exercise in the high-country desert, one of their Hueys lost power and dead stick landed causing what they believed to be repairable damage. The aircraft was eventually returned to Portland and the USAF depot engineers assessed the damage as not worth the repair cost. The unit and AFRES headquarters thought differently. After much coordination AFRES found the Army routinely fixed worse cases than this and the Army agreed to repair it if we got it to Texas. One of our C-141 associate units at nearby McChord AFB, Washington, sent an aircraft to Portland on a training mission and ferried the chopper to Texas. The Army had it flying again in a month, thus saving a critically needed aircraft and major accident for our hard-working chopper folks.

MEMORABLE GUEST FLIGHTS

I had an opportunity to fly with our CH-3 helicopter gunship unit at Luke AFB in Phoenix, Arizona. I learned both the back-end and cockpit routines, fired the Gatling

gun at some huge cacti in the desert, and had about an hour of stick time flying low-level formation before being talked through a landing and taxi back at Luke. Even more fun was flying the C-130 gunship at Duke Field in Florida. I toured the back-end operations where there are several cubicles with crewmembers watching different scopes that line the aircraft up with targets on the ground. On one scope, I could actually see a person walking on the roof of a hanger used to align the equipment after take-off. We flew to a target range, and I watched the aircraft commander hold the plane in a 30-degree bank at exactly 6,500 feet, look through a scope to spot the target, and when all was lined up fire the cannon and see his prey disappear. I tried it but found it very challenging to keep on target and I fired and missed. On a side note, the unit safety officer took me sailing in the Gulf and showed me how to solve the Rubik's Cube which kept me entertained for several months.



I had several other similar treats. The SAC IG invited someone from my staff to join him in an inspection of our KC-135 unit in Indiana. I volunteered and witnessed the certification of a new aircraft commander and an actual full alert exercise where all their aircraft took off on a huge refueling exercise with SAC bombers. I also flew on a local mission with one of their alert crews commanded by an instructor. After refueling a couple of fighters, the crew returned to base for some local training. I was seated in the left seat for the final landing. I had not flown a KC-135 in over 10 years and had never flown this model with smaller engines and no reverse thrust. I flared a little bit high and plunked the landing unhappily but brought it to

a comfortable stop. I taxied in and parked it--a real treat for a member of the SAC IG team! The unit passed with great compliments.

Whenever I joined our IG team for a unit inspection or went on one of our commander's weekend visits, I was always offered the opportunity to fly on a local mission. At McGuire AFB in New Jersey, I hopped on a new stretch C-141 for a currency flight for four pilots who needed three landings and approaches before departing on an overseas mission in the next few weeks. It sat in the jump seat so I could observe their procedures. Most of the pilots were airline copilots or flight engineers augmenting their salary and were all good sticks. The last landing of the day was my turn; I found out how nice that aircraft flew and made as good a landing as the rest of them. I also found out that I had to almost pass the turnoff taxiway before turning to keep the wheels on the pavement.

One of my greatest treats of all was flying the C-5A at Travis AFB, California. The crew briefing was at 0330 for a 0700 takeoff. Preflight took several hours with several flight engineers in training and seven pilots to get three landings each. It was a long but interesting day for the instructor pilot (also a B-727 flight engineer for Eastern Airlines in New York). The C-5 is a huge airplane and I had plenty of time to see it all, but I spent most of my time observing the more than 20 approach and touch and go landings. When I finally was invited into the seat, I pretty much knew exactly what to expect, but I could not believe how easily that aircraft handled and did exactly what I wanted it to do. My landing was among the best of the day and to my pleasure, I was amazed how peppy it handled on my touch and go takeoff. I had to get out of the seat for the final landing because the taxi in was to be performed by one of the new pilots upgrading to the left seat. I watched with great interest as he managed to keep all those tires on pavement in many sharp turns before cutting engines after a very long day.

MORE MEMORABLE EVENTS

My C-5 flight helped me appreciate the challenge for those associate reservists who fly worldwide missions with Military Airlift Command. A Dover aircraft fully loaded for a flight to Frankfurt, Germany, took off and after entering clouds struck a formation of Canadian geese which immediately caused one engine failure on the right wing and soon another. The reservist aircraft commander immediately asked for a GCA back to the field and started dumping fuel because he was well above landing weight and losing more power. He performed all emergency procedures correctly and by final approach, had only two engines operating and a third one acting up. He



was able to maintain minimum rudder control speed in level flight. Turning final, he stopped dumping fuel. After breaking out lined up with the runway, he quickly slowed the aircraft down, lowered the gear and added some flaps for a smooth landing and heavy braking with limited reverse available. As he turned off the runway the third engine failed. They were towed into the ramp after a most challenging flight, with problems that had not even been taught in the simulator. AFRES nominated the aircraft commander for the Kolligian Trophy, and he became our second winner in five years.

We had many very enjoyable conferences in the six years I was at AFRES. At one in Atlanta, we had a Delta pilot who had been on a long project with the Airline Pilot Association and his airline to relocate fire departments where they could more quickly respond to airfield emergencies. His work eventually resulted in FAA rules moving them to midfield rather than on a busy parking ramp near the terminals.

My final trip to California at AFRES was to our new KC-10 tanker unit at March AFB. The unit was in the early stages of forming and training. The pilots were all trained by American Airlines in Dallas, 100 percent in a very realistic DC-10 simulator. The instructor pilot on my flight had less than 100 hours in the actual aircraft and his pilot and copilot team were on their first flight after simulator training. This was a new modern world for me. I was used to spending months getting checked out in aircraft; these guys were considered mission ready after their first airplane ride.

We planned to take off and fly east to the Tucson area where we were to refuel six National Guard F-4s. I observed how easy it was to use the autopilot for all

phases of flight. Just turn knobs to what you want, and the plane does the rest. We orbited for the refueling for about an hour, and I watched from the amphitheater-like seat in the aft belly. We then returned to March for the initial check ride as a crew. Each pilot made four landings, the aircraft commander from the left seat and the copilot from the right. They hand-flew only one approach and landing. They did one circling approach using the USAF chart minimums, where they commented that a plane this large should not be flying a 30-degree bank only 600 feet above the ground (commercial airlines do not circle below 1,000 feet AGL). After the final landing, they met with the unit commander to arrange for the certification routine for mission assignments. Welcome to the modern Air Force.

Finally, the time had come for me to retire. While at AFRES my job and the Numbered Air Force positions had been upgraded to O-6. The Director of Safety at 10th Air Force, an F-4 pilot, eagerly took the job as a reservist. "What Color is your Parachute" strongly recommended I look for a job involving flying. I applied with People's Express was disqualified due to the melanoma on my record. I happily found a job flying 707s with the Atlanta Skylarks Air Travel Club. I spent seven rewarding years flying charter to world-wide destinations and made it to check airman by age fifty-nine when one of our ex-TWA 707s crashed in the Azores. The airline, then called Independent Air, soon went under and I landed a job as a researcher at the NTSB and later as a freelance safety advocate. In the next 10 years I had 40 articles published, most with the Flight Safety Foundation and ALPA's Airline Safety magazine.



DAYTON, Ohio — McDonnell Douglas F-4C Phantom II at the National Museum of the United States Air Force.
(U.S. Air Force photo).

Becoming an Airline Safety Advocate

By Lt. Col. Thomas A. Duke, USAF (Retired)

Being retired at almost 60, I became even more interested in finding out what really happened in the February 8, 1989, Independent Air Boeing 707 crash in the Azores. I had flown that plane to Bergamo, Italy, and the return crew hit a mountain on approach to Santa Maria destroying the aircraft and killing all on board. I contacted the NTSB member of the Portuguese Investigation team and arranged to hear the mishap aircraft voice tapes. I found my way to the eighth floor of the FAA building in Washington, DC, where the NTSB then resided. We met and chatted for a while, and after listening carefully to the tapes, I became very interested in determining what happened. The Portuguese investigation report was not yet completed.

My host then introduced me to the senior executive leader of investigations who inquired what my experience was in accident investigation and reporting and encouraged me to apply for a research position that was opening soon. I told him about my 13 years of safety assignments, the schools I had attended, and the accidents I had investigated or reviewed. I found out there were quite a few former military pilots at the NTSB. I applied, got the job, and in a couple of months moved to the DC waterfront where I could walk to work as the staff aviation safety researcher. I was older than most and had a lot to learn.

I was presented with 50 completed accident reports piled up on my desk. This was in the days before computers could do the tallies, so facts and figures were done on large sheets of graph paper. I had to total by airplane type; errors by pilot, first officer, and engineer; airport; airline; type of accident; fatalities; time of day; time of duty; type of error; etc., and eliminate injuries from turbulence, ground handling, and ground damage. Each accident location, type of aircraft, and airport were excluded as we were looking at types of errors only. After six months of tutoring, they hired a younger Ivy League pilot to assist. His father was with the Rand Corporation. He needed no training. Since only one of us was needed for the job, I decided to return to my full military retirement. It took almost four years for the Independent Air study to get published by the NTSB. I took my data on the crash to the Flight Safety Foundation and "Just What Are Flight Crew Errors" was published in July 1991 in the "Flight Safety Digest." My new career began!

My recommendations almost paralleled the official report which was published in 1993 before the Gore Commission. I asked the FAA to expand the use and distribution of Air Safety reports (ASRP) by NASA to all pilots. The FAA should require each airline to have a safety department

reporting to senior management to manage spreading the word to all crews. Each Captain should be able to err on the side of safety without punishment. Simulator training should include LOFT scenarios that include in-flight problems, not just engine failures and minimums landings. Flight data recorders should be monitored for educational use not punishment. Cockpit Resource Management programs (CRM) should be required to improve cockpit coordination and management. Air Traffic Controllers should be encouraged to ride in cockpits to provide better service to flight crews. Establish minimum hours of flight crews being assigned to fly together. Establish Advanced Qualification Programs (AQP) having crews receive check rides together. Require advanced technical hardware such as Color Radar, Ground Proximity Warning Systems (GPWS), etc. be installed on fleet aircraft, and have FAA, NASA, and NTSB improve awareness of human factors and awareness in problem solving.

While at the NTSB I attended the huge hearing in New York for the Avianca crash on approach to Idlewild. The Investigator in Charge (IIC) had an office across from me and we became good friends. He was a former Marine pilot and Vietnam veteran. He let me review his proposed report and I noticed that the crew had descended below the glideslope on their first approach without Air Traffic Control broadcasting a warning with their radar equipment. It happened to me once when I landed there. I concluded that if they had been warned they were low, they may have recovered and might very well have landed safely on their first approach and we would not have needed that hearing. My article was called "Six Hours and 26 Minutes into a Four Hour, 40 Minute Flight" published in March 1992 by the *Flight Safety Foundation Digest*. The hearing disclosed the warning equipment was out of commission that day and the FAA had not published a Notam (warning) about it.

I also became involved in a regional airline crash in Georgia. The crew had been checked out that morning and were immediately assigned to fly in poor weather together with passengers in a twin Beech to airports they had never been to in a cloudy low mountainous area. They had only one set of charts and got confused and hit a mountain killing all aboard. This was one of the flights that eventually called for regional airlines to be required to fly under Part 121 airline rules. "Poor Management Decisions, Inadequate Flight Crew and Inexperience Cited in Fatal Commuter Crash" was published in the July 1993 *Flight Safety Accident Prevention*.

While at the NTSB I met a radio communications investigator who told me about anti-blocking radio devices. When two persons push the radio transmit button at the same time neither person can hear the other. With airplanes and ATC this can be a big problem if not noticed. This happened in the Santa Maria disaster and the crew failed to level off at the correct altitude and missed their clearance to proceed to the ILS outer marker instead of the position at the airfield lat-longs on their flight director. Inexpensive radio parts were available by an American Airlines retired pilot and by an English inventor. I traveled up to the home of retired pilot Captain Rutty and agreed to publicize it in the APA Flightline magazine. It contained two high fatality and destroyed aircraft crashes in the Azores and Tenerife and was published as "Undetected Radio Transmission A Factor in 1989 Azores Charter B-707 Mountain Crash" in October 1993. I had six more articles dealing with anti-blocking devices. Rutty and I even attended a congressional hearing where the chairman asked the FAA when they were going to fix it. The FAA finally decided to have more frequencies assigned to traffic control with the thought that fewer aircraft on a frequency would have a better chance to verify transmissions. Because ATC had radio antennas a longer distance from their transmitters causing a minuscule delay, they were at a disadvantage when blocks occurred and faced a huge expense worldwide.

Six years after the Independent Air B-707 crash in the Azores I was finally able to have an accident review published in the Flight Safety Foundation's Accident Prevention. The NTSB never did request a report from Portugal. I wrote a letter to the Portuguese investigation leader, and he sent me a completed report in Portuguese. The report was never converted to English as required. I found a Portuguese flying school student who gladly read it in English on a tape and I typed it with the spacing like the original. The Flight Safety Foundation required I have it verified, and I was able to have the Portuguese Air Attaché conduct an official review. Hence in February 1995 my article "Aircraft Descended Below Minimum Sector Altitude" and "Crew Failed to Respond to GPWS as Chartered Boeing 707 Flew into Mountain in Azores" printed in Accident Prevention. After lengthy review and change of emphasis by the Flight Safety Foundation, in June 1995 it was also printed by British Airways Flight Deck under the title "Undetected Simultaneous Radio Calls Precipitated 1989 Azores Charter B707 Mountain Crash." There is a book called "IDN 1851 - The Santa Maria Air Disaster" and an episode of Mayday (Season 23, Episode 2 - "Mixed Signals") that explains the 26 errors that the crew, tower, and others made contributing to this accident. All three flight deck crew members had flown in the military. The head flight attendant was the wife of an Air Force retired major and B-707 pilot.

In 1995 there was a worldwide effort to improve airline safety and accident records. A group of nearly 1,000 veteran safety people met in Washington, D.C. and listed almost 200 actions that should be taken. I attended the conference as a journalist. Whenever there was a break several of us gathered around the then-head of the Airline Pilots Union, Randy Babbit. I asked him if there was any effort to require safety departments that report to the company president? He answered, "No, but I can guarantee there will be one before noon today!" It ended up as one of the top three safety improvements out of almost 200. In June 1995, my article "Flight Safety Departments: A Concept Whose Time Has Come" was published in ALPA's *Airline Pilot* magazine.

I wrote a long string of ALPA's *Airline Pilot* magazine articles between September 1995 and January 2003: "Training to Beat Wake Turbulence," "Conquering CFIT," "Battling Fatigue," "Preventing Runway Incursions Parts 1 and 2," "Be careful—Heterodynes are Out There," "Runway Incursions Affect an Airline Pilot Every Other Day," "Big Picture, Parts 1 & 2," "Tower Controllers, Pilots Agree on Airport Surface Safety," "IFALPA Calls for Urgent Action on Anti-Blocking Devices," "Runway Incursions—12 Very Serious Runway Incursions in 1999," "A Visit with Ideal Airline's Flight Safety Department," "Special VFR in Southeast Asia," "A Long-Standing Successful Safety Reporting System," "Runway Incursions Update," "Back to the Future (Concorde)," and "Training Aviation Professionals." Most of these articles were supplied by new data reports required by the FAA and committees set up by the Worldwide Safety Conference (CAST) in 1995. "Big Picture" established the goal of reducing accidents by 80 percent in 10 years. After five years, accidents greatly reduced. Many recommendations were implemented, and the goal was met in 10 years in 2007. There has been only one fatal crash and one single person (passenger) fatality in the last 17 plus years!!! This meets my definition of success.

There were also a few articles published in other than the *Airline Pilot*. *Aviation Week* published a Viewpoint guest editorial called "Safer Skies Require Mindset Change." I recommended the FAA speed up implementing the CAST recommendations and guarantee not punishing self-reported flight crew errors. British Airways provided me with the complete self-reporting system they had employed for years in their safety department as a helper for U.S. safety offices. British Airways had a long accident-free record. When I visited them, I got a tour of the Concorde. I have also published several articles in the *Daedalus Flyer* for a total of 50 since 1991. My retirement years have been very rewarding and fun. I hope the airline safety revolution continues to succeed.

NOTE: Most of the articles published in the *Flight Safety Digest* may be viewed at: <https://flightsafety.org/aero-safety-world/publications/flight-safety-digest/>.

Dangerous Winter Rescue in the Alaska Canyon

By: Lt. Col. Jim Greider, USAF (Ret)



Then-Capt. Jim Greider, the aircraft commander of Alert 01 and his copilot, 2nd. Lt. Victor Jaroch (far right) received the Air Medal for a daring night rescue in Alaska. Col. Frederick Eaton, 21st Composite Wing DO, made the presentations.

Fifty years ago, on November 12, 1974, the crew of Alert 01 was awarded the Air Medal for a daring night rescue. The citation reads: "On that date, Lieutenant Greider hovered his HH-3E into a narrow canyon at night to recover the survivor of a plane crash. He landed and helped carry the unconscious survivor down a treacherous cliff and through a freezing river to accomplish this difficult rescue." Below is Greider's personal account of that harrowing mission.

"Alert 01, wind calm, cleared for takeoff runway 33. Right turn to. 360, contact departure." The Sikorsky HH-3E, tail number 69- 5802, with its retractable tricycle landing gear, began its rolling takeoff and was airborne through transitional lift with a full alert load of survival gear, topped-off fuel tanks, and a crew of four: two pilots, a flight mechanic (FM), and a world-famous rescue technician (PJ). It was just after 4 p.m., Alaskan Standard Time on Tuesday, November 12, 1974. The 5040th Helicopter Squadron (HES), with 13 aircraft (tail numbers 69-5800 thru 69-5812), provided 24/7 rescue alert at both Elmendorf AFB in Anchorage and Eielson AFB in Fairbanks. Eielson alert was for seven continuous days, but Elmendorf changeover was daily at 4 pm; on weekdays the crew flew a 2-hour local instrument mission. The 5040th had the last 13 HH-3s built at the Sikorsky plant in Connecticut, which were delivered to Elmendorf in 1970 when the new H-53 began replacing the H-3 in Southeast Asia.

It was a beautiful late fall evening in Anchorage. The sun had just set in the southern sky and the night was clear and cold. Daylight was quickly evaporating, but it was still over a month before the shortest day of the year. Alert 01 turned north and contacted Anchorage approach control for the first of many practice ILS, VOR,

and NDB approaches. Upon initial contact, the crew was told to contact the Rescue Coordination Center (RCC). Could there be a night rescue? Night rescues were very unusual, especially in the winter, and certainly demanding having to land somewhere in the Alaskan wilderness at night. Upon checking in with the RCC, they directed Alert 01 to contact a Super Cub aircraft orbiting over the Mananaska Valley at 6,000 feet, just north of the Knik Glacier, about 75 miles northeast of Anchorage. The Super Cub pilot's friend had just crashed his aircraft into the side of a mountain trying to land at their hunting camp in Metal Creek Canyon. The Alert 01 crew made contact with the orbiting pilot on VHF radio. The HH-3E had a full complement of radios: 2x UHF, 2x VHF, FM, and HF. As Alert 01 turned to the northeast and climbed through 4,000 feet, they could see the orbiting Super Cub above the mountain tops, in the clear Alaskan night sky.

Radio contact was established and after rejoining on the Super Cub, both aircraft headed to Metal Creek and the crash site. Metal Creek Canyon ran north and south, perpendicular to Alaskan Highway 1. As the two aircraft flew northbound up Metal Creek, the valley became very narrow. The Super Cub pilot pointed out the crash site and landed on the creek bed landing strip about 1/4 mile north of the crash location. Alert 01 then came to a hover with all of its exterior flood lights on. This allowed the crew to see the entire canyon floor and the downed aircraft hanging on a ledge about 50 feet above the west side of the creek bed. By not it was pitch dark and a low cloud ceiling was moving in, blocking out any light the moonlit night sky could provide. However, the visibility was perfect, with the low clouds trapping the light from the floodlights, making the rescue zone resemble a Hollywood movie set.

The accident happened when the second aircraft, in trail formation following his lead, aborted his landing, tried to make a 180-degree turn, stalled out, and crashed on the side of the mountain leaving the aircraft dangling on a ledge. The lead aircraft landed, turned around, and took off heading south. As he passed over the crash location, there was no sign of life. He called the RCC and asked for help. Luckily, Alert 01 was in the air and could respond immediately. The accident happened at 3:15 pm. About 90 minutes later, in the mountains it was getting dark and the temperature was falling rapidly. If the mishap pilot was still alive, Alert 01 had to act quickly. In a hover at the crash location, a rescue initially looked impossible; no place to land, a raging creek below, temperatures now below zero, blowing snow and debris, and trying to maneuver a 22,000-pound helicopter in a narrow Alaskan mountain canyon at night.

After a 180-degree hover turn to point the chopper directly south and with the crashed aircraft at the 3 o'clock position, the pilots analyzed the situation. The canyon floor looked to be about 200-feet wide, or three

times the length of the helicopter including main and tail rotor clearances. The east wall was a vertical cliff going straight up into the clouds and the west wall was a more gradual slope, with the crashed aircraft hanging on the ledge above the water. It looked like it might be possible to climb to the crash site using the small trees, bushes, and shrubs for support.

The creek took up about a third of the landing space and, coupled with the upslope from the creek bed, there was not enough room to land parallel to the creek, but thinking outside the box, the landing would work if we turned the chopper 90 degrees and hung the tail over the water. This would leave the tricycle landing gear with enough level room for landing support, and provide enough clearance between the main rotor blades and the east canyon wall.

The pilot maneuvered the helicopter into position, tail rotor over the water, with the FM hanging out the cargo door on hit mic providing verbal communication to the pilot for 6 o'clock tail rotor clearances. The floodlights provided superb visibility. Luckily the hovering did not cause any FOD damage to the engines, although the HH-3 had huge FOD deflectors in front of both engine intakes for this very situation. The helicopter descended from its hover and settled onto the rocks, logs, brush and other debris next to the fast-moving creek. After a successful controllability check with the cyclic, the pilot shut down the engines, and the copilot applied the main rotor brake. Any instability and the chopper could roll forward and contact the east canyon wall, about 30 feet from the helicopter's nose and 20 feet from the main rotor blades. It was a very tight, unimproved landing zone. But so far it was working, thanks to very good training, the cornerstone in military flight schools.

After engine shutdown, it was decided to leave the co-pilot in the helicopter to monitor the radios with the Auxiliary Power Unit (APU) running. Because of the steep mountains, receiving radio calls at this location was only available on HF radio, and successful transmissions on other radios might work with aircraft passing directly overhead. The APU provided electric power to all helicopter systems when the engines were shut down. Running the heater was most important as the temperature was very cold. The next threat was crossing the creek. The pilot, flight mechanic, and PJ exited the helicopter via the aft ramp, and approached Metal Creek just below the crash site. This was no shallow creek as the crew found out. They hoisted the rescue litter basket loaded with survival supplies over their heads and entered the water. The creek was about 15 yards wide, but the current was swift, and the water was shoulder deep, drifting them some 20 yards downstream from the crashed aircraft location. After successfully crossing the creek, they had to back track along a narrow ledge to start the climb to the crash victim. Using small tree limbs and bushes, the three crew members managed to pull themselves and a heavy rescue litter 50 feet up the slope to the crash site. The climb was slow and tedious. The snow was deep, which probably provided some support

to keep the crashed aircraft from falling into the creek, where the pilot would have drowned.

Arriving at the scene, the PJ was able to find a pulse on the crash victim. He worked for about 20 minutes, with minimal light provided by the pilot's only working flashlight, to secure the survivor in the litter and ready for travel. Both the victim's legs and arms were broken, so balloon air splints were used to secure them. There was no external bleeding, so the PJ would provide more medical care after the survivor was in the helicopter. Once secured, the crew moved upstream about 20 yards and made a controlled slide down the slope and into the creek. Using the water's current, they exited the creek exactly under the tail of the helicopter. Perfect! The copilot had the aft helicopter ramp lowered and the survivor was loaded up. The warm helicopter was a welcome sight -- the crew was tired, soaked, and cold. The PJ secured the survivor in the helicopter, and everyone changed into their warm arctic survival clothing.

The last and most dangerous problem was restarting the helicopter engines. It might have settled into the creek bed or, if the helicopter rolled forward into the east wall when releasing the main rotor brake, it would self-destruct like an egg beater beading an egg. The two GE engines started without a problem, as jet engines love cold weather. The rotor brake was released and the chopper didn't move an inch. The pilot increased rotor RPM to 100 percent, raised the collective, and pulled the helicopter up into a three-foot hover. Checking the map, it was determined that a 180-degree heading was perfect for departing the creek bed. This would parallel the creek and keep the helicopter clear of the canyon walls. The crew executed a true instrument takeoff.

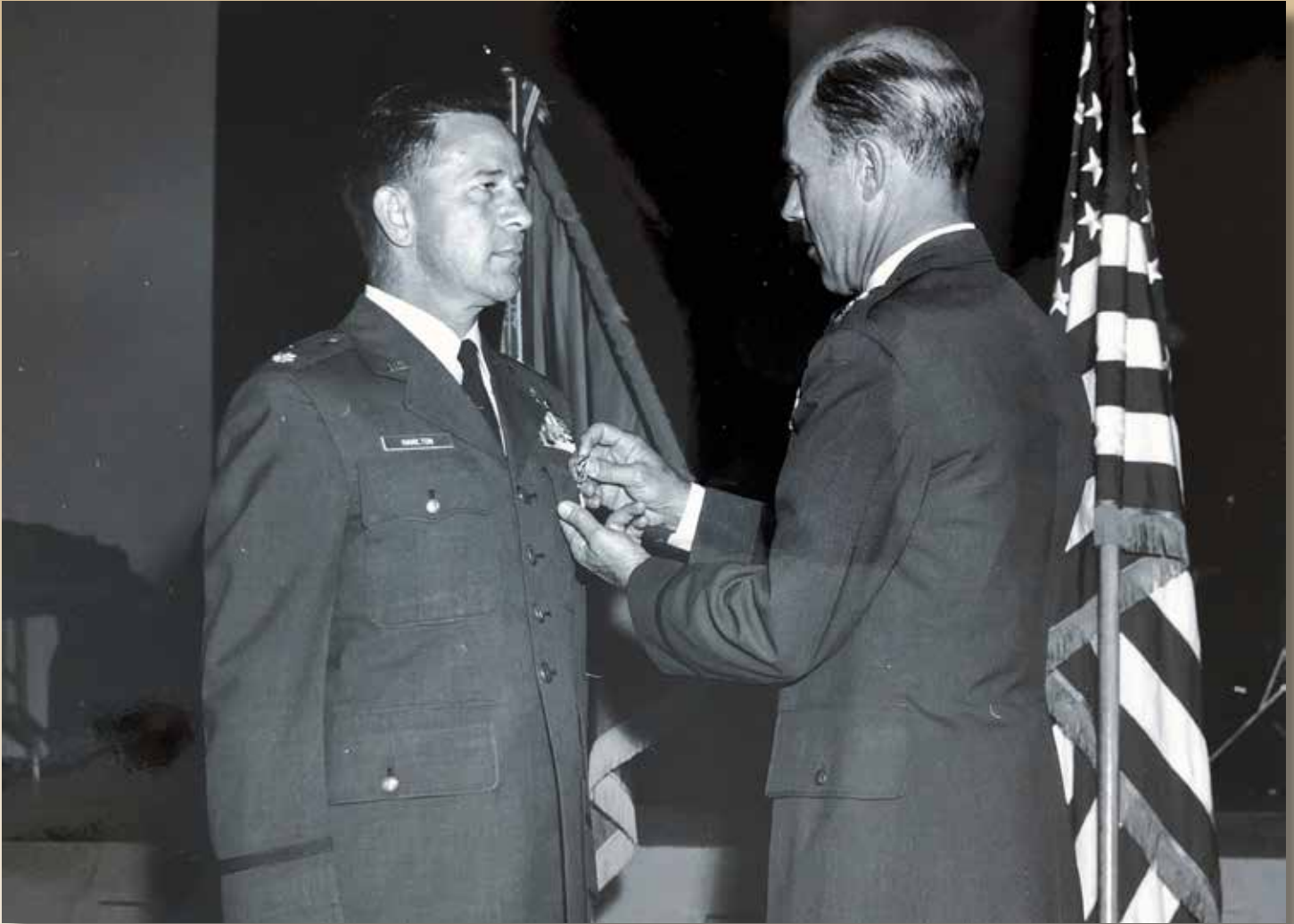
As the HH-3E came to a hover, the pilot made a 90-degree pedal turn to the south, pushed forward on the cyclic, and pulled up on the collective. As Alert 01 took off, it entered the clouds at 100 feet. Now on instruments in a mountain canyon, heading control was crucial. After what seemed to be forever, the helicopter broke through the clouds at 4,000 feet into a clear moonlit Alaskan night sky. It was just past 7 pm. The copilot then called the RCC to update them on the situation and give an ETA to the hospital.

It was about a 30-minute flight to Anchorage where the crew made a safe landing over the power lines at the Providence Hospital helipad. The crash victim was off-loaded to waiting medical personnel. The crew flew back to Elmendorf and completed the required paperwork at 5040th Ops. The next morning, the PJ was talking about the mission from the night before. In March 1975, both pilots were awarded the Air Medal and the FE and PJ were awarded Commendation Medals. As of this writing in November 2024, exactly 50 years later, the survivor, Fred Hamilton is alive and well living in Alaska!

After seven years of flying choppers, Greider flew the F-4 for 10 years, retiring as a lieutenant colonel on January 1, 1991, with 20 years of service. Since then he has been teaching American Airlines pilots how to fly MD80 and B737 aircraft in the simulator.

Honoring a Father's Legacy

by Patricia Crockett, daughter of the late Lt. Col. Marvin Hamilton, Life Member 8143



Hamilton received the Bronze Star for his outstanding service during the Vietnam conflict from 1970-1971.

Marvin Hamilton, Wethersfield Class of 1942, attended Western Illinois College until enlisting in the Army Air Corp in March 1943. He was assigned to Maxwell AFB, Montgomery, Alabama, for ground training as an aviation cadet. Upon completion, Marvin attended DAR AeroTech, Albany, Georgia, for flight training in the PT-17. Training continued in the BT-13 in Greenwood, Mississippi. Advanced training in the AT-6 followed at Craig Field, Selma, Alabama. He graduated to fighter pilot training in the P-40, also at Craig Field.

Marvin was then trained in B-25s and assigned to the WWII India, Burma, China Theater. While stationed in Burma, he

volunteered to fly supplies to China over the "Hump" (the Himalayan Mountains) in the C-47. After several trips he was sent to Kunming, China. He was tasked with flying all models of aircraft from Kunming to Shanghai. He was also pilot for the commanding general and flew him from Kunming and various stations in China to assist with rebuilding.

After WWII, Lieutenant Hamilton returned to Kewanee and remained in the Reserves. In 1950, he was recalled by the USAF to fly the B-26 in Korea. In Korea, he flew night intruder missions with the 13th Bomb Squadron. Marvin earned the Distinguished Flying Cross for meritorious service in combat.

Marvin decided to become a career Air Force officer. He was stationed at Langley AFB, Virginia, as an instructor pilot in the B-26. While there he continued his training in the T-33.

In 1955, he was assigned to duty in England. During his time at Sculthorpe and Alconbury RAF he flew the B-45, the first jet aircraft to carry nuclear weapons.

Captain Hamilton was stationed at McConnell AFB, Wichita, Kansas, in 1958 for B-47 training. His post training assignment was Schilling AFB, Salina, Kansas, where he served during the Cold War of 1962.

In 1964, Major Hamilton was assigned to Headquarters, 15th Air Force, March AFB, Riverside, California. While there he served as Chief of the Alert Management Division, 15th AF. He received his promotion to lieutenant colonel during his assignment with 15th AF.

In 1967, Lt. Col. Hamilton was assigned to Strategic Air Command Headquarters, Offutt AFB, Omaha, Nebraska. At SAC Operations Plans his duties included developing and implementing national security plans. He was a staff member that flew on the Airborne Command Post.



Lt. Col. Marvin Hamilton's official Air Force photo.

During 1970-1971 Hamilton served as Commander of the 6250th Support Squadron, Saigon, Vietnam. He also served as Assistant Chief of Staff, 7th Air Force for Gen. Daniel Lavelle. For his outstanding service during this time, he was awarded the Bronze Star.

Marvin returned to Offutt AFB where he attended BOOTSTRAP, a program to allow service members to finish their college degrees. Through the years he had been earning credits attending George Washington Extension Center, Hampton, Virginia; University of Maryland European Division in England; and various other extension colleges. He persevered to graduate from the University of Nebraska-Omaha with a degree in business in 1972.

Lt. Col. Hamilton's last assignment was at Whiteman, AFB, Whiteman, Missouri, in 1972, where he served as Chief of Staff for the base.

Marvin retired in June 1974 after 32 years of service. As a command pilot with over 6,700 flying hours, he flew 21 different aircraft and received four air medals and various commendations. He was interviewed by the University of Florida for their Veteran's Oral History Project. Those files are available in the United States Library of Congress. He took his final flight in February 2024, at the age of 99.



Hamilton stands next to a restored PT-17, the plane he trained in after aviation cadet training.

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We welcome our new members and congratulate the following Daedalians who joined or were reinstated from June 15, 2024 to September 30, 2024

1st Lt Taylor M. Arbour, USMC
Col. Brian S. Armstrong, USAF
Maj. Christopher Baisch, USAF
Lt. Col. Frederick J. Barlow, USAF (Ret)
Lt. Col. Sarah C. Bergkamp, USAF
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ENS Joshua L. St. John, USN
1st Lt. Albert C. Steen, USAF
ENS Connor M. Tabone, USN
Col. Brent J. Toth, USAF

Reunions & Meetings

A-1 SKYRAIDER ASSOCIATION

WHEN: Early March, 2025

WHERE: San Antonio, TX

POC: John Larrison, larrcatchall@gmail.com

ADDITIONAL: Skyraider.org/skyassn

20TH FIGHTER WING REUNION

WHEN: October 30 - November 2, 2025

WHERE: Tucson, AZ

POC: Gino Passaro, passarog@verizon.net

ADDITIONAL: 20FWA.org

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Flight 102

Woodstock, GA

submitted by Col. Bill Rial, USAF (Ret)



Dale "Boots" Hill used the standard applause method for determining the winner of the ugly Hawaiian shirt contest. Boots was the winner this year.

From the Daedalian Flight Manual - "Part of our Founders' original intent was to preserve the memory of those who accepted great personal risk as our nation's first aviators and first to volunteer to fly in war."

The Daedalian National staff's Founder Challenge was an effort to help preserve the memory of our Founders. This competition motivated many Daedalians to research their Named Founder. Winning this contest inspired Flight 102 to do more. We decided to dedicate two meetings this year focusing on our Founders.

Our first meeting dedicated to our Founders was in April at the American Legion Post 160 in Smyrna, Georgia. The concept for this meeting was to make it an educational event focused not only on the pilots, but also the aircraft used and the different mission types flown during the war. The flight absolutely nailed it by inviting Narayan Sengupta to be the guest speaker. Narayan is a professional WWI aviation historian and the president of "American Aviators of WWI" (<https://usaww1.com/>) - an amazing website focused on this subject. He has also authored two books about the United States Air Service in WWI. Narayan and his website partner Mike O'Neal have done an amazing job archiving WWI aviation history on their website. You would find the time visiting this website worthwhile.

[Note: Mike O'Neal is the aviation artist and WWI pilot-historian highlighted in the Spring 2024 "Daedalus Flyer"]

Narayan's presentation, titled "American Aviation in WWI," addressed specific combat events from several battle campaigns. His presentation covered all aircraft types used in the war and gave specific accounts of mission summaries obtained from actual pilot logbooks and journals. When highlighting a specific pilot, Narayan's slide would often have the pilot's photo inset with a photo or an O'Neal painting of the type aircraft flown. For example, when briefing information on pilot Stephen Thompson, his slide depicted specs on the Breguet XIV bomber with a gorgeous O'Neal detailed painting of that bomber.

Narayan's incredible knowledge of the pilots, their training, their aircraft, and operational assignments, made this a terrific educational presentation. Flight members and guests were truly fortunate to have been able to enjoy this presentation.

The June meeting was very successful for several reasons. First, the Commemorative Air Force (CAF) "Airbase Georgia" in Peachtree City is an awesome venue for a group of military pilots to hang out and enjoy a delicious catered meal. The CAF's stable of beautifully maintained warbirds is most

fitting for a Daedalian meeting. Secondly, flight members and guests witnessed Flight Captain Dale "Juice" Najewski give new Flight member Alex Adams the Daedalian Oath. Juice ordered Hawaiian shirts as the UOD. This is now a June-meeting standard. Another standard is for Dale "Boots" Hill to select the ugliest Hawaiian shirt. His technique for doing this has been to let the applause from the attendees determine the winner. Once he measured the applause for each of the three finalists, someone yelled, "Let's judge Boots' shirt!" With that, Boots held his hand over his cranium and the applause was almost deafening. Well, maybe not that loud, but clearly, Boots was the winner and awarded three raffle tickets.

As stated earlier, the meeting format was to continue the flight's mission to honor our Founders. This was accomplished by having members who had biographical information on their Named Founder to share that information at a meeting. Using a "pass-the-mic" format, members and guests heard some very interesting bios on 12 Daedalian Founders. From notes on index cards to PowerPoint presentations, attendees heard interesting stories, saw photos, and learned a lot about the lives of these "kids" who volunteered to fly in combat and later became Founders of our organization.



Flight Captain Dale Najewski and Naryan Sengupta.



Narayan Sengupta was the flight's guest speaker at the April meeting devoted to learning more about our Founder Members.

Randy "Soggy" Sage stole the show not only by talking about his Named Founder, but by also sharing some amazing detail about his grandfather, Venning Lee Sage, who flew with the Imperial Royal Flying Corps Canada during The Great War. Lieutenant Sage was an instructor pilot at "#3 School of Fighting and Gunnery" in England. Randy brought some amazing props for his talk - to include a real prop! He also brought his grandfather's flight school class photos, his British War Medal and official British documents depicting his grandfather's service with the Royal Flying Corps.

The Ben T. Epps Flight has set the bar pretty high when it comes to honoring Daedalian Founders. We plan to continue this effort by asking those with information on their Named Founder to bring that material to share at a future meeting. We are also publishing Named Founder bio information in our newsletters. All of this, to honor our Founders.



Flight Captain Dale Najewski administers the Oath of a Daedalian to new member Lt. Col. Alex Adams, USAF (Ret).



Flight member Randy Sage brought some props for his presentation on his Named Found and grandfather, 1st Lt. Venning Lee Sage.

Flight 32

Clearfield, UT

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

Pioneer Flight 32 met on September 19th at the Oakridge Country Club. After the long summer break, it was good to see old friends again. Flight Captain Col. Oscar Hope, USAF (Ret), emphasized the BigGive that was coming up, stating that funds received are allocated for future scholarships. Colonel Hope was also the night's featured speaker. His talk was about the International Air Rally that he and Laurie, holder of a private pilot license, recently participated in. The rally has been the world leader in group flying events since 2003. This year's rally started in Edmonton, Alberta, and finished in Winnipeg, Manitoba. There were 15 planes entered, some from Europe. As with any trip entering another country, it seems that the paperwork, fees, customs, etcetera, take up a considerable amount of time in the preparation and getting to the starting point. They had the ForeFlight app to aid throughout the flights, however sometimes it was intermittent and required returning to the pilotage and visual navigation skills. Yellowknife was the largest town on the planned route. Weather, winds, fuel availability, and limited services all played a significant role in successful completion of the rally. Both Oscar's and Laurie's descriptions of the sights throughout the whole rally (along with some great pictures) provided the flight with a vivid description of the rally.



Sunsets and the aurora borealis were sights to behold while flying in the rally.



Laurie Hope was copilot on the International Air Rally flights.



These polar bears were just playing along the rocks one of the stops.



One of the stopover locations was Plummers Lodge on Great Slave Lake.



This map shows the route the International Air Rally aircraft flew.

Flight 23

Fort Worth, TX

Submitted by Col. Bob Pavelko, USAF (Ret)



Col. Knox Bishop, USAF (Ret), spoke to Flight 23 in August about the FB-111.



Flight 23 heard from Lt. Col. Jerry Singleton, USAF (Ret), at the June meeting.

The guest speaker at 23rd Flight's June meeting was Lt. Col. "Ivan" Jerry Singleton, USAF (Ret). After completing 255 missions during a combat tour in Vietnam, Jerry was based in Glasgow, Montana. He applied for and was accepted to the USAF Test Pilot School which at that time was called the Aerospace Research Pilot School (ARPS). Following USAF Test Pilot School graduation, he flew the NF-104, a modified F-104 that was used as an astronaut training vehicle.

The F-104 Starfighter was designed by Kelly Johnson to be a high-speed interceptor. Lockheed produced 2,579 of the F-104s between 1954 and 1980.

In the early 1960s, the Air Force was in search of an inexpensive method to train pilots for space flights. The F-104 was chosen for modification due to its low lift/drag ratio (2.2 to 1). The modifications to make it an NF-104 included adding a rocket engine built into the base of the vertical stabilizer, control thrusters in the nose for pitch and yaw control, and two-foot-long wingtip extensions for roll control. The engine inlets were also redesigned to obtain optimum maximum thrust at Mach 2.2. At altitudes above 80,000 feet, the reaction control system (RCS) controlled the aircraft much like spaceship thrusters would. In November 1963, the Air Force modified three standard F-104s to this configuration. The NF-104 typical mission obtained zero-G flight for two minutes on a ballistic trajectory to simulate space flight and give pilots experience using thrusters for aircraft control. The RCS control handle was located on the forward instrument panel. The aircraft flight controls still functioned at this high altitude but there was not enough air flow for them to affect the aircraft. JP-4

fuel was used in the tail rocket and included hydrogen peroxide as an oxidizer. Despite the entire profile from takeoff to landing being approximately 30 minutes, fuel was critical because the expectation was to have only 500 pounds of fuel remaining at the end of the flight. And for a portion of that flight, the main engine was shut down. The aircraft was completely unpressurized for the entire mission to prevent the pilot from accidentally bumping the RCS controller when his pressure suit suddenly pressurized as the engine shut down.

Singleton headed up the NF-104 astronaut training program during its last two years before it was terminated. His final Air Force assignment was at the General Dynamics plant in Ft. Worth, Texas, as an F-16 flight test pilot. He flew the F-16 from 1978 to 1982 and served as the Chief of Flight Operations. Following retirement, he flew the Diamond 180, Mitsubishi corporate jet, then the Piper PA-48 Enforcer (turboprop P-51).

Col. Knox Bishop, USAF (Ret) was 23rd Flight's August guest speaker. He described the FB-111 and its capabilities.

During the 1960s, the F/FB-111 was DoD's answer to accomplish a variety of different types of missions for the services. Although the original contract called for delivery of 276 FB-111s to Strategic Air Command to support their nuclear mission, only 76 were built.

The F/FB-111 introduced a variety of new integrated systems in a single airframe. The introduction of complex integrated systems required pilots to master them on a

new and steep learning curve. The aircraft had a variable sweep wing from 16 to 72.5 degrees, and it had an unrefueled 1,800 mile range on a high-low-high profile or 3,300 miles at high altitude. It could carry 27,000 pounds of internal fuel or up to 48,400 pounds when four external fuel drop tanks were loaded. Because of its variable wing, the FB-111 could fly as slow as 130 knots during landing and up to Mach 2+ at altitude. Its Pratt & Whitney TF-30 engine was the first afterburning turbofan. The crew ejection system consisted of a capsule using a variable rocket thrust separation system, depending upon airspeed at initiation of ejection. It had a separate all-weather automatic terrain following radar (TFR) system capable of flying 200 to 1,000 feet above the ground using variable ride control from soft to hard depending on how much hugging the map of the earth was desired. Flight controls were electronically modulated and hydraulic operated. During low-level TFR flight, the autopilot automatically controlled the aircraft to fly along a predetermined navigation route and the TFR automatically controlled aircraft pitch by commanding the flight control system to maintain the pilot selected ground clearance. Airspeed during terrain following flight ranged up to Mach 1.1 and the pilot maintained airspeed manually. These integrated aircraft systems combined to reduce crew workload and free the pilot to more closely monitor aircraft system performance and concentrate on mission accomplishment. During TFR flight, the pilot monitored an E-scope displaying terrain on a logarithmic scale as an S-curve and, if there were no ground returns intercepting the S-curve, the aircraft should maintain ground clearance. If the TFR system detected the ground closer than 83% (in the case of the FB-111) of the selected clearance plane, the system automatically commanded the flight controls into a 2.8G pitch-up/fly-up which had to be manually overcome.

The F/FB-111 could be a great crowd pleaser during air shows. The aircraft could light the afterburners and open the fuel dump valve between the two engines on the tail which created the effect of a large "zippo" flame behind the aircraft.

During development, the F/FB-111 was compared to a B-747 and a B-1A bomber for cost effective weapon delivery. The B-747 could carry more standoff weapons than any other options but had a low probability to survive launch and no ability to penetrate enemy airspace. It was also highly vulnerable with so many "eggs" in one basket. The B-1A bomber could carry many weapons and penetrate deeply into enemy territory, but it was expensive. The F/FB-111 was settled on because it was less costly than the other two aircraft and had a high survivability rating while penetrating enemy territory. Decades later, the B-1B would eventually take over this long-term mission.

Flight 9

Wright-Patterson AFB, OH

Submitted by MAJ Phillip Raschke, USA (Ret)



Our August panelists were (L to R) Denny Crouch, Chuck Hanks, Lou Salerno, Colin Kowalski, Bill Schaff, and Don Green. Flight Captain Kathy Staiger thanked the men for sharing their war experiences.

On July 16, we had a monthly dinner meeting at the VFW Hall in Beavercreek with an outstanding BBQ buffet! Kudos to Tina Lee, the VFW Hall caterer. Attendance was outstanding, and we happily saw some of our folks that we hadn't seen in a while. After dinner, Greene County Sheriff Scott Anger and County Prosecutor David Hayes spoke to us on the many clever scams currently being used, particularly against senior citizens. It was an excellent and informative presentation and included many tips for avoiding scams.

The August meeting was a dinner meeting at the VFW Hall in Beavercreek and attendance was again excellent. After dinner, we had "panel" discussions. Many of our flight members fought in Vietnam, a long war and many saw a different war. Our members spoke on their war experiences for 10-15 minutes. The flight heard from Bill Schaff (F-105 Wild Weasel), Chuck Hanks (C-7 Caribou), Don Green (AC-47 Puff the Magic Dragon, the first gunship), Colin Kowalski (QU-22 Pave Eagle, a Beechcraft Bonanza modification), and finally, Lou Salerno (B-52 Arclight, Bullet Shot, and Linebacker II). It was a very interesting evening, and we will probably have another round of contributors at a future meeting.

Our September meeting was a "Glider/Soaring" day on 20 Sep 2022 at the Caesar Creek Soaring Club in Waynesville, Ohio. We had glider rides in the morning, and then we had lunch at the facility. After lunch, we had a presentation by Flight Test Engineer and glider pilot Mark Miller on the "NF-104 (modified with a rocket engine and reaction controls) Zoom Missions" flown at Edwards AFB in the 60s and 70s. While many of the flights zoomed to 75,000 to 85,000 feet, there were other NF-104 flights that exceeded 100,000 feet. After the presentation, glider rides continued for the rest of the afternoon. We had good attendance, and 12 people got a glider ride, including a number of spouses and guests.



Flight 9 members and guests enjoyed a presentation on the NF-104 on a beautiful day in September.



Mark Miller received a plane white shirt for hosting our September meeting.



Sheriff Scott Anger and Greene County DA David Hayes spoke to a full house on some of the many scams targeting senior citizens.



Several members and guests got the chance to ride a glider at the September meeting.



Flight members and guests enjoyed dinner before hearing war stories from the panelists.



The July meeting was very well attended with a lot of members we had not seen in a while.

Flight 18

Denver, CO

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



One of the last surviving Tuskegee Airmen, Col. James Harvey III, USAF (Ret), celebrated his 101st birthday with the flight. Next to him is a replica of the "Top Gun" Trophy. (Editor's note: according to a 2001 Air Force Times article, "Harvey, one of the few members of the Tuskegee Airmen still living, wants to be remembered for an honor that eluded the public eye for nearly 50 years: winner of the Air Force's first aerial shooting competition in 1949.)

On an atypically hot Denver day in June, Mile High Flight Captain Maj Gen. Mace Whitney, USAF (Ret), brought the nearly twenty flight members and guests to order at the Tin Cup Suite of the Aurora Hills Golf Course.

The Flight Captain commented on the previous Friday's activities, which included flight members attending the Ft. Logan interment of past Flight Captain Col. Donald O. Neary, ANG (Ret). The interment ceremony (including F-16s flyover) was followed by a memorial reception at the Wings Over the Rockies Museum. The memorial provided an unparalleled opportunity to honor and recall the many fine qualities of a dedicated wingman and leader.

The guest speaker was then introduced. Our own CW5 Mike Shea, ARNG, (Ret), introduced the flight members to a 33-minute video narrated by himself and featuring numerous squadron mates. The video graphically captured nearly 40 years of military helicopter aviation history of American's involvement in three major conflicts: Vietnam, Bosnia-Herzegovina, and Kuwait/Iraq.

Mike joined the Marine Corps in March 1969. After commissioning, completing Basic School and helicopter flight training, he was a Marine CH-46 pilot stationed aboard USS Tripoli (LPH-10) and USS New Orleans (LPH-11) during the first half of 1972. He had a bird's eye view of the phase of the Vietnam War which led to the Paris Peace talks and helped bring the war to an end in 1973. Mike spent the next four years (until February 1977) in southern California, flying with the 3rd Marine Aircraft Wing at Tustin and El Toro Marine Corps Air Stations.

Fast forward 12 years to 1989, when after more than a decade in civilian life, Mike joined the Colorado ARNG and got qualified in the UH-60 Blackhawk. In 2001, he was ordered to Bosnia-32 years after having joined the Marine Corps! Mike found himself in the Bosnia theater of operations during 9/11, but returned to Colorado and the ARNG.

In 2003, Mike received another set of orders-this time to the Middle East where he got to fly DustOff missions with the 507th MedCo in the sand, dust, and AAA-filled skies of Kuwait and Baghdad! He also served a second tour flying more DustOff missions in the Middle East from 2007 to 2008. Mike retired in September, 2009, bringing to a conclusion a dynamic flying career of more than 40 years. During his video presentation, Mike pointed out how, when in Bosnia and Iraq, he was generally teamed with squadron mates who were 15 to 30 years younger than he. Their response to his presence was usually, "What are you doing here?"

This very entertaining presentation was followed by several comments and questions from the flight members in attendance.

Out July meeting saw more than thirty members and guests assembled in the second-floor banquet room of Denver's Wings Over the Rockies Air & Space Museum. After the traditional Daedalian toasts, led by the Flight Provost Marshal, a special toast honoring flight member Col. James H. Harvey III, USAF, (Ret) was offered in recognition of the Tuskegee Airman's 101st birthday. A birthday cake was appropriately cut and distributed after the requisite birthday song.

Our Vice Flight Captain then introduced our meeting's guest of honor: Maj. Gen. John Barry, USAF (Ret). In addition to being a Mile High Flight 18 member, General Barry is the CEO of the Wings Over the Rockies Museum. He used the opportunity to bring the audience up to speed on the many activities, opportunities, and ground-breaking events/programs offered by the museum at its Denver-Lowry location and at the 15-acre annex at the Centennial airport.

General Barry began his remarks by displaying an exact replica of the "Top Gun" trophy that had been won by Colonel Harvey and his squadron mates at the historic first "Top Gun" competition in 1949. This trophy commemorating and displaying the names of the winners of the



General Barry, current CEO of the Wings Over the Rockies Aviation Museum, spoke to the flight in July.

annual competition will be permanently displayed at the museum. [The original trophy was lost for 55 years until it was found at the National Museum of the Air Force in Dayton, Ohio. For more on the delayed recognition for Colonel Harvey and his team, visit <https://wishofalifetime.org/wish/harvey-332nd-fighter-group-honored-1949-top-gun-win/>.]

The general then reviewed and explained the mission and vision of the museum, which was founded in 1994: targeting the next generations of young people and alerting/inspiring the boys and girls to the many opportunities and activities that are part of the aviation industry in our city and state, our country, and around the world. The two locations of the museum are packed with educational hands-on equipment, displays, and programs that get students of all ages actively participating in activities as diverse as building flyable aircraft, flying and maintaining drones, spending time in simulators as well as flights in the four aircraft owned by the museum. The museum provides 128 flight scholarships annually, which provide students with an opportunity to fly and solo aircraft, as well as earning other aviation certifications.

With an annual budget of over six million dollars, and over 125,000 visitors per year, Wings Over the Rockies is one of the best of the 20 aviation museums in the world. General Barry will be retiring at the end of this year, but he will certainly leave behind a viable, healthy, well-organized museum, poised for growth and in touch with the world's aviation technology and trends. After the meeting adjourned, several attendees remained to tour the museum.

At our September meeting, the flight's Endowment Chairman, Lt. Col. J.J. Grindrod, USAF (Ret), provided an update on the endowment fund which has surpassed the \$40,000 level and will, in perpetuity, continue to fund the flight's scholarships. The speaker for this meeting was LtCol Nellie Paler, USMC (Ret), who shared some of his experiences as a member of VMA(AW)-244, the Bengal Tigers, which was the only A-6 Intruder squadron to deploy aboard a Navy aircraft carrier (USS Coral Sea, CVA-43) during the Vietnam War.

The USS Coral Sea deployed to SE Asia in November 1971, and returned in July 1972. The Bengals (22 pilots and 22 B/Ns) flew 12 A-6As (bombers), 3 KA-6Ds (tankers) and 3 A-6Bs (anti-radar missile a/c) as part of Carrier Air Wing (CVW)-15, which consisted of five squadrons of attack (bombers) and fighter aircraft—a total of nearly 80 aircraft. Learning to operate in the carrier environment was a challenging experience for the Marine aircrews—especially the 10 pilots who had received their flight training in the USAF training command! The entire squadron adjusted and gradually adapted to the shipboard environment in the six months prior to the ship's deployment.

The arrival of Coral Sea at Yankee Station in the Gulf of Tonkin in December 1971, coincided with President Nixon's goal of forcing the North Vietnamese to the peace conference table and negotiating an end to the war. Multi-aircraft "alpha strike" missions were targeted to attack high value targets in the Hanoi and Haiphong areas, which were the most densely AAA/SAM protected sectors of North Vietnam. In early May 1971, the decision to mine Haiphong harbor and shut down the flow of war materiel into NVN was made. The mission was code named "Operation Pocket Money." CDR Roget Sheets, the commander (CAG) of CVW-15, leading in a Marine A-6A Intruder division of four aircraft nicknamed "Vulture Flight," along with A-7ECorsairs sealed the entrance to Haiphong with MK-52 and MK-36 anti-ship mines.

The leadership of CAG Sheets and his B/N Capt. W.D. Carr was instrumental in re-establishing the tradition of Marine aviation units serving on carriers which continues to this day. The number of flight-related awards and decorations earned by the flight crews of VMA(AW)-224 during this deployment ranged from Navy Cross (2), Silver Stars (9), DFC (53), SMAM (48) to NCM (52); for a total of 165 decorations.

During the 149 days that the Bengals of VMA(AW)-224 spent on the line, they flew over 2,800 missions. They sustained four combat losses of aircraft plus two additional aircraft were damaged beyond repair by AAA. The unit sustained personnel casualties, as well: KIA: 1 Pilot, 1 B/N; MIA: 1 Pilot, 1 B/N; POW: 1 B/N; Rescued: 2 Pilots, 1 B/N.



LtCol Nellie Paler, USMC (Ret), spoke to the flight in September, sharing his experience with the Bengal Tigers in Vietnam.

Flight 13

San Diego, CA

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



4-Our latest DFT soloists, Andrew Oleson and Ethan Baldwin-Olson, told us about their experiences of achieving their first solo. They also had the opportunity to meet the Daedalians HQ staff, Krystal (far left), Maureen and Amanda (far right).

San Diego Flight 13 had outstanding speakers and great attendance at our August and September meetings. In August we honored the Navy and presented the Distinguished Airmanship Award, and in September we had a presentation from Daedalians HQ and presented flight jackets to deserving Midshipmen.

AUGUST 2024 MEETING

We honored and recognized the Navy and presented the CNAP/Flight 13 Distinguished Airmanship Award to LT Matthew Measer, USN, from the Test and Evaluation Squadron, VX-30, at NAS Point Mugu.

On 29 January 2023, LT Matthew Measer was the aircraft commander in an EP-3E aircraft on a planned 10-hour sortie in the EUCOM AOR. The mission was cut short due to an on-board fire in an instrument panel containing the NAV-J box causing the box to disconnect. LT Measer operated the aircraft on a degraded navigation system, left with only a peanut gyro, a magnetic compass, and a Control Display Unit (CDU). He declared an emergency and diverted to Athens International Airport safely landing with his crew of 23. LT Measer demonstrated superior time-critical decision-making, exhibited superior airmanship and headwork, and safely brought his aircraft and crew home during an extremely dangerous emergency. For his decisive actions under pressure, LT Measer is most deserving of the Distinguished Airmanship Award.

CDR Connor Heely presented an informative update on Navy activities in San Diego and discussed the fundamental importance of an Assured Second-Strike Capability.



1-Flight Captain Mark Dougherty, LT Matthew Measer, and CDR Connor Heely.



2-(L to R) Krystal Hernandez, Maureen DeFelice, and Amanda Padilla from National Headquarters attended the September meeting.



3-Flight 13 Officers and Daedalians HQ presenters. From left to right_ Ed Gallagher (Treasurer), Wayne Jones (Awards Chairman), Dave Barnett (Vice Flight Captain), Krystal, Maureen, Amanda, Steve White (Adjutant) and Mark Dougherty (Flight Captain).

SEPTEMBER 2024 MEETING

Executive Director Maureen DeFelice of the National Order of Daedalians gave an outstanding presentation on "The State of the Daedalians." She was joined by Development Manager Krystal Hernandez and Membership and Donor Relations Coordinator Amanda Padilla.

Flight 26

Bellville, IL

Submitted by Col. John "Woody" Almind, USAF (Ret)

Daedalians from Gateway Flight 26 held our August meeting at the Cardinal Creek Golf Course at Scott AFB, Illinois. At this meeting, representatives from the National Headquarters at JBSA-Randolph, Texas, gave an outstanding presentation on all the great things the Order of Daedalians is doing for our nation. They talked about the students we help with respect to flying programs and college scholarships, the future of the new Daedalian Museum in San Antonio, Texas, and all the amazing things they're doing for Gateway Flight. Thanks so much to Maureen DeFelice, Kristi Cavanaugh, and Nikki Kamal for "wowing" Gateway Flight and for your dedication, motivation, knowledge and commitment to excellence.

At the October meeting, Col. John "Woody" Almind, USAF (Ret), provided a presentation on the 18 April 1942, Doolittle Raid on Tokyo. "Eighty-two years ago, 80 intrepid Airmen in B-25 'Mitchell' Bombers, changed the course of history as they executed a one-way mission in the Pacific Theater without hesitation and against enormous odds changing the course of World War II. Today's United States Air Force Airmen are proud to carry the torch the incredible Raiders have handed us. The legacy of the Doolittle Raiders will live forever in the hearts and minds of Air Force Airmen long after we have all departed. May we never forget the long blue line because it is who we are. The Doolittle Raid is the substance of legends." This was a very exciting presentation, with lots of interaction from our Gateway Flight Daedalians.



Colonel Almind and fellow Gateway Flight member, Bob McDaniel, hold a model of the B-25.



Gateway Flight members listen to a presentation by Daedalian Headquarters staff during their August meeting.



Woody had the awesome opportunity to meet Jimmy Doolittle's copilot as Raider 1, Lt. Col. Dick Cole, USAF (Ret).



Woody takes a selfie with Maureen, Kristi and Nikki.

Flight 24

El Paso, TX

Submitted by Submitted by Col. Mario Campos, USAF (Ret)



L to R_ Col. Bob Pitt, USAF (Ret); Col. Mario Campos, USAF (Ret); Maj. Alex Johnson, Daedalians Leadership Award Winner and 314 FS graduate; Lt. Col. Miles Crowell, USAF (Ret); Lt. Col. Alan Fisher, USAF (Ret); and Ric Lambart.

On May 8, 2024, 24th Flight received an excellent briefing from one of its own, Lt. Col. Alan Fisher, USAF (Ret). Alan's presentation primarily focused on the activities of the Southern Group of the Civil Air Patrol's New Mexico Composite Wing in which he currently serves.

Alan spoke about his CAP unit's ongoing involvement in search and rescue activities as well as cadet education programs. Then he transitioned into the Southern Group's assistance to Federal Agencies with the current crisis along the United States' southern border. Alan gave unclassified details on how CAP members continually assist federal agencies in observing the large border movements of migrants entering the U.S. as well as other potential illegal activities. His CAP unit has been a valuable resource to federal agencies along the border in addition to providing rescue to lost and/or injured migrants left by traffickers. Alan detailed the many long hours flown by CAP volunteers in this vital program.

On the flip side, Alan also described how his CAP unit is assisting Army and Air Force units in the White Sands Missile Range Complex by providing them with ground and air intercept practice targets. The missions they fly on the range provide valuable training to U.S. military personnel, helping them to practice coordination and communication of tracking and conducting intercepts.

Alan concluded that his CAP unit, in addition to many others across the nation, has been very busy providing needed assistance to our government agencies but, often many forget that CAP personnel are volunteers whose membership need to be replenished. Alan put a call out to all interested to join the Civil Air Patrol. Many thanks to Alan for taking the time to give us an excellent update on CAP's missions in the local region.



Flight Captain Mario Campos and the September guest speaker (and newest flight member) Don Lang.

Prior to the September 11th meeting, the Flight took a moment to remember the 23rd anniversary of 9/11 and those lost during that day and since. Then we received an excellent briefing from a local aviator and former Marine, Don Lang who spoke about his storied aviation history which began as an enlisted Marine when he first signed up after graduating from El Paso Coronado High School in 1969. Don served in the Marine Corps Reserve as an artilleryman while attending classes at UTEP. Before graduation, he was selected for the Marine Corps Platoon Leaders Course and received his commission as a second lieutenant upon graduation from UTEP. Don showed us many pictures of his time as an enlisted Marine and then told of his beginnings in aviation starting with pilot training at Pensacola, Florida.

After graduating from pilot training, Don was assigned to VMGR 352 at MCAS El Toro where he told us of his many adventures flying throughout the Pacific as a C-130 aircraft commander which included a stint as a Forward Air Controller with the 4th Marine Regiment. Don then spoke about an assignment as an instructor pilot at NAS Chase Field that had initially been put on hold since his spouse was about to have their child. His time at Chase Field was filled with excitement as he served as an instructor pilot teaching formation and out-of-control flight maneuvers in the Navy's T-2C Buckeye trainer.

In 1988 Don separated from the USMC and took on a job flying for Mesa Air Group where he flew the Bombardier 900 as a captain in America West and US Airways. After retiring from the airlines in 2012, Don continued to do work for the government and still volunteers with the Las Cruces Composite Squadron of the Civil Air Patrol and EAA Chapter 555.

Immediately after his presentation, Don submitted his application to join the Major General Franklin Nichols Chapter of the Order of the Daedalians and is now a member! We are glad to have him! Many thanks to Don for telling us about his aviation story and for becoming a member of the Daedalians!

HOLLOMAN AFB, NM F-16 GRADUATIONS

311th Fighter Squadron

On June 22, 2024, members of the 24th Flight attended the 311th Fighter Squadron's F-16 Fighter Pilot graduation ceremony for Class 23-DBH at Holloman Air Force Base, New Mexico. On that evening, thirteen of the newest F-16C fighter pilots were celebrated.

Class 23-DBH's honored guest speaker was Col. Christopher "DBAL" Austin. An F-16C and F-15C pilot with 510 combat hours and over 2,900 total hours, Colonel Austin has had a prestigious career. Currently the California ANG's Director of Plans and Strategic Requirements, he also served as the Commander of the 144th Fighter Wing in Fresno, California, and Commander of the 510th Fighter Squadron at Aviano AB, Italy. He is also a graduate of the U.S. Army's prestigious School of Advanced Military Studies, and was the Left Wing (#2) of the USAF Thunderbirds Aerial Demonstration Team.

During his address to the graduates, Colonel Austin spoke of the strategic role these brand-new fighter pilots would play in an ever-evolving (and dangerous) world. While he described some of the bigger operations that he participated in that had strategic importance, he brought his talk back down to the basics. He emphasized the importance of the first 90 days to the new fighter pilots and how learning the procedures and operations unique to their units would be critical to the rest of their careers.

After Colonel Austin's presentation, members of the 24th Flight were privileged to present the Daedalian's Maj.

Gen. Franklin A. Nichols Leadership Award to Capt. Austin "PAPI" Anderson. Captain Anderson will be heading to Osan AB, Korea.

The 24th Flight congratulates Captain Austin and wishes him and all the members of Class 23-DBH only the greatest of success in their new assignments and careers!

8th Fighter Squadron

On 13 July, 2024, members of the 24th Flight were honored to attend the 8th Fighter Squadron's F-16 Fighter Pilot graduation, Class 23-CBH. This particular class sends 12 brand new fighter pilots to locations around the world.

Class 23-CBH's honored guest speaker was Maj. T.O. Hanford, USAF (Ret). Currently a civilian contractor working as an F-16 instructor and subject matter expert at Holloman AFB, New Mexico, Major Hanford is one of the most celebrated pilots in the F-16 community. He has been inducted into the Aviation Week and Space Technology Laureate Hall of Fame and has his name permanently inscribed in the Aviation Hall of Fame at the Smithsonian's Air and Space Museum. He is a veteran of Operations DENY FLIGHT and IRAQI FREEDOM and has two DFCs with Valor. In addition to being credited with saving the lives of numerous U.S. forces in OIF, he is known for finding Capt. Scott O'Grady who had been shot down during Operation DENY FLIGHT.

A popular guest speaker for graduating classes, Major Hanford gave a detailed account of the critical role he and others played on 7-8 June 1995 in rescuing Captain O'Grady. Had it not been for Major Hanford's insistence to stay on station longer, Captain O'Grady's call for help may not have been heard. Hanford outlined how he had to coordinate the rescue with numerous NATO aircraft and leaders while fighting to ensure O'Grady would be rescued sooner than later due to the surrounding threat. His riveting talk took the audience step-by-step through the rescue operation that still has an emotional effect on him.



Mario Campos presented the Nichols Leadership Award to Captain Anderson.



Col. Mario Campos, USAF (Ret), presenting the Daedalians Leadership Award to 314 FS Graduate Maj. Alex "Luxe" Johnson



Flight members, Jerry Dixon and Roger Springstead at the May flight meeting.

After Major Hanford's presentation, the 24th Flight was honored to present the Daedalian's Maj. Gen. Franklin A. Nichols Leadership Award to Capt. Price "Full" Morgan. The flight congratulates Captain Morgan and all the graduates of Class 23-CBH, wishing all of them only the greatest success in their upcoming assignments and new careers.

314th Fighter Squadron

On 28 September 2024, F-16 B Course, Class 23-EBH, held its graduation ceremony at the Alamogordo, New Mexico, Elk's Lodge with members of the Order of Daedalians Flight 24 in attendance. Major Hanford was once again the guest speaker for the graduation. To top off the evening, his friend, Capt. Scott O'Grady was not only in attendance but also gave some quick tips to the graduating fighter pilots. Captain O'Grady implored the graduates to never take their jobs for granted. He mentioned that there would be good and bad days but their time as fighter pilots will never compare to the civilian world if they decide to separate in the future. He even said he wished he'd have stayed the full 20 years and retired as an Air Force fighter pilot.

After Major Hanford's presentation, the 24th Flight was honored to present the Daedalian's Maj. Gen. Franklin A. Nichols Leadership Award to Maj. Alex "Luxe" Johnson. A former B-52H Combat Systems Officer with combat experience, Major Johnson now joins the select few winners of the Leadership Award as well the F-16 fighter pilot community. After graduation Luxe will return to his Toledo, Ohio, Air National Guard unit. The 24th flight congratulates Maj Johnson and all the graduates of Class 23-CBH, wishing all of them only the greatest success in their upcoming assignments and new careers. Also, special thanks to Lt. Col. Trace Hayward, Commander of the 314th Fighter Squadron for hosting a fantastic event!



24th Flight Captain Mario Campos speaks with 24th Flight Provost Marshall and May guest speaker Alan Fisher.



Ric Lambart presented the Nichols Leadership Award to Captain Morgan, a July graduate from F-16 training.

Flight 48

Fayetteville, NC

submitted by Capt Peter Vettters, USAF (Ret)



Colonel Fitzpatrick presented a flight mug to Ken Menzie in appreciation for his outstanding presentation.

In February 2024, Flight 48 invited spouses and significant others for a presentation by Col. Ken Menzie, USAF (Ret). Col. Joe Fitzpatrick, USAF (Ret), the Flight Captain, said that he's known him for a number of years. Menzie is a Daedalian but this was his first time to return to the Flight in a few years.

Menzie spoke about his experiences as a volunteer pilot with the Pilots-N-Paws (PNP) organization. PNP is a nationwide program that helps transport animals—primarily cats and dogs—from county and municipal animal control shelters to veterinary care, foster homes, and adopters.

In the 1970s in the U.S., shelters euthanized almost 20 million otherwise healthy and good-natured animals each year, due to overcrowding and a lack of funds to care for them. Now there's more public awareness of how to treat pets. Menzie noted that organizations like, Dumb Friends League and ASPCA, have made the plight of animals known. In the 70s, it was common to let un-spayed and un-neutered pets run wild.

Today, spaying and neutering are more common. He said that less than 10 percent [of pets] end up euthanized. But, U.S. shelters still euthanize 1.5 million healthy and good-natured animals every year. So, it is important to move animals to areas where they can receive care and a "fur-ever" home. In our region of the country, this means moving them from the southern to northern states. Most animals move by ground transport, but there are times when air transportation is a better option. PNP provides the networking necessary to coordinate and support these air transports.



These are just a few photos of some of the animals Pilots-N-Paws has rescued.

Menzie and his wife Cindy, have flown 110 PNP trips in their Cessna 172 in the last 12 years, moving everything from bundles of puppies to injured and geriatric dogs. It has been a wonderful experience for them to do together and they have many happy memories of helping rescue animals from bad situations and bringing them to permanent homes.

He also talked about the new U.S. Space Force (SF). His son, Neil, recently transitioned from the Air Force into the SF. Menzie explained that the SF consolidates 60 previously independent space functions that the other services performed into one organization whose total focus is on protecting our nation's interests in, to, and from space.

The SF is the smallest military service with about 16,000 people, half of whom are civilians. He explained that it is organized under the Department of the AF (similar to the Marine Corps) and its commander serves on the Joint Chiefs of Staff. The SF has three major commands: the Space Operations Command which provides the operational functions for 77 different space systems; the Space Readiness and Training command which acquires, trains, and educates SF personnel; and a Space Systems Command which acquires, engineers, and tests new space systems.

Initially, the SF was manned by military and civilian personnel who transitioned from the other services. Now, SF has the ability to bring on its own people. Officers enter the SF through the military academies, AFROTC, and OTS; enlisted enter through SF basic training at Lackland AFB.

He also, briefly, went over the rank structure, similar to the AF, from lieutenant to general. Enlisted ranks closely follow the AF too, except E-5 is sergeant and the first four ranks are specialists 1 to 4. They wear the SF insignia. Finally, he showed the SF Service Dress uniform.

It was an interesting and informative evening for the flight as we welcomed Menzie back.

Flight 62

Broomfield, CO

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

On 24 July, 36 members and guests ventured out in the Las Vegas heat for our monthly meeting at the Las Vegas National Golf Course. In addition to a great lunch, we discussed some flight business and spent time listening to members share some rousing aviation stories.

Another 27 members and 12 guests attended our monthly luncheon in August. After lunch we enjoyed a great presentation from Nyla Carson. Her late husband, Col. Walter Carson, USAF (Ret), a Las Vegas High School graduate and eventual Daedalian, had an amazing career. "Wally" started in the U.S. Army Air Corps in 1943 flying P-51s as a reservist until called to active duty in 1949 flying T-33s and F-80s. He also flew F-104s, over 100 combat missions in Vietnam in the F-105, and finished his career as an F-111 pilot. After retiring, he worked for the Nevada Governor as the State Director of Economic Development. Nyla spent most of the time regaling us with stories of the many famous German fighter pilots she and Wally befriended while stationed in Germany as a liaison to the renewed Luftwaffe. She related several anecdotes from times that they dined with Colonel Erich Hartmann and General Walter Krupinski. The highlight of the presentation was her display of a Blue Max. Not the movie "The Blue Max" (although that is great to watch), but an actual medal given to her by the famous German fighter pilot General Adolf Galland.



Lt. Col. Tom Moore, USAF (Ret), Mrs. Nyla Carson with a Blue Max, and Maj. JD Allen, USAF (Ret), at our August luncheon.



Thank you to all Flights and donors who supported us during Big Give!

We are thrilled to announce that we exceeded our \$45,000 goal and raised over \$62,000! Our Flight Champions raised an additional \$3,500 in rebate funds for their own local projects. The top three Flights were: National Capital Flight (4), Ben T. Epps Flight (102), and Stinsons Flight (2). The National Headquarters earned \$4,850 in prize money to be used for scholarships and flight training.

Thanks to the incredible generosity of our members and donors, we can continue empowering young students to pursue their dreams of becoming military aviators! Your support makes a lasting impact, and we couldn't do this without you.



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** 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**

Looking to activate or re-connect your membership? Activate your member portal today! Send an email to **membership@daedalians.org**

To have a reunion published in the Flyer, send applicable details to **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**. 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 or call headquarters at 210-945-2111. Dues for 2024 will remain at the current rate of \$70.**

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.isabourin@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)	fit9captain@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)	daedalian18@gmail.com	Denver, 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.ft54@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)	awaplegate@classicnet.net	Little Rock AFB, AR
46th (WILEY POST)	wileypostflight46@cox.net	Tinker AFB, OK
51st (CHENNAULT)	dhennaultft@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	Harker Heights, TX

SOUTHWEST

5th (GOLDEN GATE)	healearniki@att.net	Travis AFB, CA
7th (HAROLD L. GEORGE)	davidwfey@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)	jdjal@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

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 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. 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 to request past issues.

How to reach us

To submit comments, articles, reunions, flightline input, etc., send to: Editor, Daedalus Flyer
PO Box 249
JB SA-Randolph, TX 78148
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

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.

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



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

Maj. Wilton J. Ahlstrom, USAFR (Ret)	Col. Jeffrey A. Levy, USAF (Ret)
Lt. Col. John V. Bozarth, ANG (Ret)	Col. Gary J. Machovina, USAF (Ret)
Maj. Gen. Edward R. Bracken, USAF (Ret)	Maj. Gen. Robert M. Marquette, USAF (Ret)
Mr. Joseph G. Broker	Lt. Col. Samuel N. Matsumoto, USAF (Ret)
Lt. Col. Robert E. Burkhart, USAF (Ret)	Col. Robert C. May, USAF (Ret)
Col. Joseph F. Cirrincione Sr., USAFR (Ret)	Lt. Col. Robert F. McDonald, USAF (Ret)
Lt. Col. Ronald W. DeCamp, USAFR (Ret)	Col. Thomas M. McNish, USAF (Ret)
COL Charles F. Densford Jr., USA (Ret)	Col. Roy P. Miller, USAF (Ret)
Lt. Col. David E. Donoghue, USAF (Ret)	Maj. Gen. Raymond E. Moorman Jr., USAF (Ret)
Lt. Col. David M. Early, USAF (Ret)	Lt. Gen. Michael A. Nelson, USAF (Ret)
Col. Michael D. Edwards, USAF (Ret)	Col. Henry R. Passi, USAF (Ret)
Maj. Lester E. Elmer, USAF (Ret)	Col. David E. Raley, USAF (Ret)
Lt. Col. John A. Firse, USAF (Ret)	Lt. Col. Thomas M. Rourke, USAF (Ret)
Lt. Col. Charles W. Getz, USAF (Ret)	Col. Ned M. Sanders, USAF (Ret)
Lt. Col. Michael P. Gibney, USAF (Ret)	Maj. Gen. Richard V. Secord, USAF (Ret)
CAPT Collins H. Haines, USN (Ret)	Maj. Gen. James P. Smothermon, USAF (Ret)
LCDR Robert Hall, USN (Ret)	Maj. Vern Spohn, USAF (Ret)
Lt. Col. Robert S. Hartless, USAFR (Ret)	Maj. Richard H. Stone, USAF (Ret)
Col. Philip A. Hickok Jr., USAF (Ret)	Lt. Col. Thomas G. Storey, USAF (Ret)
Lt. Col. Thomas V. Higgins, USAF (Ret)	Lt. Col. Frank I. Szemere, USAF (Ret)
Lt. Col. Ralph G. Hubbell II, USAF (Ret)	Col. Charles T. Tatum Sr., USAF (Ret)
Col. Thomas C. Hutchings, USAF (Ret)	Col. Paul K. White, USAF (Ret)
CDR William J. Laux Jr., USN (Ret)	Lt. Col. Roger C. Wilcox, USAF (Ret)
	Lt. Col. Richard H. Wolfe, USAF (Ret)

Our thoughts and prayers are with their families and friends



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