THE ORDER OF DAEDALIANS was organized on 26 March 1934 by a representative group of American World War I pilots to perpetuate the spirit of patriotism, the love of country, and the high ideals of sacrifice which place service to nation above personal safety or position. The Order is dedicated to: insure that America will always be preeminent in air and space—the encouragement of flight safety—promoting the adoption of military service as a career—and aiding deserving young individuals in specialized higher education through the establishment of scholarships.

THE DAEDALIAN FOUNDATION was incorporated in 1959 as a non-profit organization to carry on activities in furtherance of the ideals and purposes of the Order. The Foundation publishes the Daedalus Flyer and sponsors the Daedalian Scholarship Program. The Foundation is a GuideStar Exchange member. The Scholarship Program recognizes scholars who indicate a desire to become military pilots and pursue a career in the military. Other scholarships are presented to younger individuals interested in aviation but not enrolled in college. Voluntary contributions to the Foundation are used for these purposes.

ACTIVE MEMBERSHIP in the Order of Daedalians is limited to: (1) Founder Members—those individuals of the Armed Services of the United States who held a commission and a rating of heavier-than-air pilot prior to November 1, 1918 (the last Founder Member made his last flight in 2003); (2) Named Members—a commissioned military officer in any component of the United States Armed Forces who is a pilot, warrant officer, women Air Force Service Pilot (WASP), navigator, combat systems officer (CSO), naval flight officer (NFO), air battle manager (ABM), remotely piloted aircraft (RPA) pilot or flight surgeon of heavier than air powered aircraft or astronaut and is accepted as a member to perpetuate the membership of a Founder Member and are eligible for membership in the Daedalians; (3) Hereditary Members—the descendants of Founder Members; (4) Honorary Members—A distinguished person not otherwise eligible for membership.
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518-578-7089 or bhuffman@dfcsociety.org.

Biennial Reunion - XX Air Transport Squadron/
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5-8 October 2017
Coral Beach Resort
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843-871-2407 or dave747fe@bellsouth.net.

AF Officer Candidate School Reunion
Classes 1943-63
5-9 October 2017
Seattle, WA
POC: Dave Mason
757-820-3740 or blokemason@verizon.net.
At a meeting of Suncoast Flight at MacDill AFB, FL on 16 August 1988, National Commander Lieutenant General Joseph Moore presented the Order of Daedalians Citation of Honor to Anne Brusselmans.

Anne Brusselmans lived in Brussels, Belgium during World War II and she repeatedly risked her life, and the lives of her husband and two children, to help American and Allied airmen evade German soldiers and return to England. She found homes in which the airmen hid, gave them clothing, food, and forged documents, and then got them on trains for the journey through France and back to England. One night German soldiers entered her apartment with weapons drawn, and moved toward a bedroom in which an airman was hiding. Anne stepped in front of the enemy soldiers and told them her son was in that bedroom, sick with typhoid. She knew that the Germans feared infectious disease and her ploy was successful; the Germans backed away. Many times, while escorting airmen to trains headed west, she used her wits to get past watchful Germans. She was credited with assisting nearly 200 aviators on their dangerous journeys back to England.

She said “We never thought of it as placing our lives in danger. These men came to our country because we were in trouble, so of course, we felt we had to help them.”

Anne eventually relocated to Florida to live with her daughter. When she was denied permanent resident status by the Immigration and Naturalization Service in 1987, National Commander John Roberts wrote to Senators Jake Garn and John Glenn, both Daedalians, and to Representative Mario Biaggi, asking that they take action to assist her. Within days, President Ronald Reagan called Anne to tell her that he had invoked a rarely used provision of the law to grant her permanent U.S. residency. The law allowed President Reagan this action for “persons making meaningful contributions to national security.” As Representative Biaggi said, “She is a genuine World War II heroine who risked her life to guarantee the safety and security of United States airmen who were forced to parachute into Nazi-occupied Belgium.” Daedalians can be proud of our organization’s efforts to assist this heroic woman.
Fellow Daedalians,

I hope all of you had a great start to 2017. This is a busy year for us as we approach our convention in Washington D.C. in April and continue to strive to deliver on our mission, to understand and meet our member needs and to sustain our organization. I want to take this opportunity to provide you a short update on areas we are working on to better serve you.

Hopefully, you have seen our new web site that prominently highlights our WWI Founders—right up front. It’s a continuous reminder of our heritage and their desire to perpetuate their names and accomplishments. I hope you have found the site to be useful, eye catching and user friendly. We started an on-line virtual flight, Odyssey Flight, accessible only from our web site that offers another way to connect and engage members that may not be tied to a local flight. It has been well received by the number of folks visiting and joining it and we welcome you to take look. We have just opened an Airpower Blog to offer an opportunity to read and discuss today’s issues. It’s only a couple of weeks old…please start or join a discussion or bring a good article to the table. Green and Gold Connect started several weeks ago to help link members up that live near each other. Again, the reception has been great. If you are looking for a fellow Daedalian near you, this is the site to use. All of these are to help us communicate and engage with one another.

The Headquarters staff is going through a change too. Jim Kellogg, our National Adjutant, will retire this spring and as he does there will be new faces and structure at the headquarters. We are grateful to Jim for his many years of service and wish him well. Most of the changes will be transparent to you but we are setting ourselves up to be more responsive and effective with Daedalian business. Our intent is to serve you better and administratively support both the Foundation and Order more effectively. Jerry Allen and I are in lock step on this.

Maureen DeFelice will move from her current position to that of Executive Director and be responsible to both the National Commander and Foundation Chairman for the conduct of Daedalian business. A full time Membership Coordinator will be focused on all things pertaining to you so that we may serve you better. A program manager will be responsible for the scholarship and awards program. Our new communications manager will take on all digital and print communication and be responsible for consistent messaging from the headquarters to include all the online activities described above. Our facilities and admin person will support administrative needs and keep the lights on and rent paid. We will add hours to our workweek as well to include half a day on Friday.

Finally, I want to highlight our Foundation. As a 501 (C) (3) organization, it has its own Chairman, Board of Trustees and budget but it is the charitable and working arm of the Order and we are all Daedalians. It does great work through the scholarship and CFIP programs and annually gives over $150,000 to those efforts to inspire young Americans to futures in aviation. To that end, I encourage you to support the Foundation efforts with your donations.

All of these things support our efforts to sustain us as an organization: honoring our founders, relevant today and looking forward to the future. We will continue to strive to better ourselves in service. Now, we look forward to an opportunity to gather together at our national convention again this year, April 6-8. We are excited to be in our nation’s capital for the gathering and equally excited at the prospect of great speakers, awards and camaraderie. Many thanks to the National Capital Flight for hosting this year. I hope to see all of you there.
Take an Odyssey to our Virtual Flight

The Virtual Flight is a page on the Daedalian website full of aviation activities to keep you involved with the Daedalians. The page contains a video presentation just like you would see at Daedalian flight meetings. There are brain teasers, fun facts, a photo gallery and a direct link to Headquarters. The concept was designed for members that live too far to drive to an active flight and for those who have trouble making it to meetings due to timing issues, health or just too busy. We hope everyone will use the Virtual Flight, active with a flight or not, simply to keep aviation activities part of your world. Because our organization is named for Daedalus, from Greek mythology, we have adopted a member’s suggestion to name the Virtual Flight for the Greek story “Odyssey.” If you want to be among the first to know when changes take place in the Virtual Flight, sign up for updates. To visit this site, go to the Daedalians web page, www.daedalians.org and look for the Flights tab. Click on the Virtual Flight page and check out what’s new.

Programs Updates – Airpower Blog

The Daedalians have added several new programs in 2016 including STEM/CAP (Science Technology Engineering and Math) instruction for junior high and high school level students in collaboration with Civil Air Patrol. We also added a Virtual Flight and increased the flight participation in our Cadet Flight Indoctrination Program. For 2017, we opened our Airpower Blog. A blog is a regularly updated web page with several articles for review. Once the article is reviewed, there is a conversational style area for you to post your thoughts. Other people will enter their thoughts and it will turn into an open conversation. The Daedalians post articles on current air power from all military services. To check this page out log on to the Daedalians website, www.daedalians.org and look for the words Airpower Blog all the way to the right of the top menu choices. Even if you don’t want to add to the conversation, we encourage you to check out the articles.
The voting for the 2017 National Officers and dues payments has been very slow. The online voting response has been noteworthy with approximately 60% of the transactions transmitted electronically. The electronic ballot is easy to use plus saves an envelope and a stamp. Thank you to those who have voted, paid dues and/or donated already. For those who may have put their ballot aside, please retrieve it, send it to us or go to the website to vote and donate electronically.

The family of Lloyd Bruce Nunn, Jr. who passed away has donated his size 13, 14k gold Daedalian ring. We will auction it online beginning in March and ending at the convention. Of course, only Daedalians may bid on the ring.

As most of you know, we have an excellent staff eager to serve you. We do have a new member, Nicole Cline, who has jumped right in and has taken over the membership duties. Come to the convention and meet her.

This will be my last Adjutant column since my tenure will end with this convention. It has been a privilege and pleasure to serve the members for the last nine years. We have a strong organization with outstanding members. I won’t be far away as I will be replacing Ron Ellis as National Provost Marshal. He has decided to step down after 16 years of dedicated service. My best to all and I look forward to seeing many of you at the convention and future meetings.

Volabamus Volamus

Colonel James W. Kellogg, USAF (Ret)
National Adjutant
Oswald Boelcke: Germany’s First Fighter Ace
and Father of Air Combat
Author: R.G. Head

Brigadier General RG Head, USAF (Ret), graduated from the USAF Air Academy and was a fighter pilot flying the F-100, A-1 and the F-4. His biography of Oswald Boelcke supports the position that Boelcke should be considered as the most important fighter pilot of the 20th century and beyond. Boelcke set the standard for military flying and set down principles that still apply today. A fascinating read, this biography is drawn from Boelcke’s personal letters to his parents and German Air Service documents. This book is a must for all who have an interest in aviation and particularly WWI.

Boelcke entered flight training on 2 June 1914 and graduated on 14 August 1914. He flew almost continuous combat with a few “rest breaks” from then until his death on 28 October 1916. He developed his “Dicta” on air doctrine and tactics that were subsequently distributed to all German squadrons. Boelcke insists pilots conduct mission briefings and debriefings. His “Dicta” includes formation flying with two ships as the minimum fighting element with larger formations being better as well as the element of surprise and positioning. Lessons Manfred Von Richthofen learned from Boelcke as his instructor, squadron commander and close friend.

Two days after his 25th birthday, Boelcke became the youngest captain in the history of the Prussian army. He was also selected to be the commander of what will become the 31 Squadron Boelcke and the modern day Luftwaffe Tactical Air Force Wing 31 Boelcke.

Boelcke amassed 40 aerial victories. Never defeated, he was killed in a mid-air collision with his wingman.

Reviewer: Jim Kellogg, Col, USAF (Ret)
Lt Col Kathy Staiger, 1984 Academy graduate and second-generation military pilot, is quite used to being busy. She is Flight 9’s Flight Captain, former pilot for Northwest Airlines, currently teaches school, coaches several sports, volunteers in the community, and leads in all kinds of activities with her children. She, like Lt Col Mike Buck, manages to find time to come a long distance to Foundation Trustee Meetings. Col Buck is the Flight Adjutant for 99th Flight, actively instructs and flies for United Airlines, serves on the scholarship and finance committees for the Daedalians and supports his wife, Sheridan, who serves as the chairwoman of their county’s Republican Central Committee. As active as they both are, they find time to help inspire tomorrow’s military aviators. So, I had to ask…why support Daedalians?

For Col Staiger, it had never crossed her mind to not support the Daedalians. It is an organization that ties her to her father, other Academy graduates, and to children’s futures like that of the students she teaches. Now, her youngest son, a middle school student, aspires to become the family’s third generation of military pilots. She encourages her flight to get involved with youth aviation programs like Air Camp, the Wings of Women Conference, CFIP, and soaring flights for ROTC students. She feels these programs geared at our nation’s youth will help inspire the next generation to become military aviators. Not only does she support the Daedalians with time, but she is also a regular donor and helps with corporate sponsorship searches. She felt extremely honored and surprised to be asked to become part of the National Board of Trustees. “How could I turn down such an opportunity to make a more far reaching influence on the next generation of aviators.” Col Staiger is making a difference with the Daedalian mission but more importantly, she is choosing to live her life everyday as an inspiration to our youth through everything that she does.

Colonel Buck shared with me this thought. “Shortly after I joined my first operational fighter squadron I had the privilege of having breakfast in our chow hall with General Robin Olds. Though retired for many years, Robin had travelled to our base on his own dime just to speak to some new wingmen, one from each squadron. My commander chose me to attend. Robin held court for over two hours, and I learned a lot about Air Force history that was considerably at odds with the official version, and which filled in quite a few gaps in my understanding. I was completely in awe of his passion for airpower; he was terribly anxious that we grasp the importance of our roles as individual officers and aviators; that the future of our nation depended on us carrying the flame of leadership that he had learned from his father, a WWI pilot and key Air Corps leader in the interwar years. General Olds gave generously of his money, his time, and his experience to share with us his timeless, priceless perceptions. The author Robert Heinlein defined a citizen as “Some one who sees the well-being of his society as his personal responsibility.” That was Robin - he was “paying it forward,” and since that day I have felt obligated to do the same, in keeping with his fine example.

Col Buck uplifted me with the amount of dedication he has for the Daedalians. As one of the newer Trustees, his level of enthusiasm in fostering the Daedalian mission is summed up with the idea that he knows firsthand what difference it makes to the future of this country. If we do not have students who want to serve, who will be our protectors? He pointed out that for students in such a young stage of life to CHOOSE to put their lives on the line means they are very special persons and Col Buck feels that if anyone should understand the need to support these students, it is he, a Daedalian.

The Board of Trustees works many volunteer hours to help move the needle on youth development and military career success. Each board member serves on at least one committee outside of their normal board duties and stays active within their own local flight. If you would like to know more about the direction of the Daedalian Foundation, please get in touch with Headquarters. The board works successfully to support the Daedalian mission because of dedicated members like Kathy and Mike.
The Daedalians will again be participating in the Big Give. It is a full 24 hours of giving that happens just one day, Thursday May 4th. This will be the fourth year of participation and the prize money received in past years has gone to support additional scholarships. Thank you to all who have been generous, you have made a big difference in the lives of students, like that of Leonel Martinez who never thought he could attend college but thanks to a Daedalian Scholarship, is in his second year at the University of Texas.

Please mark your calendar and join our campaign to help us reach our goal of $40,000! Get ready to give! On May 4th, starting at 12:00AM midnight, visit http://givegab.com and make a donation. You will have 24 hours to make your donation, and all giving will end at 11:59pm on May 4th. If you are not going to be available on the 4th, the Big Give website will open one week before (on April 27). For the first time this year, donors will be able to make gifts early to their nonprofits through the Big Give. By giving early, you won’t have to worry about missing the big day.

If you want to give, but are unable to go online, just call HQ at 210-945-2111. Thank you for inspiring tomorrow’s military aviators.
DAEDALIAN ACHIEVEMENT MEDAL

Sanderson HS - AFJROTC
Cadet Jonathan Babb
Col (ret) Joe Fitzpatrick

Terry Sanford HS - AFJROTC
Cadet Christian McEachern
Maj (ret) Mike Reid

Harnett Central HS - Army JROTC
Cadet Kylie Purves
Maj (ret) Walt Dietrich

DESCENDANT SCHOLARSHIP

Flight Captain Henry ‘Hank’ Bishop presented the Descendant Scholarship to cadet Mark Newberry.

Mark will be starting his senior year at the University of Michigan. He will be the Mission Support Group Commander at his AFROTC Detachment, responsible for overseeing the planning and execution of detachment events. He has applied for a pilot training slot.
JROTC ACHIEVEMENT AWARDS

Cadet Airman First Nathan Weber
Kennewick WA Methodist Church

Cadet LT Kattriona Pratt
LaPine HS

Cadet 1st Lt Olivia Marx
John R. Rogers HS

Cadet 1st Lt Dillon O’Brien
Medical Lake HS

Cadet 1st Lt Logan Heflin
Clarkston HS WA

DAEDALIAN FOUNDATION AFROTC SCHOLARSHIP

Lt Col Marc E. Wolfe, Commander AFROTC Det 030-University of Arkansas, presented Cadet Zachary T. Jones the Daedalian Foundation AFROTC Scholarship in August 2016. Cadet Jones was recently selected for the Euro-NATO Joint Jet Pilot Training program.

Lt Col Marc E. Wolfe and Cadet Zachary T. Jones
OLD PUEBLO FLIGHT 12
ANNUAL AWARDS DINNER

In a joint gathering with the Air Force Association’s Chapter 105, the Old Pueblo Flight hosted its annual awards dinner on December 8, 2016 at Davis Monthan’s Ironwood Club. The joint nature of the event is in keeping with the flight’s initiative to expand its influence and improve local support for air power at Davis Monthan by including a broad military and aviation audience in key events. The dinner was attended by 23 Daedalians and 69 guests. Special guests included:
- Col Scott Campbell, 355th Wing Commander
- Col Thomas Nicholson, University of Arizona Professor of Aerospace Studies
- Col (Ret.) Mark Koechle, President AFA Chapter 105
- Maj (Ret.) Bob DeWitt, Flowing Wells High School JROTC, with Cadets Delaney Dibble, Samantha Hall
- Maj (Ret.) Steven Spiece, Cholla High School JROTC, with Cadet Tyler Seers
- Capt Patrick Fitzsimmons. Capt Fitzsimmons, grandson of flight member Col (Ret.) Jim Fitzsimmons, is a US Army Black Hawk med evac pilot who received an Old Pueblo Flight scholarship in 2009. He will be reporting for his second tour in Afghanistan in March 2017.

The flight annually recognizes an active duty pilot from Davis Monthan AFB as the “Pilot of the Year.” Five pilots were nominated. Each of these officers are in leadership positions and have made significant contributions to their units. Those nominated:
- Capt Mark “Tron” Fraser - 55th Rescue Squadron, HH-60G
- Capt David Knighton - 47th Fighter Squadron, A-10
- Capt Douglas Parrish - 79th Rescue Squadron, HC-130J
- Capt Adam “Floggin” Pauly - 357th Fighter Squadron, A-10
- Maj Matthew Simmons - 42nd Electronic Combat Squadron, EC-130H

The caliber of the candidates made the selection process especially tough but the 2016 Pilot of the Year was Captain Adam “Floggin” Pauly. He was chosen as the number 1 instructor pilot among 40 in the wing, transforming 24 students into combat ready pilots. Pauly was handpicked by the Under Secretary of the Air Force for International Affairs to teach Close Air Support to the Colombian Air Force. He tailored academics for three disparate airframes and provided in-flight instruction from an A-29. He also assisted the Italian Air Force in solving a free-fall weapons delivery problem.

The flight’s Scholarship Chairman, Lt Col Augie De Rosa, USAF (Ret), coordinated scholarships for three deserving University of Arizona students:
- Cadet Ethan Swanke, Air Force ROTC
- Midshipman Parker Kahn, Navy ROTC
- Cadet Maurissa Wortham, Army ROTC
Each of these students is committed to and planning a career as an aviator. Cadet Wortham has already been selected for Army pilot training.

The Old Pueblo Flight also recognized one of its own - Lt Col Jerry G. Bryant, USAF (Ret), as “Flight Volunteer of the Year.”

The Air Force Association made two presentations:

- Scholarship – Cadet Clayton Utley
- Medal of Merit - Old Pueblo Flight member, Col Scott “Scooter” Hines, USAF (Ret), was presented with this prestigious award. Scooter was recognized for his service as AFA Chapter 105 secretary, treasurer, webmaster, and program chair. He invests countless hours in similar contributions to the Old Pueblo flight and it was largely his efforts that produced the exceptional annual awards dinner flight members and guests enjoyed. (Source: Jerry Bryant)
For the last six to eight years, Flight 121 in coordination with our “brother” Flight 99 (Great Falls, MT) have been offering flight scholarships to chosen and qualified cadets at Montana State University. This approximate $10,000.00 scholarship enables the selected aspiring USAF pilot candidate to receive their private pilot license. Both ground school and flight training are available and is paid for by local flight generated funds (121 & 99). We have found that recipients of this training are more likely to be selected for USAF pilot training slots upon graduation. We have approximately 6-8 active duty USAF pilots now flying in a large part due to the flight time and experience that our flight scholarships provided prior to their graduation.

Our current candidate Ellie Pennell, Cadet Colonel of Montana State University ROTC Det. 450, has completed her private pilot rating and is awaiting the USAF pilot slot selection board. Ellie has attained and maintained a 4.0 GPA as a computer science major at MSU. While completing her private pilot program she was complimented as one of the best prepared and qualified students that her examiner (senior FAA official) has ever dealt with - another “feather” in her cap!

The accompanying photo pictures Cadet Pennell with Flight 121 leader, Col Eric Hastings, USMC (Ret) and member of the National Daedalian Board. Also pictured is Lee Wagner, wife of Flight 141 deceased member Al Wagner and sponsor of the annual Al Wagner $2,000.00 (in perpetuity) Flight Scholarship Award, which constitutes a large portion of our annual award. Members of both Flights 121 & 99 and our Friends of the Flight are dedicated to identifying and selecting qualified USAF ROTC cadets annually to receive flight training and help in attaining their goal of becoming a USAF pilot. (Source: Chuck Rogers)
Colonel Thomas Tredici, MD
Seventy-Five Years of Selfless Service

When the Japanese attacked Pearl Harbor on December 7, 1941, Daedalian Tom Tredici had recently graduated from high school and was working in a Pennsylvania steel mill. For years he had held a strong interest in aviation so he set his sights on serving as a military pilot. Initially he lacked the required college degree for flight training. Soon that requirement was replaced by a written test and a physical examination. Tom passed both and awaited his call to fly. But almost immediately he was drafted.

He reported to Miami Beach for basic training and lived in a large hotel. He was housed on the 12th floor and the trainees were not allowed to use the elevator. Of course much of his initial training involved running up and down endless flights of stairs. Tom excelled in basic and the Army sent him to Wittenberg College in Springfield, Ohio. Two weeks before finals he was ordered to Santa Anna, California, and was then assigned to primary flight training. He earned his wings in May of 1943 and trained in the B-17. His crew sailed on the Ile-de-France to join the 751st Squadron, 457th Bomb Group, 8th Air Force. They flew combat missions over Germany, Czechoslovakia, and Poland.

They were targeted by antiaircraft fire on every mission. Often the briefer would declare “There is no known flak at the target.” Immediately the crews would respond “But plenty of unknown flak!” The B-17s flew at 30,000 feet and higher. The aircraft were unpressurized but Tom says his crew suffered no significant health issues due to the altitude, other than the discomfort of the extreme cold and the need to wear several layers of bulky clothing, plus flak vests. To insure that they would not be mistaken for spies if shot down, crew members wore their uniforms, including collared shirts and ties, under their flight gear.

Tom and his crew had completed 18 combat missions when the war in Europe ended. They flew to the States in their B-17G, My Mary Myrtle, to train in the B-29. They expected orders to the Pacific theatre. While they were awaiting training, Japan surrendered. Tom was discharged in December of 1945. He immediately entered college and then completed medical school. Next he entered the Air Force as an ophthalmologist.

During his distinguished medical career, Doctor Tredici never forgot the effects of his cold, unpressurized combat missions in the B-17. He was assigned to Scott and Clark Air Force Bases and performed surgery in Vietnam during 1965-66. Then he served for 50 years at the USAF School of Aerospace Medicine. When he retired in 1987 he was the only WWII combat aviator on active duty. Upon retirement he began 24 years service to airpower as a civilian employee. Even today, in his tenth decade, he serves as senior scientist emeritus at the School of Aerospace Medicine. Major General George Anderson, Commander, Human Systems Division, Air Force Systems Command, said “Colonel Tredici’s quest for excellence has been unmatched in duration and consistency.” During his career, Tom worked to shield aviators’ eyes from the effects of nuclear detonations, and he fostered development of the gold visors that protect astronauts’ eyes from ultraviolet radiation. He taught countless flight surgeons to support aviators. For 50 consecutive years he was invited to present papers at top-level professional conferences. Throughout his career he advanced airpower by supporting the men and women serving in Air Force aircraft and spacecraft. Tom Tredici’s 75 years of exemplary aerospace achievements epitomize the Daedalian tenet of placing service above self.
The flying story in the summer issue of “Daedalus Flyer” stirred up the memory of a similar F-100 malfunction.

It was July 1968 in Vietnam. There had been a rocket attack on Saigon and our two-plane flight was orbiting at 10,000 feet, ready to roll in on the suspected enemy target. Suddenly the engine started shaking and the engine temperatures started jumping up.

I reduced the throttle to idle and things smoothed out. When I advanced the throttle things started shaking again. I came back to idle and declared an emergency.

Bien Hoa Air Base was in sight, less than 10 miles away. My biggest problem was going to be getting slowed down. I still had four 750lbs. bombs and 7,000lbs. of fuel on board. I thought about jettisoning the bombs, but realized I was over an army supply depot. 3,000 lbs. of bombs may help me get down? I thought that if I misjudged I could still add a little power to make the field.

I extended the landing gear at 40 knots above extension speed. I was relieved to see three green lights. (I was in a “C” model that didn’t have flaps, so I needed an extra 20 knots on final anyhow.)

The tower had cleared me to land. As I was on short final a charter flight 707 started to take the runway. I was still about 30 knots fast and thought I can pull up over the 707. Luckily, he saw me on short final and slammed on the brakes. I still remember seeing his nose strut going flat.

I touched down about 20 knots fast and delayed popping the drag chute as long as possible. I was trying to avoid losing the chute and then needing to drop the hook to catch the cable. That would have tied up the runway.

The chute held, but of course the brakes were burned up. I rolled off the runway onto the last taxi way. When I applied power, to get into the de-arm area, the engine just shook and the Hun didn’t move. I had just made a dead stick landing, but all along thought I could generate a little thrust if needed. (One of those times being better off not knowing what you think you know!)

Before catching a ride back to my base, at Phan Rang, I found out the malfunction was caused by a third stage compressor blade that broke and corn cobbled the engine.

The rest of the story: When I got back to Phan Rang my Sq. Commander told me that the Wing Ops. Officer wanted to talk to me about the incident. Following the usual salute and introduction the Colonel said, “Captain, how low were you when you took the hit”? I said, “I was at 10,000 feet and didn’t take a hit”. He said, “We don’t have material failures in a combat zone.” I said, “A round must have worked its way through the spinning first two compressor stages?” We both shrugged our shoulders, saluted and went back to work fighting the enemy. I think I got the picture.
On 6 Apr 2017, the anniversary of US entry into World War I, Maxwell Air Force Base in Montgomery, Alabama, will dedicate a statue of Daedalus as part of a whole series of nationwide events honoring the World War I Centennial. An anonymous donor in Montgomery funded the life-size bronze statue cast in Scotland and shipped to Maxwell in January. This Daedalus, designed and sculpted by British artist Sir James Butler, will be clearly visible outside the historic Daedalian Room of the Maxwell Club. An identical Daedalus, outfitted in period flight gear, has stood along the Thames in London since 2000 as a war memorial honoring those killed in action from the Fleet Air Arm of the Royal Navy (see photo). Daedalians wishing to attend the dedication ceremony may contact Flight 1 at foundersflight@gmail.com.

Maxwell Air Force Base will also host a second WWI centennial event, an air show on the weekend of 8-9 Apr 2017. “Heritage to Horizon: A Century of Airpower Since WWI” will feature the United States Air Force Thunderbirds, the Patrouille de France aerial demonstration team, the United States Air Force Wings of Blue parachute team, and an array of current and heritage military aircraft. For more information, visit http://www.maxwell.af.mil/AirShow, and to learn more about nationwide World War I Centennial events, go to www.world-war1centennial.org. (Source: Mark Brown)
The Air Force National Museum at Wright-Patterson AFB, OH honored and recognized the Air Force’s 20th Special Operations Squadron at a dedication ceremony held at the Museum on 15 Sept 2016. There is a special exhibit in the Museum’s South East Asia Area with a UH-1P helicopter and other displays telling the unit’s mission in the Vietnam Conflict. The 20th Special Operations Squadron is still active in the Air Force and operates out of Clovis AFB, NM, flying CV-22 Osprey aircraft. The Squadron’s UH-1s have long been known as the Green Hornets. As part of the dedication the 20th Special Operations Squadron flew 2 CV-22 Osprey aircraft to the AF Museum grounds for display for the public.

The 20th Helicopter Squadron was reactivated from a WWII unit in 1956 and later deactivated in 1960. With the worsening situation in Southeast Asia the Air Force reactivated the 20th with CH-3 helicopters for counterinsurgency missions, Search and Rescue along with other tasks in Southeast Asia. In February 1967 the CH-3s would be joined by the famed Bell “Huey “helicopters. The Pony Express CH-3s and the Green Hornets UH-1 Hueys were used in clandestine operations. The Squadron was designated in 1968 the 20th Special Operations Squadron. The unit’s UH-1P helicopters were transferred to the 14th Special Operations Wing, based at Nha Trang AB, South Vietnam. The CH-3s remained at Nakhon Phanom AB and designated the 20th SOS performing counterinsurgency missions in Laos. The 20th SOS Hornets had the mission of working with the Army 5th Special Forces inserting Reconnaissance Teams in Cambodia to gain information on the North Vietnam Army activity on the famed Ho Chi Ming Trail.

The Squadron’s UH-1Ps were gunships and troop carriers (Slicks) used to insert Special Forces recon teams. The Gunships had two 7.62mm machine guns with 12000 rounds of ammunition along with 14 2.75 rockets. The Slicks could carry up to eight troops and were equipped with two 60mm machine guns for protection along with the gunships. The crew was two pilots and two gunners. The mission was supported by Forward Air Controllers flying Cessna 0-2 and 0-1 aircraft. The FACs were used to guide the UH-1Ps into infiltration landing zones and extraction of the Special Forces Recon Teams. The Squadron operated out of Special Forces Camps near the Cambodia border. The UH-1Ps were replaced by UH-1N twin engine Hueys in 1970. The 20th terminated operations in South Vietnam in 1972.

One of the most dangerous missions performed by the Green Hornets was noted as the Miracle at The River in Cambodia on Nov 26, 1968. In this mission 1st Lt Jim Fleming (Now Retired AF Col) was awarded the Medal of Honor for his bravery and piloting skill in rescuing a Recon Team under heavy fire by the North Vietnam Army. It was only Flemings’s second day as an aircraft commander. A Special Forces Recon team “Chisel” (Three Special Forces personnel and four Montagnards) had been inserted earlier in the day into Cambodia near a river to monitor NVA boat traffic. The team was spotted by a large enemy force. The 20th SOS FAC picked up an urgent radio call from the team asking for immediate extraction. The FAC spot-
ted the team after they fired red smoke grenades. FAC then contacted the Green Hornets helicopters who immediately left their ground alert area in Du Co, Vietnam and were guided to the pinned-in recon team to hopefully exfiltrate the team.

Two gunships made firing passes on the enemy forces while the recon team made its way to a river bank for a possible pickup by Fleming’s helicopter. One gunship was shot down by enemy fire and the crew was rescued by another Green Hornet slick chopper. Fleming was able to fly his aircraft along a river bank and waited in a hover for the team however the team told him to get out because they thought they were doomed. The team ringed their position with claymore mines which deterred the enemy for a bit. Fleming and his crew bravely headed back to the team’s position along the river bank to where the team had made it. One gunner kept firing at the enemy while helping the team onto the helicopter while Fleming kept the Huey in a rock steady hover along the river bank. One of the gunner’s guns jammed and they took several shots through the windscreen, but fortunately it didn’t down the craft. As Fleming climbed out of the river area the remaining gunship fired its remaining rounds for his protection. Although the odds were in favor of the enemy Fleming was determined not to allow “his” team to be killed or captured.

Green Hornets’ crew members received four AF Crosses, numerous Silver Stars, Distinguished Flying Crosses, Purple Hearts and Air Medals during their tour of duty in South Vietnam. The 20th lost twelve UH-1P & N models due to combat and accidents in the Vietnam Conflict. The UH-1N models are still in active service in the Air Force supporting Minuteman missile complexes and other tasks in the AF.

The Dedication Ceremony and more info on the 20th SOS display can be found on YouTube and the AF Museum website. (Photos in article are depicting Lt Fleming picking up Special Forces Recon Team under fire in Cambodia.) (Source: Jerry Davenport)
Rear Admiral Jay Bynum, Commander of Carrier Strike Group NINE, briefed the flight on Naval aviation activities at our annual state of the Navy luncheon. Admiral Bynum addressed current areas of concern and accomplishments over the past year.

Rear Admiral Jay Bynum represented Vice Admiral Mike Shoemaker, Commander Naval Air Forces, to present the 2016 COMNAVAIRPAC Airmanship Award to LT Erin Rawlick for successfully handling multiple in-flight emergencies as the aircraft commander in legacy P-3 Orions. LT Rawlick is now stationed at NAS Jacksonville where she is transitioning to be an instructor in the P-8 Poseidon. *(Source: Rich Martindell)*
Stinsons Flight is proud that Olga Custodio has been selected to the San Antonio Aviation and Aerospace Hall of Fame, along with Senator Kay Bailey Hutchison, Colonel William Ocker, Colonel Carl Crane, the founder of Stinsons Flight, and others. Flight members will attend the induction dinner on March 30th to honor Olga and all of the award winners.

Major General Gary Harencak, commander of the Air Force Recruiting Service spoke to Stinsons Flight at our September meeting. General Harencak described the tough time the Air Force and the other services are having meeting recruiting goals. The problem stems from the low percentage of young people qualified to join the military, a weak propensity to serve based on underfunded marketing budgets - - the Air Force marketing expenditure is equal to the much-smaller Coast Guard’s and one-tenth that of the Army - - and the lack of positive influencers because so few Americans have served. Gary gave inspirational examples of young people whose lives have been changed by their military experience. He urged Daedalians to get out and tell our stories to inspire America’s youth to serve the nation.

Stinsons member Colonel Donald “Crash” Helmer spoke at the October meeting. He gave a rousing Veterans Day message that invoked the spirit of the tenets of a Daedalian. Stinsons Flight members were reminded that selfless service and being worthy of the trust and confidence of our peers are essential to successful military leadership. Crash earned a standing ovation for his meaningful message.

December was a typically busy month for Stinsons Flight. We held our annual Christmas reception at the Parr Officers Club and enjoyed a festive event. We were pleased to have in attendance the women who work hard to serve Daedalians so well at the national headquarters. Then on December 17th, the anniversary of the Wright Brothers first flight, we met at Stinson Airport to honor the Wrights, and the aviation pioneers for whom our flight is named, the Stinson family. Brigadier General Andrew Croft, Director of Plans, Programs, Requirements, and Assessments at Air Education and Training Command Headquarters, gave a tribute to the Wrights and the Stinsons. He then talked about the future of airpower. He described the Air Force effort to develop a technologically advanced pilot training system that will include simulators flying in formation with aircraft actually airborne. Imagine strapping into the simulator and flying on the wing of a TX as it departs Randolph and goes to the area for basic fighter maneuvers - - against you, sitting back on earth. General Croft said that these missions are so realistic that pilots climb out of the box covered in sweat. A similar system is in use today in Italy and it is so good that the Netherlands sends its Euro-NATO pilot training graduates to the Italian Air Force introduction to fighter fundamentals (IFF) course, rather than IFF in the outdated T-38. The expectation is that fielding of the TX and its simulator will take10 years or more. Thanks to General Croft for an enlightening presentation. (Source: Jerry Allen)
Cyber Security is headline news these days as we combat threats to our national security and personal identities. Major General Dale Meyerrose, USAF (Ret) was our guest speaker in Oct 2016 to speak to us on that subject. During his 30 year Air Force career he became the first President-Appointed, Senate-Confirmed, Associate Director of National Intelligence and the Intelligence Community Chief Information Officer and the Information Sharing Executive for the Director of National Intelligence. That is quite a lengthy, triple-hat job title but what it boiled down to is that he became the internationally respected subject matter expert on cyber security, strategic planning, intelligence leadership, telemedicine technology and military intelligence matters.

And, it all started at the USAF Academy as a classmate of our Flight Captain, LtCol, Ret, Greg “Yumper” Black, in the graduating class of 1975. They were both on the parachute demonstration team and both became Master Parachutists. Greg went on to pilot training and became a fighter pilot and instructor pilot in the F-15 Eagle and after retirement became a commercial airline captain flying international routes. Dale went into the intelligence career field in many important jobs and after retirement earned a PhD in information management. He founded the MeyerRose Group, LLC, consulting world-wide on cyber security, strategy, business planning, and executive development. He is frequently quoted in international news and trade publications and often appears on Fox News, CNN, MSNBC, and other programs like Bloomberg International.

General Meyerrose spoke to us and emphasized cyber security myths vs. the reality. For example the myth that the biggest threat is from outside sources; the reality is inside sources. The myth that high tech hacking is the biggest threat; in reality it is simply credential theft whether it be government agencies or personal data. The myth that China or some other nation is the biggest threat; in reality it is ourselves. We allow malicious software in to take command over other software. The initial infiltration slips through undetected and often starts with phishing on social media channels or e-mail.

The bottom line is that cyber security is not something you have; it is something you constantly work on. You must focus on any deviation. You must only do something you are comfortable doing. If there is any doubt, don’t do it. Be responsible for your identity. It is your real value. Nothing is perfectly secure; not your house, your car, your bank account, or your cell phone. Simply be vigilant and conscious of your actions. Carry your credit cards in a wallet that shields them from being read. Buy gas for your car if possible from a pump well lighted and visible to the attendant. Thieves are less likely to put card readers on such pumps. Use passwords with at least 6 numbers and capital and lower case letters. There are sources like Google which can suggest random passwords of any length you want. By cutting and pasting passwords you can foil programs that record keystrokes. Do all your banking from one dedicated computer identified to the bank. Shred any documents that contain your personal information. In our aviation careers we learned the importance of situational awareness. It is most important to apply that same principle to our daily lives in the world we live in today.

Two tours in Vietnam flying helicopters for the U S Army gave our guest speaker a unique perspective on the war which he presented to us at our Nov 2016 meeting. Colonel Jeffrey A. Roy, USAR, Ret. is a member of our Flight 18. He gave us a brief history of Army aviation from the National Defense Services Act of 1947 to the
present day. That Act established the US Air Force as a co-equal branch of the armed forces with the US Army, US Navy, US Marines and US Coast Guard.

The Key West Agreement of 1948 established a weight limit of 2,550 pounds on Army aviation. In 1952 the weight limit was raised to 5,000 lbs to enhance medical evacuation and other Army essential missions. The agreement also allowed the Army to continue to operate the U-6 Beaver, the largest fixed wing aircraft at the time. In 1962 the air mobile helicopter concept was born and confirmed in air assault tests. This led to a reorganization of Army air into an air mobile force spearheaded by the 1st Cavalry Division.

Jeff presented a slide show of the various helicopter models and their missions: The H-21 Shawnee Troop Transport, the UH-1D Iroquois Workhorse, UH-1B Huey Gunship, AH-1 Cobra Gunship, UH-60 Black Hawk Multi Mission, OH6A Cayuse and newer OH-58 Kiowa for Reconnaissance & Observation, CH-47 Troop Transport, and CH-54 Sky Crane Heavy Transport. The Air Mobile concept is still the basis of Army Air operations today. In answering questions from the audience, Jeff said that his observation is that the service rivalries of the 40s and 50s have gone away for the most part and the cooperation on the battlefield is the highest it has ever been.

Jeff enlisted in the Army in 1963 as a helicopter mechanic. He became a Warrant Officer in 1965 and graduated as a helicopter pilot in 1966. He received a direct commission to 2nd Lieutenant in 1967 while deployed to Tay Ninh, Republic of Vietnam. He was wounded in a mortar and rocket attack on the base during the Tet Counter Offensive in Feb 1968. He completed a second tour in Vietnam from Sep 1969 to Sep 1970, and then was assigned to Ft Rucker, Alabama as an instructor pilot until he left active duty in 1973.

He joined the US Army Reserve and served in several aviation and transportation units and became the Deputy Commander of the Army Aviation Depot, Corpus Christi, TX, from which he retired as a Colonel in 1994. During this same period of Army Reserve service, he also worked for the Army as a civilian pilot until 1980 when he transferred to the FAA. He served as a safety inspector, manager and executive. He retired from 39 years of government service in Jan 2002. His military awards and decorations include Master Army Aviator, the Distinguished Flying Cross, the Bronze Star, the Purple Heart, Meritorious Service Medal, Air Medal, and Army Commendation Medal. Several of his medals were multi awards plus he received many other service medals, ribbons and foreign decorations.

He has not neglected his academic pursuit of knowledge either. He holds a BS degree in management, an MS degree in public administration, a Masters degree in aeronautical science and a PhD in public policy and management. In addition to being an active Daedalian he belongs to the VFW, the DAV, the American Legion, Vietnam Helicopter Pilots Association, the Knights of Columbus and is Past National Commander of the Military Order of the Purple Heart. At our business meeting in November 2016 he was nominated and elected by acclamation as Flight Captain Elect. He took the oath of office at our first meeting of 2017 on January 20th, a scant two hours after we witnessed the inauguration of our nation’s new President, Donald J. Trump. It was a great day for our Flight, our Nation and the Constitution of the United States of America. (Source: Dale Boggie)
FLIGHTLINE

In December 2016, members of the 24th Flight, wives and guests attended the Flight’s annual formal Christmas dinner at the El Paso Club atop the Chase Bank Building in downtown El Paso. Attendees were happy to once again welcome Adair Margo as guest speaker. Adair delighted the audience with a highly entertaining and historical slide presentation of her recent book, Tom Lea, Life Magazine, and World War II.

Adair is a third-generation El Pasoan who chaired the President’s Committee on the Arts and Humanities from 2000 to 2008. She was appointed to the U. S. National Commission to UNESCO by Secretary of State Colin Powell in 2003. Adair was recognized by Mexican President Felipe Calderon with the Aguila Azteca and by President George W. Bush with the President Citizens Medal for her work from Mexico to China. In 2009, she founded the Tom Lea Institute, dedicated to perpetuating the legacy of the great American artist and writer. In 2016, Adair co-authored the book Tom Lea, Life Magazine, and World War II with scholar Melissa Renn.

Adair began her presentation by saying that her grandfather baptized Tom Lea. She also stated that Tom Lea was the first official artist in World War II. Then she began a power point presentation to include some paintings from her book - Randolph Field at night, Tom Lea’s 66 days aboard the USS Hornet and its sinking (Tom Lea’s work is the only surviving record), and portraits of Major Generals Jimmy Doolittle and Clair Chennault.

Following her presentation, Adair offered autographed copies of her book to the 24th Flight members and guests with the proceeds going to the Tom Lea Institute. The book features eyewitness reporting, in pictures and words, by Tom Lea (1907-2001). With scholarly essays by Adair and Melissa Renn, the book traces Lea’s journey from El Paso, Texas to various theaters of war from 1941-1945. Lea traveled more than 100,000 miles for Life and was the most celebrated of Life’s World War II correspondents. His paintings include life aboard the aircraft carrier Hornet, Stilwell’s command in China, the Marine landing on Peleliu in the Pacific and again...military heroes of World War II such as Major Generals Jimmy Doolittle and Claire Chennault.

The 24th Flight began the year with a bang in January 2017. Roger Nichols, the son of the flight’s namesake, Major General Franklin A. Nichols, officiated his first meeting as Flight Captain. Flight Treasurer Virg Hemphill presented a highly interesting and informative briefing on Continental Air Micronesia which included a short video entitled 30 Years at Home in The Pacific. Virg began by stating that Bob Six, owner of Continental Airlines, recognized potential in Micronesia in 1968. The subsidiary of Continental Airlines became the cornerstone of a vibrant economy in the Pacific.

Virg went on to say that Air Micronesia operated between Tokyo and Honolulu including locales such as Guam, Rota, Saipan, Palau, Truk, Ponape and Majuro. Virg staged out of Guam flying the Boeing 727-100 which had a cargo section in the forward part of the aircraft and space for 60 passengers in the rear. The Boeing 727-100 cruised at 500 knots with a maximum altitude of 42,000 feet although the aircraft seldom flew that high. Flight member Jerry Dixon, also a former Continental pilot, added to Virg’s briefing by relating stories of his adventures flying in the Pacific with Air Micronesia.

Members of the 24th Flight were happy to welcome Colonel Mario Campos, USAF (Ret) and Colton Lloyd, the great grandson of Rod Thompson, as honored guests. Colonel Campos is a former B-52 and B-1 Electronic Warfare Officer and a potential member of the 24th Flight. (Source: Kathleen Arrufat)
The 26th had another very interesting speaker at our December Daedalian meeting. We were honored to welcome USAF Colonel Laurel “Buff” Burkel as our guest speaker. Buff serves as the Chief of the U.S. Air Force Air Mobility Command’s Fuel Efficiency Division (AMC/A3F). In this role, she leads efforts to develop fuel savings and cost avoidance initiatives that efficiently leverage rapid global mobility resources to effectively deliver passengers, cargo and fuel to joint and coalition warfighters across the globe. In her 25-plus-year career, she has served in a variety of operational and staff assignments around the world, accumulating more than 2,100 total flight hours. She most recently served as the advisor to the Afghan Air Force’s Director of Training in NATO’s Train, Advise, Assist Command - Air (TAAC-Air); working with, and advising Afghan Air Force leadership on training, personnel, manpower, and gender integration. During her tour in Afghanistan, Buff was the sole military survivor of the 11 October 2015 British Puma helicopter crash at NATO’s RESOLUTE SUPPORT headquarters in Kabul, Afghanistan. The crash took the lives of five NATO members and injured a total of five. Buff’s subsequent recovery is an inspiration to all. Her journey exudes the warrior ethos, showing how mental and physical toughness, compassion and faith can pull us through any adversity. (Source: John “Woody” Almind)

Our flight held its October meeting at the Austin Executive Airport. We had two surprise guests. The first was Senator John Cornyn who was flying out of the airport. His father was a B-17 pilot who was shot down over Germany and interned until General Patton’s Third Army liberated his camp. His father and a friend liberated a motorcycle and drove to Berlin. Our other guest was Tripp Alyn, cousin of Maax Hammer, an American Volunteer Group (Flying Tigers) pilot, who died in a flying accident in September 1941. Tripp currently serves on the board of directors of the Flying Tigers Association. There are only two people left from the original group, an armorer and a crew chief.

Ron Henriksen, the owner of Austin Executive Airport (AEA), started as a corporate pilot and then got into the very lucrative telecom business. About seven years ago, he built Houston Executive Airport (Sugarland), and two years later, he built AEA. The property started with the old Birds Nest airfield. The old runway can be used to park planes during exceptionally high traffic. The airport is now 585 acres and has 6,025 feet of runway which can be used by a Boeing 737. They are looking to add another 2000 ft. of runway plus a control tower and are building their 4th community hangar. They are working on a navigation easement for their airport in Sugarland, and they expect to do one for AEA. They have lots of executive and Fortune 500 flights as well as hobby flyers. Mr. Henriksen flew in the Concorde supersonic passenger jet about 20 times and was enamored with it. When he got the chance to buy parts after the Concorde stopped flying, he bought an engine without the afterburner, and displayed it in the lobby. There is also a 100-year old Indian racing motorcycle on display. The crew facilities are very nice: two bedrooms, lounge, and TV room. (Source: J R Howard)
Lieutenant General Tex Brown, former Daedalian National Commander and current National Chaplain, was our honored guest and speaker at our Nov 2016 Veteran’ Day memorial celebration at the Riverside National Cemetery. He opened his Veterans Day remarks from the “pulpit” or rather “the podium.” He reminded the audience that Veterans Day was originally called Armistice Day to celebrate the end of WWI on the 11th hour of the 11th day of the 11th month, 11 Nov 1918. It is a day to thank those who have served and are now serving. Gen Brown extended a special thanks to the families. We recruit men and women for service, but we retain families. At times, the families sacrifice as much or more in the service of their country.

He was grateful that we have the greatest democracy in the world – made so by veterans. This is exemplified by the peaceful transitions from one administration to another.

At the luncheon following the cemetery service, Gen Brown told numerous stories to emphasize his theme of core values – “Integrity,” “Service Before Self,” and “Excellence in All You Do.” He emphasized the importance of the all-volunteer force which has been in existence for many years. He was especially proud of his daughter and two sons-in-law who are currently serving in the USAF. He concluded with final thanks to all veterans and a final “God Bless America.” (Source: William Heitmeier)
We were joined at the January 2017 meeting by our two newest members, Lt Cols Duane Maki and John Moore who are both USAF retired. Duane was a B-52 RN and John had many years flying backwards as an EW in same jet! Welcome, guys.

Our speaker in January was Lt Col Josh Williams, who gave a great talk on the Air Force Distributed Common Ground System (AF-DCGS). DCGS is the Air Force’s primary system for collecting, processing, analyzing and exploiting intelligence, surveillance and reconnaissance. Josh explained that he is the material leader, essentially the squadron commander of those responsible for supporting the system at Warner Robins ALC. DCGS is a key element in our efforts around the globe, and is being continually improved to meet the needs of those in combat. Thanks to Friend of the Flight, Lt Col Rebecca Watson (Ret), for arranging the presentation.

Sam Watson installed this year’s slate of officers, headed up by Flight Captain Al Jewell and Vice Flight Captain Tim Bollinger. He thanked the outgoing officers for their service, especially Flight Captain Rick Jones and Vice Flight Captain Bill Pitts, each of whom served an unprecedented three years.

But before the swearing-in, Sam Watson was surprised by outgoing Flight Captain Rick, who took the opportunity in his last official act to read a proclamation that Sam had been named Flight Captain Emeritus for his many contributions to the Flight. Congratulations, Sam! Well deserved.

Finally, at the recommendation of the Flight’s executive council, the Flight voted unanimously to change the name of our new Flight Center from Wellston Lounge to “Wings and Chevrons.” We look forward to enhancing our new digs more and sharing with others such as the local Chiefs Association!

We all owe Rick Jones a big thank you for three years of great leadership. (Source: Bob Komlo)
The Harley H. Pope Flight held a luncheon at McKellar’s Lodge on Ft Bragg for their November meeting. The presentation was a little-known World War II classified US Navy program. Not many had ever heard of Special Task Air Group One (STAG-1) until it appeared a few years back on the PBS show “History Detectives.” However, even before that, our Flight Adjutant, Walt Dietrich knew quite a bit of the unit’s existence. His father, Aviation Radioman Walter C. Dietrich, was a member of STAG-1. Formed in 1943 in the corn fields west of Oklahoma City in Clinton, OK, training took place with the TDR-1 “Torpedo Drones” and the controlling TBM Avenger aircraft. Each drone was equipped with a TV camera and radio remote controls. The drones were pilotless flown remotely by a pilot aboard the TBM chase aircraft. The TBM had a crew of three, with one of them being the drone remote control pilot who took control of the drone immediately after takeoff.

After the unit was operational, they deployed to Russell Island in the Solomon Chain, about 30 miles north-west of Guadalcanal. Each TDR was armed with either one torpedo or one 2,000lb bomb. While in the South Pacific, from September to October they flew approximately 46 drone missions with only 29 drones reaching the target area scoring 18 hits and credited with sinking two Japanese ships. The wingspan was 48 ft. and 30 ft. in length, built by Rudolf Wurlitzer Company, and the range was about 700 miles. The program was abruptly ended in late 1944 and the unit was deactivated and returned to the States with no further testing.

It was great to have one of our own tell us about his dad’s WWII service and a program about which we had never heard. (Source: Joe Fitzpatrick)
In January, we held our monthly meeting at the Dobson’s Restaurant, Dobson Ranch Golf Course, in Mesa, Arizona. Our speakers were John Fuller, Jerry Greven, and Tom Harris, former Raven Forward Air Controllers (FACs) in Laos during the Vietnam War. They each gave us a short talk on some of their experiences as Raven FACs in the 1969-70 time frame. In general, Ravens were recruited from the experienced FACs in the SEA theater. Due to international treaties, the Ravens were “divorced” from the USAF, working under the US Embassy. They wore only civilian clothes and operated out of small fields at different sites in the Kingdom of Laos.

Our speakers, John Fuller, Jerry Greven, and Tom Harris contributed to a book titled “The Raven Chronicles, In Our Own Words”. Amazon gave the book a five star rating in 2016, with these comments: “The Raven Chronicles is a unique collection of first person accounts by the USAF forward air controllers who flew in the Secret War in Laos. Restricted by the 1962 Geneva Agreement, they flew in civilian clothes in unmarked light spotter aircraft. These pilots regularly operated from primitive dirt landing sites, often flying in poor weather, with few navigational aids, under the constant threat of enemy fire, and in the midst of towering mountains and unforgiving karst formations. According to USAF history, they were one of the success stories of the war. They built a legend of efficiency and daring in their control of RLAF and USAF strikes in support of Laotian ground units.”

The three Ravens, John, Jerry, and Tom gave an outstanding presentation -- by dividing the presentation, they invigorated each other. Questions from the audience kept sparking their memories. Our flight members and guests learned a lot about the Laotian Air War, and enjoyed the evening together. (Source: Col Pat Dooley)
Betting most reading this can do this, take yourself back to the ‘50s and remember the movie “STRATEGIC AIR COMMAND.” That was the setting as flight member Bob Bowman made a fantastic presentation about what it was like piloting our country’s first swept-wing multiengine bomber – the B-47 “Stratojet.” All that were missing were Jimmy Stewart and June Allyson. Over 50 members and guests enjoyed Bob’s presentation that covered the airplane’s development and the many missions performed by this 1940’s marvel. Did you know the airplane was so aerodynamically slick that it required lowering the rear landing gear to help descend from high cruise altitudes? How many planes have you flown that required deploying a parachute on final approach just so the motors would be “spun-up” to facilitate a safe go-around? Did you know over 2,000 of these beasts were produced? Had you attended this meeting, you would have learned a lot more.

To ensure Bob was not putting out bad information, a couple of flight members brought guests to validate – a gentleman who was a “flying crew-chief” on the B-47 at Chennault Air Force Base and another guest who had flown the B-47 for several years. They confirmed Bob had a great memory!

With the Flight’s Scholarship Chairman Brad Wright filling in for the “Raffle Chairman,” the Flight nearly broke the record for most raffle dollars collected at a luncheon. Salute!

To close the meeting, “General Joe” Redden inducted the Flight’s newest Daedalian – Boon Barnes. Boon earned his Navigator Wings at Mather AFB, CA in 1975. Welcome Boon!

The ‘Ben T Epps’ Flight simply knocked their October meeting “out of the park.” Unbelievable! You should have been there. An excellent venue, an outstanding speaker, great attendance, wonderful food, flying WarBirds, museum exhibits, airplane and link-trainer restoration projects to tour, and a few airplane rides for dessert. Let me tell you about it…

This meeting was held at the Commemorative Air Force’s (CAF) Dixie Wing, located in Peachtree City, Georgia. The CAF were most gracious hosts. In fact, the Dixie Wing’s Historian and long-time member Willard Womack was the speaker for this luncheon. Willard, a former U.S. Army pilot, is a walking encyclopedia for anything and everything you wanted to know about World War II. Specifically, his remarkable and most interesting talk about the men, the mission, and the casualties faced during the 8th Air Force’s European Theater of Operations bombing campaign captivated everyone in the room.

Following his talk, Willard and Flight 102’s first Flight Captain and CAF member George Harrison, took the group on a tour of the CAF’s hangar, its museum and the restoration shop. Certainly, most reading this article have seen Mustangs, PT-19s, SBDs, Corsairs, etc. But, how many of you have crawled around a Bell P-63? The Dixie Wing’s Kingcobra is nearing restoration completion and hopefully will make its first flight by the time this issue is published. By the way, picture this added backdrop for this meeting – the Dixie Wing’s P-51 making multiple takeoffs and landings, and several spectacular low approaches for our pleasure. I bet you can smell it now.

To top off this beautiful fall day and great meeting, several members did some flying. Flight member Bill Rial arranged with his “RV Squadron” buddies to give some rides. Five RVs and Flight member Randy Sage’s
Rocket were all lined up, “hot cocked,” uploaded with bombs and bullets (NOT!) and soon fired up for some flying. One particular 2-ship flight needs description: If the names don’t sound familiar, type Pat Epps (Flight 102’s namesake’s son) and Wayne Waddell into your search engine. Now, after picturing these two aviation heroes, imagine what it was like for Bill Rial, with Wayne as his “pitter,” leading Randy with Pat Epps in his pit for a little formation flying. It wasn’t long before Pat, a long-time airshow performer in his aerobatic Bonanza, asked Randy for a little stick-time. What a beautiful roll! As you would expect, Wayne had to do one as well. Wow! It was simply an emotional event watching the former F-105 pilot /former Vietnam POW enjoying some formation flying with a “living legend of aviation” on his wing. Makes you want to transfer to Flight 102, doesn’t it? Come see us!

P.S. If ever visiting the Atlanta area, you need to drop by the CAF’s Dixie Wing for a visit. And when you do, make sure you ask for Willard. *(Source: Bill Rial)*
Fighter Flight has had some fantastic opportunities over the past few months. For August 2016 we were fortunate to receive a guided tour of Las Vegas McCarran Airport’s new control tower just three short days before its official opening. This new tower is an impressive 352 feet tall, providing noticeably greater capability than the 200 foot tower it replaces. One of the engineers that designed the tower gave us a look at the modern capabilities and interesting design features (it is built to withstand very high winds and earthquakes) this new tower brings. It was also the final meeting that Col Steven “Bashful” Rapp, USAF (Ret), could attend since he is moving to Kansas. Bashful has been a huge supporter of the flight and a brilliant treasurer for the last five years.

For September, we had a great guest speaker, Lt Col Thomas “Deadhorse” Driehorst, USAF (Ret). He explained how he had the privilege of having retired from the Air Force twice, courtesy of the Voluntary Return to Rated Active Duty to fly Predators and Reapers at Creech AFB, after having already retired from a long career flying HH-3s, KC-135s, and USAF VIP Gulfstreams. He still flies 737s as his “day-job” but the focus of his discussion was on his work with the Nevada Civil Air Patrol as an instructor and evaluator.

At our October meeting, we had a guest, Lt Col John Turnipseed, USAF (Ret), who started his career flying helicopters in the Navy before transferring to fixed wing in the Air Force. After retirement he spent a year in Afghanistan as an instructor for the fledgling Afghan Air Force pilot training program. He regaled us with amusing stories of the challenges of teaching both men and women who had no technical backgrounds, limited English abilities, and in many cases had never driven a car let alone flown in the Cessna 182s and 208s. “T-seed” earned the respect of us all for flying a single-engine, unarmed plane over areas riddled with Taliban. (Source: Andrew Dembosky)
The third quarter for Flight 41 was filled with a variety of activities. During this quarter we held our annual off-site family meeting and our annual flight suit meeting. In addition our flight presented several Daedalian JROTC awards to local area high school students.

Flight Captain Hank Bishop was solo for this meeting during which he recognized the 96th birthdays of members Don Foster and Howard Riggs. Both are still very strong supporters of the flight attending every meeting.

Every year we hold a meeting at Felts Field where family members including kids are invited to join us. It’s held at Jeff Hamilton’s hangar and catered by a local restaurant. This year we had 35 members and guests join us. They were entertained by Justin Elliot, from the local Spokane County helicopter search and rescue unit. They are an all-volunteer group which provides aerial police search and general rescue efforts in Eastern Washington and Northern Idaho. Many thanks for their services to keep us safe.

Every year we hold a flight suit party hosted by a squadron at Fairchild AFB. This year’s event was hosted by the 92nd ARS. Several base leadership personnel attended but the active duty line flight suits were disappointingly absent.

At a luncheon in August, Flight Captain Bishop presented Mark Newberry with a $2000 Descendant scholarship from HQ. Mark is the son of Col Brian Newberry (Ret). Mark is in his senior year at the University of Michigan. His goal is to become a military aviator and will be applying for one of those coveted pilot training slots in February 2017. Flight 41 wishes Mark all the best as he pursues a military aviation career.
New/Rejoining Daedalians

NOVEMBER-JANUARY

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Lt Col Bill Ray Baltazar, USAF
Col Bobby E. Battle, USAF (Ret)
2nd Lt Luke Berve, USAF
Lt Col Robert P. Bessel Jr., USAF (Ret)
Maj Jonathan D. Blanco, USAF
2nd Lt Evan Boisvert, USAF
CW2 Lyle E. Borders, USA (Ret)
2nd Lt Ariel Brown, USAF
2nd Lt David Brown, USAF
2nd Lt Nathaniel Brunn, USAF
2nd Lt Walter Brush, USAF
CAPT Dan Cain, USN (Ret)
Maj Gen Russell C. Axtell Jr., ANG
Lt Col Jeffrey G. Carlton, ANG
Maj Kenneth F. Champagne, USAF (Ret)
2nd Lt Ray Chhieth, USAF
Lt Gen Charles G. Cleveland, USAF (Ret)
Lt Col Michael E. Coghlan, USAF
2nd Lt Justin Collins, USAF
Col James M. Collins, USAF (Ret)
2nd Lt Christopher Colwell, ANG
LTC Bruce H. Conner, USA (Ret)
2nd Lt Thomas Crews, USAF
CAPT William P. Cuilik, USN (Ret)
Col Paul Anthony Curs, USAFR (Ret)
Col Curtis D. Dale, USAF (Ret)
2nd Lt Wesley Dean, USAF
2nd Lt Ryan DeClerck, USAF
2nd Lt Joy Dewitt, ANG
Maj Cristov Dosev, USMC
Maj David B. Douglas, USAF
LTC Gregory P. Eggett, USA (Ret)
Capt Seth David Ehrlich, USAF
Col John W. Eller, USAF
Lt Col Jeffrey S. Ellis, USAF
LTC Steven Harold Epperson, USA (Ret)
Brig Gen Douglas A. Farnham, USAF
2nd Lt Jacob Feldmen, USAF
2nd Lt Matthew Fithian, USAF
Maj Joseph S. Florek III, USAF
2nd Lt Sean Flynn, USAF
2nd Lt Michael Fontaine, USAF
2nd Lt Marclaren Galera, USAF
Lt Col Benjamin Sean Gallagher, USAF
Lt Col Charles A. Gibbs, USAF (Ret)
Col Douglas Clay Gosney, USAF
2nd Lt Jay Graham, USAF
2nd Lt Tyler Guiss, USAF
Capt Peter D. Guzowski, USAF
Capt Mary Beth Guzowski, USAF
CAPT Collins H. Haines II, USN (Ret)
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1st Lt Matthew S. Herten, USAF
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Lt Col Roy Houchin, USAF (Ret)
1st Lt Phillip Tyler Huebner, USAF
2nd Lt Garrett Iapicco, USAF
Col Mark “Izzy” Israelitt, USAF (Ret)
1st Lt Joshua James, USAF
LT Paul S. Johnston, USN (Ret)
Col Terrance J. Kane, USAF (Ret)
Lt Col Dennis P. Kelly, USAF (Ret)
Capt Ian T. Kemp, USAF
2nd Lt Nolan Kirkwood, USAF
Capt Gary D. Klein, USMC
1st Lt Megan N. Kraynak, USAF
Col John S. Ladner, USAF (Ret)
Maj Jeremy D. Lane, USAF
LCSR Matthew Hunter Laughlin, USCG (Ret)
Capt Justin K. Lechner, USAF
Lt Col James “Jim” Robert Lee, USAF
2nd Lt Thomas Leone, USAF
Capt Jonathan L. Leslie, USAF
1st Lt Stephen Lin, USAF
Lt Col Edward J. Lubbers, USAF (Ret)
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24th (ATOMIC)
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17th (SAN DIEGO)
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18th (MILE HIGH)
P O Box 472976............................................Aurora, CO 80047
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P O Box 932......................................................Clearfield, UT 84029
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