

# DFCS NEWS

Volume 6, Issue 2  
August 2006

The Distinguished Flying Cross Society

## LAS VEGAS CONVENTION/REUNION OCTOBER 22-26, 2006



Time is flying and, soon October will be here. Have you mailed in your DFCS Reunion/Convention Registration Form? Armed Forces Reunions, Inc. is working closely with our Convention Committee making sure all of the arrangements for the hotel, tours, meals, entertainment, and other services are ready and waiting for us. Our convention will be held at the Riviera Hotel & Casino in Las Vegas, NV. Premier rooms will be in the newly renovated section of this grand hotel and casino for the low price of \$89/night. This price includes your room plus expenses incurred by our Convention i.e. the Hospitality Room, Banquet

Room, etc. If you plan to arrive a day or two early or stay longer, the Riviera will honor that same rate.

Las Vegas offers much in the line of entertainment & specialty tours. We have so many exciting offers for you to enjoy or, if you just want

to soak up the magic of Las Vegas, you can wander around the famous Las Vegas strip while enjoying the camaraderie of other DFCS members, play the slots, or try your hand at "Texas Holdem poker". We left a couple evenings open so you can experience the "night life" of Las Vegas in your own way.

Early registration is Sunday with tours scheduled on Mon/Tue/Wed. The annual Membership Business Meeting is Wednesday morning following a catered break-

fast. Tours are scheduled after the meeting. The Convention Banquet is Wednesday evening and dress is casual/formal.

Your registration fee of \$125 covers Monday's evening reception, Wednesday's breakfast and evening banquet meal plus helps defray other reunion expenses. Come join us! Renew old friendships! Make new ones!

Looking forward to seeing you all,

*The DFCS Convention Committee*

### NEW LOOK AND SIZE FOR "DFCS NEWS MAGAZINE"

**How do you like our new look and size?** It is our desire to publish a first-class magazine; however, as a non-profit organization, we must also take into consideration the necessity of curtailing our costs.

Much consideration went into developing this new format, and we hope you are pleased with it. We have incorporated many items into the magazine rather than having several inserts.

We have cut the size from 32 pages to 16. This reduces the cost of postage substantially and allows us to have 3 publications a year instead of bi-annually.

We need your stories and/or articles. This is your magazine, and it is only as good as the stories you contribute. We want to hear from **YOU** - your stories, suggestions and/or comments.

Thank you, Michael & Beverley (Co-editors)

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# The Distinguished Flying Cross Society

## President's Message

August! - already! It is hard to imagine seven months has passed since taking the President's office. We have been very busy and focused in our primary mission of keeping our legacy alive, and it is gratifying to see how much has been accomplished.

We are in a new suite of offices in the heart of San Diego, located on the second floor of the San Diego Air and Space Museum's Low Speed Wind Tunnel facility. Our heartfelt thanks goes to our friend & fellow DFCS member, Bob Jackson, for recognizing an opportunity and acting on it. Bob approached Bill Lenartz, newly appointed President and CEO of San Diego Air & Space Museum, and in January the Board of Directors at the museum gave the green light. We moved in March. Thanks, also, to Jim Ellis for his hand in securing our new site. Jim is one of our newest DFCS Board members, and he is also on the Board at the museum.

Here's the topper . . . No rent! The "price" negotiated was a donation to the museum at the President's level, and Bob Jackson personally donated that fee! I hope his generosity is an example for members to follow.

FYI - the eleven (11) National Directors have a monthly teleconference usually held on the 3rd Saturday of each month. Volunteerism is alive & well in the DFC Society, and my thanks to each volunteer, member & office holder alike.

Eddie Mims, Jim Ellis, and John Appel are making contact with each chapter President monthly. They then bring comments, suggestions, and issues to the

above-mentioned teleconference.

You will find a letter on Page 14 of this news magazine. We ask that you each sign and mail this letter to your Congressman in support of the "Stolen Valor Act". It requests the Distinguished Flying Cross be added to the "Stolen Valor Act". The DFC is actually a higher medal than those already named, and being named in this "act" will have the added benefit of exposure for The Distinguished Flying Cross Society.

More exciting news - our National Honorary member, Carl Grindle, has procured four new members for the Society. Jon Lindbergh, son of Charles A. Lindbergh, has entered his father posthumously in our Society, and Jon is now an Associate Life member. In addition to Charles and Jon Lindbergh, Mrs. Stockdale, widow of the late Admiral James B. Stockdale, has also entered her husband posthumously, and she is also an Associate Life member. On behalf of the members of the Board and general membership, I send a sincere thank you to Carl Grindle for obtaining these four prestigious members. It is truly an honor to have our names listed with Charles A. Lindbergh and Admiral James B. Stockdale.

Jack Mates is heading up our 11th convention which will take place in October 2006. Jack's committee is working with Armed Forces Reunions, Inc. planning the details for our celebration. It promises to be an excellent affair. Don't forget to check out the order blank on Page 7 of this magazine for purchasing a name tag to wear at our convention. These name tags can be purchased through Bob Schaper, member of the San Diego Lindbergh Chapter. They are hard plastic and look very professional -

at an excellent price. Please note, we will be selling DFCS memorabilia at this convention.

Thanks to the hard work and dedication of our resident computer guru and National Director, Rick Ivars, we have purchased a multi-tasking computer server with seven hard drives. This server enables us to have multiple levels of communication and storage. It has web-based e-mail accounts for all DFCS Directors and Chapter Presidents, which allows access from anywhere on any computer. The e-mail software has multiple functions. It enables us to broadcast e-mail messages to members who have registered e-mail address at National headquarters. The server stores our DFC News Magazine for easy viewing. It stores valuable membership data on a secure hard drive, and cannot be infected by a virus or accessed by any unauthorized entity. We can access our memorabilia catalog and purchase online, as well as renew memberships and make donations online.

Rick has a good start on having this all set up, and once it is completely up and running, we will be unstoppable! Just another fine example of the level of commitment the Board members and volunteers offer to our Society.

I don't have enough room to mention all the volunteers and our small staff who have been making my job easier, and isn't that a great thought? We actually have too many people to mention - gotta love it.

Don't forget to register for the Convention **AND** make hotel reservations. See you there!

*Michael E O'Neil*, President, National DFCS



## Challenging and Eventful Year for The Lindbergh Chapter

by Harry Kaplan, President SDLC

The year so far has been both very challenging and eventful. As many of you know, we lost our founder and friends, Al Ciurczak and Fred Shein, Lindbergh Chapter's Treasurer. Although these losses hurt, we fully intend to forge ahead. The following are some of the projects we have participated in, as well as the ones in the planning stages.

We had over 25 members volunteer for the annual Wings over Gillespie Air

Show. We shared a very large display tent provided by the Veterans Museum & Memorial Center. Dr. Tom Splitgerber, Director of the San Diego Veterans Service Office, was also with us. We find these local air shows are a very good venue for soliciting new members, as they usually feature many historic aircraft. This year both the B-24 and B-17 were available for anyone desiring to relive the past and take a flight in them.

Over 20 members of the chapter were installed during a dedication ceremony

of the B-24 Memorial Gardens in Balboa Park. Don't miss this great bronze model of the B-24, if you plan to visit San Diego.

We have also been participating in the long-range planning for The 20th Annual San Diego Veterans Day Parade 2006. The theme this year is "Women Veterans, Our Secret Weapon". The honorary marshals will all be women veterans.

Presently we have 169 members of which 145 are regular, 19 associate and 5 honorary.



# AL CIURCZAK CHAPTER OF THE YEAR AWARD

To All Chapter Presidents and Members:

There is not much time remaining for chapter's to submit their nomination for the "Al Ciurczak Chapter of the Year" award.

With the passing of our Founder, Al Ciurczak, we hope each chapter will share their efforts to grow and promote The Distinguished Flying Cross Society. Al Ciurczak certainly believed "Honored Deeds Deserve Recognition" and established, as the mission of our Society, that we communicate the meaning of the DFC award and honor its recipients.

The "Al Ciurczak Chapter of the Year" award will be presented at our reunion/convention in Las Vegas, NV in October 2006.

DFCS National Headquarters will purchase an airline ticket to bring the winning chapter's representative to the DFCS Reunion/Convention. The winning chapter will be featured in the DFCS News Magazine and highlighted on the DFCS website.

## "Al Ciurczak Chapter of the Year" Rules

**Please Note:** Nomination packages **MUST** arrive at National Headquarters no later than close of business on Friday, **September 22, 2006.**

### Award Criteria:

1. Demonstrate effort in continuing to build chapter
  - A. Conduct regular chapter meetings
  - B. Market the existence of the chapter through articles, ads, radio, television, etc.
  - C. Host speakers to inform chapter members
  - D. Pursue associate members
2. Contribution to national organization
  - A. Dues
  - B. Consistently contribute to news magazine
  - C. Provide ideas to and responds in a timely manner to requests from National Headquarters
3. Build awareness in community

A. Participate in veterans outreach events

B. Community service in support of veterans

4. Perform a noteworthy accomplishment during the reporting year that

A. Distinguishes the chapter

B. Illuminates the DFCS's standing in the community

C. Promotes the overall mission of the organization

The DFCS Board of Directors believes this award serves to promote good-natured competition between chapters, motivates chapter members to contribute to their Regional Chapter and highlights individual and chapter activities.

Please forward any comments or questions concerning the "Al Ciurczak Chapter of the Year" award to:

Eddie Mims,

V.P. of Chapter Development

[omega2132@yahoo.com](mailto:omega2132@yahoo.com)

*Eddie R. Mims*

## V.P.'S ORAL HISTORY UPDATE

*By Reed Phillips*

As the DFCS Oral History Project Officer, I am proud to report our program is off to a good start with over 35 DFCS members' video interviews completed. We are fortunate to have Dr Barry Lanman, director of the Martha Ross Center for

Oral History, as our advisor. Dr Lanman created this program, and that includes conducting interview, transcribing, editing, publishing, and storing

all video taped interviews. The two DFC Minute presentations on our DFCS website were produced by Dr Lanman. We are currently in the process of producing additional "DFC Minute" presentations to be utilized in our fundraising effort.

We, as a society, are in the process of recording and preserving our "war experience" legacy. Oral history has become especially popular in recent years. Military and professional historians, archivists, and curators use oral history to support a variety of historical programs.

Some museums, for example, currently use interviews to bring a new dimension to their exhibits or to obtain information from veterans about donated artifacts. Leaders, commanders, and soldiers, faced with the challenges of

today's politico military environment, rely on oral histories to learn from the experiences of their predecessors. An increasing number of scholars, both official and unofficial, are taking advantage of the existing

oral history collection or using interview techniques to round out their research and create a more complete story.

We are also fortunate to have DFCS members, Dick Tyhurst and video president, Jim Baker, assist in our interviews. I encourage all DFCS members to participate and support our growing "Oral History Program".

*"We, as a society, are in the process of recording and preserving our "war experience" legacy."*



Reed Phillips, Vice President  
The DFC Society

**Fill out Reunion Registration Form  
AND Hotel Riviera Reservation Form.  
do NOT mail to DFCS  
MAIL TO addresses  
listed on each form.**



## THE DISTINGUISHED FLYING CROSS SOCIETY ACTIVITY REGISTRATION FORM

Listed below are all registration, tour, and meal costs for the reunion. Please enter how many people will be participating in each event and total the amount. Send that amount payable to ARMED FORCES REUNIONS, INC. in the form of check or money order (no credit cards or phone reservations accepted). Your cancelled check will serve as your confirmation. Returned checks will be charged a \$20 fee. All registration forms and payments must be received by mail on or before September 20, 2006. After that date, reservations will be accepted on a space available basis. We suggest you make a copy of this form before mailing. Please ~~do not staple~~ or tape your payment to this form.

Armed Forces Reunions  
322 Madison Mews  
Norfolk, VA 23510  
ATTN: DFC

DO NOT MAIL TO DFCS



Correct address

### OFFICE USE ONLY

Check # \_\_\_\_\_ Date Received \_\_\_\_\_  
Inputted \_\_\_\_\_ Nametag Completed \_\_\_\_\_

**CUT-OFF DATE IS 9/20/06**

### REGISTRATION PACKAGE

Includes Monday evening reception, Wednesday morning plated breakfast,  
Wednesday evening banquet, and other reunion expenses.

**Please select your entrée choice(s) for the banquet:**

	Price Per	# of People	Total
ROAST PRIME RIB OF BEEF	\$125	#	\$
CHICKEN MARSALA		#	
<b>TOURS</b>			
MONDAY: HOOVER DAM	\$36		\$
Please choose one of the following two tours:			
TUESDAY: NELLIS AIR FORCE BASE	\$45		\$
TUESDAY: RED ROCK CANYON	\$56		\$
WEDNESDAY: CITY TOUR	\$31		\$
Total Amount Payable to Armed Forces Reunions, Inc.			\$

PLEASE PRINT

FIRST \_\_\_\_\_ LAST \_\_\_\_\_ NICKNAME \_\_\_\_\_

SPOUSE NAME (IF ATTENDING) \_\_\_\_\_

GUEST NAMES \_\_\_\_\_

IF YOU'VE REGISTERED FOR THE NELLIS AFB TOUR, PLEASE FILL IN ALL INFORMATION IN THE TABLE BELOW FOR EACH PERSON:

FULL NAME (FIRST LAST)	LAST 6 DIGITS OF SOCIAL SECURITY NUMBER

STREET ADDRESS \_\_\_\_\_

CITY, ST, ZIP \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

DISABILITY/DIETARY RESTRICTIONS \_\_\_\_\_

*(Sleeping room requirements must be conveyed by attendee directly with hotel)*

MUST YOU BE LIFTED HYDRAULICALLY ONTO THE BUS WHILE SEATED IN YOUR WHEELCHAIR IN ORDER TO PARTICIPATE IN BUS TRIPS? ☐ YES ☐ NO (PLEASE NOTE THAT WE CANNOT GUARANTEE AVAILABILITY).

EMERGENCY CONTACT \_\_\_\_\_ PH. NUMBER (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

ARE YOU STAYING AT THE HOTEL? YES ☐ NO ☐ ARE YOU FLYING? ☐ DRIVING? ☐ RV? ☐

For refunds and cancellations please refer to our policies outlined at the bottom of the reunion program. **CANCELLATIONS WILL ONLY BE TAKEN MONDAY-FRIDAY 9:00am-5:00pm EASTERN TIME (excluding holidays).** Call (757) 825-8401 or email [cancel@afri.com](mailto:cancel@afri.com) to cancel reunion activities and obtain a cancellation code. Refunds processed 4-8 weeks after reunion.



**RIVIERA HOTEL & CASINO – LAS VEGAS**  
**(702) 794-9412 or (800) 634-6753**

The Riviera Hotel & Casino is conveniently located at 2901 Las Vegas Boulevard South, Las Vegas, Nevada 89109. Visit their website [www.rivierahotel.com](http://www.rivierahotel.com) - go to Rooms & Reservation, then click on Guest Services to get a map with driving directions. The hotel is located on the famed Las Vegas Strip, just minutes from McCarran International Airport. The Riviera Hotel features five towers with 2,075 guest rooms and suites. Their renowned casino offers gaming action 24 hours a day. The Riviera's arcade has shopping opportunities such as Chocolate Heaven, Dazzles, International Pearl, Jitters (gourmet coffee, pastries and sandwiches), Just 4 Kids, a beauty shop, a barber shop, Aqua Massage, etc. Each guest room comes equipped with a remote controlled color TV. Recreation features for guests are an Olympic-sized swimming pool and lighted tennis courts. A health and fitness center is on located on the 12<sup>th</sup> floor (fees charged). Handicapped accessible and non-smoking rooms are subject to availability. Please request these special accommodations when making your hotel reservation. Parking, both valet and self-parking, is complimentary for the duration of the reunion. Check-in is 4:00pm; check-out is 11:00am. Many dining opportunities are available such as: *Ristorante Italiano, Kristofer's Steak House, Kady's Coffee Shop, World's Fare Buffet, Mardi Gras Food Court* (with many fast food choices), *Hound Doggies* (a 50s diner setting). Room service is also available.

Bell Trans is one of the shuttle services that provides shuttle service from the McCarran International Airport to the major Strip hotels on the half hour. The shuttle is readily available outside door eleven in the baggage claim area of the airport. Currently, rates are \$5.00 per person one-way and \$9.50 round trip. Call Bell Trans (702) 739-7990 the day before your departure from the hotel to schedule pick-up.

There is limited parking at the hotel for RVs for guests staying in the hotel; however, Circus Circus Hotel & Casino offers a full hookup KOA RV Park on the Strip. Please call (800) 562-7270 for information, directions, and reservations. Please call as soon as possible to make your reservations.

Should you need to rent a wheelchair for the reunion, the hotel bell stand can handle wheelchair rentals. Another service is ScootAround which rents both manual and power wheel chairs by the day and week. Please call their toll free number at (888) 441-7575 for details. All prices quoted include delivery fees.

**Vendors, Schedules, and Prices are subject to change.**

----- CUT HERE AND MAIL TO HOTEL -----

**DISTINGUISHED FLYING CROSS – HOTEL RESERVATION FORM**

**REUNION DATES: OCTOBER 22-26, 2006**

**\*Important: Use a separate hotel reservation form for each room reservation.**

NAME \_\_\_\_\_ SHARING ROOM W/ \_\_\_\_\_

ADDRESS \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE # (\_\_\_\_) \_\_\_\_\_ FAX # (\_\_\_\_) \_\_\_\_\_

ARRIVAL DAY & DATE \_\_\_\_\_ DEPARTURE DATE \_\_\_\_\_ # NIGHTS \_\_\_\_\_

# OF PEOPLE IN ROOM \_\_\_\_\_ HANDICAP ACCESS \_\_\_\_\_ SMOKING \_\_\_\_\_ NONSMOKING \_\_\_\_\_ KING BEDS \_\_\_\_\_

2 DOUBLE BEDS \_\_\_\_\_ If room type requested is not available, nearest room type will be assigned.

**RATE:** \$89 (single/double) Petite Suites: \$175 and up. All room rates are taxable (currently 9%) per room per night. Additional persons in a room will be at the rate of \$20.00 per person, per night plus room tax. Rate will be honored 3 days prior and 2 days following basic arrival and departure dates based on availability.

**CUT OFF DATE:** 9/20/06. Reservations received after this date will be processed on a space available basis, at the prevailing public rate.

**CANCELLATION POLICY:** Deposit is refundable if cancellation is received by noon two (2) days prior to arrival date. A cancellation fee of \$14.99 will be charged when you cancel your hotel reservation. Call (800) 634-6753 should you need to cancel. Guests checking out earlier than scheduled will incur a penalty of one night's room and tax. Guests will be informed of this at check-in and can adjust the check-out date at that time with no penalty.

**GUARANTEE:** Reservations must be guaranteed by either a major credit card or a check, equal to the first night's room rate (plus 9% Clark County Room Tax), enclosed. The credit card amount will be put through the day you make your hotel reservation.

MC \_\_\_\_\_ VISA \_\_\_\_\_ AMEX \_\_\_\_\_ CARTE BLANCHE/DINERS \_\_\_\_\_ DISCOVER \_\_\_\_\_

CREDIT CARD NUMBER \_\_\_\_\_ EXP. DATE \_\_\_\_\_

SIGNATURE (regardless of payment method) \_\_\_\_\_

Mail to: The Riviera Hotel & Casino \* 2901 Las Vegas Boulevard South \* Las Vegas \* Nevada 89109 \* Attn: Reservations







## Chapter Development Committee: Getting the Word Out by Eddie Mims

We have made significant strides toward the growth and promotion of our Society In 2006. This success is credited largely to the actions of the Chapter Development Committee (CDC). John Appel, James Ellis and myself have been working together to improve communication between existing chapter presidents and National headquarters.

We actively promote chapter growth, and one of our most noteworthy accomplishments is procuring three new regional chapters in the past year. They are The Great Plains Chapter, Omaha NE; The Las Vegas Wings Chapter, Las Vegas; NV; and The Kentuckiana Chapter, Indiana and Kentucky. These three chapters indicate a growth of nearly 18 percent in regional chapters, which means information about our Society and the heroic deeds of DFC recipients will be even more widespread. Currently, the committee members are working diligently to find and contact DFC recipients.

Recently the CDC requested chapter presidents to submit points of contact at their local military installation retiree office. Correspondence was sent to several retiree offices across the nation. We requested them to publish an announcement for the biennial DFCS Reunion/Convention being held in Las Vegas in October 2006 in their retiree newsletters. The results of this effort will not be known until final reunion registration numbers are available, but at a minimum, thousands of military members and their families will receive contact (telephone, email and website) information about the DFC Society. Chapter presidents are encouraged to contact local retiree offices and request them to publish announcements of DFCS chapter's meetings in their retiree newsletters. In addition to the steps made by the committee, several members have sent information to a number of organizations and publications across the nation.

A major step in opening up communication between chapters and National Headquarters began recently. National President, Michael O'Neil, directed the CDC members to speak personally with each regional chapter president at least once monthly. This action has opened the lines of communication and given the committee an opportunity to hear first-hand what is happening in our chapters. Reminders and key information are passed on to each chapter, and equally important, chapter presidents now have the opportunity to discuss issues with a "real" person and know their voice is being heard by a Board Director. It is our belief that this improved communication will truly benefit our Society, as a whole.

Finally, as the DFCS Chapter Development Committee seeks to open lines of communication, we would like to know if there are any members with a background in public affairs or public relations. If you are that person and would like to assist in developing and executing a self-help DFCS media campaign, please contact myself, John Appel, or James Ellis at [dfcs@dfcsociety.org](mailto:dfcs@dfcsociety.org). Share your time and talent in helping to get the word out.

## Scholarship Form On The Web

Scholarship is for the Spring Semester 2007.

We award four (4) \$1,000.00 scholarships to descendants of DFC recipients who are or were members of the Society.

Form is available as an online at [www.dfcsociety.org](http://www.dfcsociety.org) on the Home page.

### National Headquarters:

P.O. Box 530250

San Diego, CA 92153

Adm. Mgr. - Beverley O'Neil

email: [boneil@dfcsociety.org](mailto:boneil@dfcsociety.org)

Toll Free Telephone Number:

1-866-DFC-MEDAL (332-6332)

Local Tel: 619) 220-0003

[www.dfcsociety.org](http://www.dfcsociety.org)

email: [dfcs@dfcsociety.org](mailto:dfcs@dfcsociety.org)

- Chairman of the Board

Bob Frantz

email: [bfrantz@dfcsociety.org](mailto:bfrantz@dfcsociety.org)

- President & CEO

Michael O'Neil

email: [moneil@dfcsociety.org](mailto:moneil@dfcsociety.org)

- Vice President

Reed Phillips

email: [rphillips@dfcsociety.org](mailto:rphillips@dfcsociety.org)

- V. P. for Membership

Rick Ivars

email: [rivars@dfcsociety.org](mailto:rivars@dfcsociety.org)

- Secretary & General Counsel

Dennis Schoville

email: [dschoville@dfcsociety.org](mailto:dschoville@dfcsociety.org)

- Treasurer

Bill Bradfield

email: [bbradfield@dfcsociety.org](mailto:bbradfield@dfcsociety.org)

- V.P. for Chapter Development

Eddie Mims

email: [emims@dfcsociety.org](mailto:emims@dfcsociety.org)

- Director of Planning Special Projects

Harry Kaplan

Email: [hkaplan@dfcsociety.org](mailto:hkaplan@dfcsociety.org)

- Director of Fundraising

Bill Withuhn

Email: [bwithuhn@dfcsociety.org](mailto:bwithuhn@dfcsociety.org)

- Director Asst. Chapter Development

John Appel

email: [jappel@dfcsociety.org](mailto:jappel@dfcsociety.org)

- Director Asst. Chapter Development

Jim Ellis

Email: [jellis@dfcsociety.org](mailto:jellis@dfcsociety.org)



**THE DISTINGUISHED FLYING CROSS SOCIETY  
OCTOBER 22-26 2006  
RIVIERA HOTEL AND CASINO, LAS VEGAS, NEVADA**

**Sunday, October 22**

2:00pm - 7:00pm Reunion Registration open  
Hospitality Room open throughout the reunion

**Monday, October 23**

7:30am - 8:00am Reunion Registration open  
8:30am - 12:30pm HOOVER DAM (description follows)  
1:30pm - 4:30pm Reunion Registration open (additional hours will be posted if necessary)  
5:00pm - 6:30pm Welcome Reception, followed by dinner on your own.

**Tuesday, October 24**

8:30am - 3:30pm NELLIS AIR FORCE BASE (description follows)  
9:30am - 3:30pm RED ROCK CANYON (description follows)  
Evening and Dinner on your own.

**Wednesday, October 25**

7:30am - 9:00am Group Breakfast  
9:00am - 11:00am General Membership Meeting  
12:30pm - 4:30pm CITY TOUR (description follows)  
6:00pm Cocktail Hour with Cash Bar  
7:00pm Banquet Dinner and Special Speaker

**Thursday, October 26**

Farewells and Departures

Driver and guide gratuities are not included in the tour prices.  
Please plan to be at the bus boarding area at least five minutes prior to the scheduled time.  
All trips require a minimum of thirty people, unless otherwise stated.

**CANCELLATION AND REFUND POLICY FOR ARMED FORCES REUNIONS, INC.**

For attendees canceling reunion activities prior to the cut-off date, Armed Forces Reunions, Inc. (AFR) shall process a full refund less the non-refundable AFR registration fee (\$7 per person). Attendees canceling reunion activities after the cut-off date will be refunded to the fullest extent that AFR's vendor commitments and guarantees will allow, less the non-refundable AFR registration fee. **Cancellations will only be taken Monday through Friday from 9:00am until 5:00pm Eastern Standard Time, excluding holidays.** Please call (757) 625-6401 or email [cancel@afri.com](mailto:cancel@afri.com) to cancel reunion activities and obtain a cancellation code. Refunds processed 4-6 weeks after reunion. Canceling your hotel reservation does not cancel your reunion activities.

**The San Diego Lindbergh Chapter of  
The Distinguished Flying Cross Society  
Makes Badge available to all**

**THE DISTINGUISHED FLYING CROSS SOCIETY**

**LINDBERGH CHAPTER**

**SAN DIEGO, CA**

**BOB SCHAPER**



**Position or Title**

Name: \_\_\_\_\_

(as you want it to appear)

Chapter Name: \_\_\_\_\_

(as you want it to appear)

Shipping address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Title Bar: \_\_\_\_\_

☐ Yes, I want the Pocket protector

There is a limited amount of space for your name. If your name is too long to fit on one line, two lines will be used.

Mail order and check to: **DFCS-SDLC**

c/o **Bob Schaper, 541 Eldorado Dr.,**

**Escondido, CA 92025**



## THE DISTINGUISHED FLYING CROSS TOUR DESCRIPTIONS

### HOOVER DAM

Monday, October 23

Proceed to visit one of the seven modern wonders of the world. On the way, Dam. Arrive at the Dam, the Western Hemisphere's highest concrete dam, r base. Enjoy an orientation film on the history of Hoover Dam. The Dam wa Colorado River and aided parts of Nevada by offering an inexpensive source of

Note: All valuables must be left on the buses – OK to take one came

8:30am board bus, 12:30pm bac

\$36/Person includes bus, guide, and

### NELLIS AIR FORCE BAS

Tuesday, October 24

Spend the day at Nellis Air Force Base, home of the Air Force Precisions Fl Training Museum; the USAF Air Demonstration Squadron, the Thunderbirds; I cers Club on base. Enjoy a turkey croissant, pasta salad, and fruit wedge.

Note: This tour is limited to the first 100 people registered.

8:30am board bus, 3:30pm back

\$45/Person includes bus, escort, a

\* or \*

### RED ROCK CANYON

Tuesday, October 24

Start the morning with a scenic drive through the Red Rocks where you can v tures of the beautiful scenery along the way. Enjoy the drive through the th inhabited by Indians and still home to herds of wild horses, burros, and big h where you can take a nature walk on the grounds surrounding the Center. At C Watch the old-fashioned melodrama in the saloon, followed by the hanging out Wax Museum where you will hear Abe Lincoln speak, a Historical Museum, a Chicken, baked beans, cole slaw, biscuits, and a drink. Time permitting, visit sc

9:30am board bus, 3:30pm back

\$56/Person includes bus, guide, admission

### CITY TOUR

Wednesday, October 25

Begin the day with a sweet tooth, stopping in Henderson to visit the Ethel M. C seen how these candies are hand-crafted, sample your favorites and bring so through the Cactus Garden, blossoming with rare and exotic cacti. Drive by t arrive at the Liberace Museum. Tour the museum and see his personal jew custom-made pianos, and other Liberace memorabilia. Take a ride down the Las Vegas Strip into Glitter Gulch, downtown Las Ve- gas, and hear how Las Vegas came to be what it is today.

12:30pm board bus, 4:30pm back at hotel

\$31/Person includes bus, guide, and admission.



THE DISTINGUISHED FLYING CROSS SOCIETY  
ATTENTION: FOUNDATION & SCHOLARSHIP FUNDS

P.O. BOX 530250  
SAN DIEGO, CA 92153

Put  
Stamp  
Here

## Nominations needed for Board of Director

A Board of Director's election is scheduled for the fall of 2006 to select DFCS members to fill three Director positions which will become vacant in December 2006.

We encourage members to submit names of individuals who will represent your views and the general membership in National Board meetings. Names and a biographical sketch should be submitted to Harry

Kaplan, Nominating Committee Chair, prior to October 7, 2006. Voting instructions will be made available to the general membership when the slate of candidates is finalized,

Direct all inquiries to: DFC Society, Nominating Committee

P.O. Box 530250

San Diego, CA 92153

Toll Free: 1 (866) 332-6332





**THE DISTINGUISHED FLYING CROSS SOCIETY  
TOUR DESCRIPTIONS**

**HOOVER DAM**

Monday, October 23

Proceed to visit one of the seven modern wonders of the world. On the way, your guide will entertain you with the history of Hoover Dam. Arrive at the Dam, the Western Hemisphere's highest concrete dam, rising 726 feet above bedrock and 660 feet wide at its base. Enjoy an orientation film on the history of Hoover Dam. The Dam was built to control the sometimes violent flooding of the Colorado River and aided parts of Nevada by offering an inexpensive source of electricity.

Note: *All valuables must be left on the buses – OK to take one camera but no purses.*

8:30am board bus, 12:30pm back at hotel

\$36/Person includes bus, guide, and admission.

**NELLIS AIR FORCE BASE**

Tuesday, October 24

Spend the day at Nellis Air Force Base, home of the Air Force Precisions Flying Team, "The Thunderbirds." We'll see the Threat Training Museum; the USAF Air Demonstration Squadron, the Thunderbirds; Red Flag; and Predator 101. Lunch will be at the Officers Club on base. Enjoy a turkey croissant, pasta salad, and fruit wedge.

Note: This tour is limited to the first 100 people registered.

8:30am board bus, 3:30pm back at hotel

\$45/Person includes bus, escort, and lunch.

\* or \*

**RED ROCK CANYON**

Tuesday, October 24

Start the morning with a scenic drive through the Red Rocks where you can view the Canyon. Time may be allowed for taking pictures of the beautiful scenery along the way. Enjoy the drive through the thirteen-mile scenic Red Rock Loop. See an area once inhabited by Indians and still home to herds of wild horses, burros, and big horn sheep. Enjoy a short stop at the Visitor's Center, where you can take a nature walk on the grounds surrounding the Center. At Old Nevada, see a vivid replica of an old western town. Watch the old-fashioned melodrama in the saloon, followed by the hanging outside. You will also have access to all of the exhibits, a Wax Museum where you will hear Abe Lincoln speak, a Historical Museum, and an Opera House. Enjoy lunch consisting of BBQ Chicken, baked beans, cole slaw, biscuits, and a drink. Time permitting, visit some of the shops.

9:30am board bus, 3:30pm back at hotel

\$56/Person includes bus, guide, admissions, and lunch.

**CITY TOUR**

Wednesday, October 25

Begin the day with a sweet tooth, stopping in Henderson to visit the Ethel M. Chocolate Factory and Cactus Gardens. Once you've seen how these candies are hand-crafted, sample your favorites and bring some home from the gift shop. Next, take a quick stroll through the Cactus Garden, blossoming with rare and exotic cacti. Drive by the homes of Wayne Newton and Liberace before you arrive at the Liberace Museum. Tour the museum and see his personal jewel collection, exquisite wardrobe, classic automobiles, custom-made pianos, and other Liberace memorabilia. Take a ride down the Las Vegas Strip into Glitter Gulch, downtown Las Vegas, and hear how Las Vegas came to be what it is today.

12:30pm board bus, 4:30pm back at hotel

\$31/Person includes bus, guide, and admission.

## Nominations needed for Board of Director

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Direct all inquiries to: DFC Society, Nominating Committee

P.O. Box 530250

San Diego, CA 92153

Toll Free: 1 (866) 332-6332





From:

NAME

ADDRESS

CITY, STATE, ZIP

Please PRINT clearly. Thank you

## receives the DFC for rescue

, assigned to flying VIP missions  
Forces Victor. He had landed at  
Be to drop off a chaplain.

I would lead the flight of two  
the rescue attempt because my  
two .30-caliber machine guns,  
did not.

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he had requested an air strike by  
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grenades and then asked him  
or he had popped. He said green.  
there were two green grenades.  
er said his was near a road. I saw  
her smoke grenade had popped  
feet of the green grenade set off  
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as too close to the South Vietnam-  
I in an air strike. He then sent the  
iets back to their base.

Immediately after the Huey touched  
down, the South Vietnamese started  
climbing aboard the Huey through the  
open cargo doors. I could hear shots  
being fired at my aircraft and some of the  
South Vietnamese were hit by rounds  
while on board the Huey.

I looked out of the cockpit to see where  
the shots were coming from, but the  
bamboo and trees were too dense to see  
more than 15 or 20 feet.

The South Vietnamese defense perimeter  
was within the sweep of my rotor blades.

I can remember Lt. Croteau asking me  
how to operate the M60 machine gun. I  
told him not to fire it, that he would  
probably hit some friendlies. He then  
asked me what he should do. I asked him  
if he had brought a camera along. When  
he said "yes," I told him to shoot some  
pictures so that we would have a souve-  
nir. I looked back and he had taken out  
his camera and was shooting pictures of  
dead South Vietnamese soldiers along-  
side the Huey.

After 10 of the wounded South Vietnam-  
ese soldiers were aboard the aircraft, and  
WO Baca said he had a full load of  
wounded, I hovered the aircraft straight  
up through the hole I had chopped  
through the bamboo.

When the rotors were above the top of  
the bamboo I was starting to lose engine  
rpm from hovering so high with a heavy  
load. I was able to pick up speed gradu-  
ally, again flying with the Huey's fuselage  
below the level of the vegetation and  
over the road. After flying low level for  
several kilometers west of the ambush, I  
lifted the nose of the Huey and climbed  
to 1,500 feet.

Baca and I flew  
the South Viet-  
namese back to  
the compound  
at Cau Song Be,  
dropped them  
off and returned  
to the ambush  
site, again flying  
low level above  
the road. The  
two gunships  
rejoined us as we  
started back to-  
ward the am-

I saw a Special Forces major running to-  
ward my aircraft, waving his hands. He  
ran up to my door and told me a com-  
pany of South Vietnamese soldiers and  
their U.S. Special Forces advisers had  
been surrounded by a large force of Viet  
Cong and North Vietnamese troops  
about five kilometers west of the com-  
pound. The major asked if I could fly in  
and airlift them back to the compound.  
He said the group had taken some casu-  
alties and was under attack.

He told me: "You don't have to go in, but  
we sure would appreciate it if you could  
get them out of there."

When I told him I would try to fly the  
South Vietnamese and their advisers out,  
he said he would contact the pilot in a  
Huey behind mine about joining the  
rescue attempt. I sent my crew chief to  
the other aircraft with a note on which I  
had written an FM radio frequency over  
which we could communicate.

I learned the aircraft commander of the  
other helicopter was Warrant Officer

We were joined by two UH-1C helicopter  
gunships, whose team leader told me the  
two planes were running low on fuel. I flew  
east of the area where the South Vietnam-  
ese and their advisers were located, back to  
the compound at Cau Song Be, and de-  
scended to tree top level. Flying at about  
90 knots, I lowered the fuselage of the  
Huey below the level of the trees and bam-  
boo growing along both sides of a narrow  
road that led from the compound to where  
the South Vietnamese had been am-  
bushed. Only the rotor and the top part of  
the rotor mast were above the vegetation.

When I figured I was near the South Viet-  
namese company, I told the senior adviser  
to pop a smoke grenade so that I wouldn't  
overshoot his position. Within seconds I  
saw smoke drifting ahead of me. I flared the  
Huey over the smoke and leveled the air-  
craft above bamboo growing along the  
side of the road. We were hovering high  
over the troops and there didn't appear to  
be any clearings nearby, so I chopped my  
way to the ground with the rotor blades.







# Huey pilot receives the DFC for rescue

As the aircraft commander of a UH-1D "Huey" helicopter in the First Flight Platoon of the 118th Assault Helicopter Company stationed at Bien Hoa Air Base, South Vietnam, I was assigned to fly a U.S. Special Forces paymaster from camp to camp on May 14, 1967.

On the morning of the mission, Lt. Al Croteau, who commanded the 198th Signal Detachment, which was attached to the 118th Assault Helicopter Company, asked me what type of flying I would be doing that day. When I told him that it would be flying the Special Forces paymaster from one camp to another, he asked if he could fly in place of the door gunner on the crew.

Lt. Croteau indicated he was attempting to gather enough hours of flight time to earn an Air Medal, and was looking for a mission in which he could log some hours of direct combat support time.

After picking up the Special Forces paymaster, we flew to an outpost called Cau Song Be, near Tay Ninh City. I landed on a dirt strip outside the compound. As I was starting to shut down the engine, one of the crewmembers on my helicopter told me that another UH-1 "Huey" had landed on the strip behind me.

I saw a Special Forces major running toward my aircraft, waving his hands. He ran up to my door and told me a company of South Vietnamese soldiers and their U.S. Special Forces advisers had been surrounded by a large force of Viet Cong and North Vietnamese troops about five kilometers west of the compound. The major asked if I could fly in and airlift them back to the compound. He said the group had taken some casualties and was under attack.

He told me: "You don't have to go in, but we sure would appreciate it if you could get them out of there."

When I told him I would try to fly the South Vietnamese and their advisers out, he said he would contact the pilot in a Huey behind mine about joining the rescue attempt. I sent my crew chief to the other aircraft with a note on which I had written an FM radio frequency over which we could communicate.

I learned the aircraft commander of the other helicopter was Warrant Officer

Tom Baca, assigned to flying VIP missions for II Field Forces Victor. He had landed at Cau Song Be to drop off a chaplain.

I told him I would lead the flight of two aircraft on the rescue attempt because my Huey had two .30-caliber machine guns, which his did not.

The Special Forces major returned and told me that he had requested an air strike by the Air Force prior to the rescue, and had asked for helicopter gunships to accompany us. WO Baca and I tuned our radios to the Air Force forward air controller's frequency and took off from the strip. Baca was flying in trail formation behind me as we climbed to about 2,500 feet and circled the area. The forward air controller called the senior U.S. adviser and asked him to pop a smoke grenade to identify his position before the air strike. I saw about eight smoke grenades pop about the same time.

The PAC told the adviser about the number of smoke grenades and then asked him what color he had popped. He said green. However, there were two green grenades. The adviser said his was near a road. I saw that another smoke grenade had popped within 30 feet of the green grenade set off by the adviser. The FAC told the adviser the enemy was too close to the South Vietnamese to call in an air strike. He then sent the Air Force jets back to their base.

We were joined by two UH-1C helicopter gunships, whose team leader told me the two planes were running low on fuel. I flew east of the area where the South Vietnamese and their advisers were located, back to the compound at Cau Song Be, and descended to tree top level. Flying at about 90 knots, I lowered the fuselage of the Huey below the level of the trees and bamboo growing along both sides of a narrow road that led from the compound to where the South Vietnamese had been ambushed. Only the rotor and the top part of the rotor mast were above the vegetation.

When I figured I was near the South Vietnamese company, I told the senior adviser to pop a smoke grenade so that I wouldn't overshoot his position. Within seconds I saw smoke drifting ahead of me. I flared the Huey over the smoke and leveled the aircraft above bamboo growing along the side of the road. We were hovering high over the troops and there didn't appear to be any clearings nearby, so I chopped my way to the ground with the rotor blades.

Immediately after the Huey touched down, the South Vietnamese started climbing aboard the Huey through the open cargo doors. I could hear shots being fired at my aircraft and some of the South Vietnamese were hit by rounds while on board the Huey.

I looked out of the cockpit to see where the shots were coming from, but the bamboo and trees were too dense to see more than 15 or 20 feet.

The South Vietnamese defense perimeter was within the sweep of my rotor blades.

I can remember Lt. Croteau asking me how to operate the M60 machine gun. I told him not to fire it, that he would probably hit some friendlies. He then asked me what he should do. I asked him if he had brought a camera along. When he said "yes," I told him to shoot some pictures so that we would have a souvenir. I looked back and he had taken out his camera and was shooting pictures of dead South Vietnamese soldiers alongside the Huey.

After 10 of the wounded South Vietnamese soldiers were aboard the aircraft, and WO Baca said he had a full load of wounded, I hovered the aircraft straight up through the hole I had chopped through the bamboo.

When the rotors were above the top of the bamboo I was starting to lose engine rpm from hovering so high with a heavy load. I was able to pick up speed gradually, again flying with the Huey's fuselage below the level of the vegetation and over the road. After flying low level for several kilometers west of the ambush, I lifted the nose of the Huey and climbed to 1,500 feet.

Baca and I flew the South Vietnamese back to the compound at Cau Song Be, dropped them off and returned to the ambush site, again flying low level above the road. The two gunships rejoined us as we started back toward the am-





## WO1 Swickard

bush site.

Again, I asked the U.S. adviser to pop a smoke grenade when he heard us approaching. I

found the same holes in the bamboo we had cut earlier, and lowered the aircraft back to the ground. There were more dead South Vietnamese in the landing zone (LZ) and I could hear more small arms fire. More wounded were placed aboard the Huey. When the load reached 10 soldiers and Baca said his



aircraft was loaded, we hovered back to the top of the bamboo and flew low level out of the area. As we exited, the gunship team leader radioed that his aircraft were low on fuel and had to leave the mission.

Baca and I flew the wounded back to Cau Song Be, and made a third trip to the ambush site to pick up the South Vietnamese and their U.S. advisers. This time, some of the South Vietnamese soldiers were killed by gunfire after they had climbed aboard the aircraft. I can recall looking back and watching the U.S. adviser throw their bodies off the Huey.

Baca and I flew our aircraft back to the

landing zone, without gunship cover, a fourth and a fifth time. We were able to rescue all of the South Vietnamese soldiers and the U.S. advisers who were still alive. We left the dead in the landing zone. In all, the two helicopters carried about 120 people out of the ambush. No helicopter crewmembers were wounded.

Jack Swickard was awarded the DFC for his heroic actions that 'routine paymaster flight' in RVN. He has kept in contact with his wingman of that memorable day, WO1 Tom Baca.



Jack Swickard.  
Member of the  
DFCS and  
editor of the  
VHPA Aviator  
magazine.

## DISTINGUISHED FLYING CROSS: Army veteran gets medal 56 years late

84-year-old praised for service in Korean War

By KEITH ROGERS REVIEW-JOURNAL

Robert Teitelbaum shakes hands with Col. Stephen Wilkins after Wilkins pinned a Distinguished Flying Cross medal on his jacket during a ceremony Thursday at Basic High School in Henderson.

Photo by John Gurzinski.

Nearly 56 years have passed since a U.S. Army major general in Korea signed the order for Robert Teitelbaum's Distinguished Flying Cross, a medal he has cherished ever since but never formally had it pinned on his jacket.

That was until Thursday during a ceremony at Basic High School in Henderson, when a colonel from the 6th Army Recruiting Brigade clipped it on and shook his hand and the commander of the school's ROTC program called him "a great American who risked everything so we can live the way we do."

Teitelbaum, an 84-year-old Las Vegas real estate salesman, flew about 300 missions at the beginning of the Korean War. He piloted unarmed, single-engine planes to spot enemy ground forces so he and an observer could radio back coordinates to adjust artillery fire or even call for rounds from big guns aboard Navy cruisers and destroyers.

Put simply, he called the shots.

"If I couldn't reach them with the naval (gunfire) as they steamed north, then I would lead in Air Force strikes. I would identify the target for the Air Force and lead them in," Teitelbaum said.

The ceremony was arranged by The Distinguished Flying Cross Society's newly formed Las Vegas Wings Chapter in cooperation with Rep. Jon Porter, R-Nev.

The medal, a four-bladed propeller superimposed on an equal-armed bronze cross, is attached to a blue ribbon with two thin white stripes and a red one in the center.

It is given to members of all branches of the Armed Forces for heroism or extraordinary achievement while participating in flight during combat. Its roots go back to Capt. Charles Lindbergh of the Army Corps Reserve, who received it for his transatlantic solo flight in 1927.

Teitelbaum's Distinguished Flying Cross is for extraordinary achievement from Sept. 3-7, 1950, for missions over the Nakdong River area. He was still in combat when he received the order for the medal. He later left Korea and returned to Fort Sill, Okla., to serve as a flight instructor for three years.

"Nothing was ever said about pinning it on me, so it was just something that wasn't in the back of my mind," he said.

When the Las Vegas Wings Chapter formed this year, president Jack Donahue and society board chairman Jack Mates determined that a pinning ceremony for Teitelbaum was in order.

"Until just recently, the government never kept a cumulative listing of who received the DFC award," Mates said.

In addition to the Distinguished Flying Cross, Teitelbaum is the recipient of 15 air medals, two of which he was awarded during World War II for flights he made in Italy.

Teitelbaum was never shot down in either war, but he had close calls, including one in the skies over Italy when his plane came under attack by a pair of German Messerschmitt-109s.

"They were firing their machine guns from their wings. They missed me. ... Then they turned around and came back at me," he said. "I started flying circles inside of them."

Then, from between 8,000 feet and 10,000 feet altitude, "I pulled the throttle back and pushed the stick forward and went straight down in a nose dive. Then leveled it off a little above the tree tops. I didn't see them anymore."

Teitelbaum said he put a metal lid from a wood-burning stove on his seat to protect him from rifle bullets.

"I had patches on top of patches from small arms fire," he said, referring to his planes' thin, metal skins. "We just did what we had to do."





# NEW MEMORABILIA ITEMS

## Aviation Bear

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w/o mini-medal - \$18



"V" Device  
(Bronze)  
Two (2) for \$3



Mouse Pad - \$10.00 ea



Pen w/DFC Medal  
Three (3) Pens for  
\$10



Solid Brass Belt Buckle  
\$32



DFCS Logo etched on Wood Pen &  
Letter Opener w/wood Handle  
Showcased in Beautiful Wooden Box  
w/DFCS Logo on Box Top \$30.00  
\$30



Authentic  
DFC Medal  
Replacement  
\$28

All prices shown include shipping



# THE DISTINGUISHED FLYING CROSS SOCIETY

P.O. BOX 530250  
SAN DIEGO, CA 92153

Toll free: 1-866-DFC-MEDAL (332-6332)

Email: [dfcs@dfcsociety.org](mailto:dfcs@dfcsociety.org)

Website: [www.dfcsociety.org](http://www.dfcsociety.org)

## DFCS MEMORABILIA ORDER FORM

Item Description	Size or Color	Qty	Unit Price	Total Due
Solid Brass DFCS Belt Buckle			\$32.00	
Polo Shirt			\$35.00	
Commemorative Plaque			\$135.00	
Pen & Letter Opener Set			\$30.00	
3 DFCS Pens			\$10.00	
DFCS Mouse Pad			\$10.00	
Brown Aviator Bear w/or w/o mini DFC medal			18.00 or \$22.00	


### COMMEMORATIVE PLAQUE INSCRIPTION

Write the inscription you wish to have on your plaque in the box to the left.

Use no more than **four (4) lines** with no more than **thirty (30) characters per line.**

YOU MUST BE A DFCS MEMBER OR RELATED TO A DFCS MEMBER

DFCS MEMBER NAME \_\_\_\_\_

RELATIONSHIP TO ABOVE DFCS MEMBER NAME \_\_\_\_\_

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Amount \$ \_\_\_\_\_

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OFFICIAL PLAQUE  
OF DFC SOCIETY  
WITH REGULATION  
MEDAL AND  
PERSONALIZED  
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DFC MUG (MICROWAVABLE)



WHITE DFCS CAP  
BLUE DFCS CAP



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DFCS Baseball Cap, white	15.00		
DFCS Bumper Sticker	2.50		
DFCS Window Decal	2.50		
DFCS Logo Patch, 5 1/2"	7.75		
DFCS Logo Patch, 4 1/2"	6.75		
DFCS Logo Patch, 3 1/2"	5.75		
Ceramic Cup, DFCS Logo	13.00		
Framed DFCS Logo, 8X10"	12.00		
DFCS stamps, 50/sheet	<del>5.50</del>		
DFCS Logo Postcards, 10	6.00		
DFCS Oval Lapel Pin, white	7.50		
DFCS Key Ring w/Logo	6.50		
Ladies Tri-color DFCS Pin	7.00		
DFCS Lapel Ribbon Bar	7.00		
Miniature DFC Medal	7.00		
DFCS Shirt, S-XL	35.00		
DFCS Shirt, XXL	37.50		
Total	\$		

Discontinued Item

## ORDER FORM

Please complete order form.  
DETACH FORM - mail w/check


To Order COMMEMORATIVE PLAQUE:

Fill in above box with the wording you wish on your plaque.

The plaque nameplate will hold no more than four (4) lines with thirty (30) characters per line.

## DFCS Shirts

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Toll free 1-866-DFC-MEDAL (332-6332)

Local Tel (619) 220-0003

E-mail [dfcs@dfcsociety.org](mailto:dfcs@dfcsociety.org)

Website [www.dfcsociety.org](http://www.dfcsociety.org)

The Honorable John T. Salazar

Member of Congress CO - 3

1531 Longworth HOB

Washington, DC 20515

Re: Stolen Valor Act of 2005

Dear Representative Salazar:

We encourage all members to read this letter your DFCS Board endorsed and sent to our local Representative in California and ask that you write your Congressman, using our letter as a template, to request that the DFC medal be added to the Stolen Valor Act of 2005 and that you would like their support by voting on this important legislation. Be sure to sign your name as Member of The Distinguished Flying Cross Society.

On behalf of The Distinguished Flying Cross Society, I would like to take this opportunity to address the "Stolen Valor Act of 2005". On May 20, 2006, the National DFCS Board of Directors unanimously voted to endorse the legislation, HR 3352, "Stolen Valor Act of 2005" relating to military medals. In addition, we would appreciate the legislation also include the Distinguished Flying Cross, as it is ranked higher than some of the medals identified in the resolution.

The Distinguished Flying Cross was established in the Air Corps Act (Act of Congress, 2 July, 1926, Public Law No. 446, 69th Congress). This act provided for the DFC to be awarded "to any person, while serving in any capacity with the Air Corps of the Army of the United States, including the National Guard and the 26 organized reserves or with the United States Navy, since the 6th day of April 1917, has distinguished, or who, after the approval of this Act, distinguishes himself by heroism or extraordinary achievement while participating in an aerial flight." The current requirements for award of the Distinguished Flying Cross to Army personnel is contained in Title 10, U.S.C., Section 3749; Section 6245 for Navy personnel; and Section 8749 for Air Force personnel.

The DFC Society has long recognized the misuse of military honors and medals by those not deserving. Membership in our Society requires proof positive of having been awarded the DFC medal. We currently have more than 4,400 members throughout the United States. The Board of Directors would be pleased to notify its members to contact their representative in the House and Senate to offer their support by voting on this important legislation.

We would appreciate hearing from you to advise what we can do to be of assistance. Thank you for all you do and for your attention to this matter.

Sincerely,

Michael E. O'Neil, President & CEO

## FIRST RECORDED MILITARY RESCUE BY HELICOPTER

### The Hoverfly in CBI

The first recorded use of a helicopter as rescue aircraft by the U.S. Military took place in the China-Burma-India Theater of World War II. A Sikorsky-built R-4 helicopter was used in April 1944 in a dramatic rescue of a downed pilot and three wounded soldiers in the jungles of Burma. The fledgling aircraft was underpowered, which was only made worse by the heat and humidity of the jungle. Three trips were necessary to evacuate the men. The R-4 was first used in combat in May 1944, after which, Col. Philip G. Cochran, Commanding Officer of the 1st Air Commando Group wrote to a friend, "Today the 'egg-beater' went into action and the damn thing acted like it had good sense."

The R-4 Hoverfly was the world's first production helicopter. The original military model, the XR-4, was developed from the famous experimental VS-300 helicopter, invented and built by Igor

Sikorsky and publicly demonstrated in 1940. The XR-4 made its initial flight on January 13, 1942 and as a result of its successful flight tests, the Army ordered 30 for additional service testing and flight training. One went to Burma and one to Alaska, while the others were assigned to the U.S. Navy, U.S. Coast Guard and British Royal Navy. They showed such promise that the Army Air Force ordered 100 more. The R-4 was also used in other missions as liaison and an observation platform.

In January, 1945, the later YR-6 model was rushed to CBI "due to a critical situation concerning the rescue of combat personnel in enemy held territory in the India-Burma Sector." The orders, issued by General "Hap" Arnold, further stated that the helicopter be transported "by the most expeditious means." In a few short months the helicopter had gone from a testing and training aircraft to a critical necessity. The R-6 provided search and rescue services in China during the final months of the war. See the original orders

In 1943 few people knew what a helicopter was or what it might be capable of doing. The first flight of a practical single-rotor helicopter had taken place only four years earlier, in 1939. In December of 1940, Sikorsky was awarded a contract to develop helicopters for the military. This led to development of the R-4, the world's first production helicopter. The R-4 and its later R-5 and R-6 versions were the only helicopters used in action in World War II. By war's end, 400 military helicopters had been built.





# DFCS NEW MEMBERSHIP APPLICATION

Give this to a friend who has a DFC - Membership Drive

PLEASE PRINT CLEARLY

NAME: \_\_\_\_\_ DATE OF BIRTH: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

TEL: (     ) \_\_\_\_\_ - \_\_\_\_\_ FAX: (     ) \_\_\_\_\_ - \_\_\_\_\_

E-MAIL: \_\_\_\_\_

(PLEASE PRINT CLEARLY)

I am a DFC Recipient and I wish to:

- (     ) Submit application for a One-Year Membership - \$35 (includes processing fee)
- (     ) Submit application for a Three-Year Membership - \$75 (processing fee waived)
- (     ) Submit application for a Lifetime Membership - schedule of fees below (processing fee waived):
- |                     |       |                     |       |
|---------------------|-------|---------------------|-------|
| (     ) Below 55    | \$400 | (     ) Age 65 - 69 | \$200 |
| (     ) Age 55 - 59 | \$300 | (     ) Age 70 - 74 | \$150 |
| (     ) Age 60 - 64 | \$250 | (     ) Above 74    | \$100 |



SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

Above signature indicates I have read and understand the "Qualifications for Membership", as outlined below. Required documentation is enclosed.

- ☐ If the above-named DFC Recipient wishes to purchase an Associate Membership for a spouse, child, or parent, please provide name & relationship to you below and include an **additional check for \$20.00**

Name of Associate Member: \_\_\_\_\_ Relationship to DFC Recipient: \_\_\_\_\_

- ☐ If you wish to add a deceased DFC Recipient to the DFCS Honor Roll, complete the above form in your name and list the Recipient's name below. Upon acceptance of application, the deceased DFC Recipient's name & citation will be added to the DFCS Honor Roll and remain there in perpetuity. If you meet the requirements listed below, you may purchase a 12-month Associate Membership for an **additional \$20.00**

DFC Recipient's name: \_\_\_\_\_ Relationship to DFC Recipient: \_\_\_\_\_

Serve(d) in \_\_\_\_\_ Air Force \_\_\_\_\_ Army \_\_\_\_\_ Coast Guard \_\_\_\_\_ Marine Corps \_\_\_\_\_ Navy

Type of aircraft? \_\_\_\_\_ Theatre? \_\_\_\_\_

## "QUALIFICATIONS FOR MEMBERSHIP"

1. You must be either a **recipient** of the Distinguished Flying Cross or the **spouse, child, parent or descendant** of a DFC Recipient.
2. You must submit, as proof positive, documentation of receipt of the DFC. We will accept a **copy of general orders** or the **citation** awarding the Distinguished Flying Cross or a **copy of DD-214** or **Separation Papers** indicating receipt of the DFC.
3. You must **pay the appropriate fee** for membership type desired. Fees listed above.
4. Your signature on this application gives **authorization for DFCS to publish** same in Society news magazine, web site, or any DFC Society sponsored publications.
5. Mail application, check, and required documentation to:

**The Distinguished Flying Cross Society, P. O. Box 530250, San Diego, CA 92153**

## OFFICE USE ONLY

Received \_\_\_\_\_

Check # \_\_\_\_\_

Amount \$ \_\_\_\_\_

Membership \_\_\_\_\_

Expiration Date \_\_\_\_\_

- ☐ Entered in Database
- ☐ Entered on Website Honor roll
- ☐ Created Certificate
- ☐ Created ID Card
- ☐ Mailed New Mbr Pkt



THE DISTINGUISHED FLYING CROSS SOCIETY

P.O. Box 530250  
San Diego, CA 92153

Toll Free Phone: 1-866-DFC-MEDAL (332-6332)  
Fax: (619) 330-4864  
E-mail: dfcs@dfcsociety.org

"For heroism and/or extraordinary  
achievement in aerial flight..."

THE  
DISTINGUISHED  
FLYING CROSS  
SOCIETY



We're on the web!  
[www.dfcsociety.org](http://www.dfcsociety.org)

The Distinguished Flying Cross Society was formed in Capistrano Beach, California in 1994 as a non-profit organization whose members have been awarded the Distinguished Flying Cross, as a result of deeds accomplished during aerial flight. The Society's aim is to publicize the meaning of the award and to honor its recipients. In addition to furthering the history and traditions of the men and women who were awarded the Distinguished Flying Cross, the Society has established scholarships and benefited air-minded organizations throughout the nation. The organization has reunions biennially to reunite holders of the Distinguished Flying Cross, conducts tours and presents a forum for patriotic, historical, social and recreational activities. The Society is a nonprofit tax-free organization sanctioned by the California Secretary of State and the Internal Revenue Service.

The Bylaws of the Society state that Regular Members shall be persons who have been awarded the Distinguished Flying Cross and paid the processing fee and membership dues. Associate Members shall be the spouse, children, and/or descendant of DFC recipients who were awarded the Distinguished Flying Cross and are, or were, Members of the Society. A family member may enter the name of a loved one posthumously, and for a small additional fee may become an Associate Member.

A newsletter is published 3 times yearly to keep Members informed of the Society's activities and present first person accounts of its members' exploits. It is anticipated that this organization will grow beyond its national status and, in the near future, be recognized throughout the world aviation community.

for deeds accomplished while participating in aerial flight...

**Las Vegas Reunion Oct. 22 - 26, 2006**

**Time is running out...**

**Call the Riviera Hotel at**

**1-800-634-6753 prior to**

**9/20/06 to get the special**

**rate of \$89 per room**

**Fill out the DFCS**

**Registration Form**

**and send check to**

**AFR, Inc.**

**322 Madison Mews**

**Norfolk, VA 23510**

**ATTN: DFCS**

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