

# DFCS NEWS

Volume 7, Issue 1  
February 2007

THE DISTINGUISHED FLYING CROSS SOCIETY

## "DISTINGUISHED FLYING CROSS" PAINTING UNVEILED

What a thrill . . . Veterans Day, November 11, 2006 - Open House at the San Diego Air & Space Museum - Grand Unveiling of the painting - "Distinguished Flying Cross"

The artist of this painting, Ruth Mayer, American Master Artist, and her family and staff were in attendance organizing and executing a first-class production. Over two hundred guests attended the unveiling in tribute to all recipients of the Distinguished Flying Cross medal.

The DFC Society provided hors d'oeuvres and refreshments. Guests walked casually about the San Diego Air & Space Museum, and a number of small groups took advantage of the free docent tours. The foyer was transformed into an art gallery with ten of Ruth Mayer's magnificent works of art on display. Ms. Mayer was very gracious, posing with many of the guests in front of her paintings for picture-taking. One could feel the anticipation growing as the time approached to unveil her latest painting in honor of DFC recipients. Everyone was won-

dering what it would look like.

The stage was set, and at 7:30 PM, the guests were invited into the foyer for the unveiling.

President and CEO of

one. Two "DFC Minutes" (on DVDs) were shown. The "DFC Minutes" are short interviews with members of The Distinguished Flying Cross Society (DFCS). Each spoke of

The first Minute was an interview with Harry Kaplan, President of the Lindbergh Chapter of the DFCS and a member of the National Board of the DFCS. Harry received his DFC while serving as a crew member aboard a C-47, flying the "Hump" in the China-Burma-India resupply campaign. The DFC Minute was a resounding success, after which Harry was asked to stand up and be recognized. He was humbled to receive the gratitude of all present, 60+ years after receiving his DFC.

(Continued on Page 2, "Unveiling Event")



the DFCS National Board of Directors, Michael O'Neil, welcomed every-

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# The Distinguished Flying Cross Society

## President's Message

I hope you all had wonderful holidays filled with family and friends. We have accomplished many things this past year, and 2007 is looking great. Some of the highlights of 2006 include moving into our new office space for National Headquarters, located at the San Diego Air & Space Museum Low-Speed Wind Tunnel, convention in Las Vegas, ongoing interviews for Oral History Program, monthly teleconferences of the Board of Directors, election of board members, increasing our news magazine to 3 annual mailings, unveiling of the "Distinguished Flying Cross" painting by Ruth Mayer, American

Master Artist, addition of new memorabilia items for sale, three new chapters, our first female DFC recipient member, Major Kim Campbell, awarding four scholarships to descendants of DFCS members, and award to Ira Eaker Chapter of Arkansas for the Al Ciurczak Chapter of the Year Award, plus the addition of Charles A. Lindbergh as a posthumous member.

I've heard it said, "If you want something done, give it to a busy person." Well, the volunteers and Board of Directors of DFCS have certainly been busy!

It has been an active, productive year, and we all look forward to 2007.

I would be remiss if I didn't mention the loss of our founder, Al Ciurczak this past year. Al was active in the Society right up until a couple of weeks before his death, and we still miss him. We were very

pleased he was able to make it to our annual business meeting at the end of 2005 where he was presented with a beautiful hand-carved plaque of appreciation. We know he was both surprised and deeply touched by this tribute.

So, now we look forward to a new year with new challenges and anticipated accomplishments. I am happy to have been elected President for another year, and I am very grateful to the Board for their vote of confidence. I will serve with honor and integrity.

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



## ... Unveiling Event

(cont'd from Page 1)

The next DFC Minute was of General Yoon of Rancho Santa Fe, CA. General Yoon was also highlighted in a previous issue of the *DFC News*. He was born in North Korea, and he was attending flight academy when the Japanese invaded. He was forced to become a Kamikaze pilot but, fortunately, the war ended before his scheduled Kamikaze flight. He escaped to South Korea when the Korean War broke out and was a pilot for the South Korean Air Force supporting U.S. Forces. He and his squadron made a heroic low-level bombing run into his previous home territory in North Korea that took out strategic supply bridges. For this heroic action, he was awarded the Distinguished Flying Cross. General Yoon received a long standing ovation from the guests at the unveiling for his service and all that he endured over 50 years ago.

After the showing of the DFC Minutes, there was an opening Call to Colors ceremony by the Air Force ROTC Color Guard. Once the colors were posted, President O'Neil gave a short talk on the DFC Medal and the importance of the DFC Society keeping these stories (tales of history) and legacy alive for future generations.

DFCS Chairman, Robert Frantz, pre-

sented a DFCS Honorary Certificate and membership to the DFCS Historian, Dr. Barry Lanman

Chairman Frantz recognized DFCS Board of Director member and benefactor for the Unveiling Event, Robert Jackson.

After a short talk, Mr. Jackson introduced Arthur Overman, DFCS member and personal friend of Ruth Mayer. Art described his meeting with Ruth and his first purchase of one of her paintings. A couple of years ago, Art asked Ruth if she would be interested in doing a painting that would honor the DFC and its recipients. She took on the project with her personal brand of enthusiasm and created a breathtaking work of art, and the rest is history. The velvet curtain was removed, and the foyer erupted into applause and gasps. All guests were invited onto the stage to meet Ruth, view the painting, and have their picture taken with the artist.

By 9:00 PM the event had come to a close, and a memorable evening was forever etched in our minds.

*The DFCS Unveiling Committee,  
Reed Phillips, Art Overman,  
Chuck Sweeney, Michael O'Neil*



## DFCS

## Looks Ahead

**"We are a very unique veterans organization representing all of the services, including the Coast Guard; all of the wars from WWII forward; all ranks and both genders; and all crew positions including pilots, navigators, bombardiers, gunners, photographers, radar operators, crew chiefs, flight nurses and rescue crew etc. Our history is very valuable, not only to our descendants, but for the public record, and this history should be professionally captured and preserved. The DFC Society must be sufficiently endowed to operate in perpetuity.**



*3 committee members with Ruth in her garden.*



# AL CIURCZAK CHAPTER OF THE YEAR AWARD

Drum roll, please . . .

The "Al Ciurczak Chapter of the Year Award" for 2006 goes to the **Ira Eaker Chapter of the Distinguished Flying Cross Society** of Arkansas.

Past President and present DFCS Board member, Rick Ivars accepted the framed certificate for his chapter.

The award is in a place of honor at the National Headquarters of The Distinguished Flying Cross Society in San Diego, CA.

## Award Criteria:

1. Demonstrate effort in continuing to build chapter growth
  - 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.

Eddie Mims,  
V.P. of Chapter Development

*Eddie R. Mims*

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



*Rick Ivars accepts certificate from Ed Mims*

*"The award is displayed in a place of honor at National Headquarters."*

## If Looks Could Kill, I'd Be Dead!

*We had trouble hitting moving ships with bombers because of the fixed target bombsight. We finally hit and sank a battleship by "mistake". Here, briefly, is how it happened:*

The enemy brought down through the slot 4 transports with supplies for the enemy. They docked on their portion of the island and were off loading. A request came to our squadron of B-17's to come from our base off Espirito Santos to bomb these transports. We came up and were coming in over Iron Bottom Bay to hit them. I was flying on my squadron commander's wing, and my bombardier was supposed to be watching so he could drop our bombs when the lead plane dropped

- it was called pattern bombing. As we neared the target, which was protected by battleships, cruisers and destroyers throwing up a great amount of ack ack, we were getting some hits and then a half a dozen zeroes came at us head-on, firing at us. I knew my bombardier was firing at the zeroes with his nose gun, and I was afraid he wouldn't dump our bombs at the right time, so I called down and said, "Get ready to get those bombs away."

All he caught was "bombs away". Thinking we were in trouble, he dumped our bombs, and they hit a battleship and fatally damaged it. Our Navy later finished it off. I, of course, couldn't see under us what had happened to our bombs. When we got back to base, I was apologizing for dropping early when some of the pilots behind us came in and

by Lt. Col. William 'Bill' Cope  
U. S. A. F., Retired



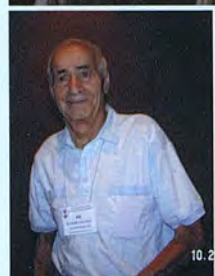
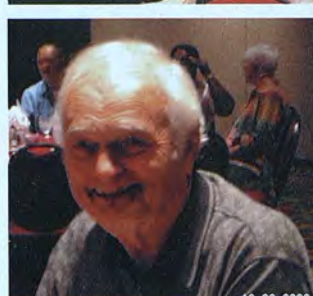
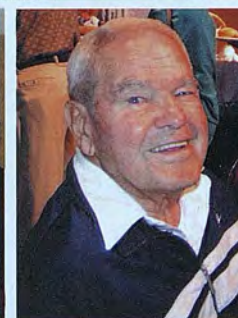
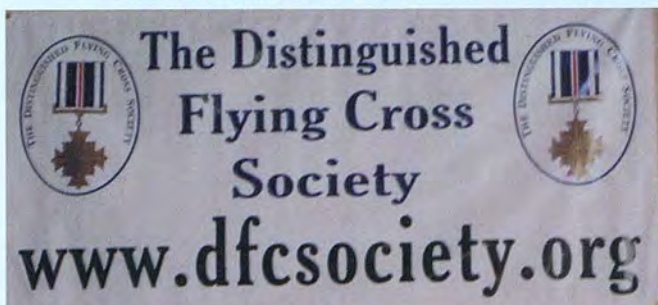
**Bill Cope & his late wife, Ruth**

were congratulating me for hitting the battleship. This got no publicity because there was no media in the area, at the time. I later met the captured Captain of the battleship and, if looks could kill, I'd be dead!

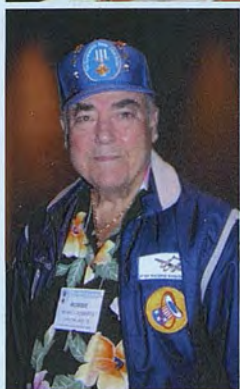
*"We, as a society, are in the process of recording and preserving our "war experience" legacy."*



# Reunion 2006 - Las Vegas











*Michael & Beverley O'Neil enjoying breakfast at the Riviera.*



*Bill Withuhn with James Morris, who received his DFC while flying as a Tuskegee Airman.*



*Our newest life associate member Annette Harbinger, the wife of Richard Harbinger, retired attorney general of CA.*

The preceding two pages of pictures are from our intimate 2006 Las Vegas Reunion/Convention October 22–26. The Riviera Hotel was the perfect host for members of The Distinguished Flying Cross Society. The hotel accommodations were excellent, and the hospitality suite was large and well staffed by Beverley and crew. Pictures of past reunions/conventions lined the walls, and memorabilia was plentiful on the tables for sale. There were then round tables for members to congregate and meet new and old friends. A couple of members manned their own book sales tables, and all members were greeted with a smile and friendly hello. Monday evening the reception buffet was well-attended, and all were treated to a surprise full dinner buffet of Italian foods and cash bar. Tuesday, the registration desk was in full swing, and members attended morning and afternoon tours. On Wednesday, the tour of Nellis Air Force Base was enjoyed by all, as we got to meet the Thunderbirds and their female pilot, had a red flag briefing and, best of all, we recruited a few new members who were awarded Distinguished Flying Crosses in Operation Iraqi Freedom and Afghanistan.

## Wilbur Wright/ NCR Chapter Thanks Lee Scheik, Manager of College Park Airport



*Wilbur Wright/ NCR Chapter president Bill Withuhn presents the DFCS plaque to Mr. Scheik.*



*Chapter members attending. L to R: Norm McMorrow (WWII P-38 Recon), Mac' McCrea (WWII CBI-Theater and an original Air Commando under Gen. Chennault), Glenn Cooper (WWII 8th AF B-17), Lee Scheik, Ron Dean (Chapter VP and Vietnam C-123), Bill Withuhn (Chapter pres and Vietnam Spcl Ops AC-119), Jim Patterson (F-102 and Vietnam FAC), Roy Hodges (Vietnam Spcl Ops CH-53), and Mark Dunker (Vietnam Spcl Ops AT-28).*

College Park Airport – on the National Register of Historic Places – is the oldest continuously active airport in the world, and the location of the world's first military flying school. Wilbur Wright, in 1909, established the airport and the school soon afterward, under a contract from the Army Signal Corps.

Since the Chapter's founding, the Wilbur Wright/ Nation's Capital Region Chapter members meet regularly at the C.P. Airport, known to aviation historians as the "Cradle of Aviation." It is home also to the very fine College Park Aviation Museum, a Smithsonian Affiliate museum, in which the airport's many aviation firsts are cele-

brated including – in 1924 – the first controlled helicopter flight.

Airport Manager, Lee Scheik, has for years hosted the WW/ NCR Chapter meetings in his Base Ops building, free of charge. Chapter members have come to the defense of the airport, whose flight operations have been radically cut back by FAA security measures following Sept 11, 2001, thus endangering the airport's revenues to meet its costs. The relationship between Lee and local DFCS members is such that some suitable recognition was long overdue. Therefore, the Chapter recently presented a DFCS plaque, with engraved inscription reading, "To Lee Scheik and the Staff of College Park Airport, for Support of The Distinguished Flying Cross Society, Nation's Capital Region Chapter."

## DFCS Member Captain Charles Widmar at Arlington

Captain Charles J. Widmar, member of the Society, was a World War II and Berlin Airlift vet living in Las Vegas. He passed at age 84 on November 28, 2004. Chuck flew many different types of aircraft in his USAAF/USAF years and won his DFC flying the "Hump" over the Himalayas, from Assam, India, to Allied bases in China. He racked up 750 hours piloting transports on those dangerous missions, often flying below the high peaks in rapidly changing weather.

His widow, Mary L. Widmar, asked Board member and Wilbur Wright/ Nation's Capital Region Chapter president Bill Withuhn to represent the Society at Capt. Widmar's inurnment at Arlington National Cemetery in late 2005. It was a very moving private ceremony, with an Air Force chaplain officiating, one of the great volunteer Arlington Guides greeting Mary, son Greg, and other relatives and then accompanying the family at every step throughout their time at the Cemetery.

Capt. Widmar's memorial service, a full-dress military honors service, had been held the year before in Las Vegas, but he had always wanted to have his final resting place be at Arlington.



*At the Arlington Columbarium, son Greg Widmar, Bill Withuhn, and the USAF Chaplain render a last salute.*



*The memorial table at Chuck's memorial service – note the CBI and DFC engravings on the specially carved wooden urn. The motto reads, "Bring Me Men to Match My Weather."*

Chuck was an accomplished pilot, rated in many aircraft: in the China-Burma-India Theater, he flew C-47s and C-46s. His other assignments included P-47 fighter-bombers, C-54s in the Berlin Airlift, and – on flights via Greenland – the B-17, among others. His other decorations included the Air Medal with several OLCs, as well as the WWII Occupation Medal with Berlin Airlift device. Flying numerous missions into Berlin's Tempelhof and Gatow Airports during the Soviet blockade of that city, beginning in 1948, was one of Chuck's proudest duties. It was no "cakewalk" – just as in the CBI, bad weather was frequent. Chuck was a Mason, and his avid hobby was electronics.



# "Distinguished Flying Cross"

By Ruth Mayer



## Welcome, Bob Krone - New Director DFCS Secretary

*First, welcome back to Directors Reed Phillips & Bill Withuhn, your service and volunteerism is greatly appreciated and needed. The membership voted them in as Board members for three more years.*

Bob's first career was in the United States Air Force as a Fighter Pilot, Commander, Personnel Director and International Staff Officer (1952 - 1975). As Commander of the 469<sup>th</sup> Tactical Fighter Squadron (F-105D), he became the first USAF Commander in the Southeast Asia Conflict to reach 100 combat missions over North Vietnam (3 June 1966). He flew a total of 125 combat missions in SEA and earned the Silver Star, Bronze Star, four Distinguished Flying Crosses and eleven Air medals (1972). Bob has stayed in touch with Aerospace by being a member of the NASA sponsored Aerospace Technology Working Group (ATWG) where his most recent work has been editor of the book "Beyond Earth: The Future of Humans in Space." He is a member of The Distinguished Flying Cross Society, Veterans of Foreign Wars (VFW), Fallbrook Post 1924, the Daedalians and the American Legion. Bob's 2<sup>nd</sup> & 3<sup>rd</sup> careers have been as a global University Professor of International Business.



Welcome aboard Mr. Secretary,

All DFCS Directors

### National Headquarters:

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\*\*\*\*\*

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- President & CEO

Michael O'Neil

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- Vice President

Reed Phillips

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# The Unveiling - Nov. 11, 2006



THE DISTINGUISHED FLYING CROSS SOCIETY  
ATTENTION: FOUNDATION & SCHOLARSHIP FUNDS  
P.O. BOX 530250  
SAN DIEGO, CA 92153

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# The Unveiling - Nov. 11, 2006



11.11.2006



**IN PERPETUITY -" D.F.C.S. FOUNDATION"**

**Donations to The DFCS Foundation are to  
be utilized in the promalgation of U.S.  
American Aviation History**

**DONORS NAME \_\_\_\_\_**

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# The Unveiling - Nov. 11, 2006







# USCG awards 19 DFC's May 12, 2006

Mobile Alabama

The largest USCG awards ceremony in memory

2 Legion of Merit Awards

19 Distinguished Flying Cross Awards

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aircraft maintenance, facility repairs and any other task required, making this operation the epitome of the "Team Coast Guard" concept.

3. All Airsta NOLA berthing and most shop spaces were rendered uninhabitable by flooding after Katrina's Cat 4 winds peeled back the hangar roof. Consequently, during the intense first four days of the operation until temporary tent cities and other shelters began to arrive all aircrew and support personnel staging at COAS NOLA bunked head to

tail. These figures include all Coast Guard helicopter operations over the New Orleans metro area regardless of whether the flights originated at COAS NOLA, COAS Houston or ATC Mobile, and are almost certainly underreported as some sorties returned to their bases before overtaxed flight operations personnel could collect their data. The numbers from coastal Mississippi are still being scrubbed, and will increase the total considerably.

6. Challenging each pilot and flight mechanic to his or her limits, most hoists were completed in obstacle-strewn environ-

ments, often on night vision goggles, over power lines and downed trees with daytime temperatures near 100 degrees, often in power-limited aircraft. The conditions encountered by rescue swimmers included flooded houses and buildings, steep, slippery roofs, foul and contaminated water, and the need to hack through attics with axes or break out windows to free survivors. Add to this the urgency felt by all crew to continue rescuing a seemingly endless supply of increasingly desperate survivors as the hot days wore on. Aircrew returned from missions with dozens of rescues on a single sortie. One ATC HH-60J crew completed its daft work with 150 lives saved. One COAS Houston HJ1-65B crew saved 110. Another crew returned to base almost dejected, having saved "only" 15 lives. The stories of heroism and initiative these courageous professionals from all over the Coast Guard have to tell are remarkable.

7. That these extraordinary operational accomplishments, often achieved by mixed crews and aircraft from across the nation flying together for the first time, were accompanied by no significant personnel injury or major aircraft mishap is simply remarkable. The operations superb safety record is a testament to the leadership, professionalism and skills of each individual participant, and also to the Coast Guard's aviation training, safety and standardization programs we have relied upon for years.

8. The Coast Guard's superb aircraft mechanics and aircraft maintenance program were a key enabler of the operation's success. Aircrew from every unit commented on the quality and speed of aircraft turnarounds and maintenance. Again, Coast Guard aviation's outstanding training, safety and standardization programs in place at CGHQ, ATTC and AR&SC, and at each individual Air Station enabled maintainers from across the country to instantly form effective teams at ATC Mobile and at CGAS NOLA and keep aircraft flying to save lives.

9. ATC Mobile sewed as the major staging area, force provider and maintenance depot for aircraft and crews cycling continuously to and from New Orleans, while simultaneously conducting major SAR and post-hurricane operations in its own AOR. At times ATC had no less than 37 USCG aircraft on its ramp and in its hangar. As helicopters operating out of





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The largest USCG awards ceremony in memory

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## "WARD MACAULEY SCHOLARSHIP FUND"

To reward deserving young students who are descendants of DFC recipients who reflect excellence in leadership, citizenship, and academics

DONORS NAME \_\_\_\_\_

( ) \$15 ( ) \$25 ( ) \$50 ( ) other \$ \_\_\_\_\_

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**Mobile Alabama**

**The largest USCG awards ceremony in memory**

**2 Legion of Merit Awards**

**19 Distinguished Flying Cross Awards**

**13 Meritorious Service Medals**

**61 Air Medals**

**Awarded for the incredible USCG Response during Hurricane Katrina and the aftermath.**

**Airsta = Air station\***

On 28 August 2005 aircraft from Airstas New Orleans and Houston and ATC Mobile descended on the devastated city of New Orleans and Mississippi coastal communities only to find the utter horror of great expanses under water up to rooftops or completely flattened by winds with burning gas mains and buildings and thousands of survivors clinging to rooftops adding to the unimaginable scene. In tropical storm conditions, every available helicopter immediately began hoisting survivors, reacting intuitively to the difficult task of triaging the neediest from among the throngs of victims, and delivering those recovered to the nearest dry land or overpass.

2. As the scope of the disaster became known, Airstas around the Coast Guard immediately began dispatching aircraft and aircrews to join the enormous rescue operation, staging out of both ATC Mobile and Airsta NOLA. Each and every Coast Guard Air Station, without exception, contributed personnel and/or aircraft to this extraordinary effort. In addition, logistics and support personnel from units including PSU 308, ISC St. Louis and New Orleans, MSU Houma, SFOS Atlantic City and Grand Haven, CEU Miami, Atlantic Strike Team, MLC (K), ESUs NOLA and Portsmouth, and many others descended onto the severely degraded Airsta NOLA facility to help with watch standing, aircraft dispatch, loading of equipment, aircraft maintenance, facility repairs and any other task required, making this operation the epitome of the "Team Coast Guard" concept.

3. All Airsta NOLA berthing and most shop spaces were rendered uninhabitable by flooding after Katrina's Cat 4 winds peeled back the hangar roof. Consequently, during the intense first four days of the operation until temporary tent cities and other shelters began to arrive all aircrew and support personnel staging at COAS NOLA bunked head to

toe on floors or on cots in the Airsta's crowded admin building. For much of this time the admin building/operations center was without power, air conditioning, running water, and all but one working cellular phone making the concept of "adequate crew rest" an impossibility. ATC Mobile encountered challenges with their own hangar roof, losing all of their operations spaces, Opcen, and many maintenance shops, along with a loss of base wide power and phone communications.

4. Despite these hardships, the extraordinary Coast Guard men and women who gathered from all over the Coast Guard to join the fight worked ceaselessly and cheerfully, allowing around the clock SAR and maintenance operations to continue unabated and at an unprecedented level. The dogged determination, enthusiasm and eagerness to serve in any capacity exhibited by all members was awesome to behold. Many members of the embedded media commented frequently and with wonder at the superb quality, dedication and camaraderie of the entire crew.

5. In around the clock flight operations over a period of seven days, Coast Guard helicopters operating over New Orleans saved an astonishing 6,470 lives (4,731 by hoist) during 723 sorties and 1,507 flight hours. They also saved or assisted thousands of others by delivering tons of food and water to those who could not be moved immediately. These figures include all Coast Guard helicopter operations over the New Orleans metro area regardless of whether the flights originated at COAS NOLA, COAS Houston or ATC Mobile, and are almost certainly underreported as some sorties returned to their bases before overtaxed flight operations personnel could collect their data. The numbers from coastal Mississippi are still being scrubbed, and will increase the total considerably.

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7. That these extraordinary operational accomplishments, often achieved by mixed crews and aircraft from across the nation flying together for the first time, were accompanied by no significant personnel injury or major aircraft mishap is simply remarkable. The operations superb safety record is a testament to the leadership, professionalism and skills of each individual participant, and also to the Coast Guard's aviation training, safety and standardization programs we have relied upon for years.

8. The Coast Guard's superb aircraft mechanics and aircraft maintenance program were a key enabler of the operation's success. Aircrew from every unit commented on the quality and speed of aircraft turnarounds and maintenance. Again, Coast Guard aviation's outstanding training, safety and standardization programs in place at CGHQ, ATTC and AR&SC, and at each individual Air Station enabled maintainers from across the country to instantly form effective teams at ATC Mobile and at CGAS NOLA and keep aircraft flying to save lives.

9. ATC Mobile sewed as the major staging area, force provider and maintenance depot for aircraft and crews cycling continuously to and from New Orleans, while simultaneously conducting major SAR and post-hurricane operations in its own AOR. At times ATC had no less than 37 USCG aircraft on its ramp and in its hangar. As helicopters operating out of



New Orleans approached major maintenance cycles, both ATC and Airsta Houston accepted these aircraft and provided fresh mission capable aircraft and crews in return.

10. The support and logistics chain worked around the clock to return the hurricane-scarred COAS NOLA and ATC facilities to life. Logisticians here and up the chain determined how best to meet our vital needs, and where they could not be met quickly using existing administrative procedures and requirements, steps were taken to procure needed equipment and supplies by whatever means possible. There are many "Radar O'Reilly's" in the Coast Guard and God bless them. Not a single life was lost due to Coast Guard red tape.

11. The generous and unwavering support of our fixed-wing shipmates in ferrying vital equipment, supplies and many generous care packages, often paid for with personal funds donated by unit civilian and military personnel, was essential to the continued operation at COAS NOLA and greatly appreciated. It is hard to describe the gratitude felt by those working for days without air conditioning or showers upon the arrival of crates of new underwear, deodorant, toothpaste and other amenities. Staggered rotation of all personnel out of theater for rest was an essential component of the success of this operation and we are grateful to the Falcon and Hercules communities for their continued support.

12. The dedicated volunteers of the Coast Guard Air Auxiliary, as always, stepped up to the plate and provided outstanding support to the operation. Their commitment allowed SAR aircraft to stay focused on SAR while still accomplishing necessary logistics missions.

13. To each and every Commanding Officer who sent personnel to serve in theater, your men and women were without exception superb and your leadership is apparent. Thank you. We

ask that your returning personnel have the opportunity to meet with CISM counselors (opportunities have already been provided in theater).

14. That this complex operation could be so overwhelmingly successful despite a nearly complete loss of connectivity between Airsta NOLA and the outside world and chain of command for extended periods of time is a testament to the value of our Principles of Operations (reference pub One). Particularly, the principles of Clear Objective; Unity of Effort; Effective Presence; On-scene Initiative; and Flexibility. If you turn highly trained and properly equipped Coasties loose on an objective, they will tackle it, and let you know when it is done.

15. The New Orleans and Mississippi air rescue operation is but one part of a much larger story of the Coast Guards response to Katrina. For example, 300 Coast Guard men and women from 20 different units quickly coalesced at Station New Orleans and rescued or assisted in the rescue of an estimated 22,000 people over ten days with surface assets, in horrendous conditions and with amazing displays of bravery and perseverance. Many of these shipmates lost everything in the flooding. Their stories remain to be told.

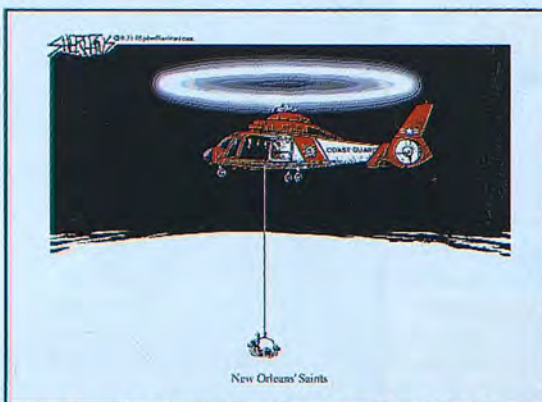
16. To those hundreds of devoted Coast Guard men and women who toiled to and beyond the point of exhaustion to keep helicopters flying, COAS NOLA's and ATC's facilities

functional and to save lives, you have more than upheld the traditions of your predecessors. You embodied our core values of Honor, Respect, and Devotion to Duty. You have earned your place in history. Be proud of your extraordinary accomplishments.

17. After several days of cover from various other H65 units staging out of ATC Mobile, CGAS NOLA resumes its own B-O and B-I SAR response requirement today and continues to find its "new normalcy." ATC Mobile will return to its business of Coast Guard aviation training next week. We will continue to rely on the generosity of the operational and logistics communities in providing personnel and services, so that our own personnel can take care of the many issues to be dealt with in the aftermath of family dislocations and hurricane damage. CGAS NOLA will be both home and workplace for almost all of its crew while they wait for the city to be reopened for occupancy, children's schooling and spousal employment. The expressions of concern and offers for assistance from outside the command are overwhelming, and we are deeply grateful.

18. God bless our incomparable Coast Guard men and women. Seniper Paratus!

19. Signed, CAPT B.C. JONES [Aviator 2407] and CAPT O. R. CALLAHAN [Aviator 2408].



Reproduced by the Coast Guard Aviation Association  
(The Ancient Order of the Pterodactyl)  
with permission of the cartoon creator, John Sherffius September 2005



## Scholarship Form On The Web

## and the Winners are:

Scholarship is for the Spring Semester 2008.

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

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

The \$1,000.00 scholarship winners for 2007 are:

**Robert Caprara**  
**Jennifer Jarzabski**  
**Mark Kasperczyk**  
**David Lange**



# NEW MEMORABILIA ITEMS

## Aviation Bear

w/mini medal - \$22  
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

4442

P.O. BOX 530250

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

San l

SAN DIEGO, CA 92153

Email: bevdfe dfcs ociety.org

Website: www.dfcsociety.org

Tel: |

## DFCS MEMORABILIA ORDER FORM

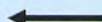
Item Description	Size or Color	Qty	Unit Price	Total Due
Solid Brass DFCS Belt Buckle			\$32.00	
Polo Shirt			\$35.00	
Commemorative Plaque			\$135.00	
Pen & Letter Opener Set			\$30.00	
3 DFCS Pens			\$10.00	
DFCS Mouse Pad			\$10.00	
Brown Aviator Bear w/or w/o mini DFC medal			18.00 or \$22.00	
DFCS Playing Cards with Logo on the back	Red or Black		\$5 ea	

\* NEW

\* NEW


### 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 \_\_\_\_\_

ALL PRICES  
INCLUDE  
SHIPPING &  
HANDLING

Make checks payable to:  
DFCS  
Print order form, complete, mail to:  
DFCS  
P.O. BOX 530250  
SAN DIEGO, CA 92153

### FOR OFFICE USE ONLY

Order Received \_\_\_\_\_  
Check # \_\_\_\_\_  
Amount \$ \_\_\_\_\_  
Date of Check \_\_\_\_\_  
  
Order Processed \_\_\_\_\_  
Date Order Shipped \_\_\_\_\_  
State Shipped to \_\_\_\_\_  
  
Inscription plate to Engraver \_\_\_\_\_  
Rcvd from Engraver \_\_\_\_\_

Please fill in label below PRINT CLEARLY This is your shipping label

P.O. BOX 530250  
SAN DIEGO, CA 92153

Ship to:





KEYCHAIN WITH  
DFCS LOGO



Men's and Women's DFCS Shirts



CAP PATCH  
3 1/2"

JACKET PATCH  
4 1/2"

LARGE PATCH  
5 1/2"



BUMPER STICKER



DFC LAPEL  
RIBBON BAR

OFFICIAL PLAQUE  
OF DFC SOCIETY  
WITH REGULATION  
MEDAL AND  
PERSONALIZED  
NAMEPLATE



GOLD-TRIM CERAMIC  
DFC MUG (MICROWAVABLE)



WHITE DFCS CAP  
BLUE DFCS CAP



Item Description	Item Price	Qty	Total
DFCS Medallion Plaque	135.00		
DFCS Baseball Cap, blue	15.00		
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	5.50		
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	\$		

PRICES INCLUDE SHIPPING & HANDLING

## 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

Men's

Size	Qty
M	_____
L	_____
XL	_____
XXL	_____

Women's

Size	Qty
S	_____
M	_____
L	_____
XL	_____



# Growing Your Society! - by Bill Withuhn

At our 2006 Las Vegas Convention and Reunion, your Society formally launched "**Mission Objective 2007, and Beyond**." This mission objective – which will be a focus of DFCS energies for the next several years – is targeted fund-raising to build your Society.

The **goal** is to build the Society in two major ways: (1) To build our organization and its Chapters internally, to increase the Society's effectiveness in **serving our Members**, and (2) to **look outward** as well, toward public service and education about the DFC and aerospace in America.

We will survey the membership for **our members' ideas** on how best to achieve our two-part goal. And we want to involve the **Chapters** in developing our strategies. The survey is being finalized right now by DFCS Chairman Bob Frantz. Initially, it will go out by a broadcast E-mail to internet-using members. Then, we want to reach our members who depend on the mail.

Most important, we will not forget in pursuing "Mission Objective 2007, and Beyond," that the **first purpose** of the Society is fraternity and fellowship among military flyers – of **all** our armed services and **all** ranks!

Approaching **corporations** requires very special skills. Above all, for our Society to secure any corporation's favor, the Society must offer something in return that fits the **corporation's own goals** for its own outreach to **its customers and the public**. Explicitly matching the Society's goals with the corporation's goals is the essential art. Any corporate gift is allocated out of that company's budget for its publicity and marketing. So any sizeable gift is essentially a contract: the corporation will expect the receiver to fulfill very definite expectations on how the money will be used. And every corporation is different in its approach to public giving.

Receiving **individuals'** gifts requires a similar matching of the goals of donor and receiver. Just because we perceive our goals and objectives to be worthy is not enough. **Why** should members and others give to the DFCS, in comparison with other worthy causes in their communities? We need to give solid reasons for people **to care** about the DFCS. For any donor, his or her contributions to all the worthy causes out there are a zero-sum proposition, and so we'll need to compete effectively, on the **donors'** terms. The Society needs to offer a number of ways that individuals can donate, **proportional to their means**, and with a menu of purposes (scholarships, endowment, memorials, etc.) toward which they can decide to contribute.

**Foundations** are a third source of support. But each foundation is sharply focused in its giving. Each foundation has its own published criteria and a specific grant-making cycle, with formal procedures for applications, supporting data required, etc. For almost every foundation for which the DFCS would be eligible, it is **education** that is the fundamental purpose of the foundation's giving. Therefore, only activities that are of definite educational value to the public are considered for support. Even then, any applicant – such as the DFCS – will be in direct competition with many other applicants.

But despite the hurdles noted above, **opportunities** are

wide open!

If (a) the Society is thoroughly professional in its initial approach to a prospective donor; if (b) the Society's informational materials for the prospect demonstrate the highest quality (those materials inevitably reflect **our own** quality as a Society and so amateurish looking materials sink a solicitation before it's even started); if (c) we know how to negotiate to achieve that "golden matching" of goals with the donor; and if (d) we do our homework so that we **know** we can fulfill donor expectations, then we will succeed!

Here is a very basic chart of possible donations:

## 1. Corporate Donations – can go to:

### A. Annual Gifts

B. **Dedicated Projects**, offering specific "naming opportunities" for corporate sponsors. *Example:* Permanent exhibits about the DFC at several aerospace and military museums around the country

## 2. Individual Donations, *entirely* voluntary, to:

### A. DFCS Scholarships

- i. Ward Macauley Scholarship
- ii. Other Scholarships (can also be supported by corporations)

### B. DFCS Endowment Fund

### C. Legacies

## 3. Grants from Foundations –

- A. For **educational** purposes
- B. For other purposes that fit various foundations' specific grant-making **criteria**

## 4. Special Projects –

**Unique opportunities** not fitting within 1, 2, or 3, above –

**Example:** licensed products, such as aviation prints

And the **DFCS Store** continues to be a major source of our financial support.

A professional-quality **Fund-Raising Prospectus and Brochure** is being prepared.

It will be ready this Spring. It is being designed to **excite** potential donors about the Society and to **care** about its purposes, and to describe a **variety** of projects which donors can support so we can match donors' goals with the Society's goals.

So look for your DFCS Survey from Bob Frantz, and please respond. And watch this space for further news!

**Bill Withuhn has 23 years professional experience in fund raising.**





# DFCS NEW MEMBERSHIP APPLICATION

Give this to a friend who has a DFC - Membership Drive 2007

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. You will receive a certificate suitable for framing signed by the Chairman & President of the DFCS. The fee is \$75.00. Also, if you meet the requirements listed below, you may acquire 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 the above-named 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 publication.
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 Membership Director  
☐ Entered e-mail in Groupwise  
☐ Entered on Website Honor roll  
☐ Created Certificate  
☐ Created ID Card  
☐ Mailed New Member Packet



## 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](mailto: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 non-profit, 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...**



## Calling All DFCS Artists

Are you a member of The Distinguished Flying Cross Society? Do you have an artistic, creative side? We are looking for a design to be used on a **DFC Society Flag** that will be easily recognized and make our Society stand out. It is our vision that this flag should attract all DFC recipients, as soon as they see it. It will be a symbol of the DFC Society and our place in history. We are holding a contest for members of The Distinguished Flying Cross Society to submit their ideal vision of what this flag should look like. If you are a DFCS member with a creative flair, design a flag & submit to:

### The Distinguished Flying Cross Society

**Attn: Flag Contest**

**P.O. Box 530250  
San Diego, CA 92153**

Submissions must be received in our P.O. Box by **1 September 2007**.

All submissions will become the property of The Distinguished Flying Cross Society.

The winning design will be voted on by the general membership in an open vote. Once the winner has been selected, we will offer branded versions to each Chapter. The winning designer will also receive recognition for his/her outstanding work.

OK folks, let those pencils and crayons start flying. . .

Address Service Requested

NON PROFIT ORG

U.S. POSTAGE

PAID

SAN DIEGO, CA

PERMIT #3622

