

# DFCS NEWS

Volume 7, Issue 2

August 2007

The Distinguished Flying Cross Society

THE  
DISTINGUISHED  
FLYING CROSS  
SOCIETY



**Pensacola, FL**

**Site of**

**2008 DFCS Reunion**

THE  
DISTINGUISHED  
FLYING CROSS  
SOCIETY



## DFCS VISION STATEMENT



Our vision is to preserve and grow The Distinguished Flying Cross Society (DFCS) as America's champion of the one military medal awarded to aviators for heroism and/or extraordinary achievement during aerial flight. The Society is a unique organization in that it represents all five military services, all wars and campaigns from World War I forward, all ranks, all aviation crew positions, and both genders. The Society educates the general public and enhances public records by documenting, publishing, and presenting the history of the DFC Medal and its recipients. DFCS fosters fellowship among its members and creates innovative plans for securing funding for future programs and growth. The Society takes great pride in aviation and space exploration, as an American and global treasure.

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# The Distinguished Flying Cross Society

## President's Message

We've had so much going on since our last news magazine that I'm not sure there is enough room for it all!

I'd like to take this opportunity to personally thank the DFCS Board of Directors and general membership for stepping up to volunteer their time and experience. Each member has brought their individual talent and experience, and I am proud and honored to be a part of this Board. Jack Mates and Hans Petermann are two of our original board members, and they both remain very involved. Jack responds to all emails and is active in the Las Vegas chapter; and Hans handles all of the memorabilia sales for National.

With the continued growth of membership and taking part in funding projects, public relations, bigger conventions, memorabilia sales, etc., we have made some administrative changes at National Headquarters. Beverley O'Neil now works from her home, and her main function is dealing in Membership Services and maintaining our membership database. She also works closely with our new Office Manager, Chuck Sweeney, our newest Director. Dan King volunteers time weekly to assist in the office and answering telephone calls. Bob Krone, Director, is planning a cross-country trip in which he plans to visit

each of the DFCS chapters. This will happen later this year, and we will send out information as plans are firmed up.

We are very sad to be saying good-bye to our longtime accountant, Phyllis Laderman (Hans Petermann's daughter). Phyllis has accepted another position, and we will miss working with her. Bill Bradfield has agreed to take over the Treasurer position. Many of you remember that Bill was on the Board of Directors previously. We are very pleased he has returned.

All of these people make it possible for DFCS National Headquarters to function effectively. Thank you!

I would also like to take this opportunity to say "Good Job!" to Bill Withuhn, Director and Fundraising Chairman. Bill recently went through a serious operation, and we are very pleased to tell you he is doing very well.

Reed Phillips, Chuck Sweeney, and myself recently visited Pensacola, FL to check out a location for the 2008 DFCS Reunion. WOW - we had an awesome reception from the military folks there. They are very excited to host next year's reunion and have gone out of their way to make us feel welcome. For details, please see Page 3.

We will be sending a lot of information via e-mail to our members, but we need your help. PLEASE send us your current e-mail, and include your name and address. Send to [info@dfcsociety.org](mailto:info@dfcsociety.org). People change their e-mail addresses frequently, and our data-

base is already outdated.

**FYI** - just wanted to remind all of you that our news magazine, memorabilia brochure, and scholarship application are all available on our website at [www.dfcsociety.org](http://www.dfcsociety.org). We are now accepting applications for the Spring Semester 2008. Four scholarships of \$1,000 each will be awarded in December 2007.

We are also accepting applications for the "AL CIURCZAK CHAPTER OF THE YEAR" award. This is a prestigious award that features the winning chapter in the news magazine. A beautiful plaque is presented to the chapter's representative at the Annual Business Meeting. National Headquarters pays the airfare to the Annual Business Meeting in San Diego, CA. (Nov. 3, 2007) for the winning chapter's representative.

Ruth Mayer, American Master Artist, completed the "DFC Painting" and has turned the painting over to The Distinguished Flying Cross Society. It now is the property of the DFCS and ready for marketing. We delivered the original painting to the San Diego Air & Space Museum for safe keeping. It is on loan to the museum, and it will be protected in a permanent display. The museum is planning an unveiling of the display later this year.

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



## The Making of an ACE



The lifeblood of any organization is the recruitment of new members and DFCS fits this category. Most people think this is the responsibility of the Membership

Director but, in actuality, it is the responsibility of every member of The Distinguished Flying Cross Society. In order to give everyone ideas on how they can help, I would like to tell you how one of our finest became an ACE in recruiting new members. He has scored five so far and has several more pending.

This member read an article on the Internet about an A-10 pilot in Iraq who was awarded a DFC. He tried for several months to find an address for this hero, but was unsuccessful until our 2006 convention in Las Vegas. While on the tour of Nellis AFB he got the address from another A-10 pilot and through emails

was successful in recruiting a new member into the DFCS. He worked on a former CO of his for 11 months and finally convinced him to join. He read a newspaper article about a crewmember who was awarded the DFC 63 years after the fact and called him and had him join. While talking with the President of an Aviation Museum, he discovered he had a DFC, handed him an application that he promised to fill out and send back. While watching a SBD come aboard the Midway, he met a former SBD pilot there who also had a DFC and talked him into joining.

No one is always 100% successful. He has sent several letters to Senator John McCain and personally handed him applications on two occasions but, so far, no joy. He has also sent letters to several other DFC awardees e.g. Cal Worthington, James Flatley, etc with no replies yet. Hopefully persistence will pay off. He has also been instrumental in getting links to our website placed on several other websites.

So, who is this Ace with "Five Captures" to his credit and such a hard worker for our society? He is Charles J. Sweeney Jr. USN Ret., member of our Board of Directors. Thank you, Chuck, for your efforts and all you have done, and continue to do, for our society.

If everyone would get just one new member, let alone five as Chuck has done for us, we could double the size of the society. News articles about DFC recipients and The Distinguished Flying Cross Society attract new members. When you attend your reunions of other military organizations, take a dozen applications with you and talk up our Society. If every current member would sponsor an ad in his or her favorite military or organizational magazine, it could help us immensely.

John Appel,

VP For Membership, DFCS



# AL CIURCZAK CHAPTER OF THE YEAR AWARD



To All Chapter Presidents and Members:

There is not much time remaining for chapters 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 annual meeting, at the San Diego Air & Space Museum on November 3, 2007.

DFCS National Headquarters will purchase an airline ticket to bring the winning chapter's representative to the DFCS annual meeting. 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, **October 5, 2007**.

### 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)



## Reunion 2008 - Pensacola, FL - Oct. 26-30, 2008



The 2008 DFCS Reunion will be held at the Naval Air Station Pensacola and some events will be at the National Museum of Naval Aviation. The aviation museum at Pensacola is over 300k sq. ft. It is all under one roof with displays of aircraft from the Navy, Marines and Coast Guard. The Blue Angels are the centerpiece display inside with a large open function room. Actual Blue Angels aircraft hangs from the ceiling. This is where our banquet will be held. "How cool is that!?"

There is an actual flight deck area with appropriate aircraft that is used as a cocktail pre-banquet area. The original "Cubi Bar" serves lunches and will host a private breakfast for us, after which we will have a private viewing of the Blue Angels.

These are the highlights of only **one** day of our 2008 Reunion. We will also have a trip to Eglin Air Force Base, with a special tour of their fabulous armament museum.

The military folks at Pensacola are very excited and honored to have us at their

facility. They have reserved the entire Navy Lodge (102 rooms) for us at the low fee of only \$67.50 per room, per night. And . . . the lodge is only about 100 yards to the museum. They also have shuttle service during regular hours of operation.

We will be working on arrangements for other tours and highlights, as the time gets closer.

The dates are **next year**, October 26-30, **2008**. We are very excited about this reunion and know it will be one of our best.

We'll keep you updated regarding registration and tour information in our winter news magazine and via e-mail. PLEASE send us your current e-mail with your name and snail mail address to [info@dfcsociety.org](mailto:info@dfcsociety.org)



## DFCS STRATEGIC PLANNING RESEARCH BEGINS



The Board of Directors approved a research project to be done by Secretary, Bob Krone, to capture DFCS members' recommendations on which to base our first Society Strategic Plan.

Bob has begun capturing data using the Ideas Unlimited research method at the Orange County Chapter on 19 July 2007. Ed Mims, VP for Chapter Development, has given Chapter Presidents information. Bob Krone will be communicating with all Chapter Presidents to negotiate his visit for data gathering which takes less than one hour. All interested members plus all non-Chapter affiliated members are encouraged to send Bob Krone an e-mail so that we can capture their recommendations online. Bob Krone, Secretary DFCS [bkrone@dfcsociety.org](mailto:bkrone@dfcsociety.org)



# DFCS Members on Hand for DFC/Aircraft on USS Midway

On May 29, 2007 Aubrey Brittan and his great crew did their usual superb job by bringing onboard the latest two additions to the Midway airing. The F9F-8P Cougar and SBD Dauntless looked spotless and will really complement the current stable of aircraft.

It was very emotional for four spectators watching the fascinating and precision evolution since they not only had flown in the Dauntless aircraft during WWII, but all four had been awarded the Distinguished Flying Cross for their heroic actions during those trying times. Three of the participants, Noble Newsome, Jim Richardson, and Sid Zimman are Marines and "Griff" Griffin is Navy and an avid Midway volunteer. They are shown in front of their favorite aircraft, the SBD Dauntless with Sid saluting the other three. All four of them shared great stories during the day and three are also members of the Lindbergh Chapter of the Distinguished Flying Cross Society (<http://dfcsociety.org/>). While visiting the Midway, Sid Zimman ended up addressing the staff and volunteers of the Midway during Mac's monthly All Hands meeting in the hanger bay, and his remarks were well received by everyone.



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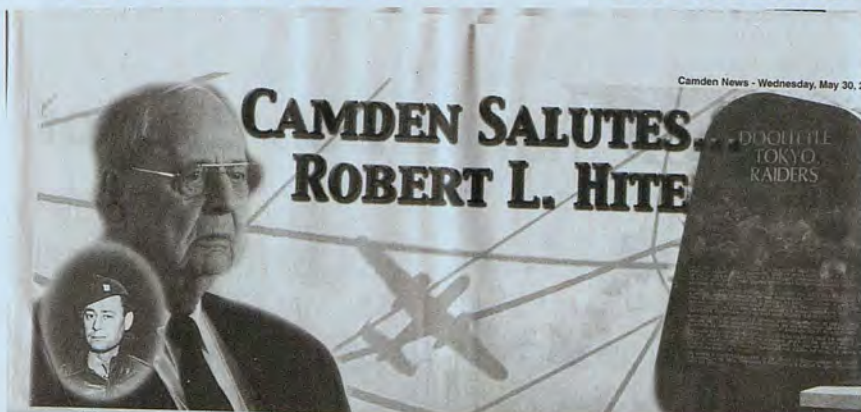
Another member of the DFC Society and Lindbergh Chapter, Bob O'Reilly, joined the group. Bob was recently awarded his DFC 63 years late for flying in another Midway aircraft, the TBM Avenger. He was particularly interested in meeting the other members, and many fabulous stories were shared not only with each other, but with their families and friends who came to watch the show. It was the first visit for some of them, several have joined the great Midway family and plan to return many times. Some of the family members and friends are shown in front of the SBD. These great American heroes and their families had a wonderful time, and it was really enlightening to the families to actually see the aircraft their heroes flew during WWII. The Midway and the DFC Society have a great partnership starting with the Operation Handshake Across the Oceans Ceremony held on the flight deck on May 19, 2004, one month before the Midway opened to the public. The DFC Society is very grateful for the support offered by many members of the Midway staff to make the SBD arrival a memorable event.



*Distinguished Flying Cross Society members and their families with the SBD Dauntless on USS Midway on May 29<sup>th</sup>, 2007*



# DFC Member - Doolittle Raider Honored



The Eaker Chapter of the Distinguished Flying Cross Society recently participated in the activities sponsored by the Chamber of Commerce of the City of Camden, Arkansas. The newest Life member of the Society, Robert L. Hite, was honored as a real Hero by the entire town of Camden. Robert Hite participated in the attack on Japan on April 18, 1942, led by Jimmy Doolittle off the Aircraft carrier Hornet. Bob was copilot on aircraft #16, of 16 aircraft.

Bob was one of 8 crewmembers who were captured by the Japanese. Three of those captured were killed, and one died of malnutrition. The other four, including Hite, remained captive until 1945.



## Raiders

Crew 16, members of the last plane to take off on a bombing mission to Tokyo following Japan's attack on Pearl Harbor, stand in front of the plane they would use to carry out the mission. Pictured, from left, are Lt. George Barr, navigator; Lt. William G. Farrow, pilot; Sgt. Harold A. Spatz, engineer-gunner; Lt. Robert L. Hite, co-pilot; and Cpl. Jacob DeShazer, bombardier.



MEMBERS of the Distinguished Flying Cross Society presented a lifetime award last Thursday to retired Col. Robert "Bob" Hite of Camden, a legendary Doolittle's Raider, seated in the center. With Hite are (kneeling) Gary George of Jacksonville (in blue hat) and Rick Ivars of North Little Rock (in white hat), and (back row, from left) Jacksonville's Bob Davis, Bill Kehler and Bob Jones.



Above Lt. Hite is led blindfolded from a Japanese transport plane after being flown from China to Tokyo. Shortly after, Hite and the other seven Doolittle Raiders were tortured and beaten.

## B-25B North American twin engine bomber used in raid.

The North American B-25B twin engine bomber selected by Lt. Col. James A Doolittle for the mission was due to its range, power and its two thousand-pound bomb load. The bomber would have to go through a number of modifications before it could be readied for the raid. All the planes that were selected for the raid were flown to Minneapolis to have self-sealing rubber fuel tanks installed in the fuselage. The bottom turret was also removed and a sixty gallon fuel tank installed in its place. After all the extra fuel tanks were added this gave the plane a fuel capacity of 440 gallons, enough for adding 500 miles to their range. The top secret Norden \$10,000.00 bombsight was re-

moved, and Lt. Ross Greening designed and created a simple workable bombsight which cost 20 cents, that was named the "Mark Twain Bombsight." Another strange but effective modification was also installed in the tail of the bomber. Two broomsticks were painted black and installed that gave the appearance they were two machine guns. This would discourage enemy fighters who would think of attacking from the rear.

Once the aircraft were modified they were flown to the Eglin Army Air Corps Base in Florida.





# **DFCS ANNUAL BUSINESS MEETING MARK YOUR CALENDARS NOVEMBER 3, 2007 SAN DIEGO, CA**

**An INVITATION to all DFCS Members & their guests**

THE  
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**GRAND UNVEILING  
of the completed  
DFC PAINTING  
(see page 11)**

THE  
DISTINGUISHED  
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**November 8, 2007**

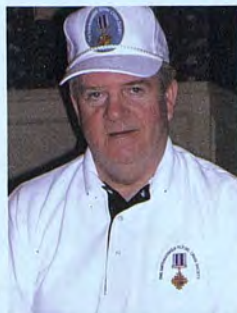
**San Diego Air & Space Museum  
All Members Invited**



**ALL MEMBERS . . .  
Please send your  
name, address, via e-mail to:  
[info@dfcsociety.org](mailto:info@dfcsociety.org)**

## **CONTRIBUTING YOUR IRA TO THE DFCS** by Bill Bradfield, DFCS Treasurer

### **IMPORTANT GIFTING INFORMATION FOR THOSE OVER 70 ½**



The DFCS believes it is important to share with our members information about Congressional and IRS actions which could affect your charitable interests. If you are considering a charitable contribution to the DFCS, there is a fairly recent provision in the tax code which allows you to make gifts to charities directly from your IRAs.

Anyone, age 70 ½ or older (those required by law to take a minimum required distribution from their IRAs) can now contribute up to \$100,000 in IRA assets directly to the DFCS (or other charitable organization). The contribution must be made directly from the trustee of your IRA to the DFCS. If this is done, you do not report the distribution as income on your tax return, nor do you report the contribution (because you are not reporting it as income) on Schedule A.

Because IRA assets can be heavily taxed, making gifts from an IRA can be an appealing option to many DFCS members.

If your age qualifies you for this provision and you are interested in donating to the DFCS, contact the DFCS at 1-866-DFC-MEDAL or contact Bill Bradfield, the DFCS Treasurer for additional information and assistance.

IT IS IMPORTANT TO NOTE THAT UNLESS CONGRESS EXTENDS THIS PROVISION IN THE TAX CODE, IT IS SLATED TO EXPIRE ON DECEMBER 31, 2007. SO TIME IS OF THE ESSENCE.



# THE DISTINGUISHED FLYING CROSS SOCIETY MEMORABILIA BROCHURE



www.dfcsociety.org

dfcs@dfcsociety.org

# DMP700 \$150



## COMMEMORATIVE MEDALLIC TRIBUTE

***Official Plaque of DFC Society  
w/Regulation Medal and  
Personalized Nameplate***

- \* Full Size, Official Medal
- \* Exclusively Designed
- \* Large 9" x 12" Case
- \* Polished Solid Walnut
- \* Impressive Display
- \* Outstanding Gift

See Page Ten for directions to engrave  
your words on your own DFCS plaque.

Memorabilia items are available to  
DFC Society **Members Only**.

Allow 4 - 6 weeks for delivery

**Order Form on Page Ten**

**D.F.C.S.**  
**P.O. Box 530250**  
**San Diego, CA 92153**



Solid Brass Belt Buckle #DAB200 \$32



BASEBALL CAP w/DFCS LOGO  
AVAILABLE IN WHITE OR BLUE  
# DAH201



Men's Polo Shirt  
w/DFCS Logo  
White w/blue trim  
#DAM203 & DAM204

Women's Polo Shirt  
w/DFCS Logo  
White w/blue trim  
#DAM205 & DAM206

DFCS Embroidered Patches

3 1/2"	# DAP205	\$6.00
4 1/2"	# DAP206	\$7.00
5 1/2"	# DAP207	\$8.00



DFCS Window Decal  
\$3.00  
#DCAR301



DFCS Bumper Sticker  
\$3.00  
#DCAR300



**New !!**



Deck of Playing Cards  
w/DFCS Logo  
Available in Red or Black  
\$10.00/deck  
#DDAC409



Gold-rimmed Coffee Mug  
w/DFCS Logo  
\$15 #DDAC408

For DFCS Members Only



# DDAC400 & #DDAC401



BASEBALL CAP w/DFCS LOGO  
 AVAILABLE IN WHITE OR BLUE  
 # DAH201



<u>DFCS Embroidered Patches</u>		
3 1/2"	# DAP205	\$6.00
4 1/2"	# DAP206	\$7.00
5 1/2"	# DAP207	\$8.00



<p><u>Men's Polo Shirt</u>                      w/DFCS Logo                      White w/blue trim                      #DAM203 &amp; DAM204</p>	<p><u>Women's Polo Shirt</u>                      w/DFCS Logo                      White w/blue trim                      #DAM205 &amp; DAM206</p>
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DFCS Window Decal  
 \$3.00  
 #DCAR301



DFCS Bumper Sticker  
 \$3.00  
 #DCAR300



**New !!**



Deck of  
Playing Cards  
w/DFCS Logo  
 Available in  
 Red or Black  
 \$10.00/deck  
 #DDAC409



Gold-rimmed Coffee Mug  
 w/DFCS Logo  
 \$15 #DDAC408

For DFCS  
 Members  
 Only



# DDAC400 &  
 #DDAC401

**"WARD MACAULEY SCHOLARSHIP FUND"**

**DONOR'S NAME** \_\_\_\_\_

( ) \$50   ( ) \$100   ( ) \$250   ( ) \$500   ( ) other \$ \_\_\_\_\_



BASEBALL CAP w/DFCS LOGO  
 AVAILABLE IN WHITE OR BLUE  
 # DAH201



<p><u>Men's Polo Shirt</u>                  w/DFCS Logo                  White w/blue trim                  #DAM203 &amp; DAM204</p>	<p><u>Women's V-neck</u>                  w/DFCS Logo                  White w/blue trim                  #DAL202</p>
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DFCS Embroidered Patches

3 1/2"	# DAP205	\$6.00
4 1/2"	# DAP206	\$7.00
5 1/2"	# DAP207	\$8.00



For DFCS  
 Members  
 Only

DFCS Window Decal  
 \$3.00  
 #DCAR301



DFCS Bumper Sticker  
 \$3.00  
 #DCAR300



For DFCS Members Only	<p><b>Order                      Form on                      Page 10</b></p>
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**The Distinguished Flying Cross Society**

DFCS License Plate Frame (black)  
 \$8 #DCAR303

**www.DFCSociety.org**

**New !!**



Deck of  
 Playing Cards  
w/DFCS Logo  
 Available in  
 Red or Black  
 \$10.00/deck  
 #DDAC409



Gold-rimmed Coffee Mug  
 w/DFCS Logo  
 \$15 #DDAC408

For DFCS  
 Members  
 Only



Aviation Bear  
 w/mini medal - \$24  
 w/o mini-medal - \$19

# DDAC400 &  
 #DDAC401





### DFCS Post Cards

\$6.00/packet of 10

#DDAC402

**They're Back!!!**



### Sheet of 50 DFCS Stamps

\$6.00/Sheet

#DDAC403

Place  
Stamp  
Here

THE DISTINGUISHED FLYING CROSS SOCIETY  
ATTENTION: DONATIONS DEPT.

P.O. BOX 530250

SAN DIEGO, CA 92153

For DFCS  
Members  
Only



### Authentic DFC

### Replacement Medal

#DFCAM500 \$28

### Authentic DFC Ribbon Bar

#DFCAM501 \$7

### "V" Device for Valor

#DFCAM502

\$3/set of two

### DFCS Key Ring

\$7.00

#DCAR304

For DFCS  
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### Framed DFCS Logo

\$12.00 #DDAC404



**New !!**



### DFCS Mouse Pad

\$10.00 #DDAC407



### PEN & LETTER OPENER SET IN BEAUTIFULLY ENGRAVED

### WOODEN CASE

W/DFCS LOGO ON TOP

# DDAC405 \$30





### DFCS Post Cards

\$6.00/packet of 10

#DDAC402

**They're Back!!!**



### Sheet of 50 DFCS Stamps

\$6.00/Sheet

#DDAC403

For DFCS  
Members  
Only

DONOR'S NAME \_\_\_\_\_

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

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

( ) \$50 ( ) \$100 ( ) \$250 ( ) \$500 ( ) other \$ \_\_\_\_\_



### Authentic DFC

### Replacement Medal

#DFCAM500 \$28

### Authentic DFC Ribbon Bar

#DFCAM501 \$7

### "V" Device for Valor

#DFCAM502

\$3/set of two



### DFCS Key Ring

\$7.00

#DCAR304

For DFCS  
Members  
Only

### Framed DFCS Logo

\$12.00 #DDAC404



**New !!**



### DFCS Mouse Pad

\$10.00 #DDAC407



### PEN & LETTER OPENER SET IN BEAUTIFULLY ENGRAVED

### WOODEN CASE

W/DFCS LOGO ON TOP

# DDAC405 \$30





### DFCS Post Cards

\$6.00/packet of 10

#DDAC402

**They're Back!!!**



### Sheet of 50 DFCS Stamps

\$6.00/Sheet

#DDAC403

### SET OF THREE (3) BALLPOINT PENS

#DDAC406 \$10/

SET OF 3



For DFCS  
Members  
Only



### DFCS LAPEL PIN COLLECTION

#### MINIATURE MEDAL #DFCP600

\$8.00

#### RIBBON BAR LAPEL PIN #DFCP601

\$8.00

#### DFCS OVAL LAPEL PIN #DFCP602

\$8.00

#### DFCS LADIES PIN #DFCP603 \$8.00



### DFCS Key Ring

\$7.00

#DCAR304

### Authentic DFCS Replacement Medal

#DFCAM500 \$28

### Authentic DFCS Ribbon Bar

#DFCAM501 \$7

### "V" Device for Valor

#DFCAM502

\$3/set of two

For DFCS  
Members  
Only

**New !!**



### PEN & LETTER OPENER SET IN BEAUTIFULLY ENGRAVED

#### WOODEN CASE

W/DFCS LOGO ON TOP

# DDAC405 \$30

### Framed DFCS Logo

\$12.00 #DDAC404



**New !!**



### DFCS Mouse Pad

\$10.00 #DDAC407



DAB200	Belt Buckle - Solid Brass	N/A	N/A	32.00	
DAH201	Baseball Cap	Adjustable		15.00	
DAL202	Ladies V-neck Shirt		White	35.00	
DAM203	Polo Shirt		White	35.00	
DAM204	Polo Shirt	XXL	White	38.00	
DAP205	DFCS Embroidered Patch	3 1/2"	Blue	6.00	
DAP206	DFCS Embroidered Patch	4 1/2"	Blue	7.00	
DAP207	DFCS Embroidered Patch	5 1/2"	Blue	8.00	
DCAR300	DFCS Bumper Sticker	N/A	N/A	3.00	
DCAR301	DFCS Window Decal	N/A	N/A	3.00	
DCAR303	DFCS License Plate Frame	N/A	Black	8.00	
DCAR304	DFCS Logo Key Ring	N/A	N/A	7.00	
DDAC400	Aviation Bear	N/A	Brown	19.00	
DDAC401	Aviation Bear with Mini-Medal	N/A	Brown	24.00	
DDAC402	DFCS Post Cards	Set of 10	N/A	6.00	
DDAC403	Sheet of DFCS Stamps	Sheet of 50	N/A	6.00	
DDAC404	Framed DFCS Logo	8" x 10"	N/A	12.00	
DDAC405	Pen & Letter Opener Set	N/A	N/A	30.00	
DDAC406	Ballpoint Pens w/DFCS Logo	Set of 3	N/A	10.00	
DDAC407	DFCS Mouse Pad	N/A	N/A	10.00	
DDAC408	DFCS Gold-rimmed Coffee Mug	N/A	N/A	15.00	
DDAC409	Deck of Playing Cards w/DFCS Logo	N/A		10.00	
DFCAM500	Authentic DFC Replacement Medal	N/A	N/A	28.00	
DFCAM501	Authentic DFC Ribbon Bar	N/A	N/A	7.00	
DFCAM502	"V" for Valor Device	Set of 2	Bronze	3.00	
DFCP600	DFC Mini-Medal	N/A	N/A	8.00	
DFCP601	DFCS Lapel Ribbon Bar	N/A	N/A	8.00	
DFCP602	DFCS Oval Lapel Pin	N/A	White	8.00	
DFCP603	DFCS Ladies Lapel Pin	N/A	Tri-color	8.00	
DMP700	DFCS Medallic Plaque w/name plate	N/A	N/A	150.00	

Office Use Only

New !!

Rcvd \_\_\_\_\_

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

Amt \$ \_\_\_\_\_

Logged \_\_\_\_\_

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- Director

Rick Ivars

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# Summer of "72"

By Chuck Sweeney

I didn't realize it then, but the summer of 1972 was a very pivotal time in my life. I was the Operations Officer in VA-127 stationed at NAS Le-moore, California and as a LCDR in the U.S. Navy. It was a great billet. I was flying the A-4 Skyhawk which was a true pilot's airplane, as it was tough, small, agile, responsive, easy to maintain, and had a low operating cost. The Easter Offensive had escalated the war in Vietnam, and we were responsible for training replacement pilots for the A-4 Skyhawk squadrons onboard the aircraft carrier USS Hancock. We were working very hard to meet the changing requirements as pilots were killed, captured or rotated back. I got to know all of the new pilots extremely well, as I was flying with them every day. One particular pilot was LCDR Frank Green who was scheduled to be the Executive Officer in VA-212 on the USS Hancock flying the A-4F attack aircraft. I became friends with Frank, and he said that I was lucky to be on shore duty with the war escalating and squadrons suffering heavier losses. I still had 18 months of shore duty left so I thought the war would be over before I went back to sea duty. Shortly after that Frank deployed to VA-212 off the coast of North Vietnam along with other replacement pilots.

One morning in mid-July I received a phone call from the Bureau of Naval Personnel in Washington telling me that Frank Green was MIA after a night bombing mission in North Vietnam, and they asked who was available to replace him. I had been telling them to have a couple of senior A-4 pilots in the pipeline in case of more casualties but was always ignored. I reminded them of this and said no one was available. They then asked what senior pilot in my squadron was qualified to go, and I said I was the pilot who was most up to speed; but I needed night carrier landings, and it would be months before a carrier deck was available. I laughed and thought they were smoking pot when they said they would see about getting carrier deck time for me. They called me the next morning and said I was scheduled for night carrier landings on the USS Enterprise in 7 days. I was successful in getting the required night landings, and 10 days after the first phone call, I was on my way as the Executive Officer of VA-212 off the coast of North Vietnam and my great shore duty was over 18 months early.

I adjusted quite quickly to flying combat missions again instead of training pilots how to fly them, and it seemed like old home week since I knew all the pilots not only in VA-212 but in the other two A-4 squadrons, as I had helped train most of them. The flying was great as I was getting 2 to 3 hops every day, and many of the restrictions that had hampered us for so long were removed.

Chuck Sweeney Standing by a VA-212 A-4F on Board USS Hancock August 1972



Late in the afternoon of September 6<sup>th</sup>, 1972 I launched from the USS Hancock as the Division leader of a flight of four A-4F aircraft. My wingman was Lt Tom Follis from VA-164 and Lt Will Pear and Lt Ray Winn from VA-212 were in the other section. Our mission was to hit any lucrative targets that we could find in our assigned area in North Vietnam just south of the Than Hoa bridge and, as we approached the coastline, the two sections split, as briefed. Lt Pear reported finding several trucks and while making a bombing run was hit by several 23 mm AAA rounds. His aircraft was on fire, as he climbed and headed for the water followed by his wingman. I turned towards them, as I could easily see the A-4 with huge flames shooting out the back looking like a giant Roman Candle against the darkening sky. About that time his engine quit, but he stayed with the falling aircraft until he got about three miles off shore and ejected at 1900 ft. Lt Winn stayed low to keep him in sight, and I climbed to altitude with my wingman to alert the SAR forces and act as the on scene commander. I had more assets volunteer to help than I could reasonably employ so I picked assets from my Air Wing, as I knew their capabilities especially in a critical combat situation. It was always difficult running a rescue from the tight cockpit of a single seat, single engine aircraft, but we trained to do it and overcome the obstacles. I assigned missions to the various aircraft that I had selected including the SAR helo escort, flak suppressors, tankers, CAP etc.

Lt Pears ejection went extremely well and was fascinating to watch as I saw the entire ejection sequence. The ESCAPAC seat worked perfectly from the canopy being jettisoned, seat ejection, pilot/seat separation through automatic chute opening. Will got out of his parachute while being dragged through the water and managed to get into his raft successfully. The fear factor set in as the wind and sea were moving him toward the heavily defended beach, and the dwindling light was also a significant factor. The wind also had a positive side, as it had kept all the fishing boats on the beach. The SAR helo from the duty SAR destroyer in the Gulf came under fire, as he passed an island on his way to the rescue area so I instructed the escorting A-4s to mark the site and hit it after the rescue was accomplished. While orbiting, the enemy figured out who was coordinating the rescue and when I flew a little too close to the coastline, I came under heavy AAA fire. I assigned flak suppressors to hit two of the sites when the helo was making the pickup.

The helo flew over the downed pilot and dropped a smoke about 1000 yards past him, and I figured he was a professional who knew what he was doing but it looked strange to me. The helo came around and as he was making his hover for the pickup, a coastal defense gun bracketed the smoke light with several rounds before my wingman who had been dispatched as a flak suppressor spotted the site and blasted it with two bombs to silence it completely. The pick up went very quickly and two AAA sites were destroyed during the rescue.

I reported a successful pickup and while the helo was leaving the scene, I decided to hit the one remaining site that had tried to take me out. As I was approaching the roll in point, an extremely authoritative voice came up on the SAR frequency and it sounded like God was speaking. The voice said "Flying Eagle 312, this is Jehovah, report all chicks feet wet". Jehovah (I thought this was a very appropriate name) was the personal call sign of the two star admiral (CTF77) in charge of the task force in the Tonkin Gulf, and he wanted me to verify that everyone was safe. I debated whether to continue on and drop my bombs or just return with them. However, feeling a personal vendetta against the AAA site, I continued my approach,





rolled in, dropped my bombs and destroyed the site with several secondary explosions. After I got back over the water, I finally reported "All chicks feet wet." Lt Pear was the last A-4 pilot to be rescued in the Vietnam war and was quite happy to avoid the "Hanoi Hilton", but he also reported that the brandy on the SAR destroyer was not very good. All in all it was a great day as he was successfully rescued with everyone doing their job very professionally, just as we trained, and several AAA sites were destroyed including the ones that had fired at the helo. I was awarded my first DFC for this mission which went far smoother in actual combat than it ever did during training.

Several days later, on September 12<sup>th</sup>, I was selected to lead an "Alpha Strike" of 35 aircraft from the USS Hancock against a AAA repair and storage site at Cap Mai which is northeast of Haiphong (near Hon Gai) and 35 miles from the Chinese border. There were no known active SAM sites in the immediate target area, but that was never a sure thing, as they moved the SAMs around frequently. There were numerous AAA sites protecting the target area, but no worse than many targets that we had already faced. I was fortunate to have a great hand-picked team of pilots to help me plan my first big strike in actual combat as the strike lead. I had planned numerous strikes and led them in training, but this was the real thing. The strike would consist of 22 A-4 attack aircraft, 12 F-8 fighter aircraft and 1 E-2 command and control aircraft. The weather was not expected to be too bad for that time of the year and so the day's fun commenced on time. As usual, with this many aircraft being launched in short order, some aircraft didn't make it but the spares filled in dutifully, and I had to reshuffle a few assignments which is fun in the small confined cockpit of the A-4; but we all rendezvoused quickly and pushed toward the target on time. Enroute I realized the cloud cover would preclude us from doing our pre-planned run in and realigned the strike to take advantage of a clear area. As we were approaching the target area, the enemy radars started pinging us and then we got the call that MiGs were in the air and were headed our way. I pushed ahead with the attack aircraft and flak suppressors and let the fighters do what they do best, which is to protect us and kill the MiGs. About that time we were approaching roll in, and the AAA became pretty intense, but then the flak suppressors did their job to silence the guns while we did our bombing run. We did a pretty good job on the target and, thankfully, nobody was hit and everyone made it back to the carrier safely. Fortunately, or unfortunately depending on your viewpoint, the MiGs decided not to engage our fighters and went back to their base unscathed. For doing the job that I was trained to do, I was awarded my second DFC.

The next day, September 13<sup>th</sup> I was the division leader of four A-4s on another "Alpha Strike" but this was against a major rail yard and transshipment point near Hanoi that was heavily defended by two active SAM sites and numerous AAA sites. This time my division was being tracked by several SAMs coming up at us, and I had to time the violent defensive maneuvers so that the SAMs would miss and explode harmlessly above us; but to do this maneuver, we had to head away from the main strike force. I finally caught up to the strike, as they were about to commence the attack. As I looked at the area, I realized my assigned target was underwater and no longer a viable option so I quickly picked out another target. I signaled my division about the change, and we commenced our attack while avoiding the AAA. We were able to track the target (a loaded train) well and placed most of our bombs on the cars and got numerous secondary explosions and sustained fires. Pulling off target we met more AAA and a few SAMs, but everyone made it back safely to the carrier. For this mission I was awarded my third DFC (all within one week). My last mission in Vietnam was against the Than Hoa bridge, and I thought it was appropriate to finish the Summer of '72 by successfully going after one of North Vietnam's most famous and heavily defended targets. One more time the great A-4F Skyhawk brought me back to the carrier unscathed and it was a great feeling to be headed home in one piece.

The A-4 Skyhawk was the only modern carrier-based aircraft that did not require folding wings to reduce deck space requirements. The small size was an attribute that I greatly appreciated when flying combat against heavily defended targets. The A-4s formed the backbone of the naval aviation attack community in the 1960/70s, making 112 combat squadron cruises, more than any other squadron type in the Vietnam air war. More A-4s were lost in Vietnam combat operations from August 1964 until January 1973 than any other naval aircraft during that war – a total of 266 Skyhawks were lost. However this figure is somewhat misleading as Skyhawks suffered only a .002 loss per combat sortie, the lowest of all combat types and a true indication of its heavy usage. The Skyhawks flew in some of the most significant strikes of the war including the Than Hoa bridge, Hanoi thermal power plant, defense of Khe Sanh, Kep MiG airfield, downtown Hanoi, Haiphong, etc.

There is a sequel to the story. Sometime in 1983 I was visiting the San Diego Air & Space Museum for the first time after the horrendous fire that destroyed the original museum. As I was nearing the end of my tour, I got excited because I saw that they had an A-4 on display. As I got closer I felt like someone had punched me in the stomach with great force because the aircraft was not only painted with my old squadron's colors and emblems (VA-212 - the "Rampant Raiders") but the name on the side said Cdr Frank Green. This was the pilot that I replaced in 1972 and the aircraft on display is dedicated to Cdr. Frank Green as a lasting tribute to all of the Missing In Action (MIA) personnel from the Vietnam conflict. On July 9, 1972 Frank was conducting combat operations at night in North Vietnam when he was lost to enemy action. He was initially listed as MIA but was subsequently listed as presumed dead. It is really a small world.

## Meet our newest Director - Chuck Sweeney



Chuck Sweeney is our newest Director, and he is quickly becoming one of our greatest assets. He was appointed Office Manager at National Headquarters, is actively involved with the oral history project, and he is on the 2008 Reunion Committee. Besides all he does for National, Chuck was recently elected President of the San Diego Lindbergh Chapter. With Chuck's energy and dedication, the Society will benefit immensely. On behalf of all the Board of Directors, we salute you.

Welcome Aboard,

Michael E. O'Neil, President & CEO



# 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*
- (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 importantly, 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

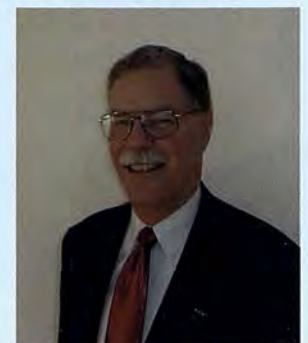
And the *DFCS Store* continues to be a major source of our financial support.

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

It will be ready this Fall. 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

**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? \_\_\_\_\_ News magazine ☐

## "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:

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## THE DISTINGUISHED FLYING CROSS SOCIETY

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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...

## DFCS MISSION STATEMENT

*Below is a "working draft" of our Mission Statement:*

*The Distinguished Flying Cross Society is founded on fraternity and fellowship among military flyers of all armed services and all ranks who have been awarded the Distinguished Flying Cross.*

*"Our Society's focus and our principal goal is to build the Society in two major ways: (1) To build our organization and its Chapters so as to increase the Society's effectiveness in serving all our members and associates, and (2) To look outward as well, toward public service and education about the Distinguished Flying Cross and about aerospace in America.*

*"By pursuing this two-part strategic goal, the Society will grow. And, as importantly, the Society will become ever more effective in spreading its educational message and awareness of the Society evermore widely among American citizens."*

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