

# DFCS NEWS

Volume 8, Issue 3  
December 2008

The Distinguished Flying Cross Society

## THE TEN PRIORITY STRATEGIC GOALS FOR THE DFC SOCIETY:

THE  
DISTINGUISHED  
FLYING CROSS  
SOCIETY



1. To Involve Chapters and Members in Society Decision Making
2. To Insure Financial Success
3. To Stimulate Society Growth & Membership Benefits
4. To Continually improve Society communications: Members to Chapters to National
5. To Improve Public Relations
6. To Increase Performance through Society Organization & Learning
7. To Help Defense of Freedom Education in America
8. To Increase Collaboration with Other Military Organizations
9. To Increase DFC Medal Historic Documentation
10. To Conduct Events, Projects & Noble Causes Consistent with Society Vision,  
Mission, Bylaws, Code of Ethics and these ten goals.

At our Annual Meeting in Pensacola, your Society voted and passed a resolution that the Society adopt the above Ten Priority Strategic Goals for 2009 — 2014

# President's Message



Today I am writing my last message as your DFCS National President and, for the first time, I have a "block" on what to say. My wife, Beverley, says I don't want to give it up and don't know how to give

my final salute – that could be true.

It's hard to believe I've served nine (9) years on the DFCS Board with the last three years as President. The current Board has many projects and fundraising events for the future; however, for the moment, I would like to share some of my personal history / memories with you.

In 1996 I read an article in the local newspaper about the DFC Society holding their 1<sup>st</sup> convention/reunion in San Diego and decided to pay them a visit. The first members I met were Al Ciurczak, Jack Mates, Ward Macauley, Hans Petermann, and Ed Johnson – all charter members. The organization was only a couple of years old and had approximately 800 members. Today, it has grown to over 5,000 members and 20+ chapters nationwide, and it continues to grow. The vision of these men is ongoing in today's Board of Directors.

My most vivid memories include the biennial conventions, the creation of the Ward

Macauley Scholarship Fund, the DFC Memorial at Dana Point, the development of our chapters, the DFCS News Magazine, the Oral History Project, the Wall of Honor at the Udvar-Hazy Museum at Dulles Airport, our association with the San Diego Air and Space Museum, the "DFC Painting" by American Master Artist, Ruth Mayer, the Handshake Ceremony on the U.S.S. Midway, Annual Meetings, the growth of the Board of Directors, and transferring all records into a computerized system plus I was asked to build a website (because I suggested we needed one!). It has been a privilege to have worked with so many great men – all of the Directors over the past nine (9) years, the number of volunteers both here in San Diego and across the nation, the many people outside of the Society i.e. Barry Lanman, Ruth Mayer, Anthony Principi, Carl Grindle, Board Members and volunteers of the San Diego Air & Space Museum, The National Air & Space Museum in Washington DC, and the U.S.S. Midway. In 2000 my wife, Beverley, agreed to do some "data entry to help me out" when we were initializing the Society's first computer system. Today, (9 years later) she is the Membership Services Manager and works closely with all of the Directors. As you can see, my history with the DFC Society is both professional and personal.

The Annual Membership Meeting was held at the DFCS 2008 Convention Pensacola, FL. There were approximately 80 members and guests. A PowerPoint presentation was shown that summarized the past year and showed plans for our future growth. Awards

were presented to Directors, Bill Withuhn and Rick Ivars, for their years of service and dedication to the DFC Society. At the Reunion Banquet awards were presented to Directors, Chuck Sweeney, Bill Bradfield, and Bob Krone for their years of service and dedication to the DFC Society.

Good news for those of you who were not able to get your name on the DFCS Wall of Honor at the Steven Udvar-Hazy Museum at Dulles Airport. We have obtained space for 200 additional names. If you wish to have your name on the DFCS foil, go to the website <http://www.nasm.si.edu/UdvarHazy/> and click on "Wall of Honor" and follow the link to download an application. Remember, it is ***very important to write "DFC Society" on the application***. If you do not do this, your name will be placed on another panel.

Your DFCS Board and DFC Painting Committee have accomplished the transfer and placement of our spectacular painting at the San Diego Air & Space Museum. We are also honored that American Master Artist, Ruth Mayer, accepted our invitation to become an Honorary Member of our Society.

Dr. Barry Lanman and his associates are actively working on the DFCS History Book, and we hope to have an in-depth report/update in our next DFCS News Magazine.

As my last official act, I am proud to announce the new Executive Committee: President; Chuck Sweeney; Vice President; Art Overman; Vice President of Membership; John Appel; Secretary; Bob Krone, Treasurer; Bill Bradfield; and Chairman of the Board; Bob Frantz. The Directors have high energy and expectations, and I believe our Society will flourish and grow under their leadership.

I would like to take this opportunity to thank the Board of Directors for honoring me with the title President Emeritus. I will continue as the DFCS News Magazine Editor. Thank you for your support and trust. It has been an honor and privilege.

In Fellowship,

Michael E O'Neil,

President & CEO, National DFC Society

## San Diego Veterans Day Parade



The Lindbergh Chapter had a good turnout of 20+ members for the Veterans Day Parade in downtown San Diego on Tuesday, November 11<sup>th</sup>. The DFCS banner was carried by five members and others drove/rode in cars that had magnetic DFCS signs attached to both sides. As usual, Herb Leopold did an outstanding job in organizing the participants and ensuring that they knew where to meet and had rides, if they desired.

The weather was great and this year the spectators came out in droves and were

very supportive. The San Diego Union Tribune printed a great article by reporter, Steve Liewer, on the Sunday before describing the lack of support for the parade and it attracted a lot of attention. It is estimated that we had four times the number of spectators this year in comparison to previous years. It was obvious early on that the crowds would be larger as the traffic to get to the staging area was extremely heavy. The Society got some good publicity from it, plus it was fun marching down Pacific Highway to the applause of the appreciative public.



Herb Leopold & Reed Phillips

# Missing In Action

By Bob Frantz and Elaine Zimmer Davis



Word came to our squadron within an hour from the command center in Chu Lai, Vietnam. Capt. Jerry Zimmer's F-4 had been shot down from suspected (.50 caliber) ground fire during a close air support mission about 19 miles south of Da Nang. Received on August 29, 1969, the news was truly a "cold shot to the heart." It caused an instant flashback to our friendship as new lieutenants in the Marine Corps, starting with infantry school; then flight school; carrier qualifications; our first tactical F-4 squadron;

sports; our families; our festivities together; and total disbelief that this could happen to one of us. Then there was the reunion with Jerry's wife, Elaine, and their son, Craig, after returning to the States and the self-questioning of 'why Jerry and not me?' Life went on. Jerry and his radar intercept officer, Al Graf, were listed as MIA, but we all knew they were not coming home. Elaine remarried a former Marine helicopter pilot, Ron Davis, who was then an FBI agent in San Diego.

Fast forward nearly 40 years and by chance, through a Vietnam squadron reunion, I was reconnected with Elaine and Ron; their son, Brett; and Craig – now grown with children of his own. I learned that the whole family sought to bring closure to Jerry's MIA status, along with Marianne Thomas who lost her husband, Al Graf.

Based on a tip from a "Mr. Ba" – a local who claimed to have witnessed the crash and subsequently provided information in 1993 to JPAC, the military organization that controls MIA searches ([www.jpac.pacom.mil](http://www.jpac.pacom.mil)), Elaine and Ron traveled to Vietnam in 2004 and searched the suspected location. Although JPAC concluded that no remains were recoverable and officially closed the case in 1995, the Davises needed to see for themselves. Their journey was to no avail—the information may have had some merit because more recent data (thanks to de-classified documents, firsthand accounts and better mapping technology) indicates that the initial location was about a "click" away from what is believed to be the actual site. However, their first attempt revealed extensive jungle with no indication of wreckage—a very frustrating experience.

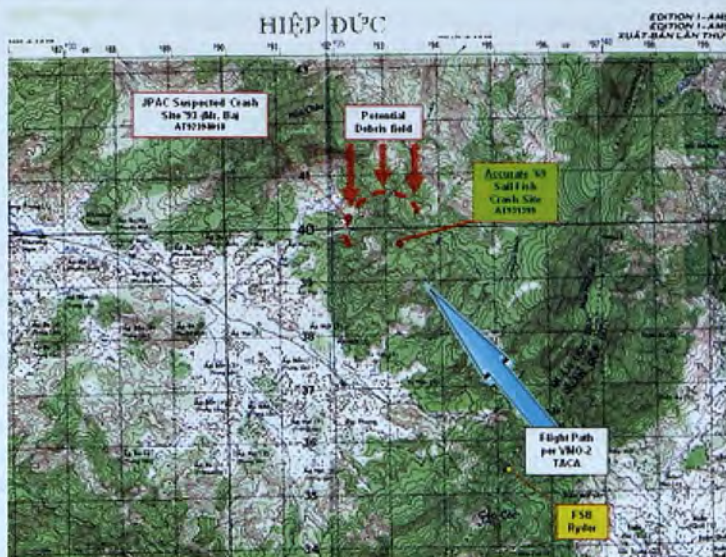
Yet, Elaine and her family were undeterred and launched a new, intensive search, hoping to convince JPAC to reopen the Zimmer/Graf case. Ron put to work his FBI investigative skills, while the others assisted with research – even tapping into Microsoft's advanced imagery capabilities, where son, Brett, is employed, to potentially identify debris fields in remote areas. After countless interviews, they pieced together new information resulting in the detailed map shown below (not available in 1993). The primary information came from a recon insert (code named: Sail Fish) which found some evidence of wreckage and papers. The family repackaged the new evidence and submitted it to JPAC, convincing them to reopen the case.

In January 2009, Ron and the two sons will travel to Vietnam to search this new site, prior to JPAC's full scale search two months later. Hopefully, if successful, these renewed efforts will bring closure to the families.

JPAC continues to be very active, achieving excellent success in the collection and repatriation of American remains. Recently, they had six teams out in October 2008 and successfully discovered remains at four different locations. Elaine's advice to those

who want to search closed cases for MIA family members is that "families need to present compelling evidence, which will require them to do some real detective work—time-consuming, but a core element. Most important, however, is for them to properly 'package' their information to demonstrate the case's credibility."

This story has inspired me to start my own search for another buddy who was shot down over Cambodia. For DFCS members who are interested in searching for lost comrades, the World Wide Web is an excellent tool. Reunions and networking might be a good start.



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Your Board of Directors would like to thank each and every one of you who gave from your heart to the Society. Through your generous gifts our Society's Foundation and Scholarship funds are in good shape...only YOU can improve it!

Thank YOU all

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# Every Member Get a Member

**T**his title is an old tired cliché, but it's a goal I wish we could attain. I know it's unrealistic to expect us to double the size of our Society solely thru the effort of each current member bringing in a friend or acquaintance. But, growing our Society is an objective we all can aim for. The lifeblood of any organization is the recruitment of new members. As I have said before most people think this growth is the job of the Membership Director but, in actuality, it's the responsibility of every member of The Distinguished Flying Cross Society. Here are some ideas on how you can help:

We all attend reunions of our old units. We belong to other organizations and go to the conventions of many of them. It seems like the older we get, the more of these functions we are invited to attend. I know, in my case, there are more and more every year. I see these functions as excellent recruiting opportunities for The Distinguished Flying Cross Society. Some of the other attendee's you will meet will be DFC recipients. Many will not be familiar with our Society. So, when you decide to attend one of these meetings call, or write, or e-mail our headquarters in San Diego and ask them to send you a package of a dozen or so membership applications. When you get to the event there will be a sign in table. Ask if you can leave a few applications there in a prominent spot, and give the sign in person your name, room number and cell phone number, in the event any other attendees have questions. I am not asking you to be pushy or obnoxious, but if the opportunity presents itself in conversation over a beer mention the Society and refer interested folks to our web site. It's easy to find. Tell them to just Google 'DFC'.

Most of us are involved to some extent, with the local chapters of other associations, be it the VFW, the American Legion, MOAA, MOWW, or any of the other military organizations. These can also present opportunities to mention our Society and enlighten their membership to the benefits of joining our Society. Many have bulletin boards. I have prepared a 4 1/4" by 5 1/2" card that could be posted there with information on your Society and contact information.

Does the organization have a newsletter? If so, ask the editor to give us a mention using the information on the card. If he/she would agree to an article giving more detail, let me know and I will contact them. If you have a military base nearby and you use the Officers Club or the NCO Club you have another opportunity to discover potential members. Don't miss it. The base will also have a weekly or monthly newspaper, or newsletter, or bulletin. See if you can't get the information on the card used as an insertion. And, again, if they would do a longer article send me the contact information.

If you have a Distinguished Flying Cross Society ball cap or shirt or jacket wear it proudly in casual situations. Be prepared to answer questions about your society and again, refer interested people to the web site. We all need to do what we can to promote our Society. There are so many DFC recipients that don't know about the Society. We need to find them and at least, invite them to join with us.

I don't expect all of our members to become full time recruiters for the Society, but I would hope you will do what you can to grow your Society and make it an even better organization.



I met many of you at our convention in October and know you all want the Society to continue to grow.

Thank you,  
John Appel,  
VP for Membership



## for heroism and extraordinary achievement in aerial flight



**T**he President of the United States takes pleasure in presenting the Distinguished Flying Cross to Lieutenant, Junior Grade, Kenneth C. Kramer for hero-

ism and extraordinary achievement in aerial flight as Pilot of a Jet Fighter Plane attached to Fighter Squadron Fifty One, based on board the U.S.S. Valley Forge, during operations against enemy aggressor forces in Korea on 3 May 1953. Although encountering intense hostile machine-gun and small-arms fire while he was leading his section of jet fighters on a strike against an enemy troop billeting and vehicle staging area, Lieutenant, Junior Grade, Kramer scored a direct hit on a concentrated group of buildings which exploded and sprayed flaming fuel over an area where two thousand hostile troops were believed to be billeted. Continuing the attack, he led his section in eight effective bombing and low-level strafing runs on the gasoline storage area and personally caused two more secondary explosions while his flight obtained three in the same vicinity leveling a large area and leaving raging fires. During these attacks, more than seventy-five buildings were destroyed and eighteen damaged. By his superb airmanship, courage and inspiring leadership, Lieutenant, Junior Grade, Kramer contributed immeasurably to the success of the assigned mission and upheld the highest traditions of the United States Naval Service.



**T**he President of the United States takes pleasure in presenting the Distinguished Flying Cross to Warrant

Officer Michael E. Rigney for heroism while participating in aerial flight evidenced by voluntary actions above and beyond the call of duty. Warrant Officer Rigney distinguished himself by exceptionally valorous actions while serving as the aircraft commander of a helicopter inserting United States Naval personnel into an area containing suspected enemy positions. When his helicopter came under intense enemy automatic weapons fire, he maneuvered from the area, circled around and again attempted to make the insertion. Although once more the target of intense fire and receiving several hits to his aircraft, he successfully inserted the troops. Ascending from the site, he realized that his aircraft was experiencing engine trouble and was forced to make an emergency landing in an area surrounded by enemy forces. He skillfully landed the aircraft in a small area in a river with no injury to his crew and immediately began supervising the evacuation of his crew to the nearby shore line. He then swam back to the aircraft to make a radio call for assistance. Through his outstanding airmanship and complete devotion to duty, he was highly instrumental in the success of the troop insertion and the safe recovery of his downed crew. His highly professional actions were in keeping with the highest traditions of the military service and reflect great credit upon himself, his unit, and the United States Army.

# An Unusual Story BUT Is It Truly Unique?

BY Chuck Sweeney

Recently I flew to the Midwest to conduct two Oral History interviews for the DFC Society. The fact that a retired Navy carrier pilot flew to Kansas City and then drove to an Army base (Fort Leavenworth) to interview two Air Force pilots is a little unusual but that is not the point of the story. I had the full support of the command as they scheduled everything and tasked their TV Studio to provide the services to record the interviews. Everything about the Army's Command and General Staff College (CGSC) was first class including the new Lewis and Clark Center as well as the internal facilities and equipment. LTG William B. Caldwell, dual hatted as Commanding General, U.S. Army Combined Arms Center and Fort Leavenworth and Commandant, U.S. Army Command and General Staff College was personally very supportive of the interviews.

He had an article written in the post newspaper (The Lamp), and sent personal emails to the two interviewees thanking them for their assistance.

About two years ago I convinced Major Kim "Killer Chick" Campbell USAF to join the DFC Society as our first female pilot member who was awarded a DFC in combat. Since then I have been trying to figure how to conduct an Oral History interview with her for our Oral History Program but wasn't successful because of schedules, workload etc. I finally was able to turn that around after I learned that she was attending the Army's Command and General Staff College along with her husband. Kim was awarded her DFC for a harrowing mission flying the A-10 Warthog in Iraq on April 7, 2003. She was a Captain at the time so it has taken a while to capture this story on video for DFCS although there was a lot of press when the event happened.

I also wanted to interview another A-10 Warthog pilot who was awarded three DFCs in Afghanistan during Operation Anaconda from March 4-7 2002 and like Kim, was a Captain at the time of the awards. I thought my being awarded three DFCs in one week was a little unusual but being awarded three in four days is simply amazing. The second pilot is Major Scott "Soup" Campbell. Yes he does have the same last name as Kim because they are husband and wife. Kim and Scott met at the Air Force Academy, they were married while Kim was going through flight training, both flew the A-10 and now have a beautiful baby boy named Colin Reed Campbell.

I was mesmerized while listening to both Kim and Scott described the events that led to their DFCs and feel extremely lucky to have met them. We are honored and fortunate to have them as members of The Distinguished Flying Cross Society as they are a fantastic couple. I will try to encapsulate their stories in the next DFC News Magazine although that will be a difficult task as both of them did some pretty amazing things while flying the single seat A-10. I also hope that many of you will get a chance to meet them in person sometime as they are very sociable, smart and humble.

Well, the unusual part of the story is having a husband and wife each being awarded DFCs for heroism in combat while flying the same aircraft type but we need to have you help us find out if this is truly unique. We feel pretty confident that they are the only married couple flying US Air Force fighters that have each

been awarded a DFC. In order to make this a truly unique story we need to find out if any other married couple in the USA, USAF, USMC, USN or USCG have both been awarded a DFC for combat or for any other heroic act in aerial flight.



Scott, Chuck & Kim

This has also opened up a couple of other interesting questions concerning families with multiple DFC recipients. I personally know of at least one father/son that each have a DFC (haven't convinced them to join DFCS yet but still working on it) and imagine there are many more. I also read of one father/daughter (USAF) and I'm sure there are probably brothers with DFCs but what about brother/sister or sister/sister? If anyone can answer these questions with some details, the DFCS would appreciate hearing about it so that we can write a story about them, have them join the DFCs and hopefully get more publicity for the Society. Email us at [dfcs@dfcsociety.org](mailto:dfcs@dfcsociety.org) with your answers.

I would like to thank Kim and Scott for joining the DFCS and taking the time from their busy schedule to record their stories for posterity. I would also like to thank LTG William B. Caldwell and his great staff for making this happen. We are trying to expand our Oral History Program and any support that you can provide, either monetarily or technically, would be greatly appreciated as we want to educate people, especially the youth of America, about our unique part of aviation history.



Damage Showing on Kim's A-10



# Is 60 Too Old For The Military?

By an Old Fart



I am over 60 and the Armed Forces think I'm too old to track down terrorists. You can't be older than 42 to join the military. They've got the whole thing ass backwards. Instead of sending 18-year olds off to fight, they ought to take us old guys. You shouldn't be able to join a military unit until you're at least 35.

For starters:

Researchers say 18-year-olds think about sex every 10 seconds. Old guys only think about sex a couple of times a day, leaving us more than 28,000 additional seconds per day to concentrate on the enemy.

Young guys haven't lived long enough to be cranky, and a cranky soldier is a dangerous soldier. 'My back hurts! I can't sleep, I'm tired and hungry.' We are impatient and maybe letting us kill some idiot that desperately deserves it will make us feel better and shut us up for a while.

An 18-year-old doesn't even like to get up before 10 a.m. Old guys always get up early to pee so what the hell. Besides, like I said, 'I'm tired and can't sleep and since I'm already up, I may as well be up killing some fanatical son-of-a-b\_\_\_\_\_.

If captured we couldn't spill the beans because we'd forget where we put them. In fact, name, rank, and serial number

would be a real brainteaser.

Boot camp would be easier for old guys. We're used to getting screamed and yelled at, and we're used to soft food. We've also developed an appreciation for guns. We've been using them for years as an excuse to get out of the house, away from the screaming and yelling.

They could lighten up on the obstacle course, however. I've been in combat and didn't see a single 20-foot wall with rope hanging over the side, nor did I ever do any pushups after completing basic training. I can hear the Drill Sgt. in the 'New army' now, 'Get down and give me ... ER ... one.'

Actually, the running part is kind of a waste of energy, too. I've never seen anyone outrun a bullet.

An 18-year-old has the whole world ahead of him. He's still learning to shave, to start up a conversation with a pretty girl. He still hasn't figured out that a baseball cap has a brim to shade his eyes, not the back of his head.

These are all great reasons to keep our kids at home to learn a little more about life before sending them off into harm's way.

Let us old guys track down those dirty rotten coward terrorists. The last thing an enemy would want to see right now is a couple of million pissed-off old farts with 'attitude' and automatic weapons who know that their best years are already behind them.

If nothing else, put us on border patrol ... we will have it secured the first night!

## Reunion Luncheon

We were honored to have Lt.Col Lee Anderson, accompanied by his wife Kristi, as our guest speaker at our Hurlburt Field reunion luncheon. Lt.Col Anderson spoke about how he earned the DFC in Afghanistan flying the MH-53M (pave Low) helicopter. All present were intrigued by his talk as they heard how the present generation has taken the mantel from us older generations and Honor, Value and Service is alive and well.

President O'Neil thanked Lt.Col Anderson with a membership to the DFC Society for him and his wife.



10.27.2008



# SR 71 ESCORT



100mm guns could have reached the SR 71 at its lower operating altitude. A lot of people thought we were the bird down. I think there was agreement between the U.S. 7th A.F. and the North Vietnamese and they would not fire at us. But, in the event they did our F-4 "Escort" flight was attacking fighters.



On these missions, after take off, we proceeded to the North Vietnamese border. We flew at 22,000-24,000 feet. The North Vietnamese would pass us about half way through the Gulf of Tonkin before we could see them. Our lookout was both visual and electronic. If there was AAA fire and our four pairs of eyes would have seen it. Our ground based radar from our F-4s (radar warning) gear showed a lot of North Vietnam but we received no action during the period we were presented with.

After our mission there was never any action taken. We were then scheduled for another tanker for post strike refueling. We then checked in with the command and were then usually directed to a FAC who had a suitable target for us to expend our mission.

One of the interesting missions that we flew from Korat RTAB while I was a member of the 469th Tactical Fighter Squadron during 1971 was an SR 71 escort. Throughout the period of the bombing halt over the North the SR 71 flew a recon mission two or three times a week from the DMZ to the Chinese border. That aircraft flew up to 100,000 feet, at an airspeed of mach 2-3. To say that we were "escorting" them was humorous.

From:

NAME

ADDRESS

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Please PRINT clearly. Thank you

## Help Your Society Grow

By Chuck



On Page 5, John Appel, V.P. for Membership, said that membership is absolutely necessary, if we want to grow. Increased membership will ensure that our goal is met. We especially want the youth of America to learn and become members. Membership will also expand our name recognition.

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# SR 71 ESCORT



100mm guns could have reached the SR 71 at its lower operating altitude. A lucky bird down. I think there was agreement between the U.S. 7th A.F. and the North Vietnamese and they would not fire at us. But, in the event they did our F-4 "Escort" flight was attacking fighters.



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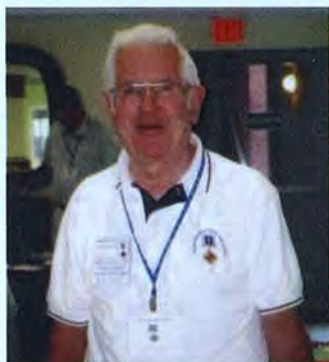
On these missions, after take off, we proceeded to the North Vietnamese border and flight. We flew at 22,000-24,000 feet and would pass us about half way through his over the Gulf of Tonkin before we complete lookout was both visual and electronic. Or or AAA fire and our four pairs of eyes were had air and ground based radar from other RAW (radar warning) gear showed a lot of mission there was never any action taken a lot of North Vietnam but we received no the period were presented with. After w

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## Help Your Society Grow

By Chuck S



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

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

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

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



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Our flight was a two ship. As I remember our load consisted of CBU's, (cluster bombs) to be dropped on AAA and/or SAM batteries, and the two or three types of air to air missiles that we carried for use against any MIG's that might come up to attempt an intercept with the recon aircraft. I say attempt, because the MIG's were not able to fly above 50,000' and would never have gotten close. There was a possibility that fire from one of the Vietnamese

100mm guns could have reached the SR 71 at its lower operating altitude. A lucky shot from a SAM battery could also have brought the bird down. I think there was agreement between the U.S. 7th A.F. and the North Vietnamese that we would make these flights and they would not fire at us. But, in the event they did our F-4 "Escort" flight was there to bomb the gun or missile site, or chase the attacking fighters.

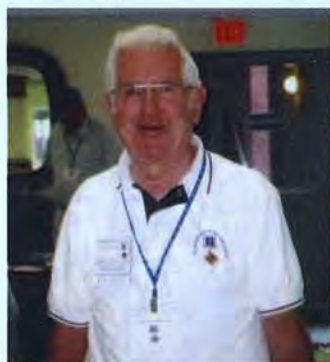


On these missions, after take off, we flew to a tanker for refueling. We got our gas and proceeded to the North Vietnamese border and crossed 10 to 15 minutes ahead of the recon flight. We flew at 22,000-24,000 feet and a good airspeed of over 400 knots. The SR 71 would pass us about half way through his mission and they would be feet wet and finished over the Gulf of Tonkin before we completed our run. During the time over the North our lookout was both visual and electronic. On most days we would have been able to see SAM or AAA fire and our four pairs of eyes were always alert for the appearance of MIG's. We also had air and ground based radar from other USAF assets looking for the threats. Although our RAW (radar warning) gear showed a lot of radar activity, in the half a dozen times I flew the mission there was never any action taken against us or against our SR 71. We did get to see a lot of North Vietnam but we received none of the usual "greetings" most 105's or F-4's of the period were presented with. After we departed North Vietnamese airspace we were

scheduled for another tanker for post strike refueling. We then checked in with Hillsborough, the airborne command C-130. We were then usually directed to a FAC who had a suitable target for us to expend our munitions.

## Help Your Society Grow

By Chuck Sweeney



On Page 5, John Appel, V.P. for Membership, discusses ways for you to help increase DFCS membership. This is absolutely necessary, if we want to perpetuate our legacy for future generations. Increased membership will ensure that our goal of educating the general public is reached. We especially want the youth of America to learn and be aware of our unique slice of history. An increase in membership will also expand our name recognition, but . . . it is not the only way to reach this objective.

The plain fact is, we need donations to grow. While the current economic conditions are horrendous, and large contributions *are* fantastic, I am talking about small contributions from ALL of our members. If every active member donated just \$50, the total contribution would amount to over \$150,000. This would give the Society flexibility in expanding our membership base by having the funds required to advertise nationally in various military magazines. These magazines reach many DFC recipients who are unaware of the existence of the DFC Society. We need to get our name and mission statement out there! Another avenue to support your Society is to include the DFCS in your will.

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# 2008 Pensacola Reunion - a good time was had by all



For those of you who attended the reunion, didn't we have a great time? Lois and I certainly did. We were able to talk to a lot of you who were there and judging from the comments, a good time was had by all. This is the first large group get together I

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"The Greatest Generation" as Tom Brokaw describes them. I especially loved seeing sons, daughters and grandchildren bringing their fathers. That was special to me and I'm sure, even more special to them.

Comments made by many of you were priceless. There were a few situations that caused us to do a double take and kept us laughing. In one case, the wife of one of our WWII members came to our table and took charge as we worked together to solve a problem. The bantering back and forth between husband and wife had us rolling in the isles. As they were leaving, he turned to us and said "I've had to put up with this for more than 50 years." In another case, the wife of a WWII DFC

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Reed & Sue Phillips

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Thank you one and all for making this a special reunion, one we will all fondly remember. Each and every person who attended contributed to the success.

See you in Riverside, CA in 2010

*Bill Bradfield*



The Distinguished Flying Cross Society  
Attention: Foundation & Scholarship Funds  
P.O. Box 530250  
San Diego, CA 92153



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# 2008 Pensacola Reunion - a good time was had by all



**Bill & Lois Bradfield**

For those of you who attended the reunion, didn't we have a great time? Lois and I certainly did. We were able to talk to a lot of you who were there and judging from the comments, a good time was had by all. This is the first large group get together I have attended where there was not a single serious complaint. Wow! What an achievement! And to think, we don't even have a chapter in Pensacola. We are hoping that changes soon.

Let me review a few of the highlights and challenges and make a few observations.



**Bev & Michael O'Neil**

Despite all the effort that went into setting up the reunion, when Michael and Bev O'Neil arrived, they were told at the Navy Lodge that there were no reservations for the DFCS group and that there was no way our group could be accommodated since the lodge was fully booked. Now, that's not what they expected to hear two days ahead of a reunion with 178 people on their way! Thanks to Michael and Bev's extraordinary efforts with the management of the Navy Lodge, it was discovered that apparently there is more than one computer reservation system and the folks working the front desk could not see all the DFCS reservations. Thank you Michael and Bev for getting that sorted out before the rest of us arrived.

Bev O'Neil deserves a big PAT ON THE BACK for a job well done. Her behind the scenes hard work was a major factor in the success of the reunion. Also, a big THANK YOU to everyone else who volunteered their time to make the reunion such a success. That includes Michael, Reed, Art & Chuck who made numerous trips to the area to coordinate this extraordinary event.

I must admit, I had the best job of all, working the problem resolution table with Bev. As we were working with and observing people during the check in process, I commented to Bev that we could write a book on what we heard and saw. There we were young and old, husbands, wives, children and grandchildren, veterans from WWII, Korea, Vietnam, Iraq and Afghanistan. We loved seeing our fellow DFC holders from "The Greatest Generation" as Tom Brokaw describes them. I especially loved seeing sons, daughters and grandchildren bringing their fathers. That was special to me and I'm sure, even more special to them.

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# Opening Mixer



## Air Museum & Blue Angels





## Banquet Night



**See You in Riverside, CA in 2010**



# Vision, Valor, Victory



Early in the National DFC Memorial fund drive a \$5.00 donation was made by credit card. The pledge card had a note on it; "I wish that I could give more." The gentlemen's name will be listed under the "Cadet" donor's level on the donor's wall. We would like to honor him more, for he gave what he could. We encourage each person that reads this newsletter to contribute something because it takes the "cadets" too. We would like to list 100 percent of our members somewhere on the wall so that people that view our memorial will see that our society truly cares for heroes. Another opportunity to show your support is to contribute to one of the six services walls. If you'd like to know what the "sixth" service is, send a donation for your service plaque and we'll tell you. We will publish a list in the newsletter how much each service has given. The Army, Navy, Air Force and Marines are each challenged to do their share by contributing \$5000. The Daedalians and MOAA are going to be given an opportunity to have a wall. If you are a member of either organization we seek your help to build your wall supporting the National DFC Memorial. The fund has reached \$62,290 with several promised pledges yet to be received (amount unknown). The fund presently needs another \$20,000 in order to send the masters to the foundry. They will be finished by our sculptor Robert Henderson by March 1<sup>st</sup>, 2009. The two bronze castings of the DFC with ribbon are finished. The one for the Dedication wall is being sent out for the patina coloring. Many donors have already sent back their tile wording forms upgrading their tiles. You are encouraged to return that form as soon as possible so that your tile will up close to the memorial base. Only nine (of 20) top level (\$2000) tiles, 25 (of 28) second level tiles (\$1000) and 29 (of 44) third level tiles (\$500) remain. If you have not as yet made your pledge to the memorial fund do so now as part of your 2009 charitable contributions.

The 2010 National DFCS Convention planning for Riverside, CA is well underway. The DFCS will have a representative on the Military Affairs Council of both the Riverside Chamber of Commerce and the Moreno Valley Chamber of Commerce. The Mission Inn, one of our convention hotels, will be installing the DFCS Wings on their internationally famous **Flyer's Wall** at a special dedication luncheon during the convention. Air Force Village West will be hosting the opening breakfast and the dedication ceremony for the DFCS stained glass window in the new AFVW chapel. Pictures will follow in the next newsletter.

Jim Champlin

Co- Chairman NDFC Memorial fund

*Welcome Aboard-Keep'em Flying*



## 2009 Scholarship winners 7 - \$1,000.00 Awards

*The winners are:*

Brittany Burkholder – Waipahu, HI

Elizabeth Smith – Bridgewater College, VA

Sherilyn Caudle - Southwestern U., TX

Hilary Vandenbroek – UC Santa Barbara, CA

Charles Thayer – Bemidji State U., MN

Lana Moore – Cal State U.

Kaely McDougall – James Madison U.

**Congratulations to all.**

**Reach for the sky.**



New Fort Walton Beach Pitsenbarger Chapter President Aaron Farrior greeting Lt. Gen. Donald Wurster AFSOC Commander at Hurlburt Field & receiving chapter certificate from National President & CEO Michael O'Neil at NAS Pensacola reunion October 2008.



Honorary Member Dr. Barry Lanman and Chairman Bob Frantz facilitated the recent oral history interview of Tuskegee Airman Charles E. McGee



\$35 - S-XL and \$38 - XXL-XXXL



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

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



DFCS Embroidered Patches

3 1/2"	# DAP205	\$6
4 1/2"	# DAP206	\$7
5 1/2"	# DAP207	\$8



Insulated/Tote Bag  
w/DFCS Logo and website  
\$15 #DTB501  
(Logo not shown)

DFCS Window Decal  
\$3.00  
#DCAR301



Available  
ONLY to  
Society  
Members

DFCS Bumper Sticker  
\$3.00  
#DCAR300



Playing Cards  
w/DFCS Logo  
Available in  
Red or Black  
\$10/deck  
#DDAC409



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



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

# DDAC400 &  
#DDAC401

The Distinguished Flying Cross Society

DFCS License Plate Frame  
\$8 #DCAR303

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

Solid Brass Belt Buckle  
#DAB200 \$32



Brass Belt Buckle  
available to DFC Society  
Members Only

Official Distinguished Flying Cross Society Flag



DFCS Flag  
#DCF800 \$100

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

Item #	Description	Size	Color	Price	Qty	Total
DAB200	Belt Buckle - Solid Brass	N/A	N/A	\$32		
DAH201	Baseball Cap - Indicate white or blue color	Adjustable		\$15		
DCF800	DFC Society Flag	3' X 5'	R,W,B	\$100		
DAM203	Polo Shirt - Size S, M, L, XL (\$35) - XXL (\$38) XXXL		White	\$35/\$38		
DTB501	Insulated Tote Bag with Logo		Blue	\$15.00		
DAP205	DFCS Embroidered Patch	3 1/2"	Blue	\$6		
DAP206	DFCS Embroidered Patch	4 1/2"	Blue	\$7		
DAP207	DFCS Embroidered Patch	5 1/2"	Blue	\$8		
DCAR300	DFCS Bumper Sticker	N/A	N/A	\$3		
DCAR301	DFCS Window Decal	N/A	N/A	\$3		
DCAR303	DFCS License Plate Frame	N/A	Black	\$8		
DCAR304	DFCS Logo Key Ring	N/A	N/A	\$7		
DDAC400	Aviation Bear	N/A	Brown	\$19		
DDAC401	Aviation Bear with Mini-Medal	N/A	Brown	\$24		
DDAC402	DFCS Post Cards	Set of 10	N/A	\$6		
DDAC403	Sheet of DFCS Stamps	Sheet of 50	N/A	\$6		
DDAC404	Framed DFCS Logo	8" x 10"	N/A	\$12		
DDAC405	Pen & Letter Opener Set	N/A	N/A	\$30		
DDAC406	Ballpoint Pens w/DFCS Logo	Set of 3	N/A	\$10		
DDAC407	DFCS Mouse Pad	N/A	N/A	\$10		
DDAC408	DFCS Gold-rimmed Coffee Mug	N/A	N/A	\$15		
DDAC409	Deck of Playing Cards w/DFCS Logo - Red OR Black	N/A		\$10		
DFCAM500	Authentic DFC Replacement Medal	N/A	N/A	\$28		
DFCAM501	Authentic DFC Ribbon Bar	N/A	N/A	\$7		
DFCAM502	"V" for Valor Device	Set of 2	Bronze	\$3		
DFCP600	DFC Mini-Medal	N/A	N/A	\$8		
DFCP601	DFCS Lapel Ribbon Bar	N/A	N/A	\$8		
DFCP602	DFCS Oval Lapel Pin	N/A	White	\$8		
DFCP603	DFCS Ladies Lapel Pin	N/A	Tri-color	\$8		
DMP700	DFCS Medallion Plaque w/name plate	N/A	N/A	\$150		

**Office Use Only**

Rcvd \_\_\_\_\_

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

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Order #\_M\_\_\_\_\_

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ALLOW 4 - 6 WEEKS FOR DELIVERY

**Make Checks Payable To:**

**D.F.C.S.**

**PO Box 530250**

**San Diego, CA 92153**



TAX-EXEMPT	\$0
SHIPPING INCLUDED	\$0
TOTAL DUE	\$

Use box below for wording you wish  
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# The Distinguished Flying Cross Society

dfcs@dfcsociety.org



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www.dfcsociety.org



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# Invocation given at Reunion Banquet 2008 - Pensacola, FL



Capt. Jon Brzek

My friends, it was once said... "O Lord, we have long known that prayer should include confession." Therefore on behalf of the Members of the Distinguished Flying Cross Society and their guests gathered here today, I confess their sins:

Lord, they're just not in step with today's society. They are unreasonable in clinging to old-fashioned ideas like patriotism, duty, honor and country. They hold radical ideas believing that they are their brother's keeper and responsible for their wingman. They have been seen standing when colors pass, singing the Nation Anthem at ball games, and drinking toasts to fallen comrades. Not only that, they have been observed standing tall and taking charge. They have taken Teddy R's and JFK's words too seriously and are overly concerned with what they can do for someone else and for their country instead of what it can do for them. They take the Pledge of Allegiance to heart and believe that their oath is to be honored. And,... they know well what the definition of "is" is.

Forgive them, Lord, for being stubborn men and women who hold these values as genuine. They are aware of the price for honor and with total command of their spirit, they have been willing to pay that price. After all, what more can you expect? They're Aviators. O Lord our God, bless these men and women of ideals, continue to raise up in this nation strong leaders and deliver us from "me first" managers and "don't ask me" followers.

Be our honored guest this day, O Lord, and join with us in this celebration and the telling of tall tales and legends that may occasionally exceed the truth. We bow our heads to those who are no longer with us.

Watch over and keep safe all those who wear this nation's uniform with special attention to their families and loved ones everywhere. Through this day and all the following nights and days ahead, God Bless you, God Bless this great nation, and God Bless those who wear the Distinguished Flying Cross. AMEN

## THE DISTINGUISHED FLYING CROSS SOCIETY

P.O. Box 530250  
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