On Tuesday the 30th of September a lively and diverse group of 37 Stinsons Flight members and 12 guests formed up at the Parr Officers Club for our monthly supper meeting. Seated at the head table was our speaker BG (USAF Ret) Russ McCarthy, his wife Patricia, his friend and fellow special operator, Lt Col (USAF Ret) Don Miller, and Col (USAF Ret) Barry Howard, a new Flight member, USNA grad, fighter pilot, and old friend of mine from our days at Yokota AB together.

The significant event of the evening was the induction of Army aviator, CW5 (Ret) Ryan Newman into the Order by Flight Captain Jerry Allen. A hearty welcome to Mr. Newman to the Order and the Flight.

BG McCarthy delighted us all, especially me and a few other Vietnam special operators present, with his experiences as a pilot of a uniquely equipped and crewed C-123, and as Commander of First Flight, a small and very “special” Spec Ops unit based at Nha Trang. His first war story concerned a palm tree that stowed away in his Provider’s wing during a heavy weight takeoff with a flat nose gear tire on a short field under fire which nearly resulted in a catastrophic ditching. He credited the training, quick reaction, and professionalism of his crew for being able to make an emergency landing at a nearby airfield and saving the aircraft. He then recounted the mission and exploits of First Flight and Military Assistance Command, Vietnam – Studies and Observations Group (MACV-SOG aka SOG, MACSOG. Google it for more.).

Please make a reservation (reservations@stinsonsflight.org or 210-258-4143) to attend and bring a guest/prospective new member to the Order/Flight to our next supper meeting on Tuesday, 28 October at the Parr Officers Open Mess. Our guest speaker will be former North Vietnam POW and author, Col (USAF Ret) Elmo “Mo” Baker. You don’t want to miss this meeting. I’ll be there for sure unless I get picked for jury duty earlier that day. Hope to see you there.

Volabamus Volamus ~ Stump

Mo Baker was born in Morehouse, MO, in 1932. He enlisted in the U.S. Air Force in Jun, 1952, and was trained as an aircraft mechanic before entering the Aviation Cadet Program in Feb, 1953. Baker was awarded his pilot wings at Laredo AFB, on April 28, 1954, and after completing the All-Weather Interceptor Course, he served as an F-89 Scorpion pilot with the 449th FIS at Ladd AFB, AK, from Oct 1954 to Jul 1956. His next assignment was flying F-102 and F-106 fighters with the 48th FIS at Langley AFB, from Jul 1956 to Sep 1964, during which time he flew 20 combat air patrol missions near Cuba during the Cuban Missile Crisis. Baker next attended the School of Engineering at Wright-Patt, from Sep 1964 to Sep 1966, followed by F-105 Combat Crew Training and service with the 561st TFS at McConnell AFB, from Oct 1966 to Apr 1967. He began flying combat missions in SE Asia with the 357th TFS at Takhi Royal Thai AFB, Thailand, in May 1967, and he was forced to eject over North Vietnam and taken as a Prisoner of War on Aug 23, 1967. After spending 2,030 days in captivity, he was released during Operation Homecoming on Mar 14, 1973. He was briefly hospitalized to recover from his injuries at Lackland, and then attended refresher pilot training at Randolph, from Jul to Oct 1973. Col Baker served as a Data Processing Officer with Air Force Manpower and Personnel Command at Randolph from Oct 1973 to Jul 1974, and then attended the Industrial College of the Armed Forces at Ft McNair, VA, from Jul 1974 to Aug 1975. His final assignment was as Director of Cost Analysis with Headquarters Air Force Systems Command at Andrews AFB, where he served from Aug 1975 until his retirement from the Air Force on Jan 1, 1979. Mo Baker served as the President of NAM-POWs from 2006 to 2008.
FLIGHT CAPTAIN’S CORNER

October 2014

by

Jerry Allen

Stinsons Flight and the Daedalian Foundation have done exemplary work this year motivating and supporting young men and women who aspire to be military pilots. This was clearly demonstrated to those who attended our awards dinner at Fort Sam Houston in August. The exemplary caliber of our honorees helps make us all very proud that this year the Flight awarded five scholarships to ROTC cadets, soloed four CFIP students, honored more than 100 JROTC cadets, and presented the Crane and Eubank Awards to two outstanding 12th Flying Training Wing instructor pilots. Nationwide, the Foundation is on track to award nearly 100 ROTC scholarships, solo 20 students, present 1200 JROTC medals, and honor top pilot training graduates, the best pilots in each service, the number one graduate from the Air Force Academy, outstanding aircraft maintenance units, and more.

These achievements are possible because of your gifts to Stinsons Flight and the Daedalian Foundation. During the coming weeks you will be asked to make a donation to the Flight and also to support the Foundation. Your support is the key to the success of the Daedalian mission. Please give generously and help strengthen the future of military aviation.

Jerry Allen

VOLABAMUS

VOLAMUS

Ft Captain Allen swears in CW5 Ryan Newman, USA (Ret)
Stinson Field turns 100 years old in 2015: A Passion for Flying

It all goes back to the year 1915, when three siblings and two passions all came together to create the Stinson School of Flying. The people were Marjorie, Katherine and Eddie Stinson (see photo below). All three had a passion for flying, but Katherine had a passion for music as well, and, as fate would have it, a newspaper article somehow managed to tie together those two loves. The article said that barnstorming pilots or exhibition pilots were earning $1,000 dollars a show. “So she wanted to take that money and go to Europe and eventually study piano and that was her entry into aviation,” according to San Antonio Airport Assistant Director Tim O’Krongley.

So with a plan in place, Katherine got to work in starting the school. Eddie Stinson, her brother, selected a plot of land south of town just west of the San Antonio River. Her sister, Marjorie, went to City Council to petition them to open up the school. City Council rented her 500 acres for $5 per year. It was a good deal, O’Krongley says. In the years that followed, Katherine made the trip to Europe but it was her love of flying and not her love of music that would take her there. She flew to England, Japan and China, becoming the first woman to perform the loop-the-loop maneuver. She set successive endurance and distance records and raised $2 million dollars for the American Red Cross. Meanwhile, Marjorie and Eddie continued to expand operations at the Stinson School of Flying, teaching civilian students like Jack Frost and pilots from the Canadian Air Force. World War I eventually brought a ban on civilian flying, marking the end of the Stinson School of Flying.

During World War I and afterwards, the airfield was run by the City of San Antonio. According to O’Krongley, the airport was used primarily by barnstormers and experimental pilots until the late 1920’s or early 1930’s. For a few years, Stinson served as a commercial airport with airline service from American, Braniff and Eastern Airlines. In 1935/1936, a new terminal building was built as a Works Progress Administration (WPA) project.

During World War II, the Air Force took control of the airport and utilized it as a training base. The military constructed more than 100 buildings, some of which are still standing. However, after World War II, Stinson’s era of commercial airline service was over as commercial airlines moved to San Antonio International Airport. (Ref, http://sanantonio.gov/SSF/History.aspx)
**Date:** Tuesday, October 28th

**Program:** Col Mo Baker (Ret.)

**Place:** Parr Officers’ Open Mess

**Time:**
- 1800 hrs. Social (open bar)
- 1900 hrs. Dinner
- 1930 hrs. Program

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**Menu**

- Mandarin Orange Spinach Salad w/Raspberry Vinaigrette
- 12 oz. T-Bone Steak
- English Roasted Potatoes
- Grilled Zucchini, Peppers, and Squash
- Baked Dinner Rolls
- Water, Iced Tea and a Carafe of Red and White wine will be on the table
- Coffee served with dessert which is; Chocolate Cake w/Fudge Cream Sauce

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**PRICE:** $30 per person

Reservations: Call (210) 258-4143 (voice mail) or email:

reservations@stinsonsflight.org

-- Reservations are essential for a smooth and enjoyable dinner experience. If you use the correct address, you will get an acknowledgement of our receipt immediately. If you do not get an acknowledgement, we did not get your reservation. Please check the address and send again. --

**Reservations cutoff: Friday, 24 Oct, 1100 hrs.**

PLEASE NOTE: Every attempt will be made to confirm reservations made by e-mail, however we are not staffed to reply to reservations made by telephone. Please accept our apologies.

**Dress:** Members and guests should be clothed appropriately and comfortably for the season. Daedalian Blazers, Flight Suits & BDUs are acceptable at any function except for a declared formal event.

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**2014 FLIGHT PLAN**

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<tr>
<td>28 Oct</td>
<td>Dinner Meeting</td>
<td>Parr Officers’ Open Mess</td>
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<tr>
<td>1800</td>
<td>Program – Col Mo Baker (Ret.)</td>
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**NOV – NO MEETING**

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<tr>
<td>5 Dec</td>
<td>Holiday Reception</td>
<td>Parr Officers’ Open Mess</td>
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<td>1700 - 1900</td>
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<tr>
<td>17 Dec</td>
<td>Stinsons Memorial Ceremony</td>
<td>Stinson Municipal Airport</td>
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<tr>
<td>1100</td>
<td>Program – Maj “Chop” Thiele, USAF DFC Iraqi Freedom</td>
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*You may also find meeting and program information in the Stinsons Flight Calendar at [www.stinsonsflight.org](http://www.stinsonsflight.org) and [Apollo].*

**USE OUR WEBSITE CALENDAR**

When you look at your Stinsons Flight website you should check your Flight CALENDAR which shows the schedule for Flight Meetings and Ceremonies. If you don’t have a Windsock handy, it can be a quick help. Here’s a TIP - Click on the text for that event. You’ll then get another display with more info!