NEXT MEETING: Tuesday, 18 April 2017 (Lunch)  
Location – American Legion Post 160, 160 Legion Drive, Smyrna, GA  
Call/e-mail Don Myers – 404.432.6600 / dmyers80@hotmail.com

Flight Captain’s Corner

The yellowing of Atlanta has announced the beginning of Spring! All we need now is to make it to summer without the tornados that have sadly ravaged so many of our neighboring states.

Our National Convention has suffered from a poor response this year. We will take some time to discuss and get your inputs on what we would like to have with regard to locations, frequency, activities and programs at future conventions. Our Flight membership represents the demography of our nation’s professional working class. It’s hard work finding a time and place for a convention to accommodate the majority of our membership. Wayne Waddell will be our senior representative at this year’s convention and will provide us with a recap at the 18 April meeting.

We have another scholarship award winner. He is Cadet Zack Pagan who is in the Kennesaw State Detachment. National not only matched our scholarship amount for Zack but also came up with an additional $500, bringing Zack’s total Daedalian scholarship to $3500. Amazingly, even after experiencing some formation flying with Bill Rial, Zack still hasn’t dropped out of the program! Please try to attend our 18 April Flight meeting. We hope to get Zack and his parents to this luncheon so all can shake his hand. Additionally, your Flight leadership hopes to make the formal scholarship presentation at the USAF awards event on 21 April at Georgia Tech.

Please let me know if you served in the first Gulf War. In addition to Wayne’s convention recap and Cadet Pagan’s scholarship presentation, we are also looking for Gulf War veterans to tell us some stories at our 18 April luncheon. Let me hear from you as soon as possible.

You should be receiving an Apollo generated survey soon. A part of this survey is to help us plan Flight meetings that will be not only informative and fun, but also travel-friendly. For your planning, we are tentatively looking at using the 57th Fighter Group restaurant (3829 Clairmont Rd; Atlanta) for the June or August meeting.

Over the years, Flight 102’s JrROTC Daedalian Awards program has benefitted from the extreme hard work and numerous work hours by David Jones and Vance Gammons. Now Dale Hill’s equally arduous effort and total dedication has raised our Flight’s participation in this program to even higher levels. National now recognizes our Daedalian Junior ROTC Awards program as one of the most active programs in the Daedalian organization. Relatively new Flight member Wally Drage has already represented the Daedalians at two presentations this year. Please take the time to look at Dale’s presentation schedule and see if you can visit a JrROTC unit…, or two!

Hope to see you on 18 April. Volabamus! Volamus!

Joe

If we should have to fight, we should be prepared to do so from the neck up instead of from the neck down.
— General James H. Doolittle
Military Aircraft Highlights

**Curtiss C-46**

The Curtiss C-46 Commando is a transport aircraft derived from the Curtiss CW-20 pressurised high-altitude airliner design. Early press reports used the name 'Condor III' but the Commando name was in use by early 1942 in company publicity.

- Top speed: 269 mph
- Wingspan: 108' 0"
- Length: 76'
- Introduced: 1941
- Manufacturer: Curtiss-Wright
- First flight: March 26, 1940

**Vought SB2U Vindicator**

The Vought SB2U Vindicator was a carrier-based dive bomber developed for the United States Navy in the 1930s, the first monoplane in this role.

- Top speed: 251 mph
- Wingspan: 42' 0"
- Length: 34'
- Introduced: 1937
- Manufacturer: Vought
- Engine type: Radial engine
- First flight: January 4, 1936

**Military Ace Highlight – Joe Foss**

Joseph Jacob "Joe" Foss (April 17, 1915 – January 1, 2003) was a United States Marine Corps major and the leading Marine fighter ace in World War II, and a Medal of Honor recipient, recognizing his role in the air combat during the Guadalcanal Campaign.

Originally assigned in photographic reconnaissance, Foss eventually became a Grumman F4F pilot in VMF-121 in 1942, and fought in the Battle of Guadalcanal. Foss gained a reputation for aggressive close-in fighter tactics and uncanny gunnery skills. Foss shot down a Japanese Zero on his first combat mission on October 13, but his own F4F Wildcat was shot up as well, and with a dead engine and three more Zeros on his tail, he landed at full speed, with no flaps and minimal control on Henderson Field. On 7 November his Wildcat was again hit, and he survived a ditching in the sea off the island of Malaita. In three months of sustained combat, Foss's unit shot down 72 Japanese aircraft, including 26 credited to him. Upon matching the record of 26 kills held by America's top World War I ace, Eddie Rickenbacker, Foss was accorded the honor of becoming America's first "ace-of-aces" in World War II. (From https://en.wikipedia.org/wiki/Joe_Foss)
High Flight
By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed and joined the tumbling mirth of sun-split clouds -
and done a hundred things You have not dreamed of -
wheeled and soared and swung high in the sunlit silence.
Hovering there I've chased the shouting wind along
and flung my eager craft through footless halls of air.
Up, up the long delirious burning blue
I've topped the wind-swept heights with easy grace,
where never lark, or even eagle, flew;
and, while with silent, lifting mind I've trod
the high untrespassed sanctity of space,
put out my hand and touched the face of God.

High Flight was composed by Pilot Officer John Gillespie Magee, Jr., an American serving with the Royal Canadian Air Force. He was born in Shanghai, China in 1922, the son of missionary parents, Reverend and Mrs. John Gillespie Magee; his father was an American and his mother was originally a British citizen.

He came to the U.S. in 1939 and earned a scholarship to Yale, but in September 1940 he enlisted in the RCAF and was graduated as a pilot. He was sent to England for combat duty in July 1941. In August or September 1941, Pilot Officer Magee composed High Flight and sent a copy to his parents. Several months later, on December 11, 1941 his Spitfire collided with another plane over England and Magee, only 19 years of age, crashed to his death. His remains are buried in the churchyard cemetery at Scopwick, Lincolnshire.