

Willie Flight 832



Willie was initially named **Mesa Military Airport**. the name was changed October 1941 to **Higley Field**, the base being in the proximity of the town of Higley, Arizona. In February 1942, the growing military airfield's name was changed to **Williams Field** in honor of Arizona native 1st Lt Charles Linton Williams (1898–1927). Lieutenant Williams died on 6 July 1927 when his Boeing PW-9A pursuit aircraft crashed near Fort DeRussy, Hawaii. Williams Field was re-designated **Williams Air Force Base** on 13 January 1948. The Base was closed in 1993 and officially reopened as Williams Gateway Airport in March 1994. In 2007, the name of the Airport was changed to Phoenix-Mesa Gateway Airport.



WILLIE FLIGHT 82
Order of Daedalians
 P.O. Box 11261, Chandler, AZ 85248
<http://www.willieflight.org>



FLIGHT CAPTAIN'S CORNER



2022 is getting off to a rough start with the upsurge of the Covid Variant Omicron. It has impacted our monthly meeting attendance recently. We had twenty-four registered to attend our January meeting and only had eighteen show up. Since we must give a hard count to the hotel five days ahead of the luncheon and pay for that number, we have to ask the no shows

pay even though they did not attend. For those who were there, Arlan Allen, a fellow Willie Flight member gave an outstanding presentation on VA Benefits and VA Health Care. He went into more detail on service-connected illnesses, Presumptive illnesses, claims procedures and the appeal process.



Our Scholarship funds come from member donations and the monthly raffle. In Feb of 2020, we had approximately \$23,000 in our combined accounts, thanks to a generous donation of \$10,000 from former member Merle Fister. Today, our accounts total \$13, 034. At our last staff meeting, the staff decided unanimously to reduce the scholarships for 2022 from \$1000 to \$500,. This was based on the overall financial status of the flight. Some Good News, Arlan Allen has offered to support three \$500 Scholarships to Army cadets. THANK YOU ARLAN. Any member wishing to donate to the scholarship fund can do so using the form for paying dues/slash donations to scholarships found on page 7.

Speaking of dues, the 2021 dues were waived for any member who was current on their 2020 dues. This was done because of the Covid pandemic forcing the flight to discontinue having in person meetings until September of 2021. But, as of 8 January, we have forty-seven flight members who still owe 2022 dues of \$15.

Our upcoming meeting is on the 12th of February. James McLeroy will speak on the "Battle Of Kham Duc, a Special Forces Camp in the Tri-Border area of Vietnam, Laos and Cambodia. He Co-Authorred the Book titled "BAIT". Many of our members are Vietnam veterans and I am sure they will enjoy the presentation. You can check out his biography and a few critiques on his book on pages 3-5. I hope to see you there.

NEXT MEETING:

It will be on Saturday, 12 February at The Doubletree by Hilton Phoenix Mesa. The address is 1011 West Holmes Ave. Mesa, AZ 85210.

Speaker: Jim McLeroy Bio Page 3

Time: 1100 Social Hour, 1200 Lunch **Meeting Dress:** Dressy Casual

Menu: Chicken Marsala, pasta, vegetables, salad, rolls, dessert, coffee and tea.

Price: \$30 per person.

Note: Please pay with a check (raffle tix are 6 for \$5.

Reservations: To make a reservation, please contact your Element Leader (page 6), by Sunday, 6 February. For questions, please call Tom Waldron (480-883-0853 or 602-743-3661).

Cancellations: If you have made reservations and you cannot attend, please contact Tom Waldron (480-883-0853 or 602-743-3661) as soon as possible, so he can notify the restaurant. Cancellations made after the Sunday before the meeting will incur a \$30 charge.

Need a ride? Art Stark for help; 480-277-4700.

2022 Meeting Calendar			
12 Feb	General Meeting	15 Feb	Staff Meeting
12 Mar	General Meeting	15 Mar	Staff Meeting
9 Apr	General Meeting	12 Apr	Staff Meeting
14 May	General Meeting	17 May	Staff Meeting

Officers & Staff:

Elected Officers:

- Flight Captain: Ron Perkins, 602-295-3880
- Vice Flight Captain: Art Stark, 480-288-9301
- Treasurer: Caroline Evernham, 478-973-2093
- Scholarships Chairman: Gerry Homewood, 602-790-8151
- Provost Marshal: Bill Follette, 602-619-5445

Appointed Staff:

- Flight Adjutant: Arlan Allen, 602-283-5862
- Elements Co./Chaplain: Tom Waldron, 602-743-3661
- A-V Support: Art Stark, 480-288-9301
- Webmaster: Kurt Gearhart, 480-329-1936
- Biographies: Gary Klein, 480-650-5522
- Asst Scholar./Awards: Gary Zettl, 480-415-6854
- Membership & Pub.: Ron Perkins, 602-295-3880



12 February Guest Speaker James D. McLeroy Biography

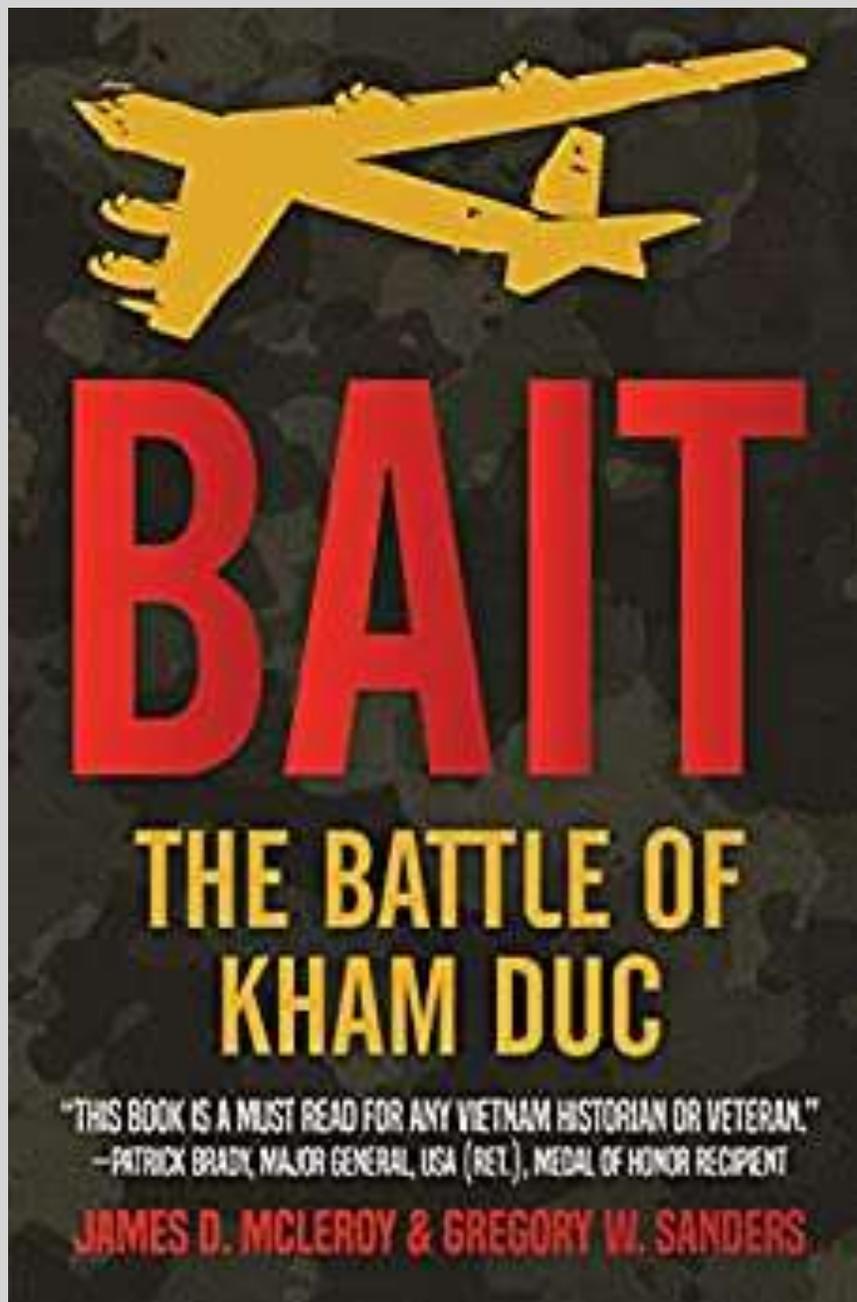
James D. McLeroy voluntarily joined the Army in 1965 with a double draft deferment for age and occupation. After completing the Basic, AIT, Infantry Officer Candidate, Airborne, Ranger, and Jumpmaster courses at Fort Benning, GA; the Special Forces Officers course and SF Vietnam Pre-Mission

course at Fort Bragg, NC; and the Jungle Warfare course in Panama, in 1967 he was assigned to the 5th Special Forces Group in Vietnam.

In 1968, he volunteered for SOG, received a top-secret clearance, and was assigned to FOB 4 as the assistant operations officer. He was later assigned to Kham Duc SF camp in Quang Tin Province, I Corps as the officer-in-charge of the covert, cross-border SOG launch site there. For 3 days in May 1968, Kham Duc was attacked by two full regiments of the North Vietnamese Army.

In his later civilian career he was an international corporate executive, an international commercial banker, and an international financial consultant. With a BA degree in literature and an MA degree in history from the University of Texas at Austin, he and a co-author, Gregory Sanders, wrote **BAIT**:





A history of one of the least known and most misunderstood battles in the Vietnam War.

The strategic potential of the three-day attack of two North Vietnamese Army (NVA) regiments on Kham Duc, a remote and isolated Army Special Forces camp, on the eve of the first Paris peace talks in May 1968, was so significant that former President Lyndon Johnson included it in his memoirs. This gripping, original, eyewitness narrative and thoroughly researched analysis of a widely misinterpreted battle at the height of the Vietnam War radically contradicts all the other published accounts of it. In addition to the tactical details of the combat narrative, the authors consider the grand strategies and political contexts of the U.S. and North Vietnamese leaders.

Praise for *Bait: The Battle of Kham Duc*

“This book is a must read for any Vietnam historian or veteran.” — *Patrick Brady, Major General, USA (ret.), Medal of Honor Recipient*

“For an authentic, detailed view of how large battles between U.S. combined-arms forces and regular North Vietnamese Army forces were fought in Vietnam in 1968, *Bait: The Battle of Kham Duc* is required reading.” — *General H. Hugh Shelton, 14th Chairman, Joint Chiefs of Staff*

“This first-hand, exhaustively documented account of a large battle in the Vietnam War shows the decisive role of air power in all its forms.” — *Carl Schneider, Major General, USAF (ret.)*

“One of those rare historical narratives that explains in rich detail a battle that was little understood or reported on at the time it was fought but was of strategic importance and heroic dimension.” — *Marine Corps Gazette*

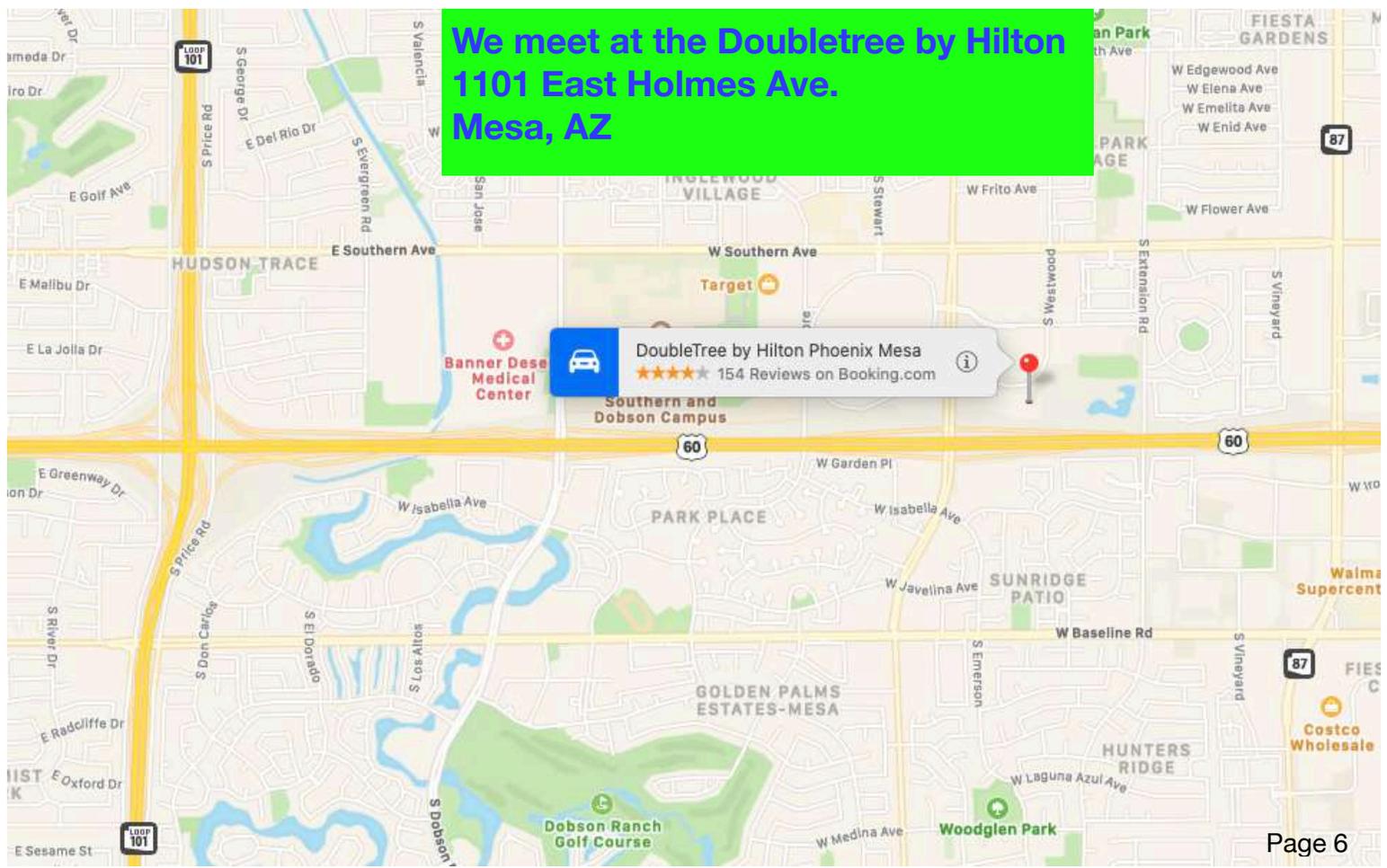
“The account of the battle is both detailed and exceptionally well-written; McLeroy’s participation in the battle adds authenticity to the narrative.... Highly recommended for anyone interested in how large-scale battles were fought in Vietnam at the height of U.S. commitment on the ground there.” — *Journal of Military History*

Attention All : Your element Leader may have changed; be sure to check it out!!!!

Flight 82 Dinner Reservation Procedures:

When you get this newsletter, please contact your Element Leader (shown below) to make a reservation by the Sunday prior to the meeting. If that does not work, please contact Tom Waldron (480-883-0853 or 602-743-3661).

MEMBERS	ELEMENT LEADER	EMAIL ADDRESS	PHONE NUMBER
1) ALLEN TO DICKMAN	ARLAN ALLEN	cw4allen@cox.net	480-244-5782
2) DOOLEY TO GORMAN	BUDDY SIMS	tisims@centurylink.net	970-445-7573 or 623-535-1952
3) GREGORY TO KARP	GARY ZETTL	gzettl@msn.com	623-680-2603
4) KIEHLBAUGH TO McD	DAVE OLDROYD	doldroyd3@cox.net	480-844-0445
5) McGRAIN TO PELTON	BILL FOLLETTE	Bill@strategicquality.com	602-619-5445
6) PERKINS TO SLOAN	JOHN SLAUGHTER	john.slaughter@outlook.com	602-684-8463
7) SORENSON TO VANDEVENTER	TOM WALDRON	mojack7@msn.com	480-883-0853 or 602-743-3661
8) VANGSNES TO ZETTL	RON PERKINS	rbperkins@cox.net	602-295-3880



Willie Flight 82 2022 Dues are Due Now and Delinquent 31 March:

If you have not yet paid your Flight 82 dues (\$15), please do so ASAP -- use the form below or **pay at the next luncheon.**

NOTE: National dues are collected separately -- Daedalians' HQ will bill you directly if you are not a life member.



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FLIGHT 82 DUES FOR 2022: If you need to pay your local dues or would like to make a scholarship donation, please print out this form, complete it, clip at dotted line, and send to:

*Willie Flight 82
P.O. Box 11261
Chandler, Arizona 85248*

Enclose a check for Flight dues (\$15) and add any scholarship donations you would like to make. Please make your check out to "Willie Flight 82"

NAME: _____

(First) (Last)

RANK: __ SERVICE: _____ ACTIVE __ RETIRED __ or OTHER _____

SPOUSE'S NAME: _____

ADDRESS: _____ CITY: _____

STATE: _____ ZIP: _____

E-Mail: _____

Home Phone: _____ Cell: _____

AMOUNT ENCLOSED: Annual Flight Dues (\$15): _____

Scholarship Donation: _____

Total Enclosed: _____



January 2022 Meeting



Aviation Heritage

Jan. 8, 1944: The Lockheed P-80 Shooting Star made its first flight. The Shooting Star was the first jet fighter used operationally by the U.S. Army Air Forces. Designed and built by Lockheed in 1943 and delivered just 143 days from the start of the design process, production models were flying, and two pre-production models did see very limited service in Italy just before the end of World War II. Designed with straight wings, the type saw extensive combat in Korea with the U.S. Air Force as the F-80. America's first successful turbojet-powered combat aircraft, it helped usher in the "jet age" in the Air Force, but was outclassed with the appearance of the swept-wing transonic MiG-15 and was quickly replaced in the air superiority role by the transonic F-86 Sabre.

Jan. 10, 1956: Three pilots – 1st Lieutenant Barty Ray Brooks, Capt. Rusty Wilson and Lt. Crawford Shockley — picked up three brand new F-100C Super Sabre fighters at the North American Aviation Inc. assembly plant at Air Force Plant 42, Palmdale, Calif. This was to be a short ferry flight to nearby George Air Force Base, only 42.5 miles to the east. Initially, the flight was uneventful until the pilots lowered the landing gear to land. One of the other pilots saw that the scissors link joining the upper and lower sections of the nose gear strut on Brooks' Super Sabre was loose. Concerned that he would not be able to steer the fighter after touching down, Brooks diverted to Edward Air Force Base, 36 miles to the northwest, where a larger runway and more emergency equipment was available. Wilson escorted Brooks to Edwards. During his final approach to the runway Brooks allowed the fighter to slow too much and the outer portion of the wings stalled and lost lift. This shifted the wings' center of lift forward, which caused the airplane to pitch up, causing even more of the outer wing to stall. Brooks fought to regain control of the airplane, but he was unable to. At 4:27 p.m., PST, the F-100 crashed on the runway and exploded. Brooks was killed. In preparation for a test later that afternoon, the Edwards' film crews had their equipment set up along the runway and captured the last seconds of Brooks' flight on film. This is the most widely seen crash footage, and is still in use in pilot training. It is named "The Sabre Dance."

Jan. 11, 1944: While escorting a group of B-17s and B-24s near Oschersleben, Germany, Lt. Col. James H. Howard engages a group of German Bf-109s and Bf-110s climbing to attack the bombers. Howard shoots down one of the fighters and his squadron mates shoot down eight more. Realizing the "Big Friends" are now unprotected, he climbs and single-handedly takes on 30 fighters attacking the bombers without waiting for his wingman or the rest of his squadron. He shoots down at least four of the attackers and then three of his six .50 cal. machine guns jam. Even though his fuel is low, he continues to press the fight and damages two more aircraft. He survives the engagement and is later awarded the Medal of Honor. He is the only pilot flying a North American P-51 Mustang to receive the Medal of Honor during World War II.

Jan. 12, 1973: Pilot Lt. Victor T. Kovaleski and radar intercept officer Lt. James A. Wise of VF-161, embarked on board Midway (CVA 41), shot down a North Vietnamese MiG-17 Fresco with an AIM-9 Sidewinder air-to-air missile from their F-4B Phantom II. Theirs was the last victory of the war, making a total of 62 enemy aircraft shot down by Navy and Marine Corps pilots during the Vietnam War.

Jan. 13, 1942: The Sikorsky XR-4, the U.S. Army Air Force's first helicopter, made its initial flight with its creator, Igor Sikorsky at the controls. The R-4 was a two-seat helicopter designed by Igor Sikorsky with a single, three-bladed main rotor and powered by a radial engine. The R-4 was the world's first large-scale mass-produced helicopter and the first helicopter used by the United States Army Air Forces, the United States Navy, the United States Coast Guard and the United Kingdom's Royal Air Force and Royal Navy. In U.S. Navy and U.S. Coast Guard service, the helicopter was known as the Sikorsky HNS-1. In British service it was known as the Hoverfly.

Aviation News

Fighting Comes Into Focus for the Space Force in 2022

Jan. 2, 2022 | By Amanda Miller

The leaders of the Space Force foresee the service continuing to become more “lethal” in 2022, inventing new tactical scenarios in its third year while maturing its organizational charts and carving out roles for outside entities.

“I hope I am able to say that in Year 3, you’ll see us really putting our tires on the track and just really moving out and delivering the things that we’ve been thinking about and working on and designing,” said Space Force Lt. Gen. Nina M. Armagno.

Space Force’s director of staff at its Pentagon headquarters, Armagno summed up the service’s first two years and looked ahead to 2022 in a Potomac Officers Club webinar.

Maturing Organizations

Having now stood up all three of its field commands—two in 2021—the Space Force still needs to finalize where to base the headquarters of one. That process for Space Training and Readiness Command, temporarily at Peterson Space Force Base, Colo., may be forthcoming.

Likewise, at the combatant command level, U.S. Space Command waits to find out whether it will move to Redstone Arsenal, Ala., as announced.

Meanwhile, the Space Force will double the size of its Pentagon headquarters staff, expecting to add 300 people in 2022, said Armagno.

People and satellites from the Space Force’s sister services will transfer to the new service in 2022. This second batch of transfers will turn 670 Marines, Sailors, and Soldiers into Guardians. They, and 259 civilians also transferring, will have a new orientation class to help bridge cultures. The Space Force also plans to add another 521 enlisted Guardians and about 70 officers through recruitment in 2022.

The Space Development Agency moves over in 2022 as well, from the Office of the Secretary of Defense to the Space Force. It will take along its plan for a multilayered, multifunctional constellation of relatively low-cost satellites made of readily available parts.

“I call it ‘cracking commercial’—hacking commercial,” Armagno said, referring to SDA’s role. That means figuring out how companies in the private sector “move so quickly— to capitalize on some of their innovation and inventiveness and bring it into the hands of operational warfighters sooner.”

Bringing Outside Entities Into the Fold

Partnerships now formalized with 11 universities will get off the ground in 2022. Selected in part for having Air Force ROTC detachments, the 11 also feature aerospace research programs.

On a visit to the University of Colorado Boulder to shake on the plan, Vice Chief of Space Operations Gen. David D. Thompson described the Space Force's training and education needs. He said they're "very, very focused and very, very high tech."

To "operate successfully in an incredibly complex physical and technical domain," Thompson said Space Force leaders realized the service needed to adapt.

Armagno, who attended the partnership signing at Georgia Tech, said the program is meant to benefit the Space Force on multiple levels: "world-class research, advanced education, and leadership development."

In terms of working with companies in the private sector, Armagno said a business fair by the new Space Warfighting Analysis Center was "a recipe for success, and we're going to repeat it." The new center brought in companies for briefings "so that industries understood exactly what we need and why we need it."

As evidence of growing collaboration with other countries' militaries, Armagno offered the example of Chief of Space Operations Gen. John W. "Jay" Raymond's "chiefs' summit." The summit hosted chiefs from 12 partner nations in 2020 and will grow to 22 in 2022.

Space Force's "partnering arrangements" have delivered cost savings plus "opportunities to grow our relationships with the international community," Armagno said. "For example, Norway is hosting a Space Force payload on one of its satellite launches, and it's providing Arctic communications two years sooner than we could do it."

Fighting Comes Into Focus

Only a few years ago, talking about "fighting in space" wasn't only taboo: "I can remember when 'space superiority,' 'offensive and defensive operations in space,' 'warfighting in space' — you couldn't even use these words. It was against policy to talk about these things," said retired Air Force Gen. Kevin P. Chilton, a former astronaut and commander of Air Force Space Command and U.S. Strategic Command.

Now serving as the Mitchell Institute's Explorer Chair for Space Warfighting Studies, Chilton talked about the military's changing mindset with Space Force Lt. Gen. Chance B. Saltzman in a webinar rounding up some of the service's accomplishments.

Saltzman suggested that provocative activities such as Russia's debris-generating anti-satellite test in November are "a natural consequence of military behaviors."

“When you are behind, you look for ways to seek vulnerabilities of your adversary and your competitor so that you can regain the strategic advantage, and we’re seeing that play out,” Saltzman said.

To be ready in the event that “a very bad day happens in space and the country need to recover,” Armagno said the Space Force practiced a “groundbreaking event” in June 2021 —the service’s first “tactical responsive launch mission.” Space Systems Command, another of the three field commands, compressed what Armagno described as “the normal multi-month preparation timeline” for a launch “to just under three weeks.”

The exercise “demonstrated a possible rapid reconstitution capability for the nation,” Armagno said.

Armagno predicted that the service will publicly unveil a new force design for missile warning and missile tracking in 2022, “and we’ll continue to evaluate force designs for other missions.”

To help the Space Force prevent “bad actors” from causing more havoc in space, Armagno said globally accepted norms of behavior are the first step.

“From a military perspective, what’s important about norms of behavior is that we’re going to be able to tell who’s not following them,” Armagno said.

Willie Flight 82 Needs your Help

Kurt Gerhart, fellow Willie Flight member, has been working on our web site. He has asked for photos of our members with the airplanes they flew. We would like you to send photos to Bill Follette, bill@strategicquality.com

We are looking for an assistant treasurer to help with Caroline Evernham, who teaches JROTC on the Navajo Indian Reservation and drives back and forth to Phoenix every week. If interested, please contact Ron Perkins at rbperkins@cox.net