



Willie Flight 82 Daedalians

MAY NEWSLETTER

Greetings Fellow Daedalians,

Our next and final gathering before the summer break will be Thursday, May 9th, at the Wyndam Hotel, 1600 S. 52nd Street, Tempe, AZ 85281. The social Hour will begin at 1100 and the meeting will start at noon. Lunch will be served, followed by Lt. Col. Ted Lloyd giving a presentation titled "The POW/MIA Bracelet, The Origin and Significance: Yesterday and Today". He has requested that if you have a bracelet to please bring it with you.

Please respond to your element leader not later than Saturday, May 4th, by 1700 if you plan to attend the May 9th meeting.

On the following pages, you will find a very impressive biography of Lt. Col. Lloyd's career, pictures from the last gathering, and my recollections of USAF pilot training, "A Series of Solos".

Stay safe and be well,

Rick Drown

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Willie Flight Speaker 9 May, 2024

Lt. Col Ted Lloyd

"The POW/MIA Bracelet, The Origin and Significance: Yesterday and Today".



"The POW/MIA bracelet is the one that spawned all the cause commemorating bracelets that followed." *Please bring your bracelet if you have one.*

Biography: Lt Col Lloyd has flown 50 different types of aircraft in sixty-six years of flying. Some of his most memorable experiences occurred during five years in Vietnam 1968-73. World War Two veterans returned home and were reticent about their combat experience. Korean War veterans were slightly more willing to share. Returning Vietnam veterans were shunned by half the country, vilified in movies, and often retreated into isolation and depression.

Times have changed. Public acceptance of the current men and women serving in Middle Eastern conflicts provide new hope to those whose wartime experience may be lost to history. Anyone who has ever received a medal, will always say that the ones most deserving of a medal never made it back.

Lt Col Lloyd has over twenty-five years of international management experience. He is a former Air Attaché in the American Embassy in Paris, the Berlin Desk officer, an Executive Director with offices in seven European countries, and Corporate CEO who has lived and traveled extensively throughout Europe, Africa and Asia. He has been a consultant to the US State Department and Department of Defense and has lectured at major worldwide conferences throughout Europe and Asia.

An experienced pilot, (Airline Transport Pilot rating, USAF Command Pilot wings, and French Air Force Pilot wings), he has flown 50 different aircraft types since 1954. He was the Chief of the U-3 Standardization/Evaluation "Dragon Lady" Chase program and has worked and flown with the national air forces of France, Republic of China, Australia, Viet Nam, and Germany. Ted has two Masters Degrees in Public Administration/Social Science, (U. of N. Colorado) and International Relations/National Security Affairs (Naval Postgraduate School) and is a graduate of the Air War College, and Defense Intelligence School. He is a member of the American Aviation Historical Society (AAHS), Association of Former Intelligence Officers (AFIO), Daedalians Military Aviation Professionals, the Commemorative Air Force (CAF), and ANA/Assn of Naval Aviation.







USAF Pilot Training: "A Series of Solos"

My Airforce career began in August of 1969 at Officer Training School (OTS). After three months at Lackland, I was scheduled to attend Undergraduate Pilot Training (UPT) at Webb AFB. I had my career all figured out. I was going to spend four years in the Air Force, go back to Toledo, Ohio, join the Toledo National Guard, and fly for United Airlines. My plans came crashing down when we had one last physical at OTS. A slight refractive error in one eye disqualified me for pilot training, and off I went to Mather AFB for Undergraduate Navigator training (UNT). After UNT, I attended Navigator Bombardier Training which led to B-52 assignments to the Strategic Air Command with one exception. Each class had one slot for an F-111 to the Tactical Air Command. I was fortunate enough to get the F-111F in my class to Mountain Home AFB, Id. When I got to Mountain Home, I immediately told my flight commander that I wanted to go to UPT. Another physical, and my refractive error had gone away. After about 18 months of flying in the F-111F, I was able to apply for a UPT slot. Low and behold, I was selected to go to Reese AFB, TX, Class 74-06.

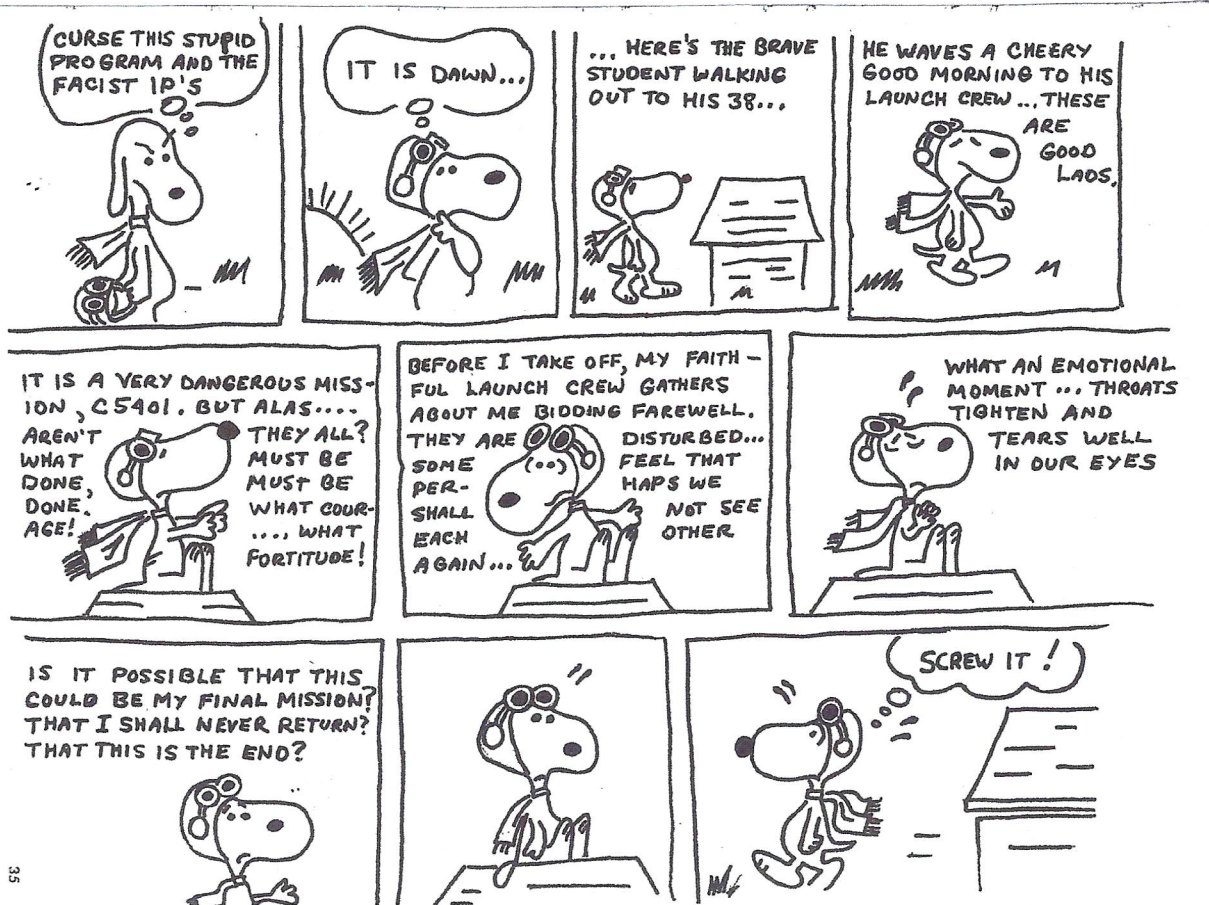
Class 74-06 started out with 60 aspiring pilot trainees. There were three different flying phases in the program. The T-41, the T-37, and the T-38. T-41 training was conducted at the Lubbock Regional Airport. The T-41 was the military version of a Cessna 172. Our instructors were contract civilians. My instructor was a former WWII B-25 pilot. I can still hear him loudly telling me , "Look outside, see where you are going, clear, clear, clear! Look inside! Your instruments are screaming at you!" The first solo was approaching rapidly, and it would result in our class losing several trainees. You either soloed on time, or were eliminated. It became obvious that keeping the pressure on trainees was part of the program. Between academics and flying, it was like drinking out of a fire hose.

Our next flying phase was in the T-37 Tweet. Once again, the initial solo loomed in the contact phase and would by and large determine who would move on in the program. We lost several classmates to Self Initiated Elimination (SIE) after deciding flying just wasn't what they wanted to do. One of our classmates who quit had 3,000 hours of civilian time and refused to fly "military style"! However, the initial solo in the Tweet once again was the grim reaper. The landing phase got several, and others fell victim to air work and pattern deficiencies. By the time the T-37 phase was over, our class size was down to about 40.

By the time we got to the final phase of training in the T-38 Talon, we were starting to think we just might survive the program and get our wings. That said, it was still a pressure cooker. The T-38 White Rocket was a different beast than the T-37. The takeoff and landing speeds were eye watering at first. It had afterburners and was supersonic. The heavy weight single engine landings and no-flap landings were challenging, but had to be mastered before soloing. One of our classmates had so much trouble with the no-flap landing that he went to a final progress check and just managed to squeak out an acceptable touchdown on his last attempt. This time, the initial solo didn't claim any of us.

I ended up spending 20 years in the Air Force. After graduating from UPT, I ended up flying the T-38 for six years and spent five years at Plattsburgh AFB flying the FB-111. After I retired, I flew for Northwest Airlines for 17 years, so in a way, I got to live my dream, just in a different path than I planned.

The T-38 First Solo Flight was designated Mission C5401. This is a cartoon from our 7406 year book titled "The Dust Also Rises." Wind and dust storms were facts of life at Reese. In fact, stronger students were designated as "Wind Qualified" and were allowed to solo in higher shall we say gale like conditions!



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This is our somewhat risqué class patch. You may notice that the wings might resemble a pair of up turned feet, and the body might resemble a pair of down turned feet. We tried to get the caption "Fly United" approved, but our class commander nixed that.