

David H. Adrian, Early satellite warfare history

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"All the News That's Fit to Print"

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30 CENTS

The New York Times

Weather: Mostly cloudy, warm sun. Light easterly winds. Clear tonight. Sunny, more humid tomorrow. Temperature today 43-61, tonight 43-53, yesterday 49-64. Details page B-1.

U.S. SAYS SOVIET DOWNED KOREAN AIRLINER; 269 LOST; REAGAN DENOUNCES 'WANTON' ACT

LEWIS GORDON

KAL007 headlines
Sept. 2 1983

Flight of the Korean 747

11:00 P.M. Eastern Daylight Time Tuesday: Korean Air Lines Flight 7 leaves JFK Airport with 269 people bound for Seoul.

10 A.M. Wednesday: Air liner leaves Anchorage after refueling.

1 A.M. Thursday, Korean Soviet radar begins tracking the jet after it enters Soviet airspace over the Kamchatka Peninsula. (It is now Wednesday in New York.)

3:12 A.M.: Soviet pilot reports seeing plane.

3:27 A.M.: Soviet pilot reports the plane's altitude — about 22,000 feet.

3:33 A.M.: Last radio contact with plane.

3:36 A.M.: Soviet pilot reports firing shots.

3:50 A.M.: Radar shows the Korean plane at altitude of about 14,400 feet.

3:58 A.M.: Jetliner disappears from radar screens.

A FRUITLESS SEARCH

President Calls Meeting of National Security Council for Today

By ROBERT B. McFARLANE

A South Korean airliner missing with 269 people on a flight from New York to Seoul was shot down in the Sea of Japan by a Soviet jet fighter near a Soviet island off Hokkaido, the United States said yesterday.

There were no known survivors of the attack, in which a two-engine aircraft was said to have been found.

Statements by U.S., page A1.

MOSCOW CONFIRMS TRACKING OF PLANE

But Tass Statement Is Silent About an Attack on Airliner

By JIMMY F. BURRIS

MOSCOW, Sept. 1 — After nearly 24 hours of silence, the Soviet Union confirmed tonight only that its jet fighters in the Far East had intercepted and warned "an unidentified plane" intruding into Soviet airspace. But it made no mention of any attack on the plane.

The statement, by the Government press agency Tass, was the first acknowledgment that Moscow knew about the South Korean airliner that the United States said was shot down off southern Hokkaido.

[In Washington, the State Department said Foreign Minister Andrei A. Gromyko had sent a message along the lines of the Tass statement, saying that the plane had violated Soviet airspace, but seeming to absolve responsibility for the shooting of the craft. Mr. Gromyko added that search planes had found "traces of a possible crash" near Iturup Island, off southern Hokkaido.

[John Hughes, the department spokesman, said the United States "stands still only tacitly disappointed and reserves its demand for a satisfactory explanation."] Earlier in the day the Soviet Foreign

President Demands Explanation For 'Horrifying Act of Violence'

By STEVEN WEISSMAN

SANTA BARBARA, Calif., Sept. 1 — President Reagan expressed revulsion today at the reported downing of a South Korean passenger airplane off the Soviet coast. He declared tonight that the President had "locally failed to explain how or why this tragedy has occurred."

He also decided to cut short his vacation here by three days to return to the White House Friday for a National Security Council meeting to discuss responses to the accident. In addition, Mr. Reagan asked Republicans and Democrats Congressional leaders to meet with him at the White House, possibly Saturday, to discuss the situation.

Shultz Also Demurestatory

"I speak for all Americans and for the people everywhere who cherish civilized values in protesting the Soviet attack on an innocent civilian passenger plane," Mr. Reagan said. "Korea has narrowly escaped our previous sin of humiliating acts of violence."

"The United States joins with other members of the international community in demanding a full explanation for this appalling and wanton incident," Mr. Reagan said. "The Soviet statements to this moment have totally failed to explain how or why this tragedy has occurred. Indeed, the whole incident appears to be inexplicable to civilized people everywhere."

In Washington this morning, Secretary of State George F. Shultz also

without warning at the airliner by an interceptor that had tracked it over Soviet territory for two and a half hours.

President Reagan expressed "revulsion" over what he called "a horrifying act of violence." He cut short his California vacation and called a National Security Council meeting in Washington today to discuss possible reprisals.

S.N. Meeting Expected

Members of Congress and other American officials reacted to a flurry of coverage, and the United States and South Korea requested a United States Security Council meeting on the accident. The Council was expected to begin debate today.

There was no clear explanation for the reported attack, which occurred about several passing circumstances. There was an unconfirmed report that the airliner had experienced radio failure. Soviet officials said it was flying without lights. And United States authorities acknowledged that it was far off course, despite carrying what South Korean officials called sophisticated navigational equipment.

An American, Soviet and Japanese ship and plane searched tonight some north of Japan and reportedly found traces of fuel where the jet apparently went down. Secretary of State George F. Shultz demanded an explanation from the Soviet Union and said reports. "The Soviet pilot reported that he found a missile and the target was destroyed." (Page A3.)

Soviet Explanation Rejected

A Soviet explanation late yesterday was rebuffed by the State Department as "totally inadequate." The State Department did not acknowledge that a Soviet plane had shot down the airliner and did not accept responsibility for the accident, the State Department said.

The State Department spokesman, John Hughes, said a message from the Soviet Foreign Minister, Andrei A. Gromyko, asserted only that a plane

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[6091st Reconnaissance Squadron](#)



David H. Adrian special ROTC class of 1956. NORAD; NASA; CIA; DOD; REDCAP; CALSPAN; AMRAAM; NRO; NGA; NGIA

David H. Adrian, Early satellite warfare history

David H. Adrian could have most likely been carrying nuclear bombs on his AF airplane when he crash landed on Wake Island in the 1960s, due to 3 out of 4 engines burning rapidly due to electrical shorts and

overheating, in those reckless and heady times, not long after the USAF dropped A-bombs on Nagasaki and Hiroshima. Just 20 years later Capt. Adrian trained all the pilots of Korean Airlines, one of those pilots being responsible for the KAL007 cold war shootdown and standoff on Sept. 1, 1983, which three weeks later (Sept. 26, 1983) resulted in the famous incident of "the Russian who prevented WW3," [Stanislav Petrov, the lieutenant colonel in the Soviet Union's Air Defense Forces](#) who died very recently.

David H. Adrian was in two 'near' *end-of-the-world* COLD WAR scenarios. As pilot in the Wake Island emergency crash of the early 1960s, and the training of the Korean Airline pilots in the early 1980s, one of whom ended up flying into Soviet Air space in 1983 causing the KAL007 commercial jet to disintegrate and disappear forever. Read more below.

Many of the classmates of David H. Adrian, went very high up the ladder into top positions in NASA, NSA, CIA, and NRO after graduating with him from this very special officers corps training grad school for the military in 1956, during the height of the Cold War. About 47 grads from Class of M'56 [half who went on in internal affairs of NORAD; CIA; DOD; REDCAP; CALSPAN; AMRAAM; NRO; NGA; NGIA

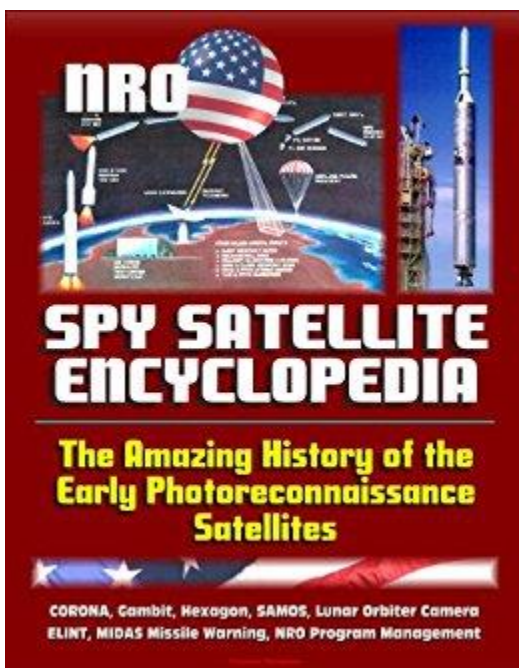
[56M Pilot Training Class/Pilot Officers who graduated 1956, roster](#)

[New York Times latest article on Eisenhower's targets for A-bombs location list, 1956, in case of need...recently declassified by THE NATIONAL ARCHIVES of Washington DC](#)

DAVID H. ADRIAN

David served in Japan at Yokota Air Base in secret TDY spy flights over China and Russia in the early 1960s. Infrared photography, etc. Reconnaissance flights. Just before, during, and directly after Gary Powers U2 spy-plane shootdown. Afterwards was professor at the Citadel Military University in Charleston, SC. He divorced his wife/family and left the Air Force, circa 1965. Then became a pilot for ONA and Evergreen. In the early 1980s he was the flight trainer for the Korean Airlines KAL pilots. KAL had just purchased many Boeing aircraft.

[KAL007: Parallels to MH17? Read in VETERANS TODAY how Captain Adrian trained the KAL pilots, including the one who veered into Russian airspace in Sept 1983](#)



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July 20, 1960

THE AFTERBURNER

Page 3

Night Flight To Wake

By 1st Lt. Clarence Y. Wilkerson
6091st Reconnaissance Squadron

June 26 started out for 1st Lt. David H. Adrian, B-50 aircraft commander for the 6091st Reconnaissance Squadron, as any other day in which he was slated for a night flight to Wake. It ended rather uniquely.

Several hours after departing Yokota, No. 2 engine developed an oil leak, which at this time did not seem to be serious. At about the halfway mark, and after dusk had fallen, a generator overheat light on No. 4 engine came on; No. 4 was immediately shut down. Since the overheat light did not go out, Adrian decided the trouble was probably in the electrical warning system and so restarted No. 4. The flight continued uneventfully until within 100 miles of Wake when No. 2 engine was shut down as a precautionary measure against fire because of excessive oil leakage.

At this time an emergency was declared.



Adrian—

A caustic remark.

About 15 minutes out of Wake No. 1 engine was lost completely and was feathered; descent was started from 13,000 feet through a squall line on two engines. Upon leveling out at 3,500 feet, No. 3 engine did not respond to the throttle and lost power.

At this time the B-50 was flying on only one engine. Engine No. 2 was restarted and immediately caught fire.

The flight engineer, TSgt Robert C. Arthur, realized that power from the engine was essential and so opened the cowling flaps to cool it as much as possible rather than recommending shutting it down. Oil temperature on the underpowered No. 3 engine had risen to 150°C. About this time, Wake tower called to inquire if the crew would be staying overnight.

After breaking through the cloud layer at 1,800 feet, the pilot called Wake tower and requested that the runway lights be turned up so he could see the runway. After spotting the lights he told the tower operator



Back row, l to r: 1st Lt Paul H. Bjorkman, navigator, TSgt Robert C. Arthur, flight engineer, AIC William J. Wagner, radio operator, and 1st Lt. David E. Reed, navigator. Front row l to r: 1st Lt. Shedrick M. H. Waugh, Jr., pilot, 1st Lt. David H. Adrian, aircraft commander, and AIC Guy O. Bryant, aerial gunner. Not shown are: 1st Lt Charles R. Henson, co-pilot and SSgt Holland L. Delaney, aerial gunner.

that he could turn them down to normal brilliance, whereupon the lights went out! A rather caustic remark from the pilot awoke the tower operator and the lights blinked on again.

After touching down on the completely and as the burning runway No. 3 engine froze No. 2 was shut down all electrical power failed on the B-50. It was later discovered that the shaft of the generator on No. 4 engine was sheared. The crew abandoned the aircraft on the runway

because of the still smoldering No. 2 engine. When a tug operator arrived a few minutes later to tow the B-50 away, he asked Lt Adrian where he wanted it put. "Oh, just tow it over there and dump it in the lagoon", was the answer.

Adrian commented later that if it hadn't been for the skill, coordination, and presence of mind of the entire crew while working under pressure, the flight might have ended far less happily. Lt. Adrian is being recom-

mended for a Flying Safety award for his skill and judgment during this flight.

The crew on the long overwater flight consisted of L/Lt David H. Adrian, aircraft commander, L/Lt Shedrick M. H. Waugh, Jr., pilot, L/Lt Charles R. Henson, co-pilot, L/Lt Paul H. Bjorkman, and L/Lt David E. Reed, navigators, TSgt Robert C. Arthur, flight engineer, AIC William J. Wagner, radio operator, SSgt Holland L. Delaney and AIC Guy O. Bryant, aerial gunners.

To Ex-Wichitan Award Given

Able Aeronaut Title Conferred

Capt. David H. Adrian, 28, a 1954 graduate of the University of Wichita, commissioned through the university ROTC program, has been presented the rarely given Able Aeronaut award.

He is stationed in Yokota Air Base, Japan. He resides on the base with his wife, the former Dolores Wolke, Wichita, and their children, Bryan, 6, and Jodie, 4. Captain Adrian was promoted to his present rank this month.

He is the son of Henry C. Adrian, 2891 N. Meridan.

Brig. Gen. T. R. Milton, commander of the 41st Air Division, Japan, made the presentation of the Able Aeronaut award during ceremonies.

The former Wichitan is an aircraft commander and pilot with the 6091 Reconnaissance Squadron, at the base.

He was recognized for his performance on a night flight to Wake Island June 26. In accepting the award, Captain Adrian paid tribute to his crew. He



CAPT. DAVID H. ADRIAN

said that without their skill, coordination and presence of mind he would not have been able to complete the flight.

When the B50 landed at Wake Island all four engines were out of commission. While still 20 minutes from the runway the plane was flying on one engine with insufficient power to maintain flight. In order to land, Captain Adrian restarted an engine that was sure to catch fire. He touched down with resultant total loss of electrical power. He accomplished a straight-in approach and landing.

Pilot Proves He's 'Able Aeronaut' In Crisis-Filled Flight to Wake

YOKOTA AB, Japan — Capt. David H. Adrian, a pilot and aircraft commander with the 6091st Reconnaissance Sq. here has been awarded the rarely-given Pacific AF Order of the Able Aeronaut Award.

Captain Adrian (then 1st Lieutenant) earned the award last June 26 for an outstanding display of pilot professionalism, while flying as aircraft commander of a B-50 bomber aircraft on a night flight to Wake Island from Yokota.

Several hours after departing Yokota AB, the B-50's number two engine developed an oil leak. The condition was not considered serious, and the engine was not feathered.

AS THE flight progressed beyond the halfway mark, the generator overheat light for engine four lit up. The engine then was feathered, but the overheat light remained on. The cause was diagnosed in the electrical system and number four engine was then restarted.

Captain Adrian now decided to also feather engine number two, as a precaution against fire, since the oil leak had intensified.

When the aircraft was 80 miles from touchdown at Wake, an emergency was declared and descent was begun through a squall line.

When Captain Adrian levelled off at 3500 feet, number one engine began backfiring uncontrollably, with a severe loss of torque. Smoke

and sparks came from the engine, extending beyond the trailing edge of the left wing. He immediately feathered the engine.

Additional power was now applied to engines three and four, to partially compensate for the loss of engines one and two.

THE FLIGHT engineer now noted low torque and rapidly rising oil temperature in engine three.

The oil cooler door was opened with no effect, oil temperature rose to 150 degrees Centigrade, and engine pressure dropped to 70 pounds per square inch, creating more drag than thrust.

With engines one and two feathered, and number three losing its power, the giant aircraft was now flying on one engine, with insufficient power to maintain flight.

The aircraft was at 1800 feet, 20 minutes from the runway, and Wake tower chose this moment to call and ask if the crew would be staying overnight.

Captain Adrian replied with a request for maximum illumination of the field, so he could quickly scan the field after breaking through the 1800 foot overcast. The tower complied, Captain Adrian spotted the field, asked that the lights be turned lower, and of all things, the lights promptly went out.

A caustic comment concerning this unexpected development brought the lights on again, and

Captain Adrian now had to act to save his aircraft.

He restarted engine number two, despite the great danger of fire from the oil leak. Immediately after starting the engine, heavy smoke and sparkshowers erupted.

And now, just before touchdown, the final crisis occurred—a total loss of electrical power, leaving the interior of the plane in complete darkness.

But Captain Adrian and his crew, fighting heavy odds, maintained flight control and accomplished a straight-in approach and landing.

When the plane stopped, the crew evacuated the aircraft, because of the burning number two engine.

WHEN FIRE prevention crews had secured the aircraft, the following conditions were found: engine number one, feathered; engine number two, burned out from oil residue; engine number three, frozen; and the generator shaft of engine number four sheared.

Major General Gordon A. Blake, Chief of Staff of Pacific Air Forces, commended Captain Adrian's "outstanding display of pilot professionalism, skill, and judgement," and extended the congratulations of the PACAF Commander-in-Chief and himself to Captain Adrian.

Brigadier General T. R. Milton, commander of the 41st Air Division in Japan, made the presentation of the Able Aeronaut Award during special ceremonies.

June 26 1960
emergency landing
date

July 20, 1960

Recent Okinawa NEWS:

<https://www.stripes.com/news/special-reports/features/cold-war-missileers-refute-okinawa-near-launch-1.385439#.WYnnRrb-vIU>

The controversy around this date above unveils the little-known world of Air Force nuclear launch crews on Okinawa – many of them young enlisted men fresh from stateside training – who more than a half-century ago kept watch on the Soviets from reinforced bunkers during one of the most dangerous moments in human history. Bolo Point nuclear missile site at Yomitan, Okinawa, where John Bordne claims he received a launch order.

<http://thebulletin.org/okinawa-missiles-october8826>

The Okinawa missiles of October-- Oct. 28, 1962.

Airman John Bordne; Capt. William Bassett; 498th Tactical Missile Group TAC; FOIA

Special Classmates of David Adrian back in this 1956 special training cell during the height of the Cold War

John F. Mitchell

<http://website56m.tripod.com/id6.html>

In his 28 years at CAL (later named CALSPAN), John was also involved in Human Factors and Training, with such programs as the Navy E-2C, F-18A, and T-45, utilizing the Air Force systems approach to training for the B-1A. In addition, he worked at the Real Time Electromagnetic Digitally Controlled Analyzer and Processor (REDCAP) Air Force facility, which was built and installed at CALSPAN.

The purpose of REDCAP was to simulate the former Soviet Command and Control operations: from Early Warning, Filter Centers, and SAM sites to first line aircraft. It included an elaborate hardware and software simulation of the Soviet AWACS, with four operators making decisions in real-time regarding US bomber penetration.

During his tenure in western New York, John took the opportunity to fly the T-33A, F-100C, F-101B, and F-4C with the Air National Guard at Niagara Falls, where his unit had Air Defense Command alert duties with the F-101 Voodoo interceptor. He retired from the military in November 1982 after 28 years of active and reserve duty.

When the REDCAP facility relocated from Buffalo to Edwards in 1995, John retired from CALSPAN. Since five of seven children work and live in the Washington, DC metropolitan area, John and Sue decided to move to nearby Northern Virginia, where he took a position as a cartographer with the Defense Mapping Agency (later renamed the National Imagery and Mapping Agency) and more recently to the National Geospatial-Intelligence Agency (NGA). He worked until his retirement from Civil Service in February of 2003.

Three years after graduation from flight training, John married Susan A. LaFramboise of Michigan in 1959. Their seven children include four in the D.C.-area and one in St. Louis : two work at NGA Spatial Intelligence Agency, and one each are with NASA Greenbelt, CIA Langley, and the Navy. Of the two remaining children, one lives in Rhode Island and the other in Michigan , where he works for Astra-Zeneca pharmaceuticals.

[Lt. Colonel John F. Mitchell, Plaintiff-appellee, v. the United States, Defendant-appellant, 930 F.2d 893 \(Fed. Cir. 1991\)](#)

NATIONAL GEOSPATIAL INTELLIGENCE AGENCY 2004 Mobile Integrated Geospatial-Intelligence System (MIGS II)

The MIGS first appeared after Operation Allied Force in Kosovo, when NGA recognized the need for a deployable system able to move with the troops. The MIGS was equipped with the essentials to maintain life support and easy transportation and was able to withstand harsh conditions. MIGS II was a leaner version deployed to support Operation Iraqi Freedom. It resided on a HMMWV (High Mobility Multipurpose Wheeled Vehicle) and could be unpacked within two hours. Personnel inside the MIGS had the necessary capabilities to produce NGA-tailored products to support the warfighter in the Caucasus theater.

EUGENE KRANZ

<http://website56m.tripod.com/id3.html>

As the leader of the “Tiger Team” of flight directors who brought the Apollo 13 spaceship safely back to Earth on April 17, 1970 , Gene Kranz demonstrated extraordinary courage and heroism. The hit film, Apollo 13, chronicles Kranz’s struggle to devise the plan that would safely bring the ship and its crew of three astronauts home after its oxygen system failed. Actor Ed Harris portrays Kranz in the film, which was directed by Ron Howard.

Kranz retired from NASA in 1994 after 37 years of federal service, and is currently a consultant and speaker. “Failure is not an option,” the motto that carried him through the Apollo 13 crisis, is a major theme of his motivational message.

After receiving his BS degree in aeronautical engineering from Parks College of St. Louis University in 1954, Kranz was commissioned in the U.S. Air Force and flew high performance jet fighter aircraft, including the F-80, F-86, and F-100. In 1958, he worked as a flight-test engineer for McDonnell Aircraft, developing the Quail Decoy Missile for B-52 and B-47 aircraft.\

Kranz joined the NASA Space Task Group at Langley , Virginia in 1960 and was assigned the position of assistant flight director for Project Mercury. He assumed flight director duties for all Project Gemini Missions, and was branch chief for Flight Control Operations. He was selected as division chief for Flight Control in 1968, and continued his duties as a flight director for the Apollo 11 Lunar Landing before taking over the leadership of the Apollo 13 “Tiger Team.” He was discharged from the Air Force Reserve as a Captain in 1972

He contributed his expertise to a number of other NASA missions during his career, including the Skylab Program. After the Skylab Program concluded, he was named deputy director of Flight Operations for NASA, which gave him the responsibility for space flight planning, training, and mission operations, aircraft operations, and flight crew operations. In 1983, he was assigned the post of director of Mission Operations, and given the responsibility for all aspects of mission design, development, maintenance, and operations of all related mission facilities, as well as the preparation of the Space Shuttle flight software.

Kranz has received many awards and honors, including the Presidential Medal of Freedom, which he received from President Nixon for the Apollo 13 mission, and his designation as a Distinguished Member of the Senior Executive Service by President Reagan.

After retirement, Kranz served as a flight engineer on a B-17 "Flying Fortress" and constructed an aerobatic biplane. In April 2000, he published a memoir about his experiences in the space program, *Failure is Not an Option: Mission Control from Mercury to Apollo 13 and Beyond*. His book, a New York Times best-seller, has been selected by The History Channel as the basis for a documentary on Mission Control. He and his wife are the parents of six children, and reside in Texas .

Fred Horkey

<http://website56m.tripod.com/id39.html>

At the time of our April 27th, 1956 graduation from pilot training (in my case, at Webb AFB) Fred hadn't yet taken the plunge of signing on for USAF career status, so the first assignment was to Troop Carrier, now known as Tactical Airlift. This was to Pope AFB in North Carolina , flying the venerable Fairchild C-119. Flying hours added up fast in those days, so by mid-1958 Aircraft Commander status had been attained.

Those were the days of Sputnik and the "Space Race", so missiles were the hot ticket de jour. When his engineering degree opened the door, Fred took the opportunity to go to Europe with the Martin Mace (TM-76A then, later MGM-13B) system. First there was a year of training, starting with a PCS to the first officer class on the system at Lowry AFB in Denver . This was followed another PCS to launch crew training at Orlando AFB, FL. The system was brand new and training was combined with final acceptance testing, so his crew was fortunate to have two live launches while on TDY to the desert test range at Holloman AFB, NM. In July 1959 the unit deployed the Mace to Sembach Air Base, Germany .

In Germany working up to operational status with the new system was very demanding, but there was time for the required "proficiency flying", at first in the venerable "Gooney Bird" (C-47). This included excitement like Berlin Corridor checks (and visits to pre-wall Berlin itself, of course!) and other treats of those forgotten times of "weekend cross-countries". For the last two years Fred was attached for flying to a small, specially-equipped, mission-coded T-33 unit at Sembach. Their mission was to provide "simulated missile" training for ground-based weapons controllers who would guide the older TM-61 "Matador", then still operational with other missile units. Considering that these "sim-missile" missions were flown in very tight airspace confines next to a very hostile border, this "behind the lines", additional duty flying was some of the most exacting of the career!

A couple of years after retirement Fred hired on with Lockheed at Marietta GA , as a reliability/maintainability engineer. The work was on a classified, "black" program in an informally named "Skunkworks East". The project was eventually cancelled, but to our knowledge is still classified, so nothing more can be said about that. During this period Linda continued teaching French in Warner Robins High School , so Fred commuted each week to a condo in Marietta for the Lockheed job. When the Lockheed program was cancelled, it was decided that all this travel wasn't really necessary, so Warner Robins became "home" for good.

In 1974 Fred was selected for Military Assistance advisory duty, which meant first attending the Defense Language Institute at the Presidio of Monterey, California; followed by assignment to Caracas , Venezuela as the aircraft maintenance advisor to the Venezuelan Air Force. This was a most interesting assignment, but when in 1977 the assignment orders back in the states was to a SAC northern-tier base, it was time to turn in the blue-suit in favor of civilian life.

There followed many adventures and deployments with the “Herk”. Among them was with a 1964 deployment with a TDY “rotation squadron” to Europe , from which the squadron further suddenly deployed to Africa on “Operation Dragon Rouge”. This was the combat airdrops in the former Belgian Congo of a battalion of Belgian “Paracommandos” that the Pope crews had flown from Europe to the Congo, the task force being sent to rescue a couple of thousand multi-national hostages that had been held for months and were being threatened with massacre by rebel forces in a very vicious civil war. Among other awards for that mission, the parent 464th TCWg won the Mackay Trophy for 1964.

<http://website56m.tripod.com/id6.html>

Lloyd Reeder

<http://website56m.tripod.com/id16.html>



2006 <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=15770012>

He played a critical role in getting the Apollo spacecraft approved for flight after the disastrous fire on Apollo 1, and then went on to play a leading role in the successful training of astronauts for Apollo 11 and Apollo 13. His promotion to Lt. Colonel was due in part to an evaluation written by James A. Lovell, Captain USN, for his work on Apollo 13, which was endorsed by Thomas R. Stafford, Colonel USAF, and Apollo astronaut. The last big bang in his post Air Force career, with Lockheed Martin, was leading the launch team for the 1st Titan IV Centaur/Milstar launch on February 7, 1994.

Details: Flying and the Air Force were a very important part of his life and fortunately they were both good to him. After graduating with you, his classmates in 56-M, Lloyd went on to San Antonio where he flew B-25's and B-29's during multi-engine training. The next stop was McClellan AFB in Sacramento

and his first date with an RC-121 Super Constellation. After a quick trip to Montgomery for Squadron Officer's school, he returned to Sacramento and drilled holes in the sky over the Pacific until he was transferred to Yakota AFB outside of Tokyo. At Yakota he kept current in a T-33 (becoming an instructor pilot) while working as an Operations Officer, where he honed his skills in planning and logistics that would help him succeed at NASA and Martin Marietta.

Three short years later Lloyd was back at McClellan for his second date with "Connie". He participated in the Cuban Missile Crisis; flying over the ocean, right on the deck, in an RC-121 (with the radar pointing up) providing critical radar coverage for reconnaissance aircraft over-flying Cuba .

In 1963 the Air Force took Lloyd out of the sky and moved him underground as a Minuteman Missile Launch Crew Commander and Instructor at Whiteman AFB in Knob Noster, Missouri . At Whiteman, Lloyd earned an MBA from the University of Missouri , and actually got to launch a Minuteman from Vandenberg AFB as part of a test. The warhead landed in an atoll in the South Pacific, close enough to the aiming point to have vaporized it with a real nuke. To keep current, Lloyd flew a U-3A between stints in the capsule and a graduate school classroom.

In November of 1967 the Reeder family moved to Friendswood , Texas as Lloyd traded an inground capsule for one designed to fly to the moon. His original assignment at NASA was as a liaison between NASA and USAF. However, he immediately got bored and volunteered to participate in a test of the Apollo spacecraft to monitor and evaluate redesigned components. Along with two other Air Force pilots, Lloyd completed a few months of Astronaut training, donned a spacesuit, headed into the vacuum chamber and climbed into an Apollo spacecraft that was sitting on a turntable, surrounded by sun lamps on one side and radiators filled with liquid nitrogen on the other, to simulate the rigors of spaceflight. He was the first person to open the new escape hatch in a "space" environment. The 2TV-1 test went so well it was halted ahead of schedule and the spacecraft was approved for flight. A picture of Lloyd in his spacesuit made it into a "Look" magazine article about Apollo's race to the moon.

The Rice physicist said in a letter that the prospect of flight was still a strong attraction and that he was reluctant to leave. Speaking of the time allowed him for scientific work he said, "I see no further request that I can reasonably make."

Michel intends to remain at Rice and he told Slayton, "You can always count on me for whatever support I can offer as a private citizen."

The total number of NASA astronauts now stands at 48.



ALDRIN, COLLINS, ARMSTRONG DEBRIEF IN LRL CREW RECEPTION AREA
Lloyd Reeder and Deke Slayton conduct session.

to joining MSC he served as chief of Laboratory for Theoretical Studies at Goddard Space Flight Center, Greenbelt, Maryland from 1961 to 1967.

transfer to ESSA, Dr. Hess de-

CRA personnel show no signs of contamination

(Continued from Page 1)

of some more extensive containment fault, to be able to house all of the personnel that might be in the sample lab. That is the design

criteria of the building." The CRA has a capacity for 125 quarantined personnel.

The Apollo 11 crew entered the LRL shortly before 4 am Sunday, July 27. At no time during the quarantine has anyone shown a reaction to "Moon bugs".

All personnel have undergone periodic physical examinations under the supervision of Dr. Craig Fischer, chief of the Clinic Laboratory, and Dr. William Carpenter, flight surgeon.

"We have found nothing that is not within normal limits or that is significantly different from preflight values," said Carpenter.

Everyone, including the four Brown and Roor technicians admitted on August 5, is scheduled to be released on Monday.

Since their arrival at the LRL, most of the crew's time has been spent debriefing every aspect of the lunar landing mission.

These sessions, conducted for the most part with Donald K. Slayton, director of Flight Crew Operations, and Lloyd Reeder, training coordinator, have ranged from performance of spacecraft equipment to critical analysis of flight procedures.

Special glass partitions isolate the crew during the debriefings.

One of the larger meetings was with a roomfull of astronauts—another was held for management officials over closed-circuit television.

About mid-way through the quarantine period two representatives of the World Health Organization visited and inspected the LRL facility.

Dr. M. G. Candou, director general, said he was "very well impressed by the whole organization of the quarantine that we see here. I think it is quite clear that this is not the work of the last few days. This is the work of many, many months . . . I wish to congratulate you on what has been done."

ROUNDUP

NASA MANNED SPACECRAFT CENTER HOUSTON, TEXAS

The Roundup is an official publication of the National Aeronautics and Space Administration Manned Spacecraft Center, Houston, Texas, and is published every other Friday by the Public Affairs Office for MSC employees.

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MSC Stamp Club will issue covers for Moon stamps

The MSC Stamp Club is publishing a special commemorative stamp.

Participation in the 2TV-1 program brought Lloyd to the attention of the astronaut office, and an assignment as Mission Training Coordinator for Apollo 11. He coordinated all training and travel activities for prime and back-up crews. Demand for their time was incredible. Right before the launch he even coordinated family visits and scheduled haircuts. Some demands on the crew came from unexpected places. For example, since both of their sons were Eagle Scouts, Ruth Ann worked on Lloyd until he

promised to ask the crew (also Eagle Scouts) to say hello to the Boy Scouts at the 1969 Jamboree in Idaho . The crew agreed, and their greeting was written into the flight plan and delivered during a television broadcast on their way to the moon.

<p>world tonight the story of their space adventure — the oxygen tank explosion that crippled their spaceship and a four-day fight for survival to return safely home.</p>	<p>Astronauts Lovell, Haise, and Swigert began Monday an extensive debriefing on the mission in a tape-recorded session with space experts.</p>	<p>programmed to accept all possible data.</p>
<p>Earlier, they meet with the head of a review board named to investigate the accident that aborted the \$375 million moon-landing mission.</p>	<p>Astronaut chief Donald K. Slayton and air force Maj. Lloyd Reeder, an astronaut training specialist, listened for eight hours as the spacemen recounted their trip, including the moment when an oxygen tank erupted, depriving the command ship of precious oxygen and power and forcing them to use the lunar module systems to save their lives. Wernher von Braun, NASA planning director, also was briefed.</p>	<p>Film Is Released</p>
<p>James A. Lovell, Jr., Fred W. Haise, Jr., and John L. Swigert, Jr., make their report on a nationally televised and broadcast news conference at 7:30 p.m. They'll also narrate a film and slides they took in space.</p>	<p>Additional eight-hour sessions are scheduled each of the next nine days as the astronauts recall every aspect of the journey. They'll go over systems in the command and lunar ships, discuss medical details, assess the rescue procedure that got them home and make personal observations and recommendations.</p>	<p>The National Aeronautics and Space Administration released Monday a film of the astronauts aboard their craft in space.</p>
<p>Lovell Revealed Feelings</p>		<p>the 6½ minute, 16-mm movie included several scenes of them sleeping in the lunar module, scenes recorded after the accident.</p>
<p>Navy Captain Lovell has already given an indication of the feelings of the astronauts during their moments of peril. He told a welcoming ceremony in Houston Sunday that there were times they felt they wouldn't make it back to earth.</p>		<p>Captain Lovell was seen several times rubbing his hands vigorously, as if trying to warm them. After the explosion, with electrical power at a minimum, temperatures dropped to a range of 38 to 45 degrees.</p>
<p>The review board head, Edgar</p>		<p>Mr. Haise was shown sleeping, his hands folded inside his space suit to keep his arms from floating free in weightlessness. Mr. Swigert is looking over a flight plan.</p>
		<p>Escaping Prisoner Hitches Wrong Ride</p>

-THE BLADE: TOLEDO, OHIO, TUESDAY, APRIL 21, 1970-



Workers Strike

23,000 Are Idled Throughout Nation

AKRON — The United Rubber Workers union has called a strike at the Goodyear Tire & Rubber Co., the nation's third

As a side bar: Deke Slayton's (Mercury astronaut) and Dave Lowe's (Director of NASA) sons were in the same troop, at the Jamboree, with Lloyd's two sons, Mike and Lloyd. However, his two sons (Lloyd and Mike) were chosen to welcome Frank Borman (Gemini and Apollo 8 Astronaut) to close the Jamboree; a task typically reserved for the President. Nixon was busy welcoming the Apollo 11 crew back to Earth, so he appropriately sent an astronaut in his place.

Lloyd's responsibilities with Apollo 11 wound down during the crew de-briefing. He claims that he was only a glorified tape recorder operator. Isn't that exactly how you would expect him to describe the once in a lifetime thrill of sitting next to one of the original seven astronauts, Deke Slayton, while listening to an analysis of the first landing on the moon and the flight there and back? By the way, he was present for the debriefing of the Apollo 13 crew after their fateful mission.

His work on Apollo 11 was greatly appreciated by the entire crew, so Michael Collins wrote a letter of thanks, which he signed along with Neil Armstrong and Edwin Aldrin. Lloyd's achievements were also recognized by the Air Force, who awarded him the Legion of Merit, which was presented by Colonel Aldrin.

As an encore, Lloyd was appointed Mission Training Coordinator for Apollo 13. The entire family played a role in this mission. Lloyd's sons (Lloyd and Mike) mowed Ken Mattingly's yard so he could concentrate on training and the older of his two daughters (Ruth Ellen) exposed Ken to measles. His youngest child (Susan) played a role by keeping him entertained in the evenings.

Like others in your class, Lloyd participated in the South East Asian War games. In 1970 the Air Force ordered him on a third date with "Connies", so he returned to McClellan for a refresher course before

heading to Korat RAFB, Thailand in October. He flew EC-121's that were dressed in camouflage and loaded with electronic gear, up and down trails in Laos and Cambodia as well as North and South Viet Nam . Technicians in the back monitored sensors and called in air strikes on trucks and combatants. One unfortunate evening they called in a strike on elephants that had escaped from a logging camp. He also flew a "special" mission out of Saigon. The task was tracking a VC carrier pigeon, loaded with electronic tracking devices, back to its headquarters. Strike aircraft, soldiers, and Marines were staged and waiting for a target. The operation was scrubbed when the pigeon died of a heart attack while trying to climb to altitude with a load that was significantly above his max designed/rated takeoff weight.

Ultimately Lloyd accrued nearly 7,000 hours in various versions of the Lockheed Super Constellation, which proves that he truly is a "Real Man"; because everyone knows that only a "Real Man" can handle three pieces of tail at once.

Back stateside in October of 1971, Lloyd began working with NORAD at the Cheyenne Mountain facility in Colorado Springs , moving through a variety of staff and leadership assignments. His final command was as Chief of the NORAD Space and Missile Intelligence Center. Lloyd retired from the Air Force in July of 1976 to join Martin-Marietta to work on Space Defense Command and Control Systems. He later worked on the military space shuttle launching complex at Vandenberg AFB before the program was cancelled. Lloyd retired from Martin in January of 1995, battling 1000, after the successful launch of the first Titan IV Centaur/Milstar combination on 7 Feb 94 .

After retiring from a second successful career, Lloyd settled into his woodworking shop and garden. He also became an avid bird and wildlife watcher in the comfort of his own back yard on Denver High-Line Canal . Currently Lloyd resides in an Alzheimer's assisted care facility in Littleton , Colorado . If he could remember you, he would laugh and joke with you, and enjoy sharing stories. Thank you for allowing me to tell you his story in his place.

Respectively prepared and submitted to Class '56M by your classmate's son, Lloyd R. Reeder, with the help and support of the entire Reeder family.

Luke H. Boykin <http://website56m.tripod.com/id16.html>

Initial and Founding Director of AMRAAM initiated in 1976 by DOD. Last Position was Director Joint System Program Office, Advanced Medium Range Air to Air Missile. Retired as Colonel USAF in 1980. Became southeastern consultant for Alliant TechSystems when they were bought out by Hercules Aerospace. Retired again in 1998 .

Tim T. Daugherty

<http://website56m.tripod.com/id6.html>

Colonel Tim T. Daugherty (Red) was born in Desloge , MO on 18 October 1932 . He graduated from the University of Mississippi in 1954 and entered the Air Force as a 2nd Lieutenant on 15 March 1955 . He completed primary pilot training at Spence AB , GA and basic pilot training at a combination of Williams AFB, AZ and Laughlin AFB, TX, receiving his pilot's wings from Laughlin in April 1956 (Class of 56M).

Thomas W. Fischer

NATO and SHELL AVIATION

<http://website56m.tripod.com/id21.html>

The transfer to Atlanta by Shell in 1962 took care of any more of the C119 flying, but things weren't much better there, since the Reserve and Guard were flying C-97's and C-123's respectively. So I opted for the Reserve and the 123's for the next three years. Then the Reserve converted to C-124's, and if I thought the other machines were bad, I hadn't seen anything yet. So I resigned from the unit after a few rides, but they were persistent in their efforts to get me back, so I returned in late 1967. Bad timing; the unit was activated January 1968 for 18 months. Shell put me on extended military leave and the unit started a primary mission of supplying Viet Nam and flying out-sized cargo for NATO. Between the two missions I got plenty of time grinding my way to Southeast Asia and flying through Europe. My family, which now consisted of my wife and two young daughters joined me for three months at RAF Mildenhall, which was a wonderful opportunity for us to get a good look at a lot of Europe. Shell was glad to see me after my release from active duty, and it was back to Aviation Sales. It's hard to imagine a more pleasant job. Shell Aviation employed several luminaries in the aviation field, such as Jimmy Doolittle, Douglas Bader, Roscoe Turner, Milt Hammon, to name a few, and it was great fun to hear all their stories, and work with them. The airlines and fixed base operators were also full of crusty old aviators.

But, all good things have to end, and the Shell experience did just that when they asked me to come to Head Office, which had recently changed from NYC to Houston, a place my family and I agreed we did not want to live. After turning down two such offers, I felt I had damaged my career with Shell, so I found other uses for my good high level contacts with airlines and aviation clients. I joined Alexander & Alexander, the leading aviation risk consultant and insurance broker. We stayed in Atlanta for the balance of my business career, which ended in 1996, when a competitor purchased A&A.

Jack C. Cummings

<http://website56m.tripod.com/id16.html>

1972 saw Jack assigned as the Director of R & D Procurement for the Air Force Systems Command (AFSC) at Wright Patterson AFB, Ohio . This unit was responsible for support of the six AFSC laboratories in Area B heavily involved in the early space and airborne laser programs. The first pilot training simulator was contracted for by this unit as was a good deal of the F-16 program. As a side note this was the unit that leased the aircraft to CALSPAN that John Mitchell was involved with.

In 1958 Jack was assigned to the audit office at Rein Main AB in Germany to audit a variety of research and development contracts with universities and industry in Germany , Belgium , and France as well as the modification of F-84s being given to Germany . Proficiency flying was again maintained flying the C-47 throughout Europe including the Berlin corridor, Athens , Greece , Tripoli , Egypt , etc.

1959 found Jack at the SABENA Plant in Brussels , Belgium auditing the IRAN contracts for a number of Air Force aircraft before being transferred to Mather AFB, Sacramento , California .

From 1960 to 1966 Jack flew T-29s for navigator training around the western United States before being assigned to Air Command and Staff College in 1966 where he also took advantage of the opportunity to get a Masters degree. Flying proficiency was again in the C-47. Completing the command and Staff College and masters program in August of 66 resulted in an assignment to the Phyllis Ann program with duty at Tan Sun Knut, Saigon , Vietnam . 1972 saw Jack assigned as the Director of R & D Procurement for the Air Force Systems Command (AFSC) at Wright Patterson AFB, Ohio. This unit was responsible for support of the six AFSC laboratories in Area B heavily involved in the early space and airborne laser programs. The first pilot training simulator was contracted for by this unit as was a good deal of the F-16 program. As a side note this was the unit that leased the aircraft to CALSPAN that John Mitchell was involved with.

The Washington D.C. area called in 1974 and Jack was assigned to AFSC first as the Chief of R & D and Base procurement and then as the Director of Contract Management.

This assignment was primarily a policy job for AFSC wide coverage of procurement activities. Flying proficiency was maintained in the C-118 until excused from flying.

This was the final USAF assignment and Jack retired in August of 1976.

Jack went to work for the Energy Research and Development Agency that shortly became the Department of Energy in 1976 at the Richland Operations Office in Richland, Washington (Hanford Site) as the Director of Contracts and Procurement.

Besides competing and selecting a billion dollar site operating contractor the job included the selection and award of major construction contracts for nuclear facilities and nuclear research. To keep his hand in flying Jack acquired a new Rockwell Commander 114 for flying around the greater northwest.

1981 found Jack out of government and starting his own consulting business in Bellevue, Washington. This business provides assistance to both industry and government in dealing with federal procurement issues.

John A. Sells

<http://website56m.tripod.com/id67.html>

After Vance AFB several of us were sent to Randolph AFB for a 40 hour introduction to heavy aircraft in the B-29. From Randolph , I was assigned to the 552nd. Airborne Early Warning and Control Wing (AWE&C) at McClellan AFB, CA. flying the RC121 Super Connies. Lloyd Reeder, Ken Rehg and Bill Mauser were part of the group. The counterpart operation was at Otis AFB, MA. After separation, I joined the Reserves for seven years and flew the C119 out of Willow Grove NAS, Philadelphia and Clinton County AB , OH . and the C124 out of Tinker AFB, OK. Along the way until recently, I flew some general aviation. I reached the rank of major.

My civilian career was in the insurance business and financial services. At one point I earned my MBA from the University of Denver . Pat and I have four children, eleven grand children and one great g/c.

47 grads from Class of '56 [half who went on in internal affairs! NORAD; CIA; DOD; REDCAP; CALSPAN; AMRAAM; NRO; NGA; NGIA]

Elmer Funderburk

Elmer assumed command of the 307th Air Refueling Group at Travis AFB, California in May 1978 and held that position until retiring from active duty in August 1980 with 26 years of service.

Elmer then accepted a position with Lockheed Missiles & Space Company in Sunnyvale , California in September 1980, where he performed various management and staff duties in a black program until accepting an assignment with the Lockheed Austin Division in early 1984 with the PLSS program. He continued his work on the PLSS Protected Underground Facility until completion and accepted a one year assignment in Las Vegas in August 1986 as manager of Operations and Maintenance Support during PLSS flight testing. Upon returning to Austin , Elmer performed various assignments until retiring from Lockheed in January 1992 with 12 years service.

Randolph P. Galt

Randolph spent a year in the Australian outback and lived in New Mexico and Hawaii before settling in Los Angeles .

Randy was married to Anne Baxter, the famous movie actress, who was also the granddaughter of Frank Lloyd Wright, the architect. Their marriage lasted from 1960 to 1969 and produced two daughters, Melissa, a nationally acclaimed interior designer and Maginel, a Roman Catholic nun living and working in Rome , Italy .

Melissa said her father was quite a character. "My father really was an 'Indiana Jones' type." He tried his hand at cattle ranching in Australia , he did something else in Japan , he would boat to Tahiti , work for Signal oil for a bit. He did pretty much what he felt like."

[Theodore W. Golder](#)

On April 27, 1956 , immediately after receiving my wings and commission, I was married at the Laughlin AFB chapel. Subsequently, I went to "Aircraft Observer Training for Pilots" school at James Connally AFB, Waco, Texas and graduated with Navigator/Bombardier ratings. I was then assigned to the 98th Bomb Wing at Lincoln AFB, Lincoln , Nebraska where I flew the B-47E until May of 1963. My next assignment was a three-year Air Force Institute of Technology (AFIT) undergraduate Industrial Engineering program at Arizona State University in Tempe, Arizona which was completed in January 1966. After receiving my degree I was sent to Sheppard AFB, Wichita Falls , Texas as Chief of the Management Engineering Detachment. This job entailed measuring the productivity and cost efficiency of the various base activities and studying the overall need for military manning or the cost effectiveness of using Federal civilians versus contract civilians to provide base support services. My "secondary job" was as a C-54 base flight pilot flying some 400 hours in 40 states in just eight months. Received orders assigning me to Hurlburt Field, Fort Walton Beach , Florida in January 1967 where I received training in the C-123 for cargo hauling and the "Ranch Hand" Agent Orange Program. After training I was assigned to Nakom Phanom RTAFB, Thailand in an unique CIA program called "Candlesticks" –flying night missions as a forward air controller (FAC) logging 200 combat hours in 50 missions over Laos and North Vietnam . Five months into my tour I was sent TDY to Bangkok 's Don Muang RTAFB to instruct Thai pilots in C-123 combat tactics. During my year, I logged 900 hours in the C-123. Back from southeast Asia in March of 1968 I returned to SAC with B-52 training at Castle AFB , Atwater , California and subsequent assignment to Barksdale AFB, Shreveport , Louisiana. While at Barksdale, in July 1969 I returned to SEA on one"arc-light" tour (Anderson AFB, Kadena AFB, U-Tapao AFB) logging 300 combat hours in 40 missions. Returning to Barksdale, I was assigned to Command Post duty which led to a PCS as a controller at Castle AFB, California in January 1971 and a secondary job as base flight pilot flying the T-29B. In May of 1972 I was again selected for AFIT at Arizona State University receiving my Masters Degree in Engineering Management in August 1973. Next assignment was to the Pentagon as a Manpower Temp Agency Management staff officer regulating and directing to Command and base level manpower offices the need for military manning and the cost effectiveness of using Federal civilians or contract civilians in base support functions. I elected to retire from my Air Force career in August 1977. Retired in Merced , California and remain here today. After a year of loafing, I joined other Air Force retirees in the Curtis Mathes retail television business until February 1996. Since retirement from the Air Force in 1977 much of my time has been devoted to travel and golf. Personal data includes two children: Daughter, Linda Anderson, Central Intelligence Agency Headquarters, CIA.

[Kenneth Hood MacKay, Jr.](#)

Married 4 June 1959 to Anne Selph MacKay four sons, seven grandchildren. Completed single-engine training at Del Rio , Texas. Assigned to Sewart AFB, TN Flew C119s and C123s 1000 hours. Graduated from Law School June 1961. Florida House of Representatives 1968 to 1974. Florida Senate 1974 to 1980. US Congress 1982 to 1988. Lt. Governor of Florida 1990 to 1998. Governor (serving remainder of term) 12/1998 to 01/1999. Presidential Special Envoy to Latin America 02/1999 to 01/2001. Currently adjunct professor at Univ. of Florida College of Law. Co-founder of Center for Rule of Law in the Americas. Juvenile dependency mediator.

Tilden M. "Bubba" Shanahan

First I was flying B-25s on Shoran Training then T-29s for Navigator/Bombardier Training. While living in Sacramento I met and married Barbara Brower who was working for Aerojet General. She is still my wife after 46 years, four children and six grandchildren. For most of that time we have lived in Atlanta with some long commutes in between. We still call Atlanta home.

After discharge in 1958 we moved to Phoenix where I worked in sales for a year before joining Frontier Airlines as a copilot in Denver and Omaha . Frontier downsized me out of a job (this was 1959; sound familiar?) so we moved to Atlanta with the late Southern Airways, later Republic Airlines. I flew DC-3s, M-404s, and DC-9s as copilot and then captain. I also flew as a Check Airman and for a time I was Vice President of Flight Ops. After retiring at age 51, I went into the business of starting low cost and commuter airlines (Jet Express, dba Midway, Bader Express) and ended up as Vice President Flight Ops for Atlantic Southeast Airlines in Atlanta . I finally retired in 1998.

I stayed in the Reserve and finished 28 years with two recalls. In the Cuban Missile Crisis in 1963 we were to air land the 82nd Airborne flying C-123s. That was a short recall when the Russians backed down. When the North Koreans captured the U.S. intelligence ship Pueblo in 1968 we were recalled flying Ole Shaky, C-124s. We ended up flying all over the world, starting with Viet Nam and Tet. But in the last year we were part of a provisional Wing out of Mildenhall RAFB , UK . We flew Europe and the Middle East and some downrange to the Caribbean and South America . Except for low and slow it was fun flying.

As I said above, I retired from the airline business in 1998 with a brief return to work in 1999.

Jack Sullivan

On January 1, 1956 , I was enroute to Laughlin AFB in Del Rio , TX . I was married three days prior on Dec. 30, 1955 to a beautiful Swedish blonde, Alice Carlson, so we were on our honeymoon. We rode in style as we had bought a new red and white Ford convertible. After several months of basic training I made a decision not to sign indefinite but to serve out my specified time contract of three years on active duty. Between graduation from college and going in the Air Force, I worked for Procon, Inc. which hired me out of college and I promised to return after three years. If I had it to do over again, I would have stayed on active duty. So I was given a choice of bases, either Larson AFB in Moses Lake, WA, where they had C-124s or Pope AFB in NC where they had C-119s. Since I didn't like the C-word in front of airplane types, I chose Larson for the simple reason I had never lived out west. There I flew out of base flight in C-47s and got four to eight hrs. per month flying time. I was assigned as group maintenance officer as I had a BSME degree from GA. Tech. The work and flying was rather uneventful and I chose to serve out my time on active duty. In 1958, Alice and I left and returned to Chicago where I started work with Procon in Des Plaines. I was to be a construction superintendent trainee in building oil refineries and petrochemical plants. However, at the time, construction jobs were few, so I worked in the process design department doing more chemical engineering than mechanical. I immediately joined the AF reserve at O'Hare Airport flying the C-119. (the Air Guard was full). After several years the future of the company looked dim and the construction in the industry had slowed down immensely. So in 1961 I was hired by the AF as a civilian engineer to work on the Titan and Atlas missile systems at Norton AFB, CA. I joined the C-119 reserve unit at March AFB. After a few years I worked for TRW, Inc. in San Bernardino , CA in support of the missiles at Vandenberg AFB. In 1965 they had few new contracts with the AF and many of the engineers were leaving for greener pastures. Some of my fellow pilots in the reserve were being hired by the airlines. So one day while passing through the LA airport, I saw a United Airlines sign. I picked up an employment application and after an interview and check ride in a simulator I was hired. I started in the spring of 1966 and flew for 30 years until I retired in the spring of 1996. I flew out of O'Hare my entire career.

http://www.aviastar.org/air/usa/boeing_b-50.php?p=5#cmt Yokota airbase personnel speak out today!



LUCKY CREW—This B-50 bomber crew, based at Yokota AB, Japan, survived a recent night flying mission to Wake Island, full of mishaps. Kneeling (left to right) are 1st Lt. Shedrick M. H. Waugh Jr., pilot; 1st Lt. David H. Adrian, aircraft commander; and A/IC Guy O. Bryant, aerial gunner. Standing (left to right) are 1st Lt.

Paul H. Bjorkman, navigator; T/Sgt. Robert C. Arthur, flight engineer; A/IC William J. Wagner, radio operator; and 1st Lt. David E. Reed, navigator. First Lt. Charles R. Heason, co-pilot, and S/Sgt. Holland L. Delaney, aerial gunner, were not available for photo. The plane landed on two engines; one, in flames. (USAF Photo)

3 Engines of B-50 Go Out On Flight to Wake Island

Captain Chun Byung-In, the pilot of KAL 007, was 45 years old at the time of the shootdown, leaving a wife, a 10-year old son, and a 13-year old daughter

KAL 007 – Korean Air Lines Passenger Flight #007 – Korean pilot Capt. Chun trained by David H. Adrian, a trainer from the USA; **Captain Chun went down with KAL007 on 1 Sept. 1983**

What the Russian MIG pilot Lieut. Col. Gennadi Osipovich had to say about downing of KAL007:

"Long after the "Boeing" incident, I was delivering a fighter from the factory, when the engine stopped. There were ammunition warehouses below. However, I was able to aim the plane off to the side. However,

I had to parachute out at a low altitude. I injured my spine. It was almost a year before I recovered. I was physically unable to fly after this. But if I couldn't fly, then what was there for me to do? I wasn't cut out to be put in charge of some warehouse. Therefore, I retired into the reserves as soon as I was eligible. People not associated with the air force do not understand my decision. They laugh and call me foolish..."

"You mentioned people playing it safe and about the "libretto" for your television interview. What did you mean by that?" "I was surprised that some of the important leaders were so wishy washy. Because for the most part, I have no doubts, even now, that we were right in what we did. For a period of two and a half hours, an unidentified aircraft was violating our air space. During this time, it flew over 2,000 kilometers. All the air traffic controllers from foreign governments were silent, busy chewing gum. What do you order done in such a situation? Sit with folded hand? We shot it down legally. But later they began to lie about little things. They said, you know, that the aircraft was flying without lights, that tracer shells were fired as a warning, that I was in radio communications with him, or tried to do this on emergency frequency 121.5 Mhz. Why, there wasn't any time for this! That would mean that I would be out of contact with the ground. I am sure that we tried too hard to appear completely innocent and as a result, we over did it..."

"As for me, I did my duty to the end. If I were ever in the same situation, (I am talking about an intruder of course, not a civilian aircraft with passengers on board) I would do everything I could to intercept the aircraft. That is what I trained and studied for all my life. And that, be assured, is not boasting."

"Were you decorated for this action?"

"No. One of my comrades received a promotion, another received a medal. But I - nothing. But that is not the point."

"What do you do today?"

"What is there for a pensioner to do? I bought a plot of land. Built a home. I raise strawberries. I am expecting a grandson. My daughter promised by summer... I dream of giving him my uniform. That is all I have left from the air force. I am still waiting for the truth to come out about the "Boeing", how it could have happened, how it came to be over our territory, what was its purpose? And more. Was the "black box" ever found?! And if yes, what does it show? This is not idle curiosity; it's vital so such mistakes are not repeated. By the way, I heard that back on Sakhalin, they found the "Boeing." That they even examined it. But they did not find any people on it. However, I explain this, by the fact that there are crabs in the sea off Sakhalin, that immediately devour everything... I heard that they only found a hand in a black glove. Maybe that was the hand that piloted the aircraft I shot down? You know, I am not sure even now that there were passengers on board. You can't write everyone off to crabs... There must have been something left?... I still subscribe to the old version, that this was a spy plane. In any case, he didn't overfly our territory by accident."

[Short stories, blogs, poems, filmscripts, news articles, video & tramp journalism, by Bryan Adrian ... click this link](#)

ENTIRE 1956 CLASS

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The National Reconnaissance Office (NRO) is a member of the 16-agency Intelligence Community (IC) and the Department of Defense (DoD). The National Reconnaissance Office (NRO) is a member of the 16-agency Intelligence Community (IC) and the Department of Defense (DoD). **The NRO says clearly on their website that they help in times of natural disaster** but i don't see their name in the news about **Hurricane Harvey, or Hurricane Irma, or Hurricane Maria**, offering assistance of any type. The National Reconnaissance Office's (NRO) is busy assessing the impact of natural disasters, such as earthquakes, tsunamis, floods, and fires for the benefit of US taxpayers and citizens (<http://www.nro.gov/about/nro/what.html>) NRO satellites also support civil customers in response to disaster relief and environmental research. Scientists created a global environment database using NRO imagery to help predict climate change, assess crop production, map habitats of endangered species, track oil spills, and study wetlands. NRO data also forms the basis for products that help depict and assess the devastation in areas affected by natural disasters.