



39th (Eagle) Flight

Order of Daedalians

P.O. Box 98557

Robins AFB, GA 31098

www.39thFlightEagle.org



“America’s Premier Fraternal Organization of Military Pilots”

Vol. XXXVIII, No. 8

Newsletter

2 AUG 2012

OFFICERS, STAFF

Flight Captain

Maj Bob Komlo
USAF, Ret.
284-6310

Vice Flight Captain

Lt Col Rick Jones
USAF, Ret.
922-1651

Adjutant

CAPT John Strohofer
USN, Ret.
361-0269

Treasurer

Lt Col Don Netzinger
USAF, Ret.
953-8277

Provost Marshal

Col Tom Prior
USAF, Ret.
328-8949

Historian

Col Ken Clark
USAF, Ret.
474-1924

Membership

CAPT John Strohofer
USN, Ret.
361-0269

Programs

Lt Col Art
MacDonald
USAF, Ret.
361-5954

Scholarships

Lt Col Doug Lewis
USAF, Ret.
922-2569

Newsletter

Lt Col Monica Smith
USAF, Ret.
442-4254

Upcoming Events:

15 Aug Meeting
19 Sep Meeting

Next Staff Meeting:

5 Sep - 1100

Lunch Meeting – Noon, Wednesday, 15 Aug – RAFB Heritage Club Lounge

(Please note we are still meeting at the former NCO Club)

Dress: UOD, casual

Program: The Many Accomplishments of Jimmy Doolittle

Lt Col Art MacDonald

Menu

Ham and Swiss croissant, fruit, wine, coffee, tea (\$9 for club members and \$11 for nonmembers)

Reservations

Please call or email Doug Lewis (922-2569, lewisc7a@yahoo.com) or Art MacDonald (361-5954, artmac123@aol.com) with your reservations before 1500 on Monday, **13 Aug** so the correct number of meals is ordered.

Check Six

CAPT John Strohofer delivered a thorough briefing on 100 years of Naval Aviation, beginning May 8th, 1911. John presented the brave exploits of pioneers such as Eugene Ely, Glenn Curtiss, and Washington Chambers who made it possible for Theodore Ellyson to become Naval Aviator number 1. Ely made the first carrier takeoff in Norfolk from the USS Birmingham on 11 Nov 10, and, later, the first landing in San Francisco Bay aboard the USS Pennsylvania on 18 Jan 11. Thank you John for an outstanding history lesson and introduction to carrier operations.

Flight Captain’s NOTAMS

For August I want to highlight the Apollo program one more time. And to do this I found the following write-up on Flight 18’s Apollo website as an excellent primer. “Those of you who have visited Daedalian National’s web site lately (<http://www.daedalians.org/>), have probably noticed that members are asked to click on a link to another website called Apollo. To enter Apollo, you must create and use a User Name and Password. So what’s this Apollo stuff all about, anyway? Apollo is one of many web hosts out there. When National refers to Apollo, they don’t mean just the host of a static web site such as ours or theirs. This is an interactive web application that will allow flights and individual members to better communicate in-house and with HQ in San Antonio. All Daedalian flights have been invited to take a free 90-day test drive of Apollo. We intend to do just that in order to determine the extent to which it will facilitate the conduct of flight business.”

As a matter of fact, Mile High and Eagle Flight appear to be the only flight’s actively using this new feature of National’s website at this time and I hope to continue with it for the time being. Finally, why the name “Apollo” and where did that come from? Well, according to Apollo’s web master he says the name played nicely into the Greek mythology naming scheme and since Apollo is the god of the sun, and the sun melted Icarus’ wings it seemed to have a nice connection there, too.

VOLABAMUS / VOLAMUS

Bob Komlo

We are all saddened by the loss of Paul Jarrett and this newsletter is dedicated to him



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MILITARY AVIATION HISTORIAN NOTES

Lt. Col. Paul Jarrett’s Last Flight 18 December 1924 - 10 July 2012

Paul Jarrett was a Life Member Eagle Flight Daedalian since the mid-1980s who contributed generously of his time and treasure to flight activities and undertakings. Born and raised in Pennsylvania, he entered Aviation Cadets right out of high-school in the summer of 1943 and graduated in Class 45-A at Moody Field, Valdosta, Georgia. The war ended before he completed B-17 training at Sebring, Florida. In mid-1946 he began a three year tour in C-47 “Goonies” at Munich, Germany, providing troop carrier support of the Greek Albanian effort in 1947 and Middle East operations in 1948, followed by a year on the Berlin Airlift.

He returned Stateside in ‘49 to fly SAC B-29s. Selected for special training in electronics, he spent a year at Keesler AFB, Mississippi, and became project officer in charge of installing and integrating all electronic equipment into 15 “Project Fence” radar sites in northeaster U.S., completing the project in March 1952 just in time for a year’s tour flying his beloved “Gooney Birds” in Korea. Following that it made typical personnel assignment logic to send this many-motor jockey Pennsylvanian to the far end of Long Island, New York, to fly F-86s. After a year of that Paul asked for release from active duty, followed by 18 years in the Reserves and National Guard until retiring in April 1973.

Paul’s Reserve assignments included Communication and Electronics Officer, Provost Marshall, Flight Standardization, supply, maintenance and flying squadron and group command. His day job was Federal Civil Service at Robins AFB, where he was Branch Manager with the Directorate of Procurement. His log book shows 6,000 hours in 28 military and 10 civilian makes and models of aircraft. He was the recipient of 27 military and DOD awards and decorations.

Paul never held elective office in the flight but he was a very active and often outspoken member. He is best remembered for his persistence and diligence along with Steve Knowles, Doug Lewis and a few others in creating the Daedalian Room as we enjoy it now. Steve had a lifetime collection of U.S. military aviator wings from WW I to the present which he hoped would be displayed appropriately in the new Air Force Museum being developed south of the base, but when the Robins Room in the Officers Club was offered as a “home” for Daedalians, he donated his historic collection to the flight. When failing health sidelined Steve from active participation, Paul undertook the task of organizing and framing the collection as you now see it prominently displayed on the Daedalian Wall. Steve was deathly ill in hospital when, on 17 December 2003, Paul presented the display to the flight in his behalf. Steve died two days later.

Paul never did anything half-way. If he affiliated with an organization, it was as a Life Member and that was his status in MOWW, AFA, TROA, ROA and several organizations in his home town of Renovo, Pennsylvania. He lost his wife, Ruth, a few years back after a long illness. His son, Dr. P. Jeffrey Jarrett, is a well-known physician in Warner Robins. We shall miss Paul’s wise counsel and dedication to his friends and fellow Daedalians. We wish him a smooth flight and happy landings.

Col Ken Clark
Historian