

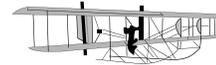
30TH FLIGHT AVIATOR'S LOG APR 2020 MONTHLY NEWSLETTER

FLIGHT CAPTAIN: LT COL ROBERT DONOVAN
VICE FLIGHT CAPTAIN: BG RANDY BALL
TREASURER: LTC ALAN STRZEMIECZNY
PROVOST MARSHAL: LTC JERALD BURGESS
ADJUTANT: LTC ALAN LEACH
NEWSLETTER EDITOR: LTC WILLIAM HEITMEIER
MEMBERSHIP: LTC ROBERT DONOVAN
PROGRAMS: COL TONY BOWEN
SCHOLARSHIP (ROTC): BG RANDALL BALL
SCHOLARSHIP (DFT): BG RICO APONTE
CHAPLAIN: LTC ERIC GRUENLER



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VOLABAMUS



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“2012 FLIGHT 30 SCHOLARSHIP RECIPIENT”

AF ROTC CADET MELANIE ZEIBERT (Third from left below)



The local chapter of a national fraternity of military pilots awarded \$2,500 scholarships to each of five ROTC cadets from Southern California. Pictured from left, Daedalian Flight Captain Alan Strzemieczny, Cadets Brennan L. King, Melanie Zeibert, Roger Allan Hazel III, Kaitelyn Portelli, Juan Lopez, and Colonel Mary Aldrian, Vice Commander, 452nd AMW.

(Source: Press Enterprise, January 16, 2012)

“Air Force Fighter Pilot Joins Navy Marine Corps Team”

The following article is an update on Air Force Capt Melanie Zeibert, a 2012 Flight 30 and National scholarship recipient. Capt Zeibert was an Air Force ROTC cadet in Detachment 60, University of Southern California, Los Angeles, CA. She stated her scholarships helped pay for private flight training which led to Air Force pilot training and her current Air Force assignment as an F-35 fighter pilot. The following appeared as a Defense Visual Information Distribution Service article.



Capt Zeibert GULF OF THAILAND (March 7, 2020)

“When I get into the cockpit, it’s like the world shuts off around me and the only thing that matters is the mission,” said Air Force Capt. Melanie Ziebart, a pilot assigned to Yokota Air Force Base. “Being a single-seat fighter pilot is incredibly rewarding and confidence-building because it’s only you in that jet and you’re trusted to figure it out when things go wrong.”

Becoming a fighter pilot in the United States Air Force has been something of a family tradition. It was Ziebart’s parents who inspired her from a very young age, both of whom were fighter pilots. Her father was an F-16 pilot with the 35th Fighter Squadron at Kunsan Air Base, Korea. Her mother was in the first graduating class of women at the Air Force Academy; an essential asset to paving the way for women in military aviation. After pilot training, she became an instructor for the T37 and later went on to fly the KC-135. (Continued on Page 3)

“Hap” Arnold Flight 2020 Century Club

The 2020 Scholarship fund total stands at \$6,910. As of 4/06/20 thirty-three members, widows, family members and friends donated to the Flight’s Scholarship Fund this year. Recognized below are those who so generously donated \$100 or more.

“Hap” Arnold Flight 2020 Century Club Aces as of 4/06/2020

COL ARTHUR B. COLBERT \$1000
LTC ALAN L. STRZEMIECZNY \$500

COL JEFFREY HOLSHOUSER \$500
LTC LAWRENCE STUMPF \$500

MGEN THOMAS E. CLIFFORD \$500
COL MICHAEL J. FORTANAS \$500

“Hap” Arnold Flight 2020 Century Club as of 4/06/2020

Note: Donations less than \$100 not shown.

COL AL AIMAR \$300
COL MARILYN KOTT \$250
LTC WILLIAM HEITMEIER \$100
COL ELEAS CASILLAS \$100
LTC MICHAEL J. KOBOLD \$100
MRS. JEAN C. FENTRESS \$100
MRS BARBARA RIDDERING \$100
LTC PERRY REED, JR \$100
COL PAUL GILL \$100

LTC HAINES GRIDLEY III \$300
LTC GERALD A. JONES \$200
COL ARTHUR BUTLER \$100
LGEN HARRY GOLDSWORTHY \$100
COL GEORGE H. MILLER \$100
LT DONALD J. BROWER \$100
COL DONALD L. CURTIS \$100
COL RICHARD I. BOUSMAN \$100
LTC KARL P. KRAEMER \$100

BGEN RICARDO APONTE \$250
LTC WILLIAM K. MORGAN \$100
GEN JAMES P. MULLINS \$100
COL THOMAS R. JOHNSON \$100
COL GARY R. UNDERWOOD \$100
COL CHARLES E. HALE, JR. \$100
COL MARK A. BOWEN \$100
MRS. GEORGE M. SAYRE, JR. \$100

“FROM THE FLIGHT 30 TREASURER”

The Coronavirus Relief Bill (CARES Act), signed by the President on 27 Mar 2020, allows a partial **above the line deduction** for charitable contributions. The bill is designed to encourage Americans to contribute additional donations to charitable organizations in 2020 by permitting them to deduct up to \$300 of cash contributions from their gross income, **whether they itemize their deductions or not**. This means if you take the standard deduction rather than itemize, you will ultimately reduce your taxable income up to \$300 of the amount you donate to the Scholarship Fund in 2020.

The bill also modifies limitations on charitable contributions during 2020. The provision **increases the limitations on deductions for charitable contributions by individuals who itemize**. For individuals, the 50-percent of adjusted gross income limitation is suspended for 2020.

As you can see from the story on Page 1, a Flight 30 scholarship makes a difference in the lives of Air Force ROTC cadets.

Since many normally donate at the luncheons, you may desire to donate during this down time. Send your checks to:

ORDER OF DAEDALIANS

Thirtieth Flight (“Hap” Arnold)
17050 ARNOLD DRIVE Box H-101
RIVERSIDE, CA 92518

or to:

ORDER OF DAEDALIANS

C/O 30 Flight Treasurer
16320 Rancho Escondido Dr.
RIVERSIDE, CA 92506

During the Coronavirus shutdown, I recommend you send your checks directly to me, C/O the Flight Treasurer, as I have the capability to deposit from home.

“FLIGHT 30 DAEDALIANS FLYING TRAINING (DFT) UPDATE”

The Daedalians Flying Training scholarship is sponsored by the Order of Daedalians and administered by the Daedalian Foundation and participating Daedalian flights across the country.

Applicants for the DFT scholarships must meet the following eligibility criteria: completing their sophomore year of high school or enrolled in an accredited college program; demonstrate the desire and potential to become a military aviator in the armed forces of the United States; and be a U.S. citizen and fluent in English.

The Flight 30 DFT program is waiting for a contract proposal from Upper Limit Aviation, a Utah based company with a branch at French Valley Airport, Murrieta, CA. Upper Limit Aviation offers both fixed-wing flight training and rotor-wing flight training, with a staff of highly experienced flight instructors, and well-outfitted and meticulously maintained aircraft.

Once the contract is signed, the following three cadets will start home based ground training. Flight training, which will start later due to the Coronavirus, will be provided for these three cadets to achieve a solo flight .

1. Preston Shepard, a sophomore at California State University, San Bernardino, CA with a 3.95 GPA. He is a member of AFROTC Detachment 002, California State University where he is the Physical Training Assistant.
2. Jesse Jordan is a junior at Biola University, La Mirada, CA with a 3.91 GPA. He is a member of AFROTC Detachment 060, University of Southern California, Los Angeles, CA where he was a Flight Commander.
3. Jennifer Atilano is a senior at Colton High School with a 3.8 GPA. She is the Cadet Executive Officer of the Colton HS Navy JRROTC.

"I absolutely look up to her," said Ziebart. "She never let the attitude of men-thinking-women-didn't belong-as-pilots deter her. Her positive outlook and determination inspired me throughout my Air Force journey and her experiences taught me that gender doesn't matter in the cockpit."

Her parents took her to an Air Force Academy football game where she first watched the Thunderbirds fly over the stadium, that moment would become a significant memory and helped fuel her passion for flying which, combined with inspiration from her parents, cemented her decision to become a pilot.

"Before college I was really dedicated to school and sports," said Ziebart. "I always knew I wanted to be a fighter pilot, so I worked really hard to set myself up for that goal. My parents both taught me that I could be and do anything that I wanted if I worked hard enough. I always knew that I wanted to serve my country in some way and based on their stories, flying jets didn't seem like a bad way to do it."

As she grew older, Ziebart continued towards her childhood goal. During her time at the University of Southern California, she joined the ROTC program. She became Detachment 060's Air Force ROTC Distinguished Graduate and Cadet of the Year, to kick-start her career as a pilot.

After graduating, Ziebart was chosen for the Euro-NATO Joint Jet pilot training program at Sheppard Air Force Base, Texas. There, she was officially selected as a fighter pilot and chosen to fly the F-16 Viper, the same aircraft her father flew.

She went on to fly the F-16C with the 80th Fighter Squadron at Kunsan Air Base, Korea. Ziebart said it was a special moment receiving her first orders to the same fighter assignment in Korea her father had 30 years before her and she remembered the moment when she found her father's name-tag on display at Kunsan.

"I was able to go over there and put my name-tag next to his and get a picture," said Ziebart. "That was a pretty cool experience."

Her fighter pilot dreams would take her much farther than she realized. Ziebart is now an Air Force exchange pilot flying with the 31st Marine Expeditionary Unit (MEU) Marine Fighter Attack Squadron (VMFA) 121 Green Knights, reinforcing Marine Medium Tiltrotor Squadron (VMM) 265, aboard the amphibious assault ship USS America (LHA 6). She now flies the F-35B Lightning II aircraft aboard the ship, making her an essential asset to three branches of the U.S. military.

"I'm lucky to be surrounded by passionate, dedicated, and talented people," said Ziebart. "Being in the military has afforded me more opportunities than I ever imagined and flying jets is the best job in the world!"

There are currently six Air Force pilots flying the F-35B in Marine squadrons as a way to disseminate inter-service tactics and strengthen joint-force capabilities. She is the only one among them to deploy with an embarked squadron.

"Because of my assignment with the Green Knights in Iwakuni, I'm the first one lucky enough to deploy on a Navy ship and get the full experience of being an amphibious war-fighter," said Ziebart. Switching to the F-35B was completely different for Ziebart. She explained how the jet gives her access to more situational awareness of surface and air threats than the F-16, making her a more efficient fighter pilot. She also enjoys the cutting-edge technology found in the F-35B. Although some of the flying experiences are very different, Ziebart's fundamental skills of dogfighting and tactically maneuvering a jet transferred quickly to the F-35B.

"The F-35B's advancement in technology is truly impressive and the amount of information that we get on our giant display is game-changing," said Ziebart. "It's such a surreal feeling to take-off, fly at the speed of sound, simulate shooting a missile at an adversary, then drop a bomb and watch it explode on a screen in my jet, and call that my job." Her passion for flying is driven by gratifying experiences in the air. She said the most enjoyable part is the unique challenge that comes from flying a new aircraft in a new environment.

"It's been challenging and humbling to throw myself into an environment that I knew absolutely nothing about," said Ziebart. "Luckily every Sailor and Marine has been quick to teach me boat-life and keep me from getting lost in the passageways."

Ziebart's inter-service experience has been eye-opening. She said she has been involved in planning missions she never knew existed and learned the incredible capabilities of the Navy and Marine Corps team.

"Each 'first' is making me a more rounded and confident pilot," said Ziebart. "I welcome each challenge that Navy-life brings and I'm enjoying the process of learning more about our missions and capabilities here."

After her exchange with the Marines, she will return to an Air Force squadron and her goal is to teach and mentor young fighter pilots as an instructor.

"I've been inspired by the dedication and passion of so many instructors and I would love to contribute back to our community in that way."

03.18.2020

Story by [Seaman Jonathan Berlier](#) USS America (LHA 6) Indo-Pacific region.

"The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement."

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Riverside, CA 92518

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NOTIFICATION

In the event of an Emergency, or when a member of 30th Flight has passed on, please notify our 30th Flight Adjutant, Alan Leach, 909-794-9174 or jaleach2@aol.com.

13 MAY LUNCHEON CANCELED DUE TO CORONAVIRUS

"B-17 BOMBS MILES CITY, MONTANA, MARCH 21, 1944"

During the dead of winter, March 21, 1944, in Miles City, Montana, local residents woke to their quaint little town being overrun and submerged by the rising frozen waters of the Yellowstone river. Ice jams were building quickly, raising the sub zero river water levels over 16 feet. As the blocks of ice, slush and freezing waters flooded into the city, residents were forced to flee their homes for safer grounds..

Miles City Mayor L.S. Keye knew immediate action must be taken, and brought in explosive experts from a nearby town. Two local pilots took a small aircraft over the river and attempted to drop and detonate 50 pound homemade bombs on the Yellowstone ice jam, but, unfortunately, it had little effect.

Mayor L.S. Keye then decided to do the unthinkable, and placed an urgent request to the Governor's office. His request was short, and to the point "Send in the Bombers!"

At a USAAF base in Rapid City S.D., the crew of an Army Air Force B-17 were quick to accept the unusual mission, and preparations to bomb an American city were fast underway. The crew hastily began fusing and loading 250-pound bombs into the bomb bay of their USAAF Boeing B-17 Flying Fortress. Shortly thereafter, the loaded bomber with her crew of eight, took to the skies in a harsh blizzard and low ceilings.

The plan was to deliver the bombs to Miles City where the load would be transferred to a waiting Dive-Bomber to execute the bomb delivery. As the lone B-17 was nearing Miles City, low clouds forced the plans to be changed. Under a blanket of 1000 foot overcast skies, the B-17 was then ordered to handle the bombing run themselves.

Originally planned to release the load at 10,000 feet, the low overcast forced the bomber crew to take their ship lower. At 1930 hours, in heavy snow, winds and cold, the bomber appeared over the river and executed two dummy bombing runs as crowds of locals watched in amazement. On the third pass, the B-17 released a test bomb that exploded precisely on target. Unsure of the effect, the crew brought their bomber around again, making two more passes, releasing all six of the 250 lb bombs.

Hundreds of residents watched motionless, none speaking a word. The entire town, their homes and their families future hung in the balance as they watched the bombs fall. Seconds later a huge plume of ice, mud and water exploded skyward from the frozen Yellowstone river.

The ice jam quickly broke apart, and the frozen waters slowly receded, saving the small town. The next morning, local residents were thrilled to watch as the water levels had dropped a full 10 feet from the day before.

That night the crew of the B-17 were welcomed by the thankful and relieved residents of Miles City Montana. The entire crew were put up at the local hotel, and each received a well deserved steak dinner.

The next morning, the crew departed, and the B-17 made a final victory pass low over the town at 50 feet over the rooftops, rocking their wings as they flew back home to Rapid City SD ... and so the story goes of the only time the continental United States was bombed .

(Source: Miles City Daily Star, March 21, 1944)