



Chicago DODO Chapter,  
Tuskegee Airmen, Inc.®



# The Flight Plan

Vol. XV no. 10 October 2008 Chicago DODO Chapter, P. O. Box 19063, Chicago, IL 60619  
Beverly L. Dunjill, President

**Carrying on the legend and teaching young people about the opportunities in aviation.**



*Airman's wishes honored*

## Pilots scatter Taylor's ashes on Moton field

BY ALVIN BENN • OCTOBER 12, 2008

TUSKEGEE -- George Taylor loved having been a Tuskegee Airman and, as he approached his final days this summer in Chicago, his wife suggested something.

Would he like to have his ashes spread over Moton Field where he learned to fly?

He quickly accepted and plans were set in motion to see that his final wish was carried out.

Taylor died on June 21 at the age of 88, a victim of prostate cancer. His ashes were kept at home until time for the Tuskegee Airmen celebration this weekend.



Joan Taylor, right, stands with pilot Ken Rapier after her husband's ashes were dropped over Moton Field. Taylor's husband, George, was one of the renowned Tuskegee Airmen. (Alvin Benn)

"We made arrangements to have George's remains flown to Alabama and thanks to Ken Rapier and Victor Crosswell, we were able to do what he had wanted us to do," Joan Taylor said Saturday during the Airmen celebration at Moton Field.

Her daughter from a previous marriage carried her husband's ashes in a special container during her commercial flight to Alabama.

Rapier and Crosswell, meanwhile, flew their small private planes with red paint on the tail sections from Chicago to Moton Field in time for a special fly-over to spread the ashes.



*Continue on page 5:*



# Chicago DODO Chapter Tuskegee Airmen, Inc. ®

## Mission Statement

"The Chicago "DODO" Chapter of TAI is a 501(c) (3) charitable organization whose mission is to perpetuate the historic legacy of the Tuskegee Airmen and to encourage and assist minority youth in pursuing post-secondary education and careers in the aerospace industry."

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Please submit all articles or pictures **no later than the 25<sup>th</sup>** of each month. Articles will be accepted via fax, as well as via email or in other electronic form. Pictures and other items can be mailed by the above deadline; also preferred to receive in any digital format for better quality printing. Typed or printed submissions are strongly preferred to handwritten ones. Submissions received after the 25<sup>th</sup> of the month will be included in the following month's issue unless otherwise indicated.

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## TABLE OF CONTENTS

### Front Page:

- ▶ Pilots Scatter Taylor's Ashes on Morton Field

### Page 2:

- ▶ Editorial Staff, Hotlines

### Page 3:

- ▶ Calendar of Events, This Month in History

### Page 4: Email Column

- ▶ Letter From Brittney
- ▶ Military Appreciation Dinner

### Page 5:

- ▶ Pilots Scatter Taylor's Ashes on Morton Field (Continue)

### Page 6 - 8:

- ▶ Sherman White Jr.

### Page 8: Young Eagles Column

- ▶ Ken Rapier Young Eagles Update
- ▶ Tuskegee Airmen Group Looking For Support
- ▶ Sherman White Jr. (Continue)

### Page 9 - 10:

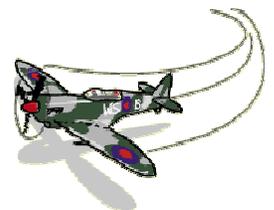
- ▶ Obama Helped Stranded 20 Years Ago

### Page 11:

- ▶ Noise Complaint At Luke AFB, AZ

### Back Page:

- ▶ Support Barack Obama





# CALENDAR OF



## October 31st Halloween

\*\*\*

November 8th  
Young Eagles  
Gary-Chicago Airport

\*\*\*

November 11th  
6:30PM - 8:30PM  
TAI Director Meeting  
Chicago Public Library  
8134 S. Stony Island



November 18th @ 6:30PM  
Chapter Meeting  
Chicago Public Library  
8134 S. Stony Island

\*\*\*

November 11th  
6:30PM - 8:30PM  
TAI Director Meeting  
Chicago Public Library  
8134 S. Stony Island

\*\*\*

December 9th  
6:30PM - 8:30PM  
TAI Director Meeting  
Chicago Public Library  
8134 S. Stony Island

\*\*\*

**All General Meetings will be held at the New Chicago Public Library  
8134 S. Stony Island**

### HOTLINES

CHAPTER HOTLINE:  
(312) 409-3624

CHICAGO YOUNG EAGLES HOTLINE:  
(312) 409-5621

GARY YOUNG EAGLES  
HOTLINE: (888) 235-9824  
(888) 2FLY—TAI

Note: *Call the Young Eagles Hotline after 7:30 a.m. on the morning of a flight for any cancellations.*

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### Note:

#### Officers Installed:

Bev Dunjill – President  
Kenneth Rapier - 1st Vice President  
Maj. Duane Hayden - 2nd Vice President  
Camile Chappell - Recording Secretary  
TBA - Corresponding Secretary  
Alcus Cromartie - Treasurer  
Moses Jones - Assistant Treasurer  
Judge Earl Strayhorn - Parliamentarian  
Dr. Bobbie Anthony-Perez - Historian

## THIS MONTH IN HISTORY



November 5th, 1974  
Black Caucus upped to 17

\*\*\*

November 9th, 1731  
Benjamin Banneker,  
Mathematician  
And Surveyor Born

\*\*\*

November 15th 1787  
Genesis of AME Church

\*\*\*

November 21st, 1865  
Shaw University Opened  
in North Carolina

November 22nd, 1948  
Yale Football Team  
Named Levi Jackson Captain

\*\*\*

November 23rd, 1897  
Cigarette Roller Patented  
By J. A. Sweeting

\*\*\*

November 24th, 1957  
Jim Brown, Cleveland  
Browns Set Record For  
Yards Gained

\*\*\*

November 30th, 1918  
369th African American  
Infantry Regiment  
Praised





## E-Mail Column



Flight Plan Publisher EMAIL is [ehoosman@sbcglobal.net](mailto:ehoosman@sbcglobal.net)

For those of you who wish to start receiving the Flight Plan via email vs. US mail please forward your email address to [ehoosman@sbcglobal.net](mailto:ehoosman@sbcglobal.net). for consideration.

Greetings Tuskegee Airmen and other readers,

My name is Brittney Dougal and I am from Baltimore , Maryland . I am twelve years old and I am in the eighth grade. I attend Immaculate Heart Of Mary School. I am going to tell you now about my passion for flying. This past summer I attend the EAA Air Academy camp in Oshkosh, Wisconsin . I was very fortunate to receive a scholarship from the Tuskegee Airmen Chp. Mr.Ken Rapier helped me along the way, and recommended me to receive this scholarship to attend The EAA Air Academy camp.

Mr. Rapier and I first met at a convention for Women And Minorities in aviation held in Romeoville, Chicago . He was very impressed with my knowledge of many women who pioneered their way through the aviation industry. He was also impressed with my passion for aviation.

I had such an amazing time at the EAA Air Academy camp. I learned so many things. For example, how to build a wing rib, a rocket, a glider, and most importantly I learned not only to use my mind when I am flying but also to use my body. As a result of attending the camp, my passion for aviation has grown even greater.

One of my short term goals is to obtain my pilots license before my drivers license. I know it will take a lot of persistence, determination and hard work to accomplish this goal. The only country that will allow me to obtain my license is Canada .

I will also be attending Space Camp in Huntsville Alabama , and Ace Camp in Romeoville, Chicago held at Lewis University . I will be moving to Houston , Texas in the next few months, and I would like to attend Ross Shaw Sterling High School in Houston . This high school has a magnet program for aviation and sciences.

Thank you for taking time to read my article about my goals and passion for aviation, and I hope to fly with you one day.

Love you.....

Source: Jacqueline Wallace



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Subject: Free Military Appreciation Dinner 17 Nov

Military Appreciation Monday

The 2008 Military Appreciation Monday dinner will be held on Monday, November 17, 2008 from 5 pm to 9 pm in all Golden Corral Restaurants.

The free "thank you" dinner is available to any person who has ever served in the United States Military. If you are a veteran, retired, currently serving, in the National Guard or Reserves, you are invited to participate in Golden Corral's Military Appreciation Monday dinner.

To date, Golden Corral restaurants have provided over 1.8 million free meals and contributed over \$2.53 million to the Disabled American Veterans organization.

*Continue from cover page:*

The two men flew near a bright yellow Piper Cub piloted by Roosevelt Lewis, the fixed base operator at the airfield, which has been used by commercial aircraft for years.

At a specific time, Rapier and Crosswell peeled off from the three plane formation, leaving Lewis to drop Taylor's ashes which had been placed in a special device.

A large crowd, including Taylor's wife, watched from about 800 feet below as her husband's remains slowly drifted to earth.

For Rapier and Crosswell, the expensive flight from Chicago was a labor of love for a man who served his country in war and peace.

Joan Taylor said her husband initially had thought of being buried at Arlington National Cemetery, but her suggestion hit home and he "thought it would be the right thing to do."

The Taylors first met through her brother when they were in their 20s, but parted ways and George remained a bachelor for 40 years until they met again and married.

Taylor was a decorated fighter pilot who returned home a captain with two Bronze Stars, an Air medal and four Battle Stars.

After the war, he worked for more than 36 years in Chicago's engineering department of the Water Reclamation District. During that time, he served as treasurer of the Chicago Tuskegee Air-men Inc.

Some of his remains have been saved so they can be spread over the gravesite of his parents, his wife said.

In March of 2007, Taylor and other Tuskegee Airmen stood tall at the Capitol Rotunda in Washington when President Bush honored them.

The flyover was one of several events during the second day of the celebration and big crowds continued to file through the refurbished hangar on the flight line to examine items in a mini-museum.



Among them was Ernest Henderson, 91, who served as a flight instructor for budding pilots during the war.

Henderson's son helped him get around and one of the first exhibits he viewed showed a photograph of him with several cadets hoping to make the grade as Tuskegee Airmen.

The weekend comes to a close today with "Tuskegee University Day" at the school's chapel with President Benjamin Payton speaking.

Guided tours will continue throughout the day at Moton Field as well as at the George Washington Carver Museum and the Daniel "Chappie" James Center.

Ernest Henderson, 91, who served as a flight instructor for budding pilots during the war.



**TUSKEGEE** -- Did two Tuskegee Airmen, including a pilot from Montgomery, die in a collision after take-off or were they shot down in a dogfight in World War II?

It's a question that has puzzled historians since July 2, 1943, when the men disappeared while escorting a dozen B-25 bombers on a mission near the coast of Sicily.

An amateur historian claimed in a book 10 years later that Sherman White of Montgomery and James McCullin of St. Louis died in a takeoff collision on that fateful mission.

Now, three professional historians from Montgomery have written about their findings after extensive re-search into the claim and what could have happened on that day 65 years ago.

Their conclusion is that White and McCullin probably were downed by German fighters or died in a mid-air collision during the battle -- but not in a collision shortly after takeoff.

Flying into each other after takeoff might indicate pilot error or negligence, or malfunctioning instruments in P-40 Warhawks, which lacked the technology available in Germany's best fighter planes.

"All the evidence we've examined indicates they did not die in any takeoff collision," said Wesley Newton, who has written several military-themed books. "We believe they were shot down over the Mediterranean Sea but aren't ruling out the possibility of a mid-air collision between the two during a dogfight."

Surviving pilots, relatives and students of the elite all-black fighter group met in Tuskegee over the weekend to help officially open the Tuskegee Airmen National Historic Site, making the study by the local historians even more relevant.

Newton, with Joseph Caver and Jerome Ennels who work at Maxwell Air Force Base's research facility, feel the 1953 claim has been a dis-service to the two brave pilots who died in combat.

"It was an error printed in a book by an Air Force Reserve lieutenant and, unfortunately, it was picked up by others through the years, including some Tuskegee Airmen who wrote their own books," said Newton.

The book referred to by the historians is "The Tuskegee Airmen: The Men Who Changed a Nation." In it, author Charles E. Francis, who is deceased, mentioned the downing of the first German fighter by a Tuskegee Airman but added there was "also sadness."

"A few hours earlier, Lt. Sherman White Jr. of Montgomery and Lt. James L. McCullin of St. Louis, Mo., collided while taking off on an early-morning mission," Francis wrote. "Both were killed."

The claim has been repeated throughout the years, as recently as 2005 on a nationally televised program narrated by former Marine Col. Oliver North.

In the most recent issue of "Air Power History," one of the nation's most respected military aircraft-related magazines, the historians wrote "the error occurred despite the fact that the producers of the program were furnished in advance (with) documentary evidence of the true account."

Newton, Caver and Ennels spent months poring over records at Maxwell Air Force Base to see if they could find the answer to the question of how White and McCullin died.

Newton, a World War II Army combat veteran, disputes Francis' claim of a collision after takeoff "because if it had happened that way, somebody would surely have seen it."



Sherman White Jr., a pilot with the Tuskegee Airmen during World War II, was believed to have been killed in a collision with another American plane shortly after takeoff. Now some historians believe he may have been shot down during a dogfight with German planes.

*Continue on page 7:*

*Continue from page 6:*

"Nobody reported seeing them vanish after they took off," Newton said. "What we've gathered is evidence to indicate German pilots may have shot them down during a dogfight that swirled around the bombers that day."

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"Nobody reported seeing them vanish after they took off," Newton said. "What we've gathered is evidence to indicate German pilots may have shot them down during a dogfight that swirled around the bombers that day."

White and McCullin were part of a 48-plane escort for B-25s on their way to bomb a German base in Sicily. Dur-ing the mission, Lt. Charles Hall of Indiana became the first Tuskegee Airman to shoot down an enemy plane.

A week after White and McCullin failed to return from their mission, the War Department notified their parents that they were miss-ing in action. Several weeks later, a second telegram was sent to the parents notifying them that their sons had been killed.

Both families began a peri-od of mourning, placed a gold star in a window of their homes and kept alive the memory of their sons.

Four years ago, a historic marker was unveiled out-side the house where the Whites lived on West Jeff Davis Avenue in Montgom-ery. It details White's serv-ice as a member of the Tus-kegee Airmen.

In their magazine article, the local historians refer to a book published in 2006 by Tuskegee Airman Samuel L. Broadnax who wrote: "Lieu-tenants James McCullin and Sherman White lost their lives in a mid-air collision near the coast of Sicily."

The three believe the "real reason" White and McCullin died may never be found since no bodies were found. But they are convinced the airmen were not killed on takeoff before they could join their squadron for the bomber escort mission.

Retired Air Force Lt. Gen. Russell Davis, who is presi-dent and chairman of Tuske-gee Airmen Inc. and was in Tuskegee for the grand opening event, said inci-dents often end with more questions than answers.

"When people see a car ac-cident they may wind up with nine different ver-sions," said Davis, who is an attorney. "That's why it's so im-portant that we continue to do research."

The "bottom line" in re-gard to the Tuskegee Air-men has never changed, said Davis, a retired Air Force fighter pilot.



Montgomery historian and author Wesley Newton stands next to a historic marker outside a home once occupied by the family of Tuskegee Airman Sherman White Jr., who was killed in World War II. (Alvin Benn)

"What happened on that mission is not what the Tus-kegee Airmen are known for," he said. "The Airmen served with great distinc-tion as they protected bomb-ers on missions over enemy territory. We can't absolute-ly correct eve-rything."

The Tuskegee Airmen -- pilots and ground crew -- proved to America that not only could they fly sophisti-cated fighter planes, they were as good as any white combat pilots in the country.

The nation's armed forces were segregated during World War II and black serv-ice members did not join white units until the late 1940s when President Harry Truman ordered the mili-tary to integrate.

The Airmen have achieved legendary status through the television shows, movies, books and magazine articles that have told their story.

*Continue on page 8:*

## Young Eagles Column



Saturday, October 4, 2008 was a picture perfect day for flying. There were 25 youngsters participating in the Young Eagles rally, 13 of which arrived on the Chicago bus. Pilots flyin the relatively small group were Butch Bejna, Victor Crosswell, Steve Hammond, Steve MacCabe, Ken Rapier and Keith Renfroe. Volunteers assisting with the rally were Cathy Bell, Don, Heather and Evie Clay, Bev and Jean Dunjill, Charles and Betty Guice, Julius Jackson, Moses Jones, Hilton Joseph, Melvin Knazze, Bob Mullins, Carol MacCabe, Darryl Mack, Carl Robinson, Marvin Robinson, Matthew Robinson, Vince Saunders, Rob Strickland, Mary Ward, Barb Werner and Paul Wil-

son. Once again a delightful luncheon feast of deep fried chicken, potatoes and green beans prepared by Don Clay, spaghetti and meatballs made by Cathy Bell, turkey and beans cooked by Barb Werner, greens and ham hocks with corn bread fixed by Rob Strickland and brownies and cookie bars baked by Carol MacCabe, made the day complete for our pilots and volunteers. Don Clay started the morning with the now looked forward to doughnuts as big as your head. We may have had a smaller than normal group of youngsters but we certainly made up for lost time with the wonderful social hour after the rally. You had to be there.

Happy Flyin'!

Ken Rapier, Chief Pilot  
Tuskegee Airmen Young Eagles Program

### **TUSKEGEE AIRMEN GROUP LOOKING FOR SUPPORT**

The Tuskegee Airmen, the first African American fighter pilots, recently received the group's second congressional recognition. With the conclusion of Black History Month, the group knows full well that its veterans are dwindling in numbers. Hoping that the legacy will not die with them, the nonprofit [Tuskegee Airmen Inc.](#) is looking for dedicated people to join the organization and carry out its mission of inspiring young people to achieve goals and take on leadership roles in society.



*Continue from page7:*

Two years ago, however, two historians released documents showing the Tuskegee Airmen did lose U.S. bombers to German fighters, contrary to claims they had an unblemished bomber escort record.

Daniel Haulman of Montgomery and William Holton of Columbia, Md., referred to Air Force documents that showed several U.S. bombers were downed by German planes during escort missions by Tuskegee Airmen.

As a result of those findings, Davis said he was going to drop any references to claims that Tuskegee Airmen had never lost a bomber to enemy aircraft until after an investigation.

He made the claim at Marion Military Institute where the Tuskegee Airmen, as a group, were inducted into the Alabama Military Hall of Honor.

Davis received a loud ovation when he repeated a contention that had been made by many other speakers in the decades since the end of World War II.

"Our investigation is continuing, but I have not been mentioning anything about possible bomber losses during Tuskegee Airmen escort missions until it is concluded," said Davis in an interview upon his arrival here for the weekend events.



The P51 in flight over California 1943, from the [Library of Congress](#)

November 3rd has been marked the worldwide day to fast and pray for Barack Obama between **Noon and 1:00pm**; giving up one meal for the day.

Instead of eating, pray for the following three things:

1. **Pray for the Hand of God to move in a mighty way over this election**
2. **Pray that this election will be handled in a fair and honest manner and in a way that pleases God**
3. **Pray for the protection of Obama and his family**

[Note: If you are on medication and have to eat something during that time, ask God to speak to your heart and tell you what to give up].

**Mark your calendars for Nov 3<sup>rd</sup> and pass this email on to all Obama supporters!!!**



## [Amazing: Obama Helped Stranded Stranger 20 Years Ago](#) Posted: 06 Oct 2008 09:20 PM CDT



Oct 05, 2008

The Norwegian newspaper VG has reported a truly amazing story about a newly-wed trying to get to Norway to be with her husband, and the stranger who helped pay an unexpected luggage surcharge. The blog "Leisha's Random Thoughts" has translated the story.

It was 1988, and Mary Andersen was at the Miami airport checking in for a long flight to Norway to be with her husband when the airline representative informed her that she wouldn't be able to check her luggage without paying a 100 surcharge:

When it was finally Mary's turn, she got the message that would crush her bubbling feeling of happiness.

-You'll have to pay a 103 dollar surcharge if you want to bring both those suitcases to Norway, the

man behind the counter said.

Mary had no money. Her new husband had travelled ahead of her to Norway, and she had no one else to call.

-I was completely desperate and tried to think which of my things I could manage without. But I had already made such a careful selection of my most prized possessions, says Mary.

As tears streamed down her face, she heard a "gentle and friendly voice" behind her saying, "That's okay, I'll pay for her." Mary turned around to see a tall man whom she had never seen before.

-He had a gentle and kind voice that was still firm and decisive. The first thing I thought was, Who is this man?

Although this happened 20 years ago, Mary still remembers the authority that radiated from the man.

-He was nicely dressed, fashionably dressed with brown leather shoes, a cotton shirt open at the throat and khaki pants, says Mary.

*Continue on page 10:*



*Continue from page 9:*

She was thrilled to be able to bring both her suitcases to Norway and assured the stranger that he would get his money back. The man wrote his name and address on a piece of paper that he gave to Mary. She thanked him repeatedly. When she finally walked off towards the security checkpoint, he waved goodbye to her.

Who was the man?

Barack Obama.

Twenty years later, she is thrilled that the friendly stranger at the airport may be the next President and has voted for him already and donated 100 dollars to his campaign:

-He was my knight in shining armor, says Mary, smiling.

She paid the 103 dollars back to Obama the day after she arrived in Norway. At that time he had just finished his job as a poorly paid community worker\* in Chicago, and had started his law studies at prestigious Harvard university.

Mary even convinced her parents to vote for him:

In the spring of 2006 Mary's parents had heard that Obama was considering a run for president, but that he had still not decided. They chose to write a letter in which they told him that he would receive their votes. At the same time, they thanked Obama for helping their daughter 18 years earlier.

And Obama replied:

In a letter to Mary's parents dated May 4th, 2006 and stamped 'United States Senate, Washington DC', Barack Obama writes:

'I want to thank you for the lovely things you wrote about me and for reminding me of what happened at Miami airport. I'm happy I could help back then, and I'm delighted to hear that your daughter is happy in Norway. Please send her my best wishes. Sincerely, Barack Obama, United States Senator'.

The parents sent the letter on to Mary.

Mary says that when her friends and associates talk about the election, especially when race relations is the heated subject, she relates the story of the kind man who helped out a stranger-in-need over twenty years ago, years before he had even thought about running for high office.

Truly a wonderful story, and something that needs to be passed along in the maelstrom of fear-and-smear politics we are being subjected to right now.

UPDATE: Thanks for the recommends, folks! Also, remember this was 1988, when 100 dollars was quite a bit of money, compared to today's value.

By the way, this would be the perfect antidote to the Smear E-mails going around. If anyone has a good long email chain list, shoot it out, and let it be passed along.



**Subject: Noise Complaint at Luke AFB, AZ.**

Luke AFB is west of Phoenix and is rapidly being surrounded by civilization who complain about the noise from the base and its planes, forgetting that it was there long before they were.

Apparently, an individual who lives somewhere near Luke AFB wrote the local paper complaining about a group of F-16s that disturbed his/her day at the mall.

When that individual read the response from a Luke AFB officer, it must have stung quite a bit.

**The complaint:**

'Question of the day for Luke Air Force Base: Whom do we thank for the morning air show? Last Wednesday, at precisely 9:11 A.M, a tight formation of four F-16 jets made a low pass over Arrowhead Mall, continuing west over Bell Road at approximately 500 feet. Imagine our good fortune! Does the Tom Cruise-wannabes feel we need this wake-up call, or were they trying to impress the cashiers at Mervyns early bird special? Any response would be appreciated.

**The response:**

Regarding 'A wake-up call from Luke's jets' On June 15, at precisely 9:12 A.M., a perfectly timed four- ship fly by of F-16s from the 63rd Fighter Squadron at Luke Air Force Base flew over the grave of Capt. Jeremy Fresques.

Capt. Fresques was an Air Force officer who was previously stationed at Luke Air Force Base and was killed in Iraq on May 30, Memorial Day.

At 9 A.M.. on June 15, his family and friends gathered at Sunland Memorial Park in Sun City to mourn the loss of a husband, son and friend.

Based on the letter writer's recount of the fly by, and because of the jet noise, I'm sure you didn't hear the 21-gun salute, the playing of taps, or my words to the widow and parents of Capt. Fresques as I gave them their son's flag on behalf of the President of the United States and all those veterans and servicemen and women who understand the sacrifices they have endured.

A four-ship flyby is a display of respect the Air Force gives to those who give their lives in defense of freedom.

We are professional aviators and take our jobs seriously, and on June 15 what the letter writer witnessed was four officers lining up to pay their ultimate respects.

The letter writer asks, 'Whom do we thank for the morning air show? The 56th Fighter Wing will make the call for you, and forward your thanks to the widow and parents of Capt. Fresques, and thank them for you, for it was in their honor that my pilots flew the most honorable formation of their lives.

Only two defining forces have ever offered to die for you . . . Jesus Christ and the American Servicemen and Women of the U.S. armed services.

One died for your soul, the other for your freedom.

Lt. Col. Grant L. Rosensteel, Jr.

USAF

*"Wilk"*





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