

John Bloom, a dear friend of George and Pam Angle wrote this obituary for George.

“From the bottom of my heart and the “Band of Brothers” we had at the 37 TAS in Rhein Main Germany from approximately 1979-1981, George of course was one of the “Band of Brothers” (Pam too). Major George Angle is the best of the best in military aviation. His background is steeped in aviation history. His military aviation history stretches back to early 1971. The aircraft he operated included the following U-3, U-6, UV-18, EC-135, C-130, and C-12’s. His job titles included

Instructor Pilot, Chief Special Operations Pilot, Chief of Operations and Training, Chief Standardization / Evaluation Pilot. He also attended numerous training courses in his distinguished military career to include undergraduate pilot training, Squadron Officers School, Air Command and Staff College, Combat Operations Specialty Training, Special Operations OV-10A training. His military decorations include the MSM (Meritorious Service Medal), and AF Commendation Medal and many more. He was a pilot’s pilot: to include operating C-130E’s world-wide operating from multiple countries to include all of Europe, Africa, and the mid-east; then include his time in the OV10A’s as Forward Air Controller in Thailand during the Vietnam conflict not to mention his support air operations during Desert Shield/Storm. His logbook is full of aircraft time and history: U-3, U-6, UV-18, EC-135, C-130, and C-12’s Again, George was, is, and will always be, a pilot’s pilot who also dedicated his life to family and our nation.”

Aircraft George flew after USAF Pilot Training:

Nakhon Phanom(NKP) During The Secret War 1962-1975. George flew the OV-10 Bronco out of this Royal Thai Air Base in 1973. <https://aircommandoman.tripod.com/>

NKP is on the Thailand side of the Mekong River directly across from Laos and Vietnam. George flew Forward Air Controller (FAC) missions, directing fighter aircraft and other assets onto enemy targets.

USAF OV-10 Bronco

He returned from the Vietnam War and Southeast Asia to Langley AFB, VA to fly the C-130 and transferred to Pope AFB, NC when Langley was closed as a C-130 base.

63-7847\LM C-130E 316th TAW, Langley AFB, VA under Tactical Air Command (TAC)

317 Tactical Airlift Wing (TAW) C-130 at Pope AFB circa 1975 when C-130s were placed under Military Airlift Command (MAC)

The **U-3 is a military variant of the Cessna 310**, used primarily by the United States Air Force for light utility transport and administrative support. It was introduced in the late 1950s and is often referred to by its nickname, "Blue Canoe," due to its distinctive paint scheme.

U-6, De Havilland U-6A Beaver. From 1952-1960, De Havilland Aircraft of Canada manufactured the U-6A (designated L-20 until 1962), delivering nearly 1,000 to the United States' armed services. Although flown mostly by the U.S. Army, the U.S. Air Force employed more than 200 U-6As, primarily for aeromedical evacuation. However, the USAF also used the U-6A aircraft for

courier service, passenger transport, light cargo, reconnaissance, rescue and aerial photography missions. The U-6A saw USAF service in both the Korean and Southeast Asia Wars.

The **UV-18A 'Twin Otter'** is the military version of the DeHavilland DHC-6 with optional float and ski fittings. The aircraft have crew and passenger oxygen systems and a navigation/communication package which gives it an all-weather capability. It has a cruise speed of 150 knots, a service ceiling of 25,000 feet and a range of 700 miles. Designed to replace DHC-3, DHC-6 made its first flight on May 20, 1965. This general-purposed civil and military transport, used by regional airlines in Alaska and other areas with short or rough runways, entered production early in 1966. By September 1982, over 800 DHC-6 were built, and by the end of production in 1988 a total of 844 aircraft were built for various military and commercial customers. Airlift support for the US Air Force Academy cadet parachuting program is provided by three UV-18B aircraft which carry a pilot, copilot and up to 17 jumpers. These Twin Otters are the only three owned by the Air Force. UV-18

Boeing EC-135 - Primary Role: Airborne Command Post (ABCP). In the early days of KC-135A production, the Strategic Air Command (SAC) identified the requirement for an Airborne Command Post (ABCP). The idea was for specially equipped aircraft to be airborne at all times, 24 hours a day, 7 days a week, 365 days a year, in the event that SAC's underground command center was destroyed or became disabled. The first aircraft adapted for the ABCP role were 17 TF33-engined KC-135B tankers. Dubbed the "Looking Glass", because the mission mirrored ground-based command, control, and communications, operations began on 3 February 1961. By 1964, the aircraft were considered dedicated to the role of ABCP and received the revised designation of EC-135. The EC-135 fleet was equipped with comprehensive, high-tech communications equipment, which allows the airborne commander to link with national command authorities, theatre forces, other airborne command posts and with his assets on the ground. Its highly trained crew and staff ensure there is always an aircraft ready to direct bombers and missiles from the air should ground-based command centers become inoperable. The crew consists of two pilots, a navigator, an airborne refueling systems operator, and several communications systems operators.

The **Beechcraft C-12 Huron** is the military designation for a series of twin-engine turboprop aircraft based on the Beechcraft Super King Air and Beechcraft 1900. C-12 variants are used by the United States Air Force, Army, Navy and Marine Corps. These aircraft are used for embassy support and medical evacuation, as well as passenger and light cargo transport.

The last aircraft that George flew was the **Cessna Citation** out of Fayetteville Airport, Fayetteville, NC. The Cessna Citation is a marketing name used by United States aircraft manufacturer Cessna for its line of business jets. Rather than one particular model of aircraft, the name applies to several "families" of turbofan-powered aircraft that have been produced over the years. Within each of the six distinct families, aircraft design improvements, market pressures and re-branding efforts have resulted in a number of variants, so that the Citation lineage has become quite complex. Military variants include the T-47 and UC-35 series aircraft.

Please pray with me: For Pam and the family, and the repose of the soul of my best friend, George Angle, who lost his battle with cancer. A teacher, military pilot, great cook & connoisseur of adult beverages, financial officer, TCC Secretary for 17 years and president for 2, lover of life, great father, but most of all a faithful & loving husband to Pam for over 59 years. He was a kind and gracious gentleman who loved God in real terms. and in the end, he was patient and persevered. Eternal rest grant unto him, O Lord, and let perpetual light shine upon him. May George and the souls of the faithful departed, through the mercy of God, rest in peace. Amen”