

Jerry C. Lindh



Jerry C. Lindh was born July 26, 1964, in Pompton Plains, New Jersey. During Jerry's early years, the family relocated several times (due to his father's job) before eventually landing in Hudson, OH. Jerry entered nursery school at age four. He skipped Kindergarten and entered first grade at age five. While his teacher said that she did not like having a five year old in her first grade, she could tell he would make it. A fifth grade teacher said "that boy can accomplish anything that he wants".

As a child, Jerry spent many hours sketching airplanes in dog fights and formations and building model airplanes.

When he entered the 11th grade in Hudson, OH, a course was available for Private Pilot's Ground School and he passed his written exam at age 14. On his 16th birthday, he soloed in a plane at the airport in Kent, OH and at age 17, he obtained his

Private Pilot's license. He was also a member of the Mensa Society.

At age 16, he graduated Hudson High School with high honors. He applied for the Air Force Academy but was advised that he had to be 17 by July 1st to enter and he would not be 17 until July 26th. So he applied for a scholarship to Purdue University as a Reserve Officer Training Candidate. All of his credits for Advance Placement courses taken at Hudson were honored by Purdue and later by the Air Force Academy.

While at Purdue, his Reserve Squadron Leader encouraged him to apply again for an appointment to the Air Force Academy and he was accepted after completion of his freshman year at Purdue.

In 1984, during the Fall semester of his Junior year at the Air Force Academy, he attended the United States Military Academy at West Point as an Air Force Academy exchange student. What impressed him most was the training in leadership which he gained there.

Jerry graduated in 1986 from the Air Force Academy in the top 5% of the class of nearly 1,000 cadets with a Bachelor of Science Degree in Aeronautical Engineering.

He received a scholarship awarded by the John D. and Katherine T. MacArthur Foundation to attend the University of Maryland to obtain a Master's of Business Administration degree in Public Policy. In 1988, he worked at the Pentagon and the State Department in Washington, DC. He was cleared for Top Secret material and, a few years later, part of his assignment at his base in England was to keep the inventory of nuclear weapons.

In 1989, he graduated Flight School in Lubbock, TX, then on to survival training in Washington State, then water survival in Florida. Graduating Flight School, he ranked high enough to request fighter pilot or fighter-bomber aircraft.

In 1990, Jerry graduated F-111 training at Mountain Home, ID and was assigned to the Royal Airforce (RAF) base in Upper Heyford, England. During his time as a pilot there, he flew over 500 hours as a pilot of the F-111E fighter-bomber.

From April through August of 1992, he served as the Operations Officer of the NATO air base in Incirlik, Turkey during “Operation Provide Comfort”. He was involved with directing and scheduling NATO aircraft including air refueling for the Combined Task Force – Incirlik. He was nicknamed “Droid” by his fellow squadron officers because of knowledge of things pertaining to his assignment.

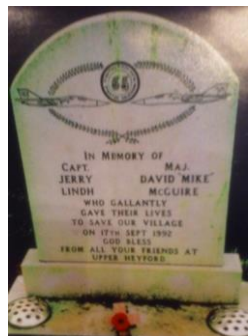
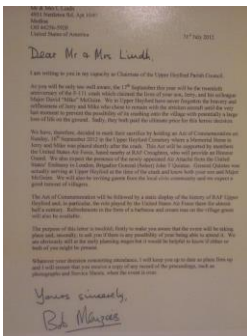


After leaving his six-month assignment in Turkey, he returned to Upper Heyford Air Base and continued his duties there. The

base was in the process of being closed and he volunteered to stay on and help complete that process. In August, he was named Squadron Top Gun for that month.

On September 17, 1992, they were returning from a training mission when their plane developed mechanical problems which made a crash inevitable. Jerry and Mike instructed by their base controller to eject. If they had ejected, however, the F-111 would surely have crashed into the village with devastating loss of life and property. So they decided to remain aboard and to try to land their crippled aircraft. That decision cost both men their lives.

Jerry and his crew mate, Weapons Officer, Major David “Mike” McGuire, were killed when their crew capsule ejected from the F-111E aircraft as it crashed near the approach to the runway, just over the fence from the village of Upper Heyford. The capsule impacted the ground surface of the runway. Mike died instantly while Jerry died a little later in the base infirmary.



Jerry Lindh and David McGuire have been remembered by the citizens of Upper Heyford for their actions.