

Lionel "Stormy" Bordeaux

Stormy's interest in military history began when he was old enough to understand what it meant when he was told that his dad was a Pearl Harbor survivor. He started by devouring all the military books at the neighborhood library in New Orleans. It was solidified at the knee of his father-in-law who was a Martin B-26 pilot during WWII. But it was really hammered home with his military participation in Vietnam, Panama, Grenada and Desert Shield/Desert Storm.

After graduating from Tulane University, Stormy was a pilot in the US Air Force from 1968 - 1992. His first operational aircraft was the F-4 Phantom, flying 249 combat missions from DaNang Air Base in Vietnam in 1970-71. At first, he flew the routine interdiction and strike missions along the Ho Chi Min Trail and supported US and ARVN troops in direct enemy contact. But then he entered in a volunteer-only program that used the F-4 as a "Fast Forward Air Controller" (Fast FAC). Fast FAC missions were flown exclusively in those areas that were too hazardous for the conventional FAC aircraft, including North Vietnam, Laos and Cambodia.

After the F-4 tour in South East Asia, he instructed in the T-38 in Del Rio, Texas, for 5 years. Spending the fall semester of 1982 at the University Of Southern California, Stormy was trained as an Aircraft Accident Investigator. He was the investigating Officer for many incidents and several fatal accidents. His next assignment took him to Panama City, Florida, as both a T-33 pilot and a radar controller, where he conducted live-missile firing missions in the restricted areas south of Tyndall AFB. Then he had a truly remote tour, spending a year on a mountaintop in the center of Alaska. This was followed by a couple of special duty assignments as a U-2 pilot and then as an SR-71 pilot at Beale AFB in northern California. Both aircraft had a huge repeating deployment cycle of: home for 2 months and then off to an overseas location for 2 months, rinse and repeat. After 8 years of being gone every 2 months, he volunteered for a change and went to England, flying U-2s for 3 years at RAF Alconbury, UK. Then, he returned to Beale as a U-2 Instructor pilot in the U-2 training squadron. He was selected as the commander of a U-2 deployment to Howard AB, Panama 1991-92. He retired from the US Air Force in Sept 1992 with 687 combat hours and over 6,000 total hours. Compared to most pilots, he had a very "different" career: Approximately 1500 hours of his hours was flown above 70,000 feet and 300 of those hours was flown at speeds faster than 3.0 Mach. He is one of only twelve pilots to have flown both the U-2 and the SR-71 on operational missions.

From 1995 to 2002, Stormy worked at the Lockheed Martin Skunkworks facility in Palmdale, CA as a U-2 Senior Systems Engineer, reporting directly to the Chief Engineer; he led the design team for the "Glass Cockpit", Electrical System Upgrade and many other modifications to the U-2. He moved in 2002 to Fort Worth, working on the F-35 cockpit design. Currently a Senior Operations Analyst for the F-35 effort in the Virtual Warfare Center (VWC), where he mentors, trains and directs multiple aviator and non-aviator team members for customer events in the VWC. He is the subject matter expert on the F-35 Pilot to Vehicle Interface (PVI), F-35 mission systems and weapon employment.

Stormy has been married to Darlene for 12 years. Together they have ten grandchildren and love to travel. Darlene is a CPA who was a long time member of the UNT College of Liberal Arts Advisory Board.

