



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Aug 2005

Toast J-surrender 60th at Richthofen

Remaining 2005 flight schedule

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 7-10 days prior to each meeting. If not, please advise Flight Adjutant Bob Resling.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
19 Aug	Aurora Hills*	War Stories
02 Sep	Richthofen Castle	WWII Beer Call
16 Sep	Aurora Hills*	Steve Ritchie
21 Oct	Aurora Hills*	A-10 Warthog
18 Nov	Aurora Hills*	Annual Bus Mtg
?? Dec	TBA	Christmas party

* Aurora Hills Golf Course Tin Cup Bar & Grill

Celebrate end of WWII, view surrender document at Castle beer call 2 Sep

World War II hostilities ceased on 15 August 1945 (VJ-Day), when Japan capitulated nine days after the Hiroshima A-Bomb, six days after the Nagasaki bomb.

Nearly three weeks later on 2 Sept, a delegation from Japan boarded USS *Missouri* in Tokyo Bay to sign the formal surrender papers. The following day, surrenders were also signed in Singapore and Baguio.

All of this was 60 years ago, more or less. And the 60th anniversary of the Allied victory over the Axis in World War Two is particularly significant in that it may be the last major anniversary of the event that most of its surviving veterans will experience. Sad but true.

In other words, this anniversary is a big deal. Here's your chance to celebrate it in style at 1700 Friday 2 September—60 years to the day after Japan formally surrendered to end WWII. Jerry Priddy, owner of Denver's Richthofen Castle, is making *der Richthofen* available for a beer call for Flight 18, the COANG 120th Fighter Squadron and members of Flight 11 who are able to attend. A major attraction will be the display of General Jonathon Wainwright's copy of the Japanese surrender document (*see P. 3*), which Jerry procured at an estate auction. Dress is dignified informal—Daedalian blazers/sport coats encouraged, ties not required; flight suits welcome.

Location: 7020 E. 12th Ave, Denver (south side of 12th Ave, three blocks west of Quebec – not on Richthofen Place). Parking on nearby streets. Car pooling recommended.



From the Flight Captain



Fellow Daedalians,

Halfway through another year and it's been a huge success so far. Our thanks to the Lafayette Foundation for hosting us and our wives in May. It was a wonderful event enjoyed by all. We are equally thankful to Col Jack Wilhite for hosting us at the Jeffco Airport.

In **August** we'll have our second "War Stories" session of the year. Remember, at least 10% truth is required from volunteer speakers. In **September**, we have two events. The first is a Daedalian Beer Call at the Richthofen Castle on Sep 2nd in celebration of the 60th anniversary of Japan's formal surrender on that day in 1945 (*see Pages 2/3*).

Continued on Page 4

Japan surrenders; WWII ends; Cold War begins



The Nagasaki bomb photographed at ground level. At least eight residents of Hiroshima who were within one mile of Ground Zero in that city on 6 Aug survived the first A-bomb virtually unscathed, then made the fateful decision to board a train to Nagasaki. They arrived just in time to experience—and survive—a second atomic blast three days after the first. Japan capitulated on 15 Aug (14 Aug in the U.S.), which President Truman proclaimed VJ-Day.



Foreign Minister Shigemitsu, representing his government, leads the Japanese delegation as it arrives aboard USS Missouri on 2 September 1945 to sign the surrender documents. Among measures taken to defend against rogue Kamikaze attacks during the post-VJ-Day ceremony, sailors manned fully ready anti-aircraft batteries and the Navy flew non-stop CAP missions over the Allied ships anchored in Tokyo Bay.

CAPT Stuart S. Murray was C.O. of USS Missouri at the time of the surrender ceremony. Years later, ADM (Ret) Murray recounted the day's events. Selected excerpts of his oral history follow:

“Shigemitsu had a wooden leg, his own having been blown off in Shanghai several years before. That presented a problem. General MacArthur had said he didn't want the Japanese aboard the MISSOURI on its weather deck more than five seconds and he didn't want them to be even a fraction of a second late in getting up there. Nine o'clock was the official time. So we took young sailors and took a swab handle and put it down their trousers' legs so they couldn't bend their legs, strapped it on them and they'd get in a small boat just exactly like the one the delegation would come over in, and they would be Shigemitsu, who was rapidly named 'Pegleg Pete' by all the sailors and officers. Well, we practiced this about twenty times, how long it took to get them out of the boat from sitting in it, get up on the bottom platform for the forward gangway, come up the gangway, and so forth.”

“Along with General MacArthur and his staff, an Army colonel had flown out with the surrender papers. It was the first time we'd seen them. One look at these documents and all hell broke loose! They were about 40 inches by 20 inches each and two of them had to be in line. Our beautiful mahogany table, a gift from the British Navy for the occasion, was 40 by 40! Couldn't do it. So I called the four nearest sailors and we dashed down to the crew's mess. We grabbed the first table—the mess cooks were just cleaning it up—and took it on up. On the way by the wardroom I yanked a green cover off the first wardroom table I came to and said to the guys out there on the deck to set up this mess table and spread the green cloth on it. It really looked very nice...and the group was all aboard then.

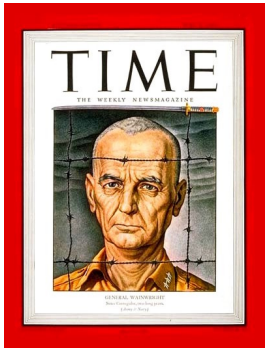
Later we noticed that the green cloth had a lot of coffee spots on it from coffee spills in the wardroom.”

“General MacArthur, when he signed, asked General Wainwright, who had been captured when Corregidor fell and kept a POW, and also General Percival of the British Army, who had been in command at Singapore and taken prisoner, to come and stand alongside him. They were, of course, very emaciated looking and had just been flown in the day before from a prison in Manchuria where they'd been released by the Japanese or rescued. He gave Wainwright his first pen when he started out signing and Percival the second one. The other three he put in his pocket.”



Photos clockwise from top left:

Gen. Jonathan M. Wainwright was the Commander of the Filipino-American forces on the Island of Luzon. When MacArthur was ordered off Bataan in March 1942, Wainwright, promoted to temporary Lieutenant General, succeeded to command of US Army Forces in the Far East, a command immediately afterward redesignated US Forces in the Philippines. When Corregidor was still under siege, Wainwright's concern became twofold: to pre-



serve the morale and fighting spirit of his men, and to try to arrange for the evacuation by submarine of selected personnel, including intelligence specialists, grounded aviators, and nurses. His remaining duty was to tie up the Japanese for as long as possible. He chose to stick it out in Corregidor and stay with his men. His last duty was to surrender Corregidor to the Japanese on May 6, 1942 which turned out to be the most painful and shattering experience in his military career. He was then held in prison camps in northern Luzon, Formosa, and Manchuria until he was liberated by Russian troops in August 1945. After witnessing the Japanese surrender aboard USS *Missouri* on **September 2, 1945** he returned to the Philippines to receive the surrender of the local Japanese commander. On his return to the United States, he was given a hero's welcome, promoted to General, and awarded the Medal of Honor. He retired from active duty in August 1947 and died at San Antonio, Texas on **September 2, 1953**.

- ♠ *Foreign Minister Shigemitsu ("Pegleg Pete") signs two copies of the surrender documents, one copy for Japan and one for the Allies. The Allies' copy would be taken back to CONUS by Admiral Nimitz, who had signed on behalf of the United States.*
- ♠ *1,000 Navy carrier planes fly over USS Missouri in Tokyo Bay during the surrender ceremony.*
- ♠ *Japanese delegation departs USS Missouri 2 September 1945 after signing the surrender documents.*
- ♠ *Gen Wainwright on the cover of Time 8 May 1944.*



From the Flight Captain

Continued from Page 1

Our second event in September will be our normal meeting on the 16th at which our guest speaker will be BGen Steve Ritchie.

In **October**, we'll hear a presentation by prospective Flight member Joel Booth regarding the venerable A-10 Warhog. **November** will be our annual business meeting and election of flight officers. The forum and date for our Dec Christmas party TBD.

Switching to new business, we need your help with two crucially important management activities.

First, Mel Eisaman has answered my call for a volunteer to organize a Nominating Committee to recommend Flight officers for 2006. The committee will canvass current Flight officers to determine who desires to step down or continue, and call upon other Flight members as necessary to volunteer to serve this great organization. The committee will then nominate a slate of officers for election at our annual business meeting in November. If you are asked to serve on this committee or as an officer for 2006, please say yes.

We also need volunteers for a committee to update Mile High Flight's corporate by-laws. Dating from 1976, our by-laws do not reflect how we currently conduct—or historically have conducted—Flight business. I suggest that this committee include former Flight officers and submit its proposed updates by early 2006. Existing by-laws require any changes to be approved by referendum, which the committee would then conduct in concert with the Flight officers.

Flight members who wish to serve on the By-laws Committee please contact any Flight officer (*see list on p. 7*).

As this is our last newsletter prior to the nomination and election of Flight officers for 2006, I would like to take this opportunity to thank the members of Mile High Flight for allowing me the honor of serving you

for these last three wonderful years. It has been my great pleasure. However, when this year is done it will be time for me to step aside and allow some other willing individual the privilege of taking the reins and leading this great organization to further distinction.

Gentlemen, until our next meeting...check six!

Volabamus

Volamus

Yumper 

GREGORY D. BLACK,
LCOL, USAF (Ret)
Flight Captain

Vietnam ace Steve Ritchie will be guest speaker on 16 Sept

BrigGen (Ret) Steve Ritchie, the lone USAF ace of the Vietnam War and the only man to have shot down five Mig-21s, is the scheduled guest



speaker at Flight 18's September luncheon at Aurora Hills.

Gen Ritchie's fifth kill came on his 339th and final combat mission after two tours flying the F-4 Phantom in SEA. He left the active Air Force in 1974 to run for Congress, but continued to serve in the COANG and the Air Force Reserve. His decorations include the Air Force Cross, four Silver Stars, 10 DFCs and 25 Air Medals.

A popular and widely traveled spokesman on national security issues, he was inducted into the Colorado Aviation Hall of Fame in 1997.

No-shows costly. If you tell your caller you'll attend, please try do so. If you can't make, please call and cancel.



Welcome Aboard

Donald A. Mobley, LtCol, USAF(Ret)

Born in Houston, TX on New Year's Day 1929, Don chose a Friday the 13th in 1950 to enlist in the Air Force. Nevertheless, he successfully completed flight training at Williams AFB, AZ, on 9 Feb 1951, earning his wings and commission at that time.

After Gunnery School, it was off to Korea, where he flew 68 missions in the F-80 before returning to the States to fly F-86s at Oscoda (later Wurtsmith) AFB, MI. He would go on to fly F-100s at Bitburg, GE and as an IP at Nellis AFB before undertaking more technical pursuits—first with an ACW squadron in California, then graduating from the AFIT at Wright-Patt and, finally, doing structural testing on B-52s and F-102s at Kelley AFB

After leaving the active Air Force in 1970, he served 25 years as a simulator instructor at the United Training Center in Denver. Along the way, he took the opportunity to fly on the line as an FE in the 747, DC-10 and several other aircraft. He retired from the AF Reserve in 1978 after 28 years of service and from United in 1995.

Don, an avid fisherman, Rotarian and Shriner in retirement, and his wife Carol reside in Broomfield. Their four children (two of each flavor) are long grown. One son is a retired Air Force officer.

W.R. Koger, LtCol, USAF (Ret)

After two years of Army ROTC at Kansas State, W.R., "Bill" for short, enlisted in Dec 1942, managed to trade infantry training for flight training. He pinned on his wings at Luke Field, AZ (P-40s) in Feb 1944. Then it was off to P-40 gunnery school in DeRidder, LA, followed by the P-51 Tac Recon RTU at Key Field, MS. Now trained to the hilt, he joined the 12th Tac Recon Squadron in Furth, Germany, where

Continued on Page 6

The Last Mission



B-29 lands on Guam, 15 Aug 1945

One hundred thirty-two B-29s attached to the 315th Bomb Wing on Guam flew the last mission of WWII August 14/15—6 days after Nagasaki was struck by the second atomic bomb. By a bizarre twist of fate, this strike against an oil refinery north of Tokyo indirectly foiled a military revolt whose intent was to kidnap the Emperor and keep the war going.

The attempted coup, which was revealed to the U.S. only after the peace was signed, occurred when War Minister Anami's Young Tiger military staff angrily rebelled after the War Cabinet succumbed to the Emperor's plea for peace. The Tigers vowed to continue the war even as the War Cabinet prepared to sign the peace treaty. The Young Tiger conspirators plotted to take over the palace, kidnap the Emperor to protect him from his "traitorous advisors," confiscate his recordings of surrender, and issue false orders for the army to continue the war. The 315th's bombing mission triggered a Tokyo blackout at a fortuitous moment in time that spared the Emperor and allowed his records of surrender to be safely hidden away.

Had the revolt succeeded and the war continued, another A-bomb was waiting in the wings as the Allies prepared to invade Japan.

Note: The History Channel will next air its account of "The Last Mission" on Sunday 14 August 2005.

Popular Myths

"Taps"

True or false? One night during the Civil War, a Union captain, personally pulled a wounded soldier from the battlefield—unfortunately too late. Once in the light the captain discovered that the dead soldier was not only a Confederate, it was his own son. Musical notes scribbled on a piece of paper found in the soldier's pocket and



played at his funeral by a lone bugler eventually would come to be known as "Taps."

False. "Taps" was composed by BG Daniel Butterfield, Commander 3rd Brigade, 1st Division, V Army Corps, Army of the Potomac, with the help of his bugler, Oliver W. Norton. Butterfield, who sought to improve on the simple three-gun volley at the conclusion of burials during battle, is thought to have altered an older piece known as "Tattoo," a French bugle call used to signal lights out.

Flag flown during surrender ceremony

True or False? The American flag flown from USS *Missouri* during the formal Japanese surrender ceremony on 2 September 1945 was the same flag that had flown over the Capitol in Washington on 7 December 1941.

False. "It was just a plain ordinary G.I. issue flag and also a Union Jack. They were both turned into the Naval Academy Museum when the MISSOURI got back on the East Coast, along with the table and the mome cloth and chairs, and also Adm Nimitz's and Gen MacArthur's five-star flags." – ADM (Ret) Stuart S. Murray, CO, USS *Missouri* on 2 Sept 1945.

"Sumo" Dunstan is Flight 18's 2004 Distinguished Pilot



MGen Mason C. Whitney, The Adjutant General of Colorado, and Flight Captain Yumper Black flank DPA recipient Maj Floyd "Sumo" Dunstan.

On Friday 3 June, Mile High Flight 18 presented its annual Distinguished Pilot Award to Major Floyd W. Dunstan, an F-16 pilot with the Colorado Air National Guard. Dunstan, known informally by his call sign "Sumo," is assigned to the 120th Fighter Squadron at Buckley AFB.

A 1987 graduate of the Air Force Academy, "Sumo" opted to enter Marine Corps pilot training as other members of his family had previously joined the Marines. Currently, he's on a military leave of absence from United where he flies the Boeing 737.

He distinguished himself during the squadron's 2004 deployment to Iraq, leading his flight in amassing over 400 sorties totaling over 1300 combat hours, more than 600 of them night combat hours. The number of sorties and combat hours they completed exceeded those of all other fighter units in the theater by 30 percent.

Maj Dunstan has been invited to join The Order of Daedalians and Flight 18 and, should he choose to do so, the Flight will pick up all costs associated with his first year's membership.

Congratulations, "Sumo."

Final Flights



Bolling H. "Rod" Rawlinson
LtCol USAF (Ret)
Nov 21, 1917
to
May 30, 2005



An alumnus of Auburn University, Rod was born during WWI in Coosada, AL. After college he completed Army Air Corps cadet flight training with Class 41-A at Kelley Field. He was then assigned as an IP in basic at Randolph along with fellow future Flight 18 member Salty Saltzman. After Pearl Harbor, both men opted to go multi-engine and soon found themselves instructing in B-24s.

A couple of important things happened for Rod in 1942: he became CO of a B-17 squadron (the 410th) in the newly activated 94th Bomb Group, and on Nov 23rd, he married his love A.J., a union that would last until his death.

In the spring of 1943, Rod and Salty, also a B-17 squadron commander, arrived in the UK with their respective squadrons. Fate would keep them together for a long time.

Rod was shot down on 13 June on his 6th mission while en route to strike the submarine yards at Kiel, Germany, and interned as a POW at Stalag Luft III, site of the Great Escape.

"I was in the hospital two or three weeks and finally got to Stalag Luft III, which was the permanent camp. One day a month or so later, I looked through the fence at some new "Kriegies" (Allied prisoners) and there stood Salty. Looked like hell. He was burned, looked downhearted and depressed—what was normal, I guess. He looked through the fence, saw me and said, 'Now I know I'm in hell!'"

Rod and Salty would later be joined

in the camp by another future Flight 18 member, Bill Hendrix. All remained captives through April 1945.

Rod left the service after the war, but in 1947 when the newly established USAF offered him a permanent commission, he accepted. Then while serving as Director of Flying at Waco AFB in 1948 he was diagnosed with TB and sent to Fitzsimons. While there he began a decades-long friendship with yet another future Flight member, John Thompson, who had contracted TB in Tokyo. Rod was medically retired from Fitz in 1951, after which he became a stockbroker, his profession for the next 43 years.

A Daedalian Life Member, Rod took his final flight on Memorial Day of this year. He is survived by A.J., his bride of over 62 years, and two daughters, Peggy and Jeanne.

Wayne Kinder rehabbing in North Carolina

Flight 18 member Wayne Kinder, the victim of a bizarre auto accident in his own driveway in early January, was released 16 May from Penrose Hospital in Colorado Springs. He was flown the next day to North Carolina where is now undergoing a particularly challenging rehab at the home of his daughter in Nashville.

Wayne, a glider tow pilot at the Air Force Academy at the time of the accident, has no memory of what occurred as he attempted to exit his idling 4-Runner to see why his garage door wouldn't open. A neighbor called 911 after finding him still strapped in his vehicle and seriously injured. At the hospital he was diagnosed with two crushed shoulders, a compression fracture of the spine, a collapsed lung and a variety of other injuries. He underwent emergency spine surgery that evening and spent considerable time over the next couple of months in and out of intensive care.

He has since undergone multiple surgeries to reconstruct his shoulders—most recently on 22 July—and faces more in the near future. Because he was bedridden for months and has had limited use of his arms since the accident, he hasn't been very mobile and his rehab involves restoring muscle and learning to walk without use of a walker.

When able, Wayne is remotely monitoring his e-mail, so if you'd like to send him a message of encouragement, the address is:

ancientpelican@msn.com.

Hang in there, Wayne, and get well soon!

Welcome Aboard *from p. 4*

he flew 14 missions in the P-51 and F-6 before the end of the war.

While in Germany, Bill took his turns standing officer "guard" duty at and observed the Nuremberg Trials up close and personal.

Back in the States, he attended DU Law School and, while there, joined the COANG's 120th Fighter Squadron at Buckley flying the F-51 part time while in private practice as an attorney. Called to active duty during the Korean War, he was occupied mostly with Courts Martial cases at Pope and Cannon AFBs and flying the P-51 for proficiency time.

In 1953, Bill reported for duty at the 140th Fighter Wing at Buckley, where he flew the C-45 and C-47. He completed his career with the Wyoming ANG in Cheyenne flying the C-121.

He retired from the Air Force in 1969 and continued in private practice for a few years until moving to Austria for three years in the 1980s.

Long divorced, Bill resides in Castle Rock. He has three grown children and stays busy spending quality time with his four grandchildren and visiting Austria on a regular basis.

*** Sea Biscuits and Scufflebutt ***

Airline, pax honor returning soldiers

Following is a letter to the editor published in the Colorado Springs Gazette on Wednesday, 13 July 2005

On July 8, I experienced a wonderful welcome home for some of our troops returning from Iraq. In the Dallas/Fort Worth airport, American Airlines did a wonderful thing.

As I prepared to board a flight to Colorado Springs, I noticed about a dozen returning Army troops in the gate area. While we all waited, two young girls asked to take the picture of three young soldiers. The soldiers said yes, and the girls were very pleased and smiled as they departed. Then it came time to board, and this was a moment that I wish all veterans of all services could have witnessed.

The American Airlines gate agent announced the boarding of our flight and then asked to have "Our returning troops from Iraq" board first into first-class seating. As these young troops moved to the gate, the entire gate area erupted into a loud round of applause and cheers. Everyone in the area stood and cheered for them.

Yes, it was a small thing, but these proud, brave, young people got the message. They knew that they were appreciated. I'm proud of the service men and women of today (including my son in the U.S. Air Force), and I'm proud that a company like American Airlines would do this. I'm also very pleased to see our fellow Americans showing their support in this very public manner. My hat is off to our troops, to American Airlines and to the many citizens celebrating the service of our military.

Daniel R. Price, Manitou Springs

FAA High Flight Supplement: "Slipping the surly bonds of earth"

1. Pilots must insure that all *surly bonds* have been *slipped* entirely before flight is attempted.
2. During periods of severe *sky dancing*, crew and passengers must keep seatbelts fastened. Crew should wear shoulder belts as provided.
3. *Sunward climbs* must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining the *tumbling mirth*.
5. Pilots flying through *sun-split clouds* under VFR conditions must comply with all applicable minimum clearances.

6. Do not perform these *hundred things* in front of Federal Aviation Administration inspectors.
7. *Wheeling, soaring, and swinging* will not be attempted except in aircraft rated for such activities and within utility class weight limits.
8. Be advised that *sunlit silence* will occur only when a major engine malfunction has occurred.
9. "*Hov'ring there*" will constitute a highly reliable signal that a flight emergency is imminent.
10. Forecasts of *shouting winds* are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.
11. Pilots *flinging eager craft through footless halls of air* are reminded that they alone are responsible for maintaining separation from other eager craft.
12. Should any crewmember or passenger experience *delirium* while in the *burning blue*, submit an irregularity report upon flight termination.
13. *Windswept heights* will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.
14. Aircraft engine ingestion of, or impact with, *larks or eagles* should be reported to the FAA and the appropriate aircraft maintenance facility.
15. Aircraft operating in the *high untresspassed sanctity of space* must remain in IFR flight regardless of meteorological conditions and visibility.
16. Pilots and passengers are reminded that opening doors or windows in order to *touch the face of God* may result in loss of cabin pressure.

Mile High Flight 18 - 2005

Flight Captain....."Yumper" Black, LTC, USAF (Ret)
Vice Flt Capt.....Tom Martin, LTC, USAF (Ret)
Adjutant.....Bob Resling, LTC, USAF (Ret)
Provost Marshall.....Dale Boggie, COL, USAF (Ret)
Treasurer.....Ron Smith, COL, USAF (Ret)

Scholarships.....Bill Greener, LTC, USAF (Ret)
Asst Treasurer.....Len Horner, LTC, USAF (Ret)
Newsletter.....Gerry Spaulding, CAPT, USN (Ret)
 (Positions in bold elected, those in italics appointed)

- ♠ **Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. Exceptions via newsletter.**
- ♠ **The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.**

Web site:

<http://www.ghspaulding.com/orderofdaedaliashome.htm>

B-29s over the Pacific. Among other things, "Superforts" were used for high-altitude bombing, low-altitude fire bombing, aerial mining and for dropping the A-bomb on Hiroshima and Nagasaki. The two atomic blasts, on top of the prior crippling of the Japanese industrial base, persuaded Emperor Hirohito to surrender. Not everyone was willing. Indeed, a final B-29 mission luckily disrupted an 11th-hour coup whose plotters refused to submit. For more, see "The Last Mission" on Page 5.



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