

# MILE HIGH FLIGHT 18

## Order of Daedalians

### *Newsletter*

Aug 2006

## Jack's Jeffco bash is Wed 6 Sep-Cool!

### 2006 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 Ron Smith.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
20 Jan	Aurora Hills*	BG Lassen, COANG
17 Feb	Aurora Hills*	Bombing of UA-629
17 Mar	Aurora Hills*	Paul Tibbets IV – B-2
21 Apr	Aurora Hills*	Ed Dwight, astr. trainee
19 May	Platte Valley	Lunch with wives
16 Jun	Aurora Hills*	E.C. Hoagland
21 Jul	Aurora Hills*	Bill Zinser-Volcanoes
18 Aug	Aurora Hills*	POW Mike McGrath
6 Sep ( <i>Wed</i> )	JeffCo Airport	Lunch with wives
20 Oct	Aurora Hills*	TBA
17 Nov	Aurora Hills*	Ann Business Mtg
15 Dec	Aurora Hills*	Christmas Party

\* Aurora Hills Golf Course Tin Cup Bar & Grill

*Wilhite to host catered BBQ with wives; MIG-17, P-51 among display aircraft*

Besides the fact that it's always a fun time when we picnic with our wives (or significant others) at Jack's Jeffco Airport hangar, the important thing to remember about this year's event is the date: **WEDNESDAY, 6 September**. In the past it was held in July, but was moved to September this year to avoid the heat of mid-summer.

*Just so there's no confusion, we will not be meeting the third Friday of September as we usually do; this will be our September function. Please mark Wed 6 Sept on your calendar in big red letters.*

### Plan of the Day

While details were still being finalized at press time, we understand there will be a social hour at 11:00 and a catered lunch at 12:00. At some point, Jack Wilhite will present a briefing on (and there will be plenty of time to observe close up) the MIG-17, Gnat, P-51 and T-33 that will be on static display. Details to be provided via call list prior to the event.

See **MAP/DRIVING DIRECTIONS** to Jeffco on page 6.

## Mile High Flight 18 marks anniversary number 41

Not only is the 4<sup>th</sup> of July Independence Day, it's also the anniversary of the day in 1965 when Flight 18's charter took effect. The Flight turned 41 on July 4<sup>th</sup> this year.

For the first 29 years, meetings took place at the Lowry AFB O'Club. When Lowry closed in 1994, they were moved to Buckley's Camana Club, which closed its doors in Dec 2002. Meetings have since been held at Aurora Hills. Flight 18 hosted the Daedalian National Convention in 1977 and was named the best Daedalian flight in 2003.



Jack Wilhite's  
Mig-17



Mike Bertz's  
P-51

## Mock 3



Fellow  
Daedalians,

Here is attempt number three at keeping you posted.

Four of us attended this year's Daedalian National Convention in San Antonio: Dale Boggie (his 30<sup>th</sup> consecutive convention), Ray Rider, Bill Meyers and me.

The highlight of the convention for me was the Airpower Symposium held Saturday morning. The speakers were young warriors who "operated the equipment of war." They told it like it is. Most enlightening!

The highlight for my wife Gail was to fly a 1941 Meyers OTW biplane Thursday afternoon at the Kingsbury Aerodrome. The three-day program was packed with a wide variety of events and the time flew by!

Next year our sister flight in Colorado Springs will host the event 13-16 June. Mark your calendars now.

I hope you are giving some thought to adoption of a Life Membership program for Flight 18 (see articles on page 5 of this issue and in the May Newsletter). We will formally address the issue at our November business meeting.

Meanwhile, new Memberships continue at an excellent pace. I hope the trend continues. Many of our fellow flights are experiencing difficulty in acquiring new members and the ultimate outcome for them is predictable!

Our meeting at Platte Valley Airpark/Lafayette Foundation with Andy Parks and our wives was a great success. How about E.C. Hoagland our June speaker. Some wonderful insights as to the beginnings of the Army Air Corps cadet program in World War Two. I'm looking forward to POW CAPT Mike McGrath in August and our annual visit to Jack Wilhite's hangar with our wives in September.

Please remember that meeting is Wednesday 6 September. We're still looking for a speaker for our October meeting.

I really look forward to visiting with you at our monthly meetings. Please keep those suggestions coming to improve the activities.

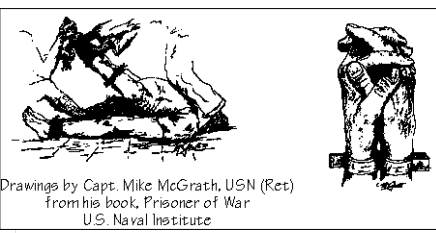
*Volabamus Volamus*

*Bob*

Robert K. Mock, COL, USAF (Ret)  
Flight Captain

## Aug speaker endured six years as POW in Hanoi

On June 30, 1967, Mike McGrath launched in his A4-C Skyhawk from USS *Constellation* (CVA-64) on an armed recon mission over North Vietnam, his 178<sup>th</sup> mission. After bombing one target and while rolling in on a second, his jet was hit and became uncontrollable. Mike ejected. Immediately upon reaching the ground, he was jumped by a crowd of local farmers and militia, the beginning of six years of fiendishly brutal torture, degradation, isolation and despondency as a POW of the North Vietnamese. He was imprisoned throughout in the infamous "Hanoi Hilton."



Drawings by Capt. Mike McGrath, USN (Ret)  
from his book, *Prisoner of War*  
U.S. Naval Institute

Mike chronicled his ordeal in his book *Prisoner of War: Six Years in Hanoi*, published in 1975 and still readily available on line.

Today he serves as Director and Historian of NAM-POWs, the leading fraternal organization of Vietnam-era POWs. Its web site home page is dubbed "Three's in..." which signifies a pilot's return to formation after per-

forming the Missing Man maneuver. Its 4<sup>th</sup> Allied POW Wing logo (below) reflects the fact that Vietnam was the fourth conflict in which Americans were held overseas. More important, however, are the words in the banner on which the logo rests:

**"RETURN WITH HONOR"**



*"Mike is a courageous tiger, but he is a great deal more. I know him to be an exemplary professional officer and a gentleman of education and refinement who, in the darkest hours, drew on the totality of our national heritage to survive and return with honor. I think time will tell that he, and many young men like him in the prisons of Hanoi, added something to that heritage."*

-- RADM James Stockdale

## Buckley sets Military Retiree Appreciation Weekend 19-20 August

Buckley AFB will host its eighth annual Military Retiree Appreciation Weekend Aug 19-20, 2006, to honor military retirees and family members from all Services.

The event starts with a breakfast from 6 to 8 a.m., Aug. 19, at the High Frontier Dining Facility. Reservations are required.

Scheduled from 9 a.m. to 2 p.m. are speakers and exhibits at the Colorado Air National Guard Hangar 909. These include: Legal, Tricare, exhibits, ID cards, pharmacy, Delta Dental, Social Security, veterans benefits, vehicle registration, casualty assistance, survivors benefits, medical screenings and Veterans Administration.

The event will end with a Prayer Breakfast in the High Frontier Dining Facility from 7 to 8 a.m. on Aug 20. There is a nominal charge for this event and reservations are required.

## Welcome Aboard

### Mitchell A. Neff, MAJ, ANG

This is one of those cases where “no introduction is necessary.” That’s because we already know Mitch—recipient of Flight 18’s 2005 Distinguished Pilot Award—and his wife Beth (see our May 2006 newsletter). We are pleased that, subsequent to being named last year’s Distinguished Pilot, he opted to join The Order of Daedalians and Mile High Flight 18, as did prior DPA recipients and ANG pilots Mike Loh and Floyd Dunstan. Our cadre of active duty ANG pilots who are Flight members also includes Capt TenEyck LaTourrette, who was first to join. Congratulations, all. Glad to have you aboard.



### Robert E. Ritter, LCOL, USAF (Ret)

Bob earned his wings at Vance AFB in 1951. A couple of years worth of training later, he found himself flying out of Clark AFB in the PI. During that tour, his wife Betsy contracted polio and became paralyzed from the waist down, which forced Bob to transfer from the active Air Force to the reserves in 1959. He retired from the reserves in 1978 after serving in a variety of assignments and accruing flight time in the B-25, C-45, C-47, T-29, B-29, T-33 and H-13. After retirement, he served with the Indiana CAP. A widower for about a year, Bob resides in Fishers, IN, so he can remain close to his five children and “half-million” grand-children. He plans to attend meetings whenever his travels bring him to Colorado to visit his old friend Paul Maul.



### Charles G. Wilson, CDR, USN (Ret)

Chuck earned his wings of gold at NAS Corpus Christi in 1971, then remained at Corpus for two years as a “plowback” flight instructor in the Advanced Training Command before heading to Moffett Field, CA to fly P-3s. The next three years plus saw deployments to Adak, AL, Guam and points west. After completing his obligated service, Chuck transferred to the reserves in Chicago flying P-3s. He vividly recalls his last flight in the reserves—prior to his retirement in 1987—engine failure after takeoff from Buckley in a snow storm and a three-engine landing in Chicago also in a snowstorm. Having worked for Merrill Lynch for the last 25 years, he now heads the Wilson Group, financial advisors. He and his wife Sally live in Centennial.



### Larry Wagner, COL, USAF (Ret)

The highlight of his career, Larry says, is that he never served a tour in the Pentagon and that he got through 27 yrs, 3 mos of a 31-year career before he ever saw the building. On the other hand, he spent two tours and 7 years on the CincPac staff in Hawaii. After graduating flight training with Class 67E, it was off to Vietnam where he would complete 255 combat missions in the F-100. He continued flying the F-100 at Lakenheath until it was time to fly the airplane across the pond to CONUS (9 IFRs) and retire it. In 1990 he retired from Hawaii, after which he and a partner would run their own FBO at Front Range Airport. Having since sold all of his airplanes, nowadays, Larry instructs in aircraft owned by others. He and his wife Patricia live alongside Heatheridge Golf Course in Aurora.



See **WELCOME ABOARD** - page 6, column 2

### STILL HAVEN'T PAID YOUR 2006 FLIGHT DUES?

Please cut out and mail this coupon along with a check for your 2006 flight dues plus any unpaid flight dues for which you have received a blue delinquency notice. Add any amount you desire to donate to the Scholarship Fund. *And, remember, even if you are a Daedalian Life Member, you still owe annual flight dues. If you are not a LM, your annual Order of Daedalian membership dues are billed by and paid separately to National in San Antonio.*

Name: \_\_\_\_\_ Daedalian # \_\_\_\_\_ Home Phone: (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ e-mail: \_\_\_\_\_

Amount enclosed for: 2006 Flight Dues \$12.00 + Flight Dues for prior years @ \$12.00/yr \_\_\_\_\_  
 + Scholarship Fund \_\_\_\_\_ = Total Enclosed \_\_\_\_\_

\*\* Make check payable to: **DAEDALIAN FLIGHT 18**

\*\* Mail to: **Treasurer, Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**  
*(Note new address)*



## USAF IFS goes to Doss Aviation



Doss Aviation of Colorado Springs has been awarded a \$178 million contract for U.S. Air Force Introductory Flight Screening (IFS), which will become operational in October 2006. Under this ten and a half year Air Education and Training Command (AETC) contract, Doss will screen between 1300 and 1700 pilot candidates—active duty, Air National Guard, Air Force Reserve Officers and ROTC cadets—annually for acceptance into undergraduate pilot training (UPT). The screening will take place at a new Doss training facility in Pueblo adjacent to Pueblo Memorial Airport.

This facility will become a mini-air force base in that candidates will be housed, fed, and trained in a military-style ground and flight academic environment. Students will be exposed to a flight curriculum similar to what they will experience at a UPT base and will fly the Diamond DA-20 aircraft (pictured below).

The 25-hour IFS program has replaced the 50-hour Initial Flight Training (IFT) Program, through which students earned private pilot's certificates from any number of private pilot schools around the country. The IFS will be single site at Pueblo and will not provide private pilot certificates. However, the idea remains to weed out UPT candidates who might prove aeronautically inept.

The Pueblo City Council recently approved spending \$11 million to bring the IFS program to Pueblo. The money will come from a new half-cent sales tax. Roughly \$3.5 million of the authorized funds will be used to purchase the vacant Lockheed Martin plant near the airport for the training.



*What's the difference between a northern fairy tale and a southern fairy tale?*

*A northern fairy tale begins, "Once upon a time..."*

*A southern fairy tale (like many a pilot tale) begins, "Y'all ain't gonna believe this shit..."*

## Anti-terror ship made of WTC steel

With a year to go before it even touches the water, the Navy's amphibious assault ship USS *New York* has already made history. It was built with 24 tons of scrap steel from the World Trade Center.

USS *New York* is about 45 percent complete and should be ready for launch in mid-2007. Katrina disrupted construction when it pounded the Gulf Coast last summer, but the 684-foot vessel escaped serious damage, and workers were back at the yard near New Orleans two weeks after the storm.

It is the fifth in a new class of warship designed for missions that include special operations against terrorists. It will carry a crew of 360 sailors and 700 combat-ready Marines to be delivered ashore by helicopters and assault craft.

"It would be fitting if the first mission this ship would go on is to make sure that bin Laden is taken out, his terrorist organization is taken out," said Glenn Clement, a paint foreman. "He came in through the back door and knocked our towers down and the *New York* is coming right through the front door, and we want them to know that."



Steel from the World Trade Center was melted down in a foundry in Amite, La., to cast the ship's bow section. When it was poured into the molds on Sept. 9, 2003, "those big rough steelworkers treated it with total reverence," recalled Navy captain Kevin Wensing, who was there. "It was a spiritual moment for everybody there."

Junior Chavers, foundry operations manager, said that when the trade center steel first arrived, he touched it with his hand and the "hair on my neck stood up."

"It had a big meaning for all of us," he said. "They knocked us down. They can't keep us down. We're going to be back."

The ship's motto? - *'Never Forget'*

On 9 September 2004, the Secretary of the Navy announced that two of her sister ships will be named *Arlington* and *Somerset*, also to commemorate the attacks.



*Flying Fort  
plus  
Stratofort*

## Flight Life Memberships

Would a life membership program at the flight level be a boon for Flight 18, or be more trouble than it's worth?

Falcon Flight 11 in Colorado Springs adopted a Flight Life Membership (FLM) program some 25 years ago and their experience has been nothing but positive. The program has proven easy to administer and a significant benefit to their flight's membership, its management and its financial stability.

An FLM proposal is now on the table for Mile High Flight 18. The proposed program would allow Daedalian Life Members to also become Flight Life Members (FLMs). Those who are not currently life members at the national level of course have the option of becoming Daedalian Life Members, thus gaining eligibility for life membership at the flight level.

The Flight 18 FLM proposal is tied to our annual Flight dues. The table below reflects what FLM fees would be at the current level of \$12 per year as well as \$15 and \$20, should dues increase to those levels in the future.

*Example:* If you are a Life Member age 68 and wish to become an FLM, at the current Flight dues rate of \$12 you would pay a one-time fee of \$135. You would never again pay National or Flight dues, but you would be a member of both organizations for life.

Members will be asked to approve the FLM proposal at our Nov meeting.

Age Grp	Dues: \$12	\$15	\$20
30/under	\$305	\$385	\$510
31 – 35	295	370	495
36 – 40	280	350	465
41 – 45	260	325	430
46 – 50	240	295	395
51 – 55	215	265	355
56 – 60	185	235	310
61 – 65	165	205	270
66 – 70	135	170	225
71 – 75	110	140	185
76 – 80	90	115	150
81 – 85	75	95	115
86/over	60	75	90

## Global Hawk finds nest



*This Global Hawk UAV returned from the war zone recently under its own power--Iraq to Edwards AFB, not transported via C-5 or C-17. That's a long way for a remotely-piloted aircraft. Think of the technology and the required quality of the data link to fly it remotely. Not only that, but the pilot controlled it from a nice warm control panel at Edwards. Notice the mission paintings on the fuselage—over 250 missions.*

## Flight member sick call

**Ben Colkitt** is under hospice care at home due to Idiopathic Pulmonary Fibrosis, an irreversible lung disease, the progression of which differs in different people and is almost impossible for doctors to predict.

**George McCrillis** remains in Porter Hospital, where he's been for over five months since being admitted with a viral infection in late Feb. Because the infection damaged his kidneys, he is undergoing dialysis three times a week and is being fed by means of a PEG (percutaneous endoscopic gastrostomy) tube. He may soon be moving to another facility that focuses more on physical therapy.

**Salty Saltzman** fell in mid-July, injuring his arm and knee. After a brief hospital stay, he was admitted to Garden Terrace in Aurora where he's been undergoing therapy for his strained knee. Eager to return home, he passes his best wishes to the Flight.

**Wayne Kinder** has finally returned to his home in Colorado Springs and resumed normal activities following a near-fatal auto accident in Jan 2005 and 18 months of recovery. During that time he underwent numerous surgeries, primarily to reattach his crushed shoulders, and rehabbed at his daughter's home in North Carolina. The great news is that in July Wayne was able to drive himself all the way from NC to Colorado Springs and now is working on regaining his strength and range of motion.

The thoughts and prayers of the entire Flight are with you all.

## Recognizing a stroke

When someone near you suffers a stroke and you are able to recognize the symptoms, you may be able to help the person get timely medical assistance and possibly save their life.

Some doctors say that if you suspect a person has had a stroke, you should ask him/her three simple questions, using the first three letters of the word *stroke* (STR) as a guide:

- (S) Smile;
- (T) Talk (speak a simple sentence);
- (R) Raise both arms.

If the person has trouble with any one of these tasks, call 911 and describe the symptoms to the dispatcher.

*Note: Another way to check for a stroke is this. Ask the person to stick out his/her tongue. If it's crooked or goes to one side or the other, that may also indicate a stroke.*

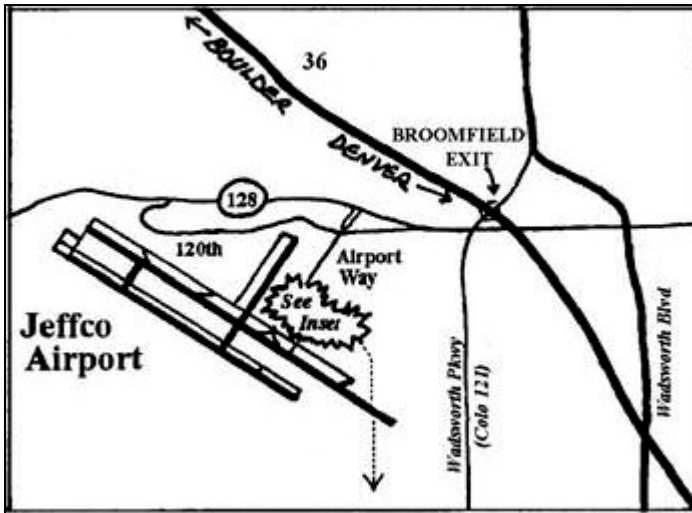
## Richthofens mixed up in murder

On 30 Oct 2002, Manfred von Richthofen, great nephew of the Red Baron, and his wife were beaten to death in their home in Sao Paulo, Brazil.

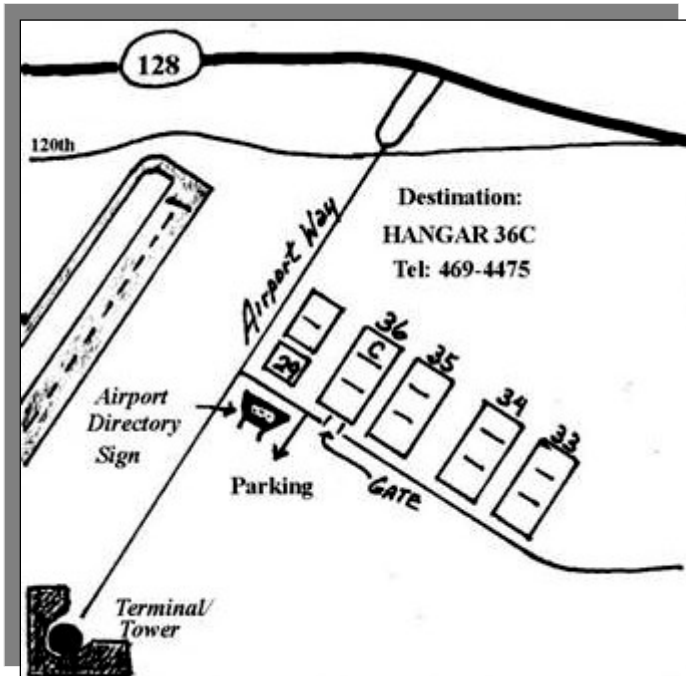
Last month, Manfred's daughter Suzanne and two Brazilian men were convicted of the murder. Prosecutors said they wanted to get their hands on the \$950 thousand Richthofen estate.



## How to get to Jeffco Airport (save for 6 Sept)



*Inset (Jeffco hangar area)*



From Hwy 36, take the Broomfield exit, turn south on Wadsworth Parkway/Colo 121, then west on Hwy 128 to airport entrance. Follow **Airport Way** southwest to the Jeffco Airport Directory sign, turn left and park on the southwest side of the street.

From Wadsworth Parkway/Colo 121, utilize airport's east entrance; follow **Jeffco Airport Ave** to **Airport Way**; turn left one block to Directory sign; proceed as above.

From parking area, walk through gate and follow fire lane on left to last hangar on left.

## *Welcome Aboard* from page 3

### Lester M. Zinser, MAJ, USAF (Sep)



The ink on his Daedalian membership card was barely dry last month when Bill served as our guest speaker. His slide show presentation featured dozens of shots taken by him during flights as an NCAR pilot through the eruption columns of active volcanoes—enough to convince everyone there must be a better way to make a living. He spent 19 years and over 15,000 hours with NCAR researching volcanic and other exotic atmospheric phenomena, such as hailstorms, tornadoes, wind shears and ITCZs. His flying career actually began a couple of decades earlier as a B-25, B-24 and B-29 pilot during WWII. For years, he's given "Severe Storm" safety forums at EAA conventions, at United Airlines Dispatcher training sessions and at Aero-Star and Malibu conventions. Bill and his wife Margaret live in Thornton.

### F-111 taking the barrier wheels up



### Russian SU-30 low pass at an air show



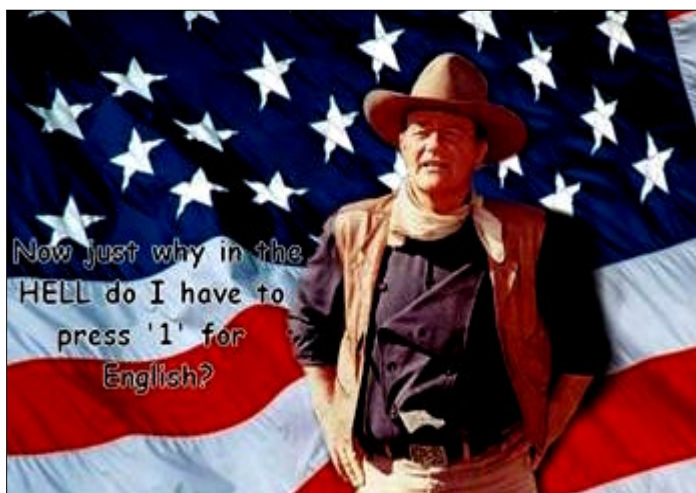
### Internet hoax

You may receive an e-mail containing a series of photos, including this one, purporting to show an eight-year-old Iranian boy being punished for stealing a loaf of bread.



*"His arm will be crushed and he will lose its use permanently. A religion of peace and love, they say? How can anyone believe them when they commit such inhuman acts?"* asks the text. But it's all a hoax, a sham performed by sidewalk hustlers in Iran.

## \*\*\* Sea Biscuits and Scufflebutt \*\*\*



### Bogus e-mails

**True or false?** E-mails urging you to add your name to an “on-line petition” and forward it are legitimate.

**False.** There are dozens of so-called E-Petitions currently circulating on the Internet. Typically addressed to President Bush, among many other things they demand that he: restore the Pledge of Allegiance to public schools; return prayer to public schools; deny social services to illegal immigrants; stop drunk driving; stop WWII; save the space program chimps; outlaw breast feeding; stop legal proceedings against U.S. military personnel, or lower gas prices by presidential decree. Others seek to organize some sort of boycott or other consumer action.

None of these e-mail “petitions” is legitimate and adding your name to a long list of names included in the message will accomplish nothing whatever but waste your time and that of everyone to whom you forward such misguided missives. Best to put ‘em out of their misery by deleting.



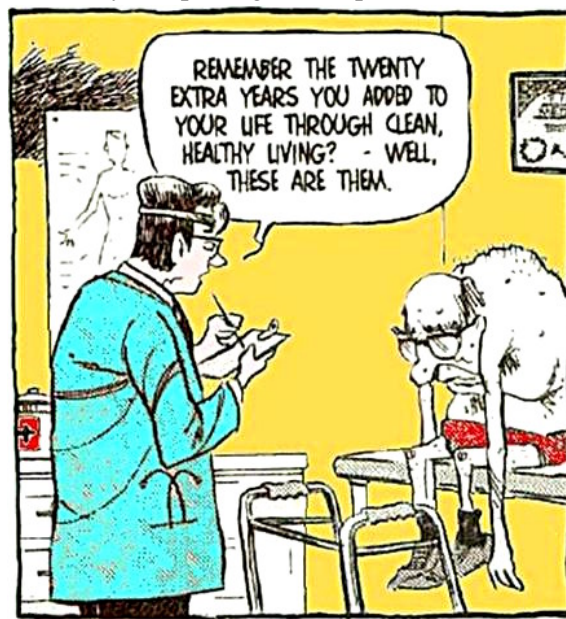
### AFN to end radio play-by-play sports

The American Forces Network (AFN) will cease broadcasting play-by-play sports on radio later this summer, according to a recent DoD announcement.

The decision to discontinue live play-by-play sports on radio was based upon a series of DoD worldwide audience surveys of military members and civilian employees stationed overseas, which showed the preference of viewers to watch sports, rather than just listen to them. AFN currently televises nearly 80 sporting events per week .

*Maint. Officer to pilot:*

*“I know what you pilots do to earn your flight pay. What I wanna know is what you do to earn your base pay!”*



### Mile High Flight 18 - 2006

- Flight Captain**.....Bob Mock, COL, USAF (Ret)
- Vice Flt Capt**.....Don Neary, COL, ANG (Ret)
- Adjutant**.....Ron Smith, COL, USAF (Ret)
- Provost Marshall**.....Dale Boggie, COL, USAF (Ret)
- Treasurer**.....Ed Cutler, LT, USNR (Ret)

- Scholarships*.....Bill Greener, LTC, USAF (Ret)
  - Asst Treasurer*.....Hugh Greenwood, CPT, USAFR (Sep)
  - 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>

*The stealth F-35 Joint Strike Fighter is dubbed "Lightning II" when officially unveiled by Lockheed-Martin in Forth Worth, TX, on 7 July. Flight testing is scheduled to begin in October of this year. Pictured here is the USAF (CTOL) version. Variants for the US Navy, USMC and allied air forces are also in production. The first operational F-35s will go to the USMC in 2012.*



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