

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Aug 2010

Muster 20 Aug at Wings Over Rox

*Flight 18 function begins at 1100;
Robin Olds tribute follows at 1700*

2010 Flight Sked

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 Mitch Neff.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
15 Jan	Aurora Hills*	Officer installation
19 Feb	Aurora Hills*	Thompson/Reeves
<i>1-3 Mar</i>	<i>San Antonio</i>	<i>F/C's meeting</i>
19 Mar	Aurora Hills*	BG Carl Miller
16 Apr	Aurora Hills*	Newt Moy
21 May	Platte Valley	Lafayette Found
18 Jun	Aurora Hills*	MG Whitney-CO H/Sec
16 Jul	Aurora Hills*	MG Edwards, TAG
20 Aug	Wings Over Rox	Greg Anderson
17 Sept	Aurora Hills*	MG John France
15 Oct	Aurora Hills*	Dave Kulaas – P-51
19 Nov	Aurora Hills*	Business Meeting
16 Dec	Aurora Hills*	Christmas Party

* Aurora Hills Golf Course Tin Cup Bar & Grill



Question: The subject in this photo is?

- Han Solo
- Jack Ryan
- Dr. Richard Kimble
- Indiana Jones

Answer: None of the above, although he's played all of them in the movies.

This is Harrison Ford, who will *not* be our guest speaker in August. That honor belongs to Ford's friend Greg Anderson,

President and CEO of Wings Over the Rockies Air & Space Museum, where we'll convene our August Flight 18 luncheon meeting on Friday the 20th.

This photo was taken during the filming of the movie "Wings Over the Rockies," which is now showing in the Museum's brand new Welcome Theater and which Daedalians will be able to watch during our visit. It features highlights and pioneers of Colorado's aerospace heritage.

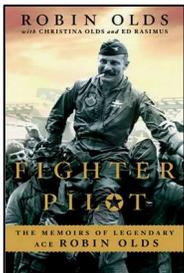


And, there will be more for us to see and explore, says Greg, new features since our last visit to the Museum. These include a new Cockpit Alley exhibit with several cockpits to experience, continued development of the F-86, a new Nose Art exhibit, the "Tailor Made" Uniform Exhibit and Kid Space Room.

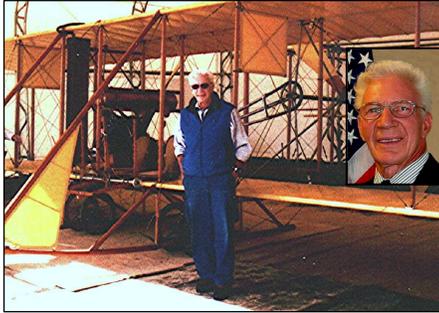
But that is not all. Greg will also be sharing with us the latest plans for enhancing the Museum—a new entrance which will include a three-story tower and inside, outside decks beside a Veterans Memorial Plaza beneath a B-52 elevated over a landscaped runway.

While a detailed agenda for our August meeting remains TBA (via our high-tech notification system—AKA call lists), if you muster at 1100 and bring lunch money, you'll be good to go.

Happy Hour to honor Robin Olds



A "Sierra Hotel Salute to Robin Olds" will honor one of history's most famous fighter pilots at Wings on 20 Aug. Friends and fellow pilots are planning an old-fashioned Friday night O'Club atmosphere, surrounded by the F-4, F-105 and other Vietnam-era aircraft. As commander of the 8th TFW, Olds also became a triple ace with four Vietnam aerial victories. For more details about this event, please see Flight Captain Don Neary's column on page 2.



Flight Captain Don Neary with the Wright Flyer at the Daedalian Flight Captain's meeting celebrating the 100th anniversary of Benjamin Foulois' historic flight at Fort Sam Houston, San Antonio. When Neary's portrait became part of the Wright Flyer display is unknown.

Fellow Daedalians,

Once again our goals for 2010:

1. Bring a Buddy. Solicit qualified people to become Flight members.
2. Have good guest speakers and warrior stories from members.
3. Hold a Distinguished Pilot ceremony in coordination with the CO ANG in their new building.
4. Solicit ideas from members to improve flight operations.
5. Seek support from other Daedalian Flights across the nation who share our views on what the Tenets and Objectives of the Order should be.
6. Award scholarships to deserving students who are involved in aerospace studies with emphasis on those who aspire to become military pilots.

Our goals are being met except for numbers 3 and 5 above.

We have concerns on flight and national dues. Please, please check your records and keep your dues current. National policy is: Two years delinquent=DRIPPED; after 5 years in dropped status (total of 7 years)=TERMINATED and membership records destroyed.

Therefore, members who have not paid national dues since 1 Jan 2008 have been dropped by National.

The best way to avoid all worries about dues is to become a Life Member of both National and Flight 18. The

one-time dues schedules on page 3 apply. Become a *Daedalian Life Member* and a *Flight Life Member*. You will not regret it.

Our latest Quarterly Activity Report shows the following:

a. Named members	131
b. Hereditary member	1
c. Total members	132

We lost one member during this reporting period, Bob Swanson #3922. See Bob's Final Flight article, page 3.

Guest speaker for our 16 April meeting with 35 members and 2 guests present was Col. Newt Moy. He spoke of his experiences during WWII chasing U-Boats in the Caribbean where entrenched Nazis were wreaking havoc among Allied shipping to England.

Our 21 May meeting took place at the Platte Valley Airport. Guest speaker was Flight 18 Associate Andy Parks with 79 members and 20 guests present. President of the Lafayette Foundation and CEO of the Vintage Aero Flying Museum, Andy related the story of three vintage Fokker aircraft flying to Dayton, Ohio. A three hour documentary of the flight and activities at Dayton named "Wings Over Time" will be shown on the history Channel.

Guest speaker for our 18 June meeting was MGen Mason Whitney, Director of the Governor's Office of Homeland Security Colorado. Present were 34 members and 4 guests as Gen Whitney spoke of risk management methods to deter, prevent, or disrupt threat attempts and how to respond to and recover from terrorist activities.

A date to remember is Friday 20 August 2010, the day of our August luncheon at the Wings Over the Rockies Air and Space Museum. Later that day the Museum will host a special tribute to Brig Gen Robin Olds (1923-2007). This will be a "Friday Night O'Club Happy Hour" type event honoring this famous 16-victory fighter pilot Ace. Flight Suit attire is encouraged.

There will be Hors d'oeuvres and a cash bar from 1700 to 2100. Reserva-

tions are required by check or credit card. Web site is <http://tiny.cc/icxt9> or call Lindsay at 303-360-5360 x-110. General admissions is \$45 per person, or \$100 to be a Robin Olds Wingman.

Proceeds will help create a permanent exhibit with the F-4 Phantom II honoring Robin and other SEA vets.

Robin's daughter Christina and Ed Rasimus who co-authored "Fighter Pilot", a book of Robin Olds memoirs, will be available for book signings.

Finally, we received three thank you letters addressed to Bill Greener from our flight scholarship recipients. Thanks to Bill for heading up this very successful program.

Volabamus Volamus

Don

Donald O. Neary, COL, ANG (Ret)
Flight Captain

Welcome Aboard

H. Michael Edwards
MGen, USAF/ANG

The Adjutant General,
Colorado



Mike's thumbnail bio

Education: USAF Academy, 1973.

Wings: Sept 1974, Reese AFB, TX.

Assignments: 36th TFS, Osan AFB, Korea; 7th TFS & 436th TFS, Holloman AFB, NM; 120th TFS, Buckley ANGB, CO; Commander, 120th TFS,

Commander, 140th OG, Vice Commander, 140th Wing, Buckley; Director, Combined Air Ops Center, Al Udeid AB, Qatar; TAG, Colorado.

Aircraft flown: AT-38, A-7D/K, F-16C/D, C-21, F-4D/E, T-37, T-38.

Military Flight hours: 4600 plus.

Combat hours: 135.

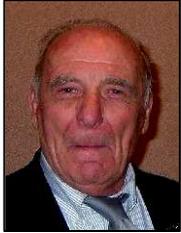
Spouse: Lawry.

Offspring: Two; son is flight member.

Residence: Parker, CO.

Speedy recovery to Tom Crawford, who suffered a double fracture of the pelvis in a fall on 28 May.

Final Flights



Robert J. Swanson
Maj, USAF (Ret)
Apr 28, 1923 –
May 19, 2010



Whether it was Bob's flamboyant personality, his exquisite aircraft paintings, his love of dancing, habit of showing up at social functions with a hot babe on his arm, or his incredible tall tales, he was someone you had to like and someone who, literally, will be sorely missed.

Born in Chicago, he completed training as an aviation cadet in 1944, and subsequently flew a variety of aircraft, including B-24s, B-25s and 54 combat missions in B-26s in Korea. In Vietnam, he completed 104 air rescue missions flying the HC-130. He collected 8,000 military and 3,000 civilian flight hours, much of the latter with Riss International in Kansas City nursing an old DC-3 back to airworthiness. Once while flying the old bird solo from Florida to KC with no autopilot, he got locked out of the cockpit and had to break the door in. See his account in our Nov 2003 newsletter in the Archives.

His unrealized dream was to fly his homebuilt airplane, powered by a Buick engine, around the world.

He was buried at Ft Logan on May 25.

Melvin W. Wilkey
LCDR, USNR (Ret)
Aug 15, 1917 --
Jun 20, 2010



A Daedalian Life Member and 19-year member of Flight 18, Mel died in bed during the night in the nursing home in which he resided for the

last several weeks of his life.

An Iowan by birth, Mel earned his Navy wings on June 5, 1942 and retired in Denver 26 years later in 1968. He spent the last 21 years of his career flying in the Naval Reserves.

From 1949 to 1954, he served as Executive Officer, then Commanding Officer of Naval Reserve Transport Squadron 712 at NAS Denver, Buckley. It was during this period, on 18 April 1960, that NAS Denver transferred from the Navy and became Buckley Air National Guard Base.

Mel was laid to rest at Ft Logan National Cemetery on June 30, leaving behind his widow Phyllis, two children, three step-children and seven grandchildren. His son Doug, also a naval aviator, was once a member of Flight 18.

See **FINAL FLIGHTS** on page 4

Daedalian Life Membership (LM) Dues; Flight 18 Life Membership (FLM) Dues

Age Group	LM	FLM
30/under.....	\$760.....	\$305
31 – 35.....	730.....	295
36 – 40.....	680.....	280
41 – 45.....	620.....	260
46 – 50.....	560.....	240
51 – 55.....	490.....	215
56 – 60.....	430.....	185
61 – 65.....	360.....	165
66 – 70.....	300.....	135
71 – 75.....	250.....	110
76 – 80.....	200.....	90
81 – 85.....	200.....	75
86/Over.....	200.....	60

2010 FLIGHT DUES

Please mail this coupon along with a check for your 2010 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *Only Daedalian Life Members (LMs) are eligible to purchase Flight 18 Life Memberships and stop paying annual dues. If you qualify and choose this option, please select the appropriate dues amount from the above schedule, enter that amount in the FLM space below and include it in your check.*

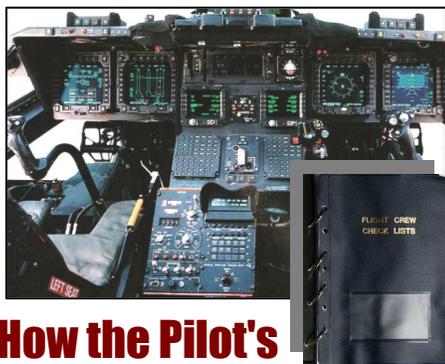
Name: _____ Daedalian # _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: [2010 Flight Dues \$12.00 or FLM DUES \$ _____] + Flight Dues for prior years @ \$12.00/yr \$ _____ + Scholarship Fund \$ _____ = Total Enclosed \$ _____

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

** Mail to: **Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**



How the Pilot's Checklist Came About

By John Schamel, FAA

**October 30, 1935
Wright Field, Dayton, Ohio**

The final phase of aircraft evaluations under U.S. Army specification 98-201 (July 18, 1934) was to begin. Three manufacturers had submitted aircraft for testing. Martin submitted their Model 146; Douglas submitted the DB-1; and Boeing submitted their Model 299. Boeing, a producer of fighters for U.S. Navy aircraft carriers, had little success in commercial airliners or bombers for the U.S. Army Air Corps.

Boeing's entry had swept all the evaluations, figuratively flying circles around the competition. Many considered these final evaluations mere formalities - talk was of an order for between 185 and 220 aircraft. Boeing executives were excited - a major sale would save the company.

At the controls of the Model 299 this day were two Army pilots. Major Ployer P. Hill (his first time flying the 299) sat in the left seat with Lieutenant Donald Putt (the primary Army pilot for the previous evaluation flights) as the co-pilot. With them was Leslie Tower (the Boeing Chief Test Pilot), C.W. Benton (a Boeing mechanic), and Henry Igo (a representative of Pratt and Whitney, the engine manufacturer).

The aircraft made a normal taxi and takeoff. It began a smooth climb, but then suddenly stalled. The aircraft turned on one wing and fell, bursting into flames upon impact.

Putt, Benton, and Igo—even though

seriously burned—were able to stagger out of the wreckage to the arriving safety crews. Hill and Tower were trapped in the wreckage but were rescued by 1st Lt Robert Giovannoli, who made two trips into the burning aircraft to rescue both men.

Both men later died of their injuries. Giovannoli was awarded the Cheney Medal for heroism, but died in an aircraft accident before receiving it.

The investigation found "Pilot Error" as the cause. Hill, unfamiliar with the aircraft, had neglected to release the elevator lock prior to take off. Once airborne, Tower evidently realized what was happening and tried to reach the lock handle, but it was too late.

It appeared the Model 299 was dead. Some newspapers had dubbed it as 'too much plane for one man to fly.' Most of the aircraft contracts went to the runner-up, the Douglas DB-1. Some serious pleading and politicking by Air Corps officers gave Boeing a chance to keep the Model 299 project alive; 13 aircraft were ordered for 'further testing'. Douglas, however, received contracts for 133 aircraft for active squadron service. The DB-1 became the B-18.

Twelve of those Boeing aircraft were delivered to the 2nd Bomb Group at Langley Field, Virginia, by August, 1937. The 2nd Group's operations were closely watched by Boeing, Congress, and the War Department. Any further accidents or incidents with the Model 299 would end its career. Commanders made this quite clear to all the crews.

The pilots sat down and put their heads together. What was needed was some way of making sure that everything was done; that nothing was overlooked. What resulted was a pilot's checklist. Actually, four checklists were developed - takeoff, flight, before landing, and after landing. The Model 299 was not 'too much airplane for one man to fly', it was simply too complex for any one man's memory. These checklists for the pilot and co-pilot made sure that nothing was forgotten.

With the checklists, careful planning,

and rigorous training, the 12 aircraft managed to fly 1.8 million miles without a serious accident. The U.S. Army accepted the Model 299, and eventually ordered 12,731 of the aircraft they numbered the B-17.

The idea of the pilot's checklist caught on. Other checklists were developed for other crew members. Checklists were developed for other aircraft in the Air Corps inventory.

*The little boy said to the airline pilot,
"You're a pilot? That must be exciting!"*

*The pilot stuck out his chin and responded,
"Not if I do it right."*

Then the pilot said to the little boy, "Ever see a grown man naked, Joey?"

That's when Joey's mother came and hustled him back to his seat.

Flight 18 member **George Moore**, who



resides in Amarillo, competed June 10-11 in the Rocky Mountain Senior Games in Greeley. He won three gold medals, one bronze and set new records in pushups and arm curls.

FINAL FLIGHTS from page 3

Albert W. Cole
LtCol, USAF (Ret)
Jun 17, 1923 –
Jun 28, 2010



When he completed his Flight Biography form, under Career Highlights, Bill wrote simply "Fly, fly, fly."

He went on to specify one particularly memorable mission—an around-the-world flight in a C-133. He also flew the B-24, B-29, C-54, C-47, C-141, C-119, C-124, T-33 and L-20, accruing a total of 11,500 hrs.

His notable assignments were India, Morocco, Germany, Greenland, Dover, Travis, Tinker and Pleiku, Vietnam.

A Daedalian Life Member and Life Member of Flight 18, Bill is survived by his wife Mary and four grown children. Burial was July 2nd at Linn Grove Cemetery in Greeley.

MILLER TIME *from page 8*

which had been subject to on again, off again bombing halts by former President Lyndon Johnson and his Secretary of Defense, Robert McNamara.

Carl first learned of this surprising turn of events when an unannounced aircraft carrying Gen John Vogt, Commander 7th Air Force, arrived at Ubon in May 1972. General Vogt requested a secure room to meet and told Carl of the president's decision to take the fight to North Vietnam in earnest.

The problem General Vogt faced was that due to personnel turnover, most of the staff at his Headquarters in Saigon knew little about potential targets in the North. He tasked Carl to take over the planning and execution of missions

Carl and his staff went to work. As former commander of the Fighter Weapons School he knew the most effective tactics to use. The first target selected was the Paul Doumer Bridge in downtown Hanoi. Carl laid on a total of 120 aircraft, including 16 F-4.s armed with laser guided bombs, a flight of F-105 Wild Weasel SAM killers, two flights of F-4 MiG Cap, a flight of F-4 Chaff dispensers, a C-130 airborne command post, EB-66 electronic jammers, 44 aerial refueling tankers for pre and post strike refueling, plus helicopters and A-1 fighter escorts of the Air Sea Rescue forces.

Carl led the mission on 10 May and the Paul Doumer Bridge was put completely out of commission for the first time in the war—definitely an attention getter for the North Vietnamese.

In rapid succession, other highly visible targets were hit such as the vital NW railroad bridge 11 May, and the NE railroad bridge on 12 May. This stopped war materials coming in from China. On 14 May the famed Dragon's Jaw Bridge at Than Hoa was destroyed. It had survived several iron bombs, but laser guided bombs did the job.

Then on 1 June 1972 a survival radio call was picked up from a downed aircrew member who was feared dead.

"Any U.S. aircraft, this is Oyster Zero Bravo, over." The words *Zero Bravo* identified him as the back seat weapons officer in an F-4 with the call sign *Oyster One* which had been shot down by a MiG. Steve Ritchie and his back seater Chuck DeBellvue who had witnessed the shoot down, immediately recognized the voice of Roger Locher. Steve answered the call and Roger said, *"Hey guys, I've been down here a long time. Any chance of picking me up?"* Steve replied, *"You bet – you bet there is!"* Roger Locher was alive after evading capture for 22 days!

A rescue attempt was quickly planned and launched but withering ground fire and the threat of MiGs at Yen Bai airfield forced the rescue force to withdraw. They tried valiantly but failed.

The next day, General Vogt took it upon himself to cancel all strike missions and lay on a max effort rescue mission on 2 June. Carl led a flight of F-4s to attack the Yen Bai MiG base, only 5 miles from Locker's position. The runways and taxiways were cratered to make it impossible for MiG's to take off. The next closest MiGs were over 100 miles away. Other aircraft attacked the AAA sites and held the enemy at bay to allow a Jolly Green helicopter to snatch Locher from the jungle. The rescue was a rousing success and all aircraft returned to their bases with no losses. Morale soared!

The next target was the Power Plant at a huge dam North of Hanoi which furnished 70% of the electrical power for North Vietnam. For years the power plant had been off limits because if an errant iron bomb hit the dam, millions of Civilian casualties would result from flooding the Red River Valley. With the pin-point accuracy of the laser guided bombs, F-4s from the 8th Wing took out the power plant without touching the dam and turned off the lights in Hanoi.

The next high priority target was the Steel Mill. Again leading the mission, Carl had just initiated his roll into the target when a MiG appeared right out in front of him. All he would have had to

do was break off his bomb run and reverse his turn behind the MiG for an easy victory. However, he had briefed his troops in no uncertain terms that their primary mission was bombs on target. Other aircraft in the strike package were responsible for MiGs. He could not violate his own directive. He had to forego the personal glory that attends a fighter pilot with a MiG kill to his credit. He continued the bomb run with his Weapons Officer lasing the target for his bombs and those from other planes in the flight. The steel mill was put of business, further crippling the North's ability to wage war.



The 8th Tactical Fighter Wing under Carl's leadership destroyed more high priority targets than all previous efforts in the war. Laser guided bombs and aggressive, unrestrained prosecution of the war effort by those closest to the action resulted in unparalleled success.

Carl was promoted to brigadier general after his tour and ended up flying a total of 524 combat missions including 53 F-84 missions in Korea, 278 F-100 missions on his first Vietnam tour and 189 F-4 missions on his second Vietnam tour as Commander of the "Wolf-pack". His decorations include the Silver Star with 1 oak leaf cluster, the Legion of Merit with 2 oak leaf clusters, the Distinguished Flying Cross with 8 oak leaf clusters, the Bronze Star Medal and the Air Medal with 20 oak leaf clusters. Truly a distinguished career by a battle proven combat leader who inspired and led his troops by personal example.

Article by Dale Boggie

I Used To Be An Air Force General

by
G.H. Spaulding, CAPT, USN (Ret)

When speaking to military crowds, I like to begin my remarks with a question: “Ever been to a Navy base as an Army or Air Force captain?”

The typical response is a smattering of giggles, nods and knowing smiles as some members of the audience anticipate where my question is leading.

“And,” I continue, “when you called for lodging or transportation and identified yourself as ‘Captain so-and-so,’ could you just hear the sailor on the other end of the line snap to attention?”

Now even those who’d never enjoyed the experience themselves, but had heard their friends tell of it, are smiling. Others look guilty. A few seem worried, as though some sort of overdue military justice was about to be served upon those foolish enough to fess up.

Until I tell them, “If you ever find yourself in that situation.....I say....go for it! If an Army or Air Force captain can be treated as a Navy captain for a day, I say, enjoy the promotion!”

Of course, about now while the audience is accepting this unusual bit of nowhere-in-the-book advice with tentative relish, their unit commander, suddenly petrified by the vision of his being shipped off to Leavenworth for suborning such a blatant violation of the UCMJ, has jumped up, begun waving his arms with vigor and shaking his head NO!!!

To forestall his rushing to the podium with a hook, I pretend not to notice and forge on. “And the reason I say go for it is because, way back when, the Air Force did something even nicer than that for me. Here’s how it happened.”

Back in 1964 when I signed up for naval aviation, the Navy offered a path to commissioning called AVROC—the Aviation Reserve Officer Candidate program—and that’s the one I chose. The AVROC program allowed you to complete Aviation Officer Candidate School in Pensacola, Florida, over the course of two summers while you attended the college of your choice during the regular school year. Once you completed both summers of AOCS and graduated from college, you’d be commissioned an ensign and begin flight training in Pensacola.

By the spring of 1968 I’d finished AOCS and was back at Southern Colorado State College in Pueblo wrapping up the last few credit hours I needed for graduation when a letter from the Navy showed up. It said something like, “Boy, it’s time for you to get your butt over to Olathe, Kansas, get commissioned, then head on down to Pensacola and start learnin’ how to fly.”

Why Olathe? That’s where I’d been processed into the Navy in the first place, and in order for that recruiting district to receive its just reward, its commander had to swear me in.

I arrived at NAS Olathe near Kansas City on a Friday afternoon. My commissioning ceremony was set for 0800 the next morning in the Captain’s office. And it was not a group thing—no one else was scheduled to be commissioned that day. Problem was I didn’t even own a uniform, as we’d been required to turn in our AOCS duds at the end of the program.

So I headed straight to the Navy Exchange to buy the only uniform a brand new starving college grad with a wife and two kids could afford, a set of Summer Whites—white short-sleeve shirt, white trousers, white shoes and socks, white belt and a white officer’s combination cap. Oh, and one set of black ensign shoulder boards, each be-



decked with the single gold stripe of an ensign and a gold star to indicate eligibility for command at sea, the insignia of a line officer.

Thanks to the Navy Exchange seamstress who agreed to tailor my trou for me while I waited, within an hour I was in a BOQ room with my spiffy new uniform hanging in the closet ready for the big event. That done, I proceeded to the Officers Club for dinner—which would follow a “Commission Eve” celebratory adult beverage or two at Happy Hour.

A few too many, as it turned out, for when eight O’clock Saturday morning rolled around, I was still soundly “abed”, contentedly and obliviously sawing logs. A persistent, angry pounding on my BOQ door sometime later gradually dragged me into a state of semi-consciousness. It was the recruiting district’s Command Master Chief whom the Captain had sent to find me and haul me back to his office. The master chief was not about to return empty handed.

My swearing in was a bit unusual, preceded as it was by a butt-chewing and an unforgettable lecture about timeliness, responsibility and one other thing I can’t recall. Not exactly the way I’d imagined launching my career as a naval aviator.

Three days later I was in Colorado Springs, my family’s home since the (unrelated I assure you) advent of Prohibition in 1919. I donned my three-day-old Summer White uniform, replete with my three-day-old ensign shoulder boards, and, with my first set of permanent change of station orders in hand, drove over to Ent Air Force Base (former home of NORAD, today the U.S. Olympic Training Center) to arrange the movement of my household goods from Pueblo to Pensacola. The transportation office where that would happen was situated in a large wooden building that resembled a warehouse.

Immediately inside the designated entrance there was a customer service counter with four empty stools standing in front of it, ready for customers like me. I mounted one, laid my

Go to **AF GENERAL** on page 7

*** Sea Biscuits and Scufflebutt ***

AF GENERAL *from page 6*

three-day-old white officers combination cap on the counter and handed my orders to the civilian lady sitting at her desk on the other side. She began efficiently typing up the necessary forms, asking me the occasional question along the way. Clearly, she was a pro at her job.

After a while I noticed that eight or ten Air Force enlisted folks were huddled at the back of the room, collectively flipping back and forth through some great big manual. Every minute or so, they would pause and swivel their faces in my direction. Then they'd all shrug their shoulders, turn back to their book and resume flipping through it willy-nilly.

Finally, a young female airman emerged from the huddle and sidled toward me, her face twisted in utter confusion, one eye closed and the other squinting at my left shoulder board.

"Scyewz me, Sar," she said, "what rank are yew?"

"Why, I'm an ensign," I said proudly. A few days before I wouldn't have been able to say that.

"Oh," she said. "Uh...is that like a.....gen'ral?"

After a moment's hesitation, I smiled and said, "Same thing."

"Okay then," the airman said, sounding quite relieved. "Thank yew, Sar." She turned and rejoined her office mates, a satisfied I-told-you-so expression on her face.

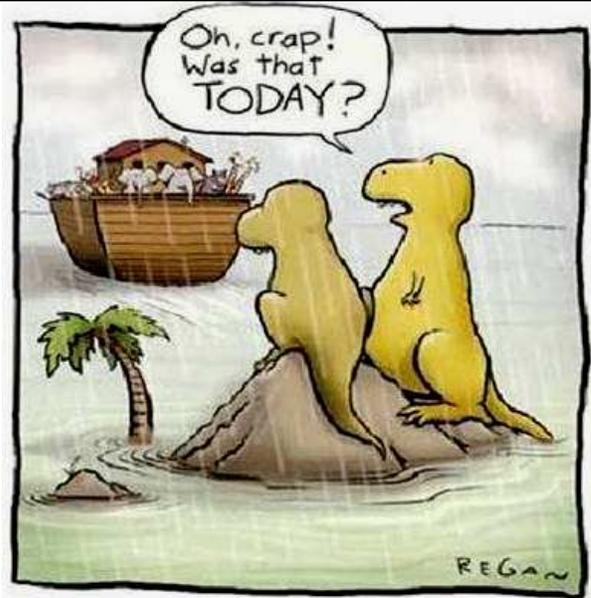
The civilian lady typing my household goods paperwork tried to hold back, but finally lost it and laughed herself nearly out of her chair.

So there you have it. I'd been commissioned for only three days and the Air Force had made me a general—an instant promotion of six ranks from O-1 to O-7.

And I think to myself, "Say, this Navy gig is gonna be a piece o' cake. At this rate, in another couple of weeks I'll be able to retire!"

GH

The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life to experience all three at the same time.



Worst senior moment: **EXTINCTION**

"There's nothing unmanned about a UAV except that thing in the air." - Gen C. Robert Kehler, Cmdr, USAF Space Command

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.

To the optimist, the glass is half full.

To the pessimist, the glass is half empty.

To the engineer, the glass is twice as big as it needs to be.

Mile High Flight 18 - 2010

Flight Captain..... Don Neary, COL, ANG (Ret)
Vice Flt Capt Brian Patterson, LTC, COANG
Adjutant..... Mitch Neff, LTC, COANG
Treasurer Tom Shaw, MAJ, USAF (Ret)
Provost Marshall..... Dale Boggie, COL, USAF (Ret)
Asst Treasurer..... Hugh Greenwood, CPT, USAFR (Sep)
Scholarships..... Bill Greener, LTC, USAF (Ret)
Newsletter..... Ger 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 and caller notification.*

♠ The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or via e-mail at gerkar@comcast.net.

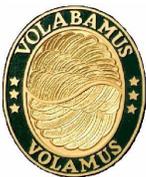
Web site:

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



Our guest speaker in March was BGen Carl S. Miller, USAF, Ret, a fellow Daedalian and Life Member of both the Order and Flight 18. Gen Miller is a former Commandant of the Fighter Weapons School and briefed us on combat operations in Vietnam during May and June of 1972. Carl was then Commander of the 8th Tactical Fighter Wing, "Wolfpack" at Ubon Royal Thai AFB, Thailand. It was at this point in time that then President Richard Nixon lifted the ban on missions into North Vietnam

See MILLER TIME on page 5



Mile High Flight 18
Order of Daedalians
P.O. Box 472976
Aurora, CO 80047-2976