



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Aug 2012

Join Up at Wings Over Rox 17 Aug

Flight Members Wings CEO Greg Anderson and Mel Eisaman to speak

2012 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 Dave Kulaas.

<u>Date</u>	<u>Location</u>	<u>Activity/Speaker</u>
20 Jan	Aurora Hills*	Officer Elections
17 Feb	Aurora Hills*	RPAs – COL C. Plamp
16 Mar	Aurora Hills*	PBY Cats – Jim Hanson
20 Apr	Aurora Hills*	Rare Bear – JC Penney
18 May	Platte Valley	Curtiss Pusher - Coolbaugh
15 Jun	Aurora Hills*	POW Evac – Moy/Nattier
20 Jul	Aurora Hills*	Flt Screening – Hal Ellis
17 Aug	Wings Over Rox	Mel Eisaman
21 Sep	Aurora Hills*	MC-130H–Mock/Tom C.
25 Sep	Randolph AFB	OOD Annual Meeting
02 Oct	Aurora Hills*	J. Thompson Birthday
16 Nov	Aurora Hills*	Bus. Mtg/Elections
13 Dec	TBA	Christmas Party

*Aurora Hills Golf Course Tin Cup Bar & Grill



Muster will be called at the Wings Over the Rockies Air & Space Museum at 1100 on Friday 17 Aug. The meeting will convene at noon, and lunch will be catered by Cindy Jones from the Tin Cup Restaurant.

First up, our host Wings CEO Greg Anderson will offer words of welcome and preview coming museum attractions, including a big do this month for Bob Hoover.

After lunch Mel Eisaman will give a talk titled “Cleared as Filed.” We understand it has something to do with ATC and Southeast Asia, and, if past is prologue, it promises to be thoroughly entertaining. Here, *past* refers to Mel’s award-winning 2003 War Story “The Real Secret of the Flyin’ Saucers,” in which he fessed up to a 1954 dog fight between his F-86 and a UFO. Deciding that discretion was the better part of valor, he’d kept the incident to himself for some 49 years. (*Read his war story in our Nov 2003 newsletter.*) Can’t wait to hear what Mel intends to reveal on the 17th. More soon from your caller.

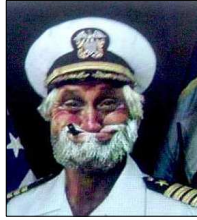


*Blue skies and tail winds,
Salty Saltzman* (page 3)

Date change for Oct meeting

In a break from custom, our October meeting will not take place on the third Friday of that month. Instead, we’ll meet, along with our wives and other invited guests, at the Aurora Hills Tin Cup Bar & Grill on Tuesday 2 October to celebrate John Thompson’s 100th birthday. Born in 1912, John is now the oldest living Daedalian. Please mark 2 Oct on your calendar, bring your main squeeze and help John and Betty celebrate this treasured milestone.

Memo from the Flight Captain



Greetin's and so-lutions, fellow Daedalians.

The other day I was lost in thought; it was uncharted territory!

Actually, I was contemplating a number of things, aside from my navel. For example, I was thinking about another pilot's group I was once invited to join. It was called OOSP, an acronym for Organization of Occasionally Sober Pilots.

I never joined that one, in part because it had no tenets like we do (i.e., nation above self, trust and confidence of fellow Daedalians). Or if it once did have any organizing principals, most of the time no one could remember what they were. Which figures for a group called OOSP.

Nor did they elect officers like we do and will again in November. Please keep that in mind and raise your hand when we solicit volunteers to be placed in nomination.

Meanwhile, we have a big event coming up the month before the elections when we meet at the Tin Cup on Tuesday 2 October (instead of the third Friday) for a luncheon to celebrate John Thompson's 100th birthday. Wives are encouraged to come and join us in helping John, Betty and their family celebrate this happy occasion.

In September, put on your specs shoes and crank up your listening devices for what promises to be a fascinating briefing about the development of that horny-looking aircraft, the MC-130H, by Tom Cappelletti and son of Bob Mock,

both of whom worked on the project. Sounds like another good one.

This month we convene once again at the Wings Over the Rockies Air and Space Museum for general gawking, to get an update from Greg Anderson on museum goings on and to be enlightened and entertained by Mel Eisaman.

I strongly recommend visiting our on-line newsletter archives and checking out Mel's Nov 2003 item about them flyin' saucers. That will give you an idea about the attention meter standard he's up against this time around – his own.

And the last Flight Sked item to discuss is our Christmas Party in December. Because there is renewed interest in doing something a little different for this affair, we are exploring a return to the Governor's Mansion for heavy *hors d'oeuvres* or to the Scottish Castle, about which, like Sgt Schultz, I know nothing. Again, I would refer you to our newsletter archives and to the Nov 2004 issue for more on the Gov's mansion. If you plan to attend the Christmas party, please let any officer know your preference regarding venue.

We also need your inputs on the Apollo web site. Try it out by going to <http://www.daedalians.org/>.

Let me close with the following timeless gentle reminders:

- **PAY YOUR DAEDALIAN DUES!**
- **HONOR YOUR LUNCH RESERVATIONS!**
- **RECRUIT NEW DAEDALIANS!**
- **EAT MORE CHICKEN!**

Volabamus Volamus

Spud

Ger Spaulding, CAPT, USN (Ret)
Flight Captain

Meet Cadet Jordan Lynch

AFROTC Cadet Jordan Lynch is one of our two 2012 \$1,000 ROTC scholarship recipients. A junior at CSU, he hopes to fly a 5th generation fighter or tactical C-130s and to follow in his father's footsteps in serving at least 20 years as a military pilot.



Upcoming aviation events

Friday, 24 August, 6-11PM, WINGS Museum. Tribute to a fighter pilot Bob Hoover.



Individual tickets \$50. Call (303) 360-5360 ext 110 for reservations.



24-26 Aug, Rocky Mountain Air Show, Rocky Mountain Metro Airport, Broomfield, CO.

Call (720) 945-9167 or visit <http://www.cosportaviation.org/> for additional information.

Words to fly by:

"If you're faced with a forced landing, fly the thing as far into the crash as possible."

- Bob Hoover



Final Flight



Ralph "Salty" Saltsman
Col, USAF (Ret)
Dec 4, 1916 – Jul 22, 2012

After earning his wings at Kelly in 1940 and serving as an I.P. for 19 months, Salty became C.O. of the 331st BS, 94th BG, before leading his squadron to England and to war.

Four days after Allied forces began their landings in Sicily to open the Italian Campaign, Salty's B-17 was shot down over France on a bombing mission against Le Bourget Airdrome in Paris. Compared to recent bombing missions to Germany, this one was expected to be a "breather." It proved otherwise. Ironically, Salty's ninth and last mission of the war—and his first day of captivity as a POW of the German Luftwaffe—took place on Bastille Day, 14 July 1943.

He would be imprisoned in eastern Germany's Stalag Luft III, from which the ill-fated "Great Escape" would take place while he was a POW there. Contrary to the Hollywood film account with Steve McQueen, no American POWs took part in the Escape, because four months before it occurred, the Germans had physically segregated them from their British and European counterparts.

They did, however, endure record cold temperatures and were given no provisions during their forced "Long March" to more westerly camps as Russian forces approached from the east in Jan 1945. Salty was officially recognized for his role as the camp's YMCA Officer in the high survival rate achieved by his fellow POWs during their relocation.

In 1951, he volunteered for Korea, where he flew 55 combat missions in the F-51D and rose to group commander.

Following his retirement from the Air Force in 1960, he worked for Martin-Marietta and UAL, owned a ranch in Montrose, and served as president of Columbine Country Club and as Trustee for the Town of Columbine Valley.

He was also a Life Member of the Order of Daedalians and of Flight 18.

Predeceased by his wife Cornelia six months earlier, Salty was interred with military honors at Ft. Logan on 27 July.



Welcome Aboard



Robert C. Ritchie
Maj, USAF (Ret)
"Rob"

Rob's thumbnail bio

DOB: 12/10/46 Spokane, WA.

Education: B.S. Biology, Eastern Washington University.

Wings: 1972, Laredo AFB, TX

Assignments: 116th Fighter Interceptor Squadron, Washington ANG, Spokane Int'l Airport; 116th Air Refueling Squadron, Washington ANG, Fairchild AFB.

Military Aircraft flown: T-37, T-38, T-33, F-101B and KC-135.

Military Flight time: 3,144 hrs.

Military Retirement: 1986.

Civilian employment: Captain United Airlines. Ret 1970 (That moronic age 60 thing imposed by the FAA, you know).

Civilian Aircraft flown: Cessna 172, Beech 99, Sabliner, and a succession of B's: 727, 737, 757/767 & 777.

Civilian/commercial flight time: 15,231 hrs.

Spouse: Jacqueline

Offspring: One daughter.

Residence: Parker, CO.

Sponsor: Stan Folker.

2012 FLIGHT DUES - \$15 (\$12 for 2011 and prior years)

Please mail this coupon along with a check for your 2012 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *NOTE: Daedalian Life Members (LMs) and Daedalians whose National dues are current may purchase Flight 18 Life Memberships. If you choose this option, please select the appropriate dues amount from previous newsletters, enter that amount in the FLM space below and include it in your check.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2012 Flight Dues \$15.00 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**

In honor of the 70th Anniversary of the Battle of Midway, here is

BATTLE-OF-MIDWAY GOONEYS

From *Cold War Syndrome* by GH Spaulding

Midway. The Japanese set their sights on it only six months after attacking Pearl Harbor.

A U.S. possession since 1867, Midway was just a dot on the map in the middle of the North Pacific, some 1,200 miles northwest of Hawaii. It was much nearer than Honolulu to the Japanese homeland. It should have been easier pickings for them.

This time, however, America was prepared and kicked their butts in the Battle of Midway.

The American victory in that battle, the second between opposing fleets of aircraft carriers,* turned the tide of World War Two in the Pacific and foretold the ultimate defeat of the Japanese. Although the Pacific Campaign would see another 38 months of heroic fighting, when the U.S. military sank four Japanese carriers at Midway—four of the six carriers that had launched the air attack on Pearl Harbor—the momentum shifted in America's favor for good. To draw a football analogy, big MO changed sides only eight minutes into the game.



capable of inflicting more death and destruction than was the entire Japanese fleet of World War II. Now it was the modern era and we'd been waging the Cold War for more than a quarter-century.

Still, you couldn't go to Midway without experiencing a strong sense of the history that enshrouded the place. Along with their four aircraft carriers, the Japanese had lost a heavy cruiser, 322 airplanes and 3,500 lives in the Battle of Midway. The count on our side was one carrier (USS *Yorktown*), one destroyer, 150 planes and 307 lives lost.

Approaching Midway for landing, you were struck by the contrast between its great strategic value in the early stages of World War Two and its diminutive size. Only when you saw it did you realize just how small a dot on the map it really was.

It was actually two dots—two islets that comprised an atoll in the middle of nowhere. Nothing but ocean as far as you could see in every direction. While there was no indigenous population, roughly 500 Americans resided on Midway, which served as a refueling stop for aircraft crossing the Pacific as well as a base for watching the Russians. There were some facilities—hangars next to the runway, singles quarters, family housing, a combination club and movie theater, a small Navy Exchange and commissary and even a nine-hole golf course. Except for a handful of official vehicles, bicycles were the only means of transportation. There were hundreds of those.



Thirty-something years later, we were flying P-3s out of Midway to keep an eye on the Russians. They'd staked out a chunk of ocean north of the atoll and were using it as a target area for test flights of their submarine launched ballistic missiles. Our job was to observe payload impact and collect intelligence on these weapons of mass destruction.

The extent to which technology had evolved in the few decades since the War was sobering. The Soviets already had more than 40 nuclear-powered submarines loaded with long-range ballistic missiles and were rapidly building more.

Each sub carried a dozen or more ballistic missiles carrying multiple independently-targeted RVs aimed at cities or military targets in the United States. Just one of these submarines was

GOONEYS *from page 4*

Midway's nicest features were its beaches, some of the most beautiful in the world. Fine white sand, gentle surf, pristine water in progressively deepening shades of blue over a gradually sloping bottom and, surprisingly, even a smattering of attractive young ladies in bikinis. Not a bad place to while away the hours between flights.



But without a doubt, the leading source of entertainment on Midway was not found on the beach or at the club or on the golf course, although you could do it at all of those places. You could do it anywhere, for that matter. It was watching the goofy gooney birds, technically referred to as albatrosses.

Observe albatrosses for even a few minutes and you'll understand why they're called gooney birds. With goose-sized bodies and wingspans stretching to ten feet or more, they glide through the air as gracefully as any birds. On the ground, however, they're as clumsy and inept as the most sated of drunks.

Somewhere between the Creator and the species, instructions for the gooney mating ritual must have gotten scrambled in transmission. Facing each other, the male and female begin the ritual by slapping the sides of their hook-nosed beaks together for 15 or 20 seconds (or until the female gets a headache, whichever comes first). Then the male's head disappears under one wing as if he were smelling his own "wingpit." Finally, he thrusts his beak straight up in the air and lets out a boastful yawp. The procedure is repeated again and again. How could even the most hard-hearted female gooney resist that?



When an albatross decides to go flying, it can't simply spring into the air as a smaller bird might. It requires a lengthy takeoff run in which to waddle up to speed with its giant wings undulating but never quite reaching a full-fledged flap. Apparently, it can waddle only straight ahead as it has a calamitous habit of crashing into anything that happens to be in its way. Often the bird on the takeoff waddle-run careens into a whole collection of other gooneys like a bowling ball striking a full set of pins.

Landings are just as exciting. At the end of a long, graceful approach, a gooney sticks out its feet, braces its legs, grimaces and awaits impact with the ground. The result is always a tumbling, head-over-webbed-foot crash landing.

Somewhere along the line, the U.S. Government established Midway as a National Wildlife Refuge to protect the albatross. Taking full advantage of their protected status and realizing the fruits of their odd mating ritual, albatrosses came to occupy every square foot of the atoll, habitable or not.



However, you would see them on Midway for only half of the year. When their offspring were roughly six months old, they all would fly south to Antarctica commencing a round-trip migration of 18 months in length.

When they returned, each female would attempt to nest within a two-foot circle of the spot on which she was born. It mattered little to the Gooney that a paved road or a building or a runway had been constructed over the site; she still

tried to nest on it.

Every November, another batch of albatrosses would arrive in time-share fashion to begin this 24-month cycle. The clack-clack-clack of slapping beaks would be heard all over the atoll. But gooneys weren't the only birds there making noise. The islets were also busy with thousands of little white terns fluttering about.

One day as my P-3 crew stood on the flight line waiting for word to launch to observe a Soviet missile test, we

Conclusion of **GOONEYS**

passed the time watching the gooney bird show. Eventually, someone said: “You know, if you ever get bored with the gooneys, you can toss pieces of lunchmeat into the air and watch the terns go for the wurst!”

But the punster’s humor couldn’t match that of the gooney show. One performer took center stage—on the roof of the hangar. Like us, he was about to go flying. But he seemed in doubt as to whether the area available for his takeoff waddle-run was adequate. He eyed it pensively, analyzed his options, then retreated a few waddle steps. Then a few more. And a few more. Finally, he took one backward step too many and plummeted off the hangar. We winced. So did he, all the way to impact with the tarmac. Stunned momentarily by the fall and a little embarrassed, he was otherwise okay.

We were roaring with laughter when the launch order came. Walking to our aircraft, I wondered whether the gooney birds had been here doing their thing during the Battle of Midway as they were doing it now during the Cold War. And I wondered what sort of menu delicacy they might have become had the Japanese won.

** History’s first engagement of carrier forces had occurred one month earlier at the Battle of Coral Sea, which was also the first naval battle in which opposing surface combatants never saw or fired a shot at each other.*

BATTLE OF MIDWAY



In April 1942, the Japanese dispatched dual invasion forces whose objectives, divined in advance by U.S. and Australian code breakers, were to occupy Port Moresby in New Guinea and Tulagi in the Solomons in order to

cut America’s lines of communication with Australia and New Zealand. They were turned back at the Battle of the Coral Sea, a strategic victory for the Allies, though a mathematical loss for the U.S. Navy.

Coral Sea claimed USS *Lexington* and nearly gutted USS *Yorktown*, which nevertheless managed to crawl back to Pearl Harbor for frenzied emergency repairs.

Why frenzied? Because the man who correctly had foretold the Japanese plan to invade Port Moresby was now predicting a much larger enemy operation against Midway—in a matter of a few days. The man was LCDR Joe Rochefort, whose team of Pearl Harbor cryptanalysts was becoming adept at reading the Japanese Navy’s coded radio messages. And just in time.

Rochefort, accurately portrayed by Hal Holbrook in the 1976 movie *Midway*, had tricked the Japanese into confirming Midway as their target. But three days before the crippled *Yorktown* reached Pearl, Rochefort provided ADM Nimitz and his staff much more—a detailed estimate of the enemy’s plans, including the date, time and launch positions for the coming offensive as well as the composition of the huge attacking force. He also deduced that the goal of the Japanese attack was to draw the remaining American carriers into an ambush and finish them off. Nimitz chose to trust Joe’s estimate and, using the element of surprise to his advantage, to throw everything he had into the fight. His intention was to turn the tables on the Japanese and covertly beat them to Midway with an ambush of his own.

Repairs on *Yorktown* that normally would have taken weeks were completed in less than three days. She then got underway to join the *Enterprise* and *Hornet* at their respective ambush positions near Midway. The Japanese force included four of the six carriers that had attacked Pearl Harbor in December.

However, the opposing forces at Midway were comprised of more than aircraft carriers. For example, the Japanese had 117 other ships, including 1 light carrier, 3 ASW carriers, 11 battleships, 11 cruisers, 46 destroyers and 16 subs. The U.S. had 61 other ships, including 7 cruisers, 21 destroyers, 19 subs and 10 PT boats.

Comparing aircraft, the Japanese had 198 carrier-based planes, while the U.S. put up 231, plus 131 USN, USMC and AAF aircraft based on Midway. The AAF count was 17 B-17s and 4 Martin B-26s.

The U.S. victory at Midway turned the tide of the Pacific war. As to exactly “who shot John” historians are still sorting claims and waiting for the fog of war to lift.

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*** Sea Biscuits and Scufflebutt ***



“And there I was,” a sculpture by Michael Garman, now celebrating 50 years as an artist. Recently, he submitted the following letter to the Colorado Springs Gazette:

Add your voice to the noise

May is Older American Month. What does it mean to be an older American? It means we get cheaper tickets to Disneyland, early-bird specials at Denny’s, and invitations to join the AARP. And all too often it means our stories get shushed.

But as an official older American who just turned 74, I still have more to say, more to do. Four years ago, I was told I had only two years left to live. It’s not enough to outlive your expiration date. If you aren’t fully alive, what’s the point?

I have no intention of leaving this life neat and tidy. I plan to make a mess, leave everything in-progress. That will be my legacy to my kids and their kids.

Live a full life each day. Get grubby, get busy. And by all means—tell your stories! I tell mine with clay—and that has worked for me for 50 years.

But in whatever way you choose, add your voice to the noise, add your talents to the universe. And never, ever think your life is finished.

Michael Garman, Colorado Springs

“One of the penalties for refusing to participate in politics is that you end up being governed by your inferiors.” – *Plato*

“Politics is the art of looking for trouble, finding it, misdiagnosing it, and then misapplying the wrong remedies.” – *Groucho Marx*

TIME FOR A NURSING HOME?

During a visit to my doctor, I asked him, "How do you determine whether or not an elderly person should be put in an old age home?"

"Well," he said, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the person to empty the tub."

"Oh, I see," I said. "So a normal person would use the bucket because it’s bigger than the spoon or the teacup, right?"

"No" he said. "A normal person would pull the plug. Do you want a bed near the window?"



Mile High Flight 18 – 2012

- Flight Captain**..... Ger Spaulding, CAPT, USN (Ret)
 - Vice Flt Capt**Dave Parvin, MAJ, ANG (Ret)
 - Adjutant**.....Dave Kulaas, 1stLT, USAF (Sep)
 - 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)
 - COANG Liaison*..... Mitch Neff, LTC, COANG
- (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 editor at (719) 638-5786 or via e-mail at gerkar@comcast.net.

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



Historical perspective, 70 years ago in the Pacific: Doolittle Raid, 18 April; Battle of the Coral Sea (SBDs in action above), 4-8 May; Battle of Midway, 3-7 June; Invasion of Guadalcanal, 7-9 August; Guadalcanal Campaign, Aug 1942-Feb 1943.

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