



Flight 18 Est 4 July, 1965

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Aug 2014

Aug 15 meeting will be at Wings Over the Rockies; spouses, guests welcome

2014 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 10 days prior to each meeting. If not, please advise Flight Adjutant Ed Quick at ekquick@yahoo.com.

<u>Date</u>	<u>Location</u>	<u>Activity/Speaker</u>
17 Jan	Aurora Hills*	“Mig Flight in Moscow”
21 Feb	Aurora Hills*	Ed Quick on Morrie
21 Mar	Aurora Hills*	Falklands Opn Blackbuck
18 Apr	Aurora Hills*	Bill Bower-Doolittle Raid
16 May	Aurora Hills*	Normandy Bch-T. Martin
20 Jun	Aurora Hills*	Reed Sundine-A/Medal
18 Jul	Aurora Hills*	Zero-Hour Airplane
15 Aug	Wings Over Rox	Spitfire 944, Wings U/D
19 Sep	Aurora Hills*	Spirit of Flight CEO
17 Oct	Aurora Hills*	Virgin Galactic - JCP
21 Nov	Aurora Hills*	Bus. Mtg/Elections
?? Dec	TBA	Christmas Party

* Aurora Hills Golf Course Tin Cup Bar & Grill

Program: Wings update by Greg Anderson plus acclaimed “Spitfire 944” documentary

We always plan a quality program whenever our wives will be joining us. That again will be the case on the 15th of this month when we meet at Wings Over the Rockies Air & Space Museum for a luncheon catered by the Tin Cup Restaurant. The museum is located at the former Lowry AFB Hangar #1, 7711 East Academy Blvd, Denver, CO 80230.

Wings’ CEO Greg Anderson will update us on the numerous goings on at both the Lowry and Centennial Airport facilities, always an impressive, informative treat.

The entertainment part of the program will feature the award-winning documentary “Spitfire 944” – a fascinating account of and interview with the WWII pilot involved the incident shown in the promotional poster below.

August 15th will be upon us before you know it. Be sure to put this event on your calendar and to make reservations with your caller for yourself and your guest(s).

See you at Wings.

Flight 18 begins 50th year

Having marked its 49th anniversary on July 4th, Mile High Flight 18 has now entered its 50th year of existence.

The earliest Flight Directory we have on file is from 1975, ten years after our founding. It lists the following current members who were also members at that time: John Blackis, Dale Boggie, Bill Greener, Jim Hardin, Bill Herron, Ray Lee, Morrie Quick and Jim Reeves.

If you’ve been a member of Mile High Flight since ‘65, please advise the editor so we may acknowledge you.





Memo from the Flight Captain

Fellow Daedalians,

As November 7th approaches, and the airwaves are now WOXOF with political ads, I'm reminded of someone who said, "All politics are local."

"Local," as in you don't even get to vote if you don't register locally.

"Local," as in the really important issues you get passionate about are the ones in your neighborhood.

"Local," as in those rare times when nationally-elected politicians return to the local precincts and listen to you.

So, even when the issues outside of your home town don't seem important to you, your vote is still important.

Which brings me to a recent notice from the Order of Daedalians HQ down in San Antonio.

It seems the leadership has been having a bit of an issue with enough members voting on proposed changes to our by-laws -- those would be the by-laws which ensure rated military pilots make up the membership; and which help to sustain the scholarship programs across the nation.

You see, the by-laws currently require 51% of the members to vote on any changes. And the leadership has not been getting the 51% participation, which means the proposal falls to the floor.

The recent notice was about a proposed change addressing this issue. At our last meeting, we heard a good discussion of the pro's and con's of this change. If you were not there, feel free to get in touch with Bogie, or Ger, or myself for a recap.

But, what really stood out in the discussion, was that many Flight 18 Daedalians never received the notice, either through e-mail, or through the postal service. Naturally, that's troubling.

Fortunately, it's something you can fix. HQ needs your current e-mail address, in order to send you an e-copy. And if you're like me, you've got more than one e-mail account, and maybe even a few "dead" accounts.

The same thing goes for your street address. If you've given up on ski season in Winter Park, and decided to move to the balmy regions near Colorado Springs, you need to let someone know.

Of course, Dale Boggie does our roster of current members in Flight 18. He does an incredible job, but he'll be the first to tell you that the ink won't even be dry, when someone gives him new information. Adjutant Ed Quick checks on the information available at the HQ Apollo web site. But, like Boggie, he needs your phone call or email to make the changes.

Naturally, you can do-it-yourself. Point your web browser to <http://apollo.daedalians.org/flights/29> and log in. There, under "My Stuff," you can check which address and e-mail HQ has for you, and edit the same if needed.

And thanks for voting.

"Thinking" isn't agreeing or disagreeing. That's called, "voting."

- Robert Frost

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Volamus

Roy A. Poole, LtCol, USAF (Ret)
Flight Captain



Congratulations to Flight Captain Roy Poole on the birth of his first grandson. Above is Roy's clever announcement.



Welcome Aboard



Lawrence E. Wear, Jr.
CAPT, USN (Ret)

Larry's thumbnail bio

DOB: 9/3/36, Grand Junction, CO

Education: Attended CU Boulder

Wings: 1959, Beeville, TX

Assignments: Squadrons: VFP-63,

VT-23 & VF-96, among others; 8

carriers: USS Yorktown, Oriskany,

Ranger, Lexington, Coral Sea, Con-

stellation, Enterprise & Kitty Hawk.

Military aircraft flown: F-9, F8U-1P

(RF-8), F-4B, T-28.

Military flight hours: 3,100

Retired from Naval Reserves: 1999,

Pt Mugu, CA

Spouse: Deceased

Offspring: Two sons, one daughter

Residence: Evergreen, CO



Walter R. Wise
Maj, USAR (Ret)

Walt's thumbnail bio

DOB: July 24, 1944

Education: Drury College, Springfield,

Missouri; USMC OCS

Wings: Army-'69; Navy/USMC-'69

Assignments: 1 year flying CH-46s

with HMM-364 in Da Nang, SVN;

MCAS Santa Ana, CA. (Left active

duty, joined Army Air National

Guard in Denver.

Military flight hours: 3,500

Commercial experience: 5 years fly-

ing Twin Otters for Rocky Mountain

Airways and Convair 580s for (auld)

Frontier.

Retired from USAR: 2004

Spouse: Carol

Offspring: 1 son

Residence: Broomfield, CO

Marine Corps Commandant to CIC: "Get in the Fight!"



By Fiscal Times Editor at Large David Francis
July 16, 2014

It's highly unusual for a high-ranking soldier, let alone a high-ranking Marine, to publicly question White House and Pentagon policy. Yet that's exactly what four-star Gen. James Amos, Commandant of the Marine Corps, did yesterday in Washington.

Speaking at the Brookings Institute Tuesday, Amos said the Obama administration paved the way for the emergence of the Islamic State of Syria and Iraq (ISIS) by completely withdrawing American troops in 2011.

"I have a hard time believing that had we been there, and worked with the government, and worked with parliament, and worked with the minister of defense, the minister of interior, I don't think we'd be in the same shape we're in today," Amos said.

Amos also blasted the White House for failing to live up to its obligations around the world.

"We may think we're done with all of these nasty, thorny, tacky little things that are going on around the world -- and I'd argue that if you're in that nation, it's not a tacky, little thing for you. We may think we're done with them, but they're not done with us," Amos said.

"We're probably the only country in the world that has the resources and the capability to be able to do some of this that others can't," Amos added.

Perhaps Amos felt free to voice opinions on White House policy because he is set to retire this fall. Now, his comments are likely to influence the debate within the defense community about how to handle the myriad of crises going on around the world.

Unlike most issues in Washington, the argument surrounding American engagement around the world does not split along party lines. One strand of the GOP, represented by Rick Perry, believes the United States cannot retreat into an isolationist posture. The other, represented by Rand Paul, believes engagement will lead to prolonged wars like the one in Afghanistan.

Amos is clearly in Perry's camp. He also gave voice to a growing concern among DOD brass: that the troops who sacrificed by fighting in Iraq and Afghanistan are becoming disillusioned as the gains they made disappeared.

"It breaks our hearts," Amos said, referring to the fall of the Anbar province in Iraq, which Marines won in 2010. He noted that 852 Marines were killed and another 8,500 injured in Iraq.

"They believed that they'd made a difference," he said.

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Flight 18 Life Membership Dues Effective Jan 2012

Age Group

30/under....\$385	61 - 65....\$205
31 - 35.....\$370	66 - 70....\$170
36 - 40.....\$350	71 - 75....\$140
41 - 45.....\$325	76 - 80....\$115
46 - 50.....\$295	81 - 85.....\$95
51 - 55.....\$265	86/Over.....\$75
56 - 60.....\$235	

2014 FLIGHT DUES - \$15 (Due 1 Jan, as are National dues paid to HQ in San Antonio)

Please mail this coupon along with a check for your 2014 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 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: [2014 Flight Dues \$15.00 or FLM DUES \$ _____] + Flight Dues for prior years + 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**

Winds of Cold War II

By G.H. Spaulding

What follows is an excerpt from the Foreword to the author's 2001 book C-C-Cold War Syndrome. It was written 14 years ago and is reproduced here because of its relevance to current events.

War is hell. Everyone knows that. But where did the Cold War fit in? Was it heaven? Was it purgatory? Or, was it hell f-f-frozen over?

The Cold War lasted nearly half a century—46 years, 3 months and 26 days, to be more precise. It began on September 2, 1945, the day the Japanese surrendered on board USS *Missouri* to officially end World War Two, and ended on December 26, 1991, generally acknowledged as the day on which the Soviet Union ultimately collapsed.

These dates are cited in a document called the “Cold War Recognition Certificate” now being issued by the U.S. Government. Congress established the CWRC in 1998.

Language included in the enabling legislation refers to the Cold War rivalry between the United States and the Soviet Union as “potentially the most dangerous military confrontation in the history of mankind.” Those designated to receive the certificate are “military and civilian personnel of the Department of Defense, personnel in the intelligence community, members of the foreign service, and other officers and employees of the United States” whose “discipline and dedication” were “fundamental to the prevention of a superpower military conflict.”

So let's see if I've got this straight. About seven billion of us have been singled out and recognized for not running away from a fight that didn't happen! Is that about it?

Oh, where have ye gone, Yossarian?

Says a lot about the Cold War, doesn't it? It all seemed a little squishy to me, not unlike trying to nail Jello to a tree. *And just to be safe, perhaps we should be calling it “Cold War One” so we don't have to rename it years from now when we find ourselves bogged down in Cold War Two.*



the concomitant competition for global political influence had a certain stabilizing effect on the rest of the world, a good thing. But it did not prevent shooting wars like Korea

Scholars have debated for decades whether CW-I was a good thing or a bad thing. Arguably, the U.S.-Soviet nuclear standoff and

and Vietnam, a bad thing. Worse, along with the China wild card, it constrained American political will to the extent that the U.S. military was never unleashed to pursue real victory in those conflicts.

Then, in the waning months of CW-I, after the end of the Soviet Union was all but certain, the Gulf War ushered in an era of less constrained shooting wars. So far, these actions might better be described as severe admonishments of little nations led by big personalities no longer held in behavioral check by the Soviet Union. Presumably, once we rid ourselves of all of the evil genies released from their bottles by the end of CW-I all will be right with the world. *Right.* (End of excerpt.)

Note: Some foreign policy commentators are saying Cold War II has already begun. Others disagree. And some, like admitted but never prosecuted domestic terrorist and historical revisionist Prof Bill Ayers, assert that the West did not win CW-I, suggesting it never ended. Time will tell just how cold (or hot) the wind blows this time around and whether the United States is prepared to deal with it.

Flight 18 supports JROTC at 15 Denver area high schools

The Daedalian JROTC Achievement Medal and Certificate are awarded to an outstanding cadet from the second year in a three-year program or from the third year in a four-year program who:

- Has demonstrated patriotism, love of country and service to our nation;
- Has indicated the potential and desire to pursue a military career;
- Ranks in the upper 10% of his or her JROTC class;
- Ranks in the upper 20% of his or her high school class.



Flight 18 Scholarship Chairman Bill Greener presents Daedalian JROTC Achievement Medals to Cadets Erin Post at Aurora Central HS (above) and Brian Ortiz at Skyview HS (left).

A Flight Never to be Forgotten

By

Newell "Newt" Moy, Pilot, 603rd Squadron

In January 1945, on a flight from Dow Field in Maine to Goose Bay, Labrador, we had a malfunction of the fuel valve on the outer right wing fuel tank (Tokyo). The valve was not repairable at Goose Bay, which resulted in our inability to take on a full fuel load for a non-stop flight to Iceland. As a result we had to make shorter flights to Greenland, Iceland, and Scotland.

When we were briefed on our flight to Greenland, we were shown photos of the entrance to three fjords. The center fjord would lead us 50 miles into the mountains where the airfield (Bluie West 1) was located. This was in January when there were only a couple of hours of daylight, so we had to arrive at the entrance to the fjord at sunup for a visual flight into the fjord to the airfield.

On our flight from Goose Bay, over the Davis Strait to Greenland, we were over an undercast and could not see the Greenland coastline for a visual fix on the entrance to the proper fjord. At this time, Charlie Berthoud, our navigator advised he had lost contact with the radio beacon (BW-3) at the entrance to the fjord. At this point, our visibility was limited and we had to make a quick decision on what to do because we had no way of knowing how far we were from the coastline as the clouds below us blended right into the ice and snow on the mountains. I contacted BW-1 traffic control for the status of the radio beacon at BW-3 and was advised the beacon had suddenly gone off the air with no chance of immediate repair. There were no other navigational aids available and our only choice was to return to Goose Bay, our pre-planned alternate (No one wanted to return to Goose Bay with temperatures of 30 to 40 degrees below zero).

As I was about to get a flight clearance back to Goose Bay, BW-1 traffic control advised that a C-54 transport plane had just departed the airfield and should be rising through the undercast in our vicinity and to contact the pilot for advice on weather conditions in the fjords. At that moment, Archie Kritchman (co-pilot) saw the C-54 raising out of the clouds below. I contacted the pilot and he advised the ceiling was high enough for CFR (contact flight rules) with good lateral visibility. Since we were fairly close to the coastline he advised we could descend through the undercast away from the coastline to reach CFR conditions.

All went well until we returned to the coastline looking for the fjord leading to BW-1, the airfield. That is where our real problems began. All we could rely on was our visual recognition of the photos we were shown at the briefing to identify the proper fjord. Our problem was becoming further com-

pounded by the lowering ceiling restricting our visibility to see the coastline.

We entered a fjord and thanks for the photographic memory of Ken McLaughlin (bombardier) and Charlie, we realized we had entered the fjord which was to the left of the one we should have entered. At this point, the width of the fjord was too narrow to allow us to turn around and the ceiling was too low to allow us to climb out because of the high mountains on both sides. Our only choice was to continue flying up the fjord hoping we would not miss seeing a channel that crossed over to the fjord leading to BW-1.

The ceiling continued closing down on us and it was just like flying in a tunnel, with rocks on both sides. I flew as close as possible to the left side of the fjord because I had to make a full 90-degree turn as soon as we reached the cross-over channel. That was the sweetest 90-degree turn I ever made in a B-17. As we entered the correct fjord, we recognized a positive fix, which was about 25 miles from the airfield. As we got a little closer to the airfield, we came into radio contact with the tower. The operator advised us to abort the approach as the weather was below minimum.

At that moment we flew over a positive fix, a sunken ship in the fjord, and we advised that we were proceeding to the base. At that point we had no safe way out. Shortly after we landed and parked the aircraft, the visibility was zero-zero. I attribute our success to the ability of the flight crew to recall the briefing we had at Goose Bay and specifically the photos we were shown of the fjords leading to the airfield. I might add that seeking the advice of another aircrew was an acceptable procedure in the WWII era.

In June 1945 (after VE Day) I returned to the States via Greenland and BW-1. I had a clear view of the fjords from 13,000 feet (minimum altitude over the icecap) and the thought that I had been flying in the fjords under a 500-foot ceiling to BW-1, etched a memory in my mind that will never be forgotten.



First Lieutenant Newt Moy and his B-17 crew. That's Newt in the back row, second from the left.