



Flight 18 Est 4 July, 1965

# MILE HIGH FLIGHT 18

## Order of Daedalians

### Newsletter

Aug 2015

## Bring Mama to Wings on Fri Aug 21

### 2015 Flight Sked

Flight 18 normally meets on the third Friday of each month (exceptions announced in the newsletter). Meeting notifications and RSVPs via Apollo. Address Apollo questions to Flight Adjutant Walt Wise: [wwise364@comcast.net](mailto:wwise364@comcast.net) or (720) 340-9534.

<u>Date</u>	<u>Location</u>	<u>Activity/Speaker</u>
16 Jan	Aurora Hills*	Roy Poole - "Old 666"
20 Feb	Aurora Hills*	The Butch O'Hare story
20 Mar	Aurora Hills*	Ger Spaulding-Toss Up
17 Apr	Aurora Hills*	Adam Makos-Higher Call
15 May	Aurora Hills*	Andy Parks-PV Update
<b>28-31 May</b>	<b>San Antonio</b>	<b>National Convention</b>
19 Jun	Aurora Hills*	Roy Poole-Av Humor
17 Jul	Tin Cup+Buckley	DPA Presentation
21 Aug	Wings Over Rox	WOR COO Mark Hyatt
18 Sep	Aurora Hills*	Tudor-Tomb of the Unk.
16 Oct	Aurora Hills*	M.Shea - Iraq M/Evacs
20 Nov	Aurora Hills*	Bus. Mtg/Elections
12 Dec	Heritage House	Christmas Party

\* Aurora Hills Golf Course Tin Cup Bar & Grill

### Rob "Voodoo" Bielanski of the 120<sup>th</sup> FS is Flight 18's 2015 Distinguished Pilot

Our July meeting turned out to be a busy, productive one. It began with lunch at the Tin Cup, where our 2015 Distinguished Pilot Award recipient, Maj Rob "Voodoo" Bielanski, his wife Lisa and his father Allen were introduced to the Flight. All three are eligible to become Daedalians. After lunch, we adjourned to Buckley AFB for the actual award presentation. See page 8 and the Flight Captain's column on page 2 for more information.



### What's up at Wings, AFA - Mark Hyatt

Once again our August luncheon meeting with wives will take place at Wings Over the Rockies Air & Space Museum at Lowry. We'll meet at



11:00 AM in the Frontier Room, a one-floor elevator ride above the Museum's main entryway. Our host, Wings CEO and Flight 18 member Greg Anderson, is expected to say a few words and introduce guest speaker Mark Hyatt, his new COO.

To provide perspective, here's an excerpt from Greg's recent letter to Wings members and friends:



"Many of these new activities (described earlier in the letter) are the result of outstanding staff leadership, including a new Chief Operating Officer, Mark Hyatt."

"Mark is a 1974 graduate of the U.S. Air Force Academy whose career includes fighter pilot experience and 12 years leading education organizations at the local, state and national levels."

Sounds like an ideal candidate for Daedalians.

July 17<sup>th</sup> was the Flight's first opportunity to view the now completed Distinguished Pilot Award display case donated in 2009 by Flight 18 to the 120<sup>th</sup> FS. The Daedalian logo was crafted by the late Dave Parvin.



## Memo from the Flight Captain

Fellow Daedalians,

I'm at that awkward age.

I'm old enough to remember when "conventional gear" meant the third wheel on my airplane was located at the tail. But I'm young enough to know that airplanes go really fast when they suck, squeeze, bang and blow.

I'm old enough to remember getting nauseous in a blue Link Trainer; but I'm too young to remember the smells of hydraulic fluid, engine oil, and sweat when starting an 18-cylinder radial engine.

So, I find myself in front of COANG pilots and Daedalians at the 120th Squadron briefing room; and I think to myself, "I'm in-between again." The Daedalians certainly represent the foundational part of the history of military aviation, while the F-16 pilots of the 120th are creating the next chapters in that same history book.

All of us came together on July 17th, the date of our last luncheon, and the day we headed to Buckley AFB to present the Distinguished Pilot Award to Major Rob "Voodoo" Bielanski. Mile High Flight 18 has now presented a Distinguished Pilot Award four times since its inception in 2003. Selection of the Award recipient is based upon nomination and endorsement of the pilot's chain of command.

Voodoo's wife (a former KC-135 pilot) and father (a former C-141 pilot) joined him, along with other pilots from the 120th. COL Floyd

"Sumo" Dunstan, Commander of the 140<sup>th</sup> Wing, noted the obvious opportunity for pilots across many generations to connect with one another. If you think the 21st century Air Force has crazy things going on now, talk with some of these guys (Daedalians from Flight 18) and you'll see how it's been crazy long before today.

Despite finding myself in between generations of military pilots, I see the tenets of the Order of Daedalians all around me: To place Nation above self; and to be worthy of the trust and confidence of fellow Daedalians. Young, old, or in between, we're part of a distinguished tradition shared by us all.

*Volabamus*

*Volamus*



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

## Christmas Party returns to Eagle Bend Heritage House



Mark it on your calendar now: ***Flight 18 Christmas Party Saturday, 12 December, 2015, 1-4 PM.***

The location will be the same as last year, the Eagle Bend Country Club's Heritage House (above), near the SE "corner" of E-470. The menu will also be the same – a prime rib carving station and salmon. We will, however, be in a nicer room replete with fireplace and bar.

## Final Flights



*Glen Funk, Bob Robertson*



**Glen Funk**  
**LtCol, USAF (Ret)**  
**Feb 9, 1919–Feb 15, 2015**  
*Life Member*



Born only months after the end of World War One, Glen would become a veteran of the next three major wars: World War Two, Korea and Vietnam.

While on a D-Day bombing mission out of Foggia, Italy, on 6 June 1944, his B-24 was shot down over Romania. He was captured by the Germans and held for three months with other Allied officers in a makeshift POW camp—a schoolhouse—in central Romania.

Although prisoners were never allowed outside the building and received no Red Cross assistance during their captivity, they were otherwise well treated by their Romanian jailers.

For them, liberation came following Romania's capitulation when they were air lifted to Italy from Bucharest.

At the time of his capture in Romania, Glen and his bride Edythe were about to celebrate (from long distance) their second anniversary, having met while he was attending college in McPherson, KS. They were married seven months after Pearl Harbor on July 11, 1942.

In addition to B-24s, Glen flew a total of 27 other aircraft, including B-29s, B-26s, C-47s, F-61s and F-82s. He moved 48 times over the course of his military career. After his retirement he taught and coached at the high school level.

Buried in McPherson, Kansas, on Feb 21, 2015, Glen is survived by Edythe, a brother, three children and a passel of grandchildren.

**R.I.P., Glen.**

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## FINAL FLIGHTS *from page 2*



**Robert E. Robertson**  
COL, USAF (Ret)  
Oct 23, 1929 – Jul 9, 2015  
*Flight Captain - 2000*

Robert E. "Bob" Robertson took his final flight on July 9, 2015, at his home in Evergreen following a lengthy battle with colon cancer. Although he'd been suffering stoically for some time following surgery and debilitating chemo treatments, he didn't want his friends to know it. And most never did.

Born in North Little Rock, Ark, Bob completed a 30-year Air Force career that included tours in Korea and Vietnam. He flew 102 combat missions as an F-80 pilot in Korea.

He earned a master's in aeronautical engineering from the University of Michigan and a master's in public administration from George Washington University. He was a proud member of the Order of Daedalians, Scottish Clan Donnachaidh, High Country Republican Club, the Pathfinders, Evergreen Genealogical Society and the Evergreen Audubon Society. As a Daedalian, he served as Flight Captain of Flight 18 in 2000.

A keen runner and hiker, Bob could be seen most mornings running in Elk Meadow, and he had run in the Mount Evans Hospice Freedom Run for the past 25 years. He enjoyed traveling, ancestry, classic literature and family time with his wife, daughter, son-in-law, and granddaughters.

Bob was a humble man who often kept his thoughts and achievements to himself. He was also a keen observer of American politics. He is survived by his wife, Sylvia, a brother, sister, daughter and two granddaughters. A memorial service will take place at a date TBD. Donations to the Mount Evans Home Health & Hospice in Evergreen are invited.

*Blue skies and tailwinds, Bob. R.I.P.*



## Welcome Aboard

**Robert "Bob" Doran, Jr.**  
Capt, USAF (Sep)  
*Transfer from El Paso, TX*



### Bob's thumbnail bio

DOB: 20 Aug, 1944 New York, NY

Education: BA, Miss State Univ.

Commissioned: 1966-AFROTC

Wings: 1968, Reese AFB, TX

Assignments: Clinton Sherman, OK; Grissom, IN. (Alerts in Little Rock, Goose Bay; TDY's to Kadena, Anderson, CCK AB, Taiwan, U-Tapao and Terrejon AB, Spain.)

Aircraft flown: T-41, T-37, T-38, KC-135, Piper Tri-Pacer.

Separated from USAF: 1972, Grissom AFB, IN

Civilian employment: Union Carbide, FCI, Ansell.

Spouse: Paula

Offspring: Three children.

Residence: Westminster, CO

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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	

### **2015 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 2015 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: \_\_\_\_\_

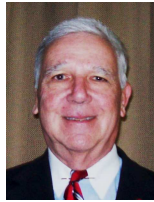
Amount enclosed for: [2015 Flight Dues \$15.00 or FLM DUES \$ \_\_\_\_\_] + Flight Dues for prior years + Scholarship Fund \$ \_\_\_\_\_ = Total Enclosed \$ \_\_\_\_\_

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

\*\* Mail to: **Flight 18 Treasurer, 7544 S. Rosemary Circle, Centennial, CO 80112**

## Welcome Aboard *from page 3*

Jerry D. "Bear" Owen  
LtCol, USAF (Ret)



### Bear's thumbnail bio

DOB: 4 May, 1950 Macon, GA.

Education: BA—Univ of Washington; MA—Webster Univ/Command & Staff Course, Naval War College.

Commissioned: June 1968 USMC (Trnsfr USAFR 1980).

AF Wings: 1969; naval aviator designation: 1970.

Assignments: VMA (AW)-224-USS Coral Sea; VMA (AW)-533-Iwakuni Japan & Nam Phong, Thailand; VT-25 Beeville, TX; Asst Prof CU NROTC Boulder; 173<sup>rd</sup> TRS, NEANG Lincoln ANGB; C&S/Navy War College, Newport, RI; J-3, Camp H.M. Smith, HI.

Aircraft flown: T-41; T-37; T-38; TA-4F; A6-A,E; KA-6D; T-33A; T-34B; RF-4C.

Retired from USAFR: 1996.

Civilian employment: Ret Cont A/L 2005; Real Estate.

Flight time: 20,000 hours total.

Spouse: Jophie (deceased 2014).

Offspring: One son, one daughter.

Residence: Broomfield, CO.

Sponsor: Ed Quick

\*\*\* Welcome Aboard for new member John Cunningham and others in the Nov issue.

### *Sculpture Status Report* **LEST WE FORGET: THE MISSION**



You may remember Fredric Arnold, guest speaker at last year's Christmas party. He told us about his then unfinished life-size bronze sculpture of 12 P-38 pilots gathered for a mission briefing during WWII. Recently we asked his son Marc for an update, which follows:

"Dad single-mindedly plowed through the remaining figures and finished the 12th and last one in late April, well ahead of schedule. You can see photos of the finished work here:

<http://lestweforgetsculpture.org/gallery/>

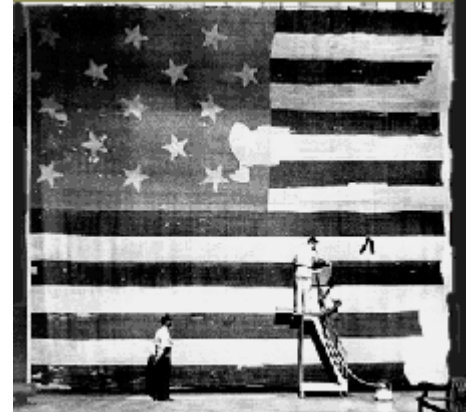
Molds were taken from the 12 original life size clay sculptures shown in the photos. Getting them cast, finished, assembled, delivered and installed is funding limited. We are looking to raise \$672,000 to complete the project. We have pledges in hand for just over \$100,000, so another \$572,000 and we're there! I'm leading the fundraising effort and Dad is already on his next project which involves having nude models pose for him at his home. Ahhhh, to be 93!

If you know of any people or organizations that might want to contribute, please let me know.

All the best, Marc "

## Preserving the Star-Spangled Banner

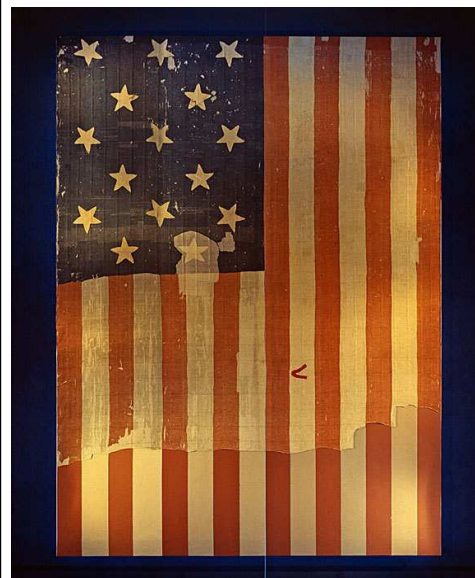
*Reprinted in part from the Flight 18 Aug 2003 Newsletter*



The badly deteriorated Star-Spangled Banner prior to an intensive preservation project at the National Museum of American History. Originally 30x42 feet in size and made of wool, the huge, heavy flag was raised over Baltimore's Fort McHenry on the morning of September 14, 1814, following a 25-hour British naval bombardment during the War of 1812. The sight of it that morning inspired Francis Scott Key to write the poem that 117 years later would become the National Anthem.

A somewhat smaller duplicate storm flag—a mere 17x25 feet—had flown over the fort throughout the assault and a night of steady rain. By morning the battle had ended and the weather cleared. The storm flag came down and the intact Star-Spangled Banner went up in its place.

Mrs. Mary Pickersgill of Baltimore, with the help of her daughter, made both flags under a U.S. Government contract for a total sum of \$574.44. They began flying over Fort McHenry about one year prior to the British attack.



*Over time the Star-Spangled Banner lost about 8 feet of its original length, not to battle damage, but to souvenir seekers.*

*In 1998, following its three-year \$7 million restoration, the Star Spangled Banner is displayed with the original, deteriorating flag overlying a newly minted one.*

## The Battle of Palmdale



by **BOB WILSON**, the Antelope Valley Press  
January 18, 2004

So...what do you get when you combine one errant F6F drone, some USAF F-89 Scorpions and a populated center in Southern California? Mayhem. Or, the 1956 "Battle of Palmdale":

**PALMDALE.** Some old-timers may remember it, and a few local history buffs jokingly refer to it as the Battle of Palmdale. But those who moved to the city as part of the post-1980 population boom may not realize Palmdale is one of few Southern California communities to have suffered through an air-launched rocket attack.

Though inadvertent, the attack came in the summer of 1956 when U.S. Air Force fighters were scrambled to shoot down an out-of-control Navy drone that threatened to fall on Los Angeles. Instead of downing the drone, a pair of Air Force fighter-interceptors blasted holes in the desert from Castaic to Palmdale, starting fires, damaging homes and perforating a station wagon rolling along Palmdale Boulevard. None of the 208 unguided Mighty Mouse air-to-air rockets fired by the interceptors hit their target. Instead, the drone eventually ran out of fuel and crashed of its own accord near Avenue P and 110th Street East after snipping three power lines.

Aerospace archaeologist Peter Merlin, born after the incident, offered an account of the 47-year-old misadventure: "Following World War II, a number of Grumman F6F Hellcats were converted to target drones," Merlin said. "On Aug. 16, 1956, one of these radio-controlled Hellcats was launched by the Navy from Point Mugu as a target for a missile test."

"The Hellcat took off at 11:34 a.m., climbing out over the Pacific. As controllers attempted to maneuver the drone toward the target area over the ocean, they realized it was not responding to radio commands," Merlin said. The drone had thousands of square miles of ocean in which to crash, but instead, "it made a graceful climbing left-hand turn to the southeast, toward Los Angeles," he said.

With the runaway aircraft headed for a major metropolitan area, the Navy called the Air Force for assistance. At the time, Oxnard Air Force Base was five miles from the Navy's Point Mugu facility. "It must have sorely tested Navy pride to ask the Air Force to bail them out of an embarrassing situation," Merlin opined. "And no doubt the Air Force's alert crews were aching for a little action and a chance to show the Navy boys their stuff."

The Air Force scrambled a pair of Northrop F-89 Scorpions from the 437th Fighter Interceptor Squadron to shoot down the Hellcat, which had been painted bright red for high visibility. The Scorpions had no cannons, but they had wing-tip-mounted rocket pods, and each pod contained 52 small unguided rockets to be used in salvos against enemy aircraft. "Instead of facing planes representing the 'Red Menace' of the Communists, the Scorpions were facing a different kind of red menace that day," Merlin smiled.

The interceptors caught up with the left-circling drone northeast of Los Angeles at an altitude of 30,000 feet, he said. The jets tailed the Hellcat as it turned southwest and made another pass over Los Angeles before heading northwest toward Santa Paula. The jet crews, which consisted of a pilot and a radar observer, waited for the drone to reach an area that was relatively unpopulated. But when the crews attempted to fire, a design glitch in the automatic fire-control system for the Mighty Mouse rockets repeatedly prevented launches while the attack planes were turning, Merlin explained.

The jets continued tailing the bright-red, prop-driven drone as it continued to circle, eventually leading them toward Fillmore and Frazier Park, he said. "It appeared to be heading toward the sparsely populated western end of the Antelope Valley, but suddenly, it turned southeast toward Los Angeles again. Time seemed to be running out."

The Air Force fliers opted to abandon their planes' automatic system and fire their rockets manually in an attempt to bring the drone down. "Although the interceptors were delivered with gun sights, the sights were considered unnecessary and had been removed because the pilots were supposed to be firing their unguided rockets with an automatic system," Merlin said.

The interceptors made their first attack run as the Hellcat crossed over the mountains near Castaic. Firing salvos of 42 rockets each, both planes missed the target, he said. "Rockets blazed through the sky and plunged earthward to spark brush fires north of Castaic and near the town of Newhall."

"According to one witness, one rocket skipped through Placerita Canyon, leaving a string of fires near Oak of the Golden Dream Park," Merlin said. Placerita Canyon also was the location of the Indian Oil Co., several of whose oil sumps had ignited. At one point the multiple blazes in the canyon

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threatened to reach the Bermite Powder Co. explosives plant, he said.

While fires burned in its wake, the errant drone wandered northwest, toward Palmdale. As it did, the jets lobbed, expending the rest of their weapons in two more salvos of 32 and 30 rockets each as the two interceptors attempted to bring the Hellcat down, Merlin said. What happened was that the obsolete, unpiloted, unguided, unarmed, propeller-driven drone evaded the state-of-the-art jet interceptors. 11,200 rockets were fired without scoring a single hit," he said.

"As the drone passed over Palmdale's downtown, 100 Mouse rockets fell like hail," Merlin continued. "Miraculously, no one was hurt, and the drone finally exhausted its fuel supply, sputtered and fell, crashing into an open field miles east of (the) Palmdale airport," he said. Although the plane disintegrated and burned on impact, small pieces of debris—identifiable by part numbers and inspection stamps—were still at the site when Merlin visited it in 1997.

According to the Aug. 23, 1956, edition of the Valley Press, one of the air-to-air rockets fell to earth and hit a station wagon being driven by 17-year-old Larry Kempton of Santa Clara Valley. Kempton, with his mother Bernice in the passenger seat, was driving west on Palmdale Boulevard just west of 10th Street West when a rocket exploded on the street in front of his car, the newspaper reported. Fragments from the explosion shredded Kempton's left front tire and punctured his radiator, hood and windshield.

Shrapnel also damaged a home near Avenue Q-7 and Third Street East and a home near Avenue Q-6 and Fourth Street East, the Valley Press reported. Edna Carlson lived in the home on Third Street East, said a chunk of shrapnel from one Air Force rocket burst through the front window of her home, ricocheted off the ceiling, went through a wall and came to rest in a kitchen cupboard, according to a report in the Aug. 17, 1956, edition of a Los Angeles newspaper. J.R. Kelley told the L.A. newspaper that pieces of metal blasted into his garage and home on Fourth Street East, nearly striking his young daughter named Lilly Willingham. Both homes are still standing and undamaged, Merlin said.

The L.A. paper also noted that "three good-sized and numerous smaller blazes" were ignited in Palmdale by the rockets, in addition to the fires near Santa Clara. The Placerita Canyon fire burned 75 to 100 acres before being brought under control by a team more than 200 firefighters, who helped save the Bermite plant, the newspaper account showed. "Another (fire) was seven miles north of Santa Clara on the old Ridge Route and burned 50 to 75 acres before being brought under control late that afternoon by about 100 firefighters." The third and largest blaze was in Soledad Canyon, west of Mount Gleason. At sundown, it had burned over 300

acres of heavy brush and continued to burn the day after the disastrous drone debacle despite the best efforts of Forest Service firefighters, the paper reported. Every 500 firefighters were called to the Soledad Canyon blaze, which was brought under control only after 350 acres had been eradicated, according to later news accounts. The Placerita Canyon fire was extinguished after burning 100 acres and coming within 100

yards of the Bermite plant; the Ridge Route fire was put out after charring 150 acres.

According to the Valley Press, a cleanup effort was undertaken in Palmdale by the Air Force's Air Defense Command in Oxnard. Military personnel scoured the area bounded by Avenue Q-4 S, between Division Street and 10th Street West, and a street

in search of rockets or their remains, the newspaper reported. In a helicopter, Capt. Sewell Griggers of the Los Angeles County Sheriff's Aero Detail spotted two of the 2-inch rockets buried up to their tail fins in an empty field bounded by Division Street, Avenue Q-4, Second Street East and Avenue Q-6. The rockets were blown up by a sheriff's demolition crew, the paper showed.

Thirteen more rockets were found between Santa Clara and Palmdale, and demolition personnel from Edwards Air Force Base were summoned to recover them, the Los Angeles paper reported. The rockets were supposed to arm themselves after being fired and were supposed to disarm themselves as they slowed down if they missed their targets, the paper noted. "At the time it happened, there was no way for the Navy to know the plane wouldn't fall into a home or a business in Los Angeles and kill people, so the Air Force did its best to bring the plane down with no injuries," Merlin said. "In the end, that's what happened, but the plane did it without help."

The Battle of Palmdale was won without a single striking the intended target. \*\*\*



Full-sized aerial target drones used today by the USAF and USN are retired fighters modified to

be flown remotely when the drone will be fired upon or manned when it will not be. They're equipped with self-destruct devices should they become uncontrollable. The F6F drone in the foregoing account, the photo above shows what the destruct device will do. Finally, drones are now typically flown unmanned only over water.

With F-4 drone conversions now complete, the few F-16s have been converted to QF-16s with a program of 210 "Fighting Falcon" aerial targets by the early 2020s.