



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Feb 2005

Yumpin' yehosefats, Yump's back

'05 meeting sked coming along

Flight 18 normally meets on the third Friday of each month. Exceptions to that practice are announced in the newsletter and through the caller phone tree. Your caller should be contacting you via phone or e-mail roughly seven days prior to each scheduled meeting. If not, please advise Flight Adjutant Bob Resling.

Meeting schedule and tentatively planned activities:

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
18 Feb	Aurora Hills*	RVN Air Force
18 Mar	Aurora Hills*	Buckley plans
15 Apr	Aurora Hills*	War Stories
20 May	Platte Valley A/P	LaFayette FND
17 Jun	TBA	TBA
15 Jul	TBA	TBA
19 Aug	Aurora Hills*	TBA
16 Sep	Aurora Hills*	TBA
21 Oct	Aurora Hills*	TBA
18 Nov	Aurora Hills*	TBA
?? Dec	TBA	Christmas party

* Aurora Hills Golf Course Tin Cup Bar & Grill

Yumper Black "yump-starts" third consecutive year as Flight Captain

Fellow Daedalians,



Gentlemen and Lady, what a great Christmas Party! Not sure we can top that later this year, but we shall give it our best shot. Thanks to Governor Owens and his incredible staff for a great holiday party and to the Smokey Hill High School Women's Jazz Choir.

This coming year should be fun, as usual. Brigadier General Carl Miller got our luncheons off to a great start at the January meeting.

In February, Captain Chau Phong Nguyen, formerly of the South Vietnamese Air Force, and several of his associates will be telling us about their experiences during that extensive conflict. It should be very interesting presentation.

Colonel Allen Kirkman Jr., Commander, 140th Space Wing, is tentatively our guest speaker in March. He will be providing us insight into Wing's mission at Buckley AFB and will also brief us on some of the changes coming down the road at our favorite local military facility.

We are currently planning to have the first of two War Stories presentations in April. So gentlemen, brush up your best tall tales, true stories, and "...there I was..." reminiscences, etc. Remember, only 10% truth is required.

The Lafayette Foundation has once more been very gracious to our fellowship. We are again invited to

Continued Page 2, Col 1

Bertz is Flight Associate nominee



In the first exercise of a selection process formalized late last year, Michael W. Bertz, Col, USAF (Ret), has been nominated to become a Mile High Flight 18 Associate.

Mike enlisted in the Air Force in 1954 at the age of 18, then served with the Ohio ANG, the AF Reserves and

Continued Page 2, Col 2

From the Flight Captain

Continued from Page 1

picnic with the ladies at Platte Valley in May. I'm sure we shall hear all about the making of the "Aviator" in which our highly supportive Flight Associate Andy Parks contributed to the production.

Goals for this year, the same as those we achieved last year, include: recruiting five new members; raising \$2,000 for the Scholarship Fund; dedicating two meetings to war stories; and of course, having a great time. Further, with the help of Andy Parks and the Lafayette Foundation, I propose an additional goal this year—that the The Order of Daedalians formally recognize Eugene Bullard as a Founding Member. Eugene was a black American aviator who flew for the Allies in defense of liberty during WWI. Recent changes to the Order's Charter allow for this recognition.

Fellow Daedalians, we have a full schedule immediately ahead of us with many interesting events still in work for the later months. I look forward to our continued fellowship throughout this next year.

Volabamus Volamus

Zumper 

GREGORY D. BLACK,
LCOL, USAF (Ret)
Flight Captain

Get well soon!

Best wishes to ailing Flight members Hugh Greenwood and Wayne Kinder and Flight Associate Noel Bullock for speedy recoveries.

Bertz nomination

Continued from Page 1

the Colorado ANG, from which he retired in 1999 following a lengthy career as a flight surgeon. At the time of his retirement, he was Director of Base Medical Services and Hospital Commander for the 140th Fighter Wing at Buckley.

He was nominated by Jack Wilhite, with whom he was professionally associated for many years in the COANG. During the past eight years, the two have flown formation in numerous airshows—Jack in his Mig-17 and Mike in his P-51, Folland Gnat or Jet Provost. Each maintains a hangar at Jeffco Airport where Flight 18 held its annual picnic in 2002 and 2003. Mike has approximately 4,000 hours of pilot time in a wide variety of military and civilian aircraft and has participated in airshows across the country for over 36 years. He has regularly promoted military aviation by providing incentive rides in his P-51 and other aircraft.

Currently employed as a pediatric anesthesiologist at The Children's Hospital in Denver, he belongs to the Affiliation of Air National Guard Flight Surgeons, Aerospace Medical Association, National Guard Association of the U.S. and Colorado, P-51 Mustang Pilots Association, Quiet Birdmen, EAA/Warbirds of America, AOPA, 8th AF Historical Society, AF Association and the AF Museum.

Mile High Flight's elected officers (*see page 7*) will consider Mike's Associate nomination at a staff meeting at Aurora Hills preceding the Flight 18 February luncheon. The staff will convene at 10:30 AM 18 Feb, at which time any Flight member who wishes to appear to address the nomination may do so. Members may also comment by letter or e-mail addressed to Vice Flight Captain Tom Martin. (*Tom's snail and e-mail addresses are in the Flight Directory.*) The deadline for receipt of written comments is 15 Feb.

Jan guest speaker is newest Flight 18 member

Brig Gen Carl Miller, USAF (Ret)



General Miller was born in 1930, in Birmingham AL, where he graduated from high school in 1948. He graduated from the University of Alabama in 1951 with a BS degree in business administration. He went on to earn a doctorate of jurisprudence in 1961 from Saint Mary's University Law School in San Antonio, to complete Air Command and Staff College in 1962 and ICAF in 1970.

He enlisted in the Air Force in Jun 1951 and after completing basic training entered pilot training at Bartow AB FL as an aviation cadet. In Sep 1952 he earned his pilot wings and was commissioned as a second lieutenant. He then completed F-84 combat crew training at Luke AFB AZ.

In Jan 1953 Gen. Miller was assigned to the 474th Tactical Fighter Wing at Kunsan AB, Korea, and became operations officer of the 430th TFW in May 1953. He flew 57 combat missions during the Korean War.

In Dec 1953 he was assigned to ATC and served with the 3645th Combat Crew Training Wing at Laughlin AFB TX as a fighter gunnery instructor in the F-84 and the AT-33. He later served as a standardization-evaluation pilot and became assistant group operations officer. In Feb 1957 he was transferred to Hondo AB TX a civilian contract pilot training school, where he served as military training officer for an aviation cadet squadron.

He was transferred in Mar 1958 to Randolph AFB TX, where he served as

Continued page 3

BGen Miller *continued from page 2*

chief of the T-33 Standardization Board and as assistant deputy for operations of the 3510th Flying Training Wing. In Aug 1961 he entered the Air Command and Staff College at Maxwell AFB AL.

Upon completion of his studies at Maxwell, Gen. Miller joined Headquarters Fourth Allied Tactical Air Force, a NATO military organization, at Ramstein AB Germany, in Jun 1962. He served as executive officer to the Deputy CoS for Operations.

In Jul 1966 he was assigned to the 31st Tactical Fighter Wing at Homestead AFB FL. The 31st Wing deployed to Tuy Hoa AB, Republic of Vietnam, in Dec 1966. While there he served as chief of the Operations and Training Division and flew 278 combat missions in the F-100.

He returned to Ramstein in Jan 1968 to serve as assistant director of tactical evaluation and later as assistant director of air control systems with Headquarters Seventeenth Air Force. In Jul 1969 he entered ICAF in Washington, D.C. In Jul 1970 he was assigned as the director of operations for the 57th Fighter Weapons Wing and as the commandant of the Fighter Weapons School at Nellis AFB NV.

In Sep 1971 he returned to Southwest Asia as vice commander of the 8th Tactical Fighter Wing at Ubon Royal Thai AFB, Thailand and became commander of the wing in Feb 1972. While commanding the 8th TFW, he led F-4 strike missions in *Operation Linebacker* over North Vietnam, and flew 189 combat missions in the F-4.

During the Korean War and his two tours of duty in Southeast Asia, General Miller completed 524 combat missions.

He joined Allied Air Forces Southern Europe (AIRSOUTH), a NATO military headquarters, in Naples, Italy, in Jan 1973. Initially assigned as chief of the Tactical Evaluation Section, in June, he became deputy assistant chief of staff for operations in AIRSOUTH. Gen. Miller's next assignment was deputy commander, Fifth Allied Tactical Air Force, NATO, in

Vicenza, Italy, in Jan 1974

He became commander, Civil Air Patrol-U.S. Air Force at Maxwell AFB in Aug 1975.

In Nov 1977, Gen. Miller was assigned to Hancock Field as commander of the 21st NORAD Region, with additional duty as commander, 21st Air Division.

He was promoted to the grade of brigadier general Nov. 1, 1973 and retired on 1 Jun 1979. He and his wife Mary reside in Aurora.



Belated Welcomes

Dan Hingley, Capt, USAF (New Daedalian 2004)

Grandson of fellow Flight 18 member Bill Myers, Dan was born in Oregon in 1978, graduated from the USAF Academy in 2000, pinned on his pilot's wings in Feb 2002, and currently is stationed at RAF Lakenheath UK flying F-15s with the 493rd Fighter Squadron.

Grampa couldn't be more proud. He invariably has a broad smile on his face when he talks about his grandson, and clearly the feelings are mutual. Dan writes about Bill: "He is the one that got me started in this flying business. An experienced aviator, veteran and great guy."

Dan enjoys fishing, skiing, kayaking, the outdoors and traveling. He and his wife Elizabeth reside in Suffolk.

Lloyd "Lew" Moir, Col, USAF (Ret)

A long-time resident of the Denver area and a Daedalian for many years, Lew only recently affiliated with Flight 18. We'll welcome him properly in the May newsletter and in the meantime, hope to see him at our monthly functions. Welcome aboard, Lew.

FORGET YOUR 2005 FLIGHT DUES?

Please cut out and mail this coupon along with a check in the amount of \$12.00 for your 2005 flight dues. Add the amount you owe for prior-year dues plus any amount you desire to donate to the Scholarship Fund. *And, remember, your annual Order of Daedalian membership dues are billed by and paid separately to National in San Antonio.*

Name: _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: 2005 Flight Dues \$12.00 + Prior-year dues \$ _____ + Scholarship Fund \$ _____

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

** Mail to: **Treasurer, Mile High Flight 18, P.O. Box 470141, Aurora, CO 80047-0141**

Final Flights



James M. Forbes
CAPT, USNR (Ret)
July 17, 1919
to
January 10, 2005

Jim took his final flight on Monday, Jan 10 following a debilitating stroke two days earlier. A Daedalian Life Member, in 1985 he was the first naval aviator to serve as Flight Captain of Mile High Flight 18.

He was born in Kansas City, KS in 1919, and earned a commercial pilot's license before turning 20. With two years of college under his belt, he entered aviation training as a Naval Cadet, earning his wings and his commission as an ensign in Jul 1941.

He was ordered to Scouting Squadron 8 (VS-8), one of four squadrons comprising Air Group 8 at NAS Norfolk, where USS *Hornet* was under construction. Commissioned in October, *Hornet* was on a shakedown cruise off Norfolk when Pearl Harbor was attacked.

After successfully deck-launching two B-25s in Feb, *Hornet* and Air Group 8 headed for the west coast by way of the Panama Canal. During a 7-day stop in San Diego, Jim's squadron and one other transitioned from the Curtiss SBC-4 Helldiver (a biplane) to the Douglas SBD Dauntless. While *Hornet* was en route NAS Alameda, most of her planes were stashed below to make room on the flight deck for Jimmy Doolittle's B-25 bombers, and remained there until the B-25s launched on 18 Apr to carry out the legendary Doolittle Raid.

Following this mission, Jim operated from the *Hornet* through the strategically decisive Battle of Midway

and well into the Guadalcanal Campaign, during which the ship was sunk in October 1942. Unable to land on the burning *Hornet*, many of her pilots including Jim recovered aboard the badly damaged USS *Enterprise* before being dispersed to other units.

His next assignment was as Fighter Director Officer aboard the escort carrier USS *Mission Bay* for anti-U-Boat operations in the Atlantic. Following his marriage to Claire, it was back to the Pacific aboard USS *Bennington*, where he served as Executive Officer of VF-82 and flew F6F Hellcats. He took part in more major battles—the Philippines, Iwo Jima, Okinawa, Chi Chi Jima and the first carrier strikes against Japan, during which he was shot down. His air group was reforming in the U.S. when the war ended.

Discharged from the Navy after the war, he completed college at the University of Kansas and remained in the active naval reserves. He retired from military service in 1979, ultimately accruing 7,000 pilot hours in 42 different military and 19 civilian aircraft.

For 35 years, he was president and CEO of his own appraisal business. In addition to the Order of Daedalians, he was also a member of the Quiet Birdmen and was an avid golfer.

Jim is survived by, Claire, his bride of over 60 years, a brother, two sons, a daughter and three granddaughters. Interment with military honors was at Ft Logan 19 Jan following services in Aurora. *In lieu of flowers, the family invited donations in Jim's name to the Flight 18 Scholarship Fund.*



Death throes of USS Hornet

Sailor describes abandoning ship

“The *Hornet* was attacked by 65 Jap planes. In that attack, two torpedoes exploded under the stern leaving the *Hornet* dead in the water at 0930 hours. The force of the explosion was enough to propel the stern out of the water, as each torpedo made contact, causing the ship to lurch up and down, jarring the sailors off their feet.

Now dead in the water, the ship was under attack by Jap planes until near nightfall. Several attempts made during the day to tow the disabled *Hornet* were met by repeated air attacks making the possibility of towing futile.

Near dusk the order to abandon ship was given. I could not locate my Mae West life jacket!

So, sans life jacket, I went below decks to my locker to remove items that I could carry with me: a picture of my wife of 9 months and 16 days, my diary written during lulls in battle, my wallet and other small items. Then, as an afterthought, as we were near the equator, the delights of ice cream to be obtained (no waiting in line this time) at the Gedunk stand. So in the dark (all power knocked out), I went from compartment to compartment sloshing in the water that seeped into them. I helped myself to the ice cream, about a quart. Went up the ladder to the hangar deck, sat down, and ate the ice cream. Now overboard!

I said goodbye to the *Hornet*, my Navy home for over nine months and jumped overboard, a leap of possibly ten feet down from the hangar deck to the weather deck of a destroyer close by. I had to time my leap to synchronize with the bobbing and swaying of the destroyer. It required perfect timing on my part to avoid missing the destroyer deck or worse, being crushed between the two ships. I landed on the deck of the destroyer feet first and somersaulted twice to cushion the impact of the fall.”

I want to be a naval aviator

The following letter, purportedly written by a fifth grader, came from the Naval Aviation Museum newsletter. It has subsequently appeared in a number of other publications around the country.

I want to be a Naval Aviator when I grow up because it's a fun and easy thing to do. Naval Aviators don't need much school. They just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if they are lost. Naval Aviators should be brave so they won't be scared if it's foggy and they can't see or if a wing or motor falls off they should stay calm so they'll know what to do.

Naval Aviators have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary Naval Aviators make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous, except Naval Aviators don't because they know how easy it is. There isn't much I don't like, except girls like Naval Aviators and all the stewardesses want to marry them, so they always have to chase them away so they won't bother them.

I hope I don't get air sick because if I do, I couldn't be a Naval Aviator and then would have to go to work.

Prospective naval aviator

This young man may not be old enough to have written the above letter, but he seems to have what it takes to become a "nasal radiator" — an abundance of chutzpah, good balance, excellent hand-eye coordination, can walk and chew gum, superb judge of relative motion, and a talent for finding the groove when approaching from astern. Sign him up!



Iraqi squadron returns to skies

The Associated Press

BAGHDAD, Iraq — A defunct squadron of the Iraqi air force was reactivated Sunday (23 Jan) and received a delivery of three C-130E Hercules cargo planes from the United States, the U.S. military said.

Iraqi airmen celebrated the arrival of the planes by slaughtering five sheep in a ceremony at an airfield and marking the planes with blood.

The 23rd Iraqi air force squadron is responsible for airlifting military personnel and equipment. Before accepting the new planes, flight crews and mechanics completed four months of training in neighboring Jordan.

They will receive additional instruction from U.S. Air Force commanders in Iraq and on flight simulators in the U.S.



No story here, just a grrrrrrreat P-40 photo taken at sunrise

60 years ago

- 27 Jan 1945 - Red Army liberates Auschwitz.
- 3 Feb 1945 - U.S. Marines enter Manila, PI.
 - 1000 AAF bombers attack Berlin.
- 4 Feb 1945 - Roosevelt, Churchill & Stalin begin week-long Yalta Conference.
- 10 Feb 1945 - Russian sub sinks passenger liner General von Steuben. Nearly 6000 passengers die.
 - 90 B-29s attack Tokyo.
- 13 Feb 1945 - Dresden GE destroyed; 130,000 killed.
- 19 Feb 1945 - Marines land on Iwo Jima.
- 23 Feb 1945 - Fire bomb test raid on Tokyo ruins 1mile².
 - Marines raise U.S. Flag on Mt Suribachi, Iwo Jima.
 - Turkey and Egypt vote to join Allies against Germany and Japan.
- 27 Feb 1945 - FDR hosts head of state gathering aboard his cruiser. Gen de Gaulle refuses to attend.

F-22 Raptor Funding in Jeopardy

Excerpted from an article by Bill Berkman, Flight 11 newsletter Ed.

The fact that the Raptor is the most expensive fighter aircraft in history is really no surprise. With the projected buy of 277 Raptors and the current estimated valuation of about \$72 Billion for the program, the individual cost per aircraft is about \$258 Million per bird. (In 1991 initial purchases of Raptor were scheduled for 648 operational aircraft at a cost of \$86.6 billion in that year's dollars.) As production continues, the more aircraft built before the program is killed, the less expensive each Raptor becomes. Reportedly the DoD has told the White House and Congress that it is planning on a sharp reduction in the aircraft's production due to mounting costs and the war in Iraq.

Billed as the next generation air superiority fighter, the F-22 is designed to counter emerging worldwide threats, That is indeed quite a challenge. Often characterized as a low-observable, highly maneuverable airframe with advanced integrated avionics, the Raptor has the aerodynamic performance allowing supersonic cruise without afterburner. It's a "clean" aircraft in that it carries all armaments internally and has no planned external stores. Now this will be a first!

Having just said that, a further description of the aircraft identifies four underwing hardpoints, each capable of carrying 5,000

pounds. Although identified as to be used only for ferrying excursions in which four 600 gallon external fuel tanks could be carried or, perhaps, rocket pods.

Powered by two Pratt & Whitney F119-PW-100 engines, each with 35,000 lbs. thrust, Raptor can cruise at a supersonic speed without burners and do a supercruise at Mach 1.5. Max speed is about Mach 1.8.

In contrast to new automobiles that depreciate about 20 percent when driven off the showroom floor, Raptor is probably not going to depreciate very much, if at all. It's expensive, but undoubtedly a necessity. Only the future will tell how long the program will persist and the longer the program endures the better buy for the buck.

Wilhite completes 8th Rockies Fantasy Camp



"If I don't pull anything, break anything or get hit in the n**s, I'm happy," quips Mile High Flight member Jack

Wilhite about his annual trek to Hi Corbett Field in Tucson AZ to take part in the Colorado Rockies Fantasy Camp.

Jack, 76, has not missed any of the Fantasy Camps since their inception. This year's camp, 15-19 Jan, was his eighth straight.

Each camp participant is assigned a locker, issued a Rockies uniform with his name on it and drafted onto one of six teams, which then compete in a week-long series of double-

headers. Clinics, team meetings, and dinners with coaches and major leaguer players round out the daily routine.

The teams are coached by Rockies' Manager Clint Hurdle, his coaching staff and several Rockies players. The team's regular trainers stand by to patch up the inevitable "boo-boos."

This year, Wilhite, whose professional baseball career in the New York Yankees organization was cut short by the outbreak of the Korean War, batted .333 and played second base for a team dubbed the "Gutsy Gags."

(Despite an abundance of the former, it appears there were too many of the latter, as the "Gags" finished in undisputed last place.)

Besides Fantasy Camp, Jack also participates in senior baseball and softball leagues in Denver, competes in Senior Olympics, flies his Mig-17 and Skybolt in weekend airshows, is a pilot for the Arapahoe County Sheriff's Office and works security for the county's Small Claims Court.

After returning from Tucson, he flew his Mig-17 west to San Bernardino International Airport (formerly Norton AFB), where for the next several weeks it will undergo annual certification.



.....OR NOT!

*** Sea Biscuits and Scufflebutt ***

Bogus e-mails

True or False? Bill Gates authored the following list, seen in many e-mails, of "Rules kids won't learn in school."

Rule No. 1: Life is not fair. Get used to it. The average teen-ager uses the phrase "It's not fair" 8.6 times a day. You got it from your parents, who said it so often you decided they must be the most idealistic generation ever. When they started hearing it from their own kids, they realized Rule No. 1.

Rule No. 2: The real world won't care as much about your self-esteem as much as your school does. It'll expect you to accomplish something before you feel good about yourself. This may come as a shock. Usually, when inflated self-esteem meets reality, kids complain that it's not fair. (See Rule No. 1)

Rule No. 3: Sorry, you won't make \$40,000 a year right out of high school. And you won't be a vice president or have a car phone either. You may even have to wear a uniform that doesn't have a Gap label.

Rule No. 4: If you think your teacher is tough, wait 'til you get a boss. He doesn't have tenure, so he tends to be a bit edgier. When you screw up, he's not going to ask you how you feel about it.

Rule No. 5: Flipping burgers is not beneath your dignity. Your grandparents had a different word for burger flipping. They called it opportunity. They weren't embarrassed making minimum wage either. They would have been embarrassed to sit around talking about Kurt Cobain all weekend.

Rule No. 6: It's not your parents' fault. If you screw up, you are responsible. This is the flip side of "It's my life," and "You're not the boss of me," and other eloquent proclamations of your generation. When you turn 18, it's on your dime. Don't whine about it, or you'll sound like a baby boomer.

Rule No. 7: Before you were born your parents weren't as boring as they are now. They got that way paying your bills, cleaning up your room and listening to you tell them how idealistic you are. And by the way, before you save the rain forest from the blood-sucking parasites of your parents' generation, try delousing the closet in your bedroom.

Rule No. 8: Your school may have done away with winners and losers. Life hasn't. In some schools, they'll give you as many times as you want to get the right answer. Failing grades have been abolished and class valedictorians scrapped, lest anyone's feelings be hurt. Effort is as

important as results. This, of course, bears not the slightest resemblance to anything in real life. (See Rules 1, 2 and 4.)

Rule No. 9: Life is not divided into semesters, and you don't get summers off. Not even Easter break. They expect you to show up every day. For eight hours. And you don't get a new life every 10 weeks. It just goes on and on. While we're at it, very few jobs are interested in fostering your self-expression or helping you find yourself. Fewer still lead to self-realization. (See Rules 1 and 2.)

Rule No. 10: Television is not real life. Your life is not a sitcom. Your problems will not all be solved in 30 minutes, minus time for commercials. In real life, people actually have to leave the coffee shop to go to jobs. Your friends will not be as perky or pliable as Jennifer Aniston.

Rule No. 11: Be nice to nerds. You may end up working for them. We all could.

(Rules 12-14 omitted due to space limitations.)

False. This list did not come from Bill Gates but is the work of Charles J. Sykes, author of the book *Dumbing Down Our Kids: Why American Children Feel Good About Themselves But Can't Read, Write, Or Add.*

Two law partners leave their office and go to lunch. In the middle of lunch, the junior partner slaps his forehead.

"Damn," he says. "I forgot to lock the office safe before we left."

His partner replies: "What are you worried about? We're both here."

Mile High Flight 18 - 2005

Flight Captain....."Yumper" Black, LTC, USAF (Ret)

Vice Flt Capt.....Tom Martin, LTC, USAF (Ret)

Adjutant.....Bob Resling, LTC, USAF (Ret)

Provost Marshall.....Dale Boggie, COL, USAF (Ret)

Treasurer.....Ron Smith, COL, USAF (Ret)

Scholarships.....Bill Greener, LTC, USAF (Ret)

Asst Treasurer.....Len Horner, LTC, USAF (Ret)

Newsletter.....Gerry Spaulding, CAPT, USN (Ret)

(Positions in bold elected, those in italics appointed)

-- Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. Exceptions via newsletter.

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

Web site:

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



Mile High Flight 18
Order of Daedalians
P.O. Box 470141
Aurora, CO 80047-0141

MILE HIGH FLIGHT 18 *Newsletter*

Page 8



F-22 Raptor in self-defense mode. *See F-22 funding article, page 6, column 1.*