



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Feb 2008

COANG 140th Wingers home from Iraq

Initial 2008 Flight Schedule

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 Ron Smith.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
18 Jan	Aurora Hills*	Iraq helo shoot down
15 Feb	Aurora Hills*	M. Reagan-Vet Charities
21 Mar	Aurora Hills*	L. Sheehan-Iraq Infrastr.
18 Apr	Aurora Hills*	TBA
12-16 May	Ft Walton Bch, FL	Daedalian Convention
16 May	Platte Valley	Lafayette Foundation
20 Jun	Aurora Hills*	Lowell Thomas

Letter from Scholarship recipient



Lt Col Greener,

It is a pleasure to have the opportunity to communicate with all of you. I was one of four recipients of a Flight 18/Daedalian Scholarship in 2006. I am on active duty as of May 2007, currently on casual status awaiting pilot training at Columbus AFB in July 2008.

I am stationed at Little Rock AFB with the 29th Weapons Squadron, the weapons squadron for the C-130s. And what a great experience. I am surrounded by patch wearers all day everyday, people who know a tremendous amount of information. I am traveling with them since that is all they do, basically. Since September I have gone to Peterson, Whiteman, and Nellis AFBs with them as part of their training. My job title is CCE (Commander's Executive). I work on some projects for the Commander and do random

See **SCHOLARSHIP LETTER** page 4, column 1

Mission Possible; Mission Complete

(CNG/COANG Press Release dated 22 Jan, 2008)

Nearly 300 members assigned to the 140th Wing, Colorado Air National Guard, Buckley Air Force Base, Aurora, Colo., will return from Iraq and be reunited with their families Wednesday, Jan. 23.

Approximately 10 Colorado Air National Guard pilots who patrolled the skies over Iraq will fly their F-16 Fighting Falcons back to Buckley Air Force Base, the following day, Thursday, Jan. 24 where their families will be waiting to welcome them home.

Maintenance personnel, support personnel and pilots were away from their families and homes and in some cases civilian jobs for several months. Many have served up to three times in Iraq during the past four and one half years in support of Operation Iraqi Freedom and the Global War on Terror.

The F-16s returning were the first U.S. Air Force F-16 Fighting Falcons to land in Iraq in 2004 to provide much needed airpower for Operation Iraqi Freedom.

"During a season that's about giving, our Citizen-Soldiers have volunteered their time and expertise miles from home to help make the world a better place. They and their families deserve credit for interrupting their lives together to serve our Nation and the cause of freedom," said 140th Wing Commander Brig. Gen. Trulan A. Eyre.

Unit members deployed along with the 150th Fighter Wing, New Mexico Air National Guard, Kirtland Air Force Base, N.M.

At home, the 140th Wing's mission is to protect our skies by responding rapidly and appropriately to potential air threats in support of Operation Noble Eagle, the military response to the terrorist attacks of Sept. 11, 2001. Aircraft from the 140th Wing are on alert 24/7. Your Air National Guard pilots are ready at a moment's notice to respond to potential threats over our cities.

From the Flight Captain



Fellow Daedalians:

I will be AWOL from meetings during February, March, and April. I was offered a multi-engine simulator class at Metro State (*presumably as its instructor – Ed*) which meets from 10:00 to 1:30 every Friday. While I hate to miss the meetings, I really could not turn down this opportunity. Mr. Vice, Don Neary will be filling in for me.

I have received many comments to the effect that our Christmas party was a great success this year. I want to extend special thanks to Ron Smith who handled the arrangements and Bob Resling who procured the first-class entertainment.

Andy Parks has graciously offered to host our May meeting at Platte Valley airport again this year. It will be on Friday, May 16th. The meeting will be open to wives and/or girlfriends (but for God's sake, not both). It's always a great event, so make your plans accordingly.

OK. OK. Bill Greener has not been the scholarship chair for 30 years! He said that it just felt like 30 years! Regardless of the numbers, he's done a great job! I really didn't make a mistake, I was just checking to see if anyone is actually reading my column. If you buy this explanation, see me about a bridge I have for sale.

I was talking to the father of our guest speaker last week and discovered that he is a former marine pilot and thus eligible for membership. During further discussion with him, I also discovered that he had never heard of The Order of Daedalians. The bottom line is that in order for Daedalians to survive as an organization, we must

renew our efforts to recruit and retain new members.

It's a sad fact that average age of the membership in our Order is increasing rapidly and we are losing several members every year. The change in membership eligibility rules a few years ago allowing separated military pilots to join has created a vast pool of potential new members, many whom have probably never heard of us. I feel strongly that many of these pilots would welcome the fellowship offered by our Order and the chance to get together with others with whom they share experiences. We need to make ourselves known. Take every opportunity you have to tell potential members about us!

Daedalian Flights are all-volunteer organizations which rely on the service of members to make things go. Many positions are filled by long time volunteers like Dale Bogie who has been Provost since Hap Arnold was running things. Others like Gerry Spaulding, Bill Greener, Yumper Black and many others have also served in numerous positions for many years. Being a Flight Officer involves a considerable amount of effort. I know that we have just sworn in our new officers for this year, but we need to be thinking about next year. While I am greatly honored to be serving my third term as Flight Captain, I will be more than ready for someone else to take the reins next year. I also know that our newsletter editor, Gerry Spaulding, will be seeking a replacement or alternate as well. Please start thinking now about volunteering for a Flight Officer position for next year.

Volabamus Volamus

Tom

Thomas C. Martin, LTC, USAF (Ret)
Flight Captain

*"I never graduated from Iowa, but I was only there for two terms -- Truman's and Eisenhower's."
-- Alex Karras*

2007 Christmas Party



Don Neary reads "History of the Finger"



Superb entertainment by The Osburns



(L) Bob & (his new bride) Iris Early;
(C) Neil & Barbara Keddington;
(R) Don & Elaine McGann.



(L) Ger & Kar Spaulding;
(C-L) Bob & Gail Mock;
(C-R) Those Keddington kids again;
(R) Unidentified swingers.



Final Flights

David M. Sneary
LtCol, USAF (Ret)

Jul 27, 1937 – Dec 2, 2007



Born in Enid, OK, Dave earned his private pilot rating on his own in 1959 and his Air Force wings at Laredo in 1961. During his 28-year Air Force career, he flew the T-34, T-37, T-33, H-19, H-21, H-43, T-29, C-131, C-118, C-123, and U-3A, completing 292 combat missions and over 700 hours in Vietnam. He was a Daedalian Life Member and a Flight 18 Life Member as well.

Dave is survived by his wife, Bonnilynn, daughter Cynthia, son Stephen, father A. W. Sneary, nine grandchildren, and three great grandchildren.

Interment was at Ft. Logan National Cemetery. In lieu of flowers, the family invited donations to the American Cancer Society.



Edward J. Lange
LtCol, USAF (Ret)
Mar 13, 1918 – Jan 18, 2008

Born in Pipestone, MN, Ed attended college in Sioux Falls, SD. He worked after graduation for International Harvester until the start of WWII led him to join the Army Air Corps. They sent him to Elmendorf Field, AK, where he decided he wanted to be a pilot. He was accepted for the s Cadet program, earning his wings in Blythe, CA. B-17 training followed in Roswell,

NM, where he selected for Search and Rescue. In one year his team completed 140 missions and saved the lives of over 200 men. He became an Instructor Pilot, a Test Pilot, and a Command Pilot and wore the Command Pilot Wings with special pride.

During his career, he served overseas in Korea, Germany and Vietnam, completing 126 missions in SEA. His CONUS assignments included Tinker AFB, OK, Chandler, MN, where he served as Base Commander, and Perrin AFB, TX.

He retired from Perrin AFB after having flown some 30 different aircraft and accumulating 7000 hours flying time. Post retirement, he volunteered at Lowry AFB Family Services, at the (then) new "Wings Over the Rockies" Museum, and twice served as president at the CCC "Alumni Chapter."

Ed is survived by his wife Ingrid, four daughters and six grandchildren. Memorial service and interment at Ft Logan were on Friday 1 Feb. In lieu of flowers, the family invited donations to Mile High Flight 18.

PLEASE HELP!!!! We can't write a decent Final Flight article for a departed Flight member unless we have his or her completed Flight 18 Biography on file. Neither Dave Sneary nor Ed Lange had ever submitted a bio, so we had to go with whatever information we could scrape together from other sources. Fortunately, Ed's family published an obituary through their funeral home and we were able to borrow from that for his article. Please check with Flight Adjutant Ron Smith **ASAP** to ensure that you have a bio on file.

Your mission, should you choose to accept it, is to match this aircraft to its corresponding article elsewhere within this newsletter. CAUTION: the photo at right will self-destruct in 10 seconds. Tic-toc-tic, di di duuum.



2008 FLIGHT DUES

Please mail this coupon along with a check for your 2008 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *Only Daedalian Life Members (LMs) are eligible to purchase Flight 18 Life Memberships and stop paying annual dues. If you qualify and choose this option, contact the Treasurer to determine the correct amount to include in the FLM space below.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2008 Flight Dues \$12.00 or FLM DUES \$ _____] + Flight Dues for prior years @ \$12.00/yr \$ _____ + Scholarship Fund \$ _____ = Total Enclosed \$ _____

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

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

Scholarship letter *from page 1*

stuff for the instructors, and other than that I fly with them all and observe for the most part trying to absorb as much as possible.

Thank you very much for the scholarship, it really helped me out at the time. Going to school full time and doing ROTC almost full time doesn't give you much time for a job. It was a great help and it meant a lot. Take care and let everyone know that I am proud and thankful of their prior service and I hope your tradition continues to support those Cadets whom truly deserve to be recognized.

V/R,
M. Ryan Riesenberg, 2d Lt, USAF

Next president may face Cold War II **Cold War redux seen on horizon**

Excerpted from a *Los Angeles Times* article by Paul Richter 01/29/2008

WASHINGTON —Growing friction between the United States and Russia over Iran is only part of an increasingly difficult relationship that many diplomats and experts consider to be in its worst shape since the end of the Cold War, and at risk of further deterioration.

Although U.S. officials are publicly playing down the rising tension, a series of conflicts has prompted some within the Bush administration to conclude that, for domestic and geopolitical reasons, Russia is now more comfortable with the U.S. as an enemy than an ally.

The government of Russian President Vladimir V. Putin, flush with petrodollars and increasingly aggressive on foreign policy, has challenged the Bush administration on a wide range of issues just in the last few months.

While U.S. officials badly need Russian help in the Middle East and elsewhere, Moscow has bucked Washington on Iran, Kosovo, missile defense, NATO expansion, arms treaties, and governance in its own country.

Underlying the mounting friction is Russia's shift in the last few years from a country that once strove for full integration with the West to one that now seeks to serve as an independent power center

that can check what it views as the excessive influence of the United States. Russian leaders calculate that opposing an unpopular Bush administration will consolidate their domestic position while helping them gain leadership status abroad.

Bush administration officials say that Russian leaders believe the United States exploited their weak post-Cold War position in the early 1990s.

The Russian view is, "We were weak, stabbed in the back, betrayed. But now we're back -- we're strong," said a senior administration official, speaking on condition of anonymity when discussing internal assessments.

"They seem to relish fighting with us and accusing us of various things," said the administration official. "They like having an enemy."

Ironic editorial footnote. Referring to the Twentieth-Century Cold War in the foreword to his 2001 book *C-C-Cold War Syndrome*, your friendly Newsletter Editor opined: "And just to be safe, perhaps we should be calling it 'Cold War I' so we don't have to rename it years from now when we find ourselves bogged down in Cold War II."

NIGHT FLIGHT BLUES

By Dale Boggie

It was my first night flight as I was checking out in the F-100-D in early 1958. I was a First Lieutenant flying right wing in a flight of three. We'd been up a couple of hours and on our way back for landing. I was tucked in tight to impress the IP with my formation flying skills. As we started descending the IP called to spread out, and then, "Speed Brakes, NOW."

Suddenly, I am all alone, way out in front, on a dark and moonless night with no speed brakes. A quick glance at the instrument panel shows zero utility system hydraulic pressure. The utility system powered the gear, flaps, brakes and nose wheel steering. The flight controls were thankfully on a separate system.

I relayed this information to the IP who said, "Ah, Roger. We will go on in and land while you go through your emergency gear lowering procedure."

After the plane slowed down to gear lowering speed, I put the gear handle down and pulled the emergency gear lowering cable which released the up-locks. I

felt a couple of reassuring thumps as the main gear fell into place. Two green lights appeared, but the nose gear now showed a red unsafe condition.

I jinked the plane around trying to jar the nose gear down but to no avail. I called the IP on the radio but he'd shut down and departed his aircraft. The tower could offer no additional help. I was on my own.

The only thing I could think of was to make a touch-and-go bounce on the main gear and see if that would work. It didn't. So, I cracked the afterburner and went up and around again. Now, I was out of ideas and getting short on fuel, so I told the tower to roll the fire trucks and have some foam ready and I would hold the nose off as long as possible.

On final, I blew the flaps down with the emergency accumulator. I also was counting on another emergency accumulator in the brake system for a couple of brake applications. I put the plane down on the runway and pulled the drag chute handle. No chute. What else can go wrong? The nose started coming down and in spite of the red light unsafe condition, the nose gear held. Things were looking better.

I eased down on the brake pedals and they went clear to the bulkhead. No brakes. Now I'm in a high-speed taxi with no brakes and no steering, speeding down the runway lined with fire trucks on each side with their gumball lights flashing. I raised the canopy for what wind resistance it could provide, which was not much.

The tower had raised the barrier on the end of the runway and I noted to my chagrin that the plane was drifting right and headed dead center for the very substantial steel stanchion holding up the barrier net. That would put a very serious dent in the nose of the airplane, if not in me too—with a leg on each side. Then lady luck, in the form of a slight crown on the runway surface caused the plane to drift further right, eventually coasting to a stop on the grass without so much as breaking a runway light.

I crawled out of the cockpit and looked back to see the entire aft of the jet covered with hydraulic fluid. Why it didn't catch fire on the hot tailpipe, especially with the afterburner going is a mystery I was thankful for. As it turned out, the only casualty of the whole event was some dead grass from a wounded, dripping, not-so-Super Sabre. But, it got me home in one piece.

*** Sea Biscuits and Scufflebutt ***

Wisdom of old Chief 'Two Eagles'

A white government official said to the old Indian Chief 'Two Eagles', "You have observed the white man for 90 years. You've seen his wars and his technological advances. You've seen his progress, and the damage he's done."

The Chief nodded, and the official continued, "Considering all these things, in your opinion, where did the white man go wrong?"

'Two Eagles' stared at the government official for a moment, then calmly replied, "When white man find land, Indians running it. No taxes, no debt, plenty buffalo, plenty beaver, clean water. Women did all the work, Medicine Man free. Indian man spend all day hunting and fishing; all night having sex."

The chief just smiled. "Only white man dumb enough to think he could improve system like that."



Questions that haunt me

- ◊ What disease did cured ham actually have?
- ◊ Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?
- ◊ Why is "bra" singular and "panties" plural?
- ◊ If the Gilligan's Island professor can make a radio from a coconut, why can't he fix a hole in a boat?
- ◊ If corn oil is made from corn and vegetable oil is made from vegetables, what is baby oil made from?
- ◊ If electricity comes from electrons, does morality come from morons?

20 Golden Rules of the Joint (or any) Staff

1. THERE IS NO SUCH THING AS A "JCS POSITION."
2. THERE IS NO SUCH THING AS "C.O.B."
3. NO JOB IS EVER COMPLETE.
4. A DECISION THAT CAN BE POSTPONED WILL BE.
5. POSTPONING A DECISION IS DIFFERENT FROM NOT MAKING ONE.
6. IF IT AIN'T BROKE, FIX IT ANYWAY.
7. NEVER FAIL TO ALTER CHANGE SOMEONE ELSE'S DRAFT.
8. ALWAYS ASSUME YOUR DRAFT WILL BE CHANGED ALTERED.
9. REORGANIZATION CHANGES NOTHING.
10. REORGANIZATION IS INEVITABLE.
11. IF IT CAN BE XEROXED—OR, EVEN IF IT CAN'T—IT WILL BE.
12. ACTION OFFICER IS A EUPHEMISM FOR REACTION OFFICER.
13. THE NUMBER OF TASKS ASSIGNED IS INVERSELY PROPORTIONAL TO THE NUMBER OF ACTION OFFICERS AVAILABLE TO DO THEM.
14. PRODUCTION PRECLUDES PROPER PLANNING.
15. THE HALF-LIFE OF THE NUMBER ONE PRIORITY IS ABOUT NINE MINUTES.
16. THE TIME ALLOWED IS THE TIME REQUIRED.
17. THE SPACE ALLOWED IS THE SPACE REQUIRED (UNLESS IT'S PARKING SPACE).
18. RESOLVING INTERSERVICE ISSUES IS LIKE TRYING TO NAIL JELLO TO A TREE.
19. WHEN THE GOING GETS TOUGH, IT'S 1700 ON FRIDAY.
20. IF ONE HAD ONLY SIX MONTHS TO LIVE, HE SHOULD SPEND IT ON THE JOINT STAFF; HERE, EVERY DAY SEEMS LIKE AN ETERNITY.
21. IF THE OLD ADAGE "THERE'S NO SUCH THING AS A DUMB QUESTION" IS EVER DISPROVED, IT WILL BE DONE BY A GENERAL OR FLAG OFFICER ON THE JOINT STAFF.
22. THEY SAY WASHINGTON IS A TWO-INCOME TOWN. IN ADDITION, YOUR WIFE MAY HAVE TO WORK.

- Published on the Joint Staff "net" in 1987 by a J-5 Branch Chief

Mile High Flight 18 - 2008

Flight Captain.....Tom Martin, LTC, USAF (Ret)
Vice Flt Capt.....Don Neary, COL, ANG (Ret)
Adjutant.....Ron Smith, COL, USAF (Ret)
Treasurer.....Hugh Greenwood, CPT, USAFR (Sep)
Provost Marshall.....Dale Boggie, COL, USAF (Ret)
Scholarships.....Bill Greener, LTC, USAF (Ret)
Asst Treasurer.....Ed Cutler, LT, USNR (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 and caller notification.**

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

Web site:

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



USS Midway, Vietnam, Oct 1965. When ordnance ran short, the XO of VA-25, flying an A-1H Skyraider, disposed of this damaged toilet—equipped with tail fins and a nose fuse—over enemy forces in the Delta. FAC said it whistled all the way down.



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