



Chartered July 4, 1965

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Feb 2011

Bill Bower, aviation legend, passes on

2011 Flight Sked

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 7-10 days prior to each meeting. If not, please advise Flight Adjutant Mitch Neff.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
21 Jan	Aurora Hills*	Phil Ecklund
18 Feb	Aurora Hills*	Ger Spaulding
18 Mar	Aurora Hills*	TBA
15 Apr	Aurora Hills*	TBA
20 May	Platte Valley	Lafayette Found
17 Jun	Aurora Hills*	TBA
15 Jul	Aurora Hills*	TBA
19 Aug	Wings Over Rox	MG John France
16 Sep	Aurora Hills*	TBA
21-25 Sep	Dal-Ft Worth	F/C Mtg/Convention
21 Oct	Aurora Hills*	TBA
18 Nov	Aurora Hills*	Business Meeting
15 Dec	Aurora Hills*	Christmas Party

*Aurora Hills Golf Course Tin Cup Bar & Grill

Last Doolittle Raid PIC to fall was a Life Member of Daedalians & Flt 18



William M. Bower
Col, USAF (Ret)
Feb 13, 1917 --
Jan 10, 2011

He was known to the public as a Doolittle Raider, the Pilot in Command of the twelfth B-25 to launch from the deck of USS *Hornet* on 18 April 1942 to conduct America's first airborne attack of WWII against Japan. He

was known to his Mile High Flight 18 fraternity brothers as a gentleman and a cherished friend.

Born in Ravenna, Ohio, Bill graduated from Ravenna High School in 1934. Eventually, he attended Hiram College and Kent State University.

"I got started flying because I was a fan of Jim Doolittle," Bower told the Flight in 1994. "I went to the National Air Races in '32. Had enough money to buy a train ticket to Cleveland, hitched out to the airport, sneaked under the fence and was right beside the *Gee Bee* (the stubby little plane in which Doolittle would ultimately win that race, the last of his famed racing career). That did it."

"But it took me a long while after that to grow up and get into the service. In fact, I didn't graduate from college. I took the 'Highway 66 degree' to California and putzed around...like a modern hippie I guess."

"I graduated from flying school in October of '40 and went to Denver to join the 37th Bomb Squadron at Lowry Field. We trained the first contingent of commissioned bombardiers on the Buckley bombing range."

"In May 1941, my squadron left for Alaska, but en route was redirected to March Field, California. From there we

Bower goblet to be inverted at final Doolittle Raider reunion in Apr 2011

Along with two other Raiders who have died since their 2010 reunion, Bill will be honored at the group's final scheduled public gathering, 14-17 Apr at the Strategic Air & Space Museum in Ashland, Nebraska near Omaha.

By long established custom, the surviving Raiders who are able to attend will toast each newly departed comrade, then retire his silver toasting goblet by inverting it.

Go to **RAIDER REUNIONS** on page 5

Go to **FINAL FLIGHTS-Bower** on page 3

Fellow Daedalians,



Our annual Christmas Party at the Aurora Hills Club on 15 December, 2010 was attended by 47 members and guests. Cindy and her staff furnished a great menu of food. All the audiovisual equipment which Ger procured for our use worked well. Thanks, Ger and Mitch for setting it all up.

We enjoyed a DVD entitled *Gray Eagle* which documents the reuniting of a refurbished P-51 Mustang with the pilot who became a triple ace in her during WWII. Ger served as our DJ, playing songs from his musical library featuring Irving Berlin, big bands and vocalists of yesteryear and great OBG's from all eras. He also provided several sets of CDs as door prizes. Dale Boggie provided additional door prizes in the form of several bottles of fine liqueurs. More giveaways ensured that everyone received one or more bottles of brand-name liquor—even if they were but chocolate miniatures.

Now, let's see, what is in store for 2011? We have established the following goals:

- (1) Publish a new Flight Roster with all pertinent information.
- (2) Collect biographies on all flight members.
- (3) Now that the new Air National Guard Squadron Ops building is completed, we will present our Distinguished Pilot Awards. Squadron Commander LtCol Tim Conklin is setting the date for the ceremony. Wives are encouraged to attend.
- (4) Schedule and support interesting speakers throughout the year. Please let the Flight Staff know of someone you know who might be available.
- (5) Compete for the 2010 Jimmy Doolittle Distinguished Flight Award for best flight (*which we won in 2003*).

(6) Encourage members to become Life Members of both the National Order and Flight 18. *Details are on page 3.*

(7) Award scholarships to deserving students in aerospace studies.

(8) AND—OF CRITICAL IMPORTANCE—RECRUIT NEW FLIGHT MEMBERS!!!

Pertaining to the 4th Quarter of 2010, we submitted the following information to National.

Current Membership

Named members 132
Hereditary Member 1
Total Members 133
Deceased 4

As a matter of information, during the entire year of 2010:

New Members 7
Deceased Members 9
Resigned Members 2

Also for information, during the year 2010 a total of \$ 2,800.00 was donated to the Scholarship Fund by dedicated members of Flight 18. (*Please see the note about donations on page 7.*)

The Flight Staff met on 14 Jan 2011 to discuss the Flight Activities planned for the coming year. Most of our time (3 hours) was spent reviewing our dues and membership roster to make certain that all members are in good standing with National and Flight 18.

This exercise re-emphasized the desirability of all members seriously considering becoming Life Members of both the Order and the Flight so that the hassle of remembering to pay annual dues is eliminated.

We also set our 2011 meeting schedule and budget. Those in attendance were: Don Neary, Brian Patterson, Mitch Neff, Tom Shaw, Dale Boggie, Ger Spaulding, Bill Greener and Hugh Greenwood.

Volabamus Volamus

Don

Donald O. Neary, COL, ANG (Ret)
Flight Captain

Members vote to increase Flight dues \$3 per year

Following a protracted discussion of the Flight's account balances and upcoming obligations, members present at our January luncheon meeting voted to increase annual flight dues from \$12 to \$15 effective 1 Jan 2012. Dues were raised from \$10 to \$12 in 2004.



Welcome Aboard

Charles C. Murphy
Capt, USAF (Sep)
"Clint" not "Clinton"
(Shaken not stirred)



Clint's thumbnail bio

Education: Texas, A&M - 1961.

Wings: Class 63-D, Webb AFB, TX.

Assignments: Bitburg, Germany & Wheelus AFB, Libya; SEA combat tour based at Korat, Thailand.

Military Aircraft flown: T-37, T-38, F-100, F-105.

Military Flight hours: 1200.

Civilian A/C, time: 3800 hrs in 720 & 737 with Western Airlines. Prior to flying for Western, was a DC-6 instructor at United Training Center.

Owns a 1977 V-Beechcraft Bonanza.

Civilian employment: Owner, commercial real estate company.

Spouse: Linda (former Miss Texas).

Offspring: Four adult children, two of each flavor.

Residence: Littleton, CO.

Sponsor: Jack Wilhite.

Flight 18 will turn 46 years of age on Independence Day, July 4, 2011. Happy Birthday to us in advance!

Note the new addition to our masthead/nameplate on page 1, the date of our charter in 1965.

It's a good bet that none of our members had cell phones or email back then! How did we get by?

FINAL FLIGHTS -Bower from page 1

went to Louisiana, where we spent the summer on maneuvers learning to fly our new B-25s. Then we returned to California.”

“We spent the night of December 6th at the Hollywood Plaza Hotel. And guess what. We were in no shape to leave that place the next morning when we got the news about Pearl Harbor. Some movie star with a big yellow Chrysler convertible took my bunch to March Field. We got in our airplanes and went to war.”

“They sent us to Pendleton, Oregon, a miserable place at that time. The weather was bad. We were trying to sink submarines and weren’t doing well at all. Things were just tough. So I volunteered—a whole bunch of us did—for this special mission that came up. We took our planes to Minneapolis, where they were stripped and modified to carry additional fuel. Then we went on down to Eglin Field in Florida.”

“We gathered in a building there on the base. Somebody said the fellow who’s head of this is comin’ in to see you and in walks Jim Doolittle. My Lord a’mighty! Imagine how I felt, having followed him through his racing days, and here he was! He told us we had a mission to do and set up the training.”

“We extended the range of the airplane from 1,000 to about 2,500 miles. We started that short-field takeoff routine and had a pretty fancy competition between crews. I think the best crew got it down to about 300 feet on a hot day.”

“On the 24th of March, we flew to Sacramento and dressed up the planes a bit. Then we went over to Alameda and they hoisted us aboard this bloody big machine (USS *Hornet*), an 850-footer. And there we were.”

“We had shore leave, went to the Top of the Mark and took the place over. But every darned one of us got back to the ship, some on the last liberty boat pretty early in the morning. We weighed anchor at dawn, sailed under the bridges and off we went to Japan.”

“We were discovered on the morning of April 18th at 0440,” Bower recalled. “They sounded general quarters, but I didn’t hear it. I was up in the chain locker in the front of that machine and just couldn’t hear it. Finally, Jack Hilger (Doolittle’s second in command) came and got me. He said, ‘Come on, Bill, we’re leavin’ this place.’ So I grabbed my bag and got up to the flight deck.”

“Doolittle’s airplane was already warming up. It was a miserable day, heavy seas... But we all got off without too much difficulty.”

“Doolittle was first and I was number twelve to take off. Then we all went individually to Japan. The weather kinda cleared up, we got there and it looked just like Jurika (the former naval attaché) said it would.”

“It was a beautiful country. We went on in and flew over an airfield where they were practicing approaches—in twin-engine bombers, thank goodness. We bombed our targets. I didn’t see any opposition. My navigator said we had a little,

See **FINAL FLIGHTS-Bower** on page 4

Flight 18 Life Membership Dues

(Annual Flight dues = \$12.00)

Age Group

30/under.....\$305	61 – 65.....\$165
31 – 35.....295	66 – 70.....135
36 – 40.....280	71 – 75.....110
41 – 45.....260	76 – 80.....90
46 – 50.....240	81 – 85.....75
51 – 55.....215	86/Over.....60
56 – 60.....185	

FLIGHT DUES TO INCREASE SLIGHTLY IN 2012.
Beginning 1 Jan 2012 annual flight dues will be increased to \$15. Figures in the above chart will adjust accordingly.

2011 FLIGHT DUES

Please mail this coupon along with a check for your 2011 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, 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: [2011 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: **Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**

FINAL FLIGHTS—Bower from page 3

but, hell, we didn't know what war was, so who was to say what happened? After leaving Japan, we got down on the deck and headed for China."

"We picked up a tailwind. Otherwise, we would have crashed 200 miles short of the coast. The weather turned bad and it was dark, so we climbed up and flew on till we ran out of fuel. Then we bailed out. We came down at night in the most mountainous, volcanic type country you've ever seen in your life. I landed on the side of a hill not 30 feet from a straight drop of 400 feet. I wrapped myself up in my parachute and went to sleep."

Thanks to the help of friendly Chinese, good fortune and their own tenacity, 64 of the 80 Raiders who launched from the *Hornet* ultimately reached safety.

Immediately after the raid, Jimmy Doolittle was promoted two ranks to brigadier general. With several Raiders including Bill Bower under his command, he was off to the European Theater to direct strategic bombing campaigns against the Axis forces in North Africa and Italy.

COL Bill Bower was a bomber group commander in Italy when the war in Europe ended. He remained in the Air Force after the war, and following a number of subsequent assignments, retired in 1968 to settle in Boulder.

While his professional association with Doolittle concluded in North Africa, the two remained good friends. For years after the war, Bower organized hunting and fishing trips in Colorado for members of the Raiders and several other wartime colleagues.

When Doolittle died in 1993 Bill Bower was one of 22 Raiders present at Arlington National Cemetery for the funeral of their beloved general. Years before, Bill had sent an old bugle to Doolittle's granddaughter Jodi as a wedding gift, encouraging her to continue the Raider custom of blowing it to "rouse the sleepy troops." Jodi brought it to the funeral and asked Bill to sound taps with it.

"I got through about three bars before I choked up," said Bower. "Jim's great-grandson Paul was standing next to me, so I handed him the bugle and he finished it."

Bill's memorial service took place in Boulder on Jan 13, 2011. He will be interred at Arlington next spring.



James E. Harrison
Maj, USAF (Ret)
Sep 4, 1925 – Dec 6, 2010
Tuskegee Airman

How does a Tuskegee Airman get to be an Army Combat Engineer? After completing pilot training at Tuskegee

in 1945, just as Uncle Sam's wartime need for pilots suddenly ended, Jim faced a choice—release from active duty, or Army Combat Engineer School. He chose the latter.

Then it was off to Japan, where he was supervising engineering projects for the Army when the newly independent Air Force recalled him to flying duty. His initial assignment as a pilot was at Tachikawa, Japan, delivering aircraft to their parent commands after they had undergone work at the Tachikawa maintenance facility.

In late 1949, Jim became a flight instructor—in the T-6, L-19 and part time in helos—at Waco/James Connolly AFB. A year later, he was one of six IPs selected for jet upgrade training at Williams AFB, after which he, along with Gus Grissom, instructed in the T-33. During a subsequent tour flying F-84Gs at Turner AFB, GA, he volunteered for B-47s. That resulted in a tour at Little Rock. His final Air Force assignment was flying B-52s out of Loring AFB, ME. It was during a B-52 "Chrome Dome" mission skirting the Soviet periphery that he was intercepted by a MIG 17—an incident Jim fondly recalled. When the MIG came under his left wing and took position close aboard, the pilot took off his oxygen mask and grinned. "So I whipped off my mask and grinned back. When he saw that big black face smiling at him, he split!"

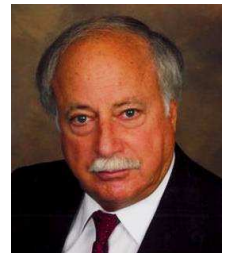
Jim retired from the Air Force in 1964 with 10,000 hours of flight time (not bad for a combat engineer). He then went to work as an instructor pilot for United Airlines in Denver, retiring in December 1990 after racking up another 7,000 hours of flight time. After his retirement, he consulted for United as an instructor for the next two years. He also served as State Chairman for the Knights of Columbus managing the collection and distribution of food and other goods for the needy.

The 2004 photo at lower left is of Jim receiving the prestigious Shades of Blue Ed Dwight Jr. Award, recognizing selfless dedication to the furthering of air and space studies for the nation's youth.

In March, 2007, he was invited to the White House along with his fellow Tuskegee Airmen to receive the Congressional Gold Medal of Honor for his service.

James Harrison is survived by his wife, Margaret, three children, four grandchildren, and a great grandchild. He was laid to rest at Ft Logan National Cemetery on Dec 13, 2010.

Robert A. Resling
Lt. Col, USAF (Ret)
Jul 3, 1945 – Nov 30, 2010



Bob died of a heart attack while in Danville, CA, location of the corporate headquarters of Guam based Asia Pacific Airlines, for which he was Vice President of Operations.

A 1967 graduate of the Air Force Academy, he completed pilot training the following year. He flew C-130s throughout his five years with the active Air Force and sixteen with the Air Force Reserves. Prior to his 1995 retirement as a lieutenant

See **FINAL FLIGHTS—Resling** on page 5

FINAL FLIGHTS-*Resling from p.4*

colonel, he also worked for the FAA for six years.

His early Air Force assignments involved tactical airlift and combat support missions in Vietnam, Cambodia and Laos. He dropped propaganda leaflets into North Vietnam and Hmong paratroopers over the Ho Chi Minh Trail in Laos as part of the "secret war" there, in which the virulently anti-communist Hmong were fighting the Pathet Lao, interdicting North Vietnamese supply lines along the Trail and rescuing downed American fliers.

After Vietnam Bob pursued a variety of interests, from corporate, charter and airline pilot and management positions to art. In 2003 he returned to the FAA, working for five years as an Aviation Safety Inspector.

Meanwhile, he served on the Board of Directors of the Wings Over the Rockies Museum, where he established a display honoring the Hmong. He also served on the Board of the Lafayette Foundation and was a general partner in Platte Valley Airport, where he kept his Navy T-28C. He was a Daedalian Life Member and a Colorado Aviation Hall of Fame inductee.

Seeking recognition of the Hmong, who suffered 35,000 casualties in Laos, Bob recently had become president of the fledgling National Lao-Hmong Memorial Foundation whose goal is to build a Hmong Special Guerilla Unit memorial in Westminster, CO.

He is survived by his wife Karen, three children from a prior marriage and eight step-children, among others.

His interment took place 19 Jan at the USAF Academy cemetery.



Jefferson K. Warren
Maj, USAF (Ret)
Jul 5, 1927 –
Jan 24, 2011

As his lifetime highlights, Jeff listed his family,

graduating from USAAF flight training,

receiving his commission, participating in the Berlin Airlift, flying wounded out of Korea and Japan during the Korean conflict, and flying for United Airlines.

Jeff earned his pilot wings in Feb 1948. On April Fool's Day of that year, the Soviets, seeking to force the Allies out of West Berlin, blocked all land access to the city. "Operation Vittles" (the Berlin Airlift) began two months later and continued for 15 months—until four months after the blockade ended. Many of Jeff's 6,500 hrs in the C-54 were accrued flying "vittles" from Wiesbaden and Rhein Main to Berlin during that operation.



He retired from the Air Force in 1966 with 20 years of service and over 11,000 hours of military flight time. He would retire from United Air Lines some 18 years and 9,000 hours later, most of that time in the B-727.

Over the years, his hobbies turned from golf, bowling, hunting and fishing to writing his family history and helping family and friends with things they found difficult to do.

A Life Member of Daedalians and of Flight 18, Jeff is survived by his wife Coy, two adult children, a brother and their respective offspring.

His burial at Ft. Logan National Cemetery took place on Jan 28, 2011.

RAIDER REUNIONS *from page 1*

All five surviving Raiders hope to attend what is scheduled to be the group's last public reunion.



Bill Bower's goblet, at upper right in the Crew 12 pilot position, will be inverted during the 2011 reunion.

Photo courtesy of Todd Joyce at

www.doolittleraider.com

Raider reunion anecdote

Excerpted from Carroll V. Glines' excellent book *The Doolittle Raid*:

The reunion held in Los Angeles in April 1955 was one that three of the Raiders will never forget. Col. Bill Bower, then commander of Dobbins AFB, Georgia, Ed Horton, and Adam R. Williams were passengers on an air force C-47 en route to the West Coast. The plane departed Atlanta, where it had stopped for more passengers, and headed for Barksdale, LA. A few minutes after takeoff, the propeller on the left engine began to surge out of control. The pilot, Capt. John England, turned back toward the nearest airfield but the overspeeding prop could not be controlled and the plane rapidly began to lose speed and altitude.

The co-pilot, Capt. W. E. Brown, told the passengers to throw all their baggage overboard to lighten the load, then quickly told them they would have to bail out when the plane kept losing altitude. One by one, ten men bailed out, the last one about one thousand feet above the ground. Bill Bower elected to stay with the plane.

After the bailouts, the plane gained a little speed, managed to clear a ridge, and landed at the Fulton County Airport. When the crippled C-47 stopped, Bower leaped out and saw a helicopter warming up on the parking ramp. He quickly told the pilot what had happened and was soon back in the air searching for the ten men who had parachuted minutes before. All were found safe, although two were slightly injured. Ed Horton, the calm, efficient gunner on Dick Joyce's plane, suffered lacerations of an ear in this, his second jump. It was the fourth bailout for Adam Williams, his first being the night he jumped from his plane over China. Undaunted, the three Raiders proceeded to the reunion, but without their luggage, which had been strewn over the Georgia countryside and was not found until after their return.

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Last Man on the Moon

By Dale Boggie

In 1954 I was stationed at K-13 AFB, Suwon, Korea with the 8th Fighter Bomber Wing. I got a letter from my cousin Jeannie Martin in North Hollywood saying, "There's a guy named Charlie Bassett stationed at K-13 who wants to marry me. Let me know what you think of him."

Charlie was an F-86 pilot who I knew about from a prior incident. While engaged in some high-g maneuvering he tried to tighten his shoulder harness and accidentally pulled the lanyard that inflated his Mae West. That pushed his head up and back and he could barely see to fly the plane.

He had a miniature Japanese Samurai sword letter opener which a lot of us carried in the pen & pencil holder on the left arm sleeve. He retrieved that sword, stabbed the Mae West to deflate it and regained control of the aircraft.

Anyway, Charlie and I became good friends and took some trips around Korea and once to a Rec Center where he put on quite an exhibition of diving off the springboard. He was a natural athlete and all around good guy.

I told cousin Jeannie he was a winner, marry him. She did when we finished our year in Korea.

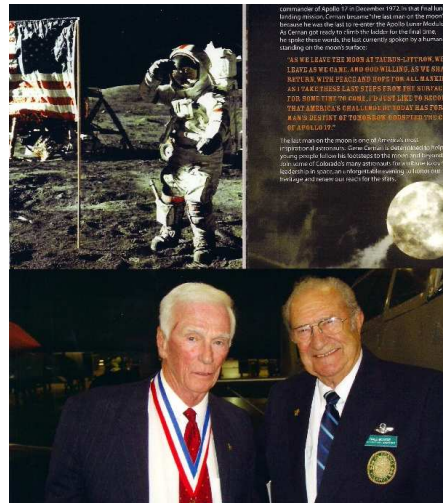
We kept in touch and visited them at various bases when Charlie was selected for Test Pilot School at Edwards AFB, then to two or three other bases and finally to Houston when he was selected to be an Astronaut.

He was picked to fly as the pilot on Gemini 9 and do a space walk outside the vehicle. Elliot See, who had been a civilian test pilot, was the Mission Commander. They flew up to Lambert Field in St. Louis in a T-38 to check out the Gemini Space Vehicle being built by Lockheed Martin.

It was snowing, with low visibility, so See in the front seat made an instrument approach for landing. They did not break out of the clouds and had to go around and try again.

The following is strictly my opinion based on what I was able to pick up from a number of different sources. It appears that for some reason See tried to cut the pattern short. Instead of going to the outer marker beacon to make a 90 degree left, 270-degree right procedure turn to line up the outer marker with inner marker, and therefore straight ahead to the runway, he tried to do a 180 at the inner marker.

I don't believe Charlie would ever have done such a thing in instrument weather conditions. He was a by-the-book pilot who could push the envelope when necessary but not break it. The plane went wide of the runway and was too low and too close in to properly line up. It crashed into a hangar in a big fireball. Both pilots were instantly killed.



Gene Cernan & Dale Boggie reminisce

The backup crew for Gemini 9 was Tom Stafford and Gene Cernan. They had been orbiting above the weather waiting for clearance to land as soon as See and Bassett cleared the runway.

The tower called them and asked for the name of the pilots. It was an unusual request, but Cernan replied with the names, Stafford and Cernan. The tower acknowledged the reply and cleared them for an instrument approach. (They later realized the request for their names was to confirm it was See and Bassett who had just crashed.)

Stafford in the front seat and Cernan in the back nailed the instrument ap-

proach and landed without incident.

Taxiing in they noted all the fire trucks and activity over at one of the hangars but had no clue as to what had happened until they taxied in and shut the engines down.

I have heard that it was somehow determined that just before impacting the hangar someone in the plane had selected full afterburner. Those of us who knew Charlie speculated that it was him trying to take over and get out of a bad situation. Unfortunately, they were too low, too slow, and too far behind the power curve to survive.

Stafford and Cernan then became the primary crew for Gemini 9. I met them both at the memorial service in Houston and at the burial service a couple of days later at Arlington National Cemetery. Jeannie's Dad was in failing health and could not attend either ceremony so I filled in for him.

In the early days of the space program, getting a seat on a mission, any mission, was vital for future assignments. Stafford and Cernan each went on to other high profile missions. After replacing Charlie Bassett on Gemini 9, Cernan flew as the Lunar Module pilot on Apollo 10 and as Mission Commander on Apollo 17. Apollo 17 was the last mission to the moon, and Cernan was the last man to leave his footprints in the surface dust of the moon. It is his fervent hope that he will not be the last to do so.

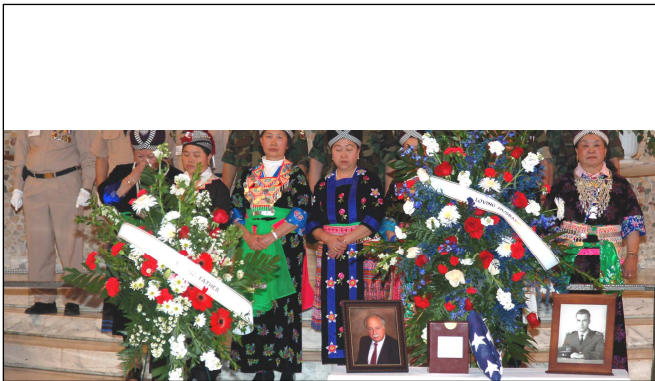
Gene Cernan was honored on Nov 20, 2010 at the Wings Over the Rockies Air and Space Museum with a spectacular Spreading Wings Gala titled "An Evening with the Last Man on the Moon." I was able to spend a few minutes with Gene reminiscing about Jeannie and Charlie who had been good friends, workout partners and neighbors in Houston. I couldn't help thinking that except for one terrible accident it might have been Charlie Bassett and cousin Jeannie there that night. It is strange how the fickle finger of fate can change peoples lives in instant and unexpected ways.

First flight of PRC J-20 stealth fighter prototype 11 Jan



ASSESSMENT: "Any notion that an F-35 Joint Strike Fighter or F/A-18E/F Super Hornet will be capable of competing against this Chengdu design in air combat, let alone penetrate airspace defended by this fighter, would be simply absurd. The F-35 Joint Strike Fighter and F/A-18E/F Super Hornet are both aerodynamically and kinematically quite inferior to the as presented J-XX/J-20 design, and even the shape based VLO capability in the J-XX/J-20, as presented, will effectively neutralise any sensor advantage either type might possess against earlier Russian and Chinese fighter designs."

-- Excerpt from Australian defense think tank assessment
<http://www.ausairpower.net/APA-J-XX-Prototype.html>



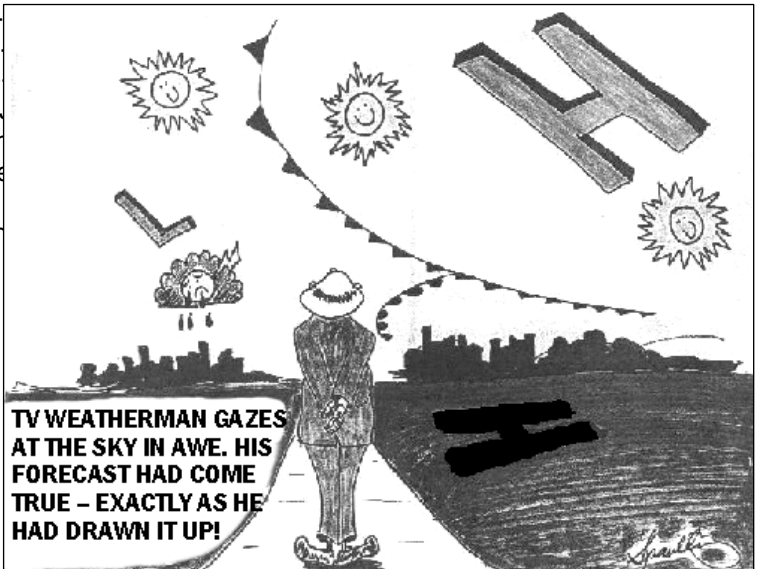
The Colorado Lao-Hmong at Bob Resling's funeral

HELP! Scholarship donations are lagging. Please support your Flight 18 Scholarship Fund with a generous donation today. Flight Treasurer Tom Shaw is the man to call (303) 275-0904.

If 4 out of 5 people SUFFER from diarrhea, does that mean that one enjoys it?
 If it's true that we are here to help others, then what exactly are the others here for?
 Whatever happened to Preparations A thru G?

Oldies but goodies...

- * A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATIS read, "What was your last known position?"
 Student: "When I was number one for takeoff."
- * O'Hare Approach Control to a 747 United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound."
 United 329: "Approach, I've always wanted to say this...I've got the little Fokker in sight."
- * Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"
 Delta 351: "Give us another hint! We have digital matches!"



Mile High Flight 18- 2011

Flight Captain..... Don Neary, COL, ANG (Ret)
 Vice Flt Capt Brian Patterson, LTC, COANG
 Adjutant Mitch Neff, LTC, COANG
 Treasurer Tom Shaw, MAJ, USAF (Ret)
 Provost Marshall..... Dale Boggie, COL, USAF (Ret)
 Asst Treasurer... Hugh Greenwood, CPT, USAFR (Sep)
 Scholarships..... Bill Greener, LTC, USAF (Ret)
 Newsletter..... Ger Spaulding, CAPT, USN (Ret)
 (Positions in bold elected, those in italics appointed)

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

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

Web site:

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