



Flight Chartered July 4, 1965

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Feb 2012

Spotlight shines on Tuskegee Airmen

2012 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 Dave Kulaas.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
20 Jan	Aurora Hills*	Officer Elections
17 Feb	Aurora Hills*	RPAs – COL C. Plamp
16 Mar	Aurora Hills*	PBY Cats – Jim Hanson
20 Apr	Aurora Hills*	TBA
18 May	Platte Valley	Lafayette Found
TBA	San Antonio	OOD Membership Mtg
15 Jun	Aurora Hills*	TBA
20 Jul	Aurora Hills*	TBA
17 Aug	Wings Over Rox	TBA
21 Sep	Aurora Hills*	TBA
19 Oct	Aurora Hills*	TBA
16 Nov	Aurora Hills*	Business Meeting
13 Dec	TBA	Christmas Party

*Aurora Hills Golf Course Tin Cup Bar & Grill

“Red Tails” film, Flight member James Harvey’s web site tell story

No doubt you’ve seen trailers on television for the new George Lucas film about the Tuskegee Airmen called “Red Tails”, which opened in theaters on Friday, 20 Jan.

The movie, starring Cuba Gooding, Jr. and Terrence Howard, was a high-risk venture for Lucas who worked for decades to get it produced and released. It was high risk because virtually no one else in Hollywood thought a movie with an all black cast about black heroes had a chance to succeed. Flight 18 member James Harvey and his fellow Tuskegee Airmen are hoping it will so that more films on related subject matter might follow.

“Red Tails” studio synopsis:
1944. As the war in Europe continues to take its toll on Allied forces, the Pentagon brass has no recourse but to consider unorthodox options—including the untried and untested African-American pilots of the experimental Tuskegee training program. Just as the young Tuskegee men are on the brink of being shut down and shipped back home, they are given the ultimate chance to show their courage.

Against all the odds,



New officers seated, change FLM policy

Our 2012 officer elections, postponed from Nov 2011, finally took place at our Jan 2012 meeting.

Former Flight Captain Ger Spaulding will serve in that capacity again this year, while Dave Parvin will take over as Vice Flight Captain and Dave Kulaas as Flight Adjutant. Continuing in their current positions will be Tom Shaw-Treasurer, Dale Boggie-Provost Marshall, Bill Greener-Scholarship Chairman, Hugh Greenwood-Asst Treasurer and Ger Spaulding-Newsletter.

The new staff took its first action on election day. See **NEW OFFICERS SET NEW COURSE...p. 4, column 1.**

Go to **TUSKEGEE** on page 5

Memo from the Flight Captain



Here we go again, gang. As you can tell by this recent photo, I've aged a tad since my first stint as Flight Captain 14 years ago. Living proof that growing older beats the alternative...or something.

And to answer the other question no one has yet asked but might one day—namely, why did you sign on again for this duty? Borrowing the trademark bit from my least favorite comedian, here are the **TOP TEN REASONS** why:

- # 10. The perks are phenomenal.
- # 9. Love wearing that Daedalian blazer to Aurora Hills GC and telling folks, "Yes, we're all Masters Champions."
- # 8. Another bullet for my resume.
- # 7. Head table eats first when there's a guest speaker.
- # 6. Better chance of impressing my fiancée Jennifer. (*My wife? No chance.*)
- # 5. Wielding ye old wooden gavel? Total power trip, man.
- # 4. The thrill of maxing out the PA volume while shouting to a bunch of deaf guys, "Can you hear me now?"
- # 3. Maybe I can finagle a ride in an F-16—or even in the KOA traffic helo.
- # 2. No limit on Air Force jokes.

And the # 1 reason for taking the job? We really needed somebody who could get that wise-ass newsletter guy under control!

All seriousness aside...well, you know what I mean...why do any of us volunteer to serve as officers in this grand old fraternity of ours?

While I don't presume to speak for anyone else, I personally believe we all volunteer to serve as Flight officers essentially for the same reason(s) we signed up to fly airplanes for our Service and country in the first place—a sense of duty combined with a chance to do something that is at the same time satisfying, honorable and fun. No actual flying here, of course, but, plenty of camaraderie and "There-I-was" flying

tales at our monthly luncheon meetings (which, in my mind, are akin to squadron Happy Hours).

We all have a common bond with those who gave birth to the Order of Daedalians back in 1934: the "spirit of patriotism, the love of country, the memories, sad and pleasant, of our service during that period (WWI) and to further cement the ties of comradeship which bound us together in that critical hour of our nation's need..."

At that time, their common wartime aviation experience was WWI; ours is much broader spanning many wars and other military actions. But the idea is the same and is what underlies the very Tenets of the Order: **FIRST, TO PLACE NATION ABOVE SELF, and SECOND, TO BE WORTHY OF THE TRUST AND CONFIDENCE OF FELLOW DAEDALIANS.**

A lot of good words to convey the idea that our fellow Daedalians, friends and comrades all, deserve our best efforts to perpetuate our fraternity and everything it stands for. Please reflect on this and stand up for your brothers the next time volunteers are needed.

But whether or not you can find it in yourself to help run the outfit, most important of all is that we'd love to see your smiling face at our luncheons. If you are physically able, please come — every time if you can. Our Happy Hour flying tales will be much better and more meaningful if you do.

To the members of our 2011 staff—Don Neary, Dale Boggie, Brian Patterson, Tom Shaw, Bill Greener, Hugh Greenwood and Mitch Neff—thank you for a job well done. Bravo Zulu!

And a special nod to Mitch Neff for two outstanding years as Flight Adjutant while simultaneously fighting the war in his day job with the Colorado Air National Guard. A great example for us all. So, all together now, three cheers for Mitch!

Hip, hip, _____ !
(*your turn, even if you're reading this at home alone*).

Hip, hip, _____ !
Hip, hip, _____ !

Now down to business, old and new.

First, Mitch Neff has agreed to stay on as our appointed liaison to the COANG. Thanks again, Mitch. You're a gentleman and a schooner.

Second, welcome aboard Dave Parvin and Dave Kulaas who have volunteered to take over as Vice Flight Captain and Flight Adjutant, respectively. Thanks, Dave and Dave, looking forward to working with you both.

Third, the objectives and priorities in effect at the end of 2011 will remain in effect this year. Foremost among them is recruiting new members, which is essential if we are to keep the Order and Flight 18 alive and well. Stay thirsty, my friends.

Under new business, at a staff meeting held immediately after adjourning our Jan luncheon, "Provost Marshall for Life" Dale Boggie proposed and the officer staff unanimously approved a modification to our previous policy regarding Flight 18 Life Memberships (FLMs).

Before this change, a Flight member had to be a Daedalian Life Member in order to be eligible for Life Membership in the Flight. Effective 20 Jan, 2012, Daedalians who are not Life Members of the Order but whose annual National dues are kept current may too become FLMs—with the proviso that if National dues fall delinquent, Flight membership will be terminated with no refund of FLM dues. More about this new policy on page 4.

Okay, the Newsletter guy is telling me to wrap it up. Just between you and me, he'd better watch out or I'll fire his sorry butt. Meanwhile, he promises to ensure that future Flight Captain Memos are kept to regulation length.

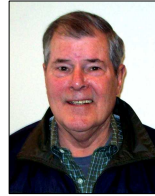
Volabamus Volamus

Spud

Ger Spaulding, CAPT, USN (Ret)
Flight Captain

Welcome Aboard

David A. Markham
 Capt, USAF (Sep)
 "Dave"



Dave's thumbnail bio

DOB: 29 Dec 1939, Jacksonville, FL.
Education: BS/BA, Univ of Florida.
Wings: 1963, Moody AFB, GA.
Assignments: 50th Military Airlift Squadron, 61st Military Airlift Wing/MAC – Hickam AFB, HI.
Military Aircraft flown: C-124.
Military Flight hours: 2981 hrs.
Military separation: 1967, Travis AFB.
Civilian/commercial flight time: 18,725 hrs - Boeing 707, 727; 737, 747, 777; Lockheed L-1011; Airbus A320.
Civilian employment: Pan American, United Airlines.
Spouse: Margaret ("Peggy").
Offspring: Two sons and a daughter.
Residence: Evergreen, CO.
Sponsor: Bob Robertson.

Field, CA; NAS Corpus Christi, TX; VP-93 NAF Detroit.
Military Aircraft flown: T-34, T-28, S-2, P-3, Convair 340, Gulfstream I, II, III.
Military Flight hours: 4,420 hrs.
Military Retirement: 1993, NAF Detroit.
Civilian/commercial flight time: 17,069 hrs - IAI Westwind; DA-10 Falcon; B-727, 737, 757, 767, DC-10.
Civilian employment: Corporate pilot for Armco Steel in Ohio 8 yrs; United Airlines pilot 20 years.
Spouse: Judy.
Offspring: Two daughters.
Residence: Evergreen, CO.
Sponsor: Bob Robertson.

Don't you miss the days when things worked with just an ON/OFF switch? Everything changed when you had to learn to press START to turn your computer off.

NEW ELIGIBILITY RULES FOR FLIGHT 18 LIFE MEMBERSHIPS

Daedalian Life Members and Daedalians whose National dues are current may purchase Flight 18 Life Memberships at the rates below.

Flight 18 Life Membership Dues	
Effective Jan 2012	
<u>Age Group</u>	
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	



Jack D. Wolfe
 LCDR, USN (Ret)
 "Jack"

Jack's thumbnail bio

DOB: Oct 5, 1945 Owensboro, KY
Education: BA Kentucky U; MBA Webster College.
Wings: 1970, NAS Corpus Christi, TX
Assignments: VT-6 NAS Whiting, FL; VP-40 NAS Moffett

2012 FLIGHT DUES - \$15 (\$12 for 2011 and prior years)

Please mail this coupon along with a check for your 2012 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: [2012 Flight Dues \$15.00 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**

2012 officers



Immediately following their 20 Jan election and swearing in, your 2012 Flight officers take a moment to harmonize that old Barbershop favorite "Shoo Fly Pie and Apple Pan Dowdy" before convening for their first staff meeting (next article).

Left to Right, Bill Greener-Scholarship Chairman; Tom Shaw-Treasurer; Dave Kulaas-Adjutant; Dave Parvin-Vice Flight Captain; Ger Spaulding-Flight Captain/Newsletter Editor; and Dale Boggie-Provost Marshall.

New officers set new course for Flight 18 Life Memberships

Moments after being sworn in Jan 20 the just-elected 2012 Flight officers convened for a brief staff meeting, during which they unanimously approved a proposal by Dale Boggie to modify the rules for Life Memberships in the Flight. The change will provide greater opportunity for members to take advantage of the Life Membership option at the Flight level.

Previously, only those who were Life Members of the Order of Daedalians were eligible to also become Life Members of Flight 18. Under the new policy, both LMs and Daedalians who are "members in good standing" with National (those whose annual dues are current) may become Flight Life Members.

There are a couple of important stipulations: (1) Any Daedalian who is not a National LM and who fails to keep his annual dues paid up at National may not continue as a Flight member; and (2) FLM dues are non-refundable.

The hope is that more of our members will take advantage of this new policy and become LFM's. Once in the FLM pool and they realize the water is just fine, perhaps they'll choose to make the same leap with National.

Whether you decide to become a Life Member of the Flight or to remain an annual dues payer, you may use the mail-in payment coupon on page 3. If you do choose the FLM option, you will be asked at the first opportunity to sign a statement acknowledging that you understand all FLM requirements.



JURY DUTY

The phone rings, you pick it up, and the caller identifies himself as an officer of the court. He says you failed to report for jury duty and that a warrant is out for your arrest. You say you never received a notice. To clear it up, the caller says he'll need some information for "verification purposes"-your birth date, social security number, maybe even a credit card number.

This is when you should hang up the phone. It's a scam. (It's I.D. theft.)

Communities in more than a dozen states have issued public warnings about cold calls from people claiming to be court officials seeking personal information.

As a rule, court officers never ask for confidential information over the phone; they generally correspond with prospective jurors via mail.

From the FBI's web site at this link: http://www.FBI.gov/page2/june06/jury_scams060206.htm

Bar Owner Sues Texas Church

Drummond's Bar began construction to expand its building in order to increase business.

A nearby Baptist Church started a campaign to block the expansion using petitions and frequent prayers. Work progressed until the week before the grand reopening when lightning struck the bar and it burned to the ground.

After the lightning strike, members of the church were rather smug in their outlook, bragging about the power of prayer – until the bar owner sued the church on the grounds that the church "was ultimately responsible for the demise of his building, either through direct or indirect actions or means."

In its reply to the court, the church vehemently denied all responsibility for the building's demise.

After opening the proceedings, the judge read through the plaintiff's complaint and the defendant's reply. Then he commented, "I don't know how I'm going to decide this case, but it appears from the briefs that we have a bar owner who believes in the power of prayer, and an entire church congregation that now does not."



Hedy's war contribution

Born Hedwig Kiesler in 1914 Austria, Hedy Lamarr was considered by many to be

the most beautiful woman ever to appear in film. At 19 she married an Austrian Nazi arms manufacturer, from whom she had to escape before making her way to Hollywood.

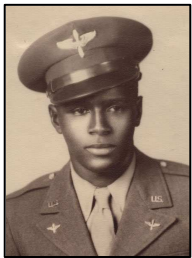
Along with lifelong friend George Antheil, in 1942 she was granted a US patent in for an idea to guide torpedoes using 88 different frequencies and an algorithm for hopping between frequencies. Intended to make torpedoes more difficult to jam, the idea was not pursued for operational use until the 1960s.

TUSKEGEE *from p.1*

with something to prove and everything to lose, these intrepid young airmen take to the skies to fight for their country—and the fate of the free world.

So much for Hollywood hype. But when you read retired LtCol Harvey's account of his experiences as a Tuskegee Airman, it's clear that the hype and reality aren't that far apart. He does a good job of exploding some popular myths about the group while ensuring its history remains factual.

After being drafted by the Army in 1943, Harvey graduated from Aviation Cadet training at Tuskegee, AL, as a 2nd Lt Flying Officer on 16 Oct, 1944.



His first assignment after wings was to the 99th Fighter Squadron, Godman Field, KY, the beginning of an accomplished fighter pilot career.

He retired from the Air Force on 31 May, 1965, with 22 years of Military Service.

He then began a second career in sales and management with Oscar Mayer, retiring in Denver in 1980 after achieving distinction as the company's first black Distribution Center manager.



Harvey's distinguished military flying career is detailed further on his web site, which may be accessed at:

<http://www.tuskegetopgun-jharvey.com/index.php>

Following are selected excerpts from his web site, which, among other things, will explain why the site is called, "Tuskegee Top Gun – James H. Harvey, III."

"The true story of the Tuskegee Air-

men is far broader than one of just aviation and the first American Black Military Pilots and Crewmen to serve during WWII. Their story and contributions were not recognized for decades, until the 1995 HBO movie release 'The Tuskegee Airmen' presented their inspiring story of unwavering human spirit, courage and enduring determination. *The Quest To Be The Best.* Not only could black men become pilots, but they were arguably the most skilled aviators of World War II."

"Since the film's release there has been a wide misunderstanding that all Tuskegee Airmen flew pursuit and escort missions in Red-Tailed P-51 Mustangs in WWII. Not the case. Only a fraction of these airmen actually flew fighter aircraft, including the P-40, P-47 and P-39. The vast majority of Tuskegee Airmen were assigned to other duties such as ground personnel, nurses, mechanics and instructors. Many also served in the 477th Bombardment Group as navigators, bombardiers, pilots and co-pilots on the B-25 Mitchell."

And now, the Top Gun part.

"Likewise, after the 1986 Hollywood release 'Top Gun', there has been a wide misconception that this country's first Top Gun Program was developed by the Navy in the 1980's, competing in F-14 Tomcats. Again, not the case. In fact, the military's first 'Top Gun' gunnery meet originated decades before and was established by the newly formed United States Air Force. What is also virtually unknown, is that Tuskegee Airmen, Captain Alva Temple, 1st Lieutenant Harry Stewart, 1st Lieutenant James H Harvey III and alternate pilot Halbert Alexander, competing in their P-47N Thunderbolts, would go on to win the USAF very 'First Top Gun' Weapons Meet (also known as 'William Tell' and 'Gunsmoke') in May of 1949, at what would later become Nellis AFB. Accolades go to our Maintenance Personnel, because without them the missions could not have been flown with

success. They were the Best in the USAF. A special thank you is extended to my aircraft crew chief (then Staff Sergeant) Buford Johnson."

It would be Lt. Col Harvey's natural abilities as a top aviator that would later distinguish him as the military's "First Black" Jet Fighter Pilot to fly missions over Korean Airspace.

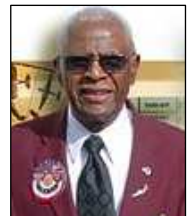
Of the milestones, awards and distinctions earned by the Tuskegee Airmen, they themselves define their greatest achievements as "**The Four Hurrahs.**"

First Hurrah: Graduating from Flying School at Tuskegee Army Air Field and being assigned to the 99th Pursuit Squadron and subsequently to the 332nd Fighter Group.

Second Hurrah: The 332nd Fighter Group flew 200 bomber escort missions over Europe, establishing a record that would never be equaled.

Last Hurrah: Winning the 2 May 1949 "First Ever" United States Air Force Weapons Meet to become the "First Top Guns". This would not have been possible without the dedication of our Maintenance Personnel. They were the "Best" in the United States Air Force and James Harvey's Crew Chief, Staff Sergeant Buford Johnson, was the "Best of the Best".

Final Hurrah: Receiving the "Congressional Gold Medal" on 29 March 2007.



Marching orders

The Navy used to require its officers to foot their total moving expenses out of pocket and to file a request for reimbursement at their new duty station, and they might be reimbursed several months later.

In Aug of 1870, LCDR J. P. Fyffe had orders to be C.O. of a frigate out of San Francisco. His current duty station was in New London, Connecticut. He did not think it right that his moving expenses should be out of pocket.

The following is what transpired. LCDR J.P. Fyffe sent a message to the Secretary of the Navy requesting that the Navy either lay out the money or supply him with railroad tickets or transportation via naval vessel.

The reply came from the Chief of Bureau of Navigation:

To Lieutenant Commander J. P. Fyffe. In reply to your letter of the 18th, your request is contrary to Navy regulations. Carry out your Orders.

The Orders also stated:

While carrying out these Orders, you will keep the Bureau informed of your whereabouts.

There was nothing which stated when he was supposed to arrive in San Francisco or by what means. So LCDR Fyffe donned his best uniform and strapped his sword to his small travel kit and at sunrise on the 25th, he walked out of New London and headed westward for San Francisco. By sundown he reached East Had-dam where he sent the following telegram to the Chief of Navigation:

25 August - Compliance Orders number 1998. LCDR Fyffe en route New London to San Francisco on foot. This telegram to keep Bureau informed my whereabouts. Made good 22 miles this date. Spending evening in hayloft in Mount Parnassus.

- Very respectfully, Fyffe.

Every evening for the next few days he sent a telegram:

26 August - En route on foot. Made good 31 miles this date. By gracious consent Mayor of Bristol am spending night Mayor's stables. Have noticed he has hybrid mules specially bred for tropics. Suggest Navy investigate.

27 August - En route on foot. Made good only 1 1/2 miles this date. Rained all day. Staying overnight at Litchfield with my father's friend, General R.G. Holmes, Jr. I find standard boot worn by naval officer inadequate for prolonged walking. Suggest Surgeon General investigate.



28 August - Spending night Lakeville. Lovely country. Expect to buy home here as soon as I get reimbursed travel voucher submitted by me to Navy three years ago. Tomorrow I enter New York State.



29 August - En route on foot. Made 28 miles this date despite badly worn boots. People not familiar Navy uniforms this area. Great crowd walked part way with me. I sang them sea shanties. Populace thinks it a great sign of democracy for commanding officer of his ship to walk 3000 miles to new station. Police Chief W.D. O'Sullivan, Hudson, New York, has given me best cell in jail for over-night.

30 August - En route on foot. Arrived Albany. Request Recruiting Officer be authorized to issue me new shoes. Boots fell apart noon today. Entered Albany barefooted. Will remain Seward Hotel two days awaiting answer. Earning my keep as bartender. Local rum far superior than served in Navy. Am sending sample.

- Very respectfully, Fyffe.

On 31 August Fyffe received the following message:

"I strike my colors. Secretary of the Navy authorized Recruiting Officer Albany issue you boots and provide quickest transportation from Albany to San Francisco."

NOTE: Whether this account is true is impossible to determine. The fact-check web site TruthorFiction.com has pronounced it fiction. However, the site offers only seriously flawed logic and zero evidence to support its conclusion. Nor is there any evidence to suggest that anyone working at Truth or Fiction ever served in the military.

Need a Daedalian Blazer?

If so, here's the devil you're looking for—the one with no tail, that is. He's our KOAT KING Mike Daciek, who promises unequivocally that wearing the blazer *will* improve your sex life.

And he should know. As a retired Air Force pilot, retired airline pilot and prolific author of children's books and a Romance/Kung Fu novel entitled *Change of Heart*, he knows full well when a sex life needs improving.

But Mike reports that after becoming KOAT KING and starting to wear his Daedalian blazer 24/7, he's barely been able to "keep up". Literally.

Including shipping and a small cut for the Scholarship Fund, Mike collects \$125 (\$135 for sizes 52-60) for each blazer. The crest is \$28.

You can order a blazer yourself on line, but the price is about \$15 more. **Don't delay—improve your sex life today! Call Mike at 303-531-8716.**



A father put his three-year-old daughter to bed, told her a story and listened to her prayers which ended: "God bless Mommy, God bless Daddy, God bless Grandma and goodbye Grandpa."

The father asked, "Why did you say goodbye Grandpa?"

The little girl said, "I don't know daddy, it just seemed like the thing to do."

The next day grandpa died. The father thought it was a strange coincidence.

A few months later the father put the girl to bed and listened to her prayers which went like this: "God bless Mommy, God Bless Daddy and goodbye Grandma." The next day the grandmother died.

"Holy Moly, thought the father, this kid is in contact with the other side.

Several weeks later when the girl was going to bed the dad heard her say: "God bless Mommy and goodbye Daddy." He was stunned to the core.

He couldn't sleep all night and got up at the crack of dawn to go to his office. He was nervous as a cat all day, had lunch and watched the clock. He figured if he could get by until midnight he'd be okay. He felt safe in the office, so instead of going home at the end of the day he stayed put, drinking coffee, gazing at his watch and jumping at every sound.

Finally, midnight arrived. He breathed a sigh of relief and went home. When he got there his wife said, "I've never seen you work so late, what's the matter?" He said, "I don't want to talk about it, I've just spent the worst day of my life."

She said, "You think you had a bad day, you'll never believe what happened to me. This morning my golf pro dropped dead in the middle of my lesson!"

Retired Denver Broncos quarterback John Elway, now the team's vice president for Football Operations, has revealed that he routinely encouraged struggling quarterback Tim Tebow between games this year and will be coaching him personally during the off season.

Question: Should the result of this Elway-Tebow collaboration (or joint effort, if you will) be dubbed the "ELBOW" offense?

Mile High Flight 18 – 2012

Flight Captain..... Ger Spaulding, CAPT, USN (Ret)
Vice Flt CaptDave Parvin, MAJ, ANG (Ret)
AdjutantDave Kulaas, 1stLT, USAF (Sep)
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)
COANG Liaison.....Mitch Neff, LTC, COANG
(Positions irbold elected, those 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: <http://www.ghspaulding.com/orderofdaedalianshome.htm>