

Flight 18 Est 4 July, 1965

# MILE HIGH FLIGHT 18

## Order of Daedalians

### *Newsletter*

Feb 2014

# Decorated Guadalcanal hero, oldest Daedalian passes unexpectedly at 101

## 2014 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 10 days prior to each meeting. If not, please advise Flight Adjutant Ed Quick at [ekquick@yahoo.com](mailto:ekquick@yahoo.com).

<u>Date</u>	<u>Location</u>	<u>Activity/Speaker</u>
17 Jan	Aurora Hills*	"Mig Flight in Moscow"
21 Feb	Aurora Hills*	Ed Quick on Morrie
21 Mar	Aurora Hills*	TBA
18 Apr	Aurora Hills*	Bill Bower-Doolittle Raid
16 May	Platte Valley	TBA
20 Jun	Aurora Hills*	Reed Sundine-A/Medal
18 Jul	Aurora Hills*	TBA
15 Aug	Wings Over Rox	TBA
19 Sep	Aurora Hills*	TBA
17 Oct	Aurora Hills*	TBA
21 Nov	Aurora Hills*	Bus. Mtg/Elections
?? Dec	TBA	Christmas Party

\* Aurora Hills Golf Course Tin Cup Bar & Grill

**John A. Thompson**  
COL, USAF (Ret)  
Oct 2, 1912 – Dec 17, 2013



*John arriving at his 100<sup>th</sup> birthday bash Oct 2, 2012*

You'd never have guessed his age judging by his life-style and normal routine: twice daily neighborhood walks, followed by a floor exercise regimen of pushups and crunches at home, still driving, and still attending monthly Daedalian meetings like clockwork.

That, among other things, is why John Thompson's death at 101 years of age was ironically unexpected.

On Saturday 14 Dec, he began experiencing a rapid heartbeat and was driven by his family to the emergency room at Anschutz Medical Center in Aurora. There he was diagnosed with atrial fibrillation (irregular heartbeat) and a buildup of fluid in his lungs. The plan was to keep him in the hospital for a few days while prescribed meds brought all that under control, then send him home.

Three days later everything was progressing according to plan and he was making steady progress toward recovery. His wife Betty and other family members joined him for supper in his room on Tuesday, 17 Dec. The family went home about 9:00 p.m. after a thoroughly enjoyable visit. John went to bed. At the scheduled time of 11:00 p.m. someone came and took his vital signs, which were normal. Ten minutes later John died in his sleep of congenital heart failure.

For his first 17 years as a Daedalian and member of Flight 18, John was known his fellow members as a quiet,

Go to **THOMPSON** on page 5

## New Officers take charge

After their swearing in at our 17 Jan luncheon meeting, Mile High Flight 18's newly elected officers, led by Flight Captain Roy Poole, assumed the controls for 2014. Tim Conklin took over as Vice Flight Captain, Ed Quick as Flight Adjutant, Spencer Mamber as Treasurer and Dale Boggie returns once again as Provost Marshall. Also returning are incumbent appointees Bill Greener-Scholarships, Ger Spaulding-Newsletter, Hugh Greenwood-Asst Treasurer and Mitch Neff-COANG Liaison.



## Memo from the Flight Captain

Fellow Daedalians,

As I sit in front of the keyboard, contemplating what to write in my first contribution to the Flight 18 Newsletter, I'm taken back many years to my first leadership job in the Air Force.

Before I arrived at that point, I vowed to always pay attention to two lessons:

First, Never take over a job without first watching someone who knows how to do it right! For Flight 18, that would be Ger Spaulding. From organizing, to planning, to directing, to staying in touch, Ger's efforts set the standards for all Flight Captains. In fact, it's enough to make anyone feel they're not up to the task.

I can promise to always strive to do my best for Flight 18. If I should come up short, don't blame me, blame Ger for setting the bar too high!

The second thing I learned many years ago, was that, after you took on the new job, it pays to listen carefully to those who were in the job before you, and to take their advice. Luckily, Flight 18 is populated with lots of former Flight Captains, and seeking advice, or having it shared with you, is an easy task.

All of which is to say, "If you have a suggestion, a comment, or an idea, please share it with me." Unlike Ger, I really don't know everything, and need all the help I can get! Help, which, I'm sure, is just waiting for me to take advantage of.

I truly am looking forward to serving the flight and my fellow Daedalians in the coming year. We already have plans to return to the Wings Over the Rockies Museum, and to wander through the historic collections at the Vintage Aero Flying Museum.

The annual Christmas party should be another fantastic event, with the exact date and venue yet to be determined. I'm also looking forward to Ed and

Maury Quick telling of Maury's 70-year history with Buckley Field.

If you have a story to tell, or know of a good one we'd all like to hear, please let me know, and I'll do what I can to add them to our list of great luncheons.

Until next time, "Gear up, and set power for climb,"

*Volabamus Volamus*

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

### 2 NOTES FROM THE EDITOR:

*First, as Hogan's Heroes' Sgt Schultz used to say, "I know nutting."*

*Second, a mea culpa. When Roy Poole affiliated with Flight 18 in 2010, he'd already been a Daedalian for 17 years. That made him a "Transfer-in" rather than a "Recruited" flight member. Apparently, that fact confused us so much I failed to publish a Welcome Aboard article for him. To make up for that egregious oversight, I pressed Roy to provide a first-person account of his flying career to serve as the introduction he didn't get upon arrival. His story begins below. -- Ger*

#### Roy's thumbnail bio

DOB: 30 Mar 1951, Los Angeles, CA  
Education: BA Cal State U, Fullerton; MA St Mary's U. (Texas)

Wings: 1977, Williams AFB, AZ  
Assignments: T-37 IP, 96<sup>th</sup> FTS Williams AFB; PIT, T-37 559<sup>th</sup> FTS, Randolph AFB; TG-7A, 94<sup>th</sup> ATS, USAFA; T-38 Ch/Safety, 82<sup>nd</sup> FTW, Randolph AFB; HQ AFISC SEF, Norton/Kirtland AFBs.

Military Aircraft flown: T-37, T-38, TG-7A. Mil Flight time - 5000 hours

Military retirement: 1964, Kirtland AFB, NM

Civilian/commercial A/C flown: BE 1900D; BAE 146; CRJ-200; C-140; C-150; Beechcraft A23; C-190; Stinson 103-3; Gliders.

Civ flight time - 15,000 hours.

Civilian employment: Air Wisconsin Airlines; Continental Express; Headmaster, Logan School, Denver; Teacher, Jeffco, CO & Puente Hills ISC, CA.

Spouse: Lynn (married 1971)

Offspring: Two daughters

Residence: Arvada, CO

## Meet Roy "Snooker" Poole

"Like all kids, I started building model airplanes with plastics and paint. Sniffing all that glue could explain a lot.

Started taking flying lessons at 15 1/2. Because I didn't have a driver's license, I Rode my bicycle to El Monte, CA airport for a flying lesson. The instructor hopped out, sent me solo and gave me a student certificate. Three days later, I got the driver's license.

Flew a Cessna 140B while in college for the Pacific Coast Interscholastic Flying Association.

Left flying for a while, and played at being a 4th/5th language arts teacher in Jefferson, Co. Colorado.

In 1975 was accepted as one of 100 candidates off the street to become a pilot. If I didn't pass OTS or pilot training, I was back to being a civilian.

Trained at Williams AFB, AZ. Graduated in top 3, but pulled back as a non-volunteer instructor for the T-37.

After a couple of years, became a Standards and Evaluation pilot for the 94th Squadron.

I once had a female pilot begin to cry as I considered the weak performance of spins on her final checkride in the T-37. I told her I would pass her on the ride, but she better not spin an airplane again. In the T-38, she'd have to bail out at 15,000 feet and her final destination was a C-141, and if she ever spun that thing, she'd be dead!

Made my way to the AF schoolhouse at Randolph AFB in Texas, where I was to instruct new instructors. I took on the part-time Squadron Safety Officer duties, and "got" to meet with the wing commander on more than one occasion. Ended up being the "responsible" officer flying with him and the D.O. to a bunch of ATC bases.

One of my safety reports involved a near-midair-collision between a T-37

See **SNOOKER** on page 4



## Final Flight



**Charles N. Wahl**  
**LtCol, USAF (Ret)**

**Jul 11, 1924 – Dec 31, 2013**

One day during the Korean War, Chuck found himself at the controls of an F-94B, low on fuel, in holding awaiting clearance for an IFR penetration to the GCA at Yakota AFB, Japan. Heavy rain, vis 1/8 mile, ceiling 150 feet.

Once cleared, he got to 3,000 feet before an emergency in progress forced instructions to climb back to initial. No can do, GI—low fuel. “Okay, then hold.” Rats!

Picked up by GCA, but radar contact repeatedly lost. Instructed to perform three 360s for ID. At five miles, told: “Heading 002, begin 150 fpm rate of descent.” That was GCA’s last transmission before losing comms due to rain.

“When I broke out and flared for landing, I was looking up at the tops of the hangars,” said Chuck. “I flamed out on the runway.”

Chuck’s career as a military pilot began with his graduation as a member of Class 44-G at Aloe AAF in Victoria, TX. It concluded 29 years later with his retirement in 1973. In the interim, he spent 13 years at squadron, wing and higher headquarters within ATC and 15

years in the safety/accident investigation career field. For three years in the mid-1960s, he commanded a T-37/T-38 pilot training squadron at Webb AFB.

Other aircraft in his repertoire include the P-40, P-47, P-51, AT-7, C-45, C-47, B-25, T-29, F-80, F-84, F-94, F-4, and T-33. He also has time in the Luscombe, Piper J-3 and the Convair L-13.

After retirement, Chuck worked for 15 years as a property manager for several commercial office buildings in the Denver Metro Area.

A Daedalian Life Member and a Life Member of Mile High Flight 18, Chuck took his final flight on New Year’s Eve 2013. He died peacefully with his wife Ruth and sons Chris and Charles at his side.

His memorial service took place on January 7<sup>th</sup> 2014, followed immediately by his Committal Service with military honors and interment at Ft Logan National Cemetery.

RIP, Chuck. Blue skies and tailwinds.

### Flight 18 Life Membership Dues Effective Jan 2012

Age Group

30/under....\$385	61 – 65....\$205
31 – 35.....\$370	66 – 70....\$170
36 – 40.....\$350	71 – 75....\$140
41 – 45.....\$325	76 – 80....\$115
46 – 50.....\$295	81 – 85.....\$95
51 – 55.....\$265	86/Over.....\$75
56 – 60.....\$235	

### 2014 FLIGHT DUES - \$15 (Due 1 Jan, as are National dues paid to HQ in San Antonio)

Please mail this coupon along with a check for your 2014 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: [2014 Flight Dues \$15.00 or FLM DUES \$ \_\_\_\_\_] + Flight Dues for prior years + Scholarship Fund \$ \_\_\_\_\_ = Total Enclosed \$ \_\_\_\_\_

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

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

## **SNOOKER** *from page 2*

Tweet and a T-2 Buckeye. The usual story of wandering out of adjacent practice areas. Of course the report had to have a "reason" and it had to be approved by the Wing Commander. I dropped it off in his office and headed back to the squadron. The ops desk told me I had a call from the Wing CC.

Between fits of laughter, he said, "Tell me you didn't send that report out!"

"No sir, I have another one on my desk." It seems the one in his hands had the reason the midair did not happen was "...it involved the two ugliest airplanes in either inventory, and as we know, ugly repels."

The Wing Commander said I'd be a good candidate for the "Career Trainer" pilot track, and got me hooked up to go to USAFA. There I qualified in gliders, instructing aerobatics, mountain wave, and cross country flying.

Eventually, the motorized glider arrived and I became an instructor and instructor of instructors in it (all that tail-dragger time in the Cessna 140 must've helped.)

The MG was supposedly off-the-shelf and approved by the FAA, so it never had USAF testing. Since it was an odd duck, I flew it with a friend of mine out to Edwards AFB for the test pilot school to have a look at it. On our way, we stopped at Nellis AFB for gas. You can't believe how many times I had to point out the USAF roundel on the wings to those guys at Nellis AFB. They simply couldn't believe a tail-dragger in bright yellow with a 60' wingspan belonged to the Air Force!

Upon arrival at Edwards, we were given runway 22R. We asked to exit the runway at C. Tower told us we were not allowed to back-taxi. I told him we weren't going to back-taxi, and wanted C to avoid being on the runway forever. He then told us a lake-bed landing was not approved. I responded that I didn't want one, and only need the tarmac. He approved us finally, and we made our turn at C, taxiing in on two wheels to cover the distance.

Since the space shuttle was returning, hotel rooms were at a premium, and we agreed to share in Lancaster. About our third day, Al Lombardi and I swapped schedules (I wanted to have dinner with my folks who lived not too far away). When I got back from dinner, a pale-looking captain was waiting at the door. Al and the Edwards test pilot instructor had crashed upon takeoff at Tehachapi airport.

Perhaps as a way to keep my spirits up, the staff gave me a chance to fly the re-configured right seat of a Learjet. Computers in the back made my flight controls behave as if I were in a wing-warping Wright Flyer, or as if the controls had been incorrectly wired backwards. Eventually, we returned to Edwards, and I made a right seat, side-stick controller overhead pattern to a lake-bed landing. The next day, we took up a T-38, flew through Kings Canyon and the Sierras, around

Mt Whitney, and ended with a shuttle style chase approach to Edwards. You know you're on glidepath when you can look OVER the canopy bow at the horizon!

The cause of the accident was basically "unknown," despite the eyewitness account of a glider pilot who had over 10,000 hours in gliders. The board's failure to find a cause would lead to four more deaths.

Back at the Academy, my highest glider flight was to 30,500' ASL over the Sangre de Cristo mountains. I could've gone higher, but Eastern Airlines was at 32,000 heading west.

A year later, while returning from lunch at the USAFA O'club, I was told to grab a pickup and head north to a field near Monument, where one of our motorized gliders had made a forced landing. As I drove up, I realized it had crashed and the two pilots (one, a friend of mine since pilot training days at Willy) had died.

I was put on the accident board, and as part of the investigation, took an airplane up (we wore parachutes), and tried to duplicate possible maneuvers. Next to me, was Chris, holding the recording unit for a fixed mount video camera. In an earlier life, Chris had been a spin pilot at Randolph AFB, teaching spins to instructors.

The maneuver I did managed to establish a 60° bank but with full aileron deflection. When it was time to roll out, I had no more aileron authority, so I did what all glider pilots did: I lifted the wing with opposite rudder. Wheeee! We snapped from the left bank, rotated over the top, and I managed to stop it about 30° nose low ... inverted. All in about 1.3 seconds! It was flying but the ailerons wouldn't roll it again, so I did a Split-S to level flight. By this time, I was aware of the Board President screaming from the chase



plane, "What the hell did you do?!!!"

We had found out what had killed two previous crews. Modifications to the airplane and the training ensued.

I left USAFA to go to HQ ATC at Randolph AFB, flying the T-38. I got a call about a year later from USAFA. Another MG had gone down, but this time the crew survived. I interviewed one pilot in the hospital with a steel bridge attached to his spine. "If we had not known what was happening, and what to do, we both would have died," he told me. Sometimes, being a safety geek has its rewards.

I was assigned to Norton AFB and HQ AFISC to be a T-37/T-38 project officer. On my first day, I was told the commander wanted to see me. "I've only been here a couple of hours, what could I have screwed up already?" I thought.

## THOMPSON *from page 1*

unassuming gentleman. Only after his original sponsor and close friend Salty Saltsman, a POW of the Germans in WWII, pushed him to tell his story in 2000 did we learn of his pivotal exploits in the skies over Guadalcanal in 1942.

We learned that, when it came to fighting for his country, the diminutive, unassuming gentleman we knew was in truth a tenacious warrior who had led a mission on 14 September '42 that saved the lives of 800 Marines and prevented some 6000 Japanese troops from retaking Guadalcanal's Henderson Field, a mission for which John was awarded the Navy Cross.

However, this was not the first Guadalcanal mission for which John would be decorated. The first had come weeks earlier on the day after he arrived on the island from New Caledonia as leader of an element of 14 P-400 fighter/bombers. While engaged with a Japanese Zero, he was jumped from behind by another. After 17 hits to his aircraft and one to his left shoulder (Purple Heart), he limped back to a dead-stick landing at Henderson Field. Quickly patched up by a Navy corpsman, he switched planes and launched right back into the fray.

After the war, he served as staff intelligence officer for Gen Douglas MacArthur at his American Occupation Headquarters in Tokyo. It was there John contracted TB, which necessitated his medical evacuation to Denver for treatment at Fitzsimons Army General Hospital in Aurora. Two years later in 1949, he was medically retired as a lieutenant colonel. But for a paperwork snafu, he would have been promoted to colonel two years earlier. Finally, in 2007, the Air Force informed him that a correction had been made to his record to show that he had actually been a retired colonel for the preceding 58 years. Flight 18 conducted a promotion ceremony for John at the age of 94, and, yes, the back pay he was entitled to did follow.

Once medically retired from the Air Force, John used his G.I. Bill to earn a bachelors degree from Denver University, then completed a career with the State of Colorado as a Career Counselor. In the 1950s, he and his wife Betty adopted two children, John and Julie. Subsequently they learned that Julie was afflicted with crippling cerebral palsy, affecting her mostly on the right side. John and Betty were given the option of cancelling the adoption, but refused to consider it. They said, "Absolutely NOT!!!"

Instead, they opted for years of corrective surgeries, physical rehab and special parental care at home for Julie. "Every night," she says fondly, "I would put my right foot in his lap and he would massage it stretching out the tendons in my leg to try to straighten my foot. Every night without fail for many years." Julie's experience says a lot about the character of John and Betty, as well as Julie herself.

Another enduring part of John's legacy is the continued existence of Fighter Squadron 67, the new unit he stood up and trained for war in the months spanning the Japanese attack on Pearl Harbor in 1941. To quote John, "We took that squadron overseas in 1942, and it's still overseas." Today the 67<sup>th</sup> FS, based at Kadena AB, Okinawa, flies F-15s.

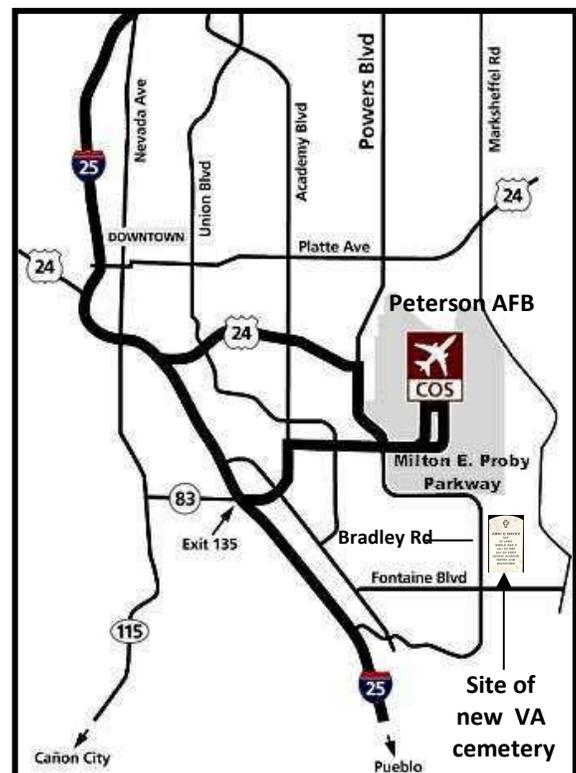
As much as John had given of himself to family and country in life, in death he continues giving to mankind. He had arranged with a company called Science Care to donate his body to science for medical education and research. At the completion of that process, his ashes were returned to his family who later will scatter them in the mountains.

A Life Member of both the Order of Daedalians and Mile High Flight 18, John was a true legend of military aviation. And he was always that gentleman we knew who personified America's "Greatest Generation."

RIP, John. Blue skies and tailwinds.

*If you are interested in learning more about the option of donating one's body to science, call any of a number of companies, such as Science Care, Medcure, Biogift or Life Quest. Medical teaching campuses such as Anschutz (the former Fitzsimons) are another alternative. Turn to page 6 for more information about the body donation program at the Anschutz Medical Campus.*

Meanwhile, with Ft Logan National Cemetery nearing grave site capacity, a new VA National Cemetery is set to open in Colorado Springs in 2015. Its location, SE of Peterson AFB/Colorado Springs Airport, is shown below.



## **SNOOKER** *from page 4*

It seems the editor of Flying Safety magazine had moved on, and they needed a new editor, and my records showed I had not one, but TWO degrees in English. Which made me more qualified than anyone else in the building.

No flying for a while. Got a chance to exchange letters with James Doolittle, and to go back out to Edwards for a day of interviewing Chuck Yeager. (I don't think I ever used the word, "humble" in his article.)

The first Gulf War was ramping up, and Safety was not invited. But after a couple of inexplicable crashes, I managed to weasel my way over. I moved around the theater with the CENTCOM safety guy, ostensibly to write articles on how the commanders were (now) incorporating safety concepts into the mission. Things like training A-10 pilots to attack at night from 15,000 feet. Heading back home, the C-5 crew, with an empty airplane, let me hand fly the thing for about an hour over the Atlantic.

Soon after I returned, the BRAC decided to shut down Norton AFB. We were heading to Kirtland AFB, and I was to be the new Chief of Safety Education. This meant moving some wreckage, and getting newer, more up-to-date wrecks for the debris field. Kinda cool to walk through the wreckage of an F-117 that broke up in flight.

By now, the Air Force thought it had too many pilots. I also knew, that as a safety puke and career trainer, my chances of making Colonel would be as successful as a glider attempting to go around. So I applied for an early retirement, and was allowed to do so with 19 years (47.5% of base pay) in 1994."

## *Snooker*

### Message from the Colorado State Anatomical Board

### ***The Gift of Leaving Your Body to Science***

Anatomy is at the foundation of any course of study for health professionals from physicians, nurses and physician assistants to dentists and physical therapists.

That is why **body donation** plays a pivotal role in educating our future health care professionals. Such generosity assists students in understanding the complexity and intricacy of human anatomy but can also be helpful to researchers studying new surgical or regenerative techniques to better serve patients.

There is a high demand for body donation. The State Anatomical Board works only with trusted institutions where your gift will be accepted with gratitude and treated respectfully.

If you are interested in leaving your body to science, please look through our **Frequently Asked Questions:**

What is the procedure at the time of death?

How can I enroll?

Who can be a body donor?

Can a person be too old to donate his or her body?

Will the Board accept my body if I die out-of-state?

Can there be a funeral service?

Is it possible for an ambulance service or even my family to deliver my body to the Medical School?

How can my family obtain a death certificate?

Can I donate organs for transplant?

May I revoke my donation?

How will my body be used?

Does the Anatomical Board pay anything to me or my family for my body?

What does the Board do to acknowledge my gift?

What expenses are involved upon the death of the donor?

May I donate someone else's body such as my wife's or my husband's?

Should the donor inform someone of the bequest? Is it necessary to include my body donation in my will?

What arrangement should I make if I am admitted into a hospital, move to a retirement community, a nursing home or any type of care facility prior to my death?

What will happen to my body upon completion of a course?

Will my family receive a report of your findings?

The answers to these questions may be found on the University of Colorado/Anschutz Medical Campus web site at the following link (or call 303-724-2410 for more info):

<http://www.ucdenver.edu/academics/colleges/medicalschooll/departments/CellDevelopmentalBiology/anatomicalboard/Pages/FAQs.aspx>

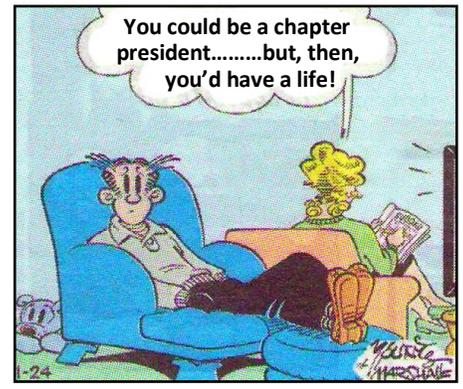
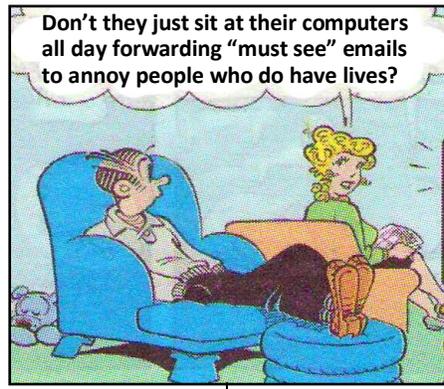
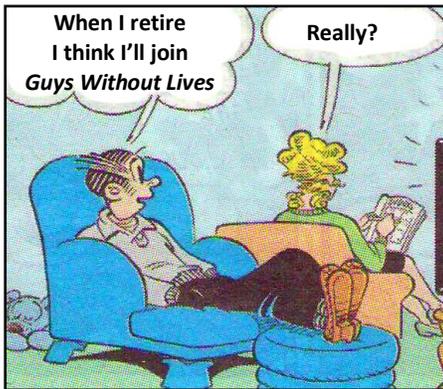
### ***What is the State Anatomical Board?***

The Colorado State Anatomical Board is an agency of the State, created by statute in 1927. It is located at the School of Medicine at the University of Colorado, Anschutz Medical Campus in Aurora. It occupies the former Fitzsimons Army Medical Center. The members of the board are the Deans of the Schools of Medicine and Dentistry, and the Chairs of the Departments of Surgery and of Cell and Developmental Biology.

The State Anatomical Board was created to receive donated bodies for the purpose of education and research. Human anatomy is the basis of all medical knowledge, and can be learned only by anatomical study.

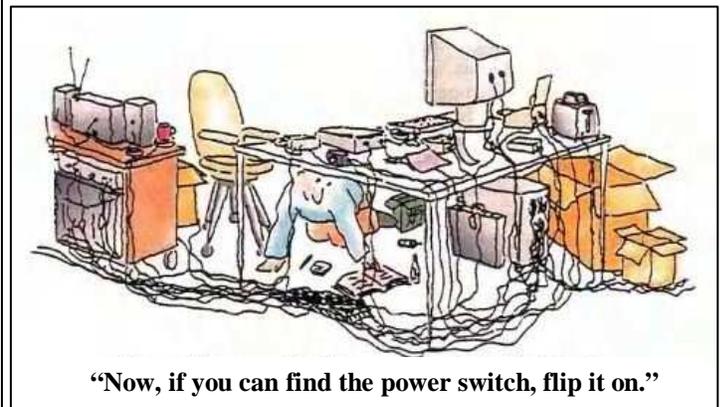
**Contact us:** State Anatomical Board at 303-724-2410

## \*\*\* Sea Biscuits and Scufflebutt \*\*\*



### Some Rules to Go By

1. Forgive your enemy, but remember the bastard's name.
2. Money cannot buy happiness, but it's more comfortable to cry in a Mercedes than on a bicycle.
3. Help someone when they're in trouble and they will remember you when they're in trouble again.
4. Many people are alive only because it's illegal to shoot them.
5. Alcohol does not solve any problems, but then again, neither does milk.
6. Any day that starts with a lay can't be all bad.



*"There are no great men, only great challenges that ordinary men are forced by circumstances to meet."*

-- Admiral William F. "Bull" Halsey

*"People demand freedom of speech to make up for the freedom of thought which they avoid."*

-- Soren Kierkegaard



*"Have I told you about retirement? Well, it's this way. When ya wake up in the mornin', you don't have a damned thing to do. And by the time you go to bed at night, dagnab it, you only got half of it done!"*

*"What's that you say? I already told you? Just yesterday? Never mind."*

### Mile High Flight 18 – 2014

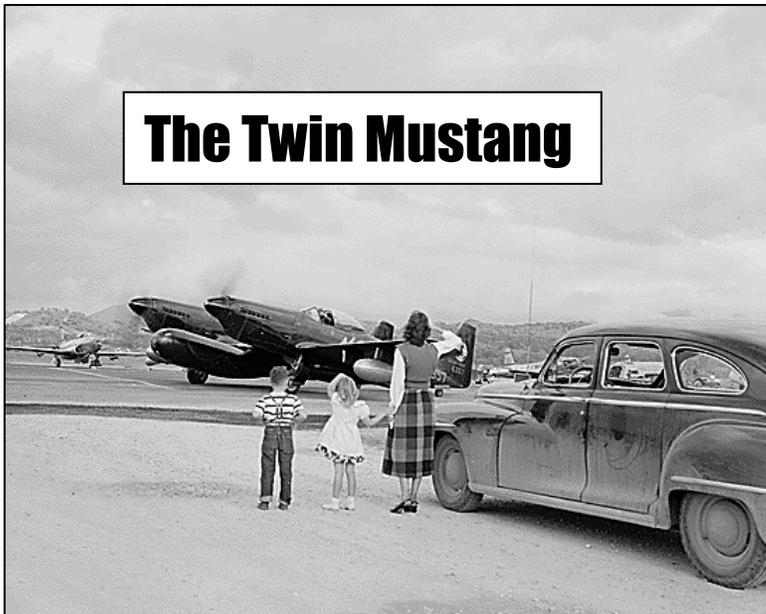
**Flight Captain**..... Roy Poole, LT COL, USAF (Ret)  
**Vice Flt Capt** .....Tim Conklin, COL, COANG  
**Adjutant**.....Ed Quick, CW4, ANG  
**Treasurer** ..... Spencer Mamber, Capt, USAF (Sep)  
**Provost Marshall**..... Dale Boggie, COL, USAF (Ret)  
*Asst Treasurer*.... Hugh Greenwood, Capt, USAFR (Sep)  
*Scholarships*..... Bill Greener, LT COL, USAF (Ret)  
*Newsletter*..... Ger Spaulding, CAPT, USN (Ret)  
*COANG Liaison*..... Mitch Neff, LT COL, COANG  
 (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: <http://www.ghspaulding.com/orderofdaedalianshome.htm>

## The Twin Mustang



*(Above left)* Farewell from family of Air Force Capt. Johnnie Gosnell, flying an F-82 Twin Mustang with the 68th All-Weather FIS at Itazuke AB Japan, as he departs on a combat mission to Korea. *(Above right)* Initially the Air Force intended to buy 500 F-82s as fighter escorts for long range bombers. Ultimately 272 were accepted in a variety of models each designed for a specific mission. The phallic-like object between the two cockpits is a radar pod. In models with it installed, a radar operator occupied the right cockpit, while a pilot flew the aircraft from the left cockpit. During the Korean conflict Twin Mustangs destroyed 20 enemy aircraft, four in the air and 16 on the ground. 1951 was the last full year of F-82 operations in Korea, as they were gradually replaced by F-94s and retired in 1953. According to Wikipedia, only five F-82s are known to still exist.



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