



Flight 18 Est 4 July, 1965

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Feb 2015

Stalwart pilot Jack Wilhite's Final Flight

Aug 18, 1928 – Jan 26, 2015



(Left) Oct 2004 - Bea Wilhite presents Jack's Colo Aviation Hall of Fame medallion.
 (Far left) Mar 2013 - Jack at his induction into the Over 60 Baseball Hall of Fame.
 (Below) Jack's Mig 17 at Jeffco.

It's hard to believe Jack is gone. Even at 86, he was like an iron man whose plate was always full of things he was either already involved with or wanted to do. His passion for flying and baseball is reflected in the fact that he was a member of both the Colorado Historical Society Aviation Hall of Fame and the Over 60 Baseball Hall of Fame.

His final day was a microcosm of his incredibly full life.

That Monday morning, Jack and his cousin Ross got in two hours of baseball one-on-one batting practice in anticipation of their 2015 60+ season with the Denver Rockies.

After hitting some shots, Jack drove to the Rocky Mountain Metro Airport, broke out his Steen Skybolt and went flying – one last 16-minute venture into the Wild Blue Yonder. He took off at 1405, departed the pattern to the southwest and returned to make his final landing at 1421.

He must have really enjoyed that flight, because he called Bea at about 5:30 to tell her about it and to say he was going to work out at the Point Athletic Club. They agreed he'd tell her about his flight when he got home, which, sadly, he never did. He was found, deceased, in the club's hot tub.

To say that Jack sported a unique resume would be an understatement of gigantic proportions: an Army Air Force antiaircraft artilleryman; FBI agent; professional baseball player in the Yankees organization until Korea came along; schooling in criminology and law; Air Force fighter jet combat pilot; a stint with the RAF; career with the Air National Guard (270 F-100 combat missions in Vietnam); career with United Air Lines; career as a reserve deputy with the JeffCo Sheriff's Department; air show performer in his MIG-17 and Steen Skybolt; President of the Colorado Aviation Hall of Fame; ball player and pilot to the end.

Find Jack's complete biography by the Centennial Journal's Di Freeze on the Flight 18 web site at this link:

<http://www.ghspaulding.com/JACK%20WILHITE%20BIO%20.PDF>

Jack Wilhite was the personification of those well known words about Life's Journey being one hell of a ride. (See the actual quote on page 7 of this newsletter.)

What a ride, Jack, what a ride! Blue skies and tailwinds.

2015 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 Walt Wise, wwise364@comcast.net.

Date	Location	Activity/Speaker
16 Jan	Aurora Hills*	Roy Poole - "Old 666"
20 Feb	Aurora Hills*	The Butch O'Hare story
20 Mar	Aurora Hills*	Ger Spaulding-Toss Up
17 Apr	Aurora Hills*	Open
15 May	Aurora Hills*	Andy Parks-PV Update
28-31 May	San Antonio	National Convention
19 Jun	Aurora Hills*	Aviation Humor
17 Jul	Buckley AFB	Lunch and tour
21 Aug	Wings Over Rox	TBA
18 Sep	Aurora Hills*	TBA
16 Oct	Aurora Hills*	TBA
20 Nov	Aurora Hills*	Bus. Mtg/Elections
?? Dec	TBA	Christmas Party

* Aurora Hills Golf Course Tin Cup Bar & Grill



Memo from the Flight Captain

Fellow Daedalians,

The other day, I was going through my wallet (not much money in there...) so that I could refill the business cards I use.

One of those cards, I give away to friends who need a way to contact me. Underneath a jet I used to fly in days long passed are the words, "The older I get, the better a pilot I used to be."

That started me thinking about military flying and youth. Which led me to think about our Order of Daedalians. If Mile High Flight 18 is any indication, we must have been the bestest pilots ever! We aren't exactly spring falcons.

Which is fine, as long as we remember that the young pilots of today who serve throughout the military, will one day be ones who tell other Daedalians of skills of courage, innovation, and steadiness.

Thanks to the commitment of our current pilots out at Buckley AFB, we have the pleasure of meeting many of those young pilots - at the airfield - in July. We've been too-long away from the Buckley airfield, and there is a lot to learn about how their pilots are fulfilling the mission through airpower. Make sure to mark your calendar for July and the Flight 18 meeting.

After meeting the military pilots of 2015, I'm sure - like me - you'll want them to become members in the Order of Daedalians. The Order sustains a continuing, 100-year, tradition of military aviation from

the first aerial combat, to the challenges of worldwide terrorism. Yes, 100 years ago, in 1915, the first aerial combat took place in the skies over Europe.

The best "sales pitch" for joining the Order of Daedalians is not some brochure or video ... it's you and it's me. When we begin to share our own careers and lives with potential members, we easily let them know how belonging to such a long tradition is something we will cherish forever.

Finally, if you'd like to influence future military aviators, you have a great chance to do so at the Red Rock Community College (13300 6th Ave. in Lakewood) Celebration of the 70th Anniversary of the end of WWII.

Retired Major Stuart Lawrence told us about the event at our January meeting. He's promised a table to sit at, where you can talk with interested young people about your personal experiences and your flying careers.

Drop by on April 9th, any time between 9:00 am and 3:00 pm to enjoy military displays from both Pacific and European theaters; catch a USO show; and watch the military fly-by while standing beside 1940's cars. It's free, and mostly indoors.

Sunny skies, and "cleared direct."

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Volamus

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



Welcome Aboard

**Jeffrey A. Roy
COL, USA (Ret)**



Jeff's thumbnail bio

DOB: 16 Apr 1946,
Lawrence, MA

Education: Undergrad NH College;
MPA U of OK; MAS (Aero Science),
Embry-Riddle; PHD Public Policy &
Mgmt, Univ of MO, Kansas City.

Wings: 1966, Warrant Off Rotary
Wing Course, Ft. Rucker, AL

Commissioned 2nd Lt: Dec 1967

Assignments: Platoon Ldr, Assault
Helos RVN; Svc Pltn Ldr, Air Cav,
Germany; Fixed wing maint, + Plans
& Training Off, Bat Hq, RVN; Rotary
wing flight instructor, Ft Rucker;
several Reserve transportation/
logistics assignments, including
commander of an Army Transport
Terminal Unit & Dep/Cdr (IMA)
Corpus Christi Army Depot, TX.

Aircraft flown: UH-1A/B/C/D,H; UH
23D; OH-13E/G/H/T; OH-6A; OH-
58A; O-1A; U-6A; T-41B; T-42A; U-
3A/B; U-8F; C-12.

Retired: 1994 at Kansas City, MO.

Civilian employment: Retired from
FAA in 2002 after 22 years.

Flight time: 8,600 hrs mil; 6,500 hrs
civ; 15,100 hours total

Highest pilot rating: Master Aviator

Spouse: Angelique

Offspring: Two sons, one daughter

Residence: Longmont, CO

Sponsor: Walt Wise

Go to **Welcome Aboard** page 3.

Meanwhile, we look forward to
welcoming prospective members
Vance Adler and Robert Schmidt.

A thought about Leadership:

**"No man is a leader until his
appointment is ratified in the
minds and hearts of his men"**

-- Anonymous, *The Infantry Journal*



Welcome Aboard from page 2

Darrel J. Ankeny
CAPT, USAF (Sep)



Darrel's thumbnail bio

DOB: 7 Sep 1941, Rolla, ND
Education: BA, Business – U of WA
Wings: 1965 Vance AFB, OK
Assignments: Pilot training Vance AFB, OK; Advanced Survival Trng; F-4C pilot trng Davis-Monthan AFB, AZ; Tactical Sea Survival course, Langley, AFB, VA; OPACAF Jungle Survival School; 4th Tactical Fighter Squadron, Eglin AFB, FL; 435th TFS, Ubon Royal Thai AFB, Thailand; 831st Combat Support Group, George AFB, CA.
Mil Aircraft flown: T-37, T-38, F-4C/D; C-47; C-54; U6A.
Separated from Mil Svc: 1969 at George AFB, CA.
Civilian employment: United Air Lines: B-727, 737, 747, 757, 767 and DC-10.
Flight time: 15,200 hours total
(1,200 hrs mil; 14,000 hrs civ)
Spouse: Patricia
Offspring: Two daughters
Residence: Highlands Ranch, CO
Sponsor: Jim Adair

Chris's thumbnail bio

DOB: 24 Oct, 1948 San Francisco, CA
Education: BS CSU; MS, MBA Embry-Riddle
Wings: 1977 Williams AFB, AZ
Assignments: C-130 navigator at Pope AFB, NC; Pilot Training, Williams AFB, AZ; 8th MAS McChord AFB, WA; Airlift Control Center, RAF Mildenhall, UK; Headquarters, Military Airlift Command, Scott AFB, IL; 7th MAS Travis AFB, CA.
Military Aircraft flown: C-141.
Retired: 1991 Travis AFB, CA
Civilian employment: United Air Lines 22 years: B-727, 737, 757, 767, 777.
Flight time: 18,000 hours total
(5,000 hrs mil; 13,000 hrs civ)
Spouse: Lynn
Offspring: Two daughters.
Residence: Denver, CO
Sponsor: N/A - Daedalian Life Member

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	



Chris Bruce
LT COL, USAF (Ret)

Continued column 3

2015 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 2015 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: [2015 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: **Flight 18 Treasurer, 7544 S. Rosemary Circle, Centennial, CO 80112**

Boeing 707: The aircraft that changed the way we fly



Jonathan Glancey
20 October 2014

Whenever Frank Sinatra sang “Come fly with me, let’s fly, let’s fly away,” the image of a Boeing 707, all etched-white vapour trails jetting across some deep blue transcontinental stratosphere, could never be far from mind. This song was from Sinatra’s album of the same name. It was released in January 1958, a month after the epochal, swept-wing jet airliner made its maiden flight. Before the year was out, the sleek 707 was in service with Pan-Am. It was to change the way we fly and see the world.



Curiously, the graphic designer working for Capitol Records appeared to have been behind the times. The artwork for *Come Fly With Me* shows a snappily dressed Sinatra taking the hand of a girl as he cocks his thumb towards a TWA Lockheed Constellation, the last of the great American piston-engine airliners. Constellations were to be pushed aside by the all-conquering 707, an aircraft synonymous with the new jet age and a design that led, step by rapid step, to the Boeing 747 ‘Jumbo Jet’ and the era of mass air-travel. The 707 might have been one of the most glamorous of all forms of transport when it entered service with Pan-Am, yet its very success led ultimately to the horrendous and heartbreakingly banal conditions the majority of us fly in today.

As for Sinatra, he so admired the new 707 – the aircraft that should have been on the sleeve of *Come Fly With Me* – that he bought his very own. This was an ex-Qantas 707, built in 1964, that, since 1998, has belonged to John Travolta, Hollywood

star and pilot. Travolta’s estate in Florida has its own runway. Some people like to gaze at the curves of their prize classic car, or latest Ferrari: Travolta opts for the sight of a four-engine, 600mph jet.

The 707 began as a discussion and some sketches in 1949 when Boeing engineers Ed Wells, George Schairer and John Alexander began thinking about a swept-wing jet airliner. Boeing was an innovative company and its military aircraft were second to none. Ed Wells, for example, appointed Boeing’s chief engineer in 1943, had worked on the design of the famous B-17 Flying Fortress bomber of which 12,731 were built. Boeing’s subsequent B-29 Superfortress, B-47 Stratojet and B-52 Stratofortress bombers were all aviation milestones and commercially successful. In the field of civil aviation, however, Boeing played a very junior fiddle to its rivals Douglas, of DC-3 or ‘Dakota’ fame, and Lockheed, with its pre-war Electra and post-war Constellation. In fact, Boeing had lost money on virtually all its airliners including its latest, and last, piston-engine design, the 377 Stratocruiser of which just 46 were built for a deficit of \$13.5m.

Taking off

The British were first to build a jet airliner, the de Havilland Comet. It went into service with BOAC in 1952, but several fatal accidents caused by airframe failure led to its withdrawal. The French and the Russians were pushing ahead with jet designs, but the tussle for the global market was essentially between Douglas and Boeing.

Boeing was first into the air with its 367-80, or ‘Dash 80’, the prototype of the 707 which made its maiden flight in July 1954. Powered by a version of the same Pratt & Whitney turbojets fitted to USAF F-100 Super-Sabre fighter jets and B-52 Stratofortresses, the Dash 80 was very fast. No passenger aircraft had flown at 550mph in level flight before. It could handle, too. In August 1955, Tex Johnston, Boeing’s chief test pilot, barrel-rolled the precious aircraft over Lake Washington. While this is not something any of us would want our pilots to do while we toy with cocktails at 35,000ft over the Atlantic, potential buyers watching from the ground that summer day could hardly fail to have been impressed.

Go to **Boeing 707** on page 6

And a Merry Christmas to all. Flight Captain Roy "Snooker-Santa" Poole welcomes everyone before dinner and, after all are sated, introduces guest speaker Fredric Arnold.

The Heritage House served up a fine buffet, featuring a delicious salmon and a prime rib carving station. Fredric mesmerized our gathering by recalling his experiences flying P-38s during WWII. He also explained his motivation to build a life-size bronze statue of 12 P-38 pilots at a mission briefing. The finished work is headed to the National WWII Museum in New Orleans. His books were a popular buy after his talk.

The club was adorned with more than 20 fully decorated Christmas trees. We enjoyed live music before and after dinner, while, outside, a winter snow was falling (bottom right).

Photos by Mike "Dice" Paradis

