



# MILE HIGH FLIGHT 18

## Order of Daedalians

### Newsletter

May 2004

## Eagles to gather at Platte Valley

*Spouses invited to 21 May fly-in event at new LaFayette Foundation facility*

For the first time, our summer picnic with spouses or significant others will be held in conjunction with our annual “fly-in” meeting at Platte Valley Airport on Friday 21 May. Make reservations when contacted by your caller.

Those attending this year will discover an entirely new venue for this affair—the Colorado International Aviation Museum. After years of hard work by the late Dr. Jim Parks and his son Andy, president of the LaFayette Foundation, all of the Foundation’s assets are now collocated at Platte Valley. In addition to its replica WWI aircraft, the Foundation’s extensive array of manikins and historic aviation paraphernalia, formerly on display at the Wings Over the Rockies Museum, is now in the CIAM hangar.

While social hour begins at 1100, the hangar will open at 0900 to enable early viewing of the displays. Call to Order will be at noon with lunch, a presentation by



Andy Parks, a tour of the displays and, weather permitting, a flight demonstration by two SE-5s, a Fokker DR.1 and Sopwith Pup to follow. Other aircraft expected to be on hand include a Fokker D-VII, T-6, T-28C, N-3, Skybolt, Sircus SR-22 and a couple of YAKs.

Cost for the catered lunch is \$15.00 per person. There will be a cash bar, though wine will be free.

For Flight 18, this will be a special “private” preview of the CIAM. Formal dedication ceremonies are set for the following day during the annual “Platte Valley Fly-in.”

*See map and driving directions on Page 6.*

## Mile High named ‘03 Distinguished Flight

### Mike “Fer” Loh is Flight 18 Distinguished Pilot for 2003

*For details, see Flight Captain’s letter on Page 2 and companion articles on Page 6.*

## Remaining 2004 meeting sked

Flight 18 normally meets on the third Friday of each month. Exceptions to that practice are announced in the newsletter and through the caller phone tree. Your caller should be contacting you via phone or e-mail roughly seven days prior to each scheduled meeting. If not, please advise Flight Adjutant Ray Rider.

*Meeting schedule and tentatively planned activities:*

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
21 May	Platte Valley A/P	WWI A/C
18 Jun	Aurora Hills*	SVN Air Force
16 Jul	WORM???	TBA
20 Aug	WORM???	TBA
17 Sep	Aurora Hills*	TBA
15 Oct	Aurora Hills*	TBA
19 Nov	Aurora Hills*	TBA
?? Dec	Gov Mansion	Christmas party

\* The Aurora Hills Golf Course Tin Cup Restaurant is located one block N of Alameda, just E of Peoria.

## From the Flight Captain



Fellow Daedalians,

Gentlemen, another is year off to a great start and I'm sure this next quarter will also prove to be a huge success. Several major events are in the works to include the Platte Valley/Lafayette Foundation Fly-In, the Mile High Flight Distinguished Pilot Award, the Annual Daedalian Convention, and several more tentatively planned presentations at our normal meetings.

The Platte Valley/Lafayette Foundation Fly-In this year will be our official summer event with the wives. The Lafayette Foundation will be hosting the event again but in their new hanger at Platte Valley that has been completely refurbished for their historic collection. I'll be arriving around 1000 in a Cirrus SR 22 with Mike Koleman who will provide you and your spousal units demonstration flights in this modern general aviation aircraft. Looking forward to seeing all of you at this great event.

We have just received word from National Commander Vice Admiral M. Staser Holcomb, that Flight 18 has been named the Order of Daedalians Distinguished Flight for 2003 (Category C). Outstanding!!! And it was well deserved. Ray Rider did a great job documenting all your successes last year regarding our meetings, newsletters, scholarship program, member recruitment, and advancing the tenants of the organization. Find additional information about this prestigious award on Page 6 of this newsletter.

The Distinguished Flight Award will be presented during the upcoming Daedalian National Convention in Riverside, CA on 5 June 2004. Our

Flight Provost Marshall and long time convention representative, Dale Boggie will stand for the Flight and accept the award. My thanks go out to all of the Mile High Flight Officers who worked so hard to make last year such a success and for your participation in our organization. You made this all happen and I appreciate your efforts.

We have several summer events in the planning stage, including an event at the Wings Over the Rockies Air and Space Museum in July or August with guided tours of aircraft to be provided by members of the flight (names to be determined). Additionally, we have a presentation from a former South Vietnamese Air Force Officer tentatively scheduled for June. Lastly, we are working on setting up a presentation in July or August from one or two of the Fort Carson US Army units that have recently returned from Iraq to tell us what is really going on over there from the point of view of the soldier on the ground.

At 1600 on Sunday 2 May we're scheduled to present our first, annual Mile High Flight Distinguished Pilot Award to Lt Col Michael A. Loh of the 120<sup>th</sup> Fighter Squadron, Colorado Air National Guard, at Buckley AFB. See more details on Page 6.

Thanks go to Capt Gerry Spaulding USN (Ret) for all his work on this project. Additionally, the 120<sup>th</sup> Fighter Squadron and the Colorado Air National Guard are very supportive of our efforts on this award.

Gentlemen, I look forward to our continued fellowship next month and throughout 2004.

*Volabamus*

*Volamus*

*Zumper*



**GREGORY D. BLACK,**  
**LCOL, USAF (Ret)**  
**Flight Captain**

## Scholarship \$ up

Mile High Flight 18 donated 50 percent more in scholarship funds in 2004 than in any prior year. In each of the past three years, the Flight awarded a total of \$2,000 in scholarships, an amount matched by the Daedalian Foundation. This year, contributions from Flight members totaled \$3,000—\$1,000 each to three different ROTC cadets hoping to pursue careers in military aviation. Matching Foundation funds would bring the total received by each cadet to \$2,000. Our 2004 scholarship recipients are:

**Michael R. Oldenborg**, a junior midshipman at CU Boulder, he hopes to become a naval aviator. An aerospace engineering major with a 3.12 GPA, Mike serves as battalion platoon chief, volunteers for community service projects and is a member of the CU Club varsity hockey team. His class ranking in the NROTC unit is 1 out of 37.

**Mark A. Wodishek**, AFROTC, is a junior at CSU with a major in history, a minor in aerospace science and a GPA of 3.10. He holds a private pilot/instrument rating, has 360 hours of flight time and leads the unit's CAP Flight Orientation Program. A recipient of numerous academic and military performance awards, his goal is to become a career USAF pilot.

**Brendan G. Hering**, AFROTC, wants to be one of the best fighter pilots in the Air Force. He's a junior at Metro State in Denver maintaining a 3.25 GPA as an aerospace science major with a pilot emphasis. Brendan has 283 hours of flight time, holds commercial/instrument ratings and serves as unit CAP Flight Commander.

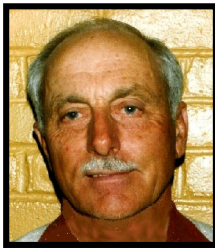
Flight 18 also supports Junior ROTC programs in 14 different Denver Metro area high schools by awarding Daedalian medals and certificates to deserving cadets. Thanks to Scholarship Chairman Bill Greener for his hard work.



## Charlie Cox makes final flight

**Charles C. Cox,  
LtCol, USAF  
(Ret)**

**Apr 16, 1915  
to  
Feb 29, 2004**



The youngest of six children, Charlie grew up on a small farm in the Appalachian Mountains of Virginia. He began working on the farm at the age of seven. During the Depression, he left home to ride the rails, working as a cowboy, fruit picker, gas station operator and day laborer.

Fascinated by airplanes, he joined the Army Air Corps shortly after WWII began, and completed flight training at La Junta, CO in April '43.

During WWII he flew 68 B-25 combat missions in the South Pacific and in Korea flew medivac missions. He would go on to fly the B-52 and RC-121 prior to his retirement in November 1965 with 25 years of active military service.

Following his retirement, he moved to Boulder, where he worked as a real estate broker for the next 16 years. An outdoorsman, he was an avid hunter, golfer, skilled photographer and enjoyed swimming and hiking. He also patented several inventions, and was active in the Boulder Optimists Club and the Sons of the American Revolution as well as Mile High Flight 18.

In December 2000, Charlie published *The Web We Weave*, his autobiographical account of growing up in the Blue Ridge Mountains, his life as a hobo and his years as a military pilot.

He died at the age of 88 following a long battle with Alzheimer's. He is survived by his wife Kirsten, two daughters, four grandchildren and other members of his extended family.

One last thing about Charlie: he loved life and drank his whiskey straight up.

## A thumbnail history of Mile High Flight 18

Denver's Mile High Flight, the 18<sup>th</sup> Daedalian flight to stand up, was established at Lowry AFB on Independence Day 1965 by a group headed by Colonel Russell W. Tarvin, USAF.

Air Force colonel Richard L. Randolph, served as Flight Captain in Mile High's first year of existence, while Tarvin led the flight during its second, third, sixth and seventh years. Current Flight Provost Marshall Dale Boggie served as Flight Captain in 1977 when Flight 18 hosted the Daedalian National Convention in Denver.

In 1985, Jim Forbes, CAPT, USN (Ret), became the first naval aviator to lead the flight, while Mike Hedin, Major, USMC, held that distinction for the Marine Corps in 1992. In 1995, Mr. Brad Gaylord became the only Hereditary Member to serve as Flight Captain.

Monthly meetings convened in a dedicated Daedalian Room at the Lowry AFB Officers Club until the club closed in early 1994.

After meeting twice at the Fitzsimon's Officers Club, Flight 18 chose the Camana Club at Buckley ANGB for the site of its monthly luncheon meetings and the fraternal sharing of "war" stories.

When the Camana Club closed in December 2002, the flight had no choice but to find a suitable civilian facility and currently meets at the Aurora Hills Golf Club's Tin Cup Bar & Grill.

## Featured flight member

### Russ Tarvin, Col, USAF (Ret)

In addition to his leading role in establishing Mile High Flight, in 1982 Russ founded what later would become the Wings Over the Rockies Air and Space Museum in Hangar No. 1 at the former Lowry AFB. He then fought

hard to keep the museum alive after Lowry closed in 1994.

A true pillar of the Denver Metropolitan community, he was an active member of TROA, the Missing in Action Group, the Air Force Association, the Round-Up Riders of the Rockies, Quiet Birdmen and the Lions Club. He also served as an elected member of the Regional Transportation District's Board of Directors until the moment of his death in February 1998.

His most tangible legacy, the Wings Over the Rockies Air and Space Museum, houses a collection of his memorabilia on permanent display for the 24,000 visitors who tour the museum annually.

## New Flight member

We are pleased to welcome 1Lt. Jim Collins, an Air National Guard C-21 pilot at Buckley, to flight 18. Jim is already a Daedalian, having earned a year's membership as the top graduate from his UPT class and winning the Commander's Trophy.

We'll have more information on Jim in the next newsletter after we receive his biography.

## Congress authorizes Korean Defense Service Medal

This medal, authorized by the Congress in February 2004, is for service in Korea from July 28, 1954, to a future as yet undetermined date.

Eligible active duty members should receive the medal through channels. Retired members and veterans who are eligible must request the award from the National Personnel Records Center (NPRC), 9700 Page Avenue, St. Louis, MO, 63132-5100.

Eligibility criteria may be found on the NPRC web site at:

<http://www.archives.gov>.

## Bombs Away!!!

Dave Trexler's winning war story from the 16 April 2004 Flight 18 luncheon. It was a "stinker" of a tale, which Dave calls:

### "The C-123 bombing run."



*While stationed at Andrews AFB flying F-102s in early 1958, Dave was sent TDY to Richards-Gebaur AFB, MO, to provide adult leadership to newly qualified 102 pilots cycling through the base on their way east with their fighters. During his TDY stint, he often flew co-pilot on local maintenance hops in the C-123 with the Air National Guard. On one fateful weekend, he was invited to fly right seat on an entirely different kind of mission—one which would demonstrate a revolutionary new bombing tactic and rival Billy Mitchell's legendary bombing tests of the early 1920s.*

*It began innocently enough when one of the C-123 pilots called to ask Dave whether he could get away for the weekend, explaining that he had to pick up two power units from Duluth MN, then deliver them to Billings MT for use during dedication ceremonies for the brand new Billings airport. As part of the festivities, the Blue Angels were set to perform. Trexler readily signed on.*

"On Friday, we flew up to Duluth and picked up the power units. The next day we started west, an 800-mile flight, almost due west to Billings. We had a good breakfast Saturday morning and had to get there sometime in the afternoon."

"So we left early—it was about a five-hour flight—and we took box lunches with us. We were over the Badlands of western North Dakota and I'd eaten the pear from one of my box lunches. This pear was pretty green, but it tasted good, so I ate it. About 30 minutes later, I had the worst stomach ache and knew I was going to have to take a crap."

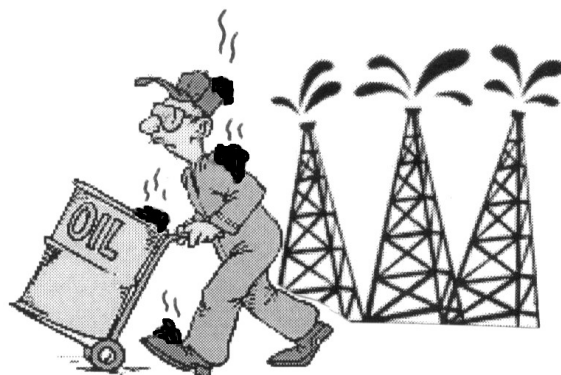
"There were only three of us—the pilot, crew chief and me. The crew chief said there was no toilet on the airplane, but said I could remove the quarts of oil we had on board from their box and use that. So I went back in the cargo compartment and took care of it. We didn't have any paper, not even a dirty rag or anything. So I ripped off my boxer shorts, cleaned myself up and put my flying suit back on. But it was stinkier than the devil. It was awful!"

"The pilot started screaming, 'Get rid of that, I'm getting sick up here!'"

"We were flying at five or six thousand feet, whatever VFR called for. We opened the cargo door and I put on a parachute and I'm pushing the box out with my foot, holding onto the side. Finally, I pushed it out. The crew chief was over on the other side and we were watching this thing. It was amazing, because immediately we saw the box sort of twirling very slowly and we saw the shadow on the ground and it was really fascinating. And the pilot wasn't yelling any more."

"The shadow and the box were getting closer and closer, and, suddenly, there appeared this tower! They were drilling oil out there and there were half a dozen or more pickup trucks around it and a bunch of guys running around down there. Suddenly the shadow and the box got together and the box hit the tower!"

"I was sort of dumbfounded it happened like that. Anyway, we sped on, landed at Billings and stayed until the show was over. Early Sunday morning, we took the power units back to Duluth and went back home."



*I thought the crude we were pumpin' out of the ground was bad, but this stuff fallin' from the sky—in oil boxes no less—stinks like the devil. It's really crude!*





*Hedgehogs at Omaha Beach, 6 June 1944*

## Letter from the Front six weeks after the invasion

France, July 22, 1944

Darling:

...Yesterday I had to visit all the units again, to get statements for my report. The regiment is in contact with the enemy, so such trips always have their skin-prickling moments. I got back pretty tired about 7 o'clock, just in time to get a phone call from the CO of one of Sistine's battalions, also in the line, requesting me to come up to discuss personal problems of his body-guard, a fine young fellow who had simultaneously received word that his sister, an army nurse, and a brother, a flyer, had both been killed in the So. Pacific, and that his remaining brother had been critically wounded with another division here in France.

While up there, I hit the favorite hours for Jerry's activities, and, frankly, pretty nearly had the pants scared off me, with samples of shelling, mortar-fire, and strafing. I got back at midnight, having driven the jeep myself all day (my driver being on guard) slipping and slewing through mud axle deep whenever I got off the surfaced roads, which was frequently. I hate to admit it, but after a day like that, I feel my years. Yeah, man! War is a young man's game!...

News on 90th has been released. Maybe you know something now of what the boys have gone through: constant contact with the enemy since D-Day. They've taken their losses, too. Somebody says "Old Bill got it today." "No!" you say. "Son-of-a-bitch!" And you go on about your business, with a little more emptiness inside, a little more tiredness, a little more hatred of everything concerning war.

There is a certain cemetery where some of my closest friends in the division lie. I saw it grow -- shattered bodies lying there waiting for graves to be dug. Now it is filled. The graves are neat and trim, each with its cross. Occasionally I visit it when passing by. Always there are flowers on the graves: Sometimes a potted geranium has been newly brought in; sometimes there is a handful of daisies. The French people, especially the children, seem to have charged themselves with this little attention. Our bombers are roaring overhead just now, in the hazy afterglow of sunset. In a few seconds I'll hear the crunch of bombs -- a good-night kiss for the Nazis. There they go!

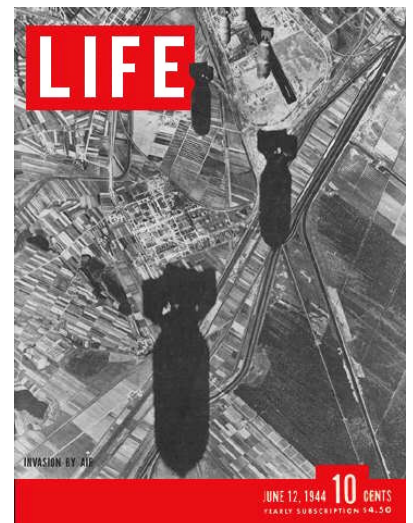
The war news is good; but we're fighting over optimism. I suppose people at home are elated; the boys up front are still in their fox-holes.

I'll try to write at least a note every day or so. Take care of yourself. I'm fine.

Love,  
John

*Cover of Life Magazine dated June 12, 1944. Photo caption is: "Invasion by air."*

*In the Pacific, meanwhile, U.S. forces would soon capture Guam, Saipan and Tinian, base for some 19,000 combat missions against Japan—including the two that would end World War Two.*



## “Fer” Loh is first recipient of Distinguished Pilot Award

Described by his commanding officer as a superlative officer, peerless leader and one of America’s finest fighter pilots, Mike “Fer” Loh currently serves as the Commander, 140<sup>th</sup> Operations Support Flight, 140<sup>th</sup> Operations Group, 140<sup>th</sup> Wing with the Air National Guard at Buckley AFB.

An F-16C pilot for the 120<sup>th</sup> Fighter Squadron since 1991, Mike has also flown the 737, 727 and 747 for United Airlines.

He was selected for the 2003 DPA from among three highly qualified nominees submitted to Mile High Flight by LtCol Curtis “Custis” Hughes, COANG, Commanding Officer of the 120<sup>th</sup> Fighter Squadron. Criteria considered during the evaluation of nominees were airmanship, leadership and personal character.

During Operation IRAQI FREEDOM in 2003, Mike led the squadron’s “D” Flight and was cited for heroic flying while denying Iraq the ability to use SCUD missiles against Coalition forces or neighboring countries, for attacking enemy anti-aircraft artillery and tanks and for providing critical close air support for advancing Coalition forces.

Presentation of the Distinguished Pilot Award is set for 1600 2 May in the 120<sup>th</sup> FS auditorium. Governor Bill Owens was invited to do the honors, but his schedule will not permit his participation this year. He has, however, provided his personal endorsement (below) to Flight 18’s letter to LtCol Loh informing him of his selection as the Flight’s 2003 Distinguished Pilot.

This will not be Mike’s first Daedalian award. In 1985, he received the Daedalian Outstanding Pilot Training Graduate Award following UPT at Sheppard AFB TX.

As part of “Fer’s” award package, Flight 18 will pay his first year’s dues should he decide to join the Order of Daedalians, which he has indicated his desire to do.

Congratulations, Mike.

### Gov Owens’ letter to LCOL Loh

It is with my sincere appreciation for your service to our country and devotion to duty that I offer my congratulations on your selection as recipient of the 2003 Mile High Flight 18 Distinguished Pilot Award. Your service to our state and country impressed all who have served with you. Your leadership skills as “D” Flight Commander for the 120<sup>th</sup> Fighter Squadron during Operation

IRAQI FREEDOM, helped your squadron to complete a safe and effective mission. The Colorado Air National Guard is better led, better equipped, and better trained because of your commitment.

I wish you the very best in your continuing career with the Colorado Air National Guard. May you continue to serve with the same excellence and devotion to duty you’ve demonstrated a “D” Flight Commander for the 120<sup>th</sup> Fighter Squadron.

Sincerely,  
Bill Owens,  
Governor

## Distinguished Flight criteria

As announced in the Flight Captain’s letter (Page 2), Mile High Flight 18 has been named the Order of Daedalian’s Distinguished Flight in Category C for 2003. Category C flights are those with 101 to 200 members, while Categories A, B and D flights are those with fewer than 70, 70 to 100, and over 200 members, respectively.

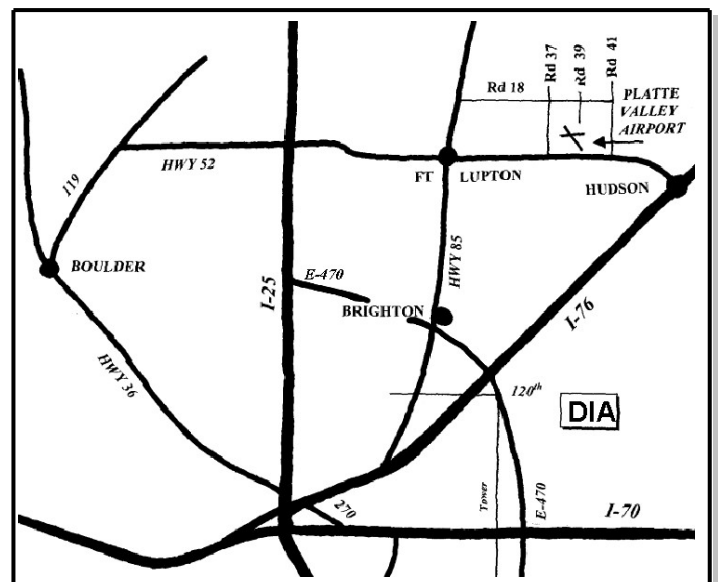
Criteria considered by National’s Distinguished Flight Selection Committee are: member recruiting; flight scholarships; flight awards (such as the DPA); content of flight meetings; National Convention participation; *Daedalus Flyer* contributions; flight publications; and “special considerations.” The Committee assigns a specified number of points for each of the above criteria. This is the first time Flight 18 has received this award.

## How to get to Platte Valley Airport

Follow map to Hudson or Ft Lupton. Then...

From Hudson: Hwy 52 west to Road 41, north to Road 18, west to Road 39, south to airport.

From Ft Lupton: Hwy 52 east to Road 37, north to Road 18, east to Road 39, south to airport.



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

### *Bogus e-mails & news reports*

**True or False?** The cost of gasoline today is the highest in our history.

**False.** In 1918, the price of gas at the pump was 25 cents a gallon, which equates to \$3.00 a gallon in 2004 dollars. Inflation-adjusted gas prices trended down to \$2.00 a gallon by 1931, but rose to and held at about \$2.50 through the 1930s. The downward trend resumed in 1942 and continued through the war years until 1974 when they shot up because of the oil embargo. Prices peaked at \$2.69 a gallon in 1981 before once again heading down. After 1981, they fell steadily until bottoming out in 1998, then heading up again. That upward trend continues today and some estimate that by summer 2004 inflation-adjusted gas prices could exceed 1981 levels.

Current price increases are attributed to the control of supply by oil-producing states, increasing worldwide demand and the lack of U.S. refinery capacity. On the final point, the number of refineries in the United States has declined from 350 in the 1970s to 175 today, thanks in part to EPA regulations. Because of our limited refining capacity, we now import already-refined gasoline from 22 countries.

While crude oil costs and the cost to manufacture, distribute and market gasoline have steadily decreased in the past 20 years, inflation-adjusted taxes on gasoline have increased 150% since 1981.

Here are a few equivalent prices—then price vs. inflation-adjusted cost in today's dollars:

1930:	20 cents;	\$2.16/gallon in today's dollars.
1940:	18 cents;	\$2.37/gallon in today's dollars.
1950:	27 cents;	\$2.00/gallon in today's dollars.
1960:	31 cents;	\$1.90/gallon in today's dollars.
1970:	36 cents;	\$1.66/gallon in today's dollars.
1980:	\$1.22;	\$2.67/gallon in today's dollars.
1990:	\$1.22;	\$1.68/gallon in today's dollars.
2000:	\$1.56;	\$1.64/gallon in today's dollars.

### *OOPS! Wrong e-mail address*

A couple from Minneapolis decided to go to Florida to thaw out during one particularly icy winter.

They planned to stay at the very same hotel where they spent their honeymoon 20 years earlier. Because of hectic schedules, it was difficult to coordinate their travel schedules. So, the husband left Minnesota and flew to Florida on Thursday, with his wife flying down the following day.

The husband checked into the hotel. There was a computer in his room, so he decided to send an e-mail to his wife. However, he accidentally left out one letter in her e-mail address, and without realizing his error, he sent the e-mail.

Meanwhile, somewhere in Houston, a widow had just returned home from her husband's funeral. Expecting messages from relatives and friends, she decided to check her e-mail and fainted after reading the first message. The widow's son rushed into the room, found his mother on the floor, and saw this on the computer screen:

*To: My Loving Wife  
Subject: I've Arrived  
Date: 2 Mar 2004*

*I know you're surprised to hear from me. They have computers here now and you are allowed to send e-mails to your loved ones. I've just arrived and have been checked in. I see that everything has been prepared for your arrival tomorrow. Looking forward to seeing you then! Hope your journey is as uneventful as mine was.*

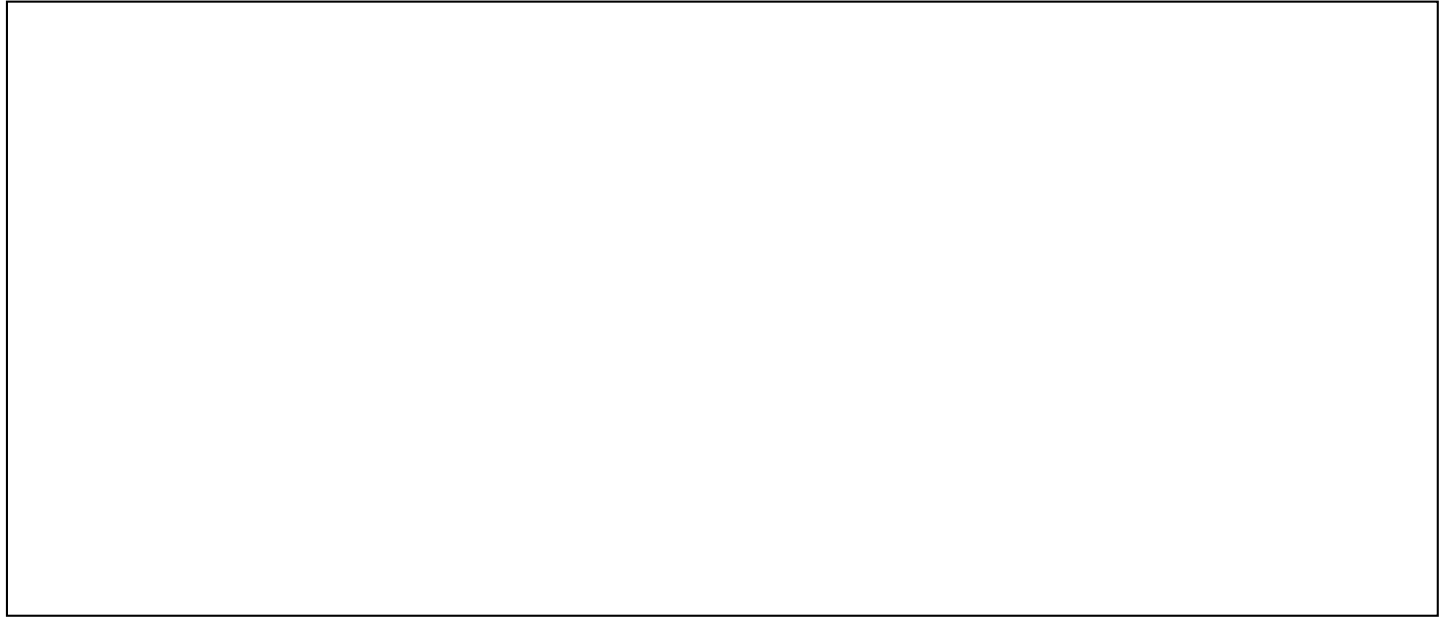
*P.S. Sure is hot down here!*

### Mile High Flight 18 Officers 2004

**Flight Captain**....."Yumper" Black, LtCol, USAF (Ret)  
**Vice Flt Capt**.....Tom Martin, LtCol, USAF (Ret)  
**Adjutant**.....Ray Rider, Col, USAF (Ret)  
**Provost Marshall**.....Dale Boggie, Col, USAF (Ret)  
**Treasurer**.....Tom Shaw, Maj, USAF (Ret)

*Scholarships*.....Bill Greener, LtCol, USAF (Ret)  
*Newsletter*.....Gerry Spaulding, CAPT, USN (Ret)  
(Positions in bold elected, those in italics appointed)

-- Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. *Exceptions via newsletter.*  
-- The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.



**The National World War II Memorial** (above) will be dedicated in Washington, D.C., on Saturday, May 29, 2004—Memorial Day weekend—nearly 59 years after the end of the war. Although the memorial was authorized by Congress in 1993, construction did not begin until 2001 following a protracted fund raising campaign led by Sen. Bob Dole and FedEx President/CEO Frederick W. Smith. Covering an area 384 ft long by 279 ft wide and built of bronze and granite, the memorial lies on the central axis of the National Mall between the Washington Monument and the Lincoln Memorial.



**Mile High Flight 18**  
**Order of Daedalians**  
**P.O. Box 470141**  
**Aurora, CO 80047-0141**