



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

May 2008

Get thee to Platte Valley 16 May

2008 Flight Schedule

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 Ron Smith.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
<i>12-16 May</i>	<i>Ft Walton Bch, FL</i>	<i>Daedalian Convention</i>
16 May	Platte Valley	Lafayette Foundation
20 Jun	Aurora Hills*	Lowell Thomas
18 Jul	Aurora Hills*	Army NG brief-Iraq
15 Aug	Wings over Rockies	TBD
19 Sep	TBD	TBD
17 Oct	TBD	TBD
21 Nov	Aurora Hills*	Business Meeting
?? Dec	Aurora Hills*	Christmas Party

* Aurora Hills Golf Course Tin Cup Bar & Grill

Witness flying debut of Fokker D. VIII

With the plethora of new attractions added over the past couple of years, Platte Valley is like a mini-boom town where the Lafayette Foundation never fails to surprise and entertain those who make the annual May pilgrimage.

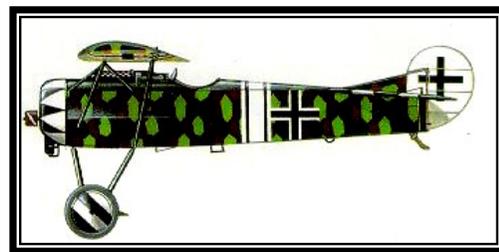
This year, Andy Parks has scheduled the maiden flight of the Foundation's newly renovated Fokker D. VIII (see specs below). Andy will also talk about who shot down the Red Baron. In addition to catching flight demonstrations and static aircraft displays, be sure to allow time for viewing the new displays inside the ever-expanding Colorado International Aviation Museum.

As in 2007, a catered lunch will feature whole roast pig with all the trimmin's (delish!!!). Cost will be \$20 per person, with iced tea and coffee provided and beer and wine available for purchase. Wives and other guests welcome. Activities get underway at 11:00 AM.

See updated map and driving directions to PV on page 6

FOKKER D. VIII

Year built 1918;
Wingspan: 29', 4";
Cruise/top speed:
90 mph/120 mph;
Gross weight:
1,334 lbs;
Original engine:
110-hp Oberursel
Rotary (better
performance post-war with 160-hp Gnome Rotary).



This was the last German fighter designed and built by Anthony Fokker during WW-I. An estimated 300 were produced. Though it was commissioned in the last weeks of the war and therefore had little time to prove itself, the Fokker D.VIII has the distinction of recording the last air kill in the First World War. It was often referred to as "the Flying Razor" by the Allies.

Johnson nominated for last Flight Associate slot



Val "Mark" Johnson, known to many members of the Flight for his wide-ranging experience in civilian and military aircraft, has been nominated by Jack Wilhite to become a Flight Associate. If approved by the elected officer staff, Mark would fill Flight 18's third and final

FA spot, joining Andy Parks and Mike Bertz as Associates—essentially as regular special guests of the Flight.

See **FA NOMINEE** page 2, column 2

From the Flight Captain



Fellow Daedalians:

I want to apologize to the membership for missing so many meetings. As most of you know, I am an adjunct (Latin for “works cheap”) faculty member at Metro State and the Community College of Denver. As a “part-timer”, I don’t always have control of my schedule and have to take classes when they are offered. That was the situation this spring. I want to thank my very capable Vice, Don Neary for filling in for me. I will be back beginning this month.

We are now self-sufficient in the audio-visual department, having purchased a new Epson projector for the Flight last month. I want to thank Gerry Spaulding for donating his time and equipment in support of our meetings for several years.

We are now planning our Christmas Party for this year. The Tin Cup has done an excellent job for several years, so we plan to stay there again this year. The live music seemed to be a great hit, so we are planning on the same this year providing we can find a band that fits our budget. The date has not yet been set, but it will probably be a middle of the week event during the second week of December.

It is time to think about Flight 18 Officers for 2009. I do not intend to try to break Yumper’s record for consecutive terms and will not be running again. Additionally, Ron Smith has decided to retire after three years in the saddle as Flight Adjutant. If you are interested in being Flight Captain or Adjutant next year, please call me at 303-730-0311 or send me an e-mail at thomas.martin@comcast.net. If no one steps up, I will be appointing an official “arm twisting” committee to

find volunteers. Being Flight Captain is a great honor, but the pay is lousy.

We are actually planning to complete our long overdue Distinguished Pilot Award trophy case this summer. I’ve recruited a few volunteers to help with the project. I have a pretty fair woodworking shop at home and hope to complete the case by mid-summer.

I hope many of you will be able to attend the Platte Valley meeting on 16 May. It’s always a terrific show put on by Andy Parks and the Lafayette Foundation. As always, attendance by wives and guests is encouraged.

Those who attended last year’s National Convention will remember the yellow or green polo shirts with the Daedalian crest that were sold by Flight 11. I have located a source who can produce similar custom embroidered shirts for Flight 18. The cost would probably be in the \$25 range. Any profits we make will be donated to the scholarship fund. Please let me know if you are interested.

Volabamus Volamus

Tom

Thomas C. Martin, LTC, USAF (Ret)
Flight Captain

FA Nominee *from page 1*

Because Flight Associates are not members, they do not pay Flight dues. Nor are they entitled to wear the Daedalian blazer, to participate in voting of any kind or bring guests to Flight functions without the Flight Captain’s prior approval. However, they are welcome and expected to attend regular Flight activities and are encouraged to wear Daedalian name tags clearly identifying them as Associates.

Mark Johnson was born in Lincoln, NE on 27 Jan 1949, grew up in Colorado and learned to fly while attending Boulder High School. He was able to persuade his father, a minister who hates flying, to co-sign a loan for his private pilot license. Over the next

several years, he served a hitch in the Marine Corps, worked in the construction field and earned a BS in Business Administration from Metro State.

He is now president of two companies—Johnson Leasing, a commercial real estate and heavy equipment leasing company, and ASCI Read-Mix, headquartered in Commerce City with outlets up and down the Front Range.

He also owns a number of hangars at Rocky Mountain Metropolitan Airport (formerly Jeffco), home for his Venom and Baron aircraft. Along with Jack Wilhite and Mike Bertz, Mark will be participating in the annual open house/airshow scheduled for 7 June at RMMA. (*For more information call 303-271-4850.*)

Over the years he has owned countless civilian and military aircraft, the latter category including a Stearman, T-33, T-28D, A-26, Jet Provost, Sea Fury and, of course, the Venom. He holds type ratings in these and many other aircraft and is licensed to operate just about anything ex-military that flies—single engine, multi-engine, jet, land and sea.

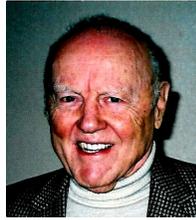
A member of the following organizations/associations, Mark has served on the Boards of several: Jeffco Aviation Assn, Silver Wings, EAA, Warbirds, QBs, Wings Over the Rockies, Warbird Operators, Classic Jet Assn, AOPA, Colorado Ready Mix Assn, Colorado Rock Products Assn, the Colorado Historical Society, and the Atonement Lutheran Church.

Mile High Flight’s elected officers (*see page 7*) will consider Mark’s Associate nomination at a staff meeting at Aurora Hills preceding the Flight 18 June luncheon. The staff will convene at 10:00 AM 20 Jun, at which time any Flight member who wishes to appear to address the nomination may do so. Members may also comment directly to the Flight Captain by letter in care of our P.O. address (*see page 8*), or by email to Tom Martin (*see column 1 this page*). The deadline for receipt of written comments is 15 Jun.



Final Flights

John C. Foster
COL, USAF (Ret)
Mar 4, 1916 – Nov 23, 2007



John enlisted in the Army Air Corps in 1938 and retired from the United States Air Force after 30 years at the rank of Colonel with over 5,000 hours of flying time. During World War II, Colonel Foster commanded the 21st Photo Reconnaissance Squadron of the 14th Air Force in China. He was awarded the Distinguished Flying Cross with Oak Leaf Cluster and the Air Medal, recognizing several exceptionally long missions over enemy territory in his P-38.

He received a degree in Business Administration from the University of Denver. As John later wrote of his retirement years, "He is involved in community and church matters, and some golf." He was a member of the Denver Country Club, the Denver Athletic Club, Gyro, Daedalians, and St. Barnabus Episcopal Church.

Predeceased by his first wife, Betty Allen Foster, he is survived by his wife Jane Argall Foster, two daughters, three step-children six grandchildren and six great-grandchildren. He died peacefully under hospice care. Memorial Service was held on Saturday, 1 December at St. Barnabus Episcopal Church in Denver.



Member of Falcon Flight 11

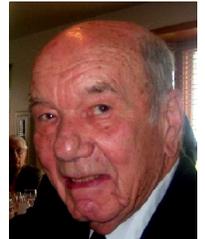
William J. "Bud" Breckner, Jr
MGEN, USAF (Ret)
May 25, 1933 – Feb 16, 2008

Bud flew 100 missions over Vietnam as an exchange pilot with the Navy. During his subsequent Vietnam tour with the Air Force, he was shot down and held as a POW for eight months. Ultimately, he retired in 1986 as Commander of the 17th Air Force. Recently, he completed a six-year stint as a member of the Daedalian Foundation Board of Directors. He was also the *de facto* host of the 1998 and 2007 Daedalian National conventions in Colorado Springs. He was killed when his car slid off Highway 105 near Monument.

Trex has left the building

Long time Flight member and all around great guy Dave Trexler has left Colorado for greener pastures in North Carolina. Our sincere best wishes go with Dave and Roburta.

Before departing, Dave became a Flight Life Member to perpetuate contact with Flight 18.



Flight 18 Life Membership Dues

(Annual Flight dues = \$12.00)

Age Group

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

FORGET TO PAY YOUR 2008 FLIGHT DUES?

Please mail this coupon along with a check for your 2008 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *Only Daedalian Life Members (LMs) are eligible to purchase Flight 18 Life Memberships and stop paying annual dues. If you qualify and choose this option, please select the appropriate dues amount from the above schedule, enter that amount in the FLM space below and include it in your check.*

Name: _____ Daedalian # _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: [2008 Flight Dues \$12.00 or FLM DUES \$ _____] + Flight Dues for prior years @ \$12.00/yr \$ _____ + Scholarship Fund \$ _____ = Total Enclosed \$ _____

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

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

The Iraq they won't talk about

Guest op-ed by Amir Taheri,
New York Post 04/23/2008

Both opponents and supporters of the war in Iraq seem reluctant to raise the issue of what's going on there *now* as an issue in the presidential race.

Opponents, of course, can't deny that things are better than a year ago—and may fear that this could persuade voters that President Bush was right after all.

After all, Senate Majority Leader Harry Reid decided that the war was "lost" a year ago. And critics have sounded the tocsins about the supposedly coming Iraqi civil war for five years. (Some even suggested at times that Iraq was *already* in civil war.) They've also predicted "the end of Iraq," including its *de facto* partition into sectarian cantons. Yet Iraq has defied all those predictions.

Perhaps worse for the antiwar crowd, close examination of Iraq's situation today might lend credence to Bush's analysis that the Islamic Republic in Iran has emerged as the chief troublemaker there. That could lead only to one conclusion: the need to act against Tehran.

War supporters share that concern, though for different reasons: They can't seem to build a consensus on dealing with the Iranian threat. Since they also can't be sure the recent easing of the situation in Iraq will last until Election Day, it may seem wisest not to push the issue.

But how to avoid a serious discussion about Iraq *now*? War opponents have an easy answer: Focus on the ugly parts of the past five years.

They claim that the war was illegal, presumably because France's Jacques Chirac didn't specifically approve it and the UN's Kofi Annan moaned about it two years after the fact.

And they cite pseudo-studies that claim hundreds of thousands of Iraqi deaths as a result of Saddam Hussein's

demise - conveniently ignoring the fact that these studies (including a scandalous one published by the *Lancet*) have been exposed as bogus.

They also bring up the scandals of Abu Ghraib, allegations against profiteering by big US companies, and, last but not least, the fact that no weapons of mass destruction were found in Iraq.

If war opponents always shift the focus back to the past, war supporters look to a putative future, countering their foes' jeremiads with some of their own.

Their catalogue of coming catastrophes runs something like this: If America abandons Iraq now, genocide would follow; al Qaeda would revive; Iran would benefit enormously; the Middle East would become destabilized; America's word would be devalued, and so on.

All of that, of course, *might* happen—we simply don't know.

For my part, I don't think that a US departure *would* lead to genocide. The Iraqis are not Hittus and Tutsis; the sectarian war we witnessed a couple of years ago was a *war of the sectarians*, not a conflict that set neighbor against neighbor as in Rwanda or former Yugoslavia.

Nor do I think that al Qaeda would be revived. Al Qaeda in Iraq has had its back broken. Having lost the popular base it once had in parts of Sunni Iraq, it has little prospect of winning power anywhere in the country.

I don't think that Iran would benefit either. On the contrary, it might find itself bearing some of the burden that America now bears in Iraq. And that does not look like beneficial for a fundamentally weak and fragile state like the Islamic Republic, which increasingly faces challenges at home.

Would the Middle East be further destabilized? Again, we don't know. The US presence has helped keep some tensions under control; its departure could release them, leading to regional wars. But even a major war,

like the Iran-Iraq one in the 1980s, wouldn't *necessarily* affect the broader balance of power.

Even the argument that US withdrawal could devalue "America's word" isn't that strong. Most people, in the Middle East as elsewhere, know that elections change US administrations and that the priority of each party is to win power, not to comfort allies.

Three decades ago, America abandoned its allies in South Vietnam to massacre, concentration camps and boat-people ordeals. It shut its doors to the Shah of Iran, a lifelong ally—and, after admitting him for medical treatment, quickly expelled him in the most humiliating manner. Yet, elsewhere, America's word was not devalued.

Why? America is estimated with regard to its economic, military and cultural power—all likely to remain unsurpassed in for the foreseeable future.

Perhaps more important, when all is said and done, is that America has often behaved better than other major powers in history. All big powers betray; the United States has betrayed less than most, and less brazenly.

The only *useful* debate about Iraq would focus on what is happening now—not what happened five years ago or what might happen five years from now.

It is what is happening *now* that makes new Iraq worth fighting for—not only for the Americans but also for all who dream of a free, pluralist, prosperous Middle East.

Iraq has bled, but remained unbowed. Iraq has resisted al Qaeda and the Iranian terror machine. Iraqis are learning to build a new society based on pluralism and are discovering the values that, in time, helped develop the Western democracies.

Despite all its sufferings, or perhaps because of them, Iraq has not succumbed to the forces of darkness, partly thanks to continued US support.

That good news merits being part of the presidential debate. ###

Doolittle Raider 66th Anniversary Reunion



Six of the eleven surviving Raiders attended the group's 2008 reunion 16-20 April at the Frontiers of Flight Museum, Dallas Love Field. Bill Bower was there (*far left in photo*), but says he will not make the Doolittle Raider Homecoming and Training Re-enactment slated for Fort Walton Beach & Eglin AFB 28-31 May. He says *commercial* flying is too hard!!

Bill spoke at the reunion in tribute to Jacob DeShazer, who died 15 March. SSgt DeShazer was the bombardier on Crew 16, all of whom were captured by the Japanese. As a POW in China, he was subjected to extreme cruelty for 40 months until rescued. After post-war training, he moved to Japan, where he served as a Methodist missionary for 30 years. His Raider comrades toasted him and retired his goblet in a private ceremony.

Boggie to represent Flight at National Convention - again

-- Will seek return to traditional Order of Daedalians Tenants and Objectives

When The Order of Daedalians published updated Bylaws in 2004, the language of the original Tenants and Objectives was extensively rewritten with no rationale for the changes provided. Dale Boggie has completed a detailed review of the new language which concludes that, in most cases, the revised text is inferior to or at odds with the spirit of the original.

While representing Flight 18 at the National Convention in May, he hopes to "right the ship" on this matter.

2008 Scholarships

From Bill Greener,
Scholarship Chairman

At the March Flight 18 meeting, the members of the Flight unanimously voted to award Daedalian Scholarships to the following ROTC cadets:

Cadet Chris C. Cady is a junior at the University of Colorado, Boulder. He is a major in psychology. With a grade point average of 3.3, he was on the Dean's List in the Fall 2007 semester. He was a Distinguished Graduate of Field Training in 2007. He actively participates with the Silver Wings military fraternity; being the Chapter Vice President from the Fall Semester through the present time. He has taken and satisfactorily passed a Class III Medical Physical. He has been a private pilot for the past three years, and has just received his pilot slot in the AFROTC unit. Cadet Cady is highly motivated to become a career Air Force pilot upon graduation.

Cadet Chris R. Heiserman is a junior at Colorado State University, majoring in Biological Science with a minor in Biomedical Science. His current grade point average is 3.373. He has actively participated with the Civil Air Patrol and has been the financial Manager of the Arnold Air Society. He was the Top Gun at Field Training in 2007. Cadet Heiserman was also the Push-Up Crew Commander in 2006. Even though Cadet Heiserman has not yet passed a flight physical, he successfully passed a regular physical examination in 2005. His intentions are to graduate in 2009 and become a career Air Force pilot.

Midshipman Colin Caines is a sophomore at the University of Colorado, Boulder. His major is International Spanish. He has a grade point average of 3.7 in Spanish and an overall cumulative GPA of 3.77. He has been extremely active with the drill and rifle/pistol team. He is a two time

recipient of the Academic-Aptitude Superior Achievement Award given to those students with a GPA above 3.5 and in the top 10% of their class in aptitude. He has demonstrated strong management and outstanding leadership skills. With an aptitude score of 4.33, he is among the top midshipmen in his class. Midshipman Caines has some flight training and is looking forward to further flight training. His goal is to become a Navy fighter pilot after graduation.

Cadet Cady will receive a \$1,000 scholarship, with \$500 going to each of the other two. Typically, these amounts are matched by National.

Wilhite fantasizes one more time



For the 10th time in its 11-year history, Jack Wilhite participated in the annual Colorado Rockies Fantasy Camp in Tucson, AZ, 29 Jan-2 Feb.

Jack's only AWOL from Fantasy Camp was in 2006 due to a broken rib suffered when he did not fall off a ladder in his hangar at RMMA.

He's undecided about continuing the string—not because he'll be 80 next year, but because the ever-increasing number of participants means less time to interact one-on-one with Rockies players and coaches.



"Mick 2's Airplane Just Broke in Half."

Air Force Magazine: Adam J. Hebert

Feb 1, 2008— It could have happened to any pilot in any of hundreds of F-15s. Fate, however, picked Maj. Stephen Stilwell, and the seeming randomness of the Nov. 2, 2007 accident was one thing that made it so dramatic.

Without warning, Stilwell's Missouri Air National Guard F-15C—serial #80-0034—broke in half while in flight. In January the Air Force released details of the fighter's last moments.

At 9:50 a.m. that November day, Stilwell took off from Lambert Field at the Lambert-St. Louis Int. Airport in Missouri for a standard air-to-air training mission. The mishap aircraft was an average F-15C flown by a typical pilot for basic fighter maneuver training.

Stilwell was joined by three other pilots flying F-15s. About 90 miles from St. Louis, the four pilots prepared for some head-to-head air combat. On this day, the flight lead was "Mick 1" and Stilwell was "Mick 2." The other two pilots, "Mick 3" and "Mick 4," split off to train separately.

The flight lead and Stilwell performed a pair of 4 to 5 G warm-up turns to prepare for their upcoming dogfight. Their first engagement was uneventful. The second engagement would be the opposite.

At 18,000 feet altitude and with the fighters nearly two miles apart, Stilwell radioed to Mick 1, "fight's on." The flight lead made an 8 G turn to the right, with Stilwell in pursuit.

The first sign of trouble occurred as Stilwell's F-15 approached 7.8 Gs in a turn. He heard a strange "whoosh" sound, as if his Eagle had suffered a rapid decompression, and the aircraft began shaking violently side to side. Stilwell quickly radioed "knock it off!"—signaling the engagement needed to immediately end.

He returned to level flight, and the aircraft's G-load dropped to 1.5 Gs. Two seconds after the knock-it-off call, however, his flight lead saw Stilwell's F-15 split into two large pieces.

With obvious distress, the flight lead radioed to Mick 2: "Eject! Eject!" A pause. "Two, eject!"

Stilwell was "in the forward fuselage, separated from the rest of the aircraft," said Col. William Wignall, who led the accident investigation. He never heard that radio call.

As the Eagle snapped apart, its canopy broke off and smashed into Stilwell's left arm, breaking it and dislocating his shoulder. The event was so sudden and violent, said Stilwell, that he at first thought his canopy had flipped back and hit one of the Eagle's stabilizers.

He was able to pull his ejection seat handle with his right hand and punched out nearly inverted.

Once he saw a parachute, Mick 1's training kicked in and he called the other pilots. "Three and Four, safe it up, climb high,"



Mick 1 said, his voice now noticeably calmer. "Mick 2's airplane just broke in half."

Wignall said it was "probably the most chilling call that I'd ever heard."

Stilwell took 11 minutes to descend. He knew he was injured, but not how badly, so he stayed put until a Life Flight helicopter arrived and transported him to a local hospital for treatment.

The accident investigation found the fighter had suffered a broken longeron, which had accumulated 25 years of stress and strain. Once the longeron snapped, other structural components were unable to hold the F-15 together.

This problem appeared out of the blue; Stilwell reported that the F-15 was flying flawlessly until seconds before it broke apart.

(Note: Images are computer-generated animations, not photos)

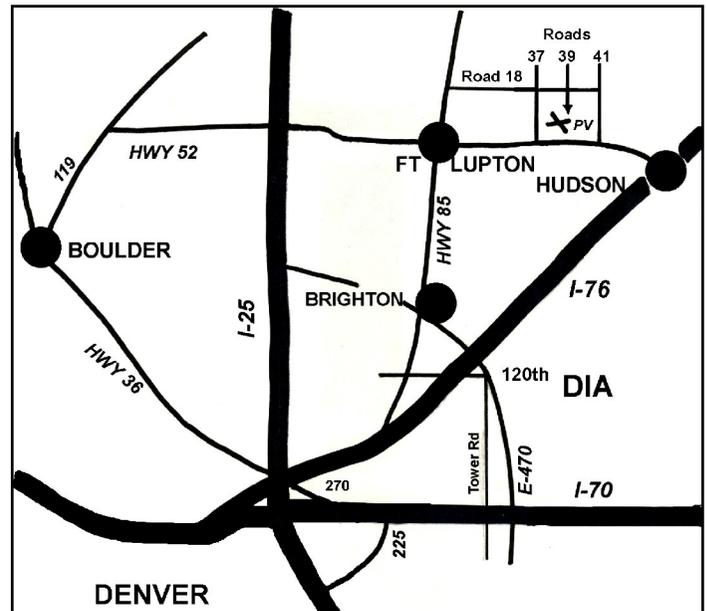
Lunch reservations

A reminder from Flight Adjutant, Ron Smith:

With rare exception, our luncheon meetings take place the third Friday of each month. If you have not heard from or been in touch with your caller by the Monday before meeting day, you are invited to place your reservation directly with the Adjutant by calling 720-941-3488.

IN ANY CASE, RESERVATIONS ARE A MUST!

Map, driving directions to Platte Valley



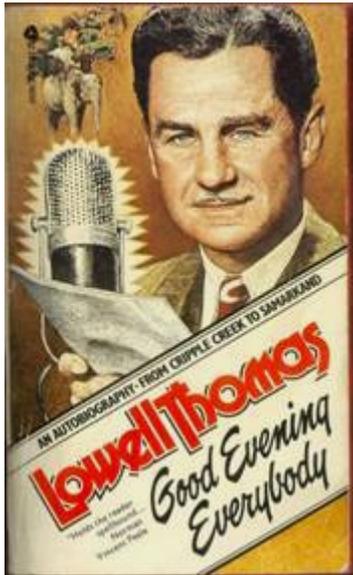
Follow above map to Ft Lupton or Hudson. Then...

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

From Hudson: Hwy 52 west to Road 41; north to Road 16, west to airport or north to Road 18, west to Road 39, south to airport.

*** Sea Biscuits and Scufflebutt ***

Lowell Thomas confirmed as guest speaker for 20 June



What? But how is that possible, you ask?

Hasn't he been, like, gone for a long time?

Yes he has, and here's how it's possible. LT's final public appearance took place in Colorado Springs on 13 Aug 1981, only three weeks before he died of heart failure at his home in New York. He was 89 and still sharp as a tack at the time.

During his appearance in Colorado Springs, called "An Evening with Lowell Thomas," this pre-eminent raconteur related many of his favorite anecdotes, captivating his audience with stories from his teenage years working in a Cripple Creek gold mine to later experiences as a world-renowned journalist rubbing elbows with celebrities, presidents and royalty.

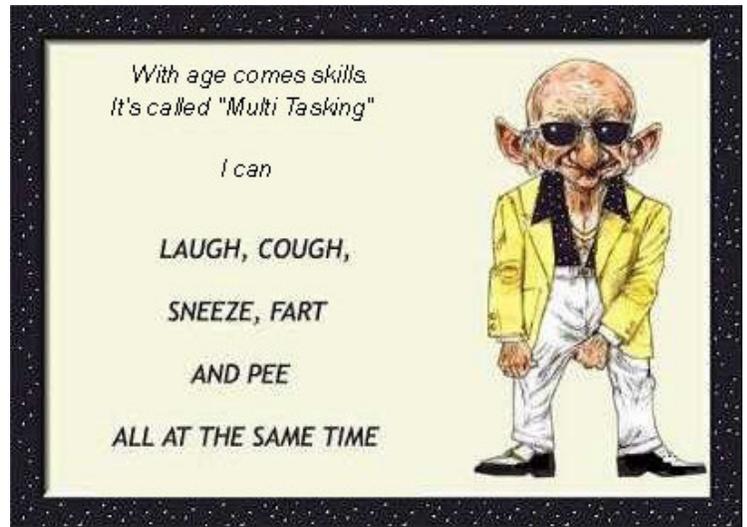
Turns out his talk was videotaped by the Pikes Peak Library District, which retains the original and only copy of the tape in its central vault, unavailable for public circulation and long forgotten until we inquired about it recently. At our request, the PPLD created a DVD copy of the tape and provided it to us, waiving all customary fees and charges when informed that the first audience in 27 years to witness and enjoy LT's final public appearance would be a gathering of veteran military pilots at a luncheon meeting of Daedalian Mile High Flight 18.

Be sure to put this one on your calendar: **Lowell Thomas, 20 June 2008**. You'll be glad you came.

Bogus e-mails

True or false? An essay written by Jay Leno ("Jay Leno... Hits the Nail on the Head") encourages Americans to focus on the positive aspects of life in America and to thank God for them. The lengthy essay ends with this line: "Are we sure this is a good time to take God out of the Pledge of Allegiance?"

False. The essay was written, not by Jay Leno, but by Craig R. Smith. It may have been inspired by a joke created by Tonight Show writers for Leno who delivered it on the air thusly: "As you know Hurricane Rita is headed toward Florida, Texas and Louisiana. Another hurricane! It's like the ninth hurricane this season. Maybe this is not a good time to take God out of the Pledge of Allegiance." Not exactly the uplifting think piece erroneously attributed to Leno in this bogus email.



Parenting tip: *Be nice to your kids. One day they'll be choosing your nursing home.*

Father-Son talk:

Son: "Daddy when I grow up, I want to be a pilot!"

Father: "I'm sorry son, you can't do both!"

Mile High Flight 18 - 2008

- Flight Captain**.....Tom Martin, LTC, USAF (Ret)
 - Vice Flt Capt**.....Don Neary, COL, ANG (Ret)
 - Adjutant**.....Ron Smith, COL, USAF (Ret)
 - Treasurer**.....Hugh Greenwood, CPT, USAFR (Sep)
 - Provost Marshall**.....Dale Boggie, COL, USAF (Ret)
 - Scholarships*.....Bill Greener, LTC, USAF (Ret)
 - Asst Treasurer*.....Ed Cutler, LT, USNR (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 and caller notification.**

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

Web site:

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



F-117 fades to black

The Air Force said goodbye in April to the first stealth fighter, the F-117A Nighthawk, developed in deep secrecy and unleashed for the first time during the 1989 invasion of Panama.

The faceted, wedge shaped jet was retired to free up money for the F-22 Raptor. Its retirement was marked by a 21 Apr ceremonial flyaway of the final four F-117s from Holloman AFB.

Designed to penetrate heavily defended air spaces of Cold War adversaries, it was first used to spearhead the Dec 1989 invasion of Panama. Two years later, F-117s were striking targets in downtown Baghdad in the opening of the 1991 Gulf War. The Nighthawks flew 1,300 sorties without a single loss to Iraqi air defenses.

But in the 1999 NATO air war against the former Yugoslavia, Serbian forces brought one down with an anti-aircraft missile, compromising its stealth technology and showing that the plane was vulnerable to ground fire.

The F-117, however, saw subsequent action in Afghanistan in 2001, and during the U.S. invasion of Iraq. All told, of the 59 built, seven were lost. The Air Force retired the first 10 aircraft in 2006, later retiring another 27. The remaining 15 are being placed in storage at the Nevada desert's Tonopah Test Range where the first F-117 flight test took place.



Mile High Flight 18
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