

Flight Chartered July 4, 1965

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

May 2012

Picnic at Platte Valley Friday 18 May

2012 Flight Sked

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 7-10 days prior to each meeting. If not, please advise Flight Adjutant Dave Kulaas.

<u>Date</u>	<u>Location</u>	<u>Activity/Speaker</u>
20 Jan	Aurora Hills*	Officer Elections
17 Feb	Aurora Hills*	RPAs – COL C. Plamp
16 Mar	Aurora Hills*	PBY Cats – Jim Hanson
20 Apr	Aurora Hills*	Rare Bear – JC Penney
18 May	Platte Valley	Curtiss Pusher - Coolbaugh
15 Jun	Aurora Hills*	POW Evac – Moy/Nattier
20 Jul	Aurora Hills*	Flt Screening – Hal Ellis
17 Aug	Wings Over Rox	TBA
21 Sep	Aurora Hills*	MC-130H–Mock/Tom C.
25 Sep	Randolph AFB	OOD Annual Meeting
19 Oct	Aurora Hills*	COANG Update - TBA
16 Nov	Aurora Hills*	Bus. Mtg/Elections
13 Dec	TBA	Christmas Party

*Aurora Hills Golf Course Tin Cup Bar & Grill

Bob Coolbaugh to discuss flying his replica 1911 Curtiss Pusher



On 18 January 1911, a civilian pilot named Eugene Ely landed his Curtiss Pusher Model D on a wooden platform constructed on the afterdeck of an armored cruiser (USS *Pennsylvania*), which was anchored in San

Francisco Bay. It was the first shipboard landing of any kind as well as the first to employ a tail hook and arresting cables to trap aboard a ship.

During the U.S. Navy's 2011 Centennial celebration, Bob Coolbaugh, CDR, USN (Ret) and an experienced carrier pilot, flew his own replica 1911 Curtiss Pusher to a number of celebration sites in the eastern United States, including Norfolk Naval Base. While there, his Pusher was hoisted aboard the Navy's latest and last Nimitz-class carrier, USS *George H. W. Bush*, taken by elevator to the flight deck and photographed there with Bob posing in the



Flight sked footnotes

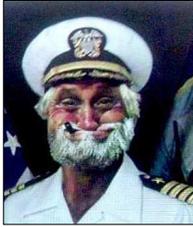
15 June – Flight member Newt Moy will be bringing his friend, Clayton Nattier, a POW of the Germans in WWII, to share his experience during captivity and 1945 evacuation.

20 July – Hal Ellis, a Doss Aviation flight instructor at the Initial Flight Screening facility, Pueblo, where all prospective Air Force pilots are screened today, will present a briefing on the IFS program that will take you back to your days in primary.

21 Sept – Chris Mock, Maj, USAF, (Ret) and son of the late former Flight Captain Bob Mock, and Flight member Tom Cappelletti will brief the MC-130H COMBAT TALON II.

Go to **PLATTE VALLEY** on page 2

Memo from the Flight Captain



It is truly gratifying to see our meeting attendance numbers

on the way up after a period of steady decline. Thanks to each of you for making every meeting you can and to Adjutant Dave Kulaas and his merry band of callers for dealing with our growing pains in sorting out the reservations. Thanks especially to Tin Cup Manager Cindy Jones for accommodating us when more (or fewer) folks show up than we expected. You're a gem, Cindy.

Of course, another key factor in rising attendance figures is the success of our ongoing emphasis on attracting new members. We're being joined by a fine cadre of new Daedalians to carry on the traditions that brought us all together in the first place. They also have some great stories to share, witness JC Penney's Rare Bear talk in April. To everyone who has ever sponsored one or more new members, *Salute and keep 'em coming!!!*

Those of you who have visited Daedalian National's web site lately (i.e., <http://www.daedalians.org/>), have probably noticed that members are asked to click on a link to another web site called **Apollo**. To enter **Apollo**, you must create and use a User Name and Password. So what's this **Apollo** stuff all about, anyway?

Apollo is one of many web hosts out there. The host for my personal web site (and, therefore, the host of the Flight 18 "subweb") is **Go Daddy**. You've probably seen their TV ads featuring well-endowed models in their bikinis alongside race car driver Danica Patrick in hers. Just sayin'

But when National refers to **Apollo**, they don't mean just the host of a static web site such as ours or theirs. This is an interactive web application that will allow flights and individual members to better communicate in-house and with HQ in San Antonio.

While **Apollo** was not yet operational at press time, it should be up and running any day. When it is, it will include certain features available free of charge to individual Daedalians and flights, as well as optional management features for which flights would pay a fee, to be computed at the rate of 18 cents per Flight member per month.

All Daedalian flights have been invited to take a free 90-day "test drive" of **Apollo** after it comes on line. We intend to do just that in order to determine the extent to which it will facilitate the conduct of flight business. We'll keep you posted as we go along.

Just a word about our upcoming gathering at Platte Valley (see the article beginning on page 1). This will be our 13th consecutive visit to PV as guests of the Lafayette Foundation. Before our first one in 2000, we held an annual picnic with wives wherever we could find a site for it. As sites became increasingly harder to find, Andy Parks, assisted by Morrie Quick and Mark Holiday, invited us to hold the event in the foundation's hangar at the Platte Valley Airport, which most of us knew nothing about.

That was a lot of table/chair set ups, guest speakers, talks by Andy, demo flights, fuel, cooking, catering, clean ups and just plain hard work ago. It's a huge understatement to say we've been superbly well hosted by all hands at Platte Valley for a long time.

I hope each of us will be generous in showing our appreciation to Andy and the gang and in our donations to support the Vintage Aero Flying Museum, which we've watched evolve and grow into the world-class venue it is today.

And please bring your wives, friends, neighbors, kids, grandkids, even your own airplane if you like. As Andy always says, "The more, the merrier."

Volabamus Volamus

Spud

Ger Spaulding, CAPT, USN (Ret)
Flight Captain

PLATTE VALLEY *from p. 1*

open-air cockpit before being returned to the Norfolk pier by crane.

Because the pilot was so exposed in that cockpit, it was downright freezing when Ely made his historic landing in January 1911. It was nearly as cold when Coolbaugh flew his Curtiss replica to Norfolk last November. Bob will describe what that was like when he speaks to us at our annual Platte Valley rendezvous on 18 May.



Bob C's replica 1911 Curtiss Pusher in flight

Activities at Platte Valley will get underway at 1100 with a lunch catered by Bennett's BBQ at noon. Bob Coolbaugh's presentation will follow lunch. Then, the good Lord willin', the creek don't rise and if the winds don't blow too hard, the PV Air Force will take to the sky for a flying demonstration of full scale replica WWI aircraft.

As always, the Museum will be open for touring as will the Eagles Nest pilot's assisted living and retirement home. Lafayette Foundation CEO and Flight 18 Associate Andy Parks is making a special effort to complete assembly of the Foundation's SPAD XIII for us to see as well.

Cost for the lunch will be \$20 per person. And because lunch will be catered, an accurate reservation list will be essential. We'll activate our call list on Wednesday the 9th. *See directions to Platte Valley on page 6.*

NOTE: The Vintage Aero Flying Museum's big annual Fly-in and Open House will take place on Sat 19 May, the day after our visit. Details are on the Museum's web site at www.vafm.org.



Final Flights



Joseph H. Kerr
LtCol, USAF (Ret)
Aug 31, 1925 – Nov 8, 2011
Flight Captain – 1996

A proud son of immigrants from Northern Ireland, former Flight Captain Joe Kerr, 86, took his final flight in Brooksville, FL, on 8 Nov 2011, while suffering from advanced Alzheimer's and under hospice care.

After graduating from high school in Philadelphia, Joe enlisted in the Army Air Corps and began pilot training as an aviation cadet. He completed pilot training in 1945 as WWII was about to end. Immediately after the war, his job was to fly with returning pilots in the T-6 to maintain their eligibility for flight pay. In Nov 1945, he was released from active duty, but remained in the Reserves as a 2nd Lt.

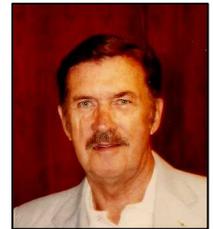
He became a student at Muhlenberg College in Allentown, PA, and two years later married Sarah "Terry" Hughes. They moved to Knoxville, where Joe enrolled in the University of Tennessee. In 1952 he was recalled, spending time in OK, CO and GA with many assignments in Germany and seven years in SAC at MacDill AFB. Along the way, he flew C-47s, C-119s and B-47s and became triple rated as a pilot, navigator and bombardier. Meanwhile, he earned a bachelor's degree from Tampa University.

Joe was awarded the Bronze Star for his service in Vietnam and retired in 1970, spending the next 23 years caring for his first wife Terry, who was afflicted with, and ultimately died, from M.S.

He was a member of Daedalians, MOOA-Tampa Chapter and St. John's Episcopal Church, Brooksville. He served as Flight Captain, Mile High Flight 18 in 1996.

He is survived by his wife Bonnie, four children, seven grandchildren and extended family in Northern Ireland. Burial with military honors took place at the National Cemetery in Bushnell, FL.

(Editor's personal note: Newlyweds Joe and Bonnie were our great neighbors in Aurora, where in 1994 Joe persuaded me to join Daedalians and Flight 18. Thank you, Joe. Fair winds and following seas. – Ger Spaulding)



George R. "Dick" Baker
LT, USNR (Ret)
Dec 12, 1920 – Feb 24, 2012

Born in Danburg, CN, in 1920, Dick completed Naval Aviation Cadet training and earned the gold wings of a naval aviator at Pensacola, FL, on 15 May, 1945.

After flying jet fighters during the Korean War, he shifted to helicopters and was designated a helo pilot on 23 Oct, 1956. Following his retirement from the Naval Reserve in Washington, D.C., in 1969, he worked for the National Transportation Safety Board for seven years, retiring from the NTSB as Chief of the Denver Field Office after 27 years of government service.

Dick and his wife Shirley Louise Baker had three sons, Robert, Mack and Brian. Dick joined Flight 18 and the Order of Daedalians in May of 1992. He was a resident of the Colorado State Veterans Home for the last five years of his life.

His memorial service was held at Grace United Methodist Church on April 14, 2012; his ashes were to be interred at Arlington National Cemetery.

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

Please mail this coupon along with a check for your 2012 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *NOTE: Daedalian Life Members (LMs) and Daedalians whose National dues are current may purchase Flight 18 Life Memberships. If you choose this option, please select the appropriate dues amount from the above schedule, enter that amount in the FLM space below and include it in your check.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2012 Flight Dues \$15.00 or FLM DUES \$ _____] + Flight Dues for prior years @ \$12.00/yr \$ _____ + Scholarship Fund \$ _____ = Total Enclosed \$ _____

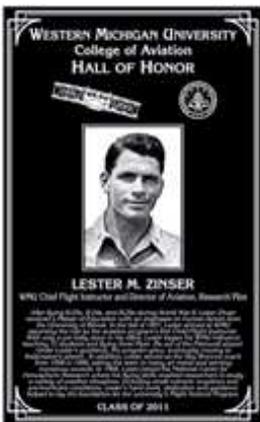
**** Make check payable to: DAEDALIAN FLIGHT 18**

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

Bill Zinser enters WMU's Aviation Hall of Honor

Flight 18 member Lester "Bill" Zinser was one of four distinguished inductees into the Western Michigan University College of Aviation Hall of Honor in June, 2011.

The three other members of the HoH Class of 2011, all WMU alumni, are Ronald L. Sackett, Larry Hoikka and USAF pilot Jeff Haney. Sackett and Hoikka were students of Bill's, whose



HoH resume reads:

After flying B-25s, B-24s, and B-29s during World War II, Lester Zinser received a Master of Education with an emphasis on human factors

from the University of Illinois. In the fall of 1957, Lester arrived at WMU assuming the role as the aviation program's first Chief Flight Instructor. With only a pot belly stove in his office, Lester began his WMU influence teaching 12 students and flying three Piper J5s out of the Plainwell airport. Under Lester's guidance, the program grew, eventually moving to Kalamazoo's airport. In addition, Lester served as the Sky Broncos coach from 1958 to 1966, taking the team to many air meets and earning numerous awards. In 1966, Lester joined the National Center for Atmospheric Research where his flying skills enabled researchers to study a variety of weather situations, including small volcanic eruptions and pre-hurricane conditions. Lester's hard work, dedication and guidance helped to lay the foundation for the university's Flight Science Program.

CONGRATULATIONS BILL!

No root cause found for F-22 Oxygen woes



The USAF's late April announcement that F-22s had deployed to Southwest Asia ironically followed an announcement a month earlier by the Scientific Advisory Board that no root cause had been found for nagging problems with the jet's oxygen system that recently grounded it for months.

The F-22 deployment comes amid press reports of a previously unscheduled exercise to simulate a multinational strike on Iran's nuclear facilities. Reportedly, two aircraft carrier battle groups would join the Raptors and F-15s as parts of the U.S. contingent for the exercise, which would precede another round of US-Iran nuke talks.

The F-22 was returned to flying status in 2011, even though no cause was found for 10 of the 14 "physiological incidents" it experienced over three years between 2008 and 2011. ***



The Marine Corps' formal F-35B Lightning II roll out ceremony Feb. 24, 2012, at Eglin Air Force Base, Fla.

All three variants of the joint strike fighter will be based at the 33rd Fighter Wing, where each service will train maintainers and pilots at the F-35 Academic Training Center and fly aircraft from operational squadrons. A total of 59 aircraft will be stationed at Eglin in the future. Currently the wing has six F-35As and three F-35Bs.

BOGUS E-MAILS

True or False?

Should you ever be forced by a robber to withdraw money from an ATM machine, you can notify the police by entering your PIN # in reverse. For example, if your PIN is 1234, then you would enter 4321.

The ATM recognizes that your PIN is backward from the card you inserted into the machine. It will give you the money you asked for, but unknown to the robber, the police will immediately be dispatched to help you.

False!!!

Nice idea, and maybe one day it will be adopted, but not yet.

True or False?

E-mail contains a collection of incredibly clear photos of the Pearl Harbor attack reportedly taken by a sailor on a ship there and found in an old Brownie camera stored in a footlocker.

False!!!

The photos shown are from U.S. Navy historical archives, where they have been available since the early 1940s.

True or False?

This e-mail perpetuates a column called "I'm Tired," claiming it was written by either Bill Cosby or CSI actor Robert Hall. The column complains of being tired of "spreading the wealth," "paying more taxes to keep others in their homes," "hearing how Islam is a peaceful religion," etc.

False!!!

Neither comedian Bill Cosby nor CSI actor Robert Hall wrote "I'm Tired." It was authored by former Mass state senator and USMC vet Robert A. Hall as an entry on the blog site he maintains as "The Old Jarhead" at <http://tartanmarine.blogspot.com>.

IFS: Gateway to USAF Aviation



Initial Flight Screening (IFS), provided under contract by DOSS Aviation of Colorado Springs, is the Air Force's initial pilot and Combat Systems Officer (CSO) flying screening and training course located in Pueblo, Colorado.

Where it All Begins

Initial Flight Screening (IFS) and Navigator Introductory Flight Training (NIFT) are prerequisite programs to introduce Active Duty, Air National Guard, Air Force Reserve Officers and ROTC cadets, who are candidates for Specialized Undergraduate Pilot Training (SUPT) or Specialized Undergraduate Navigator Training (SUNT), the basics of aviation and navigation before attending SUPT or SUNT training. The IFS program was preceded by the former Enhanced Flight Screening Program (EFSP) which flew the T-3 Firefly aircraft. Following the grounding of the T-3, IFT and subsequently IFS was created.

IFS MISSION STATEMENT

IFS Provides ground/flight training to USAF students in preparation for:

- Specialized Undergraduate Pilot Training
- Undergraduate Combat Systems Officer Training
- Undergraduate Remotely Piloted Aircraft (RPA) Pilot Training

Two Primary Objectives:

- 1) Provide the Air Force an opportunity to screen aviation candidates prior to UFT attendance.
- 2) Begin the development of the student's aviation skills in order to enhance their ability to succeed in UFT.

DA-20



The aircraft - DA20 C-1 "Falcon"

Military trainer version. Powered by a 125 hp Continental IO-240-B engine with a fixed-pitch prop.

Flight instruments moved in front of the right seat, where the student sits. This puts the stick in the student's right hand and throttle in the left, similar to fighter aircraft.



Daily Schedule at IFS

The first week of Initial Flight Screening (IFS) consists of academics. Day one is about 10 hours of typical AF welcome briefings and a PFT. The rest of the week consists of classroom academics for 11 hours a day and one hour of PT with the trainers in the gym. From the second week on, Students will show up each morning in the flight room at a specific hour (this time changes for every flight and rotates weekly) for a formal brief.

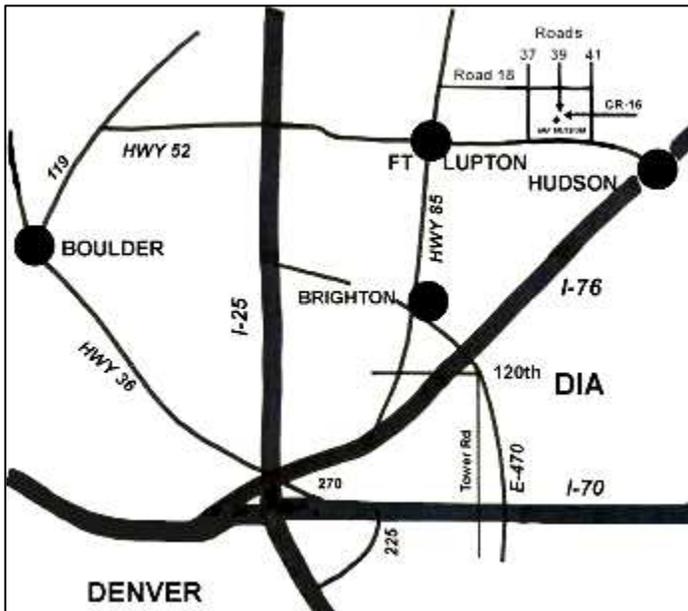
Each morning, the Formal Briefing is led by a student, followed by the Stand Up Emergency Procedure (EP) that is performed by a randomly chosen flight member. The rest of the day is usually spent either flying, in the cockpit trainers located downstairs, working out in the gym, the cafeteria, or in the flight room. Students are required to complete 12 hours of Physical Training (PT) by the time they leave and the sign-out sheets are taken away at 1500 so usually people try to get as much done early as possible.

Flight Syllabus



The flight syllabus introduces a number of maneuvers and procedures in order according to their difficulty. During their flights students learn several basic maneuvers, patterns, and arrivals/departures. Most of the things they'll need to know they learn in the first four flights, the next six are practice. The maneuvers taught include civilian style steep turns, S-turns, power on/off stalls (straight and turning), turns-around-a-point, and slow flight and military style normal approach, no-flap approach, and simulated force landing approach. >>> <<<

Best driving directions to Platte Valley, Vintage Aero Flying Museum



Follow above map to Ft Lupton or Hudson. Then....
 a) Highway 52 to Road 41; b) North 1.5 miles to Road 16; c) West 1 mile to the *Vintage Aero Flying Museum*.

NEWSLETTER NOTICES BY E-MAIL

For several years now, it has been the practice of Mile High Flight 18 to send an e-mail message to every flight member who uses e-mail to let them know when the latest newsletter has been posted (in color) to the flight's web site and is ready to view.

If you use e-mail but have not received such a message about this edition by 3 May 2012, please notify the Newsletter Editor at gerkar@comcast.net.

----- E-mail Warning -----

CAUTION: If you receive an e-mail titled "Nude photo of Nancy Pelosi," DO NOT OPEN IT!

It contains a nude photo of Nancy Pelosi.

There are truths of which I have an inkling, but of most I have only a penciling. ~ Robert Brault

A wise saying is something you keep picking up off the floor in front of your fridge. ~ Robert Brault

After a scolding, a cat goes about its business. A dog slinks off into a corner and pretends to be doing a serious self-reappraisal. ~ Robert Brault

Flight awards two \$1K ROTC scholarships; matching funds requested

Two ROTC cadets from Colorado State University – one Air Force and one Army – have been selected to receive \$1,000 scholarships from Mile High Flight 18 for 2012. Matching funds have been requested from the Daedalian Foundation, which, if approved, will increase the total award to each recipient to \$2,000. The cadets receiving Flight 18 scholarships are:

AFROTC Cadet Jordan M. Lynch is a junior at CSU. A Business Admin major with a cumulative 3.08 GPA, he completed AFROTC Field Training in the top third of his class. He has competed in and satisfactorily completed the annual Bataan Memorial Death March at White Sands Missile Range, NM. Cadet Lynch holds a First Class FAA physical and has completed nearly 20 hours in the DA-20 (see description on p. 5). He has soloed and completed his cross country flights. His career objectives include flying either a 5th generation fighter or a tactical C-130. He hopes to follow his father's footsteps in serving at least 20 years as an active duty military pilot.

AROTC Cadet Aaron C. Olson is a junior at CSU with a major in political science. His cumulative grade point average is 3.6, and he has been on the Dean's List for the last three semesters. In 2009, he was in the University of Colorado Honors Program. While he has no aviation experience at this time, he has taken the Alternative Flight Aptitude Selection Test and aspires to make a career of flying helicopters in the United States Army.

Hats off to Flight 18 Scholarship Chairman Bill Greener for his tireless efforts in managing both our ROTC scholarship and JROTC awards programs. Thanks, Bill!

NEW ELIGIBILITY RULES FOR FLIGHT 18 LIFE MEMBERSHIPS

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

Flight 18 Life Membership Dues	
<i>Current FLM dues (2012 FLM dues)</i>	
Age Group	
30/under....\$305 (385)	61 – 65....\$165 (205)
31 – 35.....\$295 (370)	66 – 70....\$135 (170)
36 – 40.....\$280 (350)	71 – 75....\$110 (140)
41 – 45.....\$260 (325)	76 – 80.....\$90 (115)
46 – 50.....\$240 (295)	81 – 85.....\$75 (95)
51 – 55.....\$215 (265)	86/Over.....\$60 (75)
56 – 60.....\$185 (235)	

*** Sea Biscuits and Scufflebutt ***

ANOTHER GO-AROUND

ATC: "Cessna 123, what are your intentions?"
 Cessna: "To get my Commercial Pilots License and Instrument Rating."
 ATC: "I meant in the next five minutes, not years."

Pilot: "Good morning, Frankfurt Ground, KLM 242. Request start up and push back, please."
 Tower: "KLM 242, expect start up in two hours."
 Pilot: "Please confirm two hour delay?"
 Tower: "Affirmative."
 Pilot: "In that case, cancel the good morning!"

Frankfurt Control: "AF1733, you are on an eight mile final for 27R. You have a UH-1 three miles ahead of you on final. Reduce speed to 130 knots."

Pilot: "Roger, Frankfurt. We're bringin' this big bird back to one-hundred and thirty knots fer ya."

Control (a few moments later): "AF33, helicopter traffic at 90 knots now one and one-half miles ahead of you. Reduce speed further to 110 knots."

Pilot: "AF thirty-three reinin' this here bird back further to one one oh."

Control: "AF33, you are three miles to touchdown, helicopter traffic now 1 mile ahead of you. Reduce speed to 90 knots."

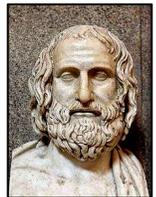
Pilot (a little miffed): "Sir, do you know what the stall speed of this here Chuck One-Thirty is?"

Control: "No, but if you ask your co-pilot, he can probably tell you."



Enduring Truth

"There are three classes of citizens. The first are the rich, who are indolent yet always crave more. The second are the poor, who have nothing, hate the rich, and are easily led by demagogues. Between the two extremes lie those who make the state secure and uphold the laws."

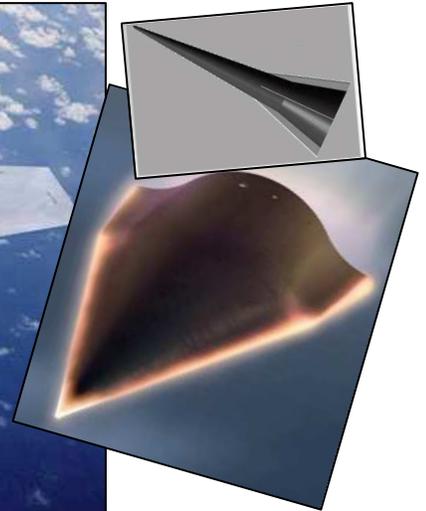


-- Euripides, 420 B.C.

Mile High Flight 18 – 2012

- Flight Captain**..... Ger Spaulding, CAPT, USN (Ret)
 - Vice Flt Capt**Dave Parvin, MAJ, ANG (Ret)
 - Adjutant**.....Dave Kulaas, 1stLT, USAF (Sep)
 - Treasurer** Tom Shaw, MAJ, USAF (Ret)
 - Provost Marshall**..... Dale Boggie, COL, USAF (Ret)
 - Asst Treasurer*..... Hugh Greenwood, CPT, USAFR (Sep)
 - Scholarships*..... Bill Greener, LTC, USAF (Ret)
 - Newsletter*..... Ger Spaulding, CAPT, USN (Ret)
 - COANG Liaison*..... Mitch Neff, LTC, COANG
- (Positions 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>



Manned and unmanned aircraft of the “near” future:

(Left) Northrop-Grumman artist’s conception of the USAF Sixth-Generation fighter (complement to F-35, F-22);

(Center) Boeing artist’s conception of the USN Sixth-Generation fighter (replacement for F/A-18E/F; comp to F-35);

(Upper Right) U.S. Army’s unmanned AHW (Advanced Hypersonic Weapon), now being tested;

(Lower Right) DARPA’s unmanned Mach-20 HTV-2 (Hypersonic Technology Vehicle), one of which crashed last Aug after flying so fast it lost its skin, can fly from NY to LA in 12 minutes.

➤ (DARPA stands for Defense Advanced Research Project Agency. Hypersonic means at least Mach 5.)



Mile High Flight 18
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