

Flight 18 Est 4 July, 1965

# MILE HIGH FLIGHT 18

## Order of Daedalians

### *Newsletter*

May 2014

## May 2014 Platte Valley visit canceled; WWI display to Pueblo's Weisbrod

### 2014 Flight Sked

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 10 days prior to each meeting. If not, please advise Flight Adjutant Ed Quick at [ekquick@yahoo.com](mailto:ekquick@yahoo.com).

<u>Date</u>	<u>Location</u>	<u>Activity/Speaker</u>
17 Jan	Aurora Hills*	"Mig Flight in Moscow"
21 Feb	Aurora Hills*	Ed Quick on Morrie
21 Mar	Aurora Hills*	Falklands Opn Blackbuck
18 Apr	Aurora Hills*	Bill Bower-Doolittle Raid
16 May	Aurora Hills*	Normandy Bch-T. Martin
20 Jun	Aurora Hills*	Reed Sundine-A/Medal
18 Jul	Aurora Hills*	TBA
15 Aug	Wings Over Rox	TBA
19 Sep	Aurora Hills*	Spirit of Flight CEO
17 Oct	Aurora Hills*	Virgin Galactic - JCP
21 Nov	Aurora Hills*	Bus. Mtg/Elections
?? Dec	TBA	Christmas Party

\* Aurora Hills Golf Course Tin Cup Bar & Grill

### *16 May meeting will be at Aurora Hills*

For the first time since 1999, this year, Flight 18 will not be meeting at Platte Valley.

The Vintage Aero Flying Museum is closed—at least for the time being—while a number of options for its future are being considered.

Meanwhile, Andy Parks, VAFM CEO, is preparing to display some of his Museum's World War I artifacts and aircraft at the Pueblo Weisbrod Aircraft Museum, Pueblo Memorial Airport, during the "Pueblo Air Blitz" celebrations 13, 14 and 15 June. Whether this display will become a permanent fixture at the Weisbrod is not yet known. Turn to page 8 for more information about the Weisbrod and the "Pueblo Air Blitz."

With the Vintage Aero Flying Museum not fully intact and currently closed, not only is Flight 18's 2014 visit to Platte Valley canceled, other activities there have been recast and rescheduled. Instead of the WWI-themed fly-in event that had been taking place one day after our meetings, Marilyn Taylor will host a general aviation fly-in at the end of May. *See column 1 for info about that event.*



*Final training of B-24 crews from 1942 until 1945 occurred at the Pueblo Army Air Base. Consequently, the U.S. Congress has proclaimed Pueblo the site of the International B-24 Memorial Museum. The B-24 exhibit, which is currently being redeveloped, provides an overview of the bomber, its mission, and the crews that flew it.*

Go to **PUEBLO WEISBROD..** on page 8

## Platte Valley Airport Spring Fly-In/Drive-in Sat May 31

"Just like old times," the event flyer says. There will be a pancake breakfast 7-10 AM and a BBQ lunch starting at 11 AM, all hosted by Eagles Nest Manager Marilyn Taylor. This is a general aviation fly-in/drive-in event at Platte Valley Airpark, not at the VAFM.

Entertainment by the great Karen Osborne Band. Call (303) 536-4880 for additional information.



## Memo from the Flight Captain

Fellow Daedalians,

I'm a lousy salesman. Which is probably why I spent a career pushing airplanes around the skies, rather than selling cars for Cal Worthington's Dodge.

Which means, that if somebody pressed me to sign up a new member with the Order of Daedalians, I'd probably fail as miserably as if I attempted a quadruple lutz on ice skates! Recognizing your limitations is an important part of life. And I'm pretty sure it applies to salesmanship as well as landing on short runways in a blizzard.

Which gets me back to my humble admission: I probably am not good at signing up a new member with the Daedalians. But then again, maybe I don't have to be. It strikes me that there are plenty of guys I meet every month, who have the gift of gab and are natural salesmen. Heck! Ger Spaulding sold me on the the Flight Captain's job!

So maybe I don't have to be a salesman. Maybe I just have to bring a fellow pilot to the luncheon. For me, and maybe for him, it's only one time. But, given the great fellow Daedalians at the event, there just might be someone who strikes a chord of fellowship. A chord strong enough to close the "sale."

The other day, while I was recovering from three hours of oral surgery, the tech shared a photo of her son. He's returning from Afghanistan, where he served multiple tours

with the Army. "What are his plans, once he's back here?" I asked.

"He's already scheduled for helicopter pilot training," Tech Amy answered.

"When he's done, we'll have to invite him out to lunch with the Daedalians," I said. "We're all military-trained pilots, and I'm sure there are some guys he'd enjoy talking to." Of course I've already planned to connect him with Ed Quick or Bill Greener when that day arrives. I'll let them do the selling. All I've got to do is get the new pilot through the door.

So, if you're like me, and couldn't sell mittens to Eskimos in the middle of winter, don't worry. All you have to do is invite your pilot-neighbor, -friend, or -acquaintance to one of our luncheons. We've got lots of people to "sell." All they need is someone to talk with.

*Volabamus*

*Volamus*

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



## Welcome Aboard

**Anthony M. Mauer**  
COL, USAF (Ret)

*Former Flight Captain*  
*Flight 83, Wichita, KS*



### Tony's thumbnail bio

DOB: 21 Nov 1958

Wings: Sep 1983, Reese AFB, TX

Assignments: Offut AFB NE; March AFB CA; Maxwell AFB, AL;

Stuttgart-Vaihingen, GE; CO, 384<sup>th</sup> ARS, McConnell AFB KS; Scott AFB, IL; Carlisle Barracks, PA; HQ USAF WASH DC; CO, 100<sup>th</sup> Ops Group, RAF Mildenhall, UK; CO, 92<sup>nd</sup> ARW, Fairchild AFB WA; Scott AFB IL.

Military aircraft flown: T-38A, KC-135A/E/R/T, EC-135E, KC-10A (4,700 + military hours)

Education: BA USAFA; MS Embry-Riddle, FL; Masters in Strategic Studies US Army War College.

Retired: 1 Sep 2008 at Scott AFB IL.

Civilian employment: Business Development for Flight Safety Int (FSI).

Spouse: Cathy

Offspring: David (AF pilot) & Julie

Residence: Parker, CO

\*\*\* Memberships pending \*\*\*

Larry Wear, Walt Wise

## Flt awards two \$1K ROTC scholarships

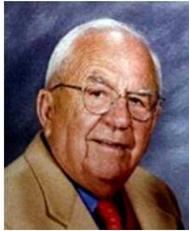
**Jacob B. Robinson** is a senior at CSU majoring in Mechanical Engineering. With a 3.3 GPA, he's been the Wing Commander of Det 90 CSU AFROTC since Jan 2014. In 2013, he served as the Det. 90 Squadron Commander and received the Commanders Military Excellence Award for 2012-2013. He was the Colorado State Push-Up Crew Commander for home football Games in 2011, and has been above 95% on all Physical Fitness Assessments since 2010. He received the American Military Engineer Scholarship in Spring 2013, and was the Rotary Club ROTC Cadet of the Month in Sept. In 2012, he received the National Sojourners Award. Working on his private pilot license, he has been selected for a pilot slot in the USAF. He hopes for a career as a USAF fighter pilot.

**Joel Wetlesen** is a junior math major at CSU sporting 3.32 GPA. Heavily involved in all aspects of ROTC, he consistently places in the top 5 percent of his class and actively seeks opportunities to invest in his classmates. The local Rotary Club recently recognized him as an Outstanding Cadet. He is 2<sup>nd</sup> in command of both the CSU Army ROTC Drill Team and the Color Guard. His career goal is to become an Army Helicopter Pilot.



## Final Flights

**Leroy L. Ohrt**  
COL, USAF (Ret)  
Jun 28, 1925 – Feb 2, 2014



A Life Member, Lee became a Daedalian in 1974 while serving as Deputy Commandant, Air University Institute for Professional Development at Maxwell AFB, AL.

A native of Waterloo, IA, he spent the majority of his career in flying and operational assignments with MAC and SAC. Before going to Maxwell, he'd spent the previous three years as Chief of the Aircrew Evaluation Division and Deputy Director of Combat Operations at MAC Headquarters.

His SAC assignments spanned a nine-year period beginning in 1957 that included duty as an Instructor Pilot at McConnell AFB, KS, and service as Officer in Charge of the Survival Training Center at Goose Air Base, Labrador.

As highlights of his career, he pointed to his tours in the P-38 and P-51, which he flew in SEA, and his AFROTC duty at Idaho University, Moscow, ID.

After a tour flying C-141s, he'd accumulated roughly 8,000 hours of military flight time.

Lee is survived by his wife Martha, whom he married in 2002, and was pre-deceased by his first wife Charlotte. He and Charlotte had three children.

**Dr. Wyley E. Eaton**  
COL, USAF (Sep)  
Dec 22, 1922 – Mar 22, 2014



When Wyley joined the Order of Daedalians and Flight 18 in Nov 2009, he immediately purchased a Life Membership and a Flight Life Membership as well as a Daedalian blazer. He was proud to be one of us.

Born in Davis, MI, he graduated with USAAF class 44-C at Marfa Army Airfield, TX, and served during World War II in the European Theater. He continued his service in the Korean Conflict, and at Selfridge AFB, MI. His career included pilot duties in the UC-78, B-29, B-50, and the C-45/46/47 aircraft.

He separated from the Air Force in 1946, but returned in 1977 as a qualified MD, a role he served until his final separation in 1982. Colonel Eaton leaves behind his wife, Beverly, and two daughters.

Go to **FINAL FLIGHTS** on page 6

### Flight 18 Life Membership Dues Effective Jan 2012

Age Group

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

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

Please mail this coupon along with a check for your 2014 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *NOTE: Daedalian Life Members (LMs) and Daedalians whose National dues are current may purchase Flight 18 Life Memberships. If you choose this option, please select the appropriate dues amount from the above schedule, enter that amount in the FLM space below and include it in your check.*

Name: \_\_\_\_\_ Daedalian # \_\_\_\_\_ Home Phone: (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ e-mail: \_\_\_\_\_

Amount enclosed for: [2014 Flight Dues \$15.00 or FLM DUES \$ \_\_\_\_\_] + Flight Dues for prior years + Scholarship Fund \$ \_\_\_\_\_ = Total Enclosed \$ \_\_\_\_\_

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

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

## FINAL PREFLIGHT

### Checklist Items

## Huh?? Rifle Volleys at military funerals now legal in Colorado

Honoring fallen veterans with three volleys of rifle fire is now legal, officially.

The Colorado General Assembly passed a law clarifying the legality of the honor, reacting to the possibility that the gunfire could be seen as a breach of the peace and get the team rendering the salute handcuffed.

"Currently, firing blanks, even at military funerals where it is customary to carry out a 3-volley salute for fallen members of our armed forces was considered disorderly conduct," Rep. Leroy Garcia, a Pueblo Democrat who sponsored the bill, said in an email.

Republican State Sen. Larry Crowder said the measure ensures that funerals for fallen troops won't be disrupted by police involvement if protesters, including those from the Westboro Baptist Church, famed for agitating at military funerals, call 911.

At first, Crowder said, he was skeptical that the law was necessary.

"I have been on the firing squad with the American Legion in Alamosa for about 25 years, and I have never seen a problem," said Crowder, a Vietnam veteran.

But a check of the laws now on the books shows that the state forbids gunfire in public places except for lawful target practice or hunting.

"There was the potential threat of a problem occurring," Crowder said.

The "three volleys" of seven rifle shots have been used to honor the dead since the "national salute of mourning" was adopted by the American government in 1841, the Department of Veterans Affairs says. The 21 shots represent the 21 states then in the union.

### It's not to be confused with the 21-gun salute, which uses cannons.

In modern times, the gunfire is a traditional part of military funerals, with the volleys fired immediately before the playing of taps.

The bill legalizing the funeral rite was wildly popular.

"There was no objection in the House or the Senate," Crowder said.

But there's still more work to do. The measure, which has been signed by Gov. John Hickenlooper and will take hold in July, only legalizes the shooting at veteran's funerals.

The three volleys are traditionally fired at other events honoring those who have served and died.

Crowder is hoping to push through another measure that will allow the salute at events including Veterans Day and Memorial Day gatherings.

"It's somewhat minor, but I could see a problem," Crowder said.

-- From the Colorado Springs Gazette, 23 Mar 2014

## Cremation benefits

From the Neptune Cremation Society

United States Veterans are entitled to be buried or have their ashes interred in any National Cemetery that has available space at no charge. Currently, the Veterans Administration operates 125 national cemeteries, of which 65 are open for new casketed interments and 21 are open to accept cremated remains only. Burial options are limited to those available at a specific cemetery but may include in-ground casket, or interment of cremated remains in a columbarium, in ground or in a scatter garden. The government runs these programs and benefits may change at any time

Through the Veterans Administration, Veterans may also be eligible for the following benefits:

- \$300 reimbursement towards your [cremation service](#)
- Free headstones or markers in granite, marble or bronze
- Presidential Memorial Certificates

To get more information directly from the Veterans Administration, we recommend the following online resources:

- Burial Benefits: [www.cem.va.gov/](http://www.cem.va.gov/)
- Spouse/Survivor Benefits: [www.vba.va.gov/survivors/](http://www.vba.va.gov/survivors/)

## NOT YOUR FATHER'S MILITARY

*"When I joined the military it was illegal to be homosexual, then it became optional, and now it's legal. I'm getting out before the Democrats make it mandatory!"*

-- Sgt Harry Berres, USMC

*"Fathom the hypocrisy of a government that requires every citizen to prove he is insured...but not everyone must prove he is a citizen." -- Anonymous (not Ben Stein)*

## Aging P-3 Orions active in hunt for MAS Flight MH-370



*Like many other aircraft in the U.S. military inventory, the venerable Lockheed P-3 Orion is nearing its "use by" date. Gradually being replaced by the Boeing P-8 Poseidon, the P-3 was designed to locate, track and kill submarines, particularly those sinister Soviet nuclear-*

*powered ballistic missile subs, each of which could carry enough missiles and warheads to strike some 200 different targets. While the old sub hunter got plenty of visibility during the search for Malaysian Air Flight MH-370, this was far from the first time the P-3 Orion was in the national spotlight, witness the following short story.*

## Sub on the Rocks

By G.H. Spaulding (from his book *C-C-Cold War Syndrome*)

Nov 1981. "We're launching the ready alert," announced the voice on the other end of the phone. "There's a briefing in Operations in five minutes."

"On our way," I responded. I slipped into my flight jacket and, along with my two copilots and the tactical members of my crew, headed for Operations. The remaining crewmembers hustled out to the flight line to spool up the P-3's electronics and have the plane ready for launch as soon as we arrived. Having fully pre-flighted the ready alert aircraft earlier that morning, we should have no trouble getting airborne in the prescribed 45 minutes.

Normally the ready alert would launch for operational reasons—to investigate an unidentified submarine reported to be in our area, to carry out a search and rescue mission, something like that. This flight would be different.

At the time, VP-23 was at its home base, Naval Air Station, Brunswick, Maine, between five-month deployments to Iceland. Of the five P-3 squadrons based in Brunswick, two were deployed, two were in training and one remained ready to pick up any operational tasking that might come along. It was our turn in the barrel as the ready squadron.

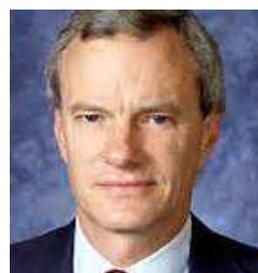
After takeoff we headed south; our destination, Andrews Air Force Base near Washington, D.C. According to our pre-launch briefing, we were to pick up an ABC network television crew, fly out to a training area over the Atlantic and give them an airborne demonstration of the P-3's antisubmarine warfare capabilities. Our demonstration would be featured on *Nightline* with Ted Koppel.

My squadron commanding officer, "Big Ed," an affable Lilliputian of a man with a passion for public relations, had elected to come along to fly the plane. He settled into the left seat and asked me to take charge of the television crew.

"Aye, aye, sir," I said, obediently.

The TV people, their equipment and a representative from the Navy's Public Affairs Office were standing by when we landed at Andrews. We took them aboard then launched again, bound for our Atlantic training area.

ABC had sent a cameraman, a soundman, a producer and its ace national security correspondent, John McWethy. I guided McWethy to a seat at the galley table and toggled coffee into paper cups for both of us as he explained his network's sudden interest in our business.



Seems a Soviet submarine had run aground inside the territorial waters of Sweden and had been hung up on the rocks there for the last couple of days. We knew that; it was in all the papers.

What we didn't know was the depth of public concern the incident had generated in the United States. Could a Soviet submarine, particularly one of those nasty ballistic missile jobs, get as close to the U.S. coast without being detected? That was the question ABC wanted us to answer.

While the cameraman videotaped my tactical crewmembers working away at their assigned stations, McWethy and I chatted in the galley. He asked questions relentlessly and scribbled notes at a furious pace.

Go to **Sub on the Rocks** on page 6

## Sub on the Rocks from page 5

What a golden opportunity! Who wouldn't love to speak *ad nauseam* to a captive audience about what you did for a living. And the beauty part was that McWethy really wanted to know.

"The P in P-3 stands for patrol," I said. "Welcome to patrol aviation."

"Thanks," said John. Pleasant fellow.

"Our patrol designation would probably lead you to believe that we fly up and down the U.S. coasts peering through binoculars looking for bad guys."

"Right. Isn't that what you do?"

What an opening!

I took advantage of it. With a pencil and paper, I sketched out a rough map of the Atlantic with Greenland, Iceland and the UK at its center. The narrow stretches of water that separated the three countries, I explained, were known collectively as the "GIUK (Geeyook) Gap."

McWethy got the idea. One glance at the map made it clear to him that Soviet North Fleet submarines had to pass through that gap when transiting to the Mediterranean or to the western Atlantic. He began to understand why P-3 squadrons deployed for months at a time to places like Iceland, the Azores and Bermuda.

Of course for security reasons, there were things I couldn't tell any reporter. He understood that as well and did a good job using his intellect to fill in the blanks.

And I didn't want him to think that P-3s were our only means of dealing with the submarine threat. There were complementary antisubmarine warfare assets, such as carrier-based aircraft, surface ships, helicopters and submarines he ought to mention in his report. McWethy wrote all of them down.

Later, after we'd completed our demonstration and returned to Andrews, he interviewed Big Ed on camera. Both of them did nicely.

Our feature aired the next night on *Nightline*. Big Ed hosted a party for my crew at his house where we huddled in front of his TV set, cold martinis in hand, to watch the show.

As a general rule, military people have little regard for press people, whose disrespect for classification protocol and penchant for misquoting, muffing their facts and being overly dramatic condition us to view them as untrustworthy. But, to his professional credit, McWethy got it right.

He'd converted his many pages of hand-written notes on all the platforms we'd discussed to file footage and done additional homework after our briefing. His comprehensive report painted an accurate, factual picture of



our ability to keep hostile submarines, particularly Soviet nuclear submarines, off our rocks.

The C.O.'s party was a good one. We had cause to celebrate. We were proud of what we did for a living and our story had been well told by John McWethy.

*Sadly, McWethy was later killed in a skiing accident in the Colorado Mountains. His death was a huge loss to the profession of journalism, which today has simply abandoned many of its most important ethical principles, such as objectivity, fact checking and accuracy. John personified all of that. - Ed.*

## Final Flights

from page 3

**Allen Mann**

**LtCol, USAF (Ret)**

**Nov 23, 1924 – Feb 5, 2014**



Eager to do his part to help the war effort, Al skipped his high school graduation ceremony to sign up for the AAF Aviation Cadet program. He earned his wings and commission on 8 Sep, 1944, at the age of 19.

Ultimately, he would reach the 451<sup>st</sup> Bomb Group in Italy in time to complete three B-24 combat missions before WWII ended and the Group returned to the USA to be disbanded. In its last days in Theater in April 1945, the 451<sup>st</sup> supported the final advances of Allied armies in northern Italy.

After the war, Al was released from active service, then joined the Air Force Reserves, retiring in 1984.

In 1950, he married Margaret Louise, known to her friends and family as Peggy. Married in Cook County IL, their marriage certificate was signed by future Chicago Mayor Richard Daley.

Al also picked up a BA in physics from Knox College in Galesburg, IL, and completed a 26-year career with Martin Marietta (Lockheed Martin).

A Daedalian Life Member, he is survived by Peggy and sons Fred and Frank.

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

### Senior pilot's Lessons Learned

"My wife Gertie and I have been happily married for 40 years; we've been married for 60."

"Yesterday I told her when I die to sell all my stuff right away. She asked why I wanted her to do that."

"I said, 'I figure a woman as fine as you would remarry and I don't want some other a\*\*hole using my stuff.'"

"Without missin' a beat she said: 'What makes you think I'd marry another a\*\*hole?'"



### NEWSPAPERS NOW OBSOLETE

I was visiting my daughter recently when I asked if I could borrow a newspaper.

"Oh, Daddy," she said, "this is the 21st century. We don't waste money on newspapers. Here, use my iPad."

I tell you, that fly never knew what hit it!



**Tweety  
Bird  
at age 60  
and facing  
forced  
retirement**

### THE PARENTS WHO DRUGGED US

The other day I was in an old farmhouse in the adjoining county and someone asked me a rhetorical question, 'Why didn't we have a drug problem when you and I were growing up?'

I replied that I had a drug problem when I was young I was drug to church on Sunday morning. I was drug to church for weddings and funerals. I was drug to family reunions and community socials no matter the weather.

I was drug by my ears when I was disrespectful to adults. I was also drug to the woodshed when I disobeyed my parents, told a lie, brought home a bad report card, did not speak with respect, spoke ill of the teacher or the priest, or if I didn't put forth my best effort in everything that was asked of me.

I was drug to the kitchen sink to have my mouth washed out with soap if I uttered a profanity. I was drug out to pull weeds in mom's garden and flower beds. I was drug to the homes of neighbors to help mow the yard, repair the clothesline, and if my mother had ever known that I took a single dime as a tip for this kindness, my dad would have drug me back to the woodshed.

Those drugs are still in my veins and they affect my behavior in everything I do, say, or think. They are stronger than cocaine, crack, or heroin and if today's children had this kind of drug problem, America would be a better place.

God bless the parents who drugged us!!!

*Anonymous*

### Mile High Flight 18 – 2014

- Flight Captain**..... Roy Poole, LT COL, USAF (Ret)
  - Vice Flt Capt** .....Tim Conklin, COL, COANG
  - Adjutant**.....Ed Quick, CW4, ANG
  - Treasurer** ..... Spencer Mamber, Capt, USAF (Sep)
  - Provost Marshall**..... Dale Boggie, COL, USAF (Ret)
  - Asst Treasurer*.... Hugh Greenwood, Capt, USAFR (Sep)
  - Scholarships*..... Bill Greener, LT COL, USAF (Ret)
  - Newsletter*..... Ger Spaulding, CAPT, USN (Ret)
  - COANG Liaison*.....Mitch Neff, LT COL, COANG
- (Positions in **bold** elected, those in *italics* appointed)

♠ **Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. Exceptions via newsletter and caller notification.**

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

**Web:** <http://www.ghspaulding.com/orderofdaedalianshome.htm>



Coming 13, 14, 15 June 2014 – PUEBLO AIR BLITZ, celebrating aviation history; a new WWI display and aircraft provided by Andy Parks of the Vintage Aero Flying Museum, Platte Valley Air Park in Hudson, CO; the new Colorado Aviation Display and Aircraft; the new Colorado Aviators Hall of Fame; Flag Day and Fathers Day. Over 30 military, vintage and private aircraft on display in two hangars and on the flight line. At 1100 Sat, a parachute team with flag will arrive to salute all veterans and active duty military. This event is sponsored by the Mile High Wing, Commemorative Air Force, the Pueblo Historical Aircraft Society and the Weisbrod Aircraft Museum, 31001 Magnuson Ave, Pueblo, Co. 81001 -- close to the USAF's Initial Flight Screening facilities. (For perspective, Pueblo Memorial Airport is situated NE of the intersection of Highway 50 and I-25.) PAB Admission is \$7 for adults, free for active duty military and kids under 10. Weekend pass, \$12. No charge for fly-in pilots and pax. For additional information, call the Weisbrod Aircraft Museum at (719) 948-9219 or visit their web site at: <http://www.pwam.org/>



Mile High Flight 18  
Order of Daedalians  
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