



MILE HIGH FLIGHT 18

ORDER OF DAEDALIANS

Newsletter

November 2002

Christmas party Dec 19th

Dr. Parks takes final flight



Twelve-year Honorary Daedalian leaves monumental legacy

Honorary Member:

A distinguished individual not otherwise eligible for membership elected by a ballot submitted to all Daedalians worldwide. The number of living Honorary Members may not exceed 15.

It was a proud moment for Flight 18 and for Dr. Parks at the 1990 National Convention in San Antonio when Jim was sworn in as an Honorary Member, Order of Daedalians. His election followed nominations in 1985 and 1989 by Flight 18, to which he was then affiliated as a Flight Associate.

While the support of 36 Founder Members and a half-dozen active-duty general officers certainly boosted his prospects, it was his own impressive record of achievement—in particular his love of WWI aviation history and his tireless dedication to perpetuating it—that made his election possible.

Born Jan 30, 1929, in Rapid City, S.D., Dr. James J. Parks died Aug 22 in Aurora, Colorado, following a long battle with Alzheimer's disease. He was 73.

He entered the University of Wyoming on a football scholarship and later transferred to the University of Minnesota, where he earned both a

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Possible farewell function at Camana

This year's Christmas dinner party promises to be a truly memorable, if bittersweet, event—lots of laughs and Christmas cheer even as we bid adieu to retiring Camana Club manager Jane Herrick and possibly to the club itself. (See Tony Zang's "Z-Gram," p. 3.)

It all happens Thursday, 19 December. Social hour begins at 6:00 p.m., dinner at 7:00.

Dinner options are filet mignon or chicken cordon bleu. Cost is \$20 per person. Make your reservation and commit to your dinner choices when your caller telephones or e-mails you the first week of December. **We will be unable to accept reservations or cancellations after 0900 on 12 December.**

Back by popular demand, the lovely and vivacious "Yumper" Black will MC a "Chinese Auction," our customary means of exchanging men's gifts.

Here's how the program works. Each lady arrives with a tasteful but inexpensive lady's gift wrapped in green, each gent with a clever but inexpensive man's gift wrapped in red. After dinner, the ladies are invited to the gift table to select any green-wrapped gift. Quite civilized.

Meanwhile, the guys draw numbers from a hat. In numerical order, each gent selects a man's gift from the gift table and unwraps it in plain sight. His successor then has the option of selecting a virgin gift from the table or appropriating any unwrapped gift. Anyone whose gift is thus appropriated exercises the same options before the next number is called. This process continues until all gifts have been claimed. No biting, kicking or outright thievery allowed. **And remember, guys, the more creative the gifts, the more fun for all.**



Flashback 60 years to November 1942

The United States has been at war with Germany, Japan and Italy for 11 months and is on the offensive in both the Pacific and European Theaters. Five months have elapsed since the Battle of Midway, which ultimately will prove to be the turning point of the Pacific war. Fighting has been underway for three months on Guadalcanal, the invasion of which marked the first offensive operation in the Pacific. The American bombing campaign in Europe began 10 weeks ago on 17 August when a dozen B-17s attacked the Sotterville railroad yards at Rouen, France, with zero losses. Here are some of the significant events that occurred 60 years ago this month, in November 1942.

Nov 1. In Operation Supercharge, the Allies break the Axis lines at El Alamein.

Nov 8. Operation Torch, the Allied invasion of North Africa begins. U.S. forces land in Algeria, Oran and Casablanca.

Nov 10. Vichy French forces stop fighting Allies. Allied forces begin move into Tunisia. Oran surrenders to Allied forces. U.S.-French naval forces engage off Casablanca. German U-boat lays mines off NY.

Nov 11. Casablanca surrenders to Allied forces.

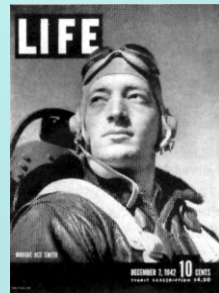
Nov 12-15. Naval Battle of Guadalcanal. Each side loses over 10,000 sailors and 24 ships, which end up at the bottom of Iron Bottom Sound. Japanese withdraw and never again send large naval forces into the waters around Guadalcanal.



Nov 13. Captain Eddie Rickenbacker, America's highest scoring ace in WWI (26 victories), is rescued after drifting in a life raft for 24 days in the South Pacific. During an inspection tour of Pacific bases, his B-17 got lost en route to New Guinea, ran of fuel and crashed well beyond its destination. Rickenbacker and three of his crew are rescued by a two-seater Navy scout plane. He and one crewman are lashed to the wings and the plane taxis 40 miles on the surface back to its base.

Above, Rickenbacker is lifted by stretcher from the Navy scout plane that rescued him from his ordeal at sea. The owner of Eastern Airlines at the time, he'd just begun a tour of Pacific bases at the request of SecWar Henry Stimson. This photo appeared in the Dec 7, 1942, edition of LIFE, which featured articles about USMC pilots on Guadalcanal, fighting in North Africa and the 28 Nov Cocomanut Grove fire in Boston.

** Joseph Stalin was Time's 1942 "Man of the Year"



Dr. Parks *(from page 1)*

bachelor's and a master's degree. He went on to earn a Ph.D. in medical entomology and a medical degree from Johns Hopkins University. In Denver, he completed his residency in obstetrics and gynecology then began a career dedicated to women's health. He operated a clinic in Denver, served on the staff of Denver General's program for women and infants and worked at outreach clinics for indigent patients near Trinidad.

His profession was medicine, but his life-long passion was WWI aviation.

Jim's direct conduit to the WWI era was his father Fred, an infantryman whose hopes of switching to aviation were thwarted when he was disabled by a gas attack during that war.

As a youngster, he was enraptured by war stories told by WWI flyers around the dinner table of his parents' Rapid City boarding house. He took his first airplane ride with one of them at the age of five. Some 30 years later, he would become a pilot himself. In the 1970s, he built his own airplane, a replica Fokker D.VII.

Meanwhile, inspired by the experiences of the veteran pilots who befriended him in the 1930s, he spent years tracking down WWI aviators, acquiring their bios, uniforms and other memorabilia. Eventually, he set up a WWI living history museum in the basement of his home. His collection now resides in the Wings Over the Rockies Air & Space Museum at the former Lowry AFB.

Before moving it to the WORM, Dr. Parks hosted many a visit to his world-class WWI collection in his home.



In 1981, he co-chaired a reunion in Paris for surviving aces of WWI.

Two years later, he organized and

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Flight Captain's Farewell Z-gram

Fellow Daedalians,

As you may remember, at the January 2002 business meeting, we set three objectives for 2002. In short:

1. To support the leadership of the United States and the members of our military. We did this through our prayers, votes, and contact with active duty members.

2. To encourage and solicit new membership. We gained several new members, conducted a recruiting campaign with the local guard unit, and certainly voiced our concern over recruiting active duty pilots at the national convention. We have not to date recruited any active duty members but we certainly gave it our best shot.

3. To fund and present \$2000 in scholarships. We presented this amount in scholarships and, thanks to your generosity and the fund raising efforts of Bill Greener, we had over \$2000 in the fund at the end of September and are now getting a head start on 2003.

We have, in my opinion, accomplished our objectives to the best of our ability and have had a very successful year. I want to thank all members of the flight, especially the officers and committee chairmen, for the excellent support you gave to me this year. This support, in my opinion, is one of the biggest factors in our success.

At both the October and November meetings, I talked in some detail about the status of our general fund. The current dues just are not covering expenses and I assure you your officers have been most frugal in expending flight resources and are doing our best to collect dues from all our members. We estimate a shortfall of approximately \$200 for 2002 and there was also a shortfall of several hundred dollars in 2001. These shortfalls were made up by taking money from our cash reserves. If we continue to do this we will eventually exhaust our cash reserves, which were so carefully accu-

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Z-Gram continued

mulated by our predecessors. We feel these cash reserves should be held, not only to support any contingencies, but also to fund a Daedalian room sometime in the future. For these reasons, I proposed, and the membership at the November meeting approved, a modest increase in dues to \$12 per year.

We were notified in October that the Camana Club may close or change the way it operates at the end of this year, which may require us to find a new meeting location. I am working closely with the pertinent personnel at Buckley to ensure we are kept informed of the club status, but I think it may be a few months until the details of Camana Club operation for 2003 are worked out. Bottom line—we may be meeting at another location in January. Please confirm with your caller the location of the January meeting.

In closing, it has been my privilege to serve as your flight captain during the past year. Your generosity and support made serving in this office a pleasurable experience.

Volabamus

Volamus

Tony Zang

2003 Officers

It may not have matched the drama of 5 Nov when Republicans recaptured the Senate and Democrats retained control of *The West Wing*, but Flight 18's Nov 15 election of new officers was just as decisive. With all ballots counted, here's the lineup for 2003.

Flight Captain – Greg "Yumper" Black

Vice Flight Captain – B.G. Harris

Adjutant – Ray Rider

Treasurer – Tom Shaw

Provost Marshall – Dale Boggie

Scholarships – Bill Greener

Newsletter – Gerry Spaulding

2003 FLIGHT DUES

For your convenience, please cut out and mail this coupon along with a check in the amount of \$12.00 for your 2003 flight dues. Please add any amount you desire to donate to the Scholarship Fund. (Scholarship donations are tax deductible.) *And, remember, your annual Order of Daedalian membership dues are billed by and paid separately to National in San Antonio.*

Name: _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: 2003 Flight Dues \$12.00 Scholarship Fund _____ Total _____

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

** Mail to: **Treasurer, Mile High Flight 18, P.O. Box 470141, Aurora, CO 80047-0141**

Dr. Parks (from page 2)

hosted the final reunion of the La Fayette Flying Corps, an American unit of flyers recruited by the French Government. The Corps named him honorary member number 9. Charles Lindbergh was number 8.

In 1984, Jim helped establish WWI Aces and Aviators Day and for his efforts was received in the White House by President Reagan.


He founded the La Fayette Foundation, whose purpose was to build the AF Heritage Center at the AFA. When funding for the project failed to materialize, Dr. Parks' collection went instead to the WOR. The Foundation's aircraft, including Jim's Fokker D.VII, are hangared at Platte Valley Airport.

Along the way, he found time to help establish Daedalian Flight 54 in Cheyenne, Wyoming. He also identified six eligible WWI aviators, who became Founder Members of The Order of Daedalians.


A Colorado Aviation Hall of Fame inductee, Dr. Parks served as president of the Colorado Aviation Historical Society, was active in the Experimental Aircraft Association, Quiet Birdmen, the American Society of Military Insignia Collectors and a number of WWI aviation-related organizations.

He is survived by daughters Andrea and Cynthia and sons Ted and Andy. His wife Jane died in 1996. Thankfully, Andy, a Flight 18 Flight Associate, inherited Jim's passion for WWI aviation history and perpetuates his "labor of love."

Volabamus Volamus



"Shangri-la" Flight 21 in Pensacola, FL, is offering for sale Daedalian-crested beer mugs and customized coffee mugs with the Daedalian crest and your name on one side and the inscription plus wings of choice on the other. Monies from the sale of these mugs go to Flight 21's scholarship fund and other worthy projects. If interested, contact Ray Rider.





In the beginning



Thunderbirds

Military flight demonstration teams have been "strutting their stuff" for at least 70 years.

Organized at Maxwell Field, Alabama in 1932, the U.S. Army Air Corps "*Men on the Flying Trapeze*" flew the bi-wing P-12 pursuit aircraft until they disbanded in 1936.

They were succeeded by: the "*Skylarks*" (late 1930s, P-12Es, Maxwell); "*Red Devils*" (1949, P-51s, Las Vegas); the "*Guardian Angels*" (c. 1953, P-51Hs, Maryland ANG); the "*Acrojets*" (1949-53, F-80s, Williams AFB); "*Saber Dancers*" (c.1950, F-86As, 94th FIS); the USAFE "*Acrojets*" (c. 1956, T-33s, Germany); and the USAFE "*Skyblazers*" (1949-62, F-80Bs, F-84s, F-86s & F-100s, Germany, France).

There were others as well, including: the "*Saber Knights*" (org 1954, F-86Ds, Nellis); the "*Minute Men*" (1954-59, F-86s, Colorado ANG); the "*Four Horsemen*" (1956-60, C-130s, 774th Troop Carrier Squadron); and the "*Black Knight*" (late 1950s, B-57s, Laon, France).

Meanwhile, two USAFE "*Skyblazers*" veterans, Bill and Buck Patillo, transferred to Luke AFB where they played key roles in forming the "3600th Air Demonstration Team" on 1 June 1953.

Initially dubbed the "*Stardusters*," after a naming contest the team became the "*Thunderbirds*" to reflect the Indian culture of the region surrounding Luke AFB, its first home base and the site of its first performance on 8 June 1953.

Blue Angels

Ratchet back in time to April 1946, barely seven months after the close of WWII. Navy CNO Chester Nimitz, in order to ensure that naval aviation remained visible to the American public, directed the formation of the "*Navy Flight Exhibition Team*" at NAS Jacksonville, Florida.

Flying the F6F Hellcat, the group's first demonstration took place June 15-16, 1946, at Craig Field in Jacksonville.

Their early routines included simulated air-to-air combat against a yellow "enemy" SNJ with a big red meatball painted on either side of the fuselage. The battle ended with the "Zero" retiring in defeat, trailing smoke and a stuffed dummy parachuting to the ground.

A contest at NAS Jax offered a \$10 prize to come up with a sexier name for the team. (Among the 100-plus entries rejected was the "*Century Thunderbirds*.")

But before an upcoming show in New York, right wingman "Wick" Wickendoll, thumbing through *New Yorker* magazine in search of evening attractions in the Big Apple, spotted an ad for the Blue Angel Nightclub. That was it. Thereafter, the team was known as the "*Blue Angels*."

The team's first show as the "*Blue Angels*" was at Omaha, Nebraska. In August 1946, after switching to the F8F Bearcat, the "*Blues*" performed in the Denver International Air Show at what was then Stapleton Airfield. They transitioned to jets in 1949.

*** Scrambled Eggs and Scufflebutt ***

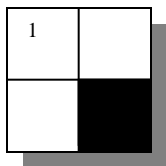
Liberal versus conservative

Associates and students of Winston Churchill insist he never said: **“If you’re not a liberal when you’re 25, you have no heart. If you’re not a conservative by the time you’re 35, you have no brain.”** Perhaps one day we’ll find out who, if not Churchill, actually made this memorable—and insightful—observation.

A “weighty” challenge

Like puzzles? Try this one. You are given 12 stainless steel balls, all identical in appearance. However, one of the balls is either slightly heavier or slightly lighter than the other 11. Using a balance scale, you must determine which is the oddball and whether it is heavier or lighter than the others. You are allowed only three weighings.

Crossword puzzle for simpletons



1 Across: “To be or not to ___”

1 Down: “To ___ or not to be.”

(Solution in next newsletter)

One of the best comeback lines ever

Air Force captain Patrick Lawrence, a 26-year-old F-16 pilot, was charged with lascivious behavior, public indecency and public intoxication after his late-night arrest in a Georgia pumpkin patch. He was caught in the act by deputy sheriff Brenda Taylor having his way with a pumpkin, in which he had carved an appropriately-sized hole with a pen knife. Deputy Taylor said, “Excuse me, sir, but do you realize you’re screwing a pumpkin?”

To which Lawrence replied: “A pumpkin? Damn, is it midnight already?”

Mile High Flight 18

- Flight Captain – Tony Zang, Col, USAF (Ret)
- Vice Flt Capt. – Yumper Black, LtCol, USAF (Ret)
- Treasurer – Tom Shaw, Maj, USAF (Ret)
- Provost Marshall – Dale Boggie, Col, USAF (Ret)
- Adjutant – Ray Rider, Col, USAF (Ret)
- Scholarships – Bill Greener, LtCol, USAF (Ret)
- Newsletter – Gerry Spaulding, CAPT, USN (Ret)

Flight 18 meets the third Friday of each month at the Buckley AFB Camana Club. Alternate sites TBA.

The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.

Bogus (and non-bogus) e-mails

True or false? Certain oil companies refine oil imported from the Middle East/Persian Gulf and others do not. Refusing to buy gas from companies that import from that part of the world will deny income to foreign terrorists. **False!** Turns out the brand name on the pump has little to do with where the oil comes from. Also, if we boycott certain oil companies, they will be left with a surplus, which will be sold to their competitors. The result will be that we’ll be buying the very gas we were trying to avoid in the first place—at an inflated price. Better to just fill up wherever gas is cheapest.

True or false? Our senators and congressmen do not pay into Social Security and do not draw from it. Instead, when they retire, they continue to draw their same pay until they die. **False!** Before 1984, congressmen did not pay into Social Security because they participated in the Civil Service Retirement System. Now, members pay 6.2 % of their salary into Social Security and 1.3% into the Federal Employees Retirement System. The size of their pension is determined by their length of service, age, salary and selected retirement option, but may not exceed 80 % of their salary at time of retirement.

True or false? There have been more than 150 fires at gas stations caused by static electricity. Nearly all of these cases involved women wearing rubber-soled shoes who re-entered their cars during fueling and created a spark when they subsequently grasped the nozzle. Some of these fires occurred prior to fueling as the gas cap was being removed. **True!** It happens mostly to women because men seldom re-enter their vehicles during fueling. The Petroleum Equipment Institute recommends always touching metal elsewhere on the car (i.e., the door) before touching the gas cap and/or fueling nozzle. Also, avoid use of cell phones while fueling. Notice the various warning stickers now appearing on gas pumps.

Source for all of the above: www.snopes2.com.

Classic tower calls

“Air Force four-five, it appears your engine has...oh, disregard, I see you’ve already ejected.”

“If you hear me, traffic is no longer a factor.”

“I’m way too busy for anybody to cancel on me.”

“Climb like your life depends on it...because it does.”



The Thunderbirds and Blue Angels today...and in their respective beginnings.



The "T-Birds" in their first aircraft, the F-84G, in 1953.

(See related story, page 4)



The "Blues" in their first, the F6F, in 1946.



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