



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Nov 2003

Christmas party 11 December

Stand-up affair at Richthofen Castle



Richthofen Castle

7020 E. 12th Avenue, Denver
(NW of Lowry between Monaco and Quebec)

Baron Walter von Richthofen came to Denver in 1877—long before the birth of his famous nephew—and founded the town of Montclair. He erected this castle in 1887 as the show home of his suburban real estate scheme.

The original structure, patterned after Walter's home in German/Austrian Silesia and built of volcanic rhyolite quarried near Castle Rock, was remodeled in 1910 by Edwin Hendrie who had purchased it as his home. The south wing was designed in 1924.

The 35-room castle features an oak-paneled entry hall, hand-tooled leather walls, and a parquet-floored music room that seats 150. The east gatehouse has been converted to a separate residence.

For perspective, Denver's Richthofen Castle was more than 30 years old when Walter's nephew Manfred von Richthofen, the *Red Baron*, was killed in the skies over France in 1918 at the age of 25.

A Daedalian Christmas party at Baron von Richthofen's Castle. Has a nice ring, doesn't it?

It promises to be a memorable event, one that will differ markedly from Mile High Flight's customary holiday get-together. There will be no sit-down dinner and no gift exchange. Instead, we'll enjoy a repast of heavy *hors d'oeuvres*, a Christmas choir program, an open bar and tours of the castle. There will also be valet parking at the front entrance.

Here are the details (also see F/C's letter, p.3):

Date: Thursday, 11 December 2003.

Time: 1800 to approximately 2200.

Attire: Coat and tie, including the green Daedalian blazer. (*Mess dress optional.*) Compatible attire for ladies.

Cost: Approximately \$15.00 per person.

Guests: Only flight members may bring guests.

RSVP: Reservations via your caller. Reservation = commitment to pay.

Driving directions: On the south side of 12th Ave. three blocks west of Quebec.



Final Flights

Andrew M. Riddle

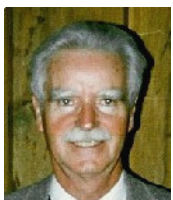
Died
Aug 12, 2003



Born in Pueblo, CO on 17 July 1922, Andy graduated from South High School in Denver and had completed one year at CU when he was bitten by the flying bug. Too young for the Army Air Corps, he went to Canada where he earned his wings and a commission from the RCAF. He was later assimilated into and spent the bulk of WWII flying for the USAAF.

Returning to civilian life after the war, he was recalled for Korea and retired from the Air Force 27 years later. He spent most of his time in SAC, completing 102 B-52 combat missions in Vietnam. He also served tours in the Pentagon, with the FAA and as Air Attaché to the Netherlands. He retired in 1977 with the rank of colonel.

After retirement, he earned a real estate license, worked on astronaut Jack Schweikert's senate campaign and served as president of the local TROA chapter. A Flight 18 member for more than 25 years and a Daedalian Life Member, Andy is survived by his wife Jean, three children and four step-children.



Thomas B. Green

Died
Sep 17, 2003

Tom was a naval aviator who served in WWII and Korea and later retired from Mountain Bell.

He became a Daedalian in 1985, a Life Member the following year.

Born in Boulder, CO on 22 Dec 1922, he earned an MBA from DU after the war.

Tom is survived by his wife Shirley, a sister, two children and three grandchildren. He was interred at Fort Logan.

Edward M. Potter

Died
Jun 16, 2003



Mac Potter, a Pennsylvanian by birth, was a sophomore at American University when he dropped out to enlist in the cadet flying program. He was commissioned in La Junta in June 1942 at the age of twenty. He served in the 445 Group in the UK as first pilot in the B-24 and later, based on Okinawa, flew 58 B-29 missions over Korea. He went on to fly KC-97s and KC-135s and would also complete tours in the Pentagon and at USAF HQ in Wiesbaden. He moved to Denver after his retirement in 1969 with 29 years of service.

He is survived by his wife Carol, two sons and two grandchildren. Burial was at Fort Logan.

Mac spent his last weeks under hospice care at the new **Colorado State Veterans Nursing Home** at Fitzsimons. Carol is enthusiastic in her endorsement of this facility and the wonderful attitude of its staff.

Note: None of our recently departed flight members had biographies on file with the Adjutant. We are indebted to their families for providing the above information.

Welcome Aboard New Members

Dennis M. Kaan, Col, USAF

In July Dennis took over the PAS job at CSU, where he heads up the AFROTC program. Flight 18 has awarded scholarships to five ROTC students at CSU in the last four years.

Dennis is a command pilot with over 3,200 flying hours in T-37s, T-38s, T-41Cs, KC-135As & Rs and the KC-10.

He flew operational missions supporting the Cold War, *Just Cause* in Panama and *Southern Watch* in Saudi Arabia. He also commanded a T-41C training flight at the AFA, the 350th ARS at McConnell, the 437th Support Group at Charleston and the 72nd ABW at Tinker. A Daedalian since 1995, Dennis and his wife Betty live in Fort Collins. They have two sons, one of whom is an AFROTC cadet at CSU.

Joseph B. Niemeyer, Col, USAF (Ret).

Joe retired on 1 Nov following a tour as ODC Chief at the American Embassy in London, the culmination of a 26-year Air Force career. He recently signed on with Lockheed in Aurora.

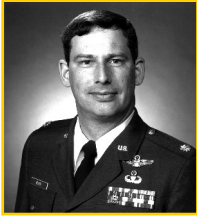
A 1977 Air Force Academy grad, he accrued over 4,200 hours in C-141s, which included dropping 82d Airborne troops into Panama in Operation *Just Cause*—the Division's first combat jump since WWII. Joe also participated in both *Desert Shield* and *Desert Storm*. Subsequently he was part of the C-17 initial cadre and commanded AMC's C-17 operational test squadron, helping bring the program to acquisition decision. He wound up with 700 hours in the C-17.

After a year at ICAF, he served as a staff officer with OSD, then as Deputy Commander, 62nd Operations Group at McChord before reporting to London.

Joe is a seasoned Daedalian with some 23 years under his belt. He and his wife Louise reside in Highlands Ranch and have one son.

Continued page 5, column 1

From the Flight Captain



Fellow Daedalians:

What a great year we've had so far and next year should be just as good if not better. My thanks go out to all of the Mile High Flight Officers who have worked hard to make it happen and for the participation of the membership that makes it all worth while.

First, old business: Thanks to the membership for those great War Stories last September; they were exceptionally interesting, very entertaining, and of course completely true!

Outstanding job by John Shinn in October telling us about his experiences in RF-86 reconnaissance overflights of China and the Soviet Union way before the U-2 and SR-71.

If you missed LCDR Black's presentation on modern technology transfer from the military and commercial aviation to general aviation as defined by the Cirrus SR 22, too bad...it was very interesting.

Next on the agenda for new business is the **Christmas Party** at the Richthofen Castle. (*Details, page 1.*) You don't want to miss this gala event. I personally guarantee an incredible experience for all. The event starts at 1800 and continues until about 2200. Costs should not exceed \$15.00 per person. *Caution, the castle is on the south side of 12th Ave, not on Richthofen Parkway which is one street south.*

When you pull into the castle driveway, we should have valet parking available. There will be a short receiving line to introduce you to our hosts, Jerry and Ester Priddy. Formal pictures will be available for couples and groups on the grand staircase and in other areas of the castle. Come hungry because there will be heavy *hors d'oeuvres* available throughout the castle and a free bar consisting of beer, wine, and associated mixed drinks and sodas. There will also be a formal **Christmas Pageant** presented by the Greenfield High School Chorale Group, *Bella Voca.* (continued)

The castle is a museum within itself and we'll have tours for those who want them; otherwise, feel free to mingle and wander around. Downstairs in the Red Baron's Fighter Bar, toasts using several of the Red Barons personal victory shot cups will take place with an appropriate donation made to the Lafayette Foundation for those wanting to participate.

There will be no exchange of presents as in the past. **However, gentlemen are highly encouraged to bring a little something nice wrapped up for your lady to present to her during the evening at your bidding (recommended costs not to exceed \$20.00).** The idea is to show appreciation to our wives/wingladies who have put up with us for so long.

Other news includes the re-election during the November meeting of the current Mile High Flight Officers for another term. They do an outstanding job in all their departments and I could not do my job without their excellent support. My personal thanks to them for all their effort and support.

Next year we expect to have many guest speakers to include:

- Representatives from the Laotian Air Forces to tell us of their contributions in Vietnam.
- Daedalian member, Lucile Wise to tell us about the Women Air Force Service Pilots (WASP).
- Representative commanders from Fort Carson to tell us about what is going on in Iraq from their perspective.
- Lockheed presentation on the F-22 Raptor, and
- Two sessions of War Stories

May you all have a very Merry Christmas and the most outstanding of holidays. Daedalians, I look forward to our continued fellowship next month and throughout 2004.

Volabamus Volamus

Zumper

GREGORY D. BLACK, USAF (Ret)
Flight Captain
Mile High Flight

2004 FLIGHT DUES

For your convenience, please cut out and mail this coupon along with a check in the amount of \$12.00 for your 2004 flight dues. 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: 2004 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**

Welcome to Mel's Diner— make that Mel's war story winner

Our 19 September luncheon at Aurora Hills featured another round of “five-minute” war stories. By a voice vote nearly close enough to trigger a manual recount, Mel Eisaman’s “*The real secret of the flyin’ saucers*” nosed out first-rate flying tales by Jim Harrison, Bob Early, Yumper Black, and John Cannon as best of the brunch.

In 1954, 2nd Lt Eisaman is undergoing advanced flight training in F-86s at Nellis AFB. With the Korean War over and the Cold War still spooling up, it is the era of the UFO. Sightings of UFOs are commonplace as is fear of invasion by little green men from Mars. Indeed, young Mel has just recently read the official report of an Air Force F-84 pilot’s chilling “close encounter of the third kind.” But Mel remains skeptical; clearly, the F-84 pilot is a flake.

The scheduled four-ship formation hop is scrubbed when the instructor’s aircraft goes down prior to takeoff. As Mel recalls it, he and his fellow students are dispatched to fly independent solos. “I go up and do all the usual stuff—acro, buzz a few lake beds and try to find a train to buzz. I’m lookin’ around to see if I can figure out where I am, ‘cause I know I’ll have to find my way back to the base, when all of a sudden, my God, there’s this disk out in fronta me! It’s a flyin’ saucer!”

“That sucker’s out there in fronta me goin’ down toward the mountain peaks. Well, I tell ya, the ol’ hair stands up on the backa my neck. I get kinda seriously lookin’ at this thing and I start tryin’ to follow it. I turn a little and that sucker goes *zip, zip*, one way or ‘nother, and he speeds up and he slows down—exactly like that F-84 pilot had described.”

“I watch this thing and it changes direction. I mean, the g-forces it has to be able to withstand to accelerate and

stop and back up and do all these things—phenomenal! Just like that F-84 pilot said.”

“So this goes on for a little while and, all of a sudden—boom!—it disappears, just like the F-84 pilot said was his experience. Well, I sit there in a turn, tryin’ to get my knees to quit knockin’, slow my breathin’ down and so forth. Hopin’ that sucker isn’t tryin’ to get behind me, I keep comin’ around in my turn, about 360 degrees, and—boom!—there it is again! I turn towards it. Then I notice....that...I can control its movements with my stick!” (Here, the audience begins to snicker.)

“So I reach down and turn off the gunsight reticle and pippier. Now whenever we fly, we always turn the gunsight on so we don’t maneuver and damage the gimbals in the gyro. Of course you only turn on the reticle and pippier if you’re gonna use it. But it would sit in there all the time computing and so forth. What was happening was the disk of the sun was goin’ into the sight and reflecting and bein’ projected out in front of me just like the pippier would be. So all these motions I was makin’ was the computing sight tellin’ me to pull lead and do all these other things, ya know.”

“Well I breathe a big sigh of relief, I’ll tell ya. I think, wow! This is pretty good. I’ve solved the mystery of the UFO. I’ll probably be a frappin’ national hero or somethin.’ I’m about bingo fuel now, so I figure out the direction to the field and head in, all elated ‘cause I’m gonna tell this story and solve all this stuff, ya know.”

“But by the time I hit initial, I’ve changed my mind. I got to thinkin’ about standin’ in front of the squadron commander’s desk, tryin’ to explain to him that I’d seen a flyin’ saucer. Finally I decide to hell with this hero stuff, I’d better keep this to myself. So after all these years, you’re privileged today to learn the real secret of the flyin’ saucers.”



The Wright Stuff

A Toast to Orville and Wilbur

Celebrating the 100th anniversary of the Wright Brothers’ historic flight

Guest Speaker: Mr. Paul Harvey.

Honorary Chair: Gov Bill Owens, who is also scheduled to speak.

Date: 17 December 2003.

Times: **1800**—reception, “Wright Stuff surprise boxes;” **1900**—dinner & program; **2100**—Countdown to Kitty Hawk with dancing to Jerry Barnett’s Savoy Orchestra.

Place: Wings Over the Rockies.

Dress: Aviator or cocktail attire.

Daedalian blazers encouraged

Special attraction: Wright Flyer Simulator - flight controls identical to those used by Orville and Wilbur.

Purpose: To raise funds for the Museum to support youth and adult educational programs and community outreach projects; to recognize Colorado’s Hall of Fame aviators.

Costs/reservations –tables of 10.

\$3000 for a corporate table, or

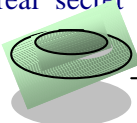
\$250 per plate for a “Patron.”

\$150 per plate for a “Friend.”

Table wine and cocktails included

Tax deductibility: Wings is a 501(C)3 non-profit. The cost of the ticket, minus value of food and entertainment, is deductible as a donation. Ticket will specify values.

POC: Ron Smith; 720-941-3488; or e-mail feezookma@comcast.net.



New Members *from p.2*

Lucile Doll Wise, WASP

Of some 25,000 women who applied for the Women Airforce Service Pilots (WASP) flight training program, only 1,800 were accepted. Of that number only 1,100—including Lucile—would graduate and become pilots.

She already knew how to fly by the time she started WASP flight training in May 1943 at Avenger Field, Sweetwater, TX, where she would earn her pilot wings in November of that year.

She was assigned to the AF Weather Regional office in Kansas City as (the only) administrative pilot. She accrued nearly 500 hours flying military transport missions in the Cessna UC-78 and Beech C-45 before the WASP organization was disbanded in Dec 1944.

Although OTS was part of their training program, WASP were not awarded commissions upon graduation as they expected. Instead, they flew as civilians. Not until 1977 did Congress recognize their service as military and grant military benefits to the surviving pilots. Barry Goldwater sponsored the effort after intense lobbying by Lucile and other WASP. In 2003, WASP also became eligible to join The Order of Daedalians.

Having served as WASP President from 1998 to 2000, Lucile now lives in Aurora. She has two children and two grandchildren.

TenEyck LaTourrette, 1Lt, USAFR

TenEyck (a Dutch name pronounced TEN-IKE) is a 120th Fighter Squadron pilot with the COANG. He graduated from the F-16 Replacement Training Unit in July of this year and is now completing his aircraft qualifications. He hopes to attend Weapons School in the near future.

Born in Elgin, IL in 1974, he graduated from Evergreen High in Evergreen, CO, then from the University of North Dakota with a BS in Aeronautical Studies in 1995. Finding no pilot

slots available in the Air Force at that time, he went to work as a crop duster and flying for a sugar beet company.

While flying for Great Lakes Aviation/United Express, he became an airline captain at the age of 23. In 1998 he went to work for UAL and 14 months later was a first officer in the Boeing 727. In December 2000, he took a five-year military leave from UAL, enlisted in the ANG and earned his commission from the Academy of Military Science at McGhee-Tyson ANGB in Knoxville, TN. After Air Force pilot training, he pinned on his wings at Sheppard AFB in Aug 2002.

A distinguished graduate of nearly every school and training course he's completed, TenEyck is already an old pro with over 4100 hours of flight time under his belt. His father is an ex-Army and retired UAL pilot, while his younger sister is a Navy jet pilot.

TenEyck, who is single and lives in Aurora, became a Daedalian earlier this year at Luke AFB. While his squadron mates have yet to anoint him with a call sign, we think "Dutch" would be appropriate.

Lewis J. Radeff, LCDR, USN (Ret)

A Tailhooker from Lackawanna, NY, Lew completed two years of college before opting for a career in naval aviation. He entered flight training as a Naval Aviation Cadet, earning his gold wings and commission in Pensacola, FL on 29 Aug 1952. He retired in 1971 with nearly 5,000 pilot hours and over 300 carrier landings to his credit.

His first assignment was with a PBM anti-submarine squadron based at North Island, CA. The squadron soon embarked aboard CVE *Sicily*, which delivered them to Guam for four months of shore-based operations.

He would fly and/or instruct in the SNB-5, T-33, T-2V, AD-5/7, F2H-2/4, the Douglas F-3D Skynight, F9F, S-2, T-28, C-131 and the A-3 aboard USS *Coral Sea* in the Gulf of Tonkin.

Continued page 6, column 1

Honoring Korean War vets



The official 50th Anniversary Korean War Commemoration period, which began 25 Jun 2000, came to a close 30 Sep 2003. But let us never forget.

Wearing of pilot wings

National Commander VADM (Ret) Staser Holcomb is encouraging us to wear the pilot wings we earned—the full sized ones—on our green Daedalian blazers. Wings should be worn over the Daedalian crest, just above the left pocket. Name tags should be worn on the right side. These items are to be positioned on the blazer just as they are on the military uniform.

Need a Daedalian blazer?

Call the "Coat King"

Our Coat King is Mike Daciek. Contact him by phone at (303) 470-0341; e-mail mikedaciek@earthlink.net.

Cost for the blazer is \$93 (\$103 for sizes over 52) shipping included, and cost of the Daedalian crest is \$21. Delivery time approximately two weeks.

Mike's personal testimonial: "Wearing the Daedalian blazer can dramati-

Can you solve this timely cipher?

(Each letter stands for another. T = H)

TOAO RV VJDOGTRSN KRGT
KTRZT IMM GIRMTJJFOAV ZIS
INAOO: NJ SIYL, COIG IADL!

New Members *from p. 5*

Additionally, he served as staff instrument instructor at NAS Glenco, Carrier GCA and Air Intercept Officer aboard USS *Shangri-La* and conducted NATO ORIs at Izmir, Turkey.

Following his retirement from the Navy, he spent 17 years as a supervisor and district sales manager in the retail gas business before retiring to the golf course. Lew and his wife Antonette, who have two grown daughters, live in Evergreen.

Thomas J. Cappelletti, Maj, USAFR

Tom's a busy guy. He has an Air Force job, an airline job, a safety consulting business and is helping his wife Janeen raise two-year-old twins, one of each flavor.

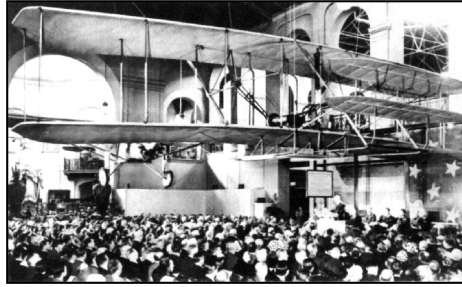
A native of Newton, MA, he's a 1987 graduate of Worcester Polytechnic Institute, which he attended on an AFROTC scholarship. He spent his initial two-year assignment doing the sort of technical work for which he'd been groomed at WPI—as an Airframe and Test Project Officer with AFSC at Wright-Patt—before being selected for flight training.

He earned his pilot wings in Jul 91 at Williams AFB, where he also became a Daedalian. Then it was off to Scott AFB, from where he flew C-9A aeromedical missions for the next eight years. In 1998, he went to work for UPS and is now a first officer in Boeing 757/767s.

In his current Air Force Reserve assignment, he hangs his hat in the Denver Tech Center as a Government Flight Representative with the Defense Contract Management Agency. He manages flight and ground operations for DoD contracts at White Sands Missile Range and Roswell, NM.

In his spare time, Tom runs a small aviation consulting business. He, Janeen and the twins reside in Niwot, CO.

Wright Flyer on display - 1948



Not until 1942 did the Smithsonian recognize the Wright brothers as the first to pilot a powered aircraft. Only then did Orville retrieve the Flyer from London, where it had been on display for two decades, and donate it to the Smithsonian. It was first revealed to the American public at the Arts and Industries Building on 17 December 1948, exactly 45 years after Kitty Hawk. It now resides in the National Air and Space Museum on the Washington Mall.

Pilot award proposed



**Candidate
DPA
trophy**

***Others
will also be
evaluated***

The Flight 18 staff is considering donation of an annual award intended to demonstrate support of the COANG's 120th Tactical Fighter Squadron at Buckley AFB. The proposed ***Mile High Flight 18 Distinguished Pilot Award*** would go to a local F-16 pilot selected by Mile High Flight through a nomination process, the details of which are currently in development.

At our November luncheon, members authorized an expenditure of up to \$500 for creation of the award to include a perpetual display for the squadron spaces—pending squadron and wing approval, of course.

Comments or suggestions may be submitted to any flight officer.

Look Ma, No Hands!

By Bob Swanson, Flight 18

My first flying job after retiring from the USAF is as Chief Pilot for Riss International in Kansas City. Most of my time is spent trying to bring "300 Mike," an old DC-3 that hasn't flown in months, up to FAA standards. It is decided that the old girl needs cosmetic surgery—new fabric and paint.

On 27 Oct 1968, I fly the aircraft to Sebring, FL for the rework. On 10 Jan '69, I'm flying it back to Kansas City.

Departing Sebring, the weather is hot and humid and I'm dressed accordingly. Over Alabama, it starts to get cold in the cockpit. No sweat, turn on the heater. Oops, no heater! I get clearance for a lower altitude, which helps a little—very little. Now there's snow on the ground and I'm getting colder by the minute. Much colder.

Two choices: land and retrieve a jacket from my hang-up bag in the rear of the plane; or keep flying and dash back there and grab it. Two problems: first, the boss and a bunch of bigwigs are to meet the aircraft at my original ETA, so I don't want to be late; second, I'm flying solo with no autopilot. Naturally, I opt for the in-flight dash.

I trim the plane slightly nose down to accommodate my run to the rear and off I go, knowing if an engine quits I'm dead. As I grab my hang-up bag, I hear the cockpit door slam shut. No big deal. Eager to get to the controls and re-trim for straight and level, I run toward the cockpit, twist the knob and push. The door is stuck! It's a fancy wooden door that appears to have swollen from the heat and humidity of Florida. I pound it hard with my shoulder. No luck. Again. *Nada*. Now I'm desperate! I back up, get a running start and throw myself full force at the recalcitrant door. It breaks into pieces, but, by God, I'm back in business.

When I land in Kansas City and taxi to the hangar, the boss is waiting.

"Sure looks good," he shouts.

"Wait'll you see the inside!"

*** Sea Biscuits and Scuttlebutt ***

About the above banner

In keeping with the long-standing Air Force custom of referring to aircraft as ships (“four-ship formation,” “I’ve lost my ship,” etc.), the injection of even more Navy lingo into the pages of this newsletter seems to your “salty” old editor to be perfectly appropriate. But, you ask, what the hell do the terms *sea biscuit* and *scuttlebutt* actually mean? And what do they mean in the context of this newsletter? Read on.

Sea biscuit: A hard biscuit made with only flour and water. Otherwise called hardtack.

Scuttlebutt: Originally a ship’s water cask. Now a drinking fountain. Also, shipboard gossip.

On this page of the Flight 18 newsletter, the words are intended to suggest “odds and ends,” “bits and pieces,” “hard facts and humor,” “miscellany”—whatever floats your boat or flies your ship.

Why airplanes are easier to live with than women

- * Airplanes usually kill you quickly; a woman takes her time.
- * Airplanes can be turned on by the flick of a switch.
- * Airplanes don’t get mad if you do a touch and go.
- * Airplanes don’t object to a pre-flight inspection.
- * Airplanes come with operation manuals.
- * Airplanes have strict weight and balance limits.
- * Airplanes can be flown any time of the month.
- * Airplanes don’t come with in-laws.
- * Airplanes don’t care how many airplanes you’ve flown before.
- * Airplanes don’t mind if you look at other airplanes.
- * Airplanes don’t mind if you buy airplane magazines.
- * Airplanes expect to be tied down.
- * Airplanes don’t comment on your piloting skills.
- * Airplanes don’t whine unless something is really wrong.
- * However, when airplanes go quiet—just like women—it’s usually not good!

Facts debunk one-vote myths

With the 2004 presidential election less than a year away, no doubt we’ll soon be showered with “examples” of how history was changed by a single vote. But beware of legend masquerading as fact. Some of the popular myths certain to be dusted off and re-circulated are:

Myth: A proposal to make German the official language of the United States was defeated in Congress by one vote.

Fact: In 1795, a group of German-Americans from Augusta, VA, petitioned Congress to have federal statutes printed in German as well as English. The issue was debated in the House, but never voted on. Instead, Congress passed and President Washington signed a bill requiring federal statutes to be published exclusively in English.

Myth: In 1868, one vote saved President Andrew Johnson from impeachment.

Fact: Johnson had already been impeached. The Senate vote in favor of removing him from office was 35-19, one short of the required two-thirds (36-18) majority.

Myth: A one-vote change in each precinct in Illinois would have defeated John F. Kennedy in 1960.

Fact: Kennedy won in the Electoral College by a 303 to 219 margin, too big a spread for Illinois’ 27 electoral votes to make a difference.

Myth: George W. Bush won the presidency in 2000 because of a 5-4 party-line decision by the U.S. Supreme Court effectively terminating ballot recounts in Florida.

Fact: The U.S. Supreme Court ruled 7-2 on 12 Dec 2000 that a statewide manual recount of “undervotes” mandated by the Florida Supreme Court four days earlier was unconstitutional. Why? Because the mandate failed to provide a common standard for counting such ballots. The Chief Justice of the Florida Supreme Court had warned in his dissent from that court’s 4-3 decision mandating the recount that the ill-considered decree was contrary to Florida law and would not withstand constitutional scrutiny. He was right. Bush ultimately won the presidency because he won every legitimate count of the Florida vote.

Mile High Flight 18 2003/2004

Flight Captain.....“Yumper” Black, LtCol, USAF (Ret)
Vice Flt Capt.....Tom Martin, Col, 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)
(Positions in bold elected, in italics appointed)

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

Upper left: Ready for grand opening—the Steven F. Udvar-Hazy Center, the Dulles Airport annex of the Smithsonian Institution’s National Air and Space Museum in Washington, D.C. **Lower left:** “Enola Gay” is one of over 200 aircraft and 135 spacecraft—including the Space Shuttle “Enterprise”—on display at the annex. **Right:** Virtual view inside the main hall with an SR-71 Blackbird in the foreground. Opening ceremonies of the Udvar-Hazy Center on 9 Dec will feature a **Salute to Military Aviation Veterans** and a keynote speech by JCS Chairman Gen Richard B. Myers. The \$311-million annex will open to the general public on 15 Dec, a week after the military tribute and two days before the 100th anniversary of the Wright Brothers’ first flight at Kitty Hawk in 1903.



Mile High Flight 18
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