



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter



Nov 2006

Enjoy a “Tin Cup” Christmas 15 Dec

2007 Flight Schedule (so far)

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

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
19 Jan	Aurora Hills*	Greg Allyn – U-Boats
16 Feb	Aurora Hills*	Iraq vet Marine NCO
16 Mar	Aurora Hills*	BG Edwards on USAF
20 Apr	Aurora Hills*	BG Martin on the F-22

* Aurora Hills Golf Course Tin Cup Bar & Grill

More traditional gift exchange on tap to replace lengthier Chinese Auction

For those new to the Flight, our annual Christmas party with wives and significant others typically features a nice dinner and a gift exchange. Aside from recent excursions to the Richthofen Castle and the Governor’s Mansion for a change of scenery, the thing that has been most flexible has been the manner of the gift exchange. On a number of occasions, we’ve employed a Chinese Auction, whereby everyone had a limited number of chances to “steal” gifts others had selected from the gift table.

This year, things will be more traditional. We’ll have a sit-down dinner at our favorite watering hole, the Aurora Hills Tin Cup Bar & Grill, after which ladies and gents, in turn, will select gifts, which then may not be “stolen.”

MEN should bring an inexpensive (meaning \$10 or thereabouts) man’s gift wrapped in GREEN; LADIES should bring a woman’s gift of similar value wrapped in RED. And here’s how to remember the right color: men’s gifts should be wrapped in the color of the Daedalian blazer, ladies’ in the lipstick shade that will put you in deep kimchi if your wife finds it on your collar.

Dinner will be a choice of Prime Rib or Chicken Piccata. Price is \$26 per person, which must be paid by check NLT 12 Dec in order to secure your reservation.

Times are: Social hour - 1800; Dinner - 1900, followed shortly thereafter by the gift exchange.

IMPORTANT: PLEASE USE THE MAIL-IN COUPON ON PAGE 5 TO MAKE YOUR RESERVATION.

Tom Martin encores to lead Flight again in 2007

Fourteen years after his first stint as Flight Captain in 1993, Tom Martin has been elected by the membership in a landslide to lead Flight 18 again next year. Some observers believe the strength of his victory gives him an unquestioned mandate to govern as he damn well sees fit.

Asked how he intends to leverage his mandate from the members, he said: “Lo, I must hurry after them and discover where they goeth, for I am their leader!”

Martin’s election followed a long and bloody campaign, replete with off-color advertising made possible by several pennies in 527 contributions. No, wait a minute! Before the vote at the 17 Nov business meeting, Martin was observed telling an off-color joke and drinking a Bloody Mary paid for by member number 5270. That was it!

All other members of the 2006 staff, coerced to stay on, were re-elected to serve next year. Thank you, one and all.



Mock 4



Fellow
Daedalians,

Here is attempt number four—my last—at keeping you posted.

Our committee members were very busy preparing for the November business meeting.

The Bylaws Committee Bill Greener, Mel Eisaman and Bob Robertson have prepared an extensive revision of the Bylaws that has been approved by the officers and has been sent to you under separate cover. In essence, after much discussion and deliberation, the officers recommended that the Bylaws be streamlined to reflect overall governance and that the day-to-day operations be removed and be included in separate SOPs which will be an addendum to but not an integral part of the Bylaws. We will vote on the proposal at the 15 December meeting. If you cannot make that meeting, it's imperative that you clip out the proxy form included at the end of the proposal and mail it to Ron Smith, our Adjutant. We must have a positive 2/3 vote of the members to approve the amendments.

The membership Committee, Tony Zang, Ron Smith, Ger Spaulding and Ray Rider, dealt with the problem of delinquent dues and two new proposals evolved over time to deal with the issue. Flight Life Membership (FLM) and Flight Member Emeritus (FME), explained on pages 3 and 4 of this newsletter, were approved by the membership at the November business meeting. The officer staff will soon be crafting SOPs to guide the management of the FLM and FME options.

This year's guest speakers have been most informative. I believe this trend will continue with prospects we have lined up for 2007.

I hope to see you and your spouses or significant others at the Christmas Party at the Tin Cup Grill at 1800 Friday 15 December. What a way to ring in the Holiday Season and reflect on what a great year we have shared together. See the related article on Page 1 and the clip-and-mail reservation form on Page 5 of this newsletter. Remember that both reservations and cancellations must be received no later than 12 Dec. Also, when wrapping your gifts: green is for men, red is for women. See you there.

Volabamus Volamus

Bob

Robert K. Mock, COL, USAF (Ret)
Flight Captain

Welcome Aboard



Edgar C. Benson, Jr.
LCOL, USAF (Ret)



Born in Highland Park IL in 1931, Ed eventually entered the aviation cadet program, earning his pilot wings at Vance AFB, OK in August 1954.

He began his military aviation career flying C-124s for MATS at Dover, followed by an instructor tour in the same aircraft at Tinker. In 1965 he reported to the 89th Military Airlift Sqdn command post at National Airport in Washington flying VIPs all over the world in Connies, the VC-137 (Air Force One), 707s and KC-135s.

In 1970, Ed was off to join the 39th Air Rescue Squadron in Cam Ranh Bay to fly HC-130s in Vietnam and points west. Returning to CONUS in Dec 1971, he found himself back in C-124s this time at Dobbins. As that aircraft approached retirement, he was transferred to Savannah, GA, from where he would fly one of the last two C-124s to the boneyard.

After his retirement from the Air Force on 1 May 1975, Ed remained in Savannah working for Flight Safety instructing in both the simulator and Gulf I and Gulf II aircraft.

In 1977 he moved to Denver to become pilot/Chief Pilot for the Davis Oil Company, from which he retired in 1994 after 17 years with the company.

For hobbies, Ed lists golf, computer, gardening and grandchildren. He and his wife Martha, having raised three children, live in Highlands Ranch.



Alexander A Vivona, Jr
COL, USAF (Ret)

Al is a long-time Daedalian, who only recently transferred to Flight 18 after moving

back to the area from Sarasota, FL.

A New Yorker by birth in 1932, he earned his commission via ROTC in 1954 and his wings with Class 56-G.

Before he retired from the Air Force on 31 Jan 1981, he would accrue 5000 hours in C-124s, another 5000 in C-141s, 500 in C-47s, 1000 in C-123s and 500 in T-39s. He would qualify as an IP/FE in each of those aircraft and was the first IP to reach 2000 hours in the C-141 at McChord AFB.

Among his career highlights, he lists his assignment as a Candlestick Night FAC in Laos in the C-123, a tour in Studies and Analysis at MAC HQ, another as Chief of Strategy and US Force Plans at HQ PACOM, and a stint as Assistant DCS Ops Plans, HQ MAC.

Post retirement, he served as Project Manager for Payload Integration at Martin Marietta in Denver. Later he got involved in volunteer work, first with Red Cross Managed Health Fairs in California, then for ten years as an AARP Tax Aide in Sarasota, FL. In 2005, he was appointed to the National Taxpayer Advocacy Panel.

Al enjoys golf and garden work. He and his wife Beckie reside in Aurora.

Flight 18 now offers Life Memberships

At the 17 Nov annual business meeting, the membership overwhelmingly approved a proposed Life Membership program which allows members of Flight 18 who are Daedalian Life Members to pre-pay their Flight dues for life at a discounted rate. Under discussion for more than a year, the FLM proposal was endorsed by the Flight's elected officers on 10 Nov and referred to the membership for approval.

In other flights Life Memberships have proven highly beneficial to members who opt in and have reduced their staffs' dues collection workloads. This is especially true in the case of older Daedalians whose diminishing capacities can make management of their financial affairs increasingly difficult. Often the unfortunate consequence is that an aging member who inadvertently neglects to pay his annual dues is dropped after a year or so of delinquency. Members are strongly encouraged to take advantage of the Flight Life Membership option while they're able so as to avoid such a fate.

A recent incident in Flight 18 illustrates the sort of problem that can be ameliorated by the FLM option. When a long-time Daedalian and long-time Flight member suffered diminished capacity earlier this year, his daughter assumed Power of Attorney over his affairs. Apparently she had no appreciation for the importance to her father of being a Daedalian, for she proceeded to cancel his memberships in both the Flight and the Order. Thus—suddenly and apparently without his knowledge — his connection to pilot friends with whom he'd long enjoyed a special fraternity and the shared experience of a proud career in military aviation was severed. No longer does he receive the national magazine or Flight newsletter. When he passes on there will be no Final Flight article for him in the newsletter and no "In Memoriam" mention in the *Daedalus Flyer* magazine. Chances are

poor that either we or his Daedalian friends in other parts of the country will even hear of it. All because a family member acted, we assume with the best of intentions, to protect the value of his estate.

Had this individual purchased Daedalian and Flight Life Memberships, none of this would have happened. He would have remained a Daedalian as long as he lived and would have been remembered appropriately after his last flight. He would also have had the satisfaction of knowing that his military aviation career would be recorded for posterity in his Final Flight article. We know from years of experience that the grand kids tend to cherish these articles.

In Flight 18 there would also have been a donation in this individual's name to the Daedalian Scholarship Fund, the amount of which would have been matched by National.

Unfortunately, there have also been several instances where aging members, even after several reminders, have neglected to keep their Flight dues current. By-laws at both the national and Flight level require that Daedalians whose dues are more than one year delinquent must be dropped from the rolls. Recently nearly a dozen members of Flight 18 have been dropped for non-payment of dues.

Moreover, of the last 21 members of Flight 18 to pass away, 14 were dues delinquent when they took their Final Flights. For each member who opts in, the Flight Life Membership program eliminates the delinquency problem.

The Flight Life Membership option approved on 17 Nov also includes a provision that allows the Flight's officer staff, in extraordinary circumstances, to bestow Flight Member Emeritus status on a Daedalian Life Member who has been a member of Flight 18 for at least 10 years. Such circumstances were not specified, but rather left to the staff's discretion.

HOW TO BECOME A FLIGHT LIFE MEMBER?

See Page 4

2007 FLIGHT DUES

Please mail this coupon along with a check for your 2007 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *Daedalian Life Members (LMs) are eligible to purchase Flight 18 Life Memberships and stop paying annual dues. If you choose this option, please select the appropriate dues amount from the schedule on Page 4, enter that amount in the FLM space below and include it in your check.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2007 Flight Dues \$12.00 or FLM DUES \$ _____] + Flight Dues for prior years @ \$12.00/yr \$ _____ + Scholarship Fund \$ _____ = Total Enclosed \$ _____

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

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

How to become a Flight 18 LM

Flight 18 Life Membership Dues

(Annual Flight dues = \$12.00)

Age Grp

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

If you are a Daedalian Life Member (LM) and wish to become a Life Member of Flight 18, rather than paying annual Flight dues of \$12 for 2007, simply pay the dues amount corresponding to your age group in the above chart. Because dues are payable NLT 31 Jan, use your age on that date to determine your age group. Clip the dues payment coupon on Page 3, enter the amount of your FLM dues from the chart, add any delinquent dues you owe plus any amount you desire to donate to the Scholarship Fund, enclose a check for the total and mail to Flight 18 at the address indicated.

If you are not a Daedalian Life Member, you must purchase a LM at the national level in order to become eligible for a Flight Life Membership. Opting into both LM programs is strongly recommended, especially for our most “seasoned” members.

461st Test Flight Squadron Reactivated

The 461st Flight Test Squadron was reactivated on Oct. 27, 2006 at Edwards AFB California. The squadron will be responsible for testing the conventional take-off and landing variant of the F-35 Lightning II, and will also play a role in testing the other variants of the aircraft. The 461 FLTS is trying to contact former members of the squadron from its days in West Germany and Luke AFB Arizona in the hopes of recovering the history of the squadron and significant historical squadron artifacts. Also, since the 361st Fighter Squadron and 461st Fighter Squadron were consolidated in 1985, the 461st FLTS is hoping to make contact with members from the 361st FS during World War II. If you are a previous member of the squadron and would like to share your bit of squadron history, please call 661-277-5942 or send an e-mail to 461FLTS@jsf.mil.



Former Flight Captain Ed Huber at the controls of an SNJ. The occasion was a two-ship fly-by as part of a 31 July memorial at Kelly Airpark for Glenn Maben, an Airpark resident and test pilot who was killed six days earlier while test flying a Spectrum 33 business jet prototype. Here, Huber, who also lives at Kelly Airpark, is flying wing on an RV-6 piloted by Darrel Watson. The aircraft Ed's flying, dubbed "Thumper," is a 1944-vintage SNJ-5B owned by John Zayac and based at Centennial Airport. Now in its sixth year of racing, Thumper was the Bronze Class winner two years ago and finished fourth in the Silver Class last year. Kelly Airpark is near Elbert, northeast of Colorado Springs. (More Huber-news on page 6.)

Use your car as burglar alarm

Are any or all of your vehicles equipped with “keyless entry?” If so, the remote control on your keychain probably has a “panic button,” intended to help you locate your car when you’ve forgotten where you parked it at the mall.

But there’s another way your “panic button” may be helpful. Keep your keys in a readily accessible place, such as on your nightstand. If you suspect an intruder, grab your keys and press the panic button. If you have more than one vehicle with keyless entry, press all of your panic buttons. In each case the alarm will sound until you press the button again or your car battery dies. Advance testing is recommended.

Army's new slogan? Beats “An Army of One”



Flight's 1976 by-laws finally overhauled

Approval of membership required; your proxy vote is essential

Earlier in November, every member of Flight 18 should have received a letter dated 7 Nov from Flight Captain Bob Mock describing proposed changes to Flight 18's 1976 bylaws and encouraging you to vote on the proposal.

So, how do you go about voting? Complete the proxy ballot that came with the letter, put a stamp on it, seal it with tape and mail it. Simple.

But the simplicity of the procedure is inversely proportional to the importance of your vote in the referendum/approval process. In order to update our current bylaws, a favorable vote of at least two thirds of the active membership is required. If too few proxy ballots are returned, we'll be stuck with outdated bylaws until a successful referendum can be accomplished.

Why overhaul the bylaws?

Because in the three decades plus that have elapsed since they were adopted, policy changes at the National level have rendered some of their provisions obsolete. In addition, our own experience has shown that the operating procedures envisioned then simply don't work in the real world.

The idea was to produce a set of documents that carefully preserve the Tenets and Objectives of the Order of Daedalians and continue to honor our Founders and their principles, but that are more consistent with the way the Flight actually operates today.

If you take the time to review the Flight Captain's letter and your enclosed copy of the proposed new bylaws, you can determine for yourself that these goals have been met.

What are some of the major changes?

Reduced redundancy by folding relevant provisions of our constitution into the bylaws and eliminating the former;

Updated the definitions of various

categories of Daedalians to reflect similar changes at the National level. For example, there are no Founder Members still living, and no longer is there a Junior Member category. References to gender and minimum age requirements were also updated.

Meeting procedures/quorum requirements were made more realistic.

Generally simplified the bylaws and made them more durable by removing detailed descriptions of Flight Officer duties and responsibilities and placing them in separate Standard Operating Procedures. That will allow future updates to these procedural matters without the necessity of holding a full-fledged referendum, such as the one now underway.

So many things to mail in.

True. And the two most urgent are the Christmas Party reservation form below and your proxy ballot. Mail your ballot ASAP even if you plan to come to the party. Okay to include your ballot, reservation form and Flight Dues coupon in one envelope, if mailed in time to be received NLT 12 Dec.

FLIGHT 18 CHRISTMAS PARTY

Reservation Form

(Clip and mail with check. Must be received NLT 12 Dec)

Particulars

Date, times: Friday, December 15 2006; Social hour - 6 pm; Dinner - 7 pm.

Place: Aurora Hills Tin Cup Bar & Grill

Attire: Daedalian blazer/sport coat & tie; corresponding for ladies

Gifts: Men's wrapped in green, ladies' in red.

Menu choices: Prime Rib or Chicken Piccata; Cost \$26 per person.



NAME: _____ MENU CHOICE beef or chicken (circle one)
 NAME: _____ MENU CHOICE beef or chicken (circle one)
 NAME: _____ MENU CHOICE beef or chicken (circle one)
 NAME: _____ MENU CHOICE beef or chicken (circle one)

TOTAL AMOUNT ENCLOSED (# OF ATTENDEES x \$26) = _____

Mail to: Mile High Flight 18 Christmas Party, P.O. Box 472976, Aurora, CO 80047-2976
ALL RESERVATIONS AND CANCELLATIONS MUST BE RECEIVED NLT 12 DECEMBER

Huber leads Spreading Wings

COLORADO BARNSTORMING TOUR

Back in June we received the following e-mail message from former Flight Captain Ed Huber:

Guess what I have been doing this week? I have been training to fly this 1929 Eaglerock bi-plane that was built in Colorado. I will be using it in a Barnstormer Tour around Colorado where we will be doing aviation programs with schools.



Have I been humbled! This is the first bi-plane that I have ever been pilot in command of. I have been in bi-planes before but generally as a passenger. My tailwheel experience has helped but as a Stearman pilot told

me, this is nothing like flying a Stearman. It has a Continental 300/7-cylinder radial engine. I am hoping to get my sign-off/approval to fly it solo tomorrow.

Then on August 30th there arrived another message from Ed:

I leave Labor Day for this 6-week tour of airport/communities in Colorado. I will be flying the 2001 Piper Saratoga for the first part of the tour and the Eaglerock for the last part starting with Canon City and ending at Front Range Airport. I will be flying to each community.

Ed's next message on 9 September was dripping with enthusiasm and excitement:

Some of you to include my wife think I have left the country and may never come back. But I am doing good things for kids and have been working on this project along with my state staff of seven and 17 communities—each community with its own staff, volunteers, teachers and students. What a rewarding experience!

I thought I had done just about everything I could with aviation but now I am a Barnstormer.

I started flying around Colorado on Labor Day and will not be finished until Oct. 6. Check out the program, schedule, and tour progress with photos at: www.wingsmuseum.org

The weather was so bad in Meeker on Friday that I had to leave my plane there and drive to Eagle. We hope to drive back tomorrow/Sunday and get it. If weather permits then I hope to fly to Denver and exchange planes.

While we could never get the web site to open while the tour was in progress, Ed was kind enough to send along the event's official flyer (next column).

SPREADING WINGS COLORADO BARNSTORMING TOUR

AIRCRAFT PHOTOS - BARNSTORMING ACTIVITIES - FLIGHT SIMULATORS - GUEST SPEAKERS - PILOT VISITS - COLLECTORIAL ACTIVITIES

WEEK ONE	WEEK TWO	WEEK THREE	WEEK FOUR	WEEK FIVE
Denver Kickoff August 29 Centennial	Western September 11 Eagle	Southeast September 18 Durango	Southeast September 25 Canon City	Northeast October 2 Colorado Springs
NorthCentral September 8 Granby	NorthCentral September 15 Montrose	NorthCentral September 22 Alamosa	Southwest September 29 Lamar	Southwest October 6 Akron
Southwest September 9 Steamboat Springs	Southwest September 16 Montrose	Southwest September 23 Alamosa	Southwest September 30 Lamar	Southwest October 7 Greeley
Southwest September 16 Montrose	Southwest September 23 Alamosa	Southwest September 30 Lamar	Southwest October 7 Greeley	Southwest October 14 Front Range

Presented by

Then, a few days ago, while in New York, Ed sent the following message, which put everything into perspective:

The Spreading Wings Colorado Barnstorming Tour was a program affiliated with the Wings Over the Rockies Air and Space Museum. The Tour began with remarks from Governor Bill Owens on Aug. 29 at Centennial Airport and ended Oct. 6 at the Front Range Airport. Erik Lindbergh, the grandson of Charles Lindbergh, was the honorary chairman of the tour. I served as State Tour Coordinator responsible for planning and coordination of the project. I flew to each of the 17 communities while a volunteer, Jeff Franta, drove the flight simulators and support material to each location.

The Spreading Wings Barnstorming Tour was designed to showcase and celebrate the contribution of local airports to their respective communities. It also focused on the importance of aerospace to Colorado.

The main goal of the barnstorming tour was to motivate young people through the excitement of aerospace. Its purpose was to encourage kids to achieve in math and science, and to develop character values important in aviation and all walks of life. For the children, who had been pre-selected, there were two hours of hands-on aviation education programming. They also had a chance to talk with pilots, and build and experiment with their own balsa planes. The program also included a segment to honor a local pioneer aviator as well as new student pilots.

Each local airport had at least two static aircraft on display—a vintage aircraft, and a modern, front-line aircraft. The students were able to get up close to aircraft and even get inside some of them.

-- Ed Huber

BRAVO ZULU, ED. Volabamus, Volamus in spades!!!

*** Sea Biscuits and Scufflebutt ***

A Different Christmas Poem

The embers glowed softly, and in their dim light,
I gazed round the room and I cherished the sight.
My wife was asleep, her head on my chest,
My daughter beside me, angelic in rest.
Outside the snow fell, a blanket of white,
Transforming the yard to a winter delight.
The sparkling lights in the tree I believe,
Completed the magic that was Christmas Eve.
My eyelids were heavy, my breathing was deep,
Secure and surrounded by love I would sleep.
In perfect contentment, or so it would seem,
So I slumbered, perhaps I started to dream.

The sound wasn't loud, and it wasn't too near,
But I opened my eyes when it tickled my ear.
Perhaps just a cough, I didn't quite know, Then the
sure sound of footsteps outside in the snow.
My soul gave a tremble, I struggled to hear,
And I crept to the door just to see who was near.
Standing out in the cold and the dark of the night,
A lone figure stood, his face weary and tight.

A soldier, I puzzled, some twenty years old,
Perhaps a Marine, huddled here in the cold.
Alone in the dark, he looked up and smiled,
Standing watch over me, and my wife and my child.
"What are you doing?" I asked without fear,
"Come in this moment, it's freezing out here!
Put down your pack, brush the snow from your sleeve,
You should be at home on a cold Christmas Eve!"

For barely a moment I saw his eyes shift,
Away from the cold and the snow blown in drifts.
To the window that danced with a warm fire's light
Then he sighed and he said "It's really all right,
I'm out here by choice. I'm here every night.
It's my duty to stand at the front of the line,
That separates you from the darkest of times."

"No one had to ask or beg or implore me,
I'm proud to stand here like my fathers before me.
My Gramps died at Pearl on a day in December."
Then he sighed, "That's a Christmas Gram always
remembers.
My dad stood his watch in the jungles of 'Nam',
And now it is my turn and so, here I am.

I've not seen my own son in more than a while,
But my wife sends me pictures, he's sure got her smile."

Then he bent and carefully pulled from his bag,
The red, white, and blue... an American flag.
"I can live through the cold and being alone,
Away from my family, my house and my home.
I can stand at my post through the rain and the sleet,
I can sleep in a foxhole with little to eat.
I can carry the weight of killing another,
Or lay down my life with my sister and brother..
Who stand at the front against any and all,
To ensure for all time that this flag will not fall."

"So go back inside," he said, "harbor no fright,
Your family is waiting and I'll be all right."
"But isn't there something I can do, at the least,
Give you money," I asked, "or prepare you a feast?
It seems all too little for all that you've done,
For being away from your wife and your son."
Then his eye welled a tear that held no regret,
"Just tell us you love us, and never forget.
To fight for our rights back at home while we're gone,
To stand your own watch, no matter how long.
For when we come home, either standing or dead,
To know you remember we fought and we bled.
Is payment enough, and with that we will trust,
That we mattered to you as you mattered to us."

Author unknown



Introducing the new Palm Pilot

Final catapult launch of an F-14 Tomcat takes place from the deck of USS Theodore Roosevelt (CVN 71) on 28 July 2006. After 36 years of service, the F-14 was officially retired from the Navy by way of a Sunset Ceremony held 22 Sept at NAS Oceana, VA. The Tomcat is being replaced by the new F/A-18E/F Super Hornet.



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