

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter



Nov 2007

Oh come 12 Dec all ye Ho, Ho, Ho-ers

YOUR URGENT ATTENTION REQUIRED!

Please note that reservations for the Christmas party must be received by mail NLT Friday 7 December. Best grab your checkbook right now, fill out the reservation form on page 2 and mail it without delay—but with payment enclosed, of course.

Tom Martin, current staff re-elected for 2008

Except for the fact that the current Treasurer and Assistant Treasurer will swap responsibilities, this year's officer staff will remain in place for 2008. Tom Martin, whose first stint as Flight Captain was in 1993, will become only the third individual to lead the Flight for three terms. The late Russ Tarvin, who founded Flight 18, holds the distinction as Mile High's only four-term Flight Captain.

After a campaign nearly devoid of flip-flopping, name calling and tap dancing, election of the entire staff was by acclamation at the Nov business meeting. As usual, the conclusion of the vote elicited a collective "whew!" from the floor as members quietly hoping to avoid responsibility realized they were off the hook for another year.

See page 7 for a complete list of Flight officers and their current duties.

Good cheer, excellent dinner and great band on tap for Christmas party

This year's Christmas party figures to be the best in many years, if not the best ever.

In addition to excellent company, heartfelt camaraderie and a fine meal, there will be professional entertainment in the name of The Osburns, veterans of five world tours for the US military. The group's featured performer is internationally acclaimed and award-winning recording artist Karen Osburn, an inductee in the Colorado Country Music Hall of Fame.

She and her brothers sing and perform a wide range of music, including Big Band, jazz, swing and easy listening. (See more about The Osburns on Page 3.)

This year we've scrubbed a gift exchange of any kind so as not to interfere with the live entertainment. That was an easy decision. And judging from the initial reaction, it was also a popular one.

Dinner will be a choice of Filet Mignon Beef Oscar or Parmesan Encrusted Chicken Breast Oscar.

(Oscar is lump crabmeat and veggies in Hollandaise Sauce.)

Price: \$26.50 per person, which must be paid by check no later than 7 December in order to secure your reservation.

Times: 1800 - Social hour;
1900 - Dinner.

Dress: Daedalian blazer/sport coat and tie for gents; corresponding attire for ladies.

IMPORTANT: PLEASE USE THE MAIL-IN COUPON ON PAGE 2 TO MAKE YOUR RESERVATION. MUST BE RECEIVED BY FRI, 7 DEC!



From the Flight Captain



Fellow Daedalians:

You have once again given me the great honor of serving you as Flight Captain for Mile High Flight 18. Thank you for your confidence in electing me to another term.

I also thank Don Neary for returning as Vice Flight Captain, Ron Smith for returning as Adjutant, and Dale Bogie for accepting his 75th consecutive term as Provost. In addition, I would like to thank Hugh Greenwood for stepping up to the demanding task of Treasurer.

Ed Cutler is stepping down as Treasurer after doing a fantastic job for the past two years. He will continue to support the Flight as Assistant Treasurer. Gerry Spaulding will continue his great work as newsletter edi-

tor, but only until a replacement is found. I expect that to happen sometime in the next 25–30 years!!!!!!!

The Flight 18 Christmas Party will be held on Wednesday, December 12 at the Tin Cup at Aurora Hills Golf Course. Because we are having professional entertainment, we will skip our “traditional” gift exchange this year. Reservation instructions and other information are included in this newsletter. Please use the coupon below to make your reservation.

This year we’ll be presenting a special award at the Christmas Party for outstanding service to Mile high Flight 18. Bill Greener has served as our Scholarship Chairman for more than 30 years. He has spent countless hours collecting funds, reviewing applications, and presenting awards to outstanding students all over the Front Range region. He is the personification of a basic Daedalian principle of encouraging and assisting younger generations to receive valuable Aerospace education and promoting military aviation as a career.

Our January meeting will be on the normal schedule on Friday, January 18th at Aurora Hills. In addition to the swearing in of Flight Officers for 2008, I invite any Daedalians who have not been formally sworn in to participate in an Induction Ceremony. As our guest speakers we have tentatively scheduled members of a combat helicopter crew who are veterans of the current conflict. Should be a memorable presentation.

As we enjoy this joyous holiday season, I would suggest you dedicate your prayers and support to the all young men and women of our armed forces and their families. The great freedoms we enjoy in this country are not free. They often come at a terribly high price. We know—we’ve been there.

Have a happy holiday season.

Volabamus Volamus

Tom

Thomas C. Martin, LTC, USAF (Ret)
Flight Captain

FLIGHT 18 CHRISTMAS PARTY

Reservation Form

(Clip and mail with check. Must be received NLT 7 Dec)

Particulars

Date, times: Wednesday, December 12, 2007; Social hour - 6 pm; Dinner - 7 pm.

Place: Aurora Hills Tin Cup Bar & Grill

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

Entertainment: The Osburns (great band)

Menu choices: Filet Mignon Beef Oscar or Parmesan Chicken Breast Oscar.

Cost: \$26.50 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 \$26.50) = _____

Mail to: Mile High Flight 18 Christmas Party, P.O. Box 472976, Aurora, CO 80047-2976
ALL RESERVATIONS AND CANCELLATIONS MUST BE RECEIVED NLT 7 DECEMBER

Osburns to play at Christmas party

By Bob Resling



The music for our dancing and listening pleasure will be courtesy of "The Osburns." Karen, Darrell and Gary Osburn have a terrific legacy in Denver dating back to when their father was a local music personality with his own Denver television show during the 1950s.

The three, along with brother Rod, provided the music for my USAFA reunion last month and were absolutely marvelous. They know all the hits from our era. Karen and her brothers have worked together professionally for over 27 years, among other things, performing five world tours for the US military.

Karen, an accomplished singer and song writer, is an inductee in the Colorado Country Music Hall of Fame. She and her brothers sing and perform all types of music including Big Band, jazz, swing, easy listening, etc. If you put Karen's name in a search engine, you will find several of her songs listed among the top ten in several European countries. She has released six CDs and a Christmas CD, which consists of original songs she wrote. One of her Christmas compositions, "Grandma's House," recently received an original artist award in Nashville.

All of the Osburns sing and each can play every instrument in the group. We are truly fortunate to be able to book this popular entertainment group for our annual Christmas Party. This one should not be missed. See you there!

REMINDER YOUR PAID RESERVATION MUST BE RECEIVED BY MAIL NO LATER THAN 7 DEC. See pp.1&2

9/11 Post Script

By Ed Cutler

In the Spring of 2001, my daughter and her husband journeyed to Baltimore to attend the wedding of his cousin to a Navy lieutenant, a Naval Academy graduate. The groom wanted to be a naval aviator like his older brother, but his eyes prevented that, so he went into naval intelligence and was assigned to the Pentagon. The wedding was a traditional Navy affair, in whites with crossed swords, etc.

Six months later, in September, my daughter and her husband traveled again to Baltimore for the groom's funeral. He was buried next to his brother, who was killed in a carrier landing accident two brothers who lost their lives in service to their country. They are buried in the Baltimore Jewish cemetery.



Welcome Aboard

John Walters, LTC, USAF (Ret).



John's thumbnail bio

DOB: 30 Jan 1937

Wings: Class 62H, Laredo AFB, TX

Assignments: Myrtle Beach, Bien Hoa, RAF Wethersfield, Ubon, Pentagon, Air Command & Staff, ICAF.

Aircraft/hours: F-100/2,000; F-4/500; A-1/1,000; other/500.

Total flight hours 6,000 (4,000 mil, 2,000 civ)

Retired from USAF: 1976

Post-retirement: Dir of Aeronautics, State of Arizona; CEO Sunwest Airlines

Spouse: Margaret

Residence: Littleton, CO

2008 FLIGHT DUES

Please mail this coupon along with a check for your 2008 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *Only Daedalian Life Members (LMs) are eligible to purchase Flight 18 Life Memberships and stop paying annual dues. If you qualify and choose this option, please contact the Treasurer to determine the correct amount to include in the FLM space below.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2008 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**

THE PILOT'S BOND

by

Daedalian Barry Goldwater

The following commentary was previously published in at least two places: *Daedalus Flyer*, Dec 1961; and *The Legacy of Daedalus, War Stories and Flying Tales*, 2000.

The moment a man steps down from the cockpit after his first solo flight, he joins a fraternity which neither has nor needs a designation. Flying has the bond of the sky and the firmness of the air which fills it. It presents a challenge that is respected and answered by all who fly, and because of this, one pilot is brother to all others.

The pilot feels a bond between himself and that captain of the airliner in which he is traveling, even though the captain never turns around as he walks his way to his office up front. The airman joins quickly in a conversation obviously airborne and no questions are asked about his place in the world—his place he has chosen for himself. The air opens the door of friendship wherever he may be.

This is a strange medallion of circumstance worn by all of us who fly and there isn't an acceptable explanation for it. It doesn't exist between doctors, or lawyers or merchants or politicians. What the substance of it is, I have never completely determined, and I am not worried about it because it is there and that is what matters.

As close as men who fly feel about each other, there is even a closer association between those who flew with the military, and it is in this quadrant that the Daedalians are oriented. While I have not been a member of this organization for too long, and while I have not attended a convention, I have the comforting feeling that a visit to any Flight would find the smoking lamp on and the cup of cheer overflowing. But more importantly, assuring bonds of friendship would prevail.

It was a wise move on the part of the original members, pilots of World War I, to extend the order to the pilots of the Second World War. Had this not been done, there would, in all probability, have been developed another organization for the latter group. This then would have meant the creation of a myth that there is something different between those who flew early in war and those who came later.

This, of course, is not true. The air knows no division. Its challenges are constant in their being and strength. And it matters not how one goes forth to solve them—in a Spad—a B-17, or a 104, a Great Lakes Trainer, a Waco or a Bonanza. The sky is the bond and the air makes it strong. In the growing Order of Daedalians, there will be the respect of the younger pilots for the older ones just as there will be the same feeling for those who follow in this organization for those who now feel the youth of time.



With a little help from "the Gipper," one Daedalian (Barry Goldwater) helps pin the fourth star on another (Jimmy Doolittle) in 1985.

Just like the creek, blazer costs rise again

Better order your Daedalian blazer soon while you can still afford it. Our intrepid "Koat King" Mike Daciek has just announced the second blazer price increase this year. The new prices are: sizes 36-50 \$111.00; 52-60 \$126; (62 & up not available). So far, the price of the Daedalian Crest remains the same at \$26.00.

To order your blazer and/or crest, contact Mike on his cell phone at 720-

323-9668, on his home office phone at 303-470-0341 or by email at:

mikedaciek@comcast.net.

Note, Mike is also a published author.

To read his aviation short stories, visit:

<http://denver.yourhub.com/~pilotwriter>

No extra F-22s, C-17s for USAF in 2009

Gayle Putrich, Air Force Times, 29 Oct

The fiscal 2009 budget will not include any funds for the USAF to buy F-22 Raptors or C-17 cargo lifters, according to a source with knowledge of internal Pentagon budget discussions.

Top service officials have long said the Air Force needs more than the 183 fifth-generation fighters that made up the "program of record" for the Lockheed Martin-built F-22. Generals have long pushed for a 381 target, using Pentagon-commissioned studies that say the service needs at least 260 as backup. But OSD appears to be standing firm at 183.

The current multiyear procurement agreement will remain in place, but if the contractor does not get funds in the 2009 budget to purchase long-lead items, the line will close.

On Capitol Hill Oct. 24, Air Force Secretary Michael Wynne said repeatedly that 183 was not enough and that he has asked for more planes to keep a fifth-generation fighter production line open at least until the F-35 Joint Strike Fighter, also a Lockheed plane, is in full production.

"But as of today," said Loren Thompson, analyst with the Lexington Institute, "the deputy SecDef says there won't be any more F-22s, and that they're stopping the program at 183."

The fact that C-17s would be absent from the fiscal 2009 budget should not come as a surprise. Twice the planes have been left out of the budget and twice Congress came to the program's rescue with billions in unrequested funds.

TEN-FOOT MIDGETS

By G.H. Spaulding

From *C-C-Cold War Syndrome*

The Cold War had reached its crescendo. Ronald Reagan and Mikhail Gorbachev were playing a game of high-stakes poker, calling and raising each other's wagers at a frantic pace. The winner got the world.

While the stakes were high, the chances of an American loss were virtually non-existent. Reagan held the aces. He simply pressed down a little on the accelerator of defense spending and set a pace the Soviets could match only at the cost of economic collapse—a fate that was close even without the arms race. At the same time, he provided the Soviets a face-saving way out of their quandary by offering them arms control negotiations, open dialogue and personal contacts between senior government officials.

My boss at the time was Admiral William Crowe, Chairman of the Joint Chiefs of Staff. While the United States and the Soviet Union were actively engaged in arms reduction talks, Admiral Crowe became a prime mover in what I would call the art of tension reduction.

When Sergei Akhromeyev, Chief of Staff of the Soviet armed forces, accompanied Gorbachev to Washington to sign the INF Treaty in December, 1987, Crowe invited the general to meet the Joint Chiefs of Staff in the Pentagon, probably the ultimate target of Soviet nuclear war strategists. The meeting would take place in the JCS briefing room known as the "Tank."

At that unprecedented session, he extended an invitation for the general to return for a longer visit the following year. Not only did Akhromeyev accept, ultimately he decided to bring along the vice-chiefs of the Soviet army, air force and navy as well as their marine commander.

I was working the arms control side of things, spending the majority of my

time in Washington representing the JCS at inter-agency meetings chartered by the National Security Council to resolve START (Strategic Arms Reduction Talks) issues, and the remainder on occasional two-month stints in Geneva as a participant in the treaty negotiations. I was in the Pentagon the day the Soviet General Staff arrived.

There was a formal military reception for them on the parade grounds that lay between the Mall Entrance and the Potomac River. Honor guards, a cannon brigade and a band were in position. Admiral Crowe and the other members of the Joint Chiefs of Staff stood outside awaiting the arrival of the motorcade transporting their high-ranking Soviet guests. About a dozen of us from the Chairman's staff had gathered near the Tank in an office whose window provided a perfect view of this historic event.

When the senior Soviet officers stepped out of their black limousines with cannons firing in the background, the first thing you noticed was how short they were. Their uniform hats were huge, though, which only served to emphasize their diminutive stature.

Senior Soviet officers, short in stature even when wearing their giant hats



Now Admiral Crowe was a big fellow. So were most of the other members of the Joint Chiefs, each of whom had to stoop to make eye contact when greeting his smaller Soviet "counterpart." The single exception was Gen Gray, the Marine Corps Commandant, who at well under six feet was still taller than the marine commander from the USSR.

Watching the proceedings, we were stunned by the mismatch in height between the American and Soviet military officers as they paraded side-by-side before the assembled troops in a symbolic inspection. When the ceremonies were completed, the Joint Chiefs escorted their visitors up the steps of the Mall entrance and into the Pentagon.

It was an odd sight, the tall American military leaders towering over their much shorter Soviet adversaries in the big hats—people we'd come to think of as being ten feet tall when budgeting, equipping and training to defend against the growing Soviet threat.

As they ascended the Pentagon steps, I turned to the others gathered at the window and offered a suggestion certain to advance the cause of peace on earth. "To hell with the arms race," I said. "Let's spot 'em twenty points and challenge 'em to a game of basketball for the world!"

*"He'll see everything!
He'll see the Big Board!"*
—JCS Chairman General Buck Turgenson (George C. Scott) in *Dr. Strangelove*

"You can't fight in here—this is the War Room!"
—President of the United States (Peter Sellers) in *Dr. Strangelove*



CJCS ADM Bill Crowe welcomes his Soviet counterpart to the Tank in 1987. Akhromeyev committed suicide in 1991 after taking part in a short-lived coup against Mikhail Gorbachev. Crowe died on 18 October 2007 at age 82.

JEREMIAH WEED

It's been called the "heater in your chest" and - "the only friend you'll ever need", but for many years, it has been the "whiskey of choice" for fighter pilots.

It all started 1 Dec 1978 when Lucky Andregg and Nort Nelson took off on a Fighter Weapons School mission. For reasons lost in the annals of time, the F-4 crashed and made a big hole in the ground, just after a safe ejection of Lucky Andregg and Nort Nelson somewhere north of Nellis AFB.

To commemorate the event on the one year anniversary of this life saving event, three of their stalwart friends, Joe Bob Phillips, Larry Ernst and Pete Mock went up to the crash site to commemorate Lucky and Nort's survival.

They stopped at the Paranaghat Bar to have a cocktail and ran into a bartender who was all too pleased to have some real fighter pilots in his bar. The bartender was a "Grizzly Adams" type of guy with a big bushy beard and mustache. He challenged the pilots to a bar game where the loser had to buy a round of drinks. After a few games, which the bartender lost every time, the pilots took pity and said, enough and decided to do some "afterburner" shots.

The bartender didn't know what "afterburner" shots were, so Joe Bob instructed him on the nuances of the drink. The drink was usually done with brandy, but the bartender didn't have any. Joe Bob said any high proof booze would work. The bartender fiddled around under the bar and came up with a bottle and said how about this—it's 100 proof. It was a little round bottle with a greenish brown label, *Jeremiah Weed*.

Joe Bob, Larry and Pete demonstrated the drink for the bartender. They licked their lips, lit the fumes coming up off the shot glass, and quickly downed the liquor and slammed the glass back on the bar with just a flicker of flame still at the bottom of the shot glass. A beautiful sight when done correctly in a dim bar.

The bartender figured he could do that, no sweat, so he poured himself a shot, lit the fumes, then proceeded to lick and lick his beard and mustache several times, then raised the glass. Unfortunately, the delay in all the licking caused the shot glass to become superheated. When he tilted his head back and raised the glass to down the flaming elixir, his lips came in contact with the hot glass, sizzling his lips. He naturally flinched and the flaming Jeremiah Weed went all over the bartender's beard and mustache. Before the fire could be extinguished, the bar was filled with the smoke and smell of singed flesh and burning hair.

The pilots felt bad about all this, so they bought another new bottle of Jeremiah Weed and went out to the crash site, which was a big crater in the desert. After

consuming the bottle with many toasts to the good fortune of Lucky and Nort and to the poor bartender, they just crashed under the stars and woke up the next morning, bright-eyed and bushy-tailed...well, maybe not all that bright-eyed.

After they got back to Nellis, they showed the empty bottle to the O'Club manager to make sure the Fighter Bar would henceforth be well-stocked with Jeremiah Weed.

Thus, a tradition was born, which has led to many a toast to those who have gone before us and those to follow, because it's, "The only friend you'll ever need—Jeremiah Weed."

Flight 18 Treasurer's Report, 2007

Cash Balance:

Cash in Bank, as of Nov. 1, 2007:	7,370
Plus \$200 in our Change Fund:	200
Total:	\$7,570

This breaks down as follows:

Operating Fund:	\$6,482
Scholarship Fund:	888
Change Fund:	200
Total:	\$7,570

- This compares with cash balance at the end of Oct 2006: \$6,801
- Certificates of Deposit (CDs) owned by Flight 18: \$4,000
- Interest earned by CDs to date: \$ 66.25

As regards payment of Flight dues: By National Order of Daedalians policy, YOU MUST BE CURRENT in FLIGHT DUES to be COUNTED as a MEMBER of FLIGHT 18.

We need to collect dues, not increase them. As of today, we have 20 members who have not paid dues. All delinquent members have received polite reminders.

Dues pay for stuff we all enjoy: Our world-class newsletter, printing the Flight roster, Distinguished Aviator awards, and contributions to the Scholarship Fund in honor of our deceased members and to encourage future military aviators. While customarily social events are self-supporting, current SOPs authorize the use of dues to help defray the cost of such events.

Financial problem areas:

- Unpaid dues.
- Luncheon no-shows, which cause the Flight to pay for meals not consumed.
- Dues, etc. paid in cash. Members are urged to ensure that dues, donations and other payments in cash are recorded on the Flight Roster when paid.

For a copy of this report, contact me by email at edcutler@ecentral.com or by phone, 720-748-9493.

Respectfully submitted – Ed Cutler, Treasurer

*** Sea Biscuits and Scufflebutt ***

Bogus E-Mails

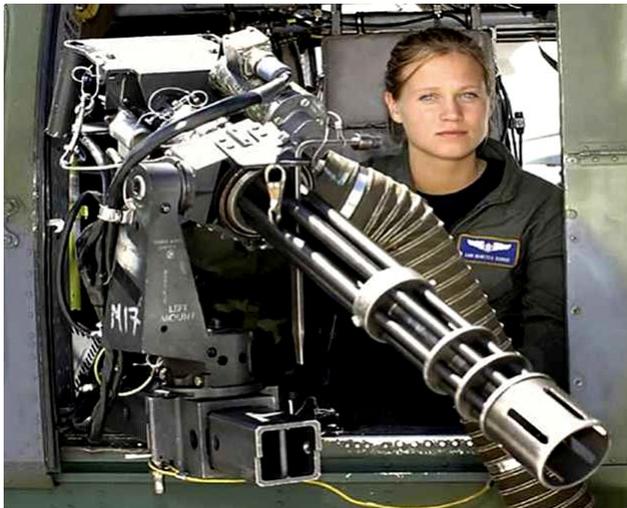
True or false? It would be a great idea to send a Christmas card to "A Recovering American Soldier" in care of Walter Reed Army Medical Center.

False. Nice idea, wrong address. In order to preclude harassing materials reaching wounded vets, the Post Office and military hospitals will reject anything addressed this way. To send a legitimate card to a recovering American soldier, Marine, airman or sailor, address it in care of **The American Red Cross** at the intended military facility. Mailing addresses are available on line.

True or false? An e-mail accurately contrasts George W. Bush's eco-friendly ranch with Al Gore's energy-expending mansion.

True. Details at this link:
<http://www.snopes.com/politics/bush/house.asp>

MEET MISS AMERICA

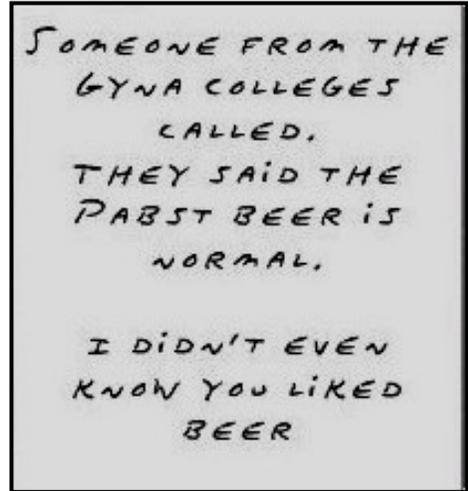


Vanessa Dobos is a gunner on a USAF AC-130 gunship. She has seen action in Iraq and Afghanistan. She likes long walks on the beach, men who aren't afraid to cry and puppies. Her dislikes include feed tray stoppages, tracer flare-out of her NVGs and premature fixed-wing strikes that scatter her high-value targets.

Classy insult: "I didn't attend the funeral, but I sent a nice letter saying I approved of it."

-- Mark Twain

Sticky-note message taken by stereo-typical pilot husband...



U-2 TRIVIA

By Kevin Whitelaw,
US News and World Report 09/21/2007

- There are 36 U-2s active in the Air Force today, including five two-seat trainer planes, one test plane, and two operated by NASA.
- U-2s are permanently stationed at Beale Air Force Base in California; Royal Air Force Akrotiri, Cyprus; Osan Air Base, South Korea; and an undisclosed base in southwest Asia.
- Since September 2001, the U-2 has flown some 3,700 missions in support of counterterrorism operations, including Iraq, totaling more than 32,900 hours in the air.

Mile High Flight 18 - 2007

Flight Captain.....Tom Martin, LTC, USAF (Ret)
Vice Flt Capt.....Don Neary, COL, ANG (Ret)
Adjutant.....Ron Smith, COL, USAF (Ret)
Treasurer.....Ed Cutler, LT, USNR (Ret)
Provost Marshall.....Dale Boggie, COL, USAF (Ret)
Scholarships.....Bill Greener, LTC, USAF (Ret)
Asst Treasurer.....Hugh Greenwood, CPT, USAFR (Sep)
Newsletter.....Gerry Spaulding, CAPT, USN (Ret)
 (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.**

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

Web site:

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



The Russian AN-124 CONDOR: 25% larger than the USAF C-5. The Air Force has been forced to use Russian commercial cargo jets to rush mine-resistant ambush-protected (MRAP) vehicles from the U.S. to Iraq because it does not have enough C-5s and C-17s to do the job. Air Force Secretary Michael W. Wynne told the House Armed Services Committee last month that the Air Force may need more than the 300 C-5s and C-17s in its current inventory.



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