

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter



Nov 2009

See ya at the Christmas Party Dec 10



Enjoy succulent supper, wine (or adult beverage of choice), women (ours) and song (oldies)

Eat drink and be Mary—*correction*—eat, drink and have Mary—*no, no, no*—eat, drink and be merry. That's it!

The location for all this merriment will be our normal meeting site, the Tin Cup, where Cindy and her staff invariably serve up a fine repast. And, with a DJ handling the music, you can always request your favorite golden oldie.

Here are the particulars.

Dinner: Three appetizers; choice of Chicken Cordon Bleu or Filet of Beef Oscar with mushroom sauce; *Tres Liche Cake* for dessert.

Price: \$27.00 per person, which must be paid by check no later than 4 Dec in order to secure your reservation. (*Coupon page 2*)

Date: Thursday, 10 December.

Times: 1800 -- Social hour;
1900 -- Dinner/Dancing.

Place: Aurora Hills Golf Course Tin Cup Bar & Grill

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

PLEASE USE THE MAIL-IN COUPON ON NEXT PAGE TO MAKE YOUR RESERVATION AND DINNER CHOICES. MUST BE RECEIVED BY FRI, 4 DEC!

Neary prevails to earn second 1-year tour as Flight Captain

Following a withering Chicago-style election campaign and several Florida-style recounts, Don Neary emerged with a narrow mandate as Flight Captain-elect for 2010.

Just what that mandate is and whether Neary will be able to deliver on his campaign promises—an ante in every pot, one man-three or so votes, and personal computer tutoring for all—remains to be seen.

“My rod may not be what it once was,” said *the anointed one*, “but I’ll have a helluva staff!” His remarks came during his victory speech at the 20 Nov 2009 business meeting after the votes were re-re-re-tabulated.

The “helluva staff” will be: Vice Flight Captain - Brian Patterson; Adjutant - Mitch Neff; Treasurer - Tom Shaw; Provost Marshall - Dale Boggie; Scholarship Chairman - Bill Greener; and Newsletter Editor - Ger Spaulding.

Mixed results on fixing T&O

To paraphrase a Henry Fonda (CINCPAC) line from the movie *In Harm's Way*, “Now we all know the Daedalian Board of Directors is never wrong, but in this case they was just a little short on bein’ right.”

Amid a flurry of letters and messages between Flight 18 and the National Commander on the matter of Daedalian

See **MIXED T&O RESULTS** on page 6

Fellow Daedalians,



September's meeting featured an entertaining presentation by Ger Spaulding on his experiences flying as an aircraft commander in the USAF C-12 while assigned to the American Embassy Cairo, Egypt in the wake of Gulf War One. He served as the United States Naval Attaché and Naval Attaché for Air, officially representing the Navy to the Gov't of Egypt. Thanks, Ger!

In October we had fun just sharing our time together as USAF Captain Dan Hingley, a Flight 18 member and current F-22 pilot, was unable to make it from Holloman AFB to be our guest speaker. But he hasn't given up and is still working on it for the future.

Following our November luncheon we conducted our annual business meeting to nominate and elect our officers for 2010. Thank you, gentlemen, for entrusting me with the Flight Captain responsibilities for another year. I'm happy to welcome Tom Shaw who will rejoin the officer staff as Treasurer and Mitch Neff, Lt Col, COANG, as our new Adjutant. Mitch was the 2005 recipient of our Distinguished Pilot Award.

My sincere appreciation to outgoing Treasurer Hugh Greenwood and outgoing Adjutant Ed Cutler for their outstanding service this year. From all of us, well done!

Our Christmas party is literally just around the corner, so be sure to get your reservation in right away. Just clip and mail the coupon that follows this column.

Reservations must be received no later than Friday 4 December, and the party is set for Thursday 10 December at the Aurora Hills Golf Club Tin Cup Bar & Grill. All party details are on the first page of this newsletter.

Cindy and her staff do a great job for us, so when you have the opportunity, express our thanks for the fine service and great food.

As to the Distinguished Pilot Award, the 120th Fighter Squadron has now returned from the war zone. Some 250 people were welcomed home on 25 July 2009. The Squadron Commander, fellow Daedalian, LtCol Floyd "Sumo" Dunstan, expects the new Operations Building, where the ceremony will take place, to be completed in late December. It seems likely, therefore, that the DPA ceremony will held sometime next year, probably in January 2010. We'll announce the date soon as we can.

I'm pleased to report that the goals we established for 2009 are being met as follows:

1. Bring a Buddy. We have 8 new members since 1 Jan 2009.
2. Have Good Speakers. We've had some great ones:
 - Brian Patterson on COANG activities;
 - Dave Parvin on sculpting beautiful women;
 - MGen Mason Whitney, Gov Ritter's Chief of Colorado Homeland Security;
 - MGen Mike Edwards, Adjutant General of Colorado, and Department of Military and Veteran Affairs;
 - MGen Emil Lassen, ANG Assistant to the Commander Space Command;

- Andy Parks, President of the Lafayette Foundation at Platte Valley Airpark, Hudson, CO;
- Greg Anderson, President and CEO of Wings Over the Rockies Air and Space Museum;
- Ger Spaulding, flying for the USAF in Egypt;

3. Build a DPA Display Case – completed;
4. Hold a presentation ceremony for the DPA selectee. Date TBA;
5. Bring Ideas to Flight Officers – recommended Tenets and Objectives revisions sent to National;
6. Award Scholarships – Two ROTC scholarships presented by Bill Greener.

Great job, everyone!
Volabamus Volamus

Don

Donald O. Neary
COL, ANG (Ret)
Flight Captain

CHRISTMAS PARTY RESERVATION FORM

(Party particulars on page 1)

Please complete this coupon, clip it and mail it **ASAP*** along with your check to this address:

**Mile High Flight 18
Christmas Party
P.O. Box 472976
Aurora, CO 80047-2976**

(Circle B for beef, C for chicken)

Name _____ B-C
Name _____ B-C
Name _____ B-C
Name _____ B-C

TOTAL AMOUNT ENCLOSED
(# ATTENDEES X \$27.00) _____

***RESERVATIONS AND PAYMENT
MUST BE RECEIVED NLT 4 DEC**



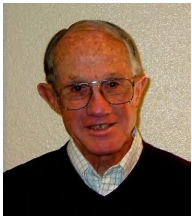
Welcome Aboard

Ross Linn Wilhite
LCOL, USAF (Ret)



Ross's thumbnail bio

DOB: 22 Jun 1949, Oskaloosa, IA
Wings: 1973, Laughlin, TX.
Assignments: Air Force Academy Class of '72; McClellan AFB, CA; Travis AFB; Operations Desert Shield/Storm.
Military aircraft flown: WC-135B Stratolifter; C-5 Galaxy.
Civilian aircraft flown: Boeing 727, 737, 757, 767, 777.
Retired from USAF: 1992, Travis AFB, CA.
Civilian employment: United Airlines.
Spouse: Kathy, two daughters. (And a cousin named Jack)
Residence: Littleton, CO



William C. "Bill" Roberts
LCDR, USNR (Ret)

Bill's thumbnail bio

DOB: 6 Jun 1932, Grand Junction, CO
Wings: 1955, Chase Field, TX
Assignments: VA-156, Moffett Field, CA; Naval Reserve.
Military Aircraft: SNJ; T-28B; T-33B F9F; TC-45, A-4A; F11F-1 Tiger; DC-6.
Retired from Naval Reserves: 1980, Bloomfield, CO.
Civilian Employment: Teacher, Coach, Secondary Admin.
Spouse: Neola
Children: Three sons.
Residence: Broomfield, CO

Wyley Elbert Eaton
COL, USAF (Ret)



Wyley's thumbnail bio

DOB: 2 Dec 1922, Davis, MI.
Wings: Class 44C, Marfa Army Air Field, TX.
Assignments: WWII-Euro Theater; Korea-Selfridge MI.
Military aircraft flown: UC-78, B-29/50; C-45/46/47.
Civilian aircraft flown: P- Cherokee, Comanche 260B, etc.
Separated from USAF: As pilot-1946; as physician-1982.
Civilian employment: Physician (CU Med School 1962)
Spouse: Beverly; two daughters.
Residence: Golden, CO

UAVs – RANDOM THOUGHTS (See Page 5)

- What do you call it when a UAV operator is ill and not fit for duty, considering that he/she is already "grounded"?
- Will UAV operators be awarded "Chair Medals"?
- Being a UAV operator gives new meaning to the phrase "flying by the seat of your pants"!
- Will UAV operators qualify for disability pay for Carpal Tunnel Syndrome?
- In remote high-G situations are UAV operators susceptible to Distant Carpal Tunnel vision?
- When a UAV operator needs to go to the head to relieve himself, does he first use a PAUSE button?
- Will UAV operators be allowed to become Daedalians?

*Did you know...for a Daedalian Life Member 86 or older, the cost of a **Flight 18 Life Membership** is only \$60? (Only \$48 if you've already paid your dues this year.) Check with the Treasurer for other age brackets and rates. Become a FLM and stop paying annual dues!*

FORGET TO PAY YOUR 2009 FLIGHT DUES?

Please mail this coupon along with a check for your 2009 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, 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: [2009 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**

Final Flights



John C. Shinn, Jr.
Maj, USAF (Ret)
Jul 23, 1930 --
Aug 16, 2009

A victim of Leukemia, John took his final flight from his beloved Lubbock, TX on 16 August 2009.

Originally from nearby Plainview, he attended Texas Tech and graduated from the University of Tampa after joining the Air Force in 1951.

His first operational assignment was flying RF-86 reconnaissance missions in Korea and Siberia. Six months into it, he was invited to leave the Air Force temporarily in order to fly under contract for the CIA. The job would involve conducting high-altitude photo recon missions over the Soviet Union and along its periphery in a strange new aircraft, the U-2.

The Operation Overflight program lasted from July 4, 1956 until it came to an abrupt end with the shootdown of Francis Gary Powers over Sverdlovsk on 1 May 1960. John was the backup pilot for that flight, which originated in Peshawar, Pakistan and was to land in Bodo, Norway—the first mission intended to fly all the way across the Soviet Union. Had presidential approval for the flight come two minutes later than it did, Powers would have had to wedge out of the oven-like cockpit and John would have taken his place.

After returning to the Air Force, John flew 69 combat missions in Vietnam in the F-4 Phantom.

A Daedalian Life Member, John survived by his wife Patsy, a son, daughter, stepson and several grandchildren. His first wife Joan predeceased him in 1991. He was interred with full military honors at Ft Logan National Cemetery on 11 Sept.

David H. Trexler
LtCol, USAF (Ret)
Jan 14, 1922 --
Aug 17, 2009



A variety of civilian jobs, including a stint in a Pennsylvania steel mill, convinced young “Trex” that the Army Air Corps offered “greater opportunities with less arduous work”. So he enlisted in Jan 1941 and trained first as an aerial photographer. Soon he found himself as a Flight Officer graduating from Glider Pilot School in Lubbock, TX. Based in England, he piloted Waco CG-4A gliders loaded with troops and materiel and towed by C-47s into combat areas on the Continent.

He received a post-war direct commission and went on to earn his pilot wings at Williams Field in Mar, 1947.

By the time he retired from the Air Force in 1974 with 33 years of service, he'd flown 31 aircraft types including the F-82 in Korea, the F-4 in Vietnam, the F-102 in Thule, the F-106 (his favorite) at George and Andrews, and the FJ-3 (F-86) off USS *Bon Homme Richard* during a two-year exchange tour with the Navy in the mid 1950s.

In retirement he took up residence in Boulder where he volunteered with Meals on Wheels, was a member of the Optimists Club, Elks, Air Force Association, National Association of Glider Pilots, and served on the Board of the Association's Silent Wings Museum. He was a proud Life Member of the Order of Daedalians and a Life Member of Mile High Flight 18.

He lived in Boulder until his deteriorating health necessitated relocating to Winston-Salem, NC in 2008.

Trex is survived by his wife Roburta, a daughter, two sons, six stepchildren, two grandsons, a great-grandson, 16 step-grandchildren, a brother and sister. He was predeceased by his first wife Mildred and two brothers. Burial with full military honors will take place at Arlington National Cemetery at 1300 18 Dec 2009. Daedalians welcome.

Robert W. Blair
Maj, USAAF (Ret)
Apr 20, 1917 --
Oct 27, 2009



Born in Kansas City, MO, Bob grew up in Denver and graduated from South High School in 1934.

He earned a BS in geology from CU Boulder in 1938, then worked for the U.S. Geological Survey until 1939.

That winter he taught skiing at Winter Park and Berthoud Pass. After being accepted for flight training, he fell while rock climbing near Aspen and was hospitalized for six weeks with a fractured pelvis. His evacuation, one of the earliest organized mountain rescues in the state, was written up in *Trail and Timberline* and *Popular Mechanics*.

He completed flight training in Stockton, CA with Class 41-F, then joined the 77th Bomb Sqdn, 28th Composite Group. He was sent to Alaska a month after Pearl Harbor—the first deployment of a B-26 Marauder squadron. Only eight of the 13 planes deployed arrived safely. He saw action at Kiska and in the Kurils during his 13 months in the Aleutian Islands.

During a subsequent instructor tour, he crash landed a B-26 at Bellingham, WA. He next flew B-25s in the South Pacific with the 71st Bomb Sqdn, 38th BG, seeing combat in Formosa and the Philippines.

In 1945, he was designated squadron commander, and on June 6 (D-Day) was injured ditching a B-25 in the South China Sea. His injuries led to his medical retirement in Oct 1946.

He became an exploration geologist with Continental Oil and later a consulting geologist. A Daedalian Life Member, Bob moved to Durango in 2006 after 40 years in Denver.

Survived by a son, brother, two grandchildren and two great-grandchildren, he was predeceased by his first wife Margaret in 1984 and by his second wife Rubye in 2005. His memorial service was on Friday, 30 Oct.

A recap of Unmanned Aerial Vehicles, current and near future

WASP (left) is the smallest UAV in use today, weighing less than 300 grams. Miniaturization is achieved by use of components like a combined wing/battery. WASP is nearly silent and, at night, almost undetectable. The Air Force has ordered several hundred for recon and BDA.

CQ-10 Snow Goose → Surface or air launched parafoil wing UAV for delivery of urgent supplies or medical equipment to Special Forces

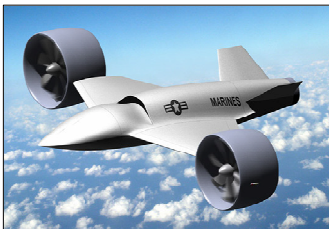


The MQ-1 Predator (above left) is a recon UAV fitted to carry one Hellfire missile. The MQ-9 Reaper (above right) is a larger version of the MQ-1 that can carry 14 Hellfires or other weapons such as 500-pound laser-guided bombs.

The MQ-X will replace both the MQ-1 and MQ-9 and could look like the prototype model at left.



The RQ-4 Global Hawk (right) can cruise at approximately 400 mph for 35 hrs and has an operational ceiling of 65,000 feet. It can scan an area the size of Illinois in 24 hrs.



The Battlehog 150 (above left) is intended for USMC as a carrier-based, vertical takeoff drone that can fly over 300 mph with a 500-pound payload of missiles, rockets and munitions and is designed to withstand small-arms fire from close range. Above right is the J-UCAS-D, the demonstration model of the Joint Unmanned Combat Air System. This is a stealthy, carrier-based aircraft with a stealthy payload of 2,000 pounds and a total stealthy payload of 4,500 pounds.



The MQ-8 Fire Scout (left) is a ship-based unmanned helicopter designed for surveillance, target location, fire direction and ground attack.

Above is the MMALV (Morphing Micro Air/Land Vehicle), which can fly, land, fold up its wings, then crawl around buildings or into tight spaces to conduct reconnaissance. (There is probably no truth to the rumor that the main threats facing the MMALV are big fly swatters, bug lights and DDT.)

Coming soon to a neighborhood near you...

From reconnaissance to communications relay, targetting, jamming, chemical/biological warfare detection, search and rescue and law enforcement just to name a few, the list of conceivable UAV missions—both military and civilian—seems limitless. Over 40 countries, some friendly and some not, are developing UAVs.

A good example is the German-made Microdrone (right), equipped with GPS camera and sound projection, which could complement or replace police helicopters at substantially less cost.

