

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter



Nov 2010

Correction: Christmas Party 15 Dec

Dinner party to feature delectable feast, music for the ages, and video of WWII ace reuniting with his old P-51

Dine to the beautiful tunes of Irving Berlin, dance to the music you've loved forever and share the thrill experienced by a WWII double ace and his grandchildren as he reunites with and soars again in the very same—newly refurbished—P-51 Mustang he used to fly.

Volabamus, volamus!

As has become our custom, we'll be celebrating the Christmas holidays at our regular meeting site, the Aurora Hills Tin Cup Bar & Grill, where Cindy and her staff unfailingly serve up a delicious and memorable repast.

Particulars for 15 Dec 2010.

Fare: Appetizers-Surf & Turf; Dinner-Prime Rib or Chicken Piccata; Desert-Cindy Surprise.

Price: \$26.00 per person, which must be paid by check no later than Monday 6 December to secure your reservation. *(Use mail-in coupon page 7)*

Date: Wednesday, 15 December *(new date)*

Times: 1800 – Social hour *(sounds of Christmas)*

1900 – Dinner *(music of Irving Berlin)*

1945 – Rest break, brief remarks

2000 – P-51 Mustang video “Gray Eagles”

2030 – Dancing – *(oldies '40s thru '70s)*

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 PAGE 7 TO MAKE YOUR RESERVATION AND DINNER CHOICES. MUST BE RECEIVED BY MON 6 DEC!

Neary reelected Flight Captain; blames troubles on predecessor

“I want to thank Sarah and her Tea Party,” said Don Neary after his come-from-ahead, photo-finish win. He was referring to a recent afternoon tea party at the east Colfax flophouse of Ms Sarah Higgensdorferdinger.

“It was those skanky looking crumpets that gave me the strength to keep on fighting all the way to the finish line for the little people! Never have I tasted crumpier crumpets! Now it's time to get on with the job of cleaning up the mess I inherited from my predecessor.”

Neary's remarks came during the victory speech he delivered in his car while driving home alone from the 19 Nov Flight 18 luncheon, business meeting and election of officers after the absentee voice votes were tallied.

The 2011 staff, recidivists all, will be Brian Patterson, Vice Flt Cpt; Mitch Neff, Adjutant; Tom Shaw, Treasurer; Dale Boggie, Provost Marshall; Bill Greener, Scholarship Chairman; and Ger Spaulding, Newsletter Editor.

“It's not so much what folks don't know that causes problems, it's what they do know that ain't so.”

-- Artimus Ward



Fellow Daedalians,



As 2010 draws to a close, I can report that our goals are all being met except for presenting the Distinguished Pilot Award and getting new members.

As for the Distinguished Pilot Award we are still awaiting completion of the new building. There is also a new Squadron Commander, LtCol Tim Conklin, who we are working with. He'll let us know as soon as arrangements can be made and is looking forward to the event.

As for seeking support from other flights on our campaign to return the Tenets and Objectives to the historical composition set by our Founder Members, we seem to have reached an impasse. No one seems concerned enough to join us in pursuing the issue. We need to find another way to address the importance we attach to having the Tenets and Objectives reinstated closer to the Founders original intentions.

Our 30 Sept 2010 Activity Report showed the following:

Current membership

Named Members 132
Heredity Members 1
Total Members 133

Our Guest Speaker for 16 July 2010 was Major General Mike Edwards, The Adjutant General of Colorado. He spoke about the Colorado troops at home and abroad and their impact on the fight against terrorism.

Our 20 August 2010 Meeting was held at the Wings Over the Rockies Air and Space Museum. The President and CEO of the Museum, Mr. Greg Anderson gave an update on the museum and the Special Tribute to the late Brigadier General Robin Olds to be held that evening. There were over 400 guests in attendance that evening.

Our next speaker was Mr. Ross Brown, LtCol (Ret), who served in WW II and was Special Administrative Assistant to then Governor Thornton of Colorado from 1951 to 1955. His presentation covered the history of aviation and how the decision to locate the Air Force Academy in Colorado Springs came to be in 1954. His presentation was very interesting and enlightening on how the selection process involved several states and proposed sites and the final criteria on which the decision was based.

Major General John France was scheduled to be the Guest Speaker at our meeting on 17 September 2010. He planned to talk about the Minuteman Aerial Demonstration Team, Colorado Air National Guard, of which he was a member. However a death in the family caused him to postpone his appearance until next year.

Visiting Flight 61 member Colonel Roger Smith, USAF (Ret), stepped up to the plate to fill in and gave a very interesting brief on his F-15 "Streak Eagle" test flights in the 1970's. He personally led the tests and set climb records for the fastest time to 12K, 24K and 36K Meters operating from Grand Forks AFB, ND. On one flight, wearing a full pressure suite, he reached 103,000 feet, on the way setting the record to 98,000 feet of 208 seconds (about 3.5 minutes)—bettering the old F-4 record by 37 seconds.

At our 19 Nov business meeting we not only elected our officers for 2011, we also heard reports from the Treasurer and Scholarship Chairman. After the conclusion of business we showed the DVD "Dawn Patrol" about the flight of three Fokker aircraft from Andy Parks's Vintage Aircraft Flying Museum at Platte Valley Airport to Dayton, Ohio and return.

Our annual Christmas Party will be held at the Tin Cup Grill, Aurora Hills Golf Course on **Wednesday 15 December**. *Note, this is a new date, the result of a scheduling conflict at Auro-*

ra Hills. Complete party details are on page 1 of this newsletter. Everyone is encouraged to attend for good food, dinner and dancing. There will also be a short DVD, originally shown at our 15 October luncheon, that we're sure the ladies will enjoy.

Thanks to all the Flight Officers for your outstanding work this year.

Volabamus Volamus

Don

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

Final Flights



George Vierno
LtCol, USAF (Ret)
Dec 25, 1939 --
Sept 10, 2010

He was born on Christmas Day 1939 in New York City. Normally seen sporting a gray ponytail, he enjoyed working out, riding motorcycles and playing his guitar. He graduated with a Bachelor of Arts degree from City College, NY, and earned a Masters in Education from Our Lady of the Lake University in San Antonio, TX.

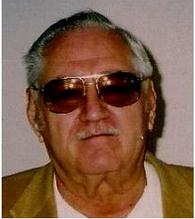
After completing OTS, he joined UPT Class 67D, earning his silver wings in December 1966. During his 20-year career in the Air Force, he flew F-4Cs with the 12th Tactical Fighter Wing in Cam Ranh Bay, RVN, and did a tour instructing in the T-37.

He retired from the Air Force with 4,000 pilot hours on 1 October 1985, then went to work for Continental Air Lines, where he accrued 8,000 hrs and became a captain in the B-727.

George was a Daedalian Life Member and a Life Member of Flight 18.

More **FINAL FLIGHTS** on page 3

Final Flights *from page 2*



Lewis J. Radeff
LCDR, USN (Ret)
Jan 9, 1931 –
Sep 19, 2010

Born in Lackawanna, NY, Lew completed 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.

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

He also 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, to travel with his wife Nettie and to spend time with daughters Marie and Elizabeth. Despite failing health since heart surgery in 2009, he was able to spend his last week at home under hospice care.

He was buried with full military honors at Ft Logan on 23 Sep. "Served with pride" is inscribed on his grave marker.

Leonard S. Horner
LtCol, USAF (Ret)
Oct 9, 1920 --
Oct 28, 2010



Bedridden and growing weaker by the day, Leonard rallied on the evening of October 27, wanted to cuddle with his wife Artie and held her until he fell

asleep. He never woke up, taking his final flight sometime in the early hours of the 28th—19 days after his 90th birthday.

He and Artie met at a skating rink in San Antonio 67 years before and were married on Mar 21 1944. Having earned his pilot wings in 1942, he began B-24 transition training shortly after the wedding. He was then shifted to the B-32, in which he was still training on VJ Day. As a post-war civilian, he earned a bachelors in mechanical engineering and went to work in the engineering field.

In the late 1940s, both Leonard and Martie worked in the Seattle Boeing plant whose roof was camouflaged during WWII to resemble a residential area to foil enemy attacks from the air (photo below)—she in Accounting and he helping design the landing gear for the B-52.

Interrupted by a three-year recall during the Korean War, his engineering career resumed thereafter when he worked for Sikorsky and later for Martin-Marietta in Denver for 27 years. He also remained in the Air Force Reserves until his retirement in 1979.

A Daedalian Life Member, Leonard served as Flight 18 Adjutant in 1994-5. He loved his family, hockey, competitive skiing and competitive shooting and was a past president of the Firearms Coalition of Colorado.

He was laid to rest at Ft Logan National Cemetery on 5 November 2010.



2011 FLIGHT DUES

Please mail this coupon along with a check for your 2011 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 obtain the appropriate dues amount from the Treasurer, enter that amount in the FLM space below and include it in your check.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2011 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: **Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**

Next vet cemetery will be South of Colorado Springs

With Ft Logan nearing capacity, Congress has approved a new national veterans cemetery for southern Colorado, and the Veterans Administration has selected a site for it in El Paso County south of Colorado Springs, about four miles east of Fountain on Squirrel Creek Road.

Congressional approval and site selection were announced in October at a meeting in Pueblo hosted by Congressman Doug Lamborn, Congressman John Salazar and Undersecretary of Veterans Affairs (VA) Steve Muro. The long awaited announcement was the culmination of years of intense lobbying work by retired US Army Colonel Vic Fernandez and fellow members of a Veterans Cemetery Committee created in 2000 by the Pikes Peak Chapter of the Military Officers Association of America (MOAA).

The Cemetery Committee has recommended that the new facility be named "The Pikes Peak National Veterans Cemetery" in part to reflect the fact that Pikes Peak can easily be seen from every part of the proposed location; however, the VA has yet to make a decision on the name.

Because the site was formerly part of the Alexander Kane Ranch, it is currently referred to informally as the Kane Ranch site to distinguish it from seven others in the Colorado Springs area that were also considered.



Groundbreaking at the Kane Ranch site (above) is expected to take place in about two years with completion of the first phase of the new cemetery some 18 months later.

It is estimated that Ft Logan will be hanging out a NO VACANCY sign for new casket burials by around 2019. However, those who choose to "downsize" themselves by means of cremation will be able to get in for the foreseeable future, thanks to the installation of Columbarium units to accommodate above-ground inurnment of cremated remains.

WHAT DO MUSLIMS BELIEVE?



*Editor's note: What follows are a few brief excerpt-summaries from a book called **Understanding Arabs** by Dr. Margaret Nydell. While in training to be US Naval Attaché to Egypt I assisted Margaret briefly at the Foreign Service Institute in Washington as she produced--at DoD's request--an Arabic phrase book for use by American military personnel bound for Kuwait during the first Gulf War. In contrast to people whose agenda-driven garbage we often see on the Internet, Margaret is a recognized expert on the Koran and is eminently credible. GHS*

Much of the content of the Koran is similar to the teachings and stories found in the Old and New Testaments of the Bible. The Koran recognizes 18 Old Testament figures as prophets (including Adam, Noah, Abraham, Ishmael, Isaac, Jacob, Moses, Joseph and Job), three New Testament figures (Zachariah, John the Baptist and Jesus), and mentions four prophets who do not appear in the Bible. Chronologically, the most important of all of these prophets are Noah, Abraham, Moses, Jesus and Mohamed.

Some of the Biblical accounts retold in the Koran include, among others, the stories of: Creation; Adam and Eve; Cain and Abel; Noah and the Flood; Moses and the Exodus from Egypt; David and Goliath; Solomon and the Queen of Sheba; the afflictions of Job; and the birth of Jesus.

The Koran also teaches that Jesus was born of the Virgin Mary (Miriam in Arabic) and that Jesus worked miracles, including curing the sick and raising the dead. In the Koran he was born at the foot of a palm tree in the desert and saved his unmarried mother from scorn when, as an infant, he spoke up in her defense and declared himself a prophet.

However, Islam does not recognize the concept of intercession between God and man. All prayers must be made to God directly. For this reason, Jesus is recognized as one of the most important prophets, but the Christian concept of intercession for man's sins is not accepted.

Islam teaches that Jesus was not crucified, for God would not allow that to happen to one of his prophets. Nor does Islam accept the doctrine of Jesus's resurrection and divinity.

Muslims feel an affinity with the Jewish and Christian religions and find it unfortunate that so few Westerners recognize the similarities. They see Islam as a continuation of the other two religions and view it as the one true faith.

Please keep Flight member Jim Harrison in your thoughts and prayers. We've missed his ready smile and hearty laugh at recent meetings as he's been battling COPD and cancer in both kidneys. A Tuskegee Airman, he asserts in typical Jim Harrison fashion that the COPD will get him before the cancer has a chance!

STOWAWAY

By Mel Eisaman

When LBJ escalated the war in 1964, it was soon obvious, if you were a pilot, a tour in Viet Nam was inevitable. In mid 1966, I started my second tour in Japan and was soon assigned at Yokota AB as Chief of the Flight Ops Branch consisting of 13 T-33s, 4 T-39s, 7 assigned and about 150 attached pilots. My predecessor's tour had been curtailed and he was sent to VN.

In early 1967 PACAF directed us to transfer one of our T-39s to 7th AF Flight Ops (also known as SCATBACK) at Tan Son Nhut, VN. The T-39s started serving there early on, first supporting the US Embassy and then flying courier missions and VIP transport. I was eager to see what was going on there and this all resulted in orders to ferry the aircraft and covering a stay of three weeks or so. When I arrived at Tan Son Nhut AB, SCATBACK was short on pilots, so I agreed to stay and fly some missions.

It didn't take me long to realize that flying a tour in Scatback made more sense than being fingered to spend a year in the jungle as a FAC with a jeep and a radio or some similar assignment. So in early 1968, I volunteered for an assignment to Tan Son Nhut that June. That seemed a good time for Bev and the kids to return to the States while school was out for the summer. We decided that it would be best for her and the kids to live in the house we owned in Sunset, Utah. She would be near Hill AFB and among neighbors that she knew from our previous tour there. I made plans to take leave and help her get settled.

As there was a good flow of military contract and MAC aircraft between Nam and CONUS, I anticipated no problems taking leave and hopping a space-A flight back to the States. It was just a matter of getting your name on the waiting list at the right time. I was watching the flow and added my name

at the right time to be at the top when I wanted to depart. Then it happened. All of a sudden my name dropped from near the top to 200 on the list and then a couple days later even further down. What was going on? Hundreds of military personnel had been sent TDY to Korea after the taking of USS Pueblo and there was a surge of them being sent back home at this time. In addition, they were being offered a delay en route so they could spend a couple days in Tokyo. When they showed up and got on the standby list they were in "duty standby" status, which gave them priority over all leave standbys. I was in a bind, I would never move up on the list.

There was a bunch of C-141 aircraft passing both directions through Yokota AB every day. So I checked with a friend and fellow pilot, Cooksie, who worked in the MAC ALCC at Yokota about the possibility of catching a ride on a C-141. He said it was pretty slim as MAC had recently instituted a policy prohibiting rated personnel hitching rides as additional crew members. This was the result of a complaint to some senator and the ensuing investigation. Cooksie understood my dire predicament and said he would try to help.

It was imperative for me to get to Travis AFB in order to retrieve our car, then meet Bev and the kids when they arrived and drive them to Utah.

By now we'd packed the bags, shipped the hold baggage and the car, and moved into guest quarters outside the Yokota gate. The phone woke us at 0130. It was Cooksie. He had a friend passing through who agreed to give me a ride if I could get to the flight line immediately. I was in my flying suit, kissed Bev goodbye, and was on my way to base ops in a flash. I grabbed a box lunch at the in-flight kitchen and was offered a seat on the flight deck. I was on my way and just in time too.

As it turned out riding on the flight deck on this flight was a must as the cargo was caskets containing the bodies of fallen warriors. As the aircraft climbed, the caskets were vented and

the stench of the embalming fluid was overpowering. It was better on the flight deck but you could still smell it. I can still smell that smell to this day.

The flight deck was roomy. I don't recall just how many seats but there were plenty for all the crew and at least one bunk. After a few hours, the pilot decided to take a nap and offered me the left seat. The copilot in the right seat was a 1st Lt. The aircraft was on auto-pilot and by this time it was daylight. There wasn't much to do but look out and enjoy the view of mile after mile of open ocean. Then the #2 engine Overheat Warning light came on. The copilot pulled the #2 power back to about 85% RPM and the light went out. We woke the pilot and he discussed the situation with the crew. Did we really have a problem or was it just a faulty indication. There was no other indication of an engine problem. The navigator ran some figures and determined that we had enough fuel to make Travis AFB even with the reduced power situation.

So the decision was made to continue on course to a point abeam of Anchorage, push up the power on #2, and see if we got the warning again. If so, we would divert to Anchorage. If not, we would continue on course to Travis.

Waiting for us to reach that point was pure agony for me. If we had to land at Anchorage, I'd be in a real bind. Even if they made a quick fix on the engine, the crew would exceed duty time, have to lay over and a new crew would be assigned to complete the mission. A new crew probably wouldn't take me on as an additional crew member; and thus I would be stuck in Alaska, likely exposed as a "stowaway."

I could see the Aleutians in the distance on the left and prayed that I would not get a closer look. I took a deep breath as we arrived at our decision point. The PIC pushed the #2 throttle up. Cruise power again and the warning light did not come on. *Halleluiah!* We were going on to Travis!

Go to **STOWAWAY** on page 6

STOWAWAY *from page 5*

Arrival at Travis was uneventful. They added my name to the crew flight orders and we all breezed through customs. I thanked the crew for the ride and for saving my life.

I had made it there ahead of Bev and the kids. I picked up the car in San Francisco and met their flight the next day. We packed up the car top carrier and our camping gear we'd left with Bev's brother two years before and started on another x-country adventure.

We had a nice drive to Sunset, Utah. I had made arrangements through the transportation office in Japan to have our household goods, which were stored in Texas, delivered in the next day or two. I soon found that it was still in the warehouse. It took a couple days to get that glitch straightened out and the truck on the road.

By now all this had extended my stay beyond original plans and I needed to get back to Yokota to make my port call for VN. I bought an airline ticket to Seattle and Bev and kids saw me off at the Salt Lake airport. I arrived at Sea Tac, hopped a cab to McChord AFB and got my name on the standby list for Yokota. There were only 5 or 6 standbys so it shouldn't have been a problem. McChord was the main MAC terminal for flights departing for Yokota. There were plenty of MAC contract flights hauling troops to VN and C-141 aircraft departing on a regular basis. But a day passed and I was still there.

Nearby Ft Lewis was a staging area for Army troops being shipped to VN. Each time a contract flight was scheduled to depart, the troops would be bused to McChord and each time they were usually one or two short of filling the aircraft. This should have made it pretty easy for a standby there in the terminal to fill that empty seat. But, NO, instead they would call Ft Lewis and hold the aircraft departure until they bused a couple more troops over to fill the seats. I tried to explain my problem

and the fact that I wasn't just a guy on leave trying to get back to Japan; I was a guy trying to make a port call in Japan to go to war. I guess I didn't impress the troops running the terminal and continued to be passed by. I called and checked about a commercial flight to Tokyo and found that I had already missed the last flight that would have gotten me there in time.

I went to the other side of the base where the C-141s operated with hopes of catching a ride. In Ops I pled my case to departing aircrews but no one would take me on and risk violating the additional crewmember rules—not even the one pilot I knew. I was really in a bind now. Should I turn myself over to the base commander or the Air Police or what? Would I be a deserter when I didn't show for the port call?



I learned that in MAC, if an aircraft was configured for a passenger run, the seats in the back belonged to the user. Normally the user appointed a troop commander who was in charge of those seats. I searched the scheduling board and found a bird due in from Rickenbacker AFB, Ohio, in about an hour. It was a troop movement and the user was the Ohio Air National Guard which had been activated for service in Korea to support the Pueblo situation. The aircraft was to stop at McChord for a crew change and to refuel. It would also stop to refuel at Yokota. This might be my ticket—if there was an empty seat.

I met the troops at the door when they were bused to the terminal and asked a SMSGT who might the troop commander be. His answer was, "I am Sir." I asked if there were any empty seats. His answer was, "Sir, I believe there are two." I could hardly breathe as I explained my situation and emphasized that I was born and grew up at Lockbourne, Ohio. I think he was impressed

that I pronounced Lockbourne properly and said, "Sir, you are welcome to one of those seats. Just be ready when they call us to board." I was in 1505s and changed into my flying suit, found the Sarge and stuck close to his side all the way to the aircraft. I found a seat in the rear and tried not to appear out of place. There seemed to be some delay and I overheard the loadmasters talking that they might be a hundred pounds or so over gross. I feared that they might count noses and find me as the one too many. I slunk down farther in the seat but they soon cranked the engines and we were on the way. My problem now was the wind. Too strong and we'd have to stop and refuel in Alaska and, again, I would be at risk of being found.

After learning that the winds were light and we would be pressing on non-stop to Yokota, I went to the flight deck for a smoke. Since the crew was one of those that refused when I'd begged for a ride, they were visibly upset when I greeted them. They reminded me of the trouble I would be in on arrival since I was not on the passenger manifest or the crew orders.

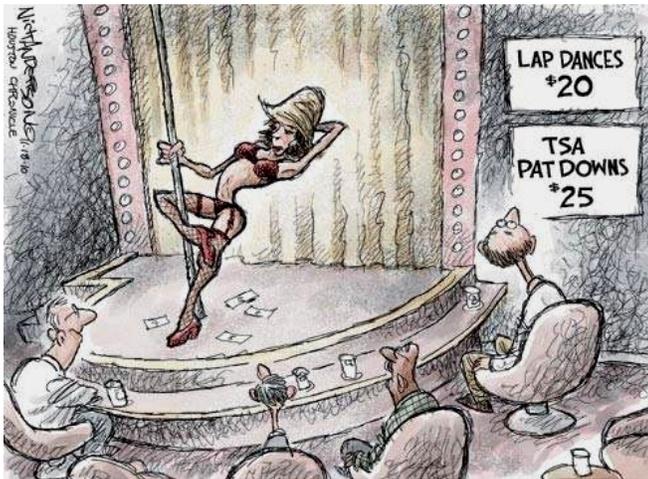
Because of customs requirements, all crewmembers and passengers were required to deplane and remain in a holding terminal while refueling. The crew's main concern was that they might get in trouble. I told them not to worry as I could take care of myself.

When we reached the Yokota ramp I was already poised at the exit door with my B-4 bag and jumped out when a maintenance troop started kicking in the wheel chocks. I knew him and was greeted with, "Hi Major, what are you doing here?" I told him I needed a ride to base ops, threw my bag in his pickup and waited while he finished chocking. I waved at the cockpit as we drove off down the ramp.

The next day I repacked my B-4 bag, collected my other gear and was ready to make my port call the following day. I had a 1st class ticket on that flight. I didn't have to stow away.

~ M.E.

*** Sea Biscuits and Scufflebutt ***



Things you don't want to hear from your TSA screener

- "Don't worry, my hands are still warm from the last guy."
- "Hi there, my name's Bruth. Wath yourth?"
- "We are now free to move about your pants!"
- "We handle more packages than UPS!"
- "Family jewels, eh? You can't be serious!"
- "Turn your head and cough!"
- "You really should see a doctor about this."
- "CLEAR!"

Another thing you do not want to hear from your TSA screener

"OK, jackwagon from Mamby-Pamby Land, chug on over here, drop and give me 50!! Then, drop your trousers!!"

Ronald Lee Erme
Staff Sergeant, USMC (Ret)
(Honorary Gunny Sgt)



May veterans salute Old Glory?

The Defense Authorization Act of 2008 authorizes military members and veterans not in uniform to render the military salute during hoisting, lowering or passing of the US flag. The 2009 Authorization Act extends the prerogative for these individuals to salute the flag during the playing of the National Anthem.

CHRISTMAS PARTY RESERVATION FORM

(Party particulars on page 1)

Please clip out this coupon, complete 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 \$26.00) \$ _____

***RESERVATIONS AND PAYMENT MUST BE RECEIVED NO LATER THAN MON, 6 DEC**

I just got a call from a charity asking me to donate some of my clothes to starving people throughout the world. I told 'em to kiss my ass. Anybody who fits into my clothes ain't starving.

-- Retired U.S. Army sergeant

Mile High Flight 18 – 2010 & 2011

- Flight Captain**..... Don Neary, COL, ANG (Ret)
 - Vice Flt Capt** Brian Patterson, LTC, COANG
 - Adjutant**..... Mitch Neff, LTC, COANG
 - Treasurer** Tom Shaw, MAJ, USAF (Ret)
 - Provost Marshall**..... Dale Boggie, COL, USAF (Ret)
 - Asst Treasurer*..... Hugh Greenwood, CPT, USAFR (Sep)
 - Scholarships*..... Bill Greener, LTC, USAF (Ret)
 - Newsletter*..... Ger 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 and caller notification.*

♠ 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>



“Yeehaaw!!!! Hey, hot shot on final, this is Captain Queeg! Two bits says you don’t get aboard on your next pass either! Yeee-haaaaw!!!!”



Mile High Flight 18
Order of Daedalians
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