

MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter



Nov 2011

Christmas Party Thur December 15



Dinner party to feature great food, timeless music, door prizes and dancing – slow, fast, graceful or otherwise

Count on plenty of fellowship, merriment and good cheer at our annual Christmas party, scheduled this year on Thursday, December 15. Enjoy the sounds of Christmas as you adjust your mood during social hour beginning at 6 PM. Then dine to the soft, soothing strumming of guitars, and, finally, dance to your heart's content to a mix of upbeat and romantic favorites—with a little country thrown in for good measure. Along the way, you may even win a nice door prize.

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 fine meal with all the trimmings. Entre choices will be Beef Tenderloin or Chicken Marsala. The price is right and so is the company. See you there.

Particulars

Fare: Assorted appetizers; Dinner-Beef Tenderloin or Chicken Marsala; Desert—"Cindy Surprise".

Price: \$28.00 per person, which must be paid by check no later than 7 December in order to secure your reservation. *(Use mail-in coupon page 6)*

Date: Thursday, 15 December

Times: 1800 – Social hour *(Christmas favorites)*

1900 – Dinner *(easy listening guitars of Los Indios Tabajaras and 101 Strings)*

1945 – Rest break, brief remarks

2000 – Dancing – *(OBG)*

Place: Aurora Hills Golf Course Tin Cup Bar & Grill

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

Election of 2012 officers delayed; VOLUNTEERS NEEDED!!!!!!

Normally in this space we'd be announcing the names of those members who were elected at the November business meeting to serve as Flight officers next year. Sadly, however, the election scheduled for Nov 2011 was postponed until January 2012 due to an unprecedented dearth of volunteers willing to step up and do their part as leaders. *(For those from Rio Linda, dearth means scarcity).*

Volunteers are needed for three positions: Flight Captain, Vice Flight Captain and Adjutant. The positions of Provost Marshall, Treasurer, Ass't Treasurer, Scholarship Chairman and Newsletter Editor will once again be filled by incumbents Dale Boggie, Tom Shaw, Hugh Greenwood, Bill Greener and Ger Spaulding, respectively.

So, the question is: Who will stand tall for the first time to help lead Flight 18 in 2012? And the answer is.....

??????????

PLEASE USE THE MAIL-IN COUPON ON PAGE 6 TO MAKE YOUR RESERVATION AND DINNER CHOICES. MUST BE RECEIVED BY WED 7 DEC!

The following is in lieu of a Flight Captain's farewell column.)



D.O., Thanks for your leadership, perseverance and good humor throughout your three-year tenure as Flight Captain. Blue skies and tailwinds to you and Neysa in the years to come. – Ed.

Noise complaint draws reaction from wing commander

TO ALL PILOTS FROM COMMANDER, STRIKE FIGHTER WING PACIFIC

I normally don't share these with you but find myself needing to send the message that we are being watched. While not uncommon this particular individual has been keeping a log of our flying events for some time. I expect you all to be professional and expect scrutiny. Our industry demands it.

Carl's note to me, while lengthy, is not uncommon. My staff and I see many of these each week as you and your warriors exercise your right to hone your skills on low level training routes and in controlled airspace in preparation to defend this great nation when called.

My response and his reply are at the end of his complaint.

VR
Mutha
CAPT Mark A. Hubbard, USN

-----Original Message-----

From: Carl Raabe
Sent: Tuesday, Sept 20, 2011
To: CAPT Mark Hubbard, CSFWP
Subject: Noise Complaint

Captain Hubbard,

I am having an issue with noise that is generated by aircraft based at NAS LeMoore (and elsewhere), specifically, with their use of a low-level military

training route that your command is the controlling authority for. Rather than deal with mere underlings, I thought it best to go directly to "where the buck stops". That would be you.

My home is located in a rural area of California's Sacramento Valley. I was unaware that when I purchased this home 21 years ago, it was located directly under the centerline of VR-201 (or VR-202, I can't remember which one it is), at GPS coordinates N39.38.610 W121.48.710, 210' MSL (according to the GPS in my car). Over the last 21 years, I have been subjected to the repeated injustices, insults to my eardrums, and affronts to my sensibilities as an American taxpayer, which your jets have been responsible for. In the early 90's the use of this low level training route was frequent, but I tolerated it nonetheless. From about 1995 until early this year, use of this route was only occasional and sporadic, so I could generally overlook the issue. However, in the last three weeks, there has been a noticeable increase in its use. During that time, I have observed the following:

August 30th, 11:35 AM - a single F-18; September 18th, 2:30 PM - a single EA-6B; September 19th, 11:20 AM - a single F-18; September 19th, 11:45 AM - a single F-18.

Here are my specific complaints:

- None of these overflights were low enough;
- None of these overflights were loud enough;
- And, none of these overflights were fast enough!!!

As an American taxpayer, I pay good, hard earned money, to provide your young naval aviators the best training possible. For that money, I EXPECT to get something for it. If my house is not shaken to its foundation, if the windows do not rattle in their frames, I judge this display of airmanship as incredibly weak. All of these jets listed above, were so high, that I could not

tell if the Hornets were Super Hornets or Legacy Hornets (the Electric-6 was unmistakable). These jets were so high, that after one of them flew by, my wife looked at me and said, "That fly-by is so wimpy, you should call it a "Whisperjet".

The ultimate goal is to earn a five-star rating, as viewed by me. To earn a five-star rating, your jets should create enough noise to break at least one window in the house. Not since '92-'93 has that happened. At the time, a flight of eight jets in a combat spread formation passed over my house at about 200' AGL, approximately 500+ knots. This flight consisted of four Hornets, two Intruders and two Turkeys. The thundering noise was awesome! Not only did I have to replace a few windows, but several of my neighbors did as well!! That was a fly-by truly worthy of naval aviators.

As a former naval aviator (back in the day, we flew Lot V Hornets with planning link failures and collapsed landing gear), I am hugely embarrassed for my younger brethren. You and your young naval aviators should be ashamed, for you have subjected me and my family to the indignity of these transgressions. My son, who is a KC-135 pilot in the Air Force has observed some these so-called "fly-bys", and has said that even his jet makes more noise when it is at 5,000' at cruise power settings. As you know, to fly the American flag upside down is a sign of distress. Perhaps you should bring in the young naval aviators responsible for these affronts to our dignity, and instruct them to wear their Wings of Gold upside down on their flight suits the next time they visit the O'Club, as a sign of their humility and penance for committing these transgressions.

Very respectfully,
Carl A. Raabe
VFA-113 ('87-'90)

Go to **NOISE** on page 4

Welcome Aboard

Donald G. Rutt
LT, USNR (Sep)
"Butch"



Butch's thumbnail bio

DOB: 4/25/59 Bethlehem, PA.
Education: B.S. Metro State.
Wings: Mar, 1985, NAS Corpus Christi, TX (Dist Grad).
Assignments: VP-1, NAS Barbers Pt, HI; VP-31 (RAG), NAS Moffett Field, CA.
Military Aircraft flown: T-34C, T-44, P-3A/B/C.
Military Flight hours: 10,000 hrs.
Civilian/commercial flight time: 17,000 hrs.
Civilian employment: Six yrs flying P-3s for U.S. Customs; ten yrs with NW Airlines (DC-9, DC-10, Airbus A-320); present - Deputy Sheriff, Jefferson County.
Spouse: Jennifer ("Jenn").
Offspring: One son.
Residence: Littleton, CO.
Sponsor: Stan Folker..



John C. Penney
LtCol, ANG (Ret)
"JC"

JC's thumbnail bio

DOB: 5/30/47 Indio, CA
Education: B.S. Aero Engineering from USAFA
Wings: Mar, 1971, Vance AFB, OK. Outstanding Grad, UPT classes 72-01&02; received Daedalian Orville Wright Achievement Award.

Assignments: 355 TFW '71-76; 3 TFS Korat RTAFB '72-73; TASS (O-2A) '76-79; 192 TRG/ANG Reno '80-93.
Military Aircraft flown: A-7D, O-2A, RF-4C.
Military Flight hours: 3,500 hrs.
Civilian/commercial flight time: 9,475 hrs.
Civilian employment: Owner/test pilot, "MIG Masters." Aviation consultant/FAA examiner. Certifies vintage mil aircraft; trains & checks crews. Races F8F "Rare Bear."
Spouse: Stephanie.
Offspring: Two daughters.
Residence: Evergreen, CO.
Sponsor: Jack Wilhite.

Practical Christmas advice: I disagree with Kay Jewelers. I would bet on any given Friday or Saturday night more kisses begin with Miller Lite than with Kay.

Become a Flight Life Member now to beat the 1 Jan FLM dues increase!

The chart below compares 2011 FLM dues based on \$12 annual Flight dues to 2012 FLM dues based on \$15 annual Flight dues.

Flight 18 Life Membership Dues	
<i>Current FLM dues (2012 FLM dues)</i>	
<u>Age Group</u>	
30/under....\$305 (385)	61 – 65....\$165 (205)
31 – 35.....\$295 (370)	66 – 70....\$135 (170)
36 – 40.....\$280 (350)	71 – 75....\$110 (140)
41 – 45.....\$260 (325)	76 – 80.....\$90 (115)
46 – 50.....\$240 (295)	81 – 85.....\$75 (95)
51 – 55.....\$215 (265)	86/Over.....\$60 (75)
56 – 60.....\$185 (235)	

2012 FLIGHT DUES - \$15 (increased from previous rate of \$12)

Please mail this coupon along with a check for your 2012 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 select the appropriate dues amount from the above schedule, enter that amount in the FLM space below and include it in your check.*

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

Address: _____ e-mail: _____

Amount enclosed for: [2012 Flight Dues \$15.00 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**

NOISE from page 2

---Wing Commander response---

From: CAPT Mark A. Hubbard, CSFWP

Sent: Thursday, Sept 22, 2011

To: Carl Raabe

Subject: Noise Complaint

Carl,

I assure you that this has my fullest attention. I have directed my Operations team to investigate these repeated injustices and to bring me the names of all the guilty parties. I am expecting to receive a briefing from my Operations Officer early next week. In the meantime I have asked my staff to review our SOP, route descriptions, and tactical training procedures to ensure we have the guidance in place to achieve the "The five-star rating".

In fact, once we complete our investigation I personally plan to survey the route to ensure we have not overlooked any training opportunities and will encourage others to do so as well.

I firmly believe that if we do not use these training routes to their fullest we may in fact lose them altogether. Thankfully, we have great Americans like you who remind us that there are still some that appreciate the "Sound of Freedom". For that reminder I applaud your letter and tenacity to go directly to the top!

I would like to offer by way of apology an opportunity to re-blue the resonance of jet noise that will in fact shake you to the bone. If you and your wife would be my guest at our air show I would be honored. I have a limited number of VIP seats but would like to send you an invite to attend either Saturday the 15th or Sunday the 16th of October.

If you would be so kind to send me your address I will have an invitation in the mail in short order. Sir, it would be an honor to make your acquaintance.

Proud to Serve,

Mutha

CAPT Mark A. Hubbard, USN,
Commander Strike Fighter Wing Pacific

-----Reply-----

From: Carl Raabe

Sent: Friday, September 23, 2011

To: CAPT Mark A. Hubbard, CSFWP

Subject: Noise Complaint

Captain Hubbard,

Thank you for your prompt and complete attention to this matter.

I am indeed encouraged and heartened by your rapid response to these past travesties. I am confident that your forcefulness in placing your hands firmly on the helm of this issue will pay dividends for us all. Your young aviators will get the training they truly deserve, the country will be better served by having the most competent aviators in the world, and I will get my "5 star rated" fly-bys. What more can we ask for?

Your leadership on this issue is exemplary, and is a credit to you and the Naval Service. I would be most pleased to favorably endorse your next FitRep accordingly, to ensure that the next promotion board is fully aware of your outstanding contribution to our country and the Naval Service.

If I may be of additional service, I will gladly assist your staff in any capacity as they pursue the work you have assigned them in reviewing this military training route. Even if the contribution is as small as providing occasional critiques of the aviator's route performance from the comfort of my lounge chair by the pool, I will answer the call.

Your offer to accommodate my wife and me as your guests at the Lemoore air show is both gracious and generous, and is a sign of your stellar leadership. Accordingly, we humbly accept your offer with great gratitude.

We would be honored to attend the air show on Saturday, 15 October. We look forward to meeting you and being a part of this great event.

Best regards, Carl & Gale Raabe

P.S. There is an answer to the above question, "What more can we ask for?" My wife says that attending this air show with its "bone-shaking" jet noise will, hopefully, finally shut me up. She has had to tolerate the last 21 years in this house my complaints about not enough jet noise and afterburners (on active duty, that need was satisfied by endless hours on the LSO platform on the Connie and Indy, and countless hours at the LSO shack out at NASL 32L). She has repeatedly stated that my complaints are louder than the jet noise, and she wants that changed.

Colorado Aviation Hall of Fame inducts three from Flight 18



Congratulations to brand new Flight 18 member J.C. Penney, outgoing Flight Captain D.O. Neary and Flight Associate Mike Bertz on their 16 Oct induction by the Colorado Aviation Historical Society into the Colorado Aviation Hall of Fame at the Wings museum. They and four other inductees comprised the Laureate class of 2011. The other four were Norman Meyer, P.K. Bonde, Penny Hamilton and Bill Mitchell (no, not that one).

ATTENTION SPONSORS OF PROSPECTIVE ORDER OF DAEDALIAN AND FLIGHT 18 MEMBERS

Please **DO NOT** use the Daedalian membership form downloadable from National's web site. Instead, download the application form available on the Flight 18 web site. See our URL in the masthead box on page 7.

Civics 101

[Marybeth Hicks](#)

Columnist

The Washington Times

Oct 20, 2011



Call it an occupational hazard, but I can't look at the Occupy Wall Street protesters without thinking, "Who parented these people?"

As a culture columnist, I've commented on the social and political ramifications of the "movement" - now known as "OWS" - whose fairyland agenda can be summarized by one of their placards: "Everything for everybody."

Thanks to their pipe-dream platform, it's clear there are people with serious designs on "transformational" change in America who are using the protesters like bedsprings in a brothel.

Yet it's not my role as a commentator that prompts my parenting question, but rather the fact that I'm the mother of four teens and young adults. There are some crucial life lessons that the protesters' moms clearly have not passed along.

Here are five things the OWS protesters' mothers should have taught their children but obviously didn't, so I will:

Life isn't fair. The concept of justice - that everyone should be treated fairly - is a worthy and worthwhile moral imperative on which our nation was founded. But justice and economic equality are not the same. Or, as Mick Jagger said, "You can't always get what you want."

No matter how you try to "level the playing field," *some people have better luck, skills, talents or connections that land them in better places.* Some seem to have all the advantages in life but squander them, others play the modest hand they're dealt and make up the difference in hard work and perseverance, and some find jobs on Wall Street and eventually buy houses in the Hamptons. Is it fair? Stupid question.

Nothing is "free." Protesting with signs that seek "free" college degrees and "free" health care make you look like idiots, because colleges and hospitals don't operate on rainbows and sunshine. There is no magic money machine to tap for your meandering educational careers and "slow paths" to adulthood, and the 53 percent of taxpaying Americans owe you neither a degree nor an annual physical.

While I'm pointing out this obvious fact, here are a few other things that are not free: overtime for police officers and municipal workers, trash hauling, repairs to fixtures and property, condoms, Band-Aids and the food that inexplicably appears on the tables in your makeshift protest kitchens. *Real people with real dollars are underwriting your civic temper tantrum.*

Your word is your bond. When you demonstrate to eliminate student loan debt, you are advocating precisely the lack of integrity you decry in others. *Loans are made based on solemn promises to repay them. No one forces you to borrow money; you are free to choose educational pursuits that don't*

require loans, or to seek technical or vocational training that allows you to support yourself and your ongoing educational goals. Also, for the record, being a college student is not a state of victimization. It's a privilege that billions of young people around the globe would die for - literally.

A protest is not a party. On Saturday in New York, while making a mad dash from my cab to the door of my hotel to avoid you, I saw what isn't evident in the newsreel footage of your demonstrations: Most of you are doing this only for attention and fun. Serious people in a sober pursuit of social and political change don't dance jigs down Sixth Avenue like attendees of a Renaissance festival. You look foolish, you smell gross, you are clearly high and you don't seem to realize that all around you are people who deem you irrelevant.

There are reasons you haven't found jobs. The truth? Your tattooed necks, gauged ears, facial piercings and dirty dreadlocks are off-putting. Nonconformity for the sake of nonconformity isn't a virtue. Occupy reality: *Only 4 percent of college graduates are out of work. If you are among that 4 percent, find a mirror and face the problem. It's not them. It's you.*

Official OWS Cheer

Cheerleader: "What do we want?"

Amorphous derelict mob: "We don't know!"

Cheerleader: "When do we want it?"

Amorphous derelict mob: "NOW!"

(Repeat ad nauseam)

Thoughts foreign to OWS crowds

▶ "People demand freedom of speech to make up for the freedom of thought which they avoid." *Soren Kierkegaard*

▶ "Nothing is so firmly believed as that which least is known." *Michel de Montaigne*

▶ "What do I know?" *Montaigne*

▶ "I am not young enough to know everything."

James M. Barrie

▶ "We believe that to err is human. To blame it on someone else is politics." *Hubert H. Humphrey*

▶ "Character is what you do when nobody is looking." *Henry Huffman*

▶ "Doing nothing is very hard to do. You never know when you're finished." *Leslie Nielsen*

▶ "Democracy is a device that ensures we shall be governed no better than we deserve." *George B. Shaw*

▶ "He that will not work shall not eat!" *John Smith*

Throw a Nickel on the Grass

Korean War modification of the old drinking song "Salvation Army" -- "Salvation Army, throw a nickel on the drum, save another drunken bum."

Hallelujah! Hallelujah!

Throw a nickel on the grass save a fighter pilot's ass.

Hallelujah! Hallelujah!

Throw a nickel on the grass and you'll be safe!

Well, I'm cruising down the Yalu, doing six-and-twenty per,

I cried to my flight leader, "Oh, won't you save me, Sir!

Got two big flak holes in my wings, my engine's outta gas!

Mayday! Mayday! Mayday! Got six MiGs on my ass!"

Hallelujah! Hallelujah!

Throw a nickel on the grass save a fighter pilot's ass.

Hallelujah! Hallelujah!

Throw a nickel on the grass and you'll be safe!

Well, I shot my traffic pattern, to me it looked alright,

The airspeed read one-ninety, I really racked it tight,

The airframe gave a shudder, the engine gave a wheeze,

Mayday! Mayday! Mayday! Spin instructions please!

Hallelujah! Hallelujah!

Throw a nickel on the grass save a fighter pilot's ass.

Hallelujah! Hallelujah!

Throw a nickel on the grass and you'll be safe!

The crosswind blew me sideways, the left wing hit the ground.

I firewalled the throttle, and I tried to go around, I yanked that Sabre in the air, a dozen feet or more,

The engine quit, I almost shit, the gear came through the floor.

Hallelujah! Hallelujah!

Throw a nickel on the grass save a fighter pilot's ass!

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

TOTAL AMOUNT ENCLOSED:

(# ATTENDEES X \$28.00) \$ _____

***RESERVATIONS AND PAYMENT MUST BE RECEIVED NO LATER THAN WED, 7 DEC**

☺ *Last night I went out with some friends and had too much to drink. Knowing I was way over the limit, I did something I'd never done before—I took a bus home.*

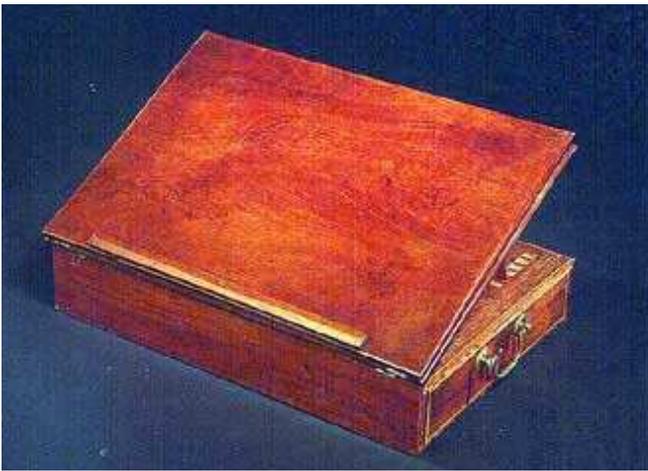
I arrived home safe and untroubled, which seemed really surprising as I had never driven a bus before.

**Flight 18
Scholarship
Chairman
Bill Greener
escorts our
2011 ROTC
scholarship
recipient to
the October
luncheon.**



Midshipman 2/C Kyle Patrick Treacy is a junior majoring in mechanical engineering at CU. Having trained for his Private Pilot license at the age of 16, he has also qualified for a four year Naval ROTC Academic Scholarship, a four year Chancellor's Achievement Scholarship, and the Navy Stars and Stripes Scholarship for August 2008 through May 2009. His Flight 18 scholarship was a grant of \$2,000, an amount matched by the Daedalian Foundation. MDSN Treacy hopes to become a fourth-generation career naval aviator.

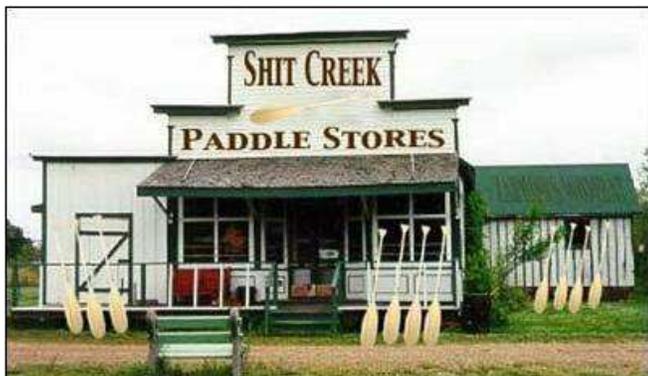
*** Sea Biscuits and Scuttlebutt ***



Thomas Jefferson's laptop. In 1776, Thomas Jefferson wrote the Declaration of Independence on this portable lap desk of his own design. Featuring a hinged writing board, a locking drawer for papers and pens, and an inkwell, the desk was Jefferson's companion as a Revolutionary patriot, American diplomat, and president of the United States. Jefferson himself anticipated the veneration of this desk on which he penned the manuscript drafts of the Declaration of Independence. It was not made by Apple.

RECESSION WOES

- CEO's are now playing miniature golf;
- A picture is now worth only 200 words;
- I got a pre-declined credit card in the mail;
- McDonald's is selling the Quarter-Ouncer;
- If the bank returns your check marked "Insufficient Funds," you call them and ask if they meant you or them;
- And, finally ... I was so depressed last night thinking about the economy, wars, jobs, my savings, Social Security, retirement funds, etc., I called the Suicide Hotline. I got a call center in Pakistan, and when I told them I was suicidal, they got all excited, and asked if I could drive a truck.



FORWARD-LOOKING OLD CUSTOM

Barbara Walters did a story on gender roles in Kabul, Afghanistan, several years before our involvement in the Afghan conflict. She noted that women customarily walked five paces behind their husbands.

Recently she returned to Kabul, and observed that women still walk behind their husbands. Despite the overthrow of the oppressive Taliban regime, the women now seem happy to honor the old custom.

Ms. Walters approached one of the Afghani women and asked, "Why do you now seem happy with an old custom that you once tried so desperately to change?"

The woman looked Ms. Walters straight in the eye and, without hesitation, said, "Land mines."



Mile High Flight 18 – 2011

Flight Captain	Don Neary, COL, ANG (Ret)
Vice Flt Capt	Brian Patterson, COL, COANG
Adjutant	Mitch Neff, LTC, COANG
Treasurer	Tom Shaw, MAJ, USAF (Ret)
Provost Marshall	Dale Boggie, COL, USAF (Ret)
<i>Asst Treasurer</i>	Hugh Greenwood, CPT, USAFR (Sep)
<i>Scholarships</i>	Bill Greener, LTC, USAF (Ret)
<i>Newsletter</i>	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>



After directing B-29 high-altitude bombing and massive low-altitude night incendiary missions against Japan, Curtis LeMay oversaw Operation Starvation, an aerial mining campaign that disrupted enemy shipping and food distribution. LeMay gave it a high priority by assigning the entire 313th Bombardment Wing (four groups, about 160 planes) to the task. Aerial mining and a tight Allied submarine blockade drastically reduced Japan's ability to supply its overseas forces and its own production facilities -- so much that postwar analysis concluded that mining could have defeated Japan on its own had it begun earlier



**Mile High Flight 18
Order of Daedalians
P.O. Box 472976
Aurora, CO 80047-2976**