



# MILE HIGH FLIGHT 18

## Order of Daedalians

### *Newsletter*



Nov 2012

## Christmas at Gov's Residence Dec 21



*Boettcher Mansion is the place to be; hors d'oeuvres, choir, and gobs of glee*

Flight 18's first Christmas gathering at the Colorado Governor's Mansion (technically, the Governor's Residence at the Boettcher Mansion) was 9 Dec 2004. Apparently, we didn't make too bad an impression, because they're allowing us back for another such event this year.

Everyone who attended in 2004 had only good things to say about the venue and program as a very nice change of pace from our traditional Christmas festivities.

This will be a reception from 5 to 7:30 PM featuring heavy *hors d'oeuvres*, open bar, a coat check and carols by the choir from Grandview High School, the second largest high school in the Cherry Creek School District. The early times will allow anyone who'd like to go to dinner or attend another event afterward plenty of time to do so.

### Election of 2013 officers complete

It wasn't supposed to turn out this way. When the Flight's current officers assumed office in January, a different lineup was envisioned for 2013. But circumstances got in the way of that plan. And following an election cycle characterized by voting irregularities, recounts, hanging chads, voter intimidation, bribes, misplaced ballots, threats of secession and shamelessly biased media coverage, SNL News has declared the following individuals the winners of the elected officer positions indicated for 2013:

Flight Captain – Ger Spaulding.  
Vice Flight Captain – Butch Rutt.  
Adjutant – Roy Poole.  
Treasurer – Tom Shaw.  
Provost Marshall – Dale Boggie.

Meanwhile, the following officers have been reappointed for 2013: Bill Greener – Scholarship Chairman; Ger Spaulding – Newsletter Editor; Hugh Greenwood – Assistant Treasurer; Mike Daciek – Coat King; and Mitch Neff – COANG Liaison. Finally, Stan Folker has agreed to step in as Treasurer “understudy” around mid-2013.

#### Particulars

**Fare:** Assorted heavy and light *hors d'oeuvres*;

**Price:** \$40.00 per person, which includes all gratuities and must be paid by check no later than 7 Dec.

*(Use mail-in coupon on page 2)*

**Date:** Friday, 21 December

**Times:** 1700–1930 (5PM–7:30PM for Rio Lindians)

**Place:** Governor's Residence at the Boettcher Mansion, 400 E. 8<sup>th</sup> Ave, Denver, CO 80203.

**Parking:** Free in designated lots on Logan south of 8<sup>th</sup> Av; enter grounds at the 8<sup>th</sup> Av pedestrian gate.

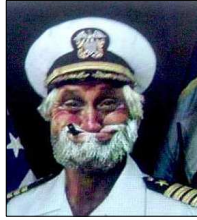
**Dress:** Daedalian blazer/sport coat and tie for gents; corresponding attire for ladies; dress uniform OK.

**IF YOU HAVE NOT ALREADY MADE YOUR RESERVATIONS, PLEASE DO SO IMMEDIATELY THROUGH YOUR CALLER.**

**PLEASE USE THE MAIL-IN COUPON ON PAGE 2 TO MAKE YOUR PAYMENT.**

**MUST BE RECEIVED BY FRI 7 DEC!**

## Memo from the Flight Captain



Ahoy, Landlubbers!

This being the final newsletter of 2012, it's time to get a fix on where we are as a flight and make sure we're on the right course.

This year we've lost three of our good friends and fraternity brothers—Dick Baker, Salty Saltsman and Don Mobley—and gained seven new ones—Dave Markham, Jack Wolfe, Rob Ritchie, Jerry Cornwell, "Slim" Morgan, Al Snook and Chris Mock.

New members are the lifeblood of this organization, and we owe a hearty thanks to those who have been actively recruiting such fine folks to become Daedalians. Bob Robertson and Stan Folker have been particularly effective in this role, to the benefit of the Flight and new members alike.

For perspective, in 2011 we lost two and gained five. In terms of both numbers and quality, we continue to perpetuate our traditional high standards.

Congratulations to John Thompson on turning 100 on 2 October. A comprehensive article about John begins on page 4. Other articles will appear about 7 Dec in the *Denver Post* and in the Jan *Daedalus Flyer* magazine, possibly among other publications. In addition to the personal letters of congratulations mentioned in our article, John received a similar letter from former President George W. Bush. If you'd like a DVD of our 100<sup>th</sup> birthday tribute to John, please contact Treasurer Tom Shaw.

Congratulations also to James Harvey for his induction into the Colorado Aviation Historical Society Hall of Fame on 3 Nov. *See photo and caption far right.* It's hard to imagine anyone better qualified to join the august roster of Hall of Fame Laureates, which is markedly strengthened by his addition.

Sincere condolences to former Flight Adjutant Ray Rider, who lost his wife Sue on Friday evening 9 November

when she fell asleep in her favorite chair and never woke up. Our thoughts and prayers are with Ray and his family.

Our thanks to Dave Kulaas and Dave Parvin for their service this past year as Adjutant and Vice Flight Captain, respectively. Those who volunteer for our leadership positions deserve our full appreciation and gratitude. BZ, guys.

Assuming the Vice Flight Captain duties for 2013 will be Butch Rutt, LT, USNR (Sep), and taking over as Adjutant will be Roy Poole, LtCol, USAF (Ret). Welcome aboard, gentlemen, and thank you for stepping forward. You are joining what I believe is as fine a staff as there is in all of Daedaliandom.

Our sincerest thanks to Cindy and her staff at the Tin Cup for taking such wonderful care of us for the last ten years. We definitely hit the jackpot when we found Cindy back in 2003.

Thanks also to Andy Parks for hosting us at Platte Valley for nine years straight. We look forward to seeing Mark Holliday again when we return to PV next May. Marilyn Taylor has been doing a superhuman job of supporting Mark and reporting on his recovery.

One item of ongoing business deals with the Apollo Flight Management web application. Our "road test" of the program will carry over through most of 2013, which, hopefully, will give all of us sufficient time to get acquainted with it and learn how to use it to its full advantage. I will soon be asking our great callers for their recommendations as to the best way to employ our call tree system in the future. Everyone is encouraged to log onto Apollo and see what it's all about. Here's the link:

<http://apollo.daedalians.org/flights/29>

Finally, I hope to see everyone at the Governor's Mansion on Friday evening 21 December for lots of Christmas cheer. See the article page 1 and find your payment coupon right here: →

*Volabamus Volamus*

**Happy Holidays! – Spud**  
Ger Spaulding, CAPT, USN (Ret)  
Flight Captain

## JAMES HARVEY ENTERS CAHS HALL OF FAME



*Tuskegee Airman and Flight 18 member James Harvey III, LtCol, USAF (Ret), socializes before his 3 Nov induction into the Colorado Aviation Historical Society Hall of Fame at the Lakewood Country Club. Sporting his Tuskegee Airman Congressional Gold Medal, Harvey was about to add to his medal collection the medallion of a Hall of Fame Laureate. His fellow 2012 inductees were Todd E. Crouse and John B. "Jack" Grainer.*

### CHRISTMAS AT THE GOVERNOR'S MANSION

5-7:30 PM 21 December

Your name (print) \_\_\_\_\_

Number in your group: \_\_\_\_\_

Payment enclosed: \_\_\_\_\_

(number in group x \$40)

**BY 7 DEC, MAIL COUPON AND CHECK TO:**

Tom Shaw, Treasurer Flight 18  
1925 Glen Ayr Drive  
Lakewood, CO 80215





## Final Flight

**Donald A. Mobley**  
**LtCol, USAF (Ret)**

**Jan 1, 1929 – Aug 14, 2012**

Born in Houston, TX on New Year's Day 1929, Don chose a Friday the 13<sup>th</sup> in 1950 to enlist in the Air Force. Nevertheless, he successfully completed flight training at Williams AFB, AZ, on 9 Feb 1951, earning his wings and commission at that time.

After Gunnery School, it was off to Korea, where he flew 68 missions in the F-80 before returning to the States to fly F-86s at Oscoda (later Wurtsmith) AFB, MI. He would go on to fly F-100s at Bitburg, GE and as an IP at Nellis AFB before undertaking more technical pursuits—first with an ACW squadron in California, then graduating from the AFIT at Wright-Patt and, finally, doing structural testing on B-52s and F-102s at Kelley AFB

After leaving the active Air Force in 1970, he served 25 years as a simulator instructor at the United Training Center in Denver. Along the way, he took the opportunity to fly on the line as an FE in the 747, DC-10 and several other aircraft. He retired from the AF Reserve in 1978 after 28 years of service and from United in 1995.

Don was very involved with the community, serving and volunteering his time with the Broomfield Rotary Club, Torch Club of Boulder, and the Masonic Lodge. He volunteered as a DIA Ambassador and also enjoyed working on dinosaur fossils at the Denver Museum paleontology department. He loved to fish and was a member of the Rod & Gun Club of Louisville. Well known for his infectious sense of humor (he never left



home without it), he was a Daedalian Life Member and a Life Member of Mile High Flight 18.

Don passed away peacefully at his home in Broomfield on August 14. He is survived by his wife, Carol, and their four children: David, Donny, Linda and Rebecca, and one granddaughter, Emily. His Celebration of Life took place 7 October at the Broomfield Senior Center.

## Welcome Aboard



**Jerry Iver Cornwell**  
**LtCol, USAF (Ret)**



### Jerry's thumbnail bio

DOB: 07/13/45 *Enterprise, OR.*

Education: *Master's Degree plus.*

Wings: *July 1969, Randolph AFB, TX*

Assignments: *Mather AFB, U-Tapao, Thailand; Anderson AFB, Guam; Maxwell AFB; Pentagon; Tinker AFB; Keflavik, Iceland; AFSC Norfolk; Offutt AFB; Wurtsmith AFB.*

Military Aircraft flown: *T-41/37/38, B-52, T-39 and E-3A.*

Military Flight time: *3,480 hrs.*

Military Retirement: *Feb 1990.*

Civilian employment: *Captain United Airlines (ret).*

Civilian Aircraft flown: *DC-8, 727, DC-10, 747-400.*

Civilian/commercial flight time: *12,500 hrs.*

Spouse: *Connie*

Offspring: *Two daughters.*

Residence: *Evergreen, CO.*

Sponsor: *Bob Robertson.*

**Welcome AF-Ret Colonel James "Slim" Morgan, transferring from the Suncoast Flight, Tampa, FL. Now working for the Jeppesen Company.**

*Thumbnail bio in next newsletter.*

### **2013 FLIGHT DUES - \$15 (Due 1 January, as are National dues)**

Please mail this coupon along with a check for your 2013 plus any delinquent Flight dues you owe. Add any amount you desire to donate to the Scholarship Fund. *NOTE: Daedalian Life Members (LMs) and Daedalians whose National dues are current may purchase Flight 18 Life Memberships. If you choose this option, please call Treasurer Tom Shaw 303-275-0904 for dues amount, enter that amount in the FLM space below and include it in your check.*

Name: \_\_\_\_\_ Daedalian # \_\_\_\_\_ Home Phone: (\_\_\_\_) \_\_\_\_\_

Address: \_\_\_\_\_ e-mail: \_\_\_\_\_

Amount enclosed for: [2013 Flight Dues \$15.00 or FLM DUES \$ \_\_\_\_\_] + Flight Dues for prior years \$ \_\_\_\_\_ + 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**

## Flight 18 WWII Hero turns 100

By Ger Spaulding, Editor

By mid-morning of his 100<sup>th</sup> birthday, retired Air Force colonel John Thompson had slipped easily into his Service Dress blues. When he checked his reflection in the full-length living room mirror, his gaze settled on the silver pilot wings and four rows of ribbons mounted below them on the left breast panel of his uniform blouse. Memories from seven decades earlier flooded his mind.

One ribbon flew solo above the others—the Navy Cross, one of only 11 received by members of the AAF during World War Two. Among Thompson's other awards the Silver Star, Distinguished Flying Cross and Purple Heart represented wartime accomplishments worthy of the most intrepid of "Greatest Generation" military pilots.

The silver eagles pinned to the shoulders of his blouse evoked memories of yet another uniquely worthy saga.

John stood a little taller, cleared his mind and decided he was ready. In a few minutes he and Betty, his bride of 72 years, would be making their way to the Aurora Hills Golf Course Tin Cup Restaurant for a special luncheon in his honor arranged by his fellow members of Flight 18.

Only when they emerged from their home to find waiting at the curb a gleaming white Lincoln stretch limousine, its chauffeur standing ready at an open rear door, did John and Betty realize that their transportation this day would be somewhat more elegant than they had been led to believe.

### *Mile High Flight 18 goes "all in"*

A stretch limo was only the first of several carefully guarded surprises in store for John as part of his centennial celebration. What was no longer a surprise was the decision announced three months earlier to move the date



of Flight 18's October 2012 meeting from its customary third Friday of the month to Tuesday the 2<sup>nd</sup> to coincide with John's 100<sup>th</sup> birthday. His fellow flight brothers had committed to the event and had gone to work to make it a memorable occasion.

Led by former Flight Captain and long-time Provost Marshall Dale Boggie and his wife Sharon, most of the 63 luncheon attendees had convened in the Tin Cup parking lot to greet the arriving limo and to escort John, Betty and their guests inside. There they were shown to their reserved table—with a brief detour to view and pose for photos behind the large white-iced chocolate birthday cake, adorned with a green and gold Daedalian crest and the phrase "100 Years," that would be served with ice cream after lunch.

The noontime meal today would be a sit-down affair featuring entrée choices of succulent prime rib or Chicken Piccata, prepared by Cindy Jones, Tin Cup Manager and Head Chef *Extraordinaire*.

With everyone fully sated, the special birthday tribute got underway. Flight Captain Ger Spaulding served as MC for an elaborate slide show, with sound, which covered the highlights of the "first 100 years" in the life of Col John Thompson, the oldest living Daedalian.

### *100 years ago*

His remarkable life journey began in Portland, OR, on 2 Oct 1912, the year the Titanic went down and the year in which the first eastbound transcontinental flight of the U.S. reached its Florida destination after five months and 65 forced landings en route from California. It was also the year that the U.S. Army designated its first aviator, Henry "Hap" Arnold.

When John graduated from high school in Tacoma, WA, the economy was spiraling into the Great Depression. His parents couldn't afford to send him to college. Though jobs were scarce, he managed to find work as a lumberjack felling trees for a new highway in Alaska.

His interest in flying had crystallized years earlier at the age of ten when he carved an airplane out of solid wood and mounted it on a rod as a weather vane. Apparently, his carving was too realistic, for one day his weather vane flew away in a high wind—a sort of one-way RPV.

Fortunately, John had earned enough money in Alaska to afford flying lessons. With a pilot's license in his pocket, he explored flying for a large airline, but was turned down for lack of instrument experience.

He then went to Fort Lewis to inquire about the Army Air Corps cadet flying program. The program required at least two years of college, a requirement that could be satisfied first by enlisting in the Army and then passing a two-year-college-equivalency exam. John enlisted, studied hard at night for nine months, passed the test and began Primary Flight Training in the summer of 1939 under the tutelage of civilian instructors at Glendale, CA. He moved on to San Antonio for Basic at Randolph Field, Advanced at Brooks Field and graduated as a member of Class 40-A at Kelly Field on 23 March, 1940.

### *A Henry Ford wedding; birth of the 67<sup>th</sup> Fighter Sqdn*

Thompson's initial assignment was with the 31st Pursuit Group at Selfridge Field, MI. In June, he married his sweetheart Betty, a junior at Trinity University in San Antonio where they'd met. The wedding took place in Henry Ford's Greenfield Village chapel near Dearborn. Because Ford was an ardent pacifist and John was a "professional killer," Henry needed some heavy persuading before he agreed to allow the nuptials to take place in his chapel. Ultimately, he approved—with the stipulation that no weapons could be brought into the church!

----- Go to page 5 -----

## John Thompson at 100

*from page 4*

A few months after John's arrival at Selfridge, a new Pursuit Group, the 58<sup>th</sup>, was spun off from the 31<sup>st</sup>. The 67<sup>th</sup> Pursuit Squadron was constituted on 20 Nov 1940 as a component of the new group. Activated on 15 Jan 1941 as a replacement training unit flying a handful of P-35s and one P-36, its first CO was 1<sup>st</sup> Lt Daryl "DD" Brannon, with 2<sup>nd</sup> Lt Thompson assigned as his XO.

During the process of building the new squadron, Brannon took part in an air show for foreign dignitaries at Wright Field, OH, as leader of a formation of two of the Army's only three P-38s. Their unauthorized simultaneous slow rolls in opposite directions at low altitude caught the attention of the group commander, who angrily banished "DD" to the DEW Line, ostensibly for three months. John took over as acting CO of the 67<sup>th</sup>. In that capacity, he supervised the training of its first large influx of green pilots and coordinated the fledgling squadron's relocation to Baton Rouge, LA, for further training.

### *A new Squadron goes to war*

Pearl Harbor accelerated the training and soon prompted overseas deployment orders to an unspecified location in the Pacific. It also got DD Brannon out of DEW-Line hack. He rejoined the 67<sup>th</sup> at its Point of Embarkation, the Brooklyn Navy Yard, shortly before the squadron departed the States on 23 Jan 1942 aboard a converted cruise ship, USAT Thomas H. Barry. After passing through the Panama Canal, the Barry crossed the Pacific in convoy, and reached Melbourne, Australia, in late February. One week later the squadron boarded another Army Troop ship and sailed to New Caledonia, its designated deployment site.

New Caledonia is where the men of the 67<sup>th</sup> finally caught up with their aircraft—45 P-400s (the export model of the P-39) in crates originally destined for England. These aircraft had come available after the Brits rejected them as unsat-

isfactory because, lacking superchargers, they were incapable of aerial combat at higher altitudes. Even worse for the 67<sup>th</sup> PS pilots, their new fighters came equipped with a British oxygen system that was incompatible with local refill equipment. Ultimately, the P-400s would fly mostly below 14,000 ft.



The next couple of months were spent uncrating, assembling and getting acquainted with their new fighters. Only two of the squadron's pilots—Brannon and Thompson—had any experience flying the P-39, so it fell to them to nurture their junior squadron mates and a new increment of pilots evacuated from the Philippines. On May 15, the 67<sup>th</sup> PS was re-designated the 67<sup>th</sup> Fighter Squadron; the "Fighting Cocks" were ready to crow.

Meanwhile, after playing defense for the first seven months of the war in the Pacific, U.S. forces were about to launch their first meager offensive, owing to the pivotal victory at the Battle of Midway in which the Japanese lost four aircraft carriers. The first objective lay in the Solomons, where the Japanese were close to completing a runway on Guadalcanal. A Japanese air base there would go a long way toward cutting the lines of communications between the U.S. and Australia.

U.S. Marines invaded Guadalcanal and four other of the Solomons on August 7, 1942, as step one of what would become an island hopping slog to Japan. The Leathernecks captured the air field on the first day, named it Henderson Field in honor of a Marine pilot killed at Midway, and called in the Seabees to complete work on the runway. Some ten days later, American aircraft began arriving to form what was quickly dubbed the "Cactus Air Force."

The CAF would soon be comprised of over 60 Navy, Marine and Army aircraft, including 14 P-400s of the 67<sup>th</sup> FS. Brannon led the first echelon of five Airacobras from New Caledonia to Guadalcanal on 22 Aug; Thompson arrived on the 27<sup>th</sup> with nine more.

### Wounded on his first mission

For perspective, the first five months of the six-month Battle of Guadalcanal involved more of a desperate holding operation than a true offensive. It was desperate because in those early months the Japanese Navy controlled the seas around the Solomons, making U.S. resupply and reinforcement virtually impossible. Dysentery and Malaria were so rampant that men with fevers of 103 degrees or less were deemed fit for duty.

Constant daylight bombing and nighttime shelling by the Japanese eventually damaged or destroyed most of the Cactus Air Force inventory. There was no maintenance squadron in sight. The muddy, repeatedly cratered runway was under perpetual emergency repair. To make a bad situation even worse, aviation fuel arrived only in drips and drabs.

The "Fighting Cocks" had to learn by trial-and-error how to fight their aircraft. On his first combat mission, while Thompson was engaged with a Japanese Navy Zeke ("Zero"), he was jumped from behind by a second. His P-400 absorbed 17 hits, one of which tore through the top of his left shoulder taking flesh and bone. Another damaged his engine to the extent that after limping back to Henderson, his engine quit on final. Following his dead-stick landing, John was patched up by a Navy Corpsman, and then returned to the action, his second mission that day. He was later awarded the Purple Heart for Mission #1.

### Battle of Bloody Ridge

By mid-September the Japanese had reinforced Guadalcanal sufficiently to enable a major ground offensive whose aim was to retake Henderson Field. It was the first of three such pushes over a three-month period, and each came within a whisker of succeeding.

At 0400 on the 14<sup>th</sup>, Capt Thompson, now in command of the island's P-400 element, was summoned to the "Pagoda," Henderson's ops building. Inside a bloodied Marine battalion commander explained that an enemy force of several

*Conclusion on page 6*



## Thompson: Oldest living Daedalian

(from page 5)

thousand was massing about 1500 yards south of the field, preparing to overrun its 800 Marine defenders at dawn. He grabbed a pencil and paper, sketched out the positions of the Marines and the enemy and asked for help. Unfortunately, only five of the 67<sup>th</sup> FS P-400s were still flyable, and worse, there was fuel enough for only three. John shoved the sketch in his pocket, hustled back to his squadron and picked two other pilots to accompany him on the mission.

With John leading, they took off to the northeast just before dawn, flew a wide clock-wise circle, rolled out on a westerly heading and strafed the amassed Japanese troops from a loose trail formation, ironically, with the rising sun at their backs. Aircraft number 2 was hit by ground fire on its first pass and forced to land. John managed two passes before meeting the same fate. Number 3 was not hit, but used up all its ammo and landed after three passes. The Japanese scattered into the jungle, giving the beleaguered Marines on what came to be known as “Bloody Ridge” a chance to reinforce their ranks.

Later that day, Guadalcanal Campaign commander and future Marine Corps Commandant MGen Alexander Vandergift, thanked John, adding, “Captain Thompson, you and your flight of P-400s just saved Guadalcanal.” For doing so, John received the Navy Cross, each of his wingmen the Silver Star.

### After the War

John would complete two tours on Guadalcanal, earning a Silver Star and DFC, and would again serve as Commander of the 67<sup>th</sup> until being pulled upstairs to run operations for a newly formed fighter group in New Caledonia. Subsequently he was sent back to the States, where his assignments included, among other things, Army Command & Staff School at Ft. Leavenworth and base commander of Bartow AAF, Florida, which he was tasked to close down as the war neared its end. Then, after completing Far East staff officer training at Yale, he joined Gen MacArthur’s staff at his post-war Occupation Headquarters in Tokyo.

Before he could complete this tour, John contracted a severe case of tuberculosis and, in 1947, was sent to Fitzsimons Army Hospital in Aurora for treatment. Bedridden most of the next two years and facing the prospect of another five years of convalescence and recovery, he was medically retired by the Air Force in 1949 as a lieutenant colonel.

He took advantage of the G.I. Bill, earned a degree in Business Administration from Denver University and then went to work for over 20 years as an Occupational Counselor for the State of Colorado.

One day some 58 years after being medically retired from the Air Force, John came across a long misplaced Presidential Citation from 1947 promoting him to colonel. At his request the Air Force Board of Corrections looked into the matter and ultimately confirmed that, indeed, he should have been retired as

a colonel. There had been a paperwork snafu. And, yes, he would receive all back pay due him.

John’s wife Betty and retired BGen Mort Gordon, pinned on his eagles in a promotion ceremony—60 years overdue—at Flight 18’s July 2007 luncheon. His promotion toast: “To Colonel John Thompson, age 94 and living proof that good things can come to him who...outlives the bastards!”

Another measure of justice occurred 2 Oct in the form of



several surprise gifts presented to John at his 100<sup>th</sup> birthday tribute. These included personal letters of congratulations from the Chief of Staff, USAF, the Commandant of the Marine

Corps, the National Commander, Order of Daedalians, and the current CO of the squadron that John organized in 1941, the 67<sup>th</sup> Fighter Squadron “Fighting Cocks.”

Upon hearing the letter from Lt Col Morris Fontenot (*aka* “Cock 1”) read aloud, John stood and boasted, “The 67<sup>th</sup> has always been one of the best. We took that squadron overseas in 1942, and it’s still overseas!”

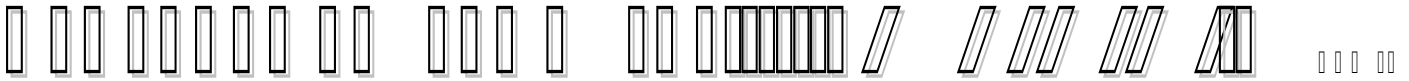
**AUTHOR’S FOOTNOTE.** *Exactly three weeks after John’s birthday, I spent several hours with him and Betty at their Denver home in order to confirm certain details in this article. When the Thompsons insisted on buying my lunch at their favorite restaurant, I followed them there in my car, all the while thoroughly awed watching a man 100 years of age expertly driving “his girl” to dinner in their Sebring convertible! Even though Sebring is a Chrysler, no doubt ol’ Henry Ford would’ve approved – again.*

**CONGRATULATIONS TO BILL ZINSER on the occasion of his 90<sup>th</sup> birthday, Tuesday 11 November. Many happy returns, Bill!**

## 2012 ROTC Scholarship Recipients

Cadets Aaron Olson and Jordan Lynch, both juniors at CSU, are all smiles at Flight 18’s 21 Sep Meeting as Scholarship Chairman Bill Greener presents their \$1000 Flight awards, amounts matched by the Daedalian Foundation.





# \*\*\* Sea Biscuits and Scuttlebutt \*\*\*

## The Silent Ranks

*I wear no uniforms, no blues or army greens.  
But I am in the military in the ranks rarely seen.  
I have no rank upon my shoulders. Salutes I do not  
give.*

*But the military world is the place where I live.*

*I'm not in the chain of command, orders I do not get.  
But my husband is the one who does, this I cannot for-  
get.*

*I'm not the one who fires the weapon, who puts my life  
on the line.*

*But my job is just as tough. I'm the one that's left be-  
hind.*

*My husband is a patriot, a brave and prideful man, and  
the call to serve his country not all can understand.*

*Behind the lines I see the things needed to keep this  
country free.*

*My husband makes the sacrifice, but so do our kids  
and me.*

*I love the man I married. Soldiering is his life.  
But I stand among the silent ranks known as the Mili-  
tary Wife.*

Author Unknown/Various Attributions

YtÜxãxã? fãx e |wxÜA ` tç çÉâ Üxã |Ç ÑxtvxA



Nov 5 2012 - Former WASP President and former member of Mile High Flight 18, Lucile Doll Wise, 92, flying front seat in a 1942 Stearman. This day instructor Chad Graves is in the back seat. Lucile began her flight training in May 1943 at Avenger Field, Sweetwater, TX when she was 23 and this particular aircraft was about one. At right, Lucile in uniform wearing her WASP insignia.



## Say what?

“I was never so impressed in my life as when I stood alone in the Hall of Mirrors.” - Henry Kissinger

“If you don't read the newspaper you are uninformed; if you do read the newspaper you are misinformed.” - Mark Twain



YOU ARE HERE,  
AMERICA

WHICH WAY  
NOW?

## Mile High Flight 18 – 2013

- Flight Captain**..... Ger Spaulding, CAPT, USN (Ret)
  - Vice Flt Capt** .....Butch Rutt, LT, USNR (Sep)
  - Adjutant**.....Roy Poole, LCOL, USAF (Ret)
  - 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)
  - Koat King*.....Mike Daciek, LTC, USAF (Ret)
  - COANG Liaison*.....Mitch Neff, LTC, COANG
- (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 editor at (719) 638-5786 or via e-mail at gerkar@comcast.net.

Web: <http://www.ghspaulding.com/orderofdaedalianhome.htm>