

Flight 18 est. July 4, 1965

# MILE HIGH FLIGHT 18

## Order of Daedalians

### *Newsletter*



Nov 2015

## Christmas again at Heritage House, Eagle Bend Saturday afternoon 12 Dec



### Christmas Tree Splendorama

Every year the ladies of Eagle Bend decorate and display over 20 Christmas trees, each more splendidous than the last. Pictured above is one of their masterpieces from the 2014 display.

While at the Heritage House, Eagle Bend, for our 2015 Christmas party on Saturday, 12 December, be sure to tour the clubhouse to see all of these beauties.

And don't forget to bring your camera. Take plenty of pictures and then email them to your newsletter editor at [gerkar@comcast.net](mailto:gerkar@comcast.net) for possible inclusion in our Feb 2016 issue.

*Guest speaker, an F-35 I.P. who has also flown F-15s & F-22s, is Bill Myers' grandson*

Except for our guest speaker, this year's Christmas party will be a carbon copy of last year's. And as those who attended last year will attest, the facility, fare and ambiance at Eagle Bend are superb. To top it off, the price is right. *Details below; map and driving directions on page 5.*

Our after-dinner speaker will be Flight 18 member LtCol Dan "Freeze" Hingley, currently an F-35 instructor pilot at Eglin AFB, FL, and grandson of fellow Flight member Bill Myers, a veteran WWII fighter pilot.

Bill proudly sponsored 1Lt Hingley for Daedalian membership back in 2004 when Dan was only four years removed from the AFA. His career since then is a fascinating saga, which he'll recount in his talk (see page 5).

And, as is our custom in awarding door prizes, some lucky member will get the (carved wooden) finger.

***Here are the particulars -- MORE ON PAGE # 5***

**Date:** Saturday, 12 December

**Place:** Heritage House-Eagle Bend Golf Course.

**Times:** 1300-Social Hour; 1400-Call to Order, dinner.

**Fare:** Prime Rib and Salmon buffet + great sides.

**Price:** \$30.00 per person, which includes gratuity and must be paid by check no later than 7 Dec.

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

**PLEASE MAKE RESERVATIONS VIA APOLLO IF ON LINE (IF NOT, YOUR CALLER)**

**THEN USE THE MAIL-IN COUPON ON PAGE 5 TO SUBMIT YOUR PAYMENT.**

**CHECKS MUST BE RECEIVED BY MON 7 DEC**



## Memo from the Flight Captain

Fellow Daedalians,

By now, you all should have received your ballot for the election of national officers for the Order. Please take a few moments to complete it, and to mail it back. I'm pretty sure I've heard someone say, "Elections have consequences" during the past few months. But the biggest consequence comes by sitting elections out, letting only a handful of people speak for you.

Autumn is my favorite time of the year. The colors are spectacular. The air is crisp and invigorating. The takeoff performance gets better. Football season returns. And the holidays are upon us.

Thanksgiving is a time of year to be with friends, although the reality is, we've all missed too many of those days with family. I remember sitting in a tent, somewhere in Saudi Arabia. We were promised real turkeys for dinner, but had to wait for a VIP to arrive before we could dig in. Well, being a government operation, the VIP couldn't reach our base, the turkeys were all burned, and we sat beside the closest people to family we had known in many weeks, eating our canned turkey and re-hydrated shrimp cocktails. Yet, it was still a time for Thanksgiving.

Just a month later, it's time for Christmas. Christmas for some, meant sitting in a B-52 at 33,000 feet, heading for Hanoi, and watching unguided SAMs rise through the clouds. The co-pilot was

scrambling to coordinate the cell, while setting the bug back to the bomb run heading after evasive maneuvers. It also meant watching another B-52 explode in flames when a SAM connected, and knowing the crew, like yours, had come from Kinchhole. Silent Night can seem a long way off.

Both holidays should be about family, and friends, and happiness and hope. I wish each and every fellow Daedalian all of these and more. And I invite all to our annual Christmas celebration, where we can combine our families and our fellow Daedalians into a great celebration of life.

We'll see you there!

*Volabamus*

*Volamus*

**Roy A. Poole,  
LtCol, USAF (Ret)  
Flight Captain**



## Important info about the November officer elections:

Roy Poole is completing two outstanding years as Flight Captain, despite his near-death experience with C. Diff (Clostridium Difficile) several months ago. Full recovery from C. Diff is arduous, typically requiring about two years.

Roy would happily have volunteered for a third term as Flight Captain, but is still some time away from full recovery. Therefore, he has asked to be excused from the job for next year, and former three-term Flight Captain Yumper Black has graciously volunteered to spell Roy while his recovery continues.

Thanks to Yumper, and with all the remaining 2015 staff returning for 2016, we now have a full slate of officers to nominate in Nov.



## Final Flights

*John Blackis, John France*

**John Blackis  
LtCol, USAF (Ret)  
Feb 28, 1921–Oct 1, 2015  
LM/FLM**



Born in New Kensington, PA, John worked while in high school at a local airport in return for flying lessons, and soloed in 1937, two years before graduation.

He enlisted as a USAAF Aviation Cadet in Jan 1942 while attending the University of Pittsburgh, earning his pilot wings and commission that November. It was then off to B-24 Transition School in Smyrna, TN, from which he graduated as a B-24 aircraft commander. He picked up the balance of his crew in Tucson, AZ, on his way to join the 389<sup>th</sup> Bomb Group, 564 Squadron, at Biggs Field, El Paso, TX.

After final training at Lowry, in June 1943 the Group flew to Hethel, England, a base constructed in '42 for American use. However, for the first



three months the 389<sup>th</sup> instead flew from a temporary base near Benghazi, Libya. John completed 25 Liberator missions during WWII, including the legendary low-level raid on the Ploesti oil refineries and the first mission on Rome.

After the war, he flew for Continental Airlines until retiring in 1981 as a DC-10 captain, and remained active with the USAFR until 1971 when he retired as a LtCol. John is survived by his wife Leva, three children and a number of grandchildren. He was 94.

**R.I.P., John.**

More **FINAL FLIGHTS** on page 3

## FINAL FLIGHTS *from page 2*



**John L. France**  
**MajGen, USAF (Ret)**  
 Sep 11, 1933 – Oct 15, 2015  
 LM/FLM

*Following is part of a longer tribute by Dale Boggie*

The Oct 26 ceremonies and tributes recognizing and celebrating the life of John France drew huge crowds for the walking event at Fort Logan and formal ceremonies at the Wings Over the Rockies Air & Space Museum.

The funeral procession at Ft. Logan rivaled those performed for dignitaries at Arlington. The procession was led by Governor Hickenlooper, Adjutant General Mike Edwards, and past Adjutant General Mason Whitney. Following them were Scottish Bagpipers, an Army Band playing a funeral dirge, several columns of troops, a limo bearing John's wife Carole and immediate family members, followed by other relatives and close friends. Finally, two magnificent black horses pulled a caisson carrying the flag draped coffin with Pall Bearers marching beside and a saddle horse following with the boots reversed in the stirrups, a general's gold trimmed, blue saddle blanket under the saddle and a sword hanging at the side.

Full military honors were conducted with thirteen cannon shots, three volleys of rifle shots, presentation of the flag from the casket to his wife Carole and a haunting trumpet rendition of Taps. To close the ceremony, a four ship formation of F-16 fighters approached low from the south and as they neared the assembled throng, the number three pilot pulled up out of the formation, afterburner blazing, straight up out of sight in a perfectly executed Missing Man formation.

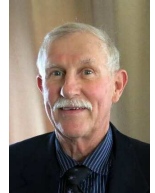
John won many awards and achieved much during his mili-

*Go to FINAL FLIGHTS on page 4*



## Welcome Aboard

**John Cunningham**  
 CPT, USA (Sep)



### John's thumbnail bio

DOB: Dec 8, 1946 - Watsonville, CA

Education: BS, Civil Eng - WVU .

Commissioned: 1970 – ROTC, WVU

Wings: 1970, Ft Rucker, AL

Assignments: Ft Walters, TX (basic flight training); Ft Rucker, AL (advanced flight training/wings); 6<sup>th</sup> Air Cavalry Regiment, Ft Meade, MD; 135<sup>th</sup> Assault Helicopter Company, Di An, Vietnam; COARNG, Buckley

Aircraft flown: OH-13; UH-D/H; FH-1100; Cherokee 140; Cessna 142; Jet Ranger; UH-1B; Bell-47 .

Separated from USA: 1984, Buckley AFB

Civilian employment: Construction Management, Real Est.

Spouse: Robin

Offspring: One son.

Residence: Broomfield, CO

*More Welcome Aboards on page 6*

### Flight 18 Life Membership Dues Effective Jan 2012

#### Age Group

30/under....\$385	61 – 65....\$205
31 – 35.....\$370	66 – 70....\$170
36 – 40.....\$350	71 – 75....\$140
41 – 45.....\$325	76 – 80....\$115
46 – 50.....\$295	81 – 85.....\$95
51 – 55.....\$265	86/Over.....\$75
56 – 60.....\$235	

### 2016 FLIGHT DUES - \$15 (Due 1 Jan, as are National dues paid to HQ in San Antonio)

Please mail this coupon along with a check for your 2016 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 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: [2016 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: **Flight 18 Treasurer, 7544 S. Rosemary Circle, Centennial, CO 80112**

## John France Final Flight *from page 3*

tary career. He enlisted in the Air Force in 1952 as a Private, qualified for pilot training and earned his silver wings and gold bars as a Second Lt in 1955. His first assignment was to Misawa Air Base Japan to fly the F-86 Sabre Jet.

He left the active duty Air Force in 1958 and joined the Colorado Air National Guard at Buckley Air Base, also to fly the F-86 Sabre. He eventually won a slot on the Minutemen Aerial Demonstration Team, the first such unit in Guard history.



When the team disbanded after entertaining crowds throughout the nation and Latin America he

had time to enroll in the University of Denver in off-duty time. He earned a Business Administration degree in 1963 and a Juris Doctor degree in 1966. He also met a beautiful coed, Carole Denton, during this time and they were married in 1961. This union produced two beautiful daughters Allison and Amie.

John passed the bar exam and practiced law for two years until the 120th Fighter Squadron was called to active duty and sent to Vietnam in April 1968. By this time the squadron had transitioned into the F-100 Super Sabre, the first airplane able to break through the speed of sound in level flight.

John led the squadron's F-100s on a two stop, 21-hour deployment from Buckley to Phan Rang Air Base, Republic of South Vietnam. On the second day after their arrival, the theatre commanding general stopped by to welcome the Air Guard pilots and hoped they would get settled, make some familiarization flights and be ready to fly some combat missions in a week. John replied to the effect that, "Sir, those two F100s taxiing in just completed our fourth combat mission." (*There are other versions of this but this one seems to be prevalent.*)

Clearly, the 120th Fighter Squadron, call-sign "Redeyes," came to fight. They set records for missions flown, ordnance delivered and results confirmed. John himself flew 239 combat missions, but never bragged about it, always giving credit to the Crew Chiefs, other maintenance and support people and his fellow pilots.

Not many people knew that he had a law degree and had actually practiced law before ascending up the Air National Guard leadership ladder. After commanding the 120th Fighter Squadron, he became commander of the 140th Tactical Fighter Group, then commander of the parent 140th Tactical Fighter Wing. He was promoted to Brigadier General in 1976. In 1979 Governor Dick Lamm selected John to be the Adjutant General of Colorado, responsible for both Air and Army National Guard forces. He was promoted to Major General in 1982. Upon his retirement on February 6, 1995,

he had completed 42 years of military service and set a record as the longest serving Adjutant General of Colorado, a total of 15 years.

John had other interests as well. In 1982 he joined the



Roundup Riders of the Rockies, (3R), whose main event is an annual week-long, 100 mile ride in the high Rocky Mountains of Colorado. As Adjutant General during some of those years, John arranged for his old "Redeye" Squadron to schedule

training flights that required the pilots to find our camps, somewhere in the Rocky Mountains and make a simulated attack, just as they might have had to do for real in Vietnam years ago. John rode for 19 of those 100 mile rides and also flew one of those simulated attacks with Andy Love as his wingman.

In 1998 John also joined another horse-oriented group called the Ten Most Wanted, (XM), also dedicated to the Western Traditions of the Cowboy and his horse. It was formed by some older members of the Roundup Riders who no longer wished to make the long



100 mile rides. They named it "The Gentleman's Ride" and stay in nice quarters at a Dude Ranch instead of tents. John became the President in 2002 and served until his health started failing. Some memorable humorous moments:

When he was flying as the solo pilot with the Minutemen, his job was to do a spectacular closing routine over the base where they were appearing in Panama. He did a great show and landed. But, it was the wrong base. There were two airports a few miles apart, and he'd picked the wrong one.

For one of the rides he picked up his horse, stabled at Bell Mountain Ranch, and went on the ride. Unfortunately, he picked the wrong horse, which looked a lot like his, but was in fact a very expensive champion cutting horse recently purchased by the ranch manager. John enjoyed a great ride, but after it was over, had some 'splainin' to do.

John France: Citizen Warrior, a Man for the Ages. His work here is done.

May he Rest in Peace.

*Dale Boggie*

## Warner battered by bale of hay



Bob had a near-fatal accident on his Brighton-area ranch in May when a 1,400-pound hay bale fell on him from a height of 16 feet. He suffered crushed ribs, a broken leg and other injuries.

Thankfully, he survived and, following a lengthy rehab, has mostly recovered. *Volabamus, Volamus*

CHRISTMAS PARTY - guest speaker Flight 18 member

Heritage Eagle Bend Golf Club  
23155 E. Heritage Parkway, Aurora, CO  
(303) 693-7788

Grandson of Bill and Lou Myers – a family affair

Dan's story began long before he was born – on 16 December, 1944, the first day of the Battle of the Bulge. That's when Grandpa Bill was shot down while conducting a P-47 strafing run against a German train loaded with tanks near a marshalling yard in the Saar Valley. A second train in proximity to the first was carrying troops and 22mm flak guns.

Leading his squadron on this attack, Bill was down on the deck when his aircraft was hit by flak from the second train. His engine was on fire. The explosion inside his cockpit seriously wounded him in the right hand, left leg, chest and neck and filled his cockpit with black smoke.

When the smoke cleared, Bill wiped the blood from his oil pressure gauge to find it was reading zero. He was also out of fuel. Nevertheless, he added power to try to clear the surrounding hills and, to his surprise, the engine fire went out. He was able to bail out his fatally stricken P-47 along at 5,000 feet until he found a meadow in which to belly land it. He climbed out of the wreckage and immediately collapsed on the ground from loss of blood – only yards on the friendly side of the bomb line and well within range of enemy troops watching from a nearby ridge.

Bill ended up in an Army hospital in Paris, from which he would have been sent home had he not finagled a transfer to his own squadron to recover under the care of his flight surgeon. But eventually his right hand needed physical therapy. The final decision was made to send him to the US General Hospital at Bar le Duc for treatment. His therapist was Army Lieutenant Louise Ablen, who had waded ashore at Normandy two weeks after D-Day, with whom Bill was already socially acquainted.

To say they hit it off would be a huge understatement; they were married in Colorado after the war, had three children and six grandchildren (including Dan) and, to date, seven great-grandchildren. Lou, who died in 2007, was remembered in our Feb 2009 newsletter (see Newsletter Archives)

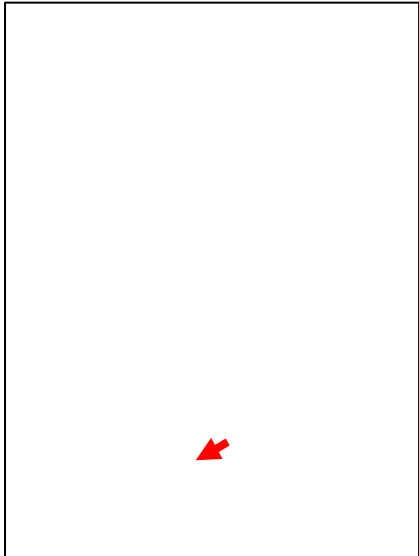
Three years before Lou's death, Bill proudly sponsored his grandson, Lt Dan Hingley, as a prospective Daedalian and member of Flight 18. At the time Dan, a 2000 graduate of the Air Force Academy, was flying F-15Cs at RAF Lakenheath, UK. He would go on to fly F-22s at Holloman AFB, NM, F-15s again, and, currently is an F-35 instructor pilot at Eglin

In addition to his unique experience flying both the F-22 and F-35, there is much more to Dan's story that we'll all find fascinating when he talks to us about it at this Christmas party.

On the personal front, LtCol Hingley and his wife Elizabeth welcomed their first child, Jake, on February 15th of this year. ###

Directions:

From E-470, take Gartrell Road (exit #9); go south on Gartrell Road. Entrance to Heritage Eagle Bend is first right after Aurora Parkway, about 0.3 miles after stoplight.



Payment due NLT Mon 7 Dec



A large dashed box containing a grid for a coupon. The grid has columns for '#', '\$', and '%'. There are four rows for 'Buffet/ Other' entries. Below the grid, there is text: 'For additional guests, attach a separate list', a line of asterisks, and a phone number '1233 & 04//5'.