



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Aug 2010

Muster 20 Aug at Wings Over Rox

*Flight 18 function begins at 1100;
Robin Olds tribute follows at 1700*

2010 Flight Sked

Flight 18 normally meets on the third Friday of each month. Exceptions are announced in the newsletter and through the caller phone tree. Your caller should contact you via phone/e-mail 7-10 days prior to each meeting. If not, please advise Flight Adjutant Mitch Neff.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
15 Jan	Aurora Hills*	Officer installation
19 Feb	Aurora Hills*	Thompson/Reeves
1-3 Mar	San Antonio	F/C's meeting
19 Mar	Aurora Hills*	BG Carl Miller
16 Apr	Aurora Hills*	Newt Moy
21 May	Platte Valley	Lafayette Found
18 Jun	Aurora Hills*	MG Whitney-CO H/Sec
16 Jul	Aurora Hills*	MG Edwards, TAG
20 Aug	Wings Over Rox	Greg Anderson
17 Sept	Aurora Hills*	MG John France
15 Oct	Aurora Hills*	Dave Kulaas – P-51
19 Nov	Aurora Hills*	Business Meeting
16 Dec	Aurora Hills*	Christmas Party

* Aurora Hills Golf Course Tin Cup Bar & Grill



Question: The subject in this photo is?

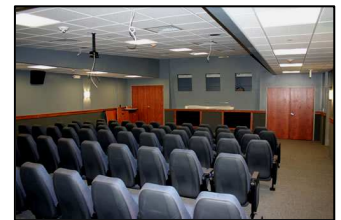
- Han Solo
- Jack Ryan
- Dr. Richard Kimble
- Indiana Jones

Answer: None of the above, although he's played all of them in the movies.

This is Harrison Ford, who will *not* be our guest speaker in August. That honor belongs to Ford's friend Greg Anderson,

President and CEO of Wings Over the Rockies Air & Space Museum, where we'll convene our August Flight 18 luncheon meeting on Friday the 20th.

This photo was taken during the filming of the movie "Wings Over the Rockies," which is now showing in the Museum's brand new Welcome Theater and which Daedalians will be able to watch during our visit. It features highlights and pioneers of Colorado's aerospace heritage.

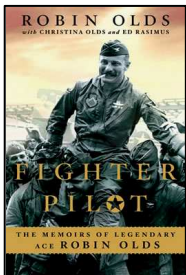


And, there will be more for us to see and explore, says Greg, new features since our last visit to the Museum. These include a new Cockpit Alley exhibit with several cockpits to experience, continued development of the F-86, a new Nose Art exhibit, the "Tailor Made" Uniform Exhibit and Kid Space Room.

But that is not all. Greg will also be sharing with us the latest plans for enhancing the Museum—a new entrance which will include a three-story tower and inside, outside decks beside a Veterans Memorial Plaza beneath a B-52 elevated over a landscaped runway.

While a detailed agenda for our August meeting remains TBA (via our high-tech notification system—AKA call lists), if you muster at 1100 and bring lunch money, you'll be good to go.

Happy Hour to honor Robin Olds



A "Sierra Hotel Salute to Robin Olds" will honor one of history's most famous fighter pilots at Wings on 20 Aug. Friends and fellow pilots are planning an old-fashioned Friday night O'Club atmosphere, surrounded by the F-4, F-105 and other Vietnam-era aircraft. As commander of the 8th TFW, Olds also became a triple ace with four Vietnam aerial victories. For more details about this event, please see Flight Captain Don Neary's column on page 2.



Flight Captain Don Neary with the Wright Flyer at the Daedalian Flight Captain's meeting celebrating the 100th anniversary of Benjamin Foulois' historic flight at Fort Sam Houston, San Antonio. When Neary's portrait became part of the Wright Flyer display is unknown.

Fellow Daedalians,

Once again our goals for 2010:

1. Bring a Buddy. Solicit qualified people to become Flight members.
2. Have good guest speakers and warrior stories from members.
3. Hold a Distinguished Pilot ceremony in coordination with the CO ANG in their new building.
4. Solicit ideas from members to improve flight operations.
5. Seek support from other Daedalian Flights across the nation who share our views on what the Tenets and Objectives of the Order should be.
6. Award scholarships to deserving students who are involved in aerospace studies with emphasis on those who aspire to become military pilots.

Our goals are being met except for numbers 3 and 5 above.

We have concerns on flight and national dues. Please, please check your records and keep your dues current. National policy is: Two years delinquent=DRIPPED; after 5 years in dropped status (total of 7 years)=TERMINATED and membership records destroyed.

Therefore, members who have not paid national dues since 1 Jan 2008 have been dropped by National.

The best way to avoid all worries about dues is to become a Life Member of both National and Flight 18. The

one-time dues schedules on page 3 apply. Become a *Daedalian Life Member* and a *Flight Life Member*. You will not regret it.

Our latest Quarterly Activity Report shows the following:

a. Named members	131
b. Hereditary member	1
c. Total members	132

We lost one member during this reporting period, Bob Swanson #3922. See Bob's Final Flight article, page 3.

Guest speaker for our 16 April meeting with 35 members and 2 guests present was Col. Newt Moy. He spoke of his experiences during WWII chasing U-Boats in the Caribbean where entrenched Nazis were wreaking havoc among Allied shipping to England.

Our 21 May meeting took place at the Platte Valley Airport. Guest speaker was Flight 18 Associate Andy Parks with 79 members and 20 guests present. President of the Lafayette Foundation and CEO of the Vintage Aero Flying Museum, Andy related the story of three vintage Fokker aircraft flying to Dayton, Ohio. A three hour documentary of the flight and activities at Dayton named "Wings Over Time" will be shown on the history Channel.

Guest speaker for our 18 June meeting was MGen Mason Whitney, Director of the Governor's Office of Homeland Security Colorado. Present were 34 members and 4 guests as Gen Whitney spoke of risk management methods to deter, prevent, or disrupt threat attempts and how to respond to and recover from terrorist activities.

A date to remember is Friday 20 August 2010, the day of our August luncheon at the Wings Over the Rockies Air and Space Museum. Later that day the Museum will host a special tribute to Brig Gen Robin Olds (1923-2007). This will be a "Friday Night O'Club Happy Hour" type event honoring this famous 16-victory fighter pilot Ace. Flight Suit attire is encouraged.

There will be Hors d'oeuvres and a cash bar from 1700 to 2100. Reserva-

tions are required by check or credit card. Web site is <http://tiny.cc/icxt9> or call Lindsay at 303-360-5360 x-110. General admissions is \$45 per person, or \$100 to be a Robin Olds Wingman.

Proceeds will help create a permanent exhibit with the F-4 Phantom II honoring Robin and other SEA vets.

Robin's daughter Christina and Ed Rasimus who co-authored "Fighter Pilot", a book of Robin Olds memoirs, will be available for book signings.

Finally, we received three thank you letters addressed to Bill Greener from our flight scholarship recipients. Thanks to Bill for heading up this very successful program.

Volabamus Volamus

Don

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

Welcome Aboard

H. Michael Edwards
MGen, USAF/ANG
The Adjutant General,
Colorado

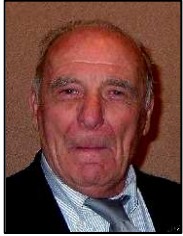


Mike's thumbnail bio

Education: USAF Academy, 1973.
Wings: Sept 1974, Reese AFB, TX.
Assignments: 36th TFS, Osan AFB, Korea; 7th TFS & 436th TFS, Holloman AFB, NM; 120th TFS, Buckley ANGB, CO; Commander, 120th TFS, Commander, 140th OG, Vice Commander, 140th Wing, Buckley; Director, Combined Air Ops Center, Al Udeid AB, Qatar; TAG, Colorado.
Aircraft flown: AT-38, A-7D/K, F-16C/D, C-21, F-4D/E, T-37, T-38.
Military Flight hours: 4600 plus.
Combat hours: 135.
Spouse: Lawry.
Offspring: Two; son is flight member.
Residence: Parker, CO.

Speedy recovery to Tom Crawford, who suffered a double fracture of the pelvis in a fall on 28 May.

Final Flights



Robert J. Swanson
Maj, USAF (Ret)
Apr 28, 1923 –
May 19, 2010



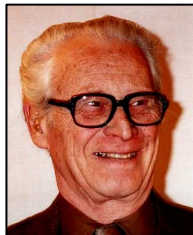
Whether it was Bob's flamboyant personality, his exquisite aircraft paintings, his love of dancing, habit of showing up at social functions with a hot babe on his arm, or his incredible tall tales, he was someone you had to like and someone who, literally, will be sorely missed.

Born in Chicago, he completed training as an aviation cadet in 1944, and subsequently flew a variety of aircraft, including B-24s, B-25s and 54 combat missions in B-26s in Korea. In Vietnam, he completed 104 air rescue missions flying the HC-130. He collected 8,000 military and 3,000 civilian flight hours, much of the latter with Riss International in Kansas City nursing an old DC-3 back to airworthiness. Once while flying the old bird solo from Florida to KC with no autopilot, he got locked out of the cockpit and had to break the door in. See his account in our Nov 2003 newsletter in the Archives.

His unrealized dream was to fly his homebuilt airplane, powered by a Buick engine, around the world.

He was buried at Ft Logan on May 25.

Melvin W. Wilkey
LCDR, USNR (Ret)
Aug 15, 1917 --
Jun 20, 2010



A Daedalian Life Member and 19-year member of Flight 18, Mel died in bed during the night in the nursing home in which he resided for the

last several weeks of his life.

An Iowan by birth, Mel earned his Navy wings on June 5, 1942 and retired in Denver 26 years later in 1968. He spent the last 21 years of his career flying in the Naval Reserves.

From 1949 to 1954, he served as Executive Officer, then Commanding Officer of Naval Reserve Transport Squadron 712 at NAS Denver, Buckley. It was during this period, on 18 April 1960, that NAS Denver transferred from the Navy and became Buckley Air National Guard Base.

Mel was laid to rest at Ft Logan National Cemetery on June 30, leaving behind his widow Phyllis, two children, three step-children and seven grandchildren. His son Doug, also a naval aviator, was once a member of Flight 18.

See **FINAL FLIGHTS** on page 4

Daedalian Life Membership (LM) Dues; Flight 18 Life Membership (FLM) Dues

Age Group	LM	FLM
30/under.....	\$760.....	\$305
31 – 35.....	730.....	295
36 – 40.....	680.....	280
41 – 45.....	620.....	260
46 – 50.....	560.....	240
51 – 55.....	490.....	215
56 – 60.....	430.....	185
61 – 65.....	360.....	165
66 – 70.....	300.....	135
71 – 75.....	250.....	110
76 – 80.....	200.....	90
81 – 85.....	200.....	75
86/Over.....	200.....	60

2010 FLIGHT DUES

Please mail this coupon along with a check for your 2010 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.*

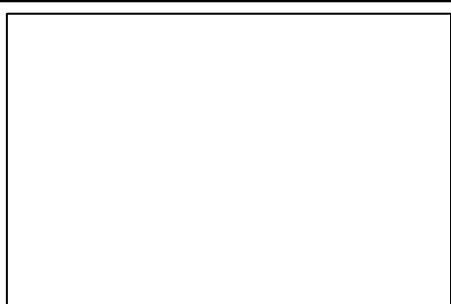
Name: _____ Daedalian # _____ Home Phone: (____) _____

Address: _____ e-mail: _____

Amount enclosed for: [2010 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**



By John Schamel, FAA

October 30, 1935
Wright Field, Dayton, Ohio

The final phase of aircraft evaluations under U.S. Army specification 98-201 (July 18, 1934) was to begin. Three manufactures had submitted aircraft for testing. Martin submitted their Model 146; Douglas submitted the DB-1; and Boeing submitted their Model 299. Boeing, a producer of fighters for U.S. Navy aircraft carriers, had little success in commercial airliners or bombers for the U.S. Army Air Corps.

Boeing's entry had swept all the evaluations, figuratively flying circles around the competition. Many considered these final evaluations mere formalities - talk was of an order for between 185 and 220 aircraft. Boeing executives were excited - a major sale would save the company.

At the controls of the Model 299 this day were two Army pilots. Major Ployer P. Hill (his first time flying the 299) sat in the left seat with Lieutenant Donald Putt (the primary Army pilot for the previous evaluation flights) as the co-pilot. With them was Leslie Tower (the Boeing Chief Test Pilot), C.W. Benton (a Boeing mechanic), and Henry Igo (a representative of Pratt and Whitney, the engine manufacturer).

The aircraft made a normal taxi and takeoff. It began a smooth climb, but then suddenly stalled. The aircraft turned on one wing and fell, bursting into flames upon impact.

Putt, Benton, and Igo—even though

seriously burned—were able to stagger out of the wreckage to the arriving safety crews. Hill and Tower were trapped in the wreckage but were rescued by Lt Robert Giovannoli, who made two trips into the burning aircraft to rescue both men.

Both men later died of their injuries. Giovannoli was awarded the Cheney Medal for heroism, but died in an aircraft accident before receiving it.

The investigation found "Pilot Error" as the cause. Hill, unfamiliar with the aircraft, had neglected to release the elevator lock prior to take off. Once airborne, Tower evidently realized what was happening and tried to reach the lock handle, but it was too late.

It appeared the Model 299 was dead. Some newspapers had dubbed it as 'too much plane for one man to fly.' Most of the aircraft contracts went to the runner-up, the Douglas DB-1. Some serious pleading and politicking by Air Corps officers gave Boeing a chance to keep the Model 299 project alive; 13 aircraft were ordered for 'further testing'. Douglas, however, received contracts for 133 aircraft for active squadron service. The DB-1 became the B-18.

Twelve of those Boeing aircraft were delivered to the 2nd Bomb Group at Langley Field, Virginia, by August, 1937. The 2nd Group's operations were closely watched by Boeing, Congress, and the War Department. Any further accidents or incidents with the Model 299 would end its career. Commanders made this quite clear to all the crews.

The pilots sat down and put their heads together. What was needed was some way of making sure that everything was done; that nothing was overlooked. What resulted was a pilot's checklist. Actually, four checklists were developed - takeoff, flight, before landing, and after landing. The Model 299 was not 'too much airplane for one man to fly', it was simply too complex for any one man's memory. These checklists for the pilot and co-pilot made sure that nothing was forgotten.

With the checklists, careful planning,

and rigorous training, the 12 aircraft managed to fly 1.8 million miles without a serious accident. The U.S. Army accepted the Model 299, and eventually ordered 12,731 of the aircraft they numbered the B-17.

The idea of the pilot's checklist caught on. Other checklists were developed for other crew members. Checklists were developed for other aircraft in the Air Corps inventory.

The little boy said to the airline pilot, "You're a pilot? That must be exciting!"

The pilot stuck out his chin and responded, "Not if I do it right."

Then the pilot said to the little boy, "Ever see a grown man naked, Joey?"

That's when Joey's mother came and hustled him back to his seat.

Flight 18 member George Moore, who resides in Amarillo, competed June 10-11 in the Rocky Mountain Senior Games in Greeley. He won three gold medals, one bronze and set new records in pushups and arm curls.



from page 3

Albert W. Cole
LtCol, USAF (Ret)
Jun 17, 1923 –
Jun 28, 2010



When he completed his Flight Biography form, under Career Highlights, Bill wrote simply "Fly, fly, fly."

He went on to specify one particularly memorable mission—an around-the-world flight in a C-133. He also flew the B-24, B-29, C-54, C-47, C-141, C-119, C-124, T-33 and L-20, accruing a total of 11,500 hrs.

His notable assignments were India, Morocco, Germany, Greenland, Dover, Travis, Tinker and Pleiku, Vietnam.

A Daedalian Life Member and Life Member of Flight 18, Bill is survived by his wife Mary and four grown children. Burial was July 2nd at Linn Grove Cemetery in Greeley.