



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

May 2005

Meet me at Platte Valley, Sally.....

Remaining 2005 flight schedule

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 Bob Resling.

<u>Date</u>	<u>Location</u>	<u>Speaker/activity</u>
20 May	Platte Valley A/P	LaFayette Foun.
26-29 May	San Antonio	National Conven.
17 Jun	Aurora Hills*	140 th Space Wg
20 Jul (Wed)	Jeffco A/P	Static Display
19 Aug	Aurora Hills*	TBA
16 Sep	Aurora Hills*	TBA
21 Oct	Aurora Hills*	TBA
18 Nov	Aurora Hills*	Annual Bus Mtg
?? Dec	TBA	Christmas party

* Aurora Hills Golf Course Tin Cup Bar & Grill

Flight will lunch at Jeffco 20 July



Jack Wilhite, owner of the Mig-17 pictured here, will host Flight 18 for lunch at his hangar at Jeffco Airport on Wednesday, 20 July.

Jack's Mig, his Steen Skybolt, a P-51, Venom, Gnat, Staggerwing Beech, Longeasy, and a T-33 are among the aircraft expected to be on display. While this is not our official summer picnic with wives, spouses are welcome to attend. Other details, such as times, menu and cost per person, to be promulgated by our callers in July. Make your reservations then.

Meanwhile, please save the map and driving directions on Page 6 of this newsletter.

LaFayette Foundation to host annual picnic with wives at PV Airpark 20 May

Prepare to go back in time to the romantic early days of aviation. Get "up close and personal" with men who fought WWI in the air and many of



those who would go on to found The Order of Daedalians.

For the second year in succession, ye old Platte Valley Airpark will be the site of our annual picnic with wives.

And once again, the Lafayette Foundation, headed by Flight Associate Andy Parks since 1996, will host the affair in the organization's magnificent Colorado International Aviation Museum. The late Dr. Jim Parks, who established the Lafayette Foundation in 1983, would be proud of the hard work done by Andy in creating at Platte Valley an internationally acclaimed tribute to WWI aviation.

Which of the Foundation's WWI replica aircraft (Fokker D-VII, Fokker DR.1, Sopwith Pup, two SE-5s) will fly has yet to be determined. But as an added attraction, Gary Jones will bring and hopes to fly his radio-controlled Sopwith Pup and aerobatic jet. Typically, several members arrive in their own aircraft, such as Ed Huber's AT-6, which become part of the static display.

While flight line activities will get underway at about 10:30 a.m., the museum will be open at 9:00 to enable Flight members and guests to tour at a leisurely pace.

Lunch will be grilled brats and sides. Wine and soda will be provided and beer will be available for a donation of \$1.00/glass. Anticipated cost is \$15.00 per person.

Map, driving directions on Page 6



Final Flights



Noel A. Bullock

Mar 23, 1925
to
Feb 1, 2005

A Mile High Flight 18 Associate for more than 25 years, Noel made his final flight on Feb 1, 2005 at age 79 following a lengthy illness.

Born in Denver in 1925, he enlisted in the Navy immediately after high school. During World War II he served as a gunner on the destroyer USS *Tingey* and was engaged in several major combat actions in the Pacific, including the battles for the Philippines, Iwo Jima and Okinawa, where he was wounded in a kamikaze attack.

After his discharge from the Navy, he earned degrees in American history and aeronautics and a master's degree in aeronautical education, all at the University of Denver. While hospitalized for a broken leg, he met a nurse named Norma Ann Hoeme. Noel and Ann were married on Aug 22, 1954.

Noel was a highly respected educator in the Aurora schools for more than 20 years. Model airplanes covered the ceilings of his classrooms at Central and Hinckley High Schools in Aurora.

A nationally recognized pioneer in creating and teaching aerospace education classes for public schools, he received honors from the FAA, the Denver Pilots Club for Aviation Education, the Air Force Association, the Civil Air Patrol, and the Wright Brothers Memorial Foundation. For his efforts in bringing aviation education to thousands of high school students, he was inducted into the National Aerospace Education Hall of Fame and the Colorado Aviation Hall of Fame

Noel retired from the Aurora Public Schools in 1978, then became the Director of Education for the Rocky Mountain Liaison Region of the CAP, serving until his second retirement in 1999. He was instrumental in creating and presenting nationally recognized workshops to train teachers to develop and present their own aerospace education classes. His annual workshops, accredited through Adams State College and held at the Air Force Academy, attracted up to 500 teachers from all 50 states.

Noel is survived by: his wife Ann; his sons Mike of Denver and Tim of Johnson City, TN; his daughter, Betsy of Glendale, AZ; four grandchildren; and his brother Gerald Bullock of Englewood.



William M. Skinner

Jul 12, 1921
to
Apr 17, 2005

Daedalian Life Member and past Flight 18 Flight Captain Bill Skinner took his final flight on 17 April following a long battle with Parkinson's. He was 83.

Born in West Virginia in 1921, he joined the Army National Guard in 1940. After two years active duty with the infantry, he transferred to the Army Air Corps cadet program and completed flight training in Jan 1944. He retired from the Air Force in Feb 1961.

During his career, he flew the T-33, F-86 and F-101 and was stationed in San Antonio; at Craig AFB, AL; Elmendorf AFB, AK; Misawa AFB, Japan; and George AFB, CA.

Post retirement, he worked briefly for Martin, then owned and operated three Phillips gas stations in the 6th & University area. In 1970, he started a property management business, which he operated for 25 years. He loved to play golf, but spent much of his time

doing volunteer work for retired military organizations. In addition to his stint as Flight Captain, he served many years as Flight 18 Treasurer and Membership Chairman. He and his late wife Winifred were also heavily involved in dog and cat rescue operations and held fund raisers to support the spaying/neutering of animals.

Bill is survived by a brother, sister, his son David, a daughter, three grandchildren and two great-grandchildren. Burial will be in Arlington National Cemetery at 3:00 p.m. 30 June.

From the Flight Captain



Fellow Daedalians,

Congratulations to the U.S. Naval Academy for winning the Commander-in-Chief's Trophy last season. But while we in the Air Force may have to hang our heads in shame (for this year), it's good to know that LTC Tom Martin successfully held the field for the Wild Blue Yonder Boys at our April meeting in the continuing battle of humorous story telling—in spite of the lies being told about Steve O'Canyon. Press on Tom!

Spring is upon us and our next stop is Platte Valley Airport. The Lafayette Foundation has once again invited us to picnic with the ladies at Platte Valley in May, and this will be our official "with the wives" event for the summer. I'm sure we'll hear all about the making of the "Aviator" and the use of the Foundation's aircraft, which Flight Associate Andy Parks provided in support of the film. In addition, I am sure we'll also hear about a possible remake of the "Blue Max."

Colonel Allen Kirkman Jr, Commander of the 140th Space Wing is ten-

Continued Column 1, Page 6

Colorado Legislature recognizes Tuskegee Airmen



Flight 18 member James Harvey III is congratulated by state Rep. Buffie McFadyen of Pueblo West following passage of House Joint Resolution 1021 on 28 Feb 2005.

Text of HJR05-1021

Preceded by a long list of WHEREASes, the Joint Resolution goes on to declare: "...we, the members of the Colorado General Assembly:

(1) Honor the accomplishments and bravery of the Tuskegee Airmen and their heroic actions during World War II:

(2) Acknowledge that the Tuskegee Airmen were at the forefront of the civil rights movement and were leaders in breaking down the walls of segregation in the United States military and throughout the country; and

(3) Recognize that this February is Black History Month, and, in acknowledgment of this, honor the Tuskegee Airmen who, along with the many other civil rights leaders that led the fight for African-American equality, changed the course of history in the United States and led the way for future generations of African-Americans."

"Be it further resolved, That copies of this Joint Memorial be sent to Governor Bill Owens, the Hubert L. "Hooks" Jones Denver chapter of the Tuskegee Airmen International, Lieutenant Colonel James Harvey III, and Tuskegee Airmen, Inc."

Remember your caller. If you know you will be unable to attend a particular meeting (e.g., due to travel), please inform your caller as far in advance as possible.



Welcome Aboard

Lloyd "Lew" Moir, Col, USAF (Ret)

He's a triple retiree—from the Air Force in 1984, from IBM in '98 and from Lockheed Martin in '99. Currently, he's a managing partner of Executive Business Decision Software, LLC. He also enjoys rebuilding cars, woodworking, home improvement, reading, cooking, travel, theater and volunteer work. A "couch potato" he is not.

Born in Le Mars, Iowa in 1936, Lew is a Nebraska grad who also holds a master's from Southern Cal. He completed aviation cadet training in Feb, 1958 at Bryan AFB, TX, and has since accrued over 6,600 hours of pilot time in a variety of aircraft, the bulk of it in B-47s, B-52s and T-39s.

In addition to a number of staff and HQ assignments, during his military career he served as Mission Director B-52 Ops SEA, as Commander 9th Bomber Squadron and was slated to be the first B-1A squadron commander before President Carter canceled production of that aircraft in 1977.

He and his wife Amy reside in Broomfield, where Lew was named Broomfield Rotarian of the Year 2003/4 and received the Broomfield Philanthropic Award in 2003. A Daedalian since 1976 when he joined the Samurai Flight at Yakota, he only recently affiliated with Flight 18.

Glad to have you aboard, Lew. And by the way, we've been looking for someone with woodworking skills!



P-8A replacing P-3

The Boeing P-8A will fill the Multi-Mission Maritime Aircraft role for the U.S. Navy, replacing the Lockheed P-3 Orion.

An armed version of Boeing's 737-800 series, the P-8A will begin flight testing at Patuxent River NAS, MD, in 2008, with initial fleet deployment expected in 2013.

Over time, the Navy's once large inventory of P-3s has been reduced to fewer than 200. Current plans call for the procurement of 108 P-8s, which will be supported by civilian contract maintenance and mission-complemented by unmanned aerial vehicles (UAVs) being developed under the Broad Area Maritime Surveillance program.

Although a name has yet to be selected for the P-8A, rumor has it that *Poseidon* has been "floated" for consideration. If chosen, the name alone will no doubt discourage stutterers from applying to become P-8 Poseidon patrol plane pilots.

Flight 18 scholarships go to three ROTC cadets

The Flight 18 Scholarship Committee and the general membership have voted unanimously to grant \$1,000.00 scholarships to each of three local area ROTC cadets. Matching funds have been requested from National. The recipients are:

Mary Beth Griffin is a junior at CSU with a major in English and a minor in Military Science. Her 3.597 GPA put her on the Dean's List in Spring '04. Her awards include the Military Order of World Wars Award, Bronze Boot/Freedom Scholarship Award, and the VFW Award. She scored 124 on the Alternate Flight Aptitude Selection Test (AFAST). Her extracurricular activities include Ranger Challenge, Color Guard, Drill Team, and she is a Residence Hall Association Senator. She also participates in the Durward Hall Council, the National Society of Scabbard and Blade, and the Zine (Youth Literary) Project. Set to graduate next May, she hopes to become a career Army helo pilot.

Luke A. Outwater is a junior at CSU with a major in Math, minors in computer science and Aerospace Studies and a 3.24 GPA. He holds the Honors Ribbon with 4 oak leaf clusters for his GPA. He also has the distinctive GMC Award and the AFROTC Meritorious Service Award. His extracurricular activities include being President of the Wing Walker Honor Guard. Later this semester, he will also be awarded the Military Order of World Wars Award for the most improvement in military and scholastic excellence, and the Air Force Communications and Electronics Association Award for military leadership and achievement in academics. He was president of his ROTC class in 2002. His pilot/navigator AFOQT score was 69/80, which places him in the top ten of his class. His goal is to become a career Air Force pilot.

Lindsay Copperberg is a senior at CU Boulder with a 3.2 GPA and a

major in Aerospace Engineering. She was on the Deans List in the Fall of '01 & '04. She holds the Academic Achievement ribbon with two oak leaf clusters and the Women in Engineering Scholarship. Her extracurricular activities include the Women in Engineering Program, Intramural basketball/water polo/flag football and dodge ball. She was part of the Colorado Space Grant Consortium which designed, built, and flew a small satellite to record atmospheric conditions and took pictures. As part of the University of Colorado research team, she designed and built jet activators for an underwater submersible. She belongs to the National Society of Collegiate Scholars and is a member of the Rifle/Pistol Team. She has accumulated six hours in the Cessna 172. She even has 2.5 hours of stick time in the F/A-18. Her career objectives are to use her degree for aircraft and flight systems, to become a naval aviator and eventually become a naval astronaut.



Marines erect the now familiar large flag and retire a smaller one hoisted earlier.

Action in Pacific 60 years ago

A different view of famous flag raising on Mt. Suribachi as

Prior to the taking of Iwo Jima in Feb/Mar 1945, the island had been a Japanese radar station and fighter base. Subsequently, it would serve as a home for P-51s escorting B-29s to Japan as well as a SAR base and a haven for damaged B-29s. The conquest of Iwo Jima resulted in 28,686 U.S. casualties, 6,821 of them KIA.

The invasion of Okinawa would begin on 1 April 1945. Before the island was secured on 22 June, FDR and Adolph Hitler would die and VE would be declared. Casualties in the Okinawa campaign totaled more than 38,000 Americans wounded and 12,000 killed or missing.

Winning war story

Our 15 April luncheon featured superb "war stories" by Carl Swartz, Bill Matheny, Ed Cutler and Jim Harrison, whose B-47 tale was judged best by popular acclaim in a close vote. What follows is a highly condensed account of his remarks.

Little Rock AFB, 1954. Wx is bad with trailing squall lines drenching the field. The radar on Jim's B-47G, down for 3 1/2 hours, has just been repaired. However, the 3-hour window for making the original mission has closed. Only options: cancel or go up and bore holes in the sky. Big Jim "persuades" his crew to choose the latter. He describes the ensuing takeoff:

"Gear up, radar out!"

Memphis Center cannot provide radar guidance clear of the T-storms as the plane's transponder has failed. Jim heads for the Gulf where Wx is CAVU, then explores the Gulf Coast to the Yucatan and back, but can find no place to work. It's now about 2300 and time to go home.

Descending to Little Rock, Jim deploys the "drag gear" (outriggers and rear mains), which function as speed brakes. Back in the "murk" and passing 12,000 feet, he decides to drop the front mains, lowers the handle, but "nothing happens."

Crew tries to hand-crank front mains down, but crank won't budge. Fuel getting low, so time for a low-vis rendezvous with the airborne KC-97 tanker.

KC-97 and B-47 are on the same radial of a local VOR, head-on collision course at angels 5.5. When Jim spots a red light on the tanker's nose, he executes a fighter-pilot-like 90-270 and... "I'm on the boom, like that! Unbelievable!"

"And the boomer didn't believe it either," adds Jim. ("Neither do we," injects a heckler from the audience.)

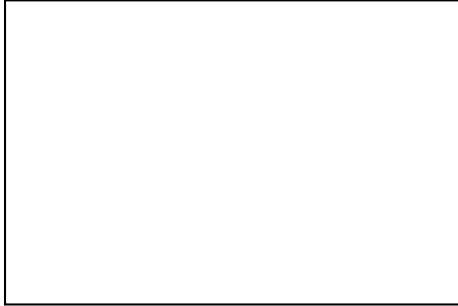
(Jim to heckler: "I don't need but 10% fact and I'm given' you 100%!")

After resolving an on-board fuel transfer problem, Jim eventually gets a full load of gas. Final disconnect is caused by turbulence, which also drops the front mains!

Little Rock wx is now well below mins. Command Post says go to Dyess AFB. Averse to raising the troublesome landing gear, Jim opts to attempt one approach to Little Rock. He breaks out and lands softly, some 65,000 pounds over MGLW.

Surprise! Jim receives "congratulations" from his wing commander rather than an ass-chewing for landing over weight. ###

“Piggyback ride” too fantastic for Hollywood to simulate



Two B-17Gs of the 8th Air Force’s “Bloody Hundredth” Bomb Group collide and remain locked together all the way to a piggyback crash landing near Wilhelmshaven, Germany, 31 Dec 1944.

In Europe, more than six months have passed since Normandy; the Battle of the Bulge is underway; and while they don’t know it, the Allies face four more months of fighting before VE Day is declared. The “Bloody Hundredth” has just dropped its bombs on Hamburg and turned for England at 22,000 feet when it is jumped by German fighters over the North Sea.

After a B-17 is shot out of the formation another, piloted by Lt. Glenn Rojohn, moves forward to fill the empty spot. Meanwhile, yet another, with Lt. William McNab at the controls, attempts to climb into the same spot and slams into the underside of Rojohn’s plane. The top turret gun of McNab’s B-17 is now stuck in the belly of Rojohn’s, and Rojohn’s ball turret has penetrated the upper fuselage of McNab’s plane. The two *Fort*s are locked together; all efforts to separate them proving futile.

At this point, three of the bottom plane’s engines are running as are all four of Rojohn’s. The fourth engine of McNab’s aircraft is on fire and the flames are spreading aftward. Fearing greater fire or explosion, Rojohn and his copilot, 2nd Lt. William Leek, shut down all four of their engines. The two-plane hybrid begins falling from the sky like a proverbial greased safe.

With no radio communication from the cockpit of the lower plane, Rojohn and Leek take over the flying chores, propping their feet against the instrument panel for needed leverage. It requires all their strength to hold the yokes back, but they succeed in keeping the mated aircraft under control and in slowly turning them back towards Germany.

Crewmembers begin bailing out of both B-17s—four from the bottom plane and six from Rojohn’s (two of whom do not survive the jump). However, with McNab’s top gun turret wedged into the belly of Rojohn’s fuselage, the gunner in that turret is trapped inside, fully aware his fate is sealed. Rojohn orders Leek to bail out, but he refuses, knowing Rojohn could not muscle the controls alone.

They cross the German coast and, moments later, slam into the ground. The bottom B-17 explodes, dislodging Rojohn’s plane and vaulting it forward. Its left wing crashes through a wooden building and, finally, what remains of the aircraft—the cockpit—comes to rest. Rojohn and Leek are uninjured, but immediately become POWs, as do all of the remaining survivors of the accident.

After the war, it took 40 years for Rojohn and Leek to reconnect with each other, which they did in 1986. Leek died the following year. Rojohn, the last survivor of the famous piggyback accident, died in 2003.

*Note: The 100th Bomb Group earned the moniker “Bloody Hundredth” by virtue of the heavy casualties it sustained after first joining the war in June 1943. 100th BG vets claim it was the model for the fictional 918th BG featured in the 1949 film *Twelve O’Clock High*. They also claim its commander, Col Tom Jeffrey, was the inspiration for Gregory Peck’s character in the film, BGen Frank Savage. However, the *Savage* character is generally thought to be modeled after then Col Frank Armstrong, Commander 306th BG, whose vets point out that $3 \times 306 = 918$. Most likely, the 918th was a Hollywood composite.*

Military bomber crashes into Empire State Building

On the foggy morning of Saturday, July 28, 1945, Lt. Colonel William Smith was piloting a U.S. Army B-25 bomber through New York City. He was on his way to Newark Airport to pick up his commanding officer, but for some reason he showed up over LaGuardia Airport and asked for a weather report. Because of the poor visibility the LaGuardia tower wanted to him to land, but Smith requested and received permission from the military to continue on to Newark.

The last transmission from the LaGuardia tower to the plane was a foreboding warning: "From where I'm sitting, I can't see the top of the Empire State Building."

Confronted with dense fog, Smith dropped the bomber low to regain visibility, where he found himself in the middle of Manhattan, surrounded by skyscrapers. At first, the bomber was headed directly for the New York Central Building but at the last minute, Smith was able to bank west and miss it. Unfortunately, this put him in line for another skyscraper. Smith managed to miss several skyscrapers until he was headed for the Empire State Building. At the last minute, Smith tried to get the bomber to climb and twist away, but it was too late.

At 9:49 a.m., the ten-ton, B-25 bomber smashed into the north side of the Empire State Building. The majority of the plane hit the 79th floor, creating a hole in the building eighteen feet wide and twenty feet high. The plane’s high-octane fuel exploded, hurtling flames down the side of the building and inside through hallways and stairwells all the way down to the 75th floor.

At the time, the Empire State Building was 14 years old.

Source: about.com 20th Century History