



Chartered July 4, 1965

# MILE HIGH FLIGHT 18

## Order of Daedalians

### Newsletter

May 2011

## On course/on glide path for Platte Valley

### 2011 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>
21 Jan	Aurora Hills*	Phil Ecklund
18 Feb	Aurora Hills*	Ger Spaulding
18 Mar	Aurora Hills*	Dick Toliver, T/Airman
15 Apr	Aurora Hills*	Ed Bennet-Med of Hon
20 May	Platte Valley	Lafayette Foundation
17 Jun	Aurora Hills*	Jim Doyle, Enl Navy Pilot
15 Jul	Aurora Hills*	TBA
19 Aug	Wings Over Rox	MG John France
16 Sep	Aurora Hills*	Col Chris Plamp-UAVs
21-25 Sep	Dal-Ft Worth	F/C Mtg/Convention
21 Oct	Aurora Hills*	Jack Braly, A/C industry
18 Nov	Aurora Hills*	Business Meeting
15 Dec	Aurora Hills*	Christmas Party

\*Aurora Hills Golf Course Tin Cup Bar & Grill

*ETA 1000 on 20 May. Wives, kids, grandkids, neighbors all welcome.*



Recognize this man? He was James Norman Hall, an American who flew with the Lafayette Escadrille during WWI, was a Daedalian Founder Member, and would author or co-author many books, including *Mutiny on the Bounty*. We'll hear more from Lafayette Foundation CEO Andy Parks about Hall's remarkable life and meet his daughter, Nancy Rutgers, at our May Platte Valley picnic.

The Vintage Aero Flying Museum will open at 10:00 AM for gawking and general wandering around, with festivities getting under way in the hangar at 11:30. Weather permitting, flying demos will begin about that time. Lunch will be home-cooked BBQ chicken and beef plus all the fixin's; cost \$20/person, kids 10 and under free (donations welcome). Beer will be available for purchase.

On display in the hangar will be the Museum's current project, a built-from-scratch SPAD S.XIII, which is about

Go to **PLATTE VALLEY** on page 6



"Fast Eddie" Rickenbacker's SPAD S. XIII, the aircraft in which he would chalk up the last 20 of his 26 kills in 1918. His first six came earlier that year while flying the less capable French-built Nieuport 28. SPAD is an acronym for French airplane manufacturer Société Pour L'Aviation et ses Dérivés.

## Bower goblet retired at 2011 reunion; Raiders to meet again in 2012

The five surviving Doolittle Raiders pulled off another surprise "attack" at their 2011 reunion in Omaha, NE—expected to be their final get together—when they voted to reconvene in 2012 for the 70th time. They decided to meet next year at the USAF Museum at Wright-Patt.

After their 14 Apr business meeting, the group proceeded with the traditional goblet ceremony, toasting the three Raiders, including Bill Bower, who had died since the last reunion and retiring their silver goblets in turn.

## Fellow Daedalians,



Our Goals for 2011:

- 1) Publish a new Flight Roster with all pertinent information. Completed! Tks, Boggie.
- 2) Collect Biographies on all Flight members. Open!
- 3) Present ANG Distinguished Pilot Award. Open!
- 4) Schedule interesting speakers.  
Jan – Phil Ecklund-Glider flying  
Feb – Ger Spaulding-Evading Mao  
Mar– Col. Richard Toliver-Second Gen Tuskegee Airman  
Apr – Ed Bennett–Medal of Honor
- 5) Compete for 2010 Jimmy Doolittle Best Flight Award. Open!
- 6) Encourage members to become Life Members of both National and Flight 18. Open! (See Dues Schedule below.)
- 7) Award Scholarships to deserving students in aerospace studies.  
(One scholarship presented in Mar 2011 by Scholarship Chairman Bill Greener. Article on page 6.)
- 8) OF CRITICAL IMPORTANCE – RECRUIT NEW FLIGHT MEMBERS. Open! (In 2010 we recruited seven new members.)

### NATIONAL/FLIGHT LIFE\* DUES

AGE GROUP	NATIONAL DUES	FLIGHT DUES
30 and Under	760	305
31-35	730	295
36-40	680	280
41-45	620	260
46-50	560	240
51-55	490	250
56-60	430	185
61-65	360	165
66-70	300	135
71-75	250	110
76-80	200	90
81-85	200	76
86 and Over	200	60

\* You must be a National Life Member to become a Flight Life Member.

What the...? Well I'll be danged. I seem to have a whole lot of space left to fill here. Let's see... Okay, I know.

Have ya heard this one?

A congressman seated next to a little girl on an airplane turned to her and said, "Do you want to talk? Flights go quicker if you strike up a conversation with your fellow passenger."

The little girl, who had just started to read her book, replied to the total stranger, "What would you want to talk about?"

"Oh, I don't know," said the congressman smugly. "How about global warming, universal health care, or stimulus packages?"

"OK," she said. "Those could be interesting topics, but let me ask you a question first. A horse, a cow, and a deer all eat the same stuff - grass. Yet a deer excretes little pellets, while a cow turns out a flat patty, but a horse produces clumps. Why do you suppose that is?"

The legislator, surprised by the little girl's intelligence, thinks about it and says, "Hmmm, I have no idea."

To which the little girl replies, "Do you really feel qualified to discuss global warming, universal health care, or the economy, when you don't know s\*\*t?" And then she went back to reading her book.

So let that be a lesson to you. Never sit next to a little girl who's smarter than you are or a congressman who isn't. But I repeat myself.

You're welcome very much.

I hope to see you at the Vintage Aero Flying Museum at Platte Valley Airport on 20 May for another great program by Flight 18 Associate Andy Parks and the Lafayette Foundation. See a map and driving directions on page 6 of this newsletter.

*Volabamus Volamus*

*Don*

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



## Welcome Aboard



**Spencer B. Mamber**  
Capt, USAF (Sep)  
"Spence"

### Spence's thumbnail bio

Education: M.S. Degree.

Wings: 8 Dec, 1972, Reese AFB, TX.

Assignments: Lackland AFB, Chantute AFB, Beale AFB, DaNang AB Vietnam, Hill AFB, Kadena AB Okinawa, Randolph AFB, Vance AFB, OK. Sep from service in 1980.

Military Aircraft flown: T-37, T-38, KC-135A/Q.

Military Flight hours: 6900 hrs.

Civilian flight time: 3200 hrs.

Civilian employment: Oil company Safety officer; small business owner for 22 years; RE/MAX realtor.

Spouse: Nancy.

Offspring: Two sons.

Residence: Centennial, CO.

Sponsor: Jack Wilhite.

## DD-214 available on line

US veterans can now access their DD-214 and other military personnel records on-line. The National Personnel Records Center has provided a web-site for accessing military records:

<http://www.archives.gov/veterans/military-service-records/>

You may use this system if you are a military veteran, or the next of kin of a deceased former member of the military. The next of kin can be any of the following: surviving spouse who has not remarried, father, mother, son, daughter, sister, or brother.

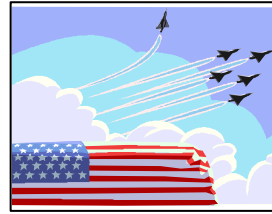
Other individuals with a need for documents must still complete the Standard Form 180 which can be downloaded from the online web site.

*Flight members are strongly encouraged to visit this web site and ensure the information needed to obtain records is readily available to NOK.*

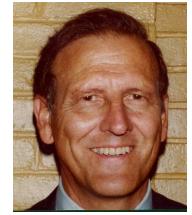
## Order of Daedalians – brief history

The Order of Daedalians had its genesis in 1921 when Brigadier General William "Billy" Mitchell, Assistant Chief of the Army Air Service, urged the creation of an organization that would perpetuate forever the deeds and memories of the first American pilots who, in WWI, were the first to fly our country's airplanes in time of war. Present to hear General Mitchell was then Lieutenant Harold L. George who, 13 years later on 26 March 1934, at Maxwell Field, Alabama, as one of 35 WWI Regular Army commissioned pilots, formally established the Order of Daedalians to "... perpetuate the spirit of patriotism, the love of country, the memories, sad and pleasant, of our service during that period (WWI) and to further cement the ties of comradeship which bound us together in that critical hour of our nation's need...."

There were over 14,000 WWI aviators who were commissioned as officers and rated as military pilots no later than the Armistice on 11 November 1918. Virtually all have been identified, and each, whether living or dead, has a founder Membership in the Order of Daedalians even though some did not, during their lifetime, participate as active members. In the early years active membership was open only to Founder Members and their descendants (Hereditary Members.) In the early fifties Named Memberships were authorized for active or retired commissioned officers in the military services and their reserve components who are rated as military pilots of heavier-than-air powered aircraft. Named, as well as Hereditary Members are assigned to perpetuate the Founder Memberships of WWI military pilots, thereby ensuring perpetuity for the Order of Daedalians. In 2001, membership criteria were changed to authorize memberships for ex-commissioned officers whether or not retired, and for all Flight and warrant officers who held ratings as military pilots of heavier-than-air powered aircraft. In 2002 membership criteria changed again to authorize memberships for WASP.



## Final Flights



**Philip C. McMullen**  
Col, USAF (Ret)  
Oct 12, 1925 -- Feb 9, 2011

Phil served in the Navy during WWII, graduated from the U.S. Military Academy in 1949, and retired from the Air Force in 1976. Early in his career, he flew troop carrier missions from Germany in the C-82 and C-119. In the late 1960s, he completed 169 combat missions flying the RF-4C in Vietnam. Along the way, he picked up three masters degrees, served in weapons research and tech labs, with the Defense Nuclear Agency at Kirtland AFB as Director, Test Command, with the Space Directorate, HQ, USAF, and, ultimately, at HQ, Air Force Systems Command. Among others, he is survived by Margaret, his wife of 61 years. *Daedalian since 1978.*



**Ruben Ace Avakian**  
1<sup>st</sup> Lt, USAAF (Sep)  
Jan 10, 1925 -- Feb 18, 2011

Ace got the flying bug at age 9, soloed at 16, earned his Army Air Force wings in Jan 1944, flew a number of different aircraft as an IP and ferry pilot during his brief "3 8/12" years with the military, then in 1948 joined Monarch Airlines. Monarch became Frontier three years later. After 35 years with Frontier, Ace retired in 1985 as # 1 on the seniority list, then stayed on as an instructor. He said he never worked a day in his life because flying isn't work. A recipient of the FAA Master Pilot Award, he is survived by his wife Janet, four sons and three grandchildren.

### 2011 FLIGHT DUES

Please mail this coupon along with a check for your 2011 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 schedule on p.2, enter that amount in the FLM space below and include it in your check.*

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

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

Amount enclosed for: [2011 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**

## F-35 crushes early '11 flight test goals

It looks like the first quarter of 2011 was a good one for the F-35 Joint Strike Fighter test program, with the plane logging 57 more test flights than the planned 142, even in the face of a fleet-wide grounding last month, according to Lockheed officials.

Interestingly, it was the Air Force's F-35A conventional variant and the Marine Corps' F-35B short take-off and vertical landing variant that did much of the heavy lifting in achieving the 199 test flights last quarter.

The F-35As flew 82 times against a plan of 62 flights while the F-35Bs flew 101 flights against a plan of 62 sorties. Heck, the embattled Bravo performed 61 vertical landings last quarter. Compare that to the 10 vertical landings it performed in all of 2010!

Meanwhile, the Navy's F-35C carrier variant racked up only 16 out of 18 planned flights for the quarter, according to Lockheed. No information was provided as to why the Cs missed their targets. (*Carrier decks unavailable, perhaps?*)

Two production model F-35As also took to the skies for a total of seven flights in 2011.

All told, the F-35 now has 753 flights under its belt since 2006, according to Lockheed.

Source: <http://www.dodbuzz.com/2011/04/04/21686/>

Meanwhile, there's that two-year-old video circulating on the Internet purporting to show an F-35 vertical carrier takeoff gone bad and accompanied by this text: "*This is how a supremely well-trained US Navy pilot, ice running in his veins instead of blood, fully regains control of his \$70 million F-35 fighter jet, after a problem-filled vertical take-off attempt.*"



Well, this outside flip recovery may be fun to watch, but it's fake—actually computer-generated graphics from the video game "Battlefield 2." The truth is found on *snopes*.

## Flying epic *Wings* big winner at first Academy Awards

When the first Academy Awards were presented in 1929, the Best Picture category had not yet been created. However, fliers can point to the fact that an aviation flick called "Wings" walked away with the very first Oscar for best movie, then referred to as the Most Outstanding Production.

For cinema news of a more timely and relevant nature *vis-a-vis* Mile High Flight 18, Flight Associate Andy Parks, et al, check out the "Dawn Patrol" article on page 5. *Volabamus, volamus!*



## Anti-snores email a lame hoax

Perpetrators of a long ago discredited email accusing fact check web site *snopes.com* of political bias hope that people who are easily hornswoggled, people afflicted with conspiracy-theory paranoia and those with a penchant for mischief will continue to forward this bogus email to their Internet contacts. Some do—with relish—as if some grand cover-up had finally been exposed. None has been.

The email in question makes two major assertions: first, that *snopes* is supported financially by George Soros; and, second, that Elena Kagan was nominated to the Supreme Court as a reward for getting nine eligibility cases dismissed.

As to the George Soros claim, the email offers not a single shred of evidence to support it. The unsupported allegation is simply offered propaganda style in hopes that uncritical readers will believe it and pass it along. *Snopes* addresses it head-on at this link: <http://www.snopes.com/info/aboutus.asp>

To support its claim about Kagan, the email cites nine Supreme Court docket items, not one of which is related in any way to Barrack Obama's eligibility to hold office. But again, readers are expected to accept this "evidence" on face value and, incredibly, some do. Explore the facts here: <http://www.snopes.com/politics/obama/birthers/kagan.asp>

But you ask, just how far can *snopes* be trusted when defending itself from such claims? Truth is, *snopes* is only one of a number of fact-check organizations out there. As competitors, they routinely scrutinize each other's work, a process that produces transparency. Still, it's a good idea to cross-check several before believing any of them. Among the many *snopes* competitors two of the more popular ones are <http://www.factcheck.org/> and <http://www.truthorfiction.com/>.

## And the winner for Best Documentary is.....



Congratulations to Andy Parks, the gang at the Vintage Aero Flying Museum, the pilots, ground support team and film producers on their big win at the April 2011 Myrtle Beach International Film Festival. Their documentary "Mission: Dawn Patrol" was named Best Documentary against truly world-class competition.

As members of Flight 18 recall, "Dawn Patrol," narrated by Hugh Downs, documents the incredible challenge of flying the Lafayette Foundation's three full-sized replica WWI Fokker aircraft on a 2,400-mile round trip cross country from Platte Valley to take part in the 2009 Dawn Patrol Rendezvous at Dayton, Ohio.

The three Fokkers featured in the film, the tri-wing Dr.I, the bi-wing D.VII and the single-wing D.VIII, are familiar to members of Mile High Flight 18 from their annual visits to Platte Valley and aerial demos conducted for their benefit.

To read more about the Myrtle Beach International Film Festival and the stiff competition "Dawn Patrol" had to overcome, visit the Festival's web site <http://myrtlebeachfilmfestival.com/>

Members who do not already own the award-winning Dawn Patrol DVD can

purchase a copy during the Flight's 20 May Platte Valley picnic.

### MESSAGE TO NATIONAL ANTHEM PERFORMERS

"So, with all the kindness I can muster, I give this one piece of advice to the next pop star who is asked to sing the national anthem at a sporting event: save the vocal gymnastics and the physical gyrations for your concerts. Just sing this song the way you were taught to sing it in kindergarten - straight up, no styling. Sing it with the constant awareness that there are soldiers, sailors, airmen and Marines watching you from bases and outposts all over the world. Don't make them cringe with your self-centered ego gratification.

Sing it as if you are standing before a row of 86-year-old WWII vets wearing their Purple Hearts, Silver Stars and flag pins on their cardigans and you want them to be proud of you for honoring them and the country they love - not because you want them to think you are a superstar musician. They could see that from the costumes, the makeup and the entourages.

Sing "The Star Spangled Banner" with the courtesy and humility that tells the audience that it is about America, not you."

*Although not identified, this author speaks for most if not all of us.*

### Easter at Grandma's

Young Ernest and his family were invited to Easter dinner at grandma's house. As soon as the food was served, Ernest dove right in and began eating.

"Ernie, wait until we say grace," demanded his father.

"I don't have to," the five-year-old replied.

"Of course you do, Ernest," his mother insisted. "We always say a prayer before eating at our house."

"That's at our house," Ernest exclaimed, "but this is Grandma's house, and she knows how to cook!"

### Paid up Flight members

Below are the names of Flight 18 Life Members and those annual dues paying members whose dues are current. If you are not on this list, please contact Flight Treasurer Tom Shaw at 303-275-0904.

Aspenson, Don	Maul, Paul
Baker, Dick	McGrillis, George
Beisel, Jim	McCulloch, Karl
Benson, Ed	McGann, Don
Buhl, Fred	Miller, Carl
Bingham, Bill	Miller, Jay
Black, Yumper	Mobley, Don
Blackis, John	Moore, George
Boggie, Dale	Moss, Tom
Bozarth, Gerry	Mouche, Ted
Buckner, John	Murphy, Charles
Cappelletti, Tom	Myers, Bill
Coughenour, John	Neary, D.O.
Crawford, Tom	Neff, Mitch
Cutler, Ed	Neuens, Bill
Daciek, Mike	Niemeyer, Joe
Dunstan, Sumo	Novinger, Harry
Early, Bob	O'Dair, Mike
Eaton, Wyley	Orht, Lee
Eisman, Mel	Orton, Bill
Feiten, Bob	Pahs, Steve
Folker, Stan	Paradise, Mike
France, John	Patterson, Brian
Gaylord, Brad	Rauchenstein,
Girvan, Chuck	Rocky
Greener, Bill	Reeves, Jim
Greenwood, Hugh	Repp, Norm
Haney, Otto	Rider, Ray
Hanson, Jim	Robertson, Bob
Hardin, Jim	Saltsman, Salty
Harvey, James	Shaw, Tom
Herron, Bill	Smith, Ron
Hess, Bob	Spaulding, Gerry
Huber, Ed	Thompson, John
Jackson, Will	Truly, Dick
Kandel, George	Vivona, Al
Keddington, Neil	Wahl, Chuck
Kelso, Joe	Warner, Bob
Kidder, Art	Weikle, Warren
Kinder, Wayne	Wilhite, Jack
Kulaas, Dave	Wilhite, Ross
LaTourrette, Thor	Williams, Bill
Lee, Ray	Williams, Carl
Loh, Mike	Williams, Dan
Mamber, Spenser	Williams, Richard
Mann, Al	Wilson, Chuck
Martin, Tom	Young, Jim
Mathias, Monroe	Zinser, Bill

### REMINDER

Annual Flight dues are paid locally;  
National dues are mailed to San Antonio.  
Both are payable in January each year.

## PLATTE VALLEY *From page 1*

fifty percent complete. Marilyn Taylor will be on hand to talk about the Eagles Nest, Platte Valley's on-site assisted living facility specifically designed as a pilots retirement home. As the Eagles Nest Director, Marilyn would like prospective residents—and just as importantly—the families, caregivers and guardians of prospective residents, to know about the facility, its amenities and activities.

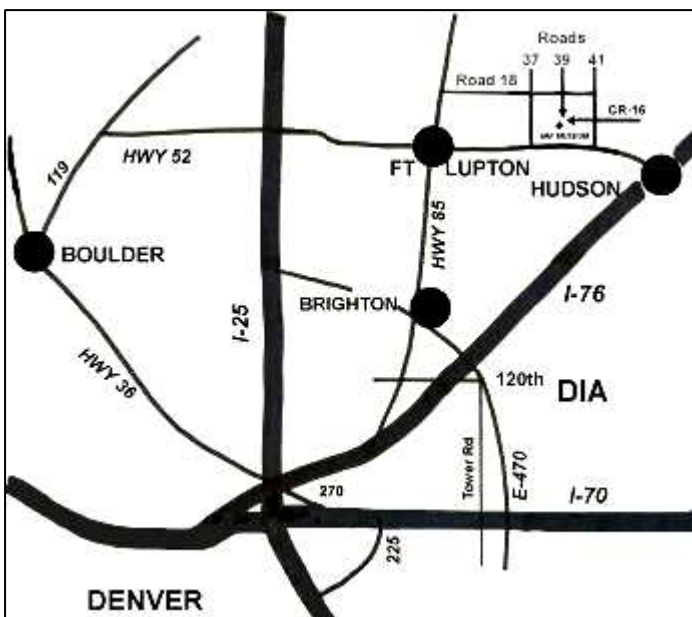
Marilyn will team with Andy Parks to co-host the BBQ and as usual will be providing her own delicious home-baked brownies for dessert.

She would like everyone know about a new program offered by Eagles Nest: customized respite service providing quality care and accommodations for seniors while their family members or caregivers are on vacation...or simply want to take a break.



Respite care is available for long weekends, weekly or monthly and includes all amenities offered for permanent residents. Upcoming activities for the spring and summer season include trips to all local aviation events and fly-ins...and of course, transportation to monthly Daedalian luncheons! Tours will be available after the May Platte Valley luncheon or anytime by calling 303-536-4880.

## Best driving directions to Platte Valley, Vintage Aero Flying Museum



Follow above map to Ft Lupton or Hudson. Then...  
 ...Highway 52 to Road 41; north 1.5 miles to Road 16; west 1 mile to the **Vintage Aero Flying Museum**.

## Flight 18 breaks from pattern; awards lone scholarship in 2011

Midshipman 2/C Kyle Treacy is a Mechanical Engineering major in his junior year at the University of Colorado. He had a strong of 3.14 GPA in his last semester and a 3.05 cumulative GPA in a challenging major. His aptitude scores indicate an extremely high propensity in the Academic Qualification Rating, and the Pilot Flight Aptitude Rating. He rated a 53 in the Officer Aptitude Rating portions of the Aviation Selection Test Battery.

MIDN Treacy is extremely active in the battalion's myriad of competitive teams and activities. He has always been an enthusiastic participant in the ROTC endurance team, drill team, and color guard. He helped organize a successful Fall 2010 Sea Services Ball. With a 3.70 out of 5.0 aptitude score, MIDN Treacy ranks 2 out of 9 in his class.

MIDN Treacy has shown a longstanding interest in aviation, and trained for his Private Pilot license at the age of 16. He has 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.

MIDN Treacy wants to become a fourth generation career naval aviator. Provided the Daedalian Foundation fully matches Flight 18's \$2,000 grant, he will receive a total award of \$4,000 to assist him in achieving that goal.

-- Submitted by Scholarship Chairman, Bill Greener

## New BP drug better than Coumadin

**Question:** What is your opinion of the newly approved drug **dabigatran** for stroke prevention? W.G.

**Answer:** Pradaxa, dabigatran's brand name, is the first anti-coagulant (blood thinner) to emerge on the scene in more than 50 years. In all those years, Coumadin (warfarin) has been the standby when anticoagulation is the goal. One leading reason for using Coumadin is the heart-rhythm disturbance atrial fibrillation. Here the upper heart chambers, the atria, are not contracting. They're fibrillating – chaotically squirming. That diminishes heart pumping, but more significantly, it raises the danger for a stroke. In those fibrillating atria, blood pools. Pooled blood forms clots, which can be swept into the circulation, carried to a brain artery and can obstruct blood flow to part of the brain - a stroke. Coumadin prevents clots. Pradaxa works as well, or perhaps slightly better, than Coumadin at stopping clot formation. Pradaxa is more expensive but does not require ongoing testing of blood to see how well it is working, as Coumadin does.

Pradaxa is a breakthrough. See if your doctor thinks it can be used for you and your husband.

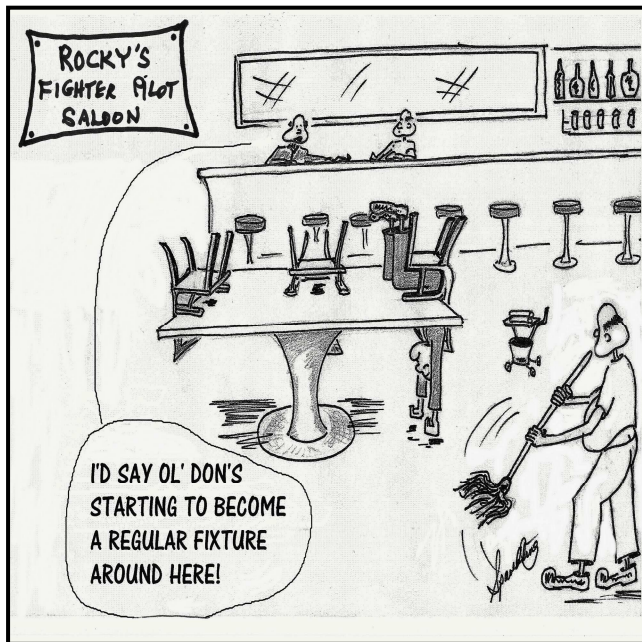
-- Medical columnist Dr. Donohue

## \*\*\* Sea Biscuits and Scufflebutt \*\*\*

### Air Force-Navy Showdown

As related by former CNO ADM Jim Holloway

“One thing about Air Force pilots is that they lie a lot. You simply can't trust 'em at all. We had an argument one night at the Belvedere Inn, across from the main gate at NAS Pax River. A bunch of our F-14 Tomcat Pilots at Strike were arguing with some F-15 Eagle drivers from Langley about who was better at what and which airplane was better. Well, we decided to settle it the next morning in the restricted area over Chesapeake Bay. This is where we found out how much Air Force pilots lie!!! We all agreed to meet nose-on at 35,000 and settle it once and for all. Don't you know those lying, sneaky bastards showed up at 40,000? God, what a bunch of lying, low-lifes those Air Force types were, showing up with a 5,000 foot altitude advantage. Hell, if we hadn't been at 45,000 those lying Air Force dirtbags would have had us for breakfast!!”



### Huntin' & fishin' with Earl

A couple of redneck hunters are out in the woods when one of them falls to the ground. He doesn't seem to be breathing, his eyes rolled back in his head.

Not sure what to do, his buddy Earl frantically whips out his cell phone and calls 911. He blurts out to the dispatcher, “Oh my Gawd! Help! My friend just died. He's dead! What can I do?”

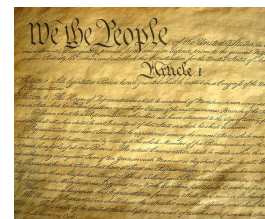
The dispatcher tries to calm him. “Take it easy, I can help. Just listen to me and follow my instructions. First, let's make sure he's dead.”

After a brief pause, the dispatcher hears a loud gun shot. Then Earl comes back on the line. “Okay, now what?”



*Ironically, the very same Earl took this photo during a subsequent fishing trip to the Gulf with Vern, his late red-neck fishing buddy. Word in town is if Earl invites you to go huntin' or fishin'...mow your lawn, clean out your garage, organize your socks, whatever...but don't go!*

### Constitution Trivia



Since 1952 the original U.S. Constitution, hand-written on four pages of animal hide parchment, has been on public display in the National Archives Rotunda. Previously, after its 1787 signing in Philadelphia, it was carried to NYC and presented to Congress at City Hall, copied and filed away; transferred to the State Dept; moved with Congress to Philadelphia; relocated to Washington in 1800, initially stored at the Treasury Dept, then shifted to the War Office; in 1814, stuffed into a linen sack by three clerks and carried to a VA gristmill, which precluded its destruction when the British burned Washington; in 1875 placed in a tin box kept on a closet floor in the building housing the Departments of State, War and Navy; driven across town in a librarian's own Model-T; first put on public display in 1924 at the Library of Congress; spent WWII in Fort Knox.

Mile High Flight 18 – 2011

**Flight Captain**..... Don Neary, COL, ANG (Ret)  
**Vice Flt Capt** ..... Brian Patterson, LTC, COANG  
**Adjutant**..... Mitch Neff, LTC, COANG  
**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)  
 (Positions in **bold** elected, those in *italics* appointed)

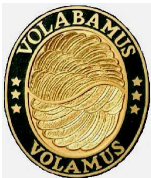
♣ **Flight 18 normally meets the third Friday of each month at the Aurora Hills Tin Cup Bar & Grill, located just north of Alameda and just east of Peoria. Social hour at 11:00, lunch at 12:00. Exceptions via newsletter and caller notification.**

♣ **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>



**With Snoopy in the mix, it became a real dogfight!**



Mile High Flight 18  
Order of Daedalians  
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Aurora, CO 80047-2976