



MILE HIGH FLIGHT 18

Order of Daedalians

Newsletter

Nov 2005

Christmas party 7 December



End-of-three-year-tour report from the Flight Captain

Fellow Daedalians,

As we reach the end of another year and I step down from the position of Flight Captain, it's time to reflect on our achievements over the last three years. And what great years they have been, largely due to the outstanding work of our Flight Officers and the continuous and excellent support from every one of you, the distinguished membership of this unique and most honorable fraternal order.

Our annual goals were to: 1) Increase membership by five new members each year; 2) Have at least two meetings a year dedicated to War Stories; and 3) Provide at least \$2,000 a year for scholarships in support of future military aviators. So how did we do?

See **YUMP'S END-OF-TOUR REPORT** - page 2

2006 Flight Officers elected at November business meeting

In a refreshing departure from the skullduggery of civilian-world politics, Flight 18's election of new officers was clean, quick and decisive. There was no split vote, no ballot box stuffing, no recounts and no attempt by the losers to steal the election by enlisting the help of unprincipled judges. In fact, there were no losers at all, only winners!

After three superb years at the helm, Yumper Black will relinquish leadership of the Flight to the more-than-capable hands of Bob Mock. See P.2 for a mini-bio on the new Flight Captain plus a list of new/incumbent officers.

Sit-down at the Tin Cup Bar & Grill

This year's Christmas party will be a traditional sit-down affair at the Aurora Hills Tin Cup Bar & Grill, the site of our regular monthly meetings. However, Cindy and her staff promise that, so far as the dinner and setting are concerned, the evening will be anything but *regular*. So appreciative of our patronage are they, they're going all out to make this a truly memorable event.

Here are the essentials

Date: Wednesday, 7 December 2005.

Time: 1800 cocktails, 1900 dinner, 2000 gift exchange/Chinese Auction.

Menu: Choice of Prime rib, Chicken Picatta, or vegetarian. Pre-dinner *hors d'oeuvres*. Pay-as-you-go cash bar. Bottles of red and white wine will be available for cash purchase at individual tables – special discount for Flight 18.

Attire: Coat and tie. (*The green Daedalian blazer is always welcome. More formal, including mess dress, optional.*) Compatible attire for ladies.

Cost: \$25.00 per person, which includes tax & gratuity
Reservations/payment: Reservations and menu choices should have been made by now through your caller. If you plan to pay by check, either mail your check and menu options to arrive at our P.O. Box NLT 1 Dec, or bring a check in the exact amount and present it to the Treasurer upon arrival at the dinner. (*Note, the Treasurer will not be able to accept cash or make change. Checks only, please. However you will need cash to purchase adult beverages.*)

Gift Exchange: Please bring one \$10 gift wrapped in green for a lady and one wrapped in red for a man. *For the guys, gag gifts are encouraged.* The ladies will choose a gift from the gift table. Men's gifts will be exchanged by means of a "wild 'n crazy" Chinese Auction emceed by the outgoing outgoing Flight Captain Yumper Black.



Yump's end-of-tour report

from page 1

First, we've succeeded in adding at least five members to our roles year after year and have brought many inactive members back into the fold, so we may claim success in our membership drive. Unfortunately, we've also lost many of our nearest and dearest friends to the ravages of time. Sadly, I suspect our membership has dwindled as a whole. Therefore, I'm sure increasing our membership with many of our fellow comrades young and old will continue to be a major effort.

Second, we have successfully engaged many members to entertain us with War Stories twice each year. We've shared many of their fondest, best, and of course 100% truest adventures, which none but the brave could fathom or even imagine in their wildest dreams.

Third, we have successfully funded our scholarship program well beyond our minimum \$2,000 a year for many deserving young men and women. These funds have helped them further their education, thus providing them the opportunity to serve the country that we and they so dearly love and owe so much to for our way of life.

While we have succeeded in our goals, we have also accomplished much, much more. We have had two fantastic Christmas parties, the first at the Richthofen Castle and the second at the Governor's Mansion. In addition to our normal meetings, we've had two informal beer calls: celebrating Eagle Day (victory in the Battle of Britain) and the anniversary of the signing of the Japanese surrender document.

We have had the pleasure of over 21 excellent guest speakers who provided us many of our most professional luncheon presentations.

We also established the Mile High Flight Distinguished Pilot Award which thus far we've awarded to two stellar pilots from the COANG's 120th Fighter Squadron at Buckley AFB. Our first recipient, Mike Loh, became a Daedalian Life Member as well as a member of Flight 18.

After many months of tinkering and debate, we finally formalized a program for nominating and approving Flight Associates. Mike Bertz was the first to become a Flight Associate under the new program.

And perhaps most gratifying, in 2004 we were awarded the most Outstanding Daedalian Flight for the year 2003. This enviable award was especially sweet because we did not go out of our way in a bid to win; we were just doing business as usual.

At this time, I would like to thank the members of Mile High Flight for allowing me the opportunity to serve you for these last three wonderful years. It has been my great pleasure and honor. However, it is now time for me to step aside and allow my successor, Bob Mock, the privilege of taking

the reins and leading this great organization to further distinction.

Gentlemen, until our next meeting...check six!

Volabamus

Volamus



GREGORY D. BLACK,
LCOL, USAF (Ret)
Flight Captain



Meet the new Flight Captain

Bob Mock, COL, USAF (Ret)

Bob has answered the call to serve his fellow Daedalians as Flight Captain for a second time. His first stint in that capacity was in 1980-81 while he was affiliated with Harold M. Clark Flight 36 in only his second year as a Daedalian.

Born and raised in Glens Falls, NY, he earned a BS in Mechanical Engineering from the Illinois Institute of Technology and a Masters in Systems Management from USC. He also completed the graduate meteorology program at the University of Wisconsin. During his military career, he was a distinguished graduate of ICAF and the Air War College.

See MOCK - page 4

Mile High Flight 18 - 2006

Flight Captain.....Bob Mock, COL, USAF (Ret)
Vice Flt Capt.....Don Neary, COL, ANG (Ret)
Adjutant.....Ron Smith, COL, USAF (Ret)
Provost Marshall.....Dale Boggie, COL, USAF (Ret)
Treasurer.....Ed Cutler, LT, USNR (Ret)

Scholarships.....Bill Greener, LTC, USAF (Ret)
Asst Treasurer.....Len Horner, LTC, USAF (Ret)
Newsletter.....Gerry 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.**

♠ **The newsletter is published quarterly. Contact the ed. at (719) 638-5786 or by e-mail at gerkar@adelphia.net.**

Web site:

<http://www.ghspaulding.com/orderofdaedalianshome.htm>

About Life Memberships and flight dues

Life Members (LMs) are Daedalians who have opted to prepay their Order of Daedalian dues for life and, therefore, are not required to pay annual dues to National headquarters in San Antonio. Those who are not Life Members are billed by National each year for their Order of Daedalians dues and send those payments directly to San Antonio.

None of this has anything to do with annual Flight dues, which are necessary in order to enable the flight to produce a newsletter, conduct routine flight activities and remain solvent. While Daedalian membership at the National level is a prerequisite to flight membership, the two memberships are maintained separately. In other words, every Daedalian, whether a LM or an annual dues payer, must also pay annual dues to each flight with which he/she chooses to affiliate.

As an alternative to annual flight dues, some flights offer Life Memberships at the local level to Daedalians who are LMs of the National Order. Flight 18 currently does not have a LM program.

An example to illustrate: Your humble editor is a Daedalian LM and, therefore, no longer pays annual dues to National. However, he is affiliated with two flights—Flight 18 in Denver and Flight 11 in Colorado Springs—and pays Flight dues annually to both.

One final note about organization. The Order of Daedalians is a non-profit corporation chartered in Texas. Flight 18 is incorporated separately in Colorado.

Some Flight memberships at risk

A few members of Mile High Flight 18 have—inadvertently we hope—become delinquent in paying their annual flight dues and are at risk of losing their membership status.

Members still owing flight dues for CYs 2003, 2004 and/or 2005 were so notified recently by letter or e-mail. Thanks to those who responded by bringing their accounts up to date. Those who had not responded by press time received a follow-up statement in the form of an individually-addressed notice inserted in their copy of this newsletter.

For all, it is now time to render payment for your 2006 flight dues. For those who found a delinquency notice inserted in your copy of this newsletter, please take care of your outstanding balance as you pay your 2006 dues. By National policy, those who neglect to do so must be dropped as members of Mile High Flight 18. Those dropped will no longer receive the newsletter or be entitled to attend Flight functions.

Your fellowship in this premier fraternity of military pilots is important to us all. Please don't put your membership at risk by failing to pay what you owe.

If you found a delinquency notice addressed to you inserted in this newsletter and believe our records to be in error, please contact the Treasurer, Ron Smith, at 720-941-3488, e-mail feezookma@comcast.net, ASAP.

PLEASE NOTE FLIGHT 18'S NEW MAILING ADDRESS AT THE BOTTOM OF THE PAYMENT COUPON BELOW.

2006 FLIGHT DUES

Please cut out and mail this coupon along with a check for your 2006 flight dues plus any unpaid flight dues for which you received a notice with this newsletter. Add any amount you desire to donate to the Scholarship Fund. *And, remember, even if you are a Daedalian Life Member, you still owe annual flight dues. If you are not a LM, your annual Order of Daedalian membership dues are billed by and paid separately to National in San Antonio.*

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

Address: _____ e-mail: _____

Amount enclosed for: 2006 Flight Dues \$12.00 + Flight Dues for prior years @ \$12.00/yr _____
+ Scholarship Fund _____ = Total Enclosed _____

** Make check payable to: **DAEDALIAN FLIGHT 18**

** Mail to: **Treasurer, Mile High Flight 18, P.O. Box 472976, Aurora, CO 80047-2976**



F-22 Raptor, escorted by an F-15, arrives at Langley AFB in 2005.

Lockheed gets \$3 billion to build more Raptors

In Marietta, GA, Lockheed Martin Corp. announced on 15 Nov that it had received a \$2.9 billion contract from the Air Force to continue making the F/A-22 fighter aircraft.

The two-year contract will increase to 107 the number of F-22s Lockheed is contracted to produce. So far, 53 Raptors have been delivered to the Air Force and 66 have completed final assembly. The aircraft is built in five different plants around the country.

Lockheed Martin Aeronautical Systems, a division of Lockheed Martin Corporation, based in Marietta, Ga., is responsible for program management, the integrated forebody (nose section) and forward fuselage (including the cockpit and inlets), leading edges of the wings, the fins and stabilators, flaps, ailerons, landing gear, and final assembly of the aircraft. Lockheed Martin Tactical Aircraft Systems, based in Fort Worth, Texas, is responsible for the center fuselage; stores management; integrated navigation and electronic warfare systems; the communications, navigation, and identification system; and the weapon support system.

Boeing in Seattle builds the wings and aft fuselage (including the structures necessary for engine and nozzle installation) and is responsible for avionics integration, 70 percent of mission software, the training system, and life-support and fire-protection systems.

Originally, the Air Force had planned to buy 438 F-22s at an average cost of

\$159 million per plane—but the numbers, they keep a changin.’

Answers to Aircraft Puzzle on page 5 (clockwise from left):

T-6 Texan II and T-6 Texan in formation; F-117A Nighthawk stealth fighter; F-22 Raptor with bombay doors open; B-25 “Photo Fanny.”

Below is another photo from the same collection, a shot of the B-2 Spirit stealth bomber in the landing configuration.



Welcome Aboard

While we have no new members to welcome this edition, we would like to acknowledge three prospective new members whose “paperwork” is pending approval: Greg Anderson, George Grieger and Tony Smith. We look forward to your fellowship.



Final Flights

Carl R. “Bob” Swartz
COL, USAF (Ret)
Sept 9, 1920
to
Sept 24, 2005



Born in Hanford, CA, Bob graduated in Jun 1942 from Chico State College with a BA in Business. He completed cadet flight training in Feb 1943, after which he flew four-engine transports in the CBI for 18 months.

He returned to CONUS in Aug 1944, received training in a variety of single-engine aircraft, served for a time as a ferry pilot, and subsequently separated from active service in Dec 1946.

He earned an MA in economics from the University of Nevada in ‘48, then worked for Johns Manville until being recalled by the Air Force in Aug 1950.

After completing jet training at Nellis in 1951, he served in the U.S., Europe and Korea. He retired with the reserve rank of colonel in Oct 1966.

Following his retirement, he worked for a number of different aerospace companies, ultimately retiring from his “second career” in Oct 1987.

Bob will be remembered fondly as a soft-spoken, but colorful and entertaining storyteller. Happy landings.

Mock *from page 2*

A product of AFROTC, he earned his commission in June 1957 and was initially assigned as a weather forecaster. He pinned on his pilot wings at Laredo AFB in Dec 1963, retiring from the Air Force in Nov 1987. By then he’d racked up 1,000 hours in the T-33, 1,400 in F/RF-4s and 1,700 in the F-102. Among his numerous assignments, he served as Commander 18th TRS at Shaw AFB and Secretariat of the US/Philippines Mutual Defense Board. His final assignment was as PAS, AFROTC det, CU.

Upon retirement from the Service, he became Chair, Aerospace Science Department at Metro State. In 1996 he was selected as Dean, School of Professional Studies. He returned to the Aerospace Science Department in 2001 as a full time professor.

He is married to the former Gail Lynne Steger. They have two sons, one of whom is an Air Force MC-130 pilot at Hurlbert Field, FL, the other an Assistant Airport Operations Manager at DIA. Bob, who is about to celebrate his 70th birthday, enjoys skiing, fishing and travel.



AIRCRAFT PUZZLE

Can you name all five of the above aircraft? These are snippets of photos taken by Fred Bruenjes at the 22 Oct 2005 Edwards AFB Air Show. You can see these pictures intact, access Fred's extensive on-line library of beautiful aircraft photos, and purchase prints if desired, by visiting his web site at <http://edwards.airshowjournal.com/2005>. By the way, the above aircraft are identified elsewhere in this newsletter.

Winning War Story

While there was no clear winner from among the highly entertaining 5-minute war stories told by Mel Eisaman, Hugh Greenwood, Carl Swartz and Jim Harrison at our 19 Aug meeting, Mel somehow ended up with the winner's spirits. Therefore, his story gets the unofficial nod. In words that are mostly his own, here is:

"TOY GUN"

The Colt .45-Cal M1911 semiautomatic was the standard officer's sidearm for many years, but because of a lack of training and practice you couldn't hit the broad side of a proverbial barn with it.

When the Air Force advertised for a new light weight aircrew sidearm, Smith & Wesson produced an aluminum frame, 5-shot, snub-nosed revolver. In 1958, the new weapon was issued to the 3rd Bomb Wing aircrews when they became operationally ready in the B-57. All aircrews were required to qualify with the new gun.

But every day on the firing range was a disaster. No one could qualify, not even our Johnson AB pistol team prima donnas.

The 13th Bomb Sq started the Quick Strike nuke alert at Kunsan and we continued trying to qualify. The distance to the target was cut in half, still no luck. Flip Johnson, our star shooter, poured box after box of ammo through that gun until finally its aluminum frame broke right in his hand.

When the report of this went forward, the CEO of S&W almost fainted. "You did what?" He explained that the Air Force asked for a gun to be used for survival after bailout, not a target pistol. And therefore, S&W had engineered a gun never intended to be fired more than 50 rounds.

The old .45s were no longer available, so qualification was waived and we put our new "toy guns" in our holsters, never to be fired again except in an emergency. The idea that we were armed with the likes of a kid's cap-gun prompted some to start carrying their own personal weapons. One of them, "C Cubed" (from another squadron), was proud of his new Ruger Blackhawk cowboy six-shooter in .357-Magnum caliber. It was great as it could also fire the standard .38-Special GI ball ammo. The one drawback in its design was that it duplicated the old Colt, which could not be

carried safely with a round under the hammer. But C3 understood this and just like the real cowboys, kept an empty chamber under the hammer.

Nevertheless, one day after a practice scramble, as C3 descended the ladder, his six-gun fell out of the holster. It is a well known fact that no matter how you drop a cat, it will always land on its feet. It is also a well known fact that no matter how you drop a sidearm it will always land on the hammer. The bullet missed C3, but entered the rear cockpit where it ricocheted around with the navigator. Fortunately the gun was loaded with .38-Specials, not .357-Magnums and the damage was minimal.

It was concluded later that someone else had probably played cowboy with C3's gun and placed it back in its holster with a live round under the hammer. But the report that a firearm had discharged into an aircraft loaded with a nuke produced—in addition to the inevitable, mighty uproar—three new directives:

1. No one will be allowed to carry their personally owned sidearm.

See **TOY GUN** – page 6