
Order of Daedalians

Frank P. Lahm, Flight 9

July 2010



JULY MEETING: Twin Base Golf Course

Third Tuesday, 20 July, 1200 Golf, ~1730 Social/Dinner

This month we again attack the golf course for an afternoon of fun-in-the-sun and then chow down on steaks and baked potatoes while celebrating our scores. This will be cash or check transaction only, no club cards honored. Please make all payments, except club rental, to the Flight. Dress is casual, i.e., golf attire. See the NOTAM below for more details. ☎
Reservations: Call our Provost Marshall, Ed Mentzer (937-426-8807) by, Sunday, 18 Jul. For those who prefer e-mail, Ed will still take e-mail reservations at:



reservations@flight-9.org. Those who have already signed up for golf are assumed to be golf and dinner. **Please call or e-mail and confirm stating golf only, dinner only, or everything and if you are bringing guests (or ringers ☺).**



Flight Captain's Log: 10-07:

FROM THE COCKPIT, YOUR FLIGHT CAPTAIN (K9): It's been hot in Dayton lately. I expect it'll stay that way for a while - or maybe not...it is Dayton after all. Hot days remind me of one of the most interesting rides I ever had in a big piece of aluminum. Back in '85 I was going through a Military Airlift Command helicopter interfly program at Kirtland AFB and was happy to note a commercial cargo outfit on the joint-use field flying a pair of civilianized Curtiss C-46 Commandos! I won't go into the details of how but will simply say I managed to finagle a ride with Alore Air Cargo one Friday evening on the Albuquerque to El Paso run. Dayton's hot but Albuquerque is frequently quite a bit hotter - and has a pretty high DA most of those days. I'll never forget how the takeoff roll was like watching a tightly choreographed event. Both pilots had armloads of yoke, throttle and other controls to deal with as speed increased and flying became more of a reality than just a hoped-for potential. Finger signals were given at certain points along the roll (probably because there weren't enough free digits to key a mic) and the copilot made timely adjustments. Those big old mains on the Curtiss certainly provided us a "lope" as we chugged down the runway (and we DID use an extensive amount of asphalt getting airborne). Finally (thankfully) we did get unstuck and lurched into the *wild blue*. Along our route one engine ran hot and the VOR was acting unreliable. Nonetheless we made it to El Paso safely and I stored one of those memories of a lifetime.

Standard Debrief Items.

Previous Flight Leg. Our June flight meeting was held down at the Wright "B" Museum (<http://www.wright-b-flyer.org/>) on a warm but delightful evening. We enjoyed seeing the progress being made on the new Silver Bird - and heard that there are some design elements still in the "tweak" stages. It was also great to see a slide show about the Wright "B" Brown Bird and Yellow Bird and crews participation in the Centennial of Military Flight celebration held earlier in the year down in San Antonio. My special thanks go to Brubakers for hosting the bar for the evening again this year - and to all who worked behind the scenes to make this annual outing a success.

Previous Executive Council Meeting. I managed to attend this one. The Council initially considered providing Flight 9 recognition to a participant in the Dayton Air Camp but further discussions with the Air Camp organizers have placed that idea on hold. We're looking into the fall already for scheduling events. Did I mention Christmas is coming? Are you available to help plan that evening's activities? Call me!

Flight Planning (Mission, Planned Route of Flight, Standard Route Fixes and Waypoints).

Next Flt 9 Meeting (Turning Base Leg to Final). This month the Flt 9 *duffers* are meeting at the Twin Base Golf Course on July 20th for our annual Golf Outing; the traditional steak dinner will follow. I'm a pilot - not a golfer; I could land a Herk on a significantly small piece of air patch but have no idea how to get one of those small round balls to go into the hole...Good luck gang! Read more about the affair elsewhere in this newsletter.

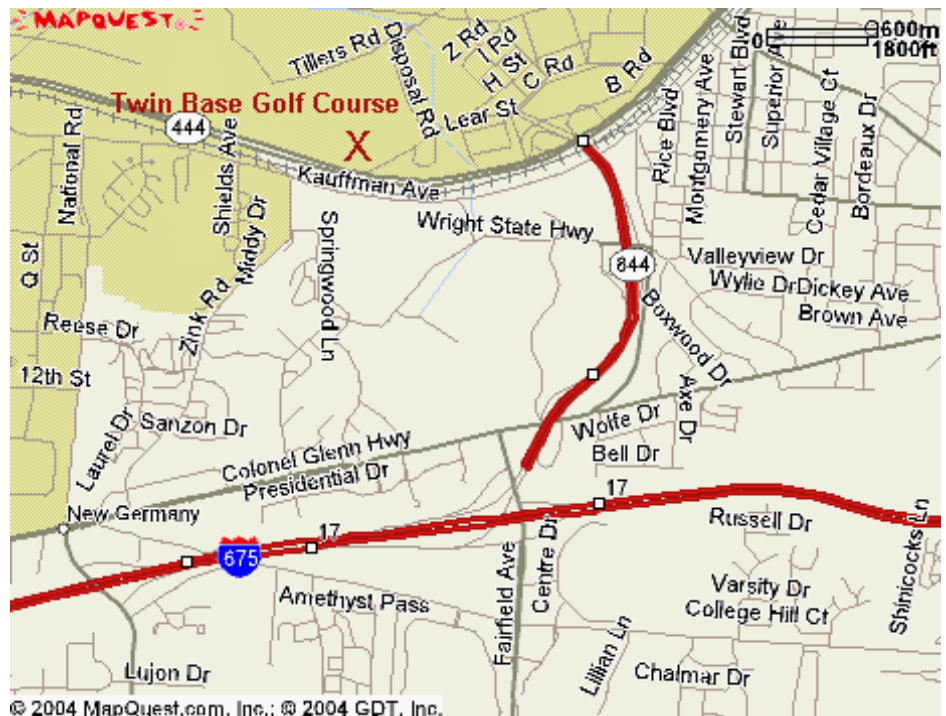
Next Flt 9 Executive Council Meeting (Crosswind Leg). The Officers are requested - and functional chairs and all members with an interest - are invited to support the next Executive Council Meeting, projected for July 26th (typically the first Monday after the Flight meeting).

Say Again, Over (One to a Full Stop). Any landing you can walk away from... :^) **Volabamus Volamus, Tim "K9" Kunzweiler**





NOTAM: Twin Base Golf: The 2010 annual Flight 9 Daedalian golf outing takes place on Tuesday, 20 July, with a show time of 12 noon, at Twin Base Golf course, with the first tee time at 12:30pm. Flight-9 member Larry Bogemann has guaranteed our weather will be super, and past Flight-9 Flight Captain

Bill Page has "threatened" to come up from Florida and join us, so get your reservation in ASAP. Format will be a modified four person scramble. A steak dinner will follow in the Jones Room at Twin Base Golf Club. A social "hour" will begin when the first golf group finishes golfing, about 5:00pm, and dinner about 6:00pm, or when the last golf group finishes golfing, whichever comes last. Players do not need to be good golfers to play, just a desire to have some fun and enjoy the camaraderie with other Daedalians and their guests. All Daedalians and their guests are encouraged to participate. Nobody is too bad or too good to play. Our flight uses leveling algorithms to adjust scores so that all players can contribute to their foursome score. All players must have their own clubs/bag. Rental clubs are available from Twin Base Golf club for a fee. Metal spikes are prohibited. All golfers will ride in golf carts. Dinner only cost is \$25. Golf only cost is \$30 with cart. Golf with cart and dinner cost is \$55. The golf fee is a special group price, and no reduction is allowed for W-P club Members First members/golf club members. Fees for this outing/dinner are only paid to Flight-9 and only in cash or check, no credit cards. For



reservations, see above. All prize donations will be greatly appreciated. Call or email Mike Maroney, 367-8012 or mmaroney@erinet.com to arrange pickup. **Mike Maroney**

 **NOTAM: Directions to Twin Base Golf Course:** This is NOT the military course that is behind the O'Club. If you come in the four-lane highway from I-675 (844), take your first right (just over the bridge before gate 15a) to State Route 444. Proceed west on 444 to the unmanned gate 16a. Turn right through the gate into the course parking lot. See Map.

 **NOTAM: Prospective Members.** If you know high caliber eligible aviators, we are interested in determining if they should be invited to become a Daedalian. Remember the Tenets and act on what you know.



F-35A Lightning II

AF-1 (rear) and AF-2, F-35A Lightning II joint strike fighters, complete a test flight May 11, 2010, from the Lockheed plant in Fort Worth, Texas, in preparation for the nonstop flight May 17 to Edwards Air Force Base, Calif., to begin extended flight test operations. Air Force test pilot Lt. Col. Hank Griffiths and Lockheed Martin chief test pilot Jon Beesley flew the jets nonstop in the first multi-ship, long-range F-35 flight. (Courtesy photo/David Drais)



F-16s to Pakistan

Air Force officials are set to deliver the first of 18 new F-16 Fighting Falcon jet fighters to the Pakistan air force. (U.S. Air Force photo)

Frank P. Lahm, Flight-9 Officers

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