



MILE HIGH VIEW

NEWSLETTER OF THE MILE HIGH WING,
COMMEMORATIVE AIR FORCE (CAF)

Keep 'Em Flying!

June 2007

Progress & Problems

By Col Stan Peterson

“You just have to deal with a little adversity as you go through life,” Buck Rennick;. “That’s just the way it is,” Anon; and “WIT (whatever it takes),” US Marines: little axioms that describe life and how to deal with it.

Let’s start with a problem most of us can identify with, computers and new programs. Seems as though our Cream Puff’s GPS had not been updated in over seven years. It could no longer find its way to Greeley, Boulder, or even home, 18V. The identifiers for these and many other locations had all changed over the years, and the Garmin’s update chip had never been out of the unit since it was new. I contacted Freedom Avionics; unfortunately, they don’t upgrade the chips but advised me that I would need a “reader” and that I would have to go on line with Jeppesen and download the information. Knowing how much fun this could be, I attempted to pawn off the task to someone more qualified for this type of operation at our last monthly meeting – no takers. I could go on in detail, but suffice to say, it took many hours and long waits on the telephone finally (with the step-by-step assistance from a tech. rep.) to get the information downloaded to the chip. It turned out to be the most difficult and unintuitive series of combined tasks for a download that I had ever experienced, and it gave me great pleasure to respond to the company’s request for an evaluation after the transactions were completed. However, progress was made, and the Cream Puff can now find her way home.

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Newton, KS 2007

By Col Stan Hanson

It was once again time to take that annual trip to Kansas and this time it seems Toto decided to make the trip with us. All was well until about half way to Newton when the weather began to close in and the cloud ceiling was getting lower. Col. Peterson was busy doing that flying stuff while Col. Gianakos was busy communicating with control centers and keeping track of our position and looking for that ever present alternate airport. It took us about twenty or so minutes to navigate around a thunder storm that we later found out drop ping pong ball sized hail in the vicinity of Wichita. After going around the storm we broke out in the clear and landed in Newton under clear blue sky’s. As we taxied in to the ramp area we were greeted by several members of the Wichita Wing. As usual we were treated as royalty and enjoyed a King’s banquet at the local eatery and sent off to a comfortable night’s rest.

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Loading the chip.

Progress & Problems

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The annual on the airplane went well, with only some minor discrepancies. However, life being what it is, a small fuel leak was discovered on the left engine shortly after the inspection had been completed. Investigation found that we had a faulty fuel pump, which had to be replaced, so back to the shop and a rebuilt fuel pump was ordered and installed. After our flight to Newton, KS and back we discovered that the rebuilt fuel pump was also leaking. As disappointing as it was to discover this, we had no choice but to remove the pump once again, return it, and ask for compensation for our additional labor cost. Fortunately, we should have the problem rectified without any loss of our air show commitments.

Now for the nagging financial problem that seems to be the one constant when dealing with CAF flight operations. Once again, due to neglect and oversight (much like the GPS) we have found that our administrative costs to the CAF headquarters have fallen in arrears to the tune of some \$8000. Now with all the difficulty of just paying for gas and maintenance, that we're all aware of, you realize that it is going to take some extraordinary effort to keep the Mile High Wing flying. So here's the challenge: I will contribute \$4000. towards the obligation and I challenge others to contribute 10 percent of my contribution to the retirement of this debt. Consider that the annual cost of insurance on this aircraft would be approximately \$7000 annually if we owned her outright; by putting this cost into prospective it may help ease the sting of our obligation somewhat. Remember we got to **"Keep Em Flying,"** whatever it takes.

KEEP 'EM FLYING →

Right, PIO Bob Elsloo pays a surprise visit to help polish a wing.

(Photo by Stan Peterson)



Above, Col Anne Peterson leading the polishing crew shown in the photo below.

(Photos by Stan Peterson)



Newton, KS 2007

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The next morning we were greeted with dense fog and no real sunrise, however after a tasty pancake breakfast at the airport the fog lifted and the festivities began. We were the star attraction at the “Wings of Remembrance” parade in down town Newton as we flew over the town to start the parade. Gates opened at the airport at 8 AM and by 10 AM we had booked our first full flight of the day. We made a second flight carrying five WWII veterans. As these five gentlemen boarded the aircraft their wives and or girl friends (I’m not quite sure who they were) were singing a wonder farewell song to them and blowing them kisses. After returning to Newton the five veterans deplaned each with that broad smile of appreciation.

At one point during the day Col. Peterson decided he would like to try flying some heavy iron, a tank like caterpillar tractor used to carry ammunition and tow an artillery piece. Luckily he never got it off the ground.

We began the task of saying our farewell’s and loading up the Cream Puff for the journey home. And after a toast to a successful air show we started for home. For the trip home I guess Toto decided to stay in Kansas as we had beautiful weather and a very uneventful ride. After landing at Platte Valley we put those multicolored bloomers on the Cream Puff and put her to bed until next week.

The Cream Puff is really looking good and functioning well and is looking forward to the season to come.

KEEP 'EM FLYING →

**Cols Stan Hanson and Stan Peterson
enjoying ice-cold lemonade
after a job well done.**

(Photo by Stan Hanson’s camera)



**Above, WWII vets looking forward to boarding.
Col Stan’s Check Ride in an M-5 tractor below.**

(Photos by Stan Hanson)



Calendar of Events

June 2, 2007 – Aircraft work day:
10:00 am at Platte Valley Airport

June 9-10, 2007 – Jeffco Open House:
9 am-4 pm: 11755 Airport Way, Broomfield

June 16, 2007 – Wing Meeting;
10:00 am at Platte Valley Airport

June 23-25, 2007 – Fort Morgan Dancin'
in the Plains Glenn Miller Festival, Fort
Morgan Colorado

July 7, 2007 – Aircraft work day:
10:00 am at Platte Valley Airport

Mile High Wing, CAF
P.O. Box 471596
Aurora, CO 80047-1596

Directions to Platte Valley Airport

Platte Valley Airport is 3 miles
northwest of Hudson, Colorado:

- Take I-76 north to Hudson
and exit west on Highway 52.
- At CR 41, turn right (north).
- At CR 18, turn left (west).

At the Platte Valley Airpark sign, turn
left again.

Wing meetings are normally held on
the 3rd Saturday of the month at
10:00 a.m.

Printable color Mile High View can be found at:
<http://www.milehighcaf.org>

Newsletter articles needed; please send to:
rdelsloo@msn.com



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