



MILE HIGH VIEW

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

Keep 'em Flying!

March, 2010



Col. Rob Range doing annual maintenance, and the cylinder that will be replaced

The Solution

Col Stan Peterson

"We shall not fail or falter; we shall not weaken or tire. Neither the sudden shock of battle, nor the long-drawn trails of vigilance and exertion will wear us down. Give us the tools, and we will finish the job." Winston Churchill

In an attempt to keep the Mile High Wing alive and operating, it will be necessary to assess each member \$150.00. This amount will only cover the debt owed to CAF HQ for 2009 and will only work if each of our members contributes. We cannot expect the Wing Leader, (that would be me) nor the Staff members, or the Sponsors to shoulder the load alone. So, do we continue to operate or do we shut it down? The choice is yours. I'm prepared to move on and leave this operation, but in truth it saddens me that, for example, a small town can rally to revive a 1953 steam engine and make it a profitable tourist attraction, yet we can not generate enough interest in a big city the size of Denver to keep an inexpensive WWII vintage airplane flying. *continued next page*

The Solution, continued

As difficult as this situation may be, our PX operation offers considerable hope. Over and above the general success our PX has experienced at various events, the PX has been successful selling via Ebay throughout the world, with receipts improving steadily. Col Mike, our PX and finance officer is confident that within the near future the PX should be able to cover the CAF's administrative costs.

Together if we meet the challenge, we can look forward to the rewards that are sure to follow in this worthy cause. Thanks for all your good works, support and contributions. You can make checks payable to: MHW, P.O. BOX 471596, AURORA, CO 80047-1596.



The C-45 annual inspection continues on schedule in March, 2010

Wing Financial Update

Col. Mike Kalinowski
MHW Finance Officer

Hello Again!

Here is your wing financial update for March. Well from the HQ front, we have made no additional headway into paying off our current fees of \$7900. I hate to sound like a broken record, but we need help. We are also still projecting 2010 bills of about \$8900. This is over and above our current outstanding balance.

Our current account balances are:

MCRP: Approximately \$7000
Local C45 Account: \$1072.78
General Fund: \$746.33
Paypal: \$548.70

There has been a lot of activity recently in the ebay store with sales over the past 90 days totaling \$1507.55. Now this does include some Christmas time sales but the last 30 days itself if \$580.50. Not too shabby for non holiday time.

We now have 4 subscribers to our store and its email newsletters. I also answer questions daily about listings. We currently have 250 reviews for us as a seller with no negative remarks.

I was hoping not to have to order before our first show in March but it looks like I may have to make a small one. WooHoo!! International sales continue to be strong. As a matter of fact, I have my first order to Hong Kong to ship out this weekend. *continued next page*

Wing Financial Update, continued

As you can see, we are steadily moving along, but we do have unsettled debt. As of the time of this writing, I haven't been asked by HQ to settle up yet. I don't know how long they will let this ride but when I hear anything I will let everyone know.

Until next month.....



The annual is being done inside the heated hangar at Mountain Air Aviation, located at Rocky Mountain Metropolitan airport

THE COLORADO WING OF THE CONFEDERATE AIR FORCE 1978 – 1992

By Col. C. P. "Chuck" Kinney

The Colorado wing of the Confederate Air Force was issued Charter No. 10 on the 13th of January, 1978. The Wing Charter was signed by Col. Walter W. Estridge, the CAF Deputy Commander.

The first Wing Leader was Col. Donald B. Welsh, a United 747 pilot and a former USMC Captain who flew F6F Hellcats night fighters equipped with wing mounted radar in the Pacific during WWII. When the war ended he was transitioning into F7F Tigercats.

The Wing Charter was presented to the unit at the Lowry AFB Officers Club attended by the original forty six charter members and their guests. Gen. Travis McNeil, USAF, (Ret.), Executive Director of the Confederate Air Force presented the charter to Wing Leader, Col. Donald B. Welsh. *continued next page*

A painting by Col. Kenneth W. Kotik, commemorating the charter presentation and including the Wing Patch, numerous WWII aircraft and the names of the original charter members, was presented to Gen. McNeil by Col. Welsh and Col. Kotik.

An additional ten CAF Colonels were inducted into the CAF during the evenings activities. They were presented their CAF wings by Gen. McNeil, assisted by Brig. Gen. Andrew Pringle, Jr., Lowry AFB Commander, and by CAF Col. Wally Schirra, Astronaut.

One of the charter members, Col. Orville Leroy Oakes, carried an early pilots license that was issued and signed by Orville Wright. He was born in 1903. Coincidence? The original Colorado Wing Charter and a copy of the Wing painting are still in the possession of the undersigned. *continued next page*

The Colorado Wing, continued

Later in the year, the Colorado Wing, CAF, acquired its first aircraft ferried to Colorado from its former home in Arizona. It was a Beechcraft D-18S. One of the early maintenance tasks on the aircraft was to hang a new engine on the plane. To hang a round engine one needs an engine hoist. Where does one get an engine hoist? Of course. They don't grow on trees. So after a morning's drive a hoist is loaded on a trailer in the parts yard of an aircraft salvager in La Junta, CO. The afternoon drive back to Denver was somewhat slower than the morning ride to La Junta.

The D-18S was a civilianized version of the well known C-45, "Expediter" used widely during World War II. The D-18S remained in the Wing for a number of years before being sold after a maintenance incident.

The second aircraft assigned by the Colorado Wing was a Fairchild designed PT-23 "Cornell" trainer with a 220 HP, R670, radial, Continental engine. (NOTE: Both the Fairchild PT-19 and the PT-23 were named "Cornell".) Unfortunately this aircraft was lost during takeoff one warm summer day. Great-fully, neither occupant was killed, although there were injuries.

The next aircraft to be assigned to the Wing was a Lockheed "Loadstar" C-60, with which some of the current Mile High Wing members are well familiar with. The aircraft was with the Colorado Wing for a number of years. It was returned to CAF Headquarters in the early 1990s when the Colorado Wing was disbanded.

One of the most interesting events in the Colorado Wing occurred in 1980 - 1982 when we had the Spanish built, CASA 352, Junkers designed, Ju-52, tri-motor temporarily assigned to the Wing. Several local members helped sponsor the aircraft and its flight from the United Kingdom across the Atlantic Ocean to the United States. Large bladder fuel tanks and plumbing were installed in the main cabin for the journey.

The Ju-52 was designed by Hugo Junkers in 1928 and initially flown as a single engine aircraft. A second and third engine were mounted on the wings in 1931. Initial use was as a transport, but in time it was transitioned into use as a bomber, float plane, mine sweeper, paratrooper transport or ski plane by both Spain and Germany.

Aircraft breaking on the ground was accomplished by pulling the engine throttle levers past idle to activate the air brakes. Using the port engine throttle activated the left brake, while using the starboard engine throttle activated the right brake. To activate both simultaneously, one used the center engine throttle.

In the event of the loss of either port or starboard engine, the pilot could, by use of a large cockpit lever, mechanically offset the vertical stabilizer to help compensate for the change in drag on that side.

An oil reservoir was built-in under the floor of the cabin and by opening or closing the correct valves, oil could be manually pumped to any of the engines.

Several rated members of the Colorado Wing became qualified to fly this aircraft. One of them was the Wing Leader, Col. Don Welsh. He received his training from Martin Caidin, aviator, adventurer, and author. Mr. Caidin owned and restored the only remaining Ju-52/3m out of thousands built by Germany. Mr. Caidin called the aircraft a "corrugated condominium". Martin Caidin wrote over 20 novels about aviation and astronautics. He also wrote over 60 non-fiction works about aviation and astronautics.

His book entitled THE SAGA OF IRON ANNIE, published in 1979 by Doubleday and Co. makes very interesting reading. The book details the efforts of restoration and the fun of flying the Ju-52 that he recovered from a jungle airstrip in Ecuador.

A note about today: During my time with the Colorado Wing, the PX or store was the life blood, along with aircraft sponsors, for maintaining the organization and the aircraft. It is no less so now. Do your part, large or small. You are needed. Without you the organization fails. Col. Mike Kalinowski needs all the help you can give him.

-Col. Chuck Kinney, #2756, Life Member, Sponsor



The C-45 soon after its arrival at Platte Valley airport in 2009

Calendar of Events

☐ Saturday March 20, 2010 (**NOTE CHANGE OF TIME AND LOCATION FOR THIS MEETING!**)
Wing Meeting, 9:00 a.m., Runway Grill Restaurant, Rocky Mtn. Metro Airport

☐ Visit our online PX store at:

<http://stores.ebay.com/AviationCollectablesMHW>

☐ Newsletter articles wanted. Please send to mark-edu@mindspring.com or mail to: Mile High Wing, CAF, P.O. Box 47196, Aurora, CO 80047-1596

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