

MILE HIGH VIEW



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

Keep 'em Flying!

January, 2012

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Colonel Stan Peterson

Here we are, guys, truckin' along, thanks to some generous individuals, good luck, and some Tim Tebow type "God's will." Before I go on I want to recognize three of our members that have certainly "stepped up to the plate." Col Chuck Kinney in all his wisdom and generosity donated \$600. before year's end to the MHW's operation. Col Michael Kalinowski, through his generosity and coordination with his employer, VISA, came up with yet another \$3,900. To top the scales for the year in support was our newest member and pilot, Carl Mattson. Being the shrewd, discerning individual that he is, he decided to take the maximum deduction of any of our members for the year 2011 by donating \$5000!

This should increase our MCRP account to over \$9,000. That is where we will stop progress until we experience some solid feed-back on our engine rebuild from Empire Engines. I personally have been checking with Covington engines to ensure that progress is being made on the assembly of the major components. As of this writing, we have over \$26,000 invested, all the accessories have been reconditioned, and, thanks to our friend Dave Elliott (who worked over three hours), the oil tank has been flushed and cleaned and is ready for reinstallation.

Major work remaining will be the propeller rebuild and of course the installation of all the accessories and the engine itself. There remains a good chance that we will get this beauty airborne before the next WWII Ball in Boulder! Thank you all for your support.

Honoring American Military Aviation Through Flight, Exhibition, And Remembrance
www.milehighcaf.org

FANTASY OF FLIGHT

Colonel Paul LaPrad

If you like airplanes and find yourself near Orlando Florida, take 4 West about 25 miles to Exit 44, make a right turn, drive a mile or so then left turn and you will see the Fantasy of Flight Museum located near Polk City, Florida. The Museum is located on a 300 acre plot. It is easy to find, since it has a large red and white water tower, the kind of tower early aviators could easily find if they were lost.

FOF, originally in the Miami area, was relocated to Polk City and opened in 1995. It contains a number of WWII planes, and many lesser known birds of flight. It also has a section dedicated to the Tuskegee Airmen. A number of aviation related events are held there and in 2004, it hosted an event dedicated to the AVG. In attendance was Tex Hill, a fellow that some of us met at Midland. Owned by Kermit Weeks, it is just a part of his privately held collection of aircraft. Some aircraft are restored there and some in other parts of the country. The Museum also restores planes for other owners. The Museum has a primary and secondary runway as well as a large seaplane base. Driving toward the Museum, you pass a Lockheed Constellation (Connie) aircraft that was used to fly Konrad Adenauer, the first post WWII chancellor of West Germany and friend of the US, around the world. This was one of 865 built.

Outside the entrance, is a fine-looking 1930's (?) vehicle and upon entering the Museum's lobby, you are greeted by a small, perky 60's (?) former Wing Rider. Yes, there were Walkers and Riders. To enter the Museum, you walk through an "Immersion Environment" showing sites and sounds of a WWI scene. From this you can either walk through a B17 fuselage or go into the Ready Room, both of which are "Immersion Environments". After this you spend a lot of time looking at planes in both hangars. In one of the hangars, I talked with a volunteer mechanic who was attending to a small problem on the nose gear of a B25.

One of the interesting experiences is taking a tram tour to various other buildings and hangars and past large crates full of airplanes or parts of planes. The tour guide claimed that Weeks currently has more B17 parts than Boeing. One of the buildings contained over 300 engines, the smallest of which was a WWI rotary, which had no throttle. On taxi or landing, the pilot had to use a blip switch to continuously shut off or turn on the engine. The largest engine was a 4360 and there were all sizes in between. This building also contained many engines on shelves and a number of wooden propellers. These props are used as models for making new wooden props.

One of the restoration hangars contained about 13 flyable planes including a Curtis Pusher, a TP40N—a 2 seat trainer version of the P40, a Polikarpov, a Supermarine Spitfire and a B24. Also in this building were about 20 new Allison engines. In front of this hangar was an AT11 with the Plexiglas nose. (Interesting how this nose changed the appearance of the plane.) The tour also included a currently operating restoration shop which contained a Seversky P35A (a mid 30's low wing plane used by the Swedish Airforce as J9), a DH4 Hellcat F6F-3 (the Japanese pilots complained this plane was hard to shoot down), a P38 (unassembled and found in South America), an N3N Canary, and an Avro 504 from WWI. The guide stated that prior to putting long exhaust pipes on these planes, sometimes the pilots who were flying at night, would become mesmerized by the fire from the exhaust stacks.

Everyday about 1pm (weather permitting), the Museum has a fly by and the day I was there, they used a Stearman, which after the show did a disappearing act. There are a number of things I left out of this article, but that gives you a chance to one day visit the museum. You won't regret it.



MILE HIGH WING PHOTOS



Left: Colonel Chuck Kinney (far left), Colonel Ted Hine (far right).
Center: Colonel Mike Kalinowski at the PX.
Right: Colonel Carl Mattson

2012 EVENTS CALENDAR

JANUARY

January Wing Meeting., Saturday January 21st, 10:00 a.m., Boulder Airport terminal building.

FOR INTEREST

[] 360-degree tour of the cockpit of an Airbus A380:

<http://www.gillesvidal.com/blogpano/cockpit1.htm>

[] Visit our online PX store at: <http://stores.ebay.com/AviationCollectablesMHW>

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