



# MILE HIGH VIEW

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

*Keep 'em Flying!*

*January 2004*

## The State of Our Union

*By Stan Peterson*

“Situation Normal, All Fouled Up? Not quite—in fact, there seems to be a small flame of hope flickering for the Mile High Wing. Here’s the challenge: can we keep it alive?”

That’s how the January 2003 Wing newsletter started out, and as I was reading my *Wall Street Journal* and reflecting on 2003 financially, I realized that the Mile High Wing’s year paralleled the U.S. financial markets.

To summarize: The CAF’s Finance and Insurance Committee allowed the Mile High Wing to continue operations, but only by the good graces of the F&I committee.

A motion made by Don Miller and seconded by Gordon Stevenson had carried the day. The motion recommended reducing the A/C liability insurance by \$1,358 and allowing the Wing two years to pay off the 2002 balance of \$3,451.00 for overdue insurance premiums.

The board further changed the C-60’s status from flying to renovation, which reduced our Annual Unit Administrative Charges (ANUAC) for

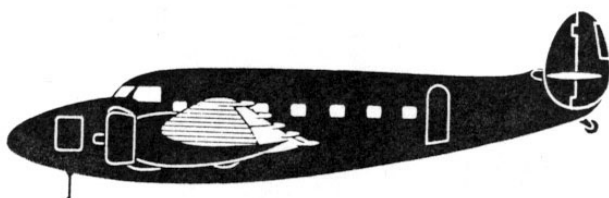
2003 to \$700, normally \$3,000. Our agreement was to pay back the 2002 balance at \$750 per quarter; this amount would not only pay off the debt, but would cover ANUAC charges through 2004.

As long as the C-60 remained “static,” the insurance cost for hull coverage was \$470; however, now that we’re airborne, the annual charge increases to \$1,728.

According to CAF regulations, the Mile High Wing remains in renovation status (for ANUAC purposes) for one year after returning to flight status. Our Executive Administrator has extended that period by not marking time until the 1<sup>st</sup> of 2004. This equates to a \$2,300.00 savings over our normal ANUAC charges.

So much for the bean counting. The bottom line is: **we are in much better shape than we were a year ago.**

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## Wing Dues are Due! This Means You!

It’s time to pay up for 2004. Please send your \$45 annual Mile High Wing dues as soon as possible to:

Mile High Wing  
P.O. Box 4805  
Parker, CO 80134-1462

***State of Our Union, continued***

We have some \$10,000 in the MCRP now and another \$4,000 or so in the general fund and only a few outstanding bills, which really are not too significant.

We were extremely fortunate to have completed our Approved Inspection Program on the airplane without incurring any major problems. Even the major repair on the old girl's empennage, which kept us grounded for most of the year, was a bargain, because of the generous efforts from our Engineer, Norm Zurbek; our Authorized Inspector, Val McCollough; and Col. Barry Barnow with his Boulder Valley Aviation staff and resources.

Our membership has managed to rebound from a low point of approximately 20 members up to 36 as of December's monthly meeting.

We have received two official letters of recognition and appreciation from Headquarters for a donation of \$4,000.00 toward a "FLYING SPONSORSHIP ON N6371C" and a donation of \$1,000 toward a "Supporting Sponsorship." Copies of these letters can be made available for the sponsors' tax files.

The airplane is once again airworthy, and she's not due another major inspection until September 2004. The fuselage is stripped, and with a few more days of work the upper portions of the wings will be complete and ready for polishing.

Our new Hotsy has accumulated over 40 hours on its hobbs meter, which equates to a rental charge of over \$2,700, and by the time we complete the stripping process we will have effectively paid for the machine in rental fees.

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**On one December weekend, Barry Barnow, Oskar Palmasson, Quentin Huston, and Stan Peterson spent several hours troubleshooting the Lodestar's hydraulic system to isolate the problem of intermittent loss of pressure. The source appears to be the pressure regulator. Fortunately two pressure regulators exist in the Wing's spare parts inventory, storage compliments of Boulder Valley Aviation. The regulators will be checked and reconditioned before use.**

### ***State of Our Union, continued***

We are establishing a program that will conform to new CAF Unit regulations, which require that Flying Sponsors continue to contribute annually in order to remain active. This program will allow us to maintain the momentum we have established.

We are continuing our quest for a corporate sponsor and are awaiting a reply from Ball Aerospace. Once we receive support from a major sponsor we should be able to go forward with plans for a hangar and museum.

The Mile High Wing's vehicle is fueled and ready for ignition. I look forward to us taking off into the New Year like never before. Our support team has been established, proven, and is standing by ready to take on the challenges of this coming year.

Let's all renew our commitment to participate and perpetuate this rich aviation heritage of World War II, and continue our good fight to **keep it alive!** →

## **Pilots' Ground School to Follow January Meeting**

Wing pilots and potential pilots: plan to attend three hours of recurrent ground school this month. The training will be held following the monthly Wing meeting on Saturday, January 17<sup>th</sup>, in the same meeting room.

## **Got something for the *Mile High View*?**

Send it to the editor, Col Lynn Merrill. Email your articles or photos by the 5<sup>th</sup> of the month (e.g., Feb. 5 for the February newsletter) to: [lmerrill@qualcomm.com](mailto:lmerrill@qualcomm.com).

## **Churchill and Lodestars**

*By Stan Peterson*

On that December day when several of us worked to troubleshoot the hydraulic problem on the C-60, the real bonus came when Ken Weber stopped by to visit the Boulder airport. He is an 83-year-old gentleman who flew Lodestars for the Weatherhead Corporation out of Cleveland, Ohio from 1967-1969.

The interesting thing about Ken is that his chief pilot at Weatherhead, Gorden Benett, had flown as Winston Churchill's (Lodestar) personal pilot. The operative word here is "Lodestar"!

Up until now we have been claiming that the likes of Eisenhower and Churchill had flown aircraft with our type of VIP interior in the European Theater, but we could not officially claim that Winston Churchill had actually been transported in a Lodestar.

Indeed it turns out that not only was he transported in a Lodestar, but it was his preferred means of transportation.

Throughout my conversation with Mr. Weber, I also discovered that he never used to land the Lodestar in a three-point attitude, choosing instead to make only wheel landings. This was a considerable breakthrough since Barry had been required on a previous checkride to perform three-point landings, which due to the aircraft's basic design are virtually impossible.

Personally I didn't believe this, but after attempting many three-point landings (operative word *attempting*), I'm convinced that Ken and his Chief Pilot were correct never to attempt a three-point landing in the Lodestar, especially with VIPs on board!

It was fun talking with Ken and he assured us that seeing the airplane and experiencing the sound and sight of those engines running made his heart skip and would be the highlight of his Holiday visit to Colorado. →

## Calendar of Events

**Jan. 17, 2004** – *Wing meeting:*  
10:00 a.m., Front Range Airport,  
terminal building, upstairs conference  
room

**Jan. 17, 2004** – *Pilot Ground School:*  
following Wing meeting, Front Range  
Airport, terminal building, upstairs  
conference room

**Feb. 21, 2004** – *Wing meeting:*  
10:00 a.m., Front Range Airport,  
terminal building, upstairs conference  
room



**Mile High Wing**

P.O. Box 4805  
Parker, CO 80134-1462