



# MILE HIGH VIEW

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

Keep 'em Flying!

April 2004

## Why Join the MHW?

By Col Stan Peterson

Lately I have been preparing for the reinstatement of my general aviation instructor's rating. The material involves a considerable amount of review on human behavior, which is mostly theoretical and psychological in nature, but it is interesting in that it helps to explain what makes us tick and offers some clues to just what we're doing here, as well as helps answer the question of why anyone would join an organization like the Mile High Wing.

Back in 1938, a psychologist, Henry A. Murray, cataloged a list of human motives or needs. These needs were described as being either primary (biological, innate) or secondary (learned, acquired). His lists identified the things that motivate us, such as achievement, affiliation, power, dependence, and succor.

Later, during the 1950s, Abraham Maslow organized human needs into levels of importance called "hierarchy of human needs." His needs are frequently depicted as a pyramid with the lower-level needs at the bottom and progressively higher-level needs above each other in ascending order.

At the bottom of the pyramid are the *physical* needs of food, rest, and protection from the elements. Until these needs are satisfied one cannot concentrate fully on other tasks. However, once these needs are satisfied they no longer provide motivation. Thus, the person strives to

satisfy the needs of the next higher level, *safety* or protection against danger, threats, and deprivation.

Next is *social*, the need to belong, to associate, and to give and receive friendship and love. The pyramid continues with *egotistic* needs such as self-confidence, independence, achievement, competence, and knowledge. At the top of the Maslow's hierarchy is *self-fulfillment*, continued development and creativity.

So there you have it, reasons why we need to belong and why everyone needs to join the Mile High Wing. →

## The Challenge, 2004

By Col Stan Peterson

Our costs continue to mount and there has been no fairy godmother flying in to offer any support. So, as in the past, we are left with the challenge to "keep 'em flying."

With the cost of fuel running us as much as \$250 per hour, a barrel of oil costing at least \$500, plus maintenance costs for this large, antique airplane, demand for funds is constant and on-going, especially during summer events.

Here's what I propose to keep our wing up and flying this year. I will donate \$2000 to our operation and challenge our *Flying Sponsors* to contribute \$1000, and further challenge the *Restoration and Supporting Sponsors* to

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Col Tom Oliver in a typical pose: proudly wearing his CAF uniform and the cross Margie gave him.

Tom is shown here at one of the countless airshows and events that he supported for the Mile High Wing.

Photo by Lynn Merrill

## **THOMAS J. OLIVER, MHW Operations Officer, Gone West**

Tom Oliver, the Operations Officer of the Mile High Wing, passed away at 06:30 hours on Palm Sunday morning, April 4, 2004. “He was our greatest volunteer and the best public relations man this unit will ever have,” said Wing Leader Stan Peterson.

Tom was born Sept. 15, 1935 in Oklahoma City, Oklahoma, and moved to Cheyenne, Wyoming, where he grew up. At 17 he joined the US Army, serving 20 years including tours in Korea and Vietnam and being awarded a Silver Star. After retiring from the service in 1972, Tom moved to Colorado. Here he worked as a small engine mechanic and eventually opened his own shop. Tom married Marjorie in 1989 and moved to Parker, where he continued with his small engine repair shop.

Around 1972 he became a life member of the American Legion and a member of the Wilmore Richter Post 161 in Arvada, Colorado. Tom and his good friend Wally Burke were the two driving forces that created the Mile High Wing of the CAF. Tom is survived by his wife of 15 years, Marjorie, two children, and two grandchildren.

Tom Oliver was buried in Ft. Logan Cemetery, with full military honors and a ceremonial “missing man” fly-over provided by the Mile High Wing. Barry Barnow and Tom Howe piloted the Lockheed C-60, which flew beautifully, while Stan Peterson flew his Cessna 190. With him were passengers Quentin Huston, Jeffrey Barnow, and an empty seat—for Tom. →

## A Dedication to Tom

By Col Chuck Kinney

If I may, I would like to dedicate this to Tom who I called the "Old Man" when we were together:

### The Last Long Flight

When the last long flight is over,  
And the happy landings past,  
And my altimeter tells me  
That the crack-up's come at last.

I'll swing her nose for the ceiling,  
I'll give my crate the gun.  
I'll open her up and let her zoom,  
For the airport of the sun.

And the great God of flying men  
Will smile at me sort of slow,  
As I stow my crate in the hangar  
On the field where flyers go.

And I'll look upon His face,  
The Almighty flying boss,  
Whose wingspread fills the heavens  
From Orion to the Southern Cross.

-Author Unknown

### *The Challenge, 2004, continued*

contribute their proportional shares, 50% and 10% respectively, of the contribution of our Flying Sponsors' donations.

These funds are needed to keep our operation in the black and provide us with some backup for the eventual breakdowns that are a normal function of any operation such as ours.

At our last Sponsors' meeting on April 3, I was pleasantly surprised when checkbooks started to appear and pledges were made. Every Sponsor at the meeting contributed his/her fair share! Furthermore, we just recently signed up two new Supporting Sponsors, Willy McNickle and Scott Lawrence.

I would like to invite all regular members to become a Supporting Sponsor, and all Restoration and Supporting Sponsors to upgrade to their next higher level, realizing that your initial sponsorship donation is credit that will apply toward the next higher level.

I look forward to your participation in our 2004 Challenge. Don't forget that all these donations are tax deductible. →

## CAF Stalwart and Aviation Aficionado: Col Tom Oliver

By Col Lynn Merrill

Tom Oliver had, perhaps, a bit of reputation for being a crusty character at times. But that's not what I remember about him. For me, two things stand out: his passion for the CAF/Mile High Wing and his joy in aviation. As an example, I remember AIRSHO 2001 especially well. Several Wing members, including me, flew to Midland in our Wing's Lockheed C-60. Tom had driven down ahead of us, and when we taxied in, there was Tom escorting us to the tiedowns in his rented golf cart. "You made it!" he gleefully exclaimed as we disembarked, delighted to see us and our wonderful vintage plane, which the Wing had worked so hard to get back in the air.

He insisted that I climb aboard his golf cart and hang on tight (no kidding!) while he raced around the ramp, proudly showing this newbie the whole layout, the CAF HQ, the hangars and the ramps, and most of all, the WWII aircraft parked everywhere, Wildcats and P-51s and B-25s, *Diamond Lil*, *Fifi*, *China Doll*. "As a CAF member, you know, you can climb all over them airplanes!" he said, and obviously he had, with great pleasure.

Tom was a notorious early bird, so all our days at AIRSHO began, as Stan Hanson put it, at "O-dark thirty." But there was Tom, brimming with enthusiasm at breakfast, looking forward to another day of props and wings, flags and ceremony. Clearly he loved the CAF and its powerful military fighters, bombers, and transports with their big engines. But he appreciated small planes, too, and rarely missed a chance to chat with me about one of our mutual favorites, the Citabria, which he had flown with Howard Day. As a Citabria pilot I'm biased of course, but in my book, anyone who can enthuse so much about a little taildragger knows what the love of flying is all about. No doubt about it; Tom's spirit knew how to soar. →

## Calendar of Events

**April 17, 2004** – Wing meeting:  
10:00 a.m., Boulder Airport terminal;  
cookout and C-60 work party to follow

**May 15, 2004** – Wing meeting:  
10:00 a.m., Boulder Airport terminal

**June 26-27, 2004** – 26<sup>th</sup> Annual  
Rocky Mountain EAA Regional Fly-In,  
Front Range Airport. The Wing is  
looking for volunteers to help with  
general aircraft parking and the  
Wing's C-60/PX operations.



**Mile High Wing**

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