



# MILE HIGH VIEW

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

*Keep 'Em Flying!*

*June 2004*

## One Step Forward

*By Col Stan Peterson, Wing Leader*

As we continue toward our objective, we're finding that there is no shortage of challenges; hopefully we'll realize that there is no shortage of rewards as well.

If you've been following our "progress" by reading our email updates, you know that we encountered a serious setback when failed rivets were discovered over the top of the fuel tanks on both wings during a refueling operation. These

broken rivets may have been concealed under the old paint that we just removed. As a result, unfortunately, our check rides that had been scheduled for the end of the month have been canceled, and all our future events are on hold.

Samples of the broken rivets were sent off to Colorado Metallurgical Services (CMS) to be examined, experts were called in and consulted for their opinions, and the local FSDO was consulted for a list of any Non-Destructive Inspection (NDI) experts in the area.

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**To get to the bottom of the rivet mystery, CooperHeat QMS experts conducted a Non-Destructive Inspection using X-ray equipment in their truck**



**Col Quentin Huston obviously enjoys those C-60 work parties at the airport!**

*One Step Forward, continued*

CooperHeat QMS was called upon to conduct the NDI on both wing areas. They brought their X-ray truck and talked a lot of radiation and X-rays; we in turn talked a lot of aviation.

When the communications came to a conclusion, I asked Rick Hinezer, the technician, if he would like to go for a ride in the Lodestar once we've completed replacing the failed rivets? His reply, which basically summed up QMS's findings, was an enthusiastic, "Of course!"

During the testing process, we found out that while X-rays are good for detecting things such as cracks, breaks, and fatigue, they are not so good for detecting corrosion. It turned out that ultrasound would be much better for that.

Since ultrasound's cost is approximately half that of the X-rays, we decided to have the areas inspected with the ultrasound as well. The ultrasound test came back with positive findings, as did the X-rays.

The most expensive test was inspection of the failed rivet samples by the metallurgical lab, which took an unusual turn. After his initial examination, Mike O'Brian from CMS stated that we were fortunate to get as much wear from those rivets as we did.

A more extensive lab exam would take more time and the whole process would cost approximately \$500. After receiving the results of the other tests, the lab report was still not in.

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### *One Step Forward, continued*

Further conversation with Mike indicated that the report would have no bearing on whether or not we put the airplane back together. So Col Barry Barnow suggested that we not continue with the lab's services based on the fact that it would provide the least amount of information yet would cost the most. Fortunately Mr. O'Brian agreed with our rationale and released us from any further charges.

As of June 5th, we have removed all the failed rivets and prepared the surrounding fuel tank areas for the new rivets on the right wing. Cosmetic work (stripping, polishing, painting) continues, and although we've encountered a considerable setback we are forging onward.

We have now received the newly upgraded filter for our hydraulic system, and fortunately we've encountered no further system failures even though the filter is yet to be installed (apparently just the fact that we ordered a new one created a positive effect).

Just remember, when it gets too tough for the CAF and the other wings, it's just right for the Mile High Wing! →

### **A Note From Marjorie Oliver**

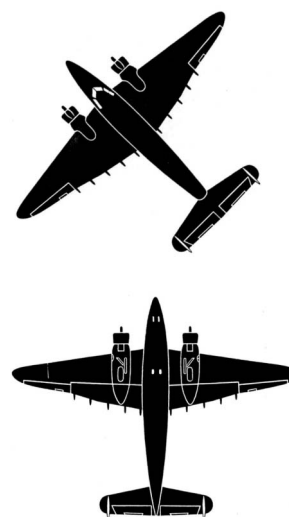
It has been a couple of months since the Lockheed C-60 Lodestar flew over Fort Logan to pay tribute to Tom at the graveside service. What an awesome moment that was. Nothing would have pleased him more. His heart and soul were with the C.A.F. and the Mile High Wing. It is with sincere appreciation that I thank each of you who were responsible for that flight and all other acts of concern and expressions of sympathy. It takes courage to adjust to this life change but I have many memories, friends, and family that give me tremendous support.

Many small planes fly over my home on a daily basis and it is a constant reminder of Tom and Howard Day. At times I hate to think what the two of them may be up to.

Helen Keller said these comforting words. "What we have once enjoyed, we can never lose: all that we love deeply becomes a part of us forever."

My best wishes to the plane and each of you as you work together to get it airworthy.

Fly Safe  
Marjorie Oliver



**Left: Modern high-tech screening for a historic aircraft. An image reveals a rivet's structure.**

## Calendar of Events

**June 19, 2004** – *Wing meeting:*  
10:00 a.m., Boulder Airport terminal.  
*Cookout and C-60 work party:* Noon,  
following the meeting, Boulder Airport  
at the C-60. Come join us!!

**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.



*"The immense cross-channel enterprise for the liberation of France had begun. All the ships were at sea. We had the mastery of the oceans and of the air. The Hitler tyranny was doomed."*

— *Winston Churchill speaking of D-Day, the Sixth of June, 1944*



**Mile High Wing**

CAF

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