



MILE HIGH VIEW

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

Keep 'Em Flying!

September 2004

Rated at Last!!

By Col Stan Peterson, Wing Leader

It's funny how time flies when you're having fun. Believe it or not, it has been much more than a year since Barry Barnow took his initial rating ride in the Mile High Wing's Lockheed, and for the first 120 days after the check ride he operated on his temporary license while waiting for paperwork to be processed, and a permanent license to be issued.

Tribulations Along the Way

Unfortunately, the necessary paperwork never got processed and Barry never received his permanent rating. To continue flying, he was forced to request a Letter of Authorization (LOA) from the Denver Flight Safety District Office.

One letter was granted for a period of six months; however, a major repair on the aircraft's empennage kept the Lockheed L-18 Lodestar grounded for more than a year. Another request and another LOA was granted.

We finally got the airplane flying after the repair was completed and a major inspection conducted under the close scrutiny of the local FAA.

Now it was summer time, and if you have been following along with these newsletters, you know that the EAA Rocky Mountain Regional Fly-In in June was the first successful event for both our airplane and the Wing's PX.

The Wing was still operating without a fully rated pilot and the second six-month LOA lapsed into yet another, but this time the FSDO only granted a



Smiles and champagne all around after successful rating rides! From left, FAA Check Airman Les Salz, Lodestar Pilots Stan Peterson and Barry Barnow, and the welcoming committee of Col Quentin Huston and Col Bill Lodge

30-day extension through the end of August. By then, we had to get someone rated or forget the flying.

Scheduling a flight with the various components and individuals' constraints proved challenging.

First and most restrictive of these was the fact that there are only a select few individuals that comprise a group called National Designated Examiner Program Representatives (NDEPR), which conducts the check rides on these old birds.

After several failed attempts to schedule with one check airman, I was finally able to arrange a rating ride for both Barry and myself on Sept. 4th.

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Sweating out a Mission

By Col Stan Hanson

Got to get to bed early tonight because we fly a mission in the morning. Aroused from a deep sleep by the sound of the alarm clock going off, it's 0600. Time to get up, get dressed, grab a bite to eat. No time to waste, the trip to the ramp seems like an eternity.

There the plane sits in the cool still morning air, poised and ready for the mission—well, not quite. Need to open up the plane and start the preflight checklist. The rest of the ground crew arrives. Check the switches—good, they are off.

To an outsider, the preflight inspection may look like a Chinese fire drill, but it is a well choreographed procedure. Start the walk-around ritual: at the nose remove the pitot tube covers, then to the left wing and remove the aileron gust locks. Then the tail, the right wing, got all the gust locks, double-check them, yeah got all of them.

Tires look a little low; better check the pressure and get them pumped up. Now it's up on the wing: check the fuel in each tank, check the oil. All is well.

The flight crew arrives from their flight briefing. They climb aboard to begin the cockpit preflight checklist. Meanwhile the ground crew begins to pull the props though to make sure the engines are not locked. Nine blades each. Finally ready to start engines, set the fire guard, start. Good! All engines are running smoothly.

As the plane taxis out to the end of the runway, all of the ground crew jump into the Jeep and drive to the other end of the runway to watch the takeoff. They are off. It's a short mission today, 3 to 4 hours.

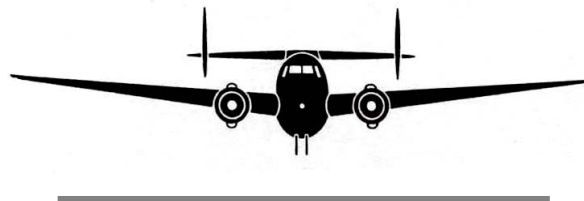
But the wait is longer than the trip to the ramp this morning. We get some lunch, we wait around the operations office listening to the radio for any word. We while away the time reading magazines and newspapers, not much talk. Some coffee maybe, or a Coke.

The time ticks by so slowly. Three hours are gone—we should be hearing or seeing them soon. Where are they? Four hours now.

Suddenly the silence in the operation office is ended by the sound of the radio: 6371C entering the pattern for Runway 8. Now things go into high gear, the plane lands and we get it taxied back to its parking spot which it left this morning. The crew deplanes with smiles all around. Mission complete!

The ground crew is really happy to see the plane back, with only one small squawk. No, this was not England, 1943, but Boulder Airport, 4 September 2004, and the mission was to get two pilots type-rated and certified in the Lockheed Lodestar. Congratulations to Barry Barnow and Stan Peterson—mission complete. Champagne and beer to all!

No time to waste, got to get started on the next mission.... ➔



Rated at Last!!, continued

Fortunately the weather held (just barely), and through God's graces and good luck, we were able to complete two successful rating rides!!

Les Salz, the check airman, proved to be a fair and just individual who was actually a pleasure to work with. Orals lasted about three hours, and the flying took an additional three hours of flight time. With all that, plus refueling and relocating the aircraft, the examinations took pretty much all day.

Kudos from the Welcoming Committee

Upon our return to Boulder we were met by a very faithful ground crew (Stan Hanson, Bill Lodge, and Quentin Huston), who had spent the day hanging out just to welcome us back and guide us in (*see story at left*). And welcome us back they did!

A very nice bottle of champagne had been iced down along with some beer. I assumed that they were anticipating or perhaps hoping that at least one of us might do well. Then again, if we hadn't been successful there probably would have been a greater need for the "anesthetics" to help ease the pain and embarrassment! ➔

First Paying Passengers!

By Col Stan Peterson

Another phenomenal day for the Mile High Wing, as we flew into the National Radial Engine Exhibition in Akron, CO.

As usual, the day started out on a “busted play.” I was exercising the privileges of my newly acquired Lockheed L-18 rating by taxiing out of the parking area at the Boulder Airport, while Barry Barnow was guiding me and Bill Lodge out.

At a critical turn, I realized that we weren’t slowing as much as I wished; sure enough, the main hydraulic system had failed. The standby system took over immediately; however, it’s not good form to go flying with only the standby operating—so back to the parking area to fix the problem.

By now Barry and I had a good idea that the pressure regulator was once again acting up. Barry went right to the heart of the problem and attacked it with a persuader (read “blunt instrument”). After a few well-placed taps, the regulator decided to start functioning as it should. A short while later we were lifting off the runway at Boulder with all systems normal.

With an intermediate stop at Jeffco Airport to pick up the ground crew and a load of PX goods, we arrived at Akron only about one hour later than planned. I was impressed by what a great job the crew did in setting up the PX; it actually looked as good as ever with only the PX trailer missing!

The airplane, however, didn’t draw the greatest parking location. As a result, we weren’t getting much interest in the airplane tours and absolutely no interest in the airplane rides we were offering for \$90. Once again, Barry had a solution, “If we made an announcement over the PA that we were offering rides, that would be sure to bring people over.”

It worked! After the announcement that there would be one special flight at 2 p.m. at a much reduced introductory fare, we filled up the airplane and gave our first passengers—ever!—a grand tour of downtown Akron for only \$40 per seat.

Shortly after our announcement, however, a rather elderly lady approached me and inquired if she had

heard me correctly, “Did you say that you would give us a tour of *Aspen* for only \$40?!”

The flight itself went extremely well. After takeoff we banked right over a pretty little ravine and returned for a low pass over the runway, followed by a tour of Akron which included their golf course, and not just one, but both of the town’s cemeteries.

Upon returning to the ramp, the sound of the engines was replaced by a most welcome sound of our delighted and cheering passengers as we shut down.

This was a great day of first experiences for our members and it came off well. Most important, perhaps, is the fact that we have established a new source of revenue with our ability to carry passengers. →

WWII Aviation Buffs—AIRSHO is Coming!!

Fina-CAF AIRSHO 2004 is coming soon to Midland-Odessa, Texas—the first weekend in October. Commemorating the 60th anniversary of D-DAY, AIRSHO will feature over 100 flyable WWII airplanes, along with the CAF’s famous WWII airpower demonstration and reenactment of the most famous aviation battles of World War II. Other highlights:

- The “Masters of Disaster”
- Julie Clark and the Mopar T-34
- Jan Collmer and the Fina Extra 300L
- The U.S. Army’s Golden Knights parachute team
- Jim Leroy and the “Bulldog” Pitts S2S
- Jimmy Franklin and the Jet-Powered Biplane

Will YOU be there? See <http://www.airsho.org> for more info.

Got stuff for the *Mile High View?*

Send it to the editor, Col Lynn Merrill. Email your articles or photos by the 5th of the month (e.g., Oct. 5 for the October newsletter) to: lmerrill@qualcomm.com.

For Sale: Pickup Truck

2002 Ford Ranger 4-door extended cab. Black / Black. Standard shift 4x4. 33,000 miles. Spray-in Rhino bed liner, nerf bars. \$13,500. Call Marjorie Oliver: 303-841-3004 (home) or 720-870-0339 (cell).

Calendar of Events

Sept. 18, 2004 – Wing meeting:
10:00 a.m., Boulder Airport terminal

Oct. 2 & 3, 2004 – Fina-CAF
AIRSHO 2004: Midland International
Airport, Midland-Odessa, Texas

Oct. 16, 2004 – Wing meeting:
10:00 a.m., Boulder Airport terminal



Wing meetings are held on the 3rd
Saturday of the month at 10:00 a.m.



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