



# MILE HIGH VIEW

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

*Keep 'Em Flying!*

*April 2006*

## **Membership, Recruiting, and Fundraising**

*By Col Mike Kalinowsky, Safety Officer*

We now have an airplane. WooHoo!! Now we need people. Recruiting new members needs to be a priority for every member of this wing. Just think what we could do if each of us brought in one new member this year?

To that end I have created material that is now easily available to the entire wing. Go to the yahoo groups site: <http://groups.yahoo.com/group/milehighwing/>;

under the "Files" option in the left menu, you will find a recruitment poster and all the flyers and certificates that we have created and used at various wing events. As we get more marketing materials, you will find them posted here.

PLEASE take the time to print off a few of these and take them with you on your daily rounds. Approach local businesses and ask if you can post them on their bulletin boards in their break rooms, their windows or ask if you can leave a stack by the cash register.

Please take the time to do this little bit of recruiting. We NEED more members! Please do your part and make recruitment a #1 priority. It doesn't take much time. Sure there will be rejections, but if you post 50 posters and we get one committed member, consider it a success. We have to get the word out about the wing and its mission, and since we can't afford to do general advertisement, we must rely on old fashioned footwork. Look for more marketing materials soon.

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## **Time Marches On**

*By Col Stan Peterson*

Time marches on, and without realizing it things do get accomplished and work gets done. The first challenge of March went well, considering nothing ever goes quite as planned. The weather just barely cooperated with a high temperature of 43 degrees. Necessity being the mother of all inventions, Mike DeSanti once again came to our rescue by fabricating a warming device for our engines.

We did fly several passengers for the Lafayette Foundation, nine to be exact. We actually received payment for ten and a fifty-dollar tip, thanks to passenger Jon Wenzel.

A bit of a gear malfunction caused both generators to trip off the line, leading to a manual gear extension which made the second flight somewhat more interesting than the first. Jon, the passenger said, "I didn't realize you got so busy up here."

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**Mike DeSanti's engine warming device**

***Time Marches On, continued***

The gear problem created a grounding situation, and we were through flying until we did some troubleshooting and corrected the malfunction. After a few phone calls and some checking around, we suspected that the Dynamic Brake Relay was the culprit.

The relay controls the current to the landing gear motor and directs the up and down function. It also “brakes” the motor from coasting once the landing gear has reached the limit of its travel. While holding Murphy’s Law at bay, we swapped out the relay, reset the circuit breakers, and we were back in business.

The oil recovery system continues to work great, and we haven’t had to purchase any new oil since the onset of that program. After completing work on the right engine’s cowl flaps, we’re continuing work on the cowl flaps of the left engine. Unfortunately we found them to be in worse shape, which sent us off on a treasure hunt that led to J.W. Duff’s Aviation.

We found “Duff” to be a most accommodating, helpful, and unique individual. Unfortunately, I didn’t get a picture of him in his white coveralls, white hat, horn-rim glasses, silver hair and beard.

I told him that I had flown for Continental, and although I had passed by his salvage yard every time I went to work in Denver over those 33 years, I had never had a need to stop in and see him before now.

He then assumed that I must have known Ted Hauter. His assumption made me realize that Ol Duff must have been around for quite a while, because Ted had the rare distinction of having his name on one of our old B-727s; Ted was retired before I was even hired!

Anyways, Duff not only had the brackets we needed, but they were brand new as well. It seems that when Beechcraft quit making the Twin Beech, Duff bought up all the spare parts he could get. Even though I bargained unsuccessfully, I’m certain that we purchased the parts for a fraction of what they must have cost new. Please don’t let the word get back to Mr. Duff.

One item that our “treasure hunt” didn’t turn up was a satisfactory set of jack pads. These pads are used in conjunction with a set of jacks to raise the airplane off the ground to check the function of the landing gear during annual inspection. This check is perhaps the most critical during the annual inspection, and many airplanes have been damaged or destroyed during this operation, making me, for one, rather apprehensive.

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**Old dynamic brake relay before removal...**



**New brake relay before installation**



### C-45 Hamilton Strap Modification

#### *Time Marches On, continued*

I have spent much time in search of some suitable pads, without any success until I finally called Southwestern Aero Exchange's secretary in Owasso, OK. After asking for a part number – which I didn't have – Sherry went looking for the pads, and to my surprise she produced two new left and right jack pads especially designed for a C-45 with the Hamilton strap modification; exactly what we had been looking for! This find enables us to safely perform our own annual inspections here in Denver, saving us a considerable amount of traveling expense and inconvenience.

Our second scheduled work day went off rather well. Even though only the usual 10% showed up, we doubled our numbers with some impromptu volunteers. While Paul LaPrad and I were busy polishing the left side of the fuselage, Kevin Kennelly, owner of Ken Aero, must have decided that we were having too much fun and joined in on the activity.

Not long after, Kevin's friend, Jeff Cain, arrived in his bi-plane and pitched in as well. Jeff has great sense of humor, enthusiasm for life, and "can do" attitude. Together we got a lot of work done and had a very enjoyable and gratifying day. Please don't forget that the "fun" has been scheduled by our Staff for the 1<sup>st</sup> and 3<sup>rd</sup> Saturdays of each month.

KEEP 'EM FLYING →

#### ***Membership, Recruiting, and Fundraising, continued***

Now for fundraising: I believe a shift is needed in our attempt to generate funds for the Mile High Wing. Our initial approach was to consider looking for that one giant grant. To this day that hasn't panned out.

After discussions with our brothers in the Wichita Wing, I think the MHW needs to refocus efforts on small local businesses, churches and other non-profit, fundraising organizations.

A few weeks ago the MHW flew passengers for the Lafayette foundation. The foundation sold the rides for \$100 and split the proceeds with us 50/50. This is one approach that we could try in partnering with other organizations and even churches.

Another approach that works for the Wichita Wing is approaching local, rather than "chain" businesses; talk with the owners, and tell them about the CAF mission and its' importance. Ask them for money. It's not necessary to ask for HUGE amounts; \$500 here and there all adds up.

Also, use the aircraft to this end: if someone is willing to write a check for \$500 or \$1000 dollars, I don't think the MHW would have a problem taking them for a ride.

I plan on working on marketing materials that more directly state our goals from the local level. Once completed, they will be available at the MHW site.

Remember our ultimate goal, and that without dedication and hard work from all of us, we have no hope of reaching that goal.



## Calendar of Events

**April 14, 2006** – Wing meeting:  
10:00 a.m. at Platte Valley Airport.

**May 6, 2006** – Aircraft work day:  
10:00 a.m. at Platte Valley Airport.

**May 20, 2006** – Wing meeting:  
10:00 a.m. at Platte Valley Airport.

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

### Directions to Platte Valley Airport

Platte Valley Airport is 3 miles northwest of Hudson, Colorado:

- Take I-76 north to Hudson and exit west on Highway 52.
- At CR 41, turn right (north).
- At CR 18, turn left (west).

At the Platte Valley Airpark sign, turn left again.



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