

CPA FLIGHT LINES

Volume 12, No. 4

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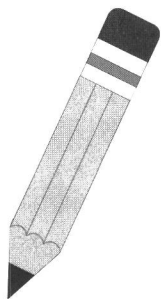
The Colorado Pilots Association banner was displayed in the Annual St. Patrick's Day Parade in Denver on March 11- courtesy of KCNC TV Channel 4. The helicopter pilot, CPA member Mike Silva, is seen waving to the crowd from the front of the trailer.

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President's Message

by Mike Baldwin



VOLUNTEER CALL

Last month we asked for your help with the Centennial Airport Open House on May 13. We still need more of you to help with parking, guidance, etc. Please help this effort to better general aviation's image with the community. You get a T-shirt, free food and our thanks. There is also a fly-in breakfast. Please call my number (303) 674-7864 and leave a message if you can help and we will get back to you.

MOUNTAIN PLOVER 1, JABBERWOK 0

An interested party responded to our jibe about the Greater Central Colorado Regional Airport. This gentleman, a CPA member, informed me politely that it is not a myth, but will go forward as soon as the environmental issue of the Mountain Plover's habitat is resolved. It does not appear on the Fed's schedule because it would be privately funded, with the help of American Airlines. Still and all, the logistics and geographics do not appear to make it a rival to EGE and GUC. So when the first airplane lands on it, we will put away the Jabberwok and refer to it with due respect...

REGIONAL COMMUTER SERVICE

More Denver Post articles about **Mr. John Andrews** and his efforts to provide Commuter service at our two largest GA airports, APA and BJC. It will be interesting to see how all this shakes out. The developer of the new airline based at COS sees the evolution of the DIA/COS relationship as similar to DFW/Love Field in North Texas. Certainly the continued success of DIA will alter major carrier routing throughout the Nation, and thereby affect GA operations.

FANTASY OF FLIGHT

Hats off to **Marilyn Taylor** and **Jeff Graves** for putting so many kids through the program at FTG. They put in much hard work and it shows in such a great program. This is how GA will be kept alive.

IA AND PILOT SEMINAR

Thanks to FAA FSDO for putting together a fine program in March for IA's and Pilots. Fine programs and speakers fueled the attendance by hundreds of area pilots and mechanics. Thanks to **Marilyn Taylor, Darlene Malmquist, and Walt and Terry Barbo** for manning the CPA booth.

PILOT MEDICAL CHANGES

The hearings and comment periods are over for the FAA's proposed changes in medical standards. I hope that many of you wrote in your opinions. Now we wait and see what they do. I hope it isn't much, as there were only about four accidents annually from pilot incapacitation (excluding drugs

and alcohol) and even these would not have been prevented by more detailed medical screening.

NEW "B" AIRSPACE

At last it opened and the airspace changed. A good excuse to go fly and see what it was like. For me, the whole area looks different, because of looking down from different places. How about the 7,500' northbound corridor next to downtown Denver? Not many good emergency landing sites. Ball parks have been suggested as OK because they have a shock absorbing backstop. If anybody tries this and can still write afterwards we would like to learn all about it. Coors field doesn't look like a good option. Splat. Still might be a good idea to fly a wide end run to the West. Flying over densely populated areas requires a minimum altitude of 1,000 feet above the highest obstacle within a 2,000-foot horizontal radius, and also required is operation at an altitude allowing an emergency landing without undue hazard to persons or property. (FAR 91.119)

Actually the new configuration is not very restrictive when compared with the old, but it does make Aurora and Van Aire pilots work a little harder as one end of their runways meets the surface area boundary. Also, one needs a close-in left base to runway 08 at FTG. I did a normal approach in the 210 to that runway, 105 KIAS on downwind, full flaps, no speed brakes, and did land on the touchdown marks. Landing may not be a problem, but taking off on 26 on a hot summer day might require a turn at low altitude. CPA will be seeking to move that particular boundary to the West to allow a bit more room, but we will wait a while to see if there are any other areas that need adjustment.

CPA AT WORK: VOCATIONAL SCHOOLS ACT

HB1027 Update: CPA VP and AOPA regional representative **Bill Hamilton** and I testified again, this time before the Senate Education Committee. Our Senate sponsor was Senator **Gigi Dennis**, who gave excellent testimony. The Committee passed the bill to the floor with a favorable recommendation for adoption, with no dissenters. This will probably pass, and exempt individual flight instructors and small flight schools that do not collect advance tuition from the fees originally required under the act.

ATC PRIVATIZATION

Please write your elected representatives about the proposed ATC Corporation. It will harm GA if user fees appear, and why change the best system in the world?

One ray of hope - a \$2 Billion Pension Liability Fund may be required by the proposed ATC Corporation, and that may kill the idea.

STATE AWOS SYSTEM

According to State Aviation Director **Dennis Roberts**, we may have AWOS site in various mountain passes, accessible by radio and telephone. Let us hope that it comes to pass. Great idea, Dennis.

COLORADO AVIATION CALENDAR

Thanks to CPA Past President **Walt Barbo**, the Aviation events calendar is out. There is hardly a weekend without something to go to or fly to.

Aviation Advice

Michelle Wing
CFII

Dear Michelle:

I fly in the Colorado mountains on occasion and I feel a little uneasy because I do not have an emergency kit on board my aircraft. I always tell myself I am going to have a kit on my next flight but keep procrastinating. NOW! I am going to do it. Can one of your instructors recommend a list I can use to make my own or is this not practical?

Thank you, Procrastinator

Dear Procrastinator,

You are not the only pilot that is putting off placing an emergency kit in your airplane. I will not give a lecture.

Before I tell you about the kit itself, let me say this. Dress for the most extreme terrain which you will fly. Many pilots and their passengers leave an airport where the temperature is 55 degrees or so and do not realize the temperature in the mountains could easily be -30 degrees F. at night on a high mountain pass. Sandals and a T-shirt will not do the job for an overnight stay under those circumstances. Wear wool socks and heavy shoes, warm under-clothes, and warm shirt and trousers or slacks. Have a coat, gloves and cap close at hand. Wear a utility knife and matches.

Always file a flight plan and fly the flight plan. Give position reports.

If you go down in the mountains, stay warm, stay hydrated and stay with the aircraft. Only leave the aircraft if you are CERTAIN it is the right decision. Also, be sure your ELT is activated.

The Colorado Pilots Association gives a Mountain Flying Ground School and in this course some time is spent on emergencies in the mountains. The number one item on their list is a hand held Nav-Com radio. I can not stress too much the importance of having a radio in an emergency. With the radio, a downed pilot can reach other aircraft

and help will soon be on its way. In the meantime, stay warm, stay hydrated and stay with the airplane.

You mentioned you may want to build your own emergency kit and I recommend you do just that. For ideas, you can read catalogs to see what is in the commercially prepared kits. Or, still better, call the CPA hot line and ask the Mountain Flying Committee to send you the list they use to build an emergency kit. The number is 303-266-6266. Or, give me a call and I will see that you get a copy (303-341-4744). This invitation is for anyone wanting the list. The list is too long to print here.

After you have all the items, put them in a back pack and place them in your airplane. Hopefully, you will never need it. The most recent Flight Training magazine has an excellent article on survival after a crash (April 1995).

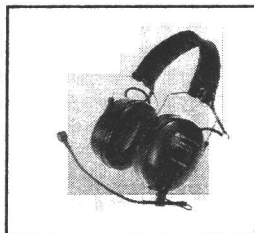
DO IT NOW!

Bill Marshall, CFI

We need **you** to send a question for publication. Please mail it to:
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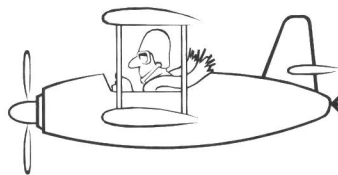
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HEARD ALONG THE FLIGHT LINE

■ Have to wonder what KCNC Channel 4 TV officials thought when they saw their chopper participate in the Denver Annual Saint Patrick's Day Parade . . . adorned with a huge 3' x 7' banner hanging from its tail boom . . . promoting Colorado Pilots Association. Have to admire their pilot, CPA member MIKE SILVA, who had the banner made up last year, at his own expense, to help promote our association in events of this type. Mike represents general aviation interests as a member of the Colorado Aeronautical Board. When he isn't promoting aviation causes he is chief pilot for Channel 4 News.

■ AOPA STUDY ON PILOT DROPOUT RATES finds that from one year to the next:

Among Private Pilots: Fully 23% will leave flying from one year to the next, 3% will advance to a Commercial Certificate, and just 74% will still be flying the next year;

For Commercial Certificate holders: The dropout rate is a lower 17%. Nearly 2% convert to an ATP Certificate; and

Among Airline Transport Pilots: Only 10% drop out from one year to the next.

The research study found that among student dropouts, some 62% drop out for money reasons and an additional 28% for lack of time. Three out of four dropouts hope to return to flying. Only age and health considerations are significant factors among those who will not return to flying.

The research was presented at the 1995 FAA General Aviation Forecast Conference held last month in Phoenix. It carried the underlying message that "business as usual" will result in a continually declining pilot population. It confirms what most of us already know, that recruitment/retention is

critical to general aviation's future. And that general aviation must find a way to reduce the cost of flying.

■ AOPA ONLINE, established two years ago as a cooperative venture between AOPA and Jeppesen, will move to CompuServe by mid-year. AOPA President Phil Boyer announced the move would broaden the organization's on-line reach with a network that already enjoys a substantial aviation following. The new on-line service will be devoted solely to general aviation.

■ Recall the small aircraft clipart which appears on the CPA prepared Colorado Calendar of Aviation Events. It is used to highlight CPA sponsored fly-ins. But some suggest it should depict an automobile . . . following the Crane Festival fly-in to Monte Vista on March 25-26. All nine aircraft scheduled for the fly-in scrubbed (because of weather). The 12 hearty individuals who made the trip arrived in automobiles. Five of them!

■ Aviation Historical Buffs should take in the program by ART KIDDER at the April 23 meeting of the Colorado Chapter of Silver Wings. It will take place at the Fitzsimons Officers Club. Art will be showing a video of retrieval of the P-38 aircraft he crash landed in the Aleutians in 1945. The aircraft was brought back to Hill Air Force Base in Utah for reconstruction. A feature article on the incident and retrieval appeared in a recent Denver Post article.

■ The FAA has announced that DAN BEAUDETTE will head the Flight Standards Division for the Northwest Mountain Region. He transfers to Seattle from Washington Headquarters where he was manager of the Regulatory Branch in Flight Standards. He held the position of Associate Administrator for Flight Standards prior to being recalled by the military as a C141 pilot in Desert Storm. □

Colorado Aeronautical Board

by Mike Silva

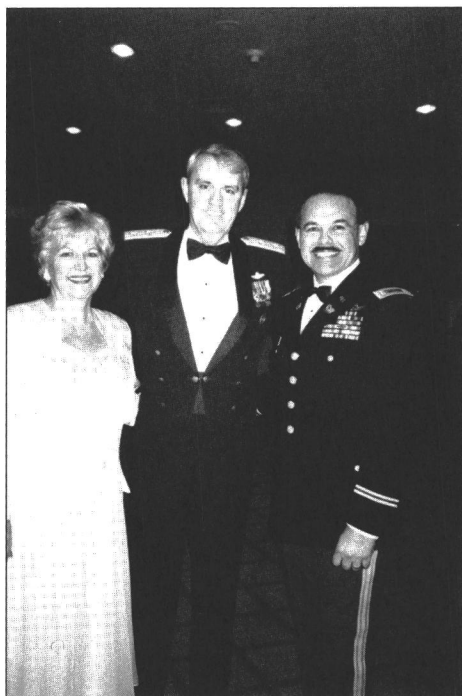
This first quarter of 1995 has proven to be a very busy time. Between meetings on Colorado Pilots Association matters and my responsibilities with the Colorado Aeronautical Board, I was honored to represent the CAB at the retirement banquet for Major General John L. France.

The event was held at Stouffer's Hotel (Stapleton) on January 28. Nearly a thousand people attended this warm and appreciative ceremony honoring not only General France but his lovely wife, Carole.

I am proud to say that I have served with General France on numerous occasions as an Army National Guard aviator during his 15 year tenure as the Adjutant General of the State of Colorado.

If I may quote from his biography, written in the Colorado Aviation Hall of Fame's Honoree Album, "... Space does not allow a full accounting of the activities and contributions of this fine officer and this fine gentleman ..."

General France, on behalf of all those who have served in your command or at your side, Many Thanks and Best of Luck!



(L. to r.) Mrs. Carole France, Major General John L. France, and Michael A. Silva.

MEMBERS: PLEASE NOTE . . .

That the mailing label on your newsletter contains the expiration date of your membership. This line is highlighted to call your attention when your dues are payable. A membership renewal form is provided for your convenience inside the back cover of **FLIGHT LINES**.

This form can also be used to inform CPA Membership Records of any change of address. Please be aware that the Post Office **does not** forward bulk mail. It is returned to CPA.

If you subscribe to **Flying Review** magazine, please inform them directly of any change of address at:

FLYING REVIEW
4801 Charlotte Ct. NE
Albuquerque, NM 87109

When Charles Lindbergh Flew The Pacific

By Walt Barbo

CIVILIAN FIGHTER PILOT

Charles Lindbergh (1901 to 1974) is best known in aviation circles for his solo flight across the Atlantic in 1927. Less known is his brief career as a civilian fighter pilot during W.W.II in the South Pacific theater of war where he was credited with shooting down at least one enemy aircraft.

The combat incident had particular meaning for me since Lindbergh was assigned to the 475th Fighter Group in New Guinea. This was the same fighter group I would later be assigned to during my South Pacific tour. Lindbergh returned to the states several months prior to my arrival on the scene in late 1944. So I did not have occasion to meet him. However, stories of his visit lingered long after he left, stories that do not appear in the history of the man. And recently, additional accounts of his visit started appearing on bulletin boards of the so called "Information Highway." Together, they add an interesting and intriguing insight to one of the most famous names in aviation history. I share them here in the hope that others will also find them of interest.

There was a lot of mystery and intrigue as to the purpose of Lindbergh's visit to the Pacific. On July 17, 1944 his visit brought him to the 475th Fighter Group commanded by Colonel Charles MacDonald and an assignment to the 433rd Fighter Squadron. Major Warren Lewis, with a record of 7 confirmed kills, was commanding officer of the squadron at the time. He currently lives in Austin, Texas where he was recently quoted as saying Lindbergh was NOT in the South Pacific to advise on extending the range of the P-38 Lightning as is so often mentioned in the historical reports of his visit. Rather, he was there as a representative of Vought Corsair. The company wanted to build a twin engine radial fighter for the military and wanted to find out what the pilots who flew the P-38 thought of that plane. Lewis said he wanted to know everything about the plane . . . and that Lindbergh was the most thorough and meticulous person he had ever met in his life.

EXTENDING THE RANGE

During the course of Lindbergh's stay with the squadron Lewis mentioned that his pilots often returned from missions with a bare minimum of fuel. He asked Lindbergh if he had any suggestions on extending range. It was out of these conversations that Lindbergh recommended trying higher power settings at reduced RPM. He suggested power settings of

30" MP @ 1400-1500 RPM.

Operating procedures to this point were fairly consistent with tables shown in the Aircraft Operations Manual. For maximum range at an altitude of 15,000 feet, for example, handbook settings were 24" MP @ 1600 RPM. This gave a fuel flow of about 55 gallons/hour and a range of about 950 statute miles (based on 300 gallons internal fuel, 250 useable). In actual combat, power was often increased to nearly 50" MP @ 2600 RPM. At these settings, fuel consumption quickly escalated to nearly 250 gallons/hour. Power settings at less than 1600 RPM did not even appear on the manufacturer's chart.

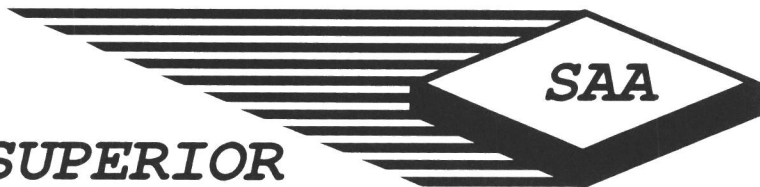
Initially, Lindbergh's suggestion was not too well received. Expected useful life prior to overhaul was not much over 200 hours as it was. Pilots and crews feared the high pressure settings would burn up engines and further reduce this time. The engineering officer was brought in . . . but could offer nothing, yea or nay. So the decision was to try it. Subsequent experimentation with the settings showed they did help. According to Lewis, where pilots had previously been landing with 10-15 gallons of fuel, they were now returning with 50-60 gallons. According to Lewis, this was the origin and extent of Lindbergh's involvement in extending the range of the P-38s.

MILK RUNS

When Lindbergh first arrived, he let it be known he would like to fly on missions with the squadron. According to provisions of the Versailles Treaty, civilians were not permitted to enter combat. However, Lindbergh persevered and was allowed on flights in which it appeared there would be little chance of enemy encounters. They were to be flights referred to as "milk runs" in which the risk was to be the absolute bare minimum.

Lewis described one of these initial flights flown by Lindbergh. He noted that the 433rd always took off in pairs. As the lead pair was about half way down the runway, the next two ship formation would move into place. Each pilot was expected to check his mags on the run. On a scramble, it was common to delay buckling into the parachute until established in climb.

On this particular flight, Lewis was leading the squadron. As leader, he would always make a huge 360° around the field, and by the time the circle was completed, everyone was



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expected to be in place. But this particular morning he looked down and saw two planes still on the end of the runway. So he did another 360.

When they returned from the mission and went into debriefing, Lewis' opening question was: "Who was the Son of a Bitch still on the runway when I completed my 360?" A tall 50+ year old pilot stood up in the rear of the gathering. Lewis said he could have messed in his mess kit.

Later when discussing the practice of checking mags on the roll, Lindbergh said he did not believe in the practice and would not participate. It was a delicate situation which ended in a compromise for subsequent missions. From then on, Lindbergh would go out to the flight line early, crank up, and taxi over to a revetment area to check mags. After the mag check, a fuel truck would be sent out to cap off his tanks. This was the procedure used on all subsequent Lindbergh missions.

A PERSONAL RECOLLECTION

Perhaps the best insight to the man's personality is seen in his personal account of his combat missions. I had seen some of these records while I was with the fighter group, but was too naive at the time to give it much thought, or to think far enough ahead as to their significance in history. I hadn't given the issue much further thought until, by chance, I happened to run across some accounts of his Pacific visit when exploring some of the computer bulletin boards. The following records were downloaded from that source. They are excerpts from Lindbergh's personal journals. His words document his aerial encounter as few could. They also provide a flavor of what it was like on relatively quiet missions.

MISSION NO. 3-407

28 July, 1944. 433rd Fighter Squadron.

Fighter sweep to Ambon area.

Time of attack and altitude: 1045K at 1500 feet.

Details of Combat:

On 28 July, 1944, at approximately 1045K, while flying on a fighter sweep over the Ambon area, Col. MacDonald, leading Blue Flight of the 433rd Fighter Squadron, sighted an enemy plane, later identified as a Sonia, about 3 miles west of the Amahai strip on Ceram Island. We were flying roughly at an altitude of 3,000 feet at the time of sighting. I was in No. 3 position as observer. All blue flight pilots dropped external tanks and followed Col. MacDonald in

WHEN I TURNED BACK, THE FIGHTER DIRECTED HIS FIRE ON ME.

his attack in string formation at about 1500 feet. I saw a second enemy plane about 2 miles from the strip heading northward.

I saw Col. MacDonald fire a full deflection burst: after which, smoke began streaming from the enemy plane. Captain Miller, flying No. 2, also fired a deflection burst. Then the enemy pilot banked quickly right and I saw that he was getting into a position for a head-on attack on my P-38. I fired a burst of several seconds as he was completing his bank and straightened out, observing numerous hits from my tracers and 20 mm shells. For a moment, a collision seemed unavoidable. I pulled back on my controls with as much force as I could exert, passing so close above the enemy plane that I felt a bump as it went behind me. This was not due to flying through the slipstream. The enemy plane then rolled over and crashed into the water. CHARLES A. LINDBERGH

MISSION NO. 3-413

1 August, 1944. 433rd Fighter Squadron.
4 P-38s.

Fighter sweep to Palau.

Time of attack and altitude: 1235K at
deck/3,000 feet.

Details of Combat:

At 0930K, August 1, 1944, four P-38s took off from Mokmer strip, Biak, for a reconnaissance flight over Palau. Col. MacDonald was leading; Captain D.P. Miller flew position No. 2; I flew position No. 3 as observer; and Major M.M. Smith flew position 4.

We arrived over Palau at 1205K, at 15,000 feet, and proceeded north around the islands. The sky was broken with cumulus bases at 1,500 feet and tops mounting to over 15,000 feet. Turning southward, we dropped down to

less than 500 feet above the deck. About one mile off the coast of Babelthaup Island, all planes strafed a ship of about 300/400 tons, leaving it with a column of smoke pouring up from the deck.

In the vicinity of Babelthaup Strip, Col. MacDonald sighted an enemy floatplane, type Rufe. We jettisoned drop tanks and followed him in the attack. I saw Col. MacDonald fire on the enemy plane. It burst into flame almost immediately, and crashed into the sea. Col. MacDonald and Captain Miller then turned back, and I went into a left bank in time to see Major Smith firing on a second enemy floatplane, also a Rufe, which crashed into the sea, bounced, and burst into flames.

Col. MacDonald then radioed that he was attacking again. I turned toward him and saw him fire on an enemy plane, type Val, which also burst into flames. One man jumped from this plane. His parachute opened before he struck the water.

I then noticed an enemy fighter apparently diving on Major Smith. When I turned back, the fighter directed his fire on me. He was diving down and firing from close range on my tail when Col. MacDonald forced him off with a deflection burst with unobserved results.

Captain Miller fired a deflection burst and a trail of smoke began trailing from the enemy plane, which I last observed still smoking heavily and in a climbing turn toward the clouds.

Since fuel was running low, our flight then turned away from the islands and took up a course for home. We landed on Mokmer strip, Biak, at 1600K. CHARLES A. LINDBERGH

In a journal entry on August 11, 1944, Lindbergh writes of using dynamite during a fishing expedition. On that date in his journal, Lindbergh describes tossing several dynamite charges, and when he tossed the last one, just as the fuse lit, the raft turned sideways, and he dislocates his shoulder as he threw. It was a colorless report.

Another information source informed that Lindbergh had injured the shoulder during a parachuting accident years earlier when he had to collapse his chute to avoid drifting into high tension power lines. There was a suggestion that it may have contributed to the rafting incident.

But that wasn't the talk around camp. The gossip was closer to the following account relayed by Major Warren Lewis to M.F. Kirby. Kirby, another 433rd pilot (with five confirmed kills), had a knack for story telling . . . and adding a bit of color to his recollections. His story on the incident is worth sharing.

Yesterday (December 9, 1994), while visiting with (Major Warren) Lewis, he told me of a fishing experience which took place during the time they were based at Hollandia, Dutch New Guinea. The men had gotten a couple of

life rafts. Before I begin, let me mention that the Japs had left a couple of cases of dynamite at the Hollandia camp site when they pulled out. The packets were about the size of a battery for a large 3" X 4" flashlight. The men would tape two of these together, insert a fuse in a clip, and go fishing just off shore. OK, back to the rafts. They would partially deflate the front one so the occupant could swim along in it and keep his eyes submerged while looking for fish. He was the scout. Once the scout located fish he would transmit that information to two people in the rear raft by use of hand signals or yelling, direction and distance. The fishermen in the rear raft would light the fuse on the dynamite and toss . . . hoping for fresh fish on the table that evening.

Well, MacDonald, Lindbergh and Lewis decided they should indulge in this very sporting event. On this mission, Lewis acted as scout. Lindbergh and MacDonald followed in the rear raft with the dynamite. Finally, Lewis spotted a couple of real nice ones, 4-5 feet in length. Hear Ye, it was a recollection of 50 years ago. And you have to wonder what the true size actually was. But Lewis tells them exactly where to throw.

Lindbergh was the fisherman on this trip. He lights the fuse, stands up to dispatch the lethal charge, rears back on his rear foot and tosses. But in doing so he loses his balance, the charge goes up and comes down almost immediately beneath the scout. Warren starts paddling like a dog scratching fleas, but getting nowhere. The explosion goes off directly beneath his raft, and blows him back beneath the raft of Lindbergh and MacDonald . . . in an unconscious state. MacDonald had hold of him on one side of the raft while Lindbergh is trying to pull him out on the other side. He was out for several minutes, and he said the tips of his fingers tingled for about six weeks.

Each of them must have been tremendous pilots. But fisherman they *AIN'T*. KIRBY

LINDBERGH BIOGRAPHY

A Lindbergh biography, authored by Leonard Mosley and published in 1976, adds some additional information and insight about Lindbergh's Pacific tour. . . . though the details differ somewhat from reports of the 475th Fighter Squadron. From Mosley's account, Brigadier General Louis Wood of the Marine Corps suggested that Lindbergh take the trip. The Marines were flying the new Chance Vought F4U Corsair and the general thought someone with expert knowledge on aircraft should go out to the Pacific and see how it was behaving. The general suited Lindbergh up in a Marine uniform, sans anything to indicate rank, and sent him off on the trip. Bear in mind that Lindbergh was not only a civilian, he was also a very visible person. There was no hope

of getting White House approval of the venture. So to avoid a predictable refusal, the question was never asked. The trip was arranged in secret.

But it didn't stay secret too long. Upon his arrival in the combat zone Lindbergh convinced the local commanding officer the best way for him to evaluate the Corsairs was to fly one in operations. Word drifted to 5th Air Force Headquarters in Brisbane, Australia that Lindbergh was flying combat missions in the Guadal canal area. General George Kenney, who commanded McArthur's Air Force units in the Pacific, knew the general was not aware of nor had he approved Lindbergh's presence. And he feared what would happen should he find out. So he ordered Lindbergh to report to Brisbane immediately.

It was during a meeting with McArthur that the issue of extending the range of P-38s came up. Accounts differ as to how it was brought up. Kenney claimed to have taken Lindbergh in to see McArthur and, following cordualities, the general asked if there was anything he could do for him. Kenny said he had a job for Lindbergh. He is quoted as saying, "If anyone could fly a little monoplane

THE GENERAL WAS NOT AWARE OF NOR HAD HE APPROVED LINDBERGH'S PRESENCE.

from New York to Paris and have gas left over, he ought to be able to teach my P-38 pilots how to get more range out of their planes."

Lindbergh's account differs. He says that he was introduced to the general by his Chief of Staff and that it was his suggestion to McArthur that he could train P-38 pilots to get at least another 100 miles range out of their aircraft. He makes no mention of General Kinney.

Whichever version is correct, it appears McArthur gave approval for Lindbergh to continue his visit to the Pacific. In retrospect, however, it seems clear that his stated mission to extend the range of P-38s was created as an expediency and an afterthought. It did provide a plausible explanation for use by historians as to why he was there. Of interest, however, the commanding officer of the 433rd Fighter Squadron to which he was assigned was never aware of that purpose.

Welcome New Members

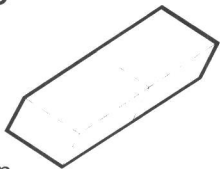
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Dana Haglin, Erie
Jurgen E. Last, Cascade
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Membership Renewals

Jon Andrews, Aurora
James Barrow, Lakewood
George Spettigue, Aurora
Lyn Dague, Denver
Ronald White, Kittredge
David Barth, Lakewood
Larry Royston, Cortez
Bob Allison, Colorado Springs
Axel Andersen, Rye
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Chuck Kellerman, Aurora
Guy Nooney, Longmont
Joseph Cook, Englewood
David Robertson, Louisville
Robert Van Dalsem, Loveland
Arnold Goldburg, Aurora
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Alex Hauzer, Golden
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Norm Avery, Denver
Pat Murphy, Morrison
Carl Bratfisch, Colorado Springs
Kathryn Hach, Loveland

corrections

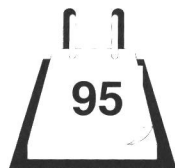
Last month's
Flight Lines
article on Johnson
Field was written by Max Polen.
His name was inadvertently left off.
The editor regrets the mistake.



Also, an error occurred in Babette Andre's article, "Destination Costa Rica" The toucan bit her on the "butt" not the "hand". The editor regrets the anatomical rearrangement.

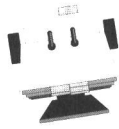
Colorado

Aviation Calendar



- May 1 **Colorado Pilots Association Directors Meeting**, 7:00 p.m. Ashbrook Room, Centennial Airport Tower. All Welcome. Info: Mike Baldwin, 303-674-3836.
- May 5 **Johnson Field First Annual Aviation Swap Meet**, Walsenburg. Breakfast served 7 to 11 (\$5.00). Swap from 7-1. Sponsored by the Cross Winders. Info: Mike Mann (719) 738-3782.
- May 6 **Fort Morgan Community Open House & Fly-In**, Lions Club Breakfast, 8 am-11 am. Displays, Golf, Fun!. Experimental and Antiques please come! FAA Seminars. Bring Tie Downs. Info: Vernon Tryon (800) 867-5688.
- May 6 **Mountain Flying Ground Course**, Colorado Pilots Association. Centennial Airport. Minor Fee. Info: Bill Marshall, (303) 341-4744.
- May 13 **Centennial Airport 28 Year Celebration**, Featuring breakfast, Fantasy of Flight for Kids. Info: Kenneth Maenta, 303-790-0598.
- May 18-21 **USPA Annual Meeting**, Wichita, KS. Includes aircraft factory tours, safety meetings and annual awards. Info: Bruce Hully (303) 343-6871.
- May 20 **Pikes Peak Chapter Colorado 99s Fly-in** to La Junta for tour of Bents Fort. Celebration of Chapter's 11th birthday. Info: Barbara Bates (709) 633-3820.
- May 20 **High Country Chapter 99s Airport Beautification Project**, Pinyon Airport, Glade, Colorado (near Grand Junction). Info: Alice Monroe (970) 241-6346.
- May 20 **Platte Valley Airpark & Airpower West Spring Fly-In**, Continental Breakfast and BBQ Lunch. Info: Marilyn Taylor, (303) 659-7265.
- May 20-21 **Navajo State Park EAA Chapter 997 Spring Rendezvous**, featuring a pot luck bbq on Saturday. Info: Lee Bernhardt, (970) 247-2740.
- May 28 **Arapahoe County Springfest**, East of Centennial Airport. Aircraft displays, fly-by's, and aerobatic demonstrations. Info: Jean Landower, 303-779-0538.
- May 31 **Air Force Academy Open House & Air Show**, Info: Richard Stokes, (719) 472-2526.
- June 2-4 **50th Anniversary Since End of WWII** open house and fly-in, Weld County Airport, Greeley. Boeing B-17 and Heinkel He 111 bombers on static display. Young Eagles Program. Info: Kevin Bunnell, Airport Manager, (970) 356-9141.
- June 3 **Front Range Airport Air Festival & Fly-In**. Open house and appreciation day. Info: Dennis Heap (303) 261-9100.
- June 3 **Van Aire CPA Fly-In**. Fly in or drive in for picnic lunch (served at noon) and hangar talk. Be sure to call Perry Miller, (303) 659-6793, regarding fly in procedures with the new Class B airspace in effect.
- June 3-4 **Durango Four Corners Air Show**. Featuring the USAF Thunderbirds June 4. Sponsored by the Durango Rotary Club. Gordon Clouser, (970) 259-4061
- June 8-9 **Colorado Airport Operators Conference**, Spring Meeting, Grand Junction, Info: Bryan Feeney, (970) 879-9042.
- June 9 **Colorado Aeronautics Division, Board Meeting, CAO**, Grand Junction, Info: CDOT, (303) 792-2160.
- June 17 **Gunnison County Airshow**. Warbird fly-bys and static displays. Info: Joanne Stone (970) 641-2304 or Scott Weyl, (970) 641-0526.
- June 24-25 **17th Annual EAA Rocky Mountain Fly-In**, Vance Brand Airport, Longmont, CO. Homebuilts, Classics, Ultralights, Warbirds, etc. Displays, Workshops, Forums.

Colorado Calendar is compiled by the Colorado Pilots Association for the benefit of its members; and in the interest of creating an awareness and support for aviation activities in the State of Colorado. Information on current activities is also maintained on the CPA HOTLINE (303) 266-6266. Please submit events or changes to *Flight Lines* Editor, 627 Wildrose Way, Louisville, CO 80027.

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