

CPA FLIGHT LINES

Volume 23, No. 2

February 2006



Photo taken during a CPA board meeting 2005.

**Come listen-in during a CPA
Boad of Directors Meeting on March 6 in
a Cenntenal Airport terminal conference room.**

*A board of directors meeting is held on
the first Monday of each month.*



www.ColoradoPilots.org



President's Message

by CPA President Bart Jones

Well, the new year seems to be off to a great start. We had a terrific fly-in planning meeting last Saturday afternoon, Jan 14, at the Jeffco terminal. Eric Jensen, our Flyin Chairman, had planned it there with the hopes that some of you would join us and contribute your ideas. It was a beautiful day and we had about 25 people participate including several who flew in. Many terrific ideas were contributed. From these we selected about 12 trips spaced out from April through November, representing a wide variety of destinations. We have a one day trip to a missile silo, longer trips to the Mooney factory and the AOPA convention and some mountain / camping / fishing trips as well. The hope is there is something of interest for everyone. Eric will be publishing the CPA 2006 fly-in calendar in the newsletter and on the web site.

Earlier that morning we attended an excellent safety seminar on Hypoxia, given by Mary Ann Davis, Registered Nurse and FAA Safety Counselor. She showed us an oxygen dose oximeter that measures your blood oxygen

saturation. It fits easily on your finger. A reading above 90 is good and most of us were 92 or above. Her data showed that we could expect it to be around 86 at 12,500 feet and around 83 at 13,500. That is getting pretty low. She had an excellent film showing in dramatic detail the reaction of people to hypoxia in a high altitude chamber. The striking thing was the lack of understanding that people have when they suffer from hypoxia. We seem to respond correctly at first but suddenly become completely non-responsive as hypoxia takes hold. In the film, orders were given to one person to put on the oxygen mask, and he failed to respond, although later he would swear that he did. In fact, he had passed out. We routinely flirt with high elevations as we fly around Colorado, and it was clear from this lecture and film that we are pushing the limits, and don't appreciate what we are doing. How many of us routinely go to 13,500 to clear a pass? How long do we stay there? What would our blood saturation reading be at that altitude? A number of us pledged to be more aware of what we were doing at these altitudes and be more aggressive in using oxygen. I have also decided to get one of these oxygen dose oximeters. Frank Niehus sent me an Amazon.com site that is selling these for \$154.99: SPO Medical 903036 Check Mate Pulse Oximeter.

Bart

Airport News, *by Mary Jones*

Archuleta County Airport

Stevens Field (2V1), Pagosa Springs

News in Jan 2006. The Stevens Field airport reopened recently after a 45 day closure, while their contractor put the finishing touches on their 2-year runway reconstruction project.

Highlights: A new runway, 8,100 feet long by 100 feet wide. Funding for the runway is 90% by FAA, 5% by State of Colorado and 5% by Archuleta County FBO. Avjet Corp, will move into a new facility at mid-field apron in early 2006.

Additional Enhancements: Automatic Weather Observation System (AWOS), A GPS instrument approach (in 2006) Precision Approach Path Indicators (PAPIs) at both ends of runway. Self-service fuel is now available.

Airport Open House - June 28

Open house, and rededication of the new facility to citizens of Archuleta County, pilots and passengers.

www.archuletacounty.org/airport/airport.htm

Colorado Springs Airport (COS)

City of Colorado Springs Municipal

Work on a \$32.3 million runway-reconstruction has begun, and is the largest construction project at the airport since the passenger terminal was built in 1994. The first phase is demolition of the east runway, next a new surface will be put down. A chemical reaction in the cement is creating a gel-like substance, which causes rapid deterioration of the pavement. Money from FAA will pay for 94% of the project. The other 6% will come from passenger facility charges.

Airport officials waited to start this project until the landing system on the west runway, used for landing in adverse weather conditions, was repaired, and ready for use. During construction on the east runway, all planes will use the 11,000 foot west runway. Expect delays from increased traffic on the west runway.

Changes in Membership

New Members

George Meshko
1551 Larimer, #2804
Denver, CO 80202
John J. Mitchell
2196 S. Telluride Court
Aurora, CO 80013
Jeff Alexander
4095 Carr Street
Wheat Ridge, CO 80033
Garry Gregory
1503 Ridgeview Drive
Louisville, CO 80027

Corporate Memberships

Doug Stewart,
AircraftLogs.com
4389 International
Gateway, #225
Columbus, OH 43219

Renewals

Norm Avery, Denver
David Allen, Elbert
Gary Justus, Evergreen
Lynn McCullough,
Monte Vista
Rob Duncan, Crawford
Ace Avakian,
Castle Rock
Mark Klapperich,
Limon
Tomas Hirschmann,
Guatemala

In God We Trust — Everything Else We Check & Double Check © 2005 Dean Jaros

Concerning Learning by an Anonymous Contributor

This is about incomplete planning, and about failure to do a reality-check. It is also about making a big mistake and living to tell about it.

It was the summer of 1980, long before the modern GPS era. I was going to fly a 7-GCAA Citabria from Centennial airport to Santa Rosa CA — a long, all-day trip. Then it was to be down the coast to a point near Los Angeles. The relatively slow flight over dramatic terrain promised to be beautiful and I looked forward to seeing friends and relatives at the end of the trip. Departure was to be Saturday early, at dawn or just before.

The airplane was in great shape. Oil had just been changed and all the recent inspections had shown no problems. I packed my bags with careful attention to weight — one can only put so much in a Citabria's baggage area. Friday afternoon, I called flight service and received a standard briefing. Conditions were great all along the route. I was looking forward to a truly great flight.

The first leg did not disappoint. Having filed to Vernal UT, I climbed up toward Corona Pass by the first light of the rising sun. The nearly horizontal rays created an alpenglow that was simply magnificent. To view it was almost a religious experience. What a privilege it is to fly! Beautiful

terrain, the Colorado River, and Grand Junction slipped by and three hours later I was on the ground for refueling and breakfast.

At about 10:30, I was off on the second leg, to Tonopah NV. According to my calculation, I would land with about an hour of fuel left in the tanks. More gorgeous scenery passed under me, but of a different type. This was canyon land country, and the bright mid-day sun created a stunning panorama. I climbed to 10,500 ft. in order to get a broad overview of the geography and geology. It was so spectacular that I ignored the sectional chart. I wanted to look out and see everything. I was flying the airways, so centering the needle would keep me on course; sooner or later I would reach the Tonopah VOR.

As I got toward the center of Nevada, the terrain changed. Rolling desert, much less interesting, unfolded beneath me. With no more dazzling scenic beauty to take in, my eyes at last came back inside the plane. Belatedly, I did a complete scan of my instruments. What a shock to see that the fuel gauges were registering considerably less than $\frac{1}{4}$! How could this be? While I was not sure exactly where I was, I realized Tonopah was not just over the next ridge.

I quickly retrieved the sectional and

tried to find myself. There were few landmarks in this desolate country, but my best guess was that I was more than 80 miles out. There were no airports en route, and none anywhere near me for that matter. Tonopah was the only option and it was going to be close. I reduced power, leaned to “best economy,” and maintained my 10,500 ft. altitude, trying to preserve as many options as possible.

An off airport landing was a real possibility and the options were horrible. Roads were curving dirt tracks at best. Convuluted ridges were everywhere. The few flat spots were small, sandy, and studded with bushes and cacti.

When I guessed I was 30 miles out, I started down. I was at roughly 10,000 ft. and the airport was at 3,000 ft. Entering estimated ground speed into the equation, I calculated a rate of descent. I held this rate, enriching the mixture whenever the engine began to sound a little rough. The fuel gauge registered below “E.”

At about 10 miles out I stopped looking at the gauge — to reduce stress as I prepared to land. I had to take it on faith from this point — there was nothing more I could do. Tonopah came into view and with a straight-in approach, I made the runway. I remember as I crossed the numbers thinking that the flare would send the remaining fuel to the back of the tank, unporting the fuel line and stopping the engine. It

didn’t. I was even able to taxi to the pumps.

Gulping a little, I asked the attendant to top-off both sides. Against the Citabria’s useable 38.5 gallons, he put in 38.3. Perhaps I shivered, but for certain I took a deep breath. “Cutting it close on fuel, aren’t you Sonny,” he drawled. Of course I was hugely relieved to be on the ground, but I was also embarrassed that I had allowed this near disaster to happen. So I guiltily answered, “I’ve got long-range tanks.” He gave me a very odd look and I knew that he was not fooled.

Rather than continue to Santa Rosa, I stayed overnight in Tonopah. I needed to think about how this all had happened. A little relaxing downtime, and maybe a Scotch or two, would help me to regain both understanding and composure.

What could have gone wrong? The power settings were right. I had properly leaned the mixture. I knew the trim was correct.

Of course there were some obvious problems in my pilotage. I was mesmerized by scenic beauty and interesting geography. I had been behaving like a carefree passenger, not a pilot. I should have scanned my instruments more frequently. I should have noticed the dropping fuel level while I still had some other airport options. Similarly, although it would have been difficult given the terrain, I should have planned visual check-

Concerning Learning continued from page 5
points on the ground. Then I should have calculated an expected arrival time at each. Finally, I should have compared actual time with this expected time. This is just good cross-country practice: if the actual is more than 10% greater than expected, there is a problem brewing.

By contrast, in actual fact, I had lost track of time. I had little idea of my actual location and none whatever of my groundspeed. I had to confess that I had not been a responsible pilot in command.

But I soon figured out that there had been something more than this. My pre-flight planning was gloriously flawed. On Friday afternoon, I had obtained a standard briefing. The forecasts then available extended only to 6 AM Saturday. By that time I was an hour into my flight. I had not obtained an update and in fact I was operating with hopelessly obsolete weather data. Three new forecasts had been issued between my briefing and my departure. I had ignored all of them.

It took only a little backtracking through weather data to figure out what had happened. In western Utah and Nevada, winds at my cruising altitude were right on my nose and they had increased by more than 25 knots since the previous afternoon. The flow was steady rather than gusty, so I did not really notice what was happening. This ate up my fuel reserve. After all, 25 knots is a significant fraction of the cruising speed of a Citabria!

The next morning I continued to Santa Rosa. But I had been humbled. I had two thoughts as I flew that leg, and they have remained with me ever since. First, never forget that with piloting comes responsibility. Yes, it is wonderful to view the world from aloft — but no matter how beautiful the scenery, one is a pilot first and a tourist second.

Then I remembered the wisdom of an old Navy crew chief I had known: the P-7 rule. It goes like this: “Proper Prior Planning Prevents P — Poor Performance.” That day in 1980 I had forgotten P-7. Now I never go anywhere without it. *Dean*

“Concerning Learning”

FREE LUNCH and possible **FREE 1 YEAR MEMBERSHIP**

Do you have a flying story with a lesson?

Tell it to interviewer Dean Jaros over lunch or a late afternoon drink. (Dean picks up the tab)

If the story is accepted for publication in *CPA Flight Lines*, your membership in CPA will be extended and free for one year.

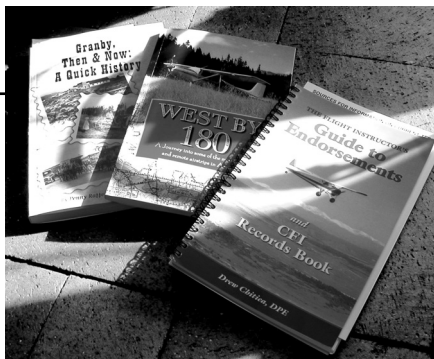
E-mail Dean at jarosd@digis.net or call him 970 686-1233

A Review of Three Books, *By Penny Hamilton*

There are three books to tell you about that have been either written by a fellow CPA member, or have a special aviation interest that are highly readable, and full of great information.

First: “Granby, Then & Now: A Quick History:” written by Penny Hamilton. Granby was founded in 1905, and takes you from early stagecoach etiquette, the Moffat Tunnel, and to the lettuce industry. The Waldorf Astoria in NYC boasted on the menu their mountain grown lettuce from Granby. Grandby airport was built for the famous Charles Lindberg, baseball, and much much more. It is easy to become engrossed in this lively history of this Grand County. There are local photographs, old newspaper advertisements, and stories filled with the spirit of what it meant to settle here, and what it all means today. Some history books are dry, and hard to read. Penny has made this a lively and interesting book. This book is available through the Greater Granby Area Chamber of Commerce. Penny graciously allows them to use the book as a fundraiser for their organization. The book sells for \$14.95 and the Chamber phone number is 970 887-2311 to get a copy.

Second: “West by 180” by Captain Harry B. Harden. This story is the journey into some of the most rugged and remote airstrips in America via a 1956 Cessna 180. He begins in the



east, flying to the west through the deserts, canyon lands, Rocky Mountains, and on to the Pacific Northwest. He camps, fishes, and always is on the lookout for ice for his MillerTime at night. It is a tale of excitement, squeezing into tiny airstrips, and being pushed to his limits by often harsh geography and arid climates. Those of us who have flown the Idaho back country and the Utah wilderness strips, can easily identify with this journey. Even if you have no intention of ever taking a flight like this, you can participate vicariously with his stories. For the others who might want to at least try some of the places he talks about – this book gives you the gist of the place, what you ought to take, and also refers several times to our well-known Sparky Imeson, who wrote the bible on back country flying. This book is available by contacting Mr. Harden at captainhbh@aol.com. The book sells for \$15.00 a copy.

Third: “The Flight Instructor’s Guide to Endorsements and CFI Records Book” by Drew Chithea,

Book Review continued from page 7

DPE. This book is selling like hotcakes, don't wait for your copy. It just happens to be the Instructors Endorsement Bible! The book is filled with page after page of forms that you use to certify completion of every requirement from Pre-solo Aeronautical Knowledge for a student pilot, to Aeronautical knowledge for a flight instructor. The book is divided into sections for student pilots, recreations pilots, sport pilots, private pilots, commercial pilots, flight instructors, Instrument-ratings, multi-engine rating, and a miscellaneous

category. There is a blue coded section for CFI records, a green section for flight review and instrument proficiency checks, and an orange section for Transportation Security Administration. The book is incredibly well thought out and well organized. Drew offers gracious thanks to Peggy Long whose computer skills, publishing experience, and encouragement, got this second edition out the door. You may obtain this book along with other products and information by contacting Drew at www.ColoradoSkymaster.com.

Penny

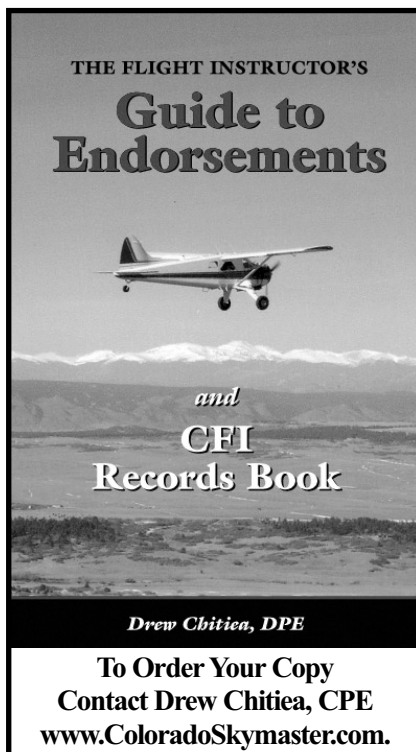
AOPA Presidential Citations,

By Bill Hamilton, J.D., PhD.

AOPA is celebrating 15 years under the leadership of Phil Boyer who, during his tenure, awarded the AOPA Presidential Citation to CPAers: Walt Barbo, Mike Baldwin, and to CO Senator Lewis H. Entz. Phil also awarded the first-ever "Faithful Supporter" award to long-time CPAer: Terry Barbo.

During Phil's tenure, the membership of AOPA has risen from about 299,000 to over 407,000 over a time period when our nation's pilot population has been going down.

Bill



Correction to January 2006 Factoid!

CPA Member Paul Reader has pointed out our mistake!

Thank You Paul.

Dean Jaros replies to Paul Reader's letter:

Paul Reader is absolutely correct. I should have identified fifteen post WWII general aviation companies rather than only 13. This was simply an error for which I can offer no excuse. It is the more serious, because the omitted firms were important: Taylorcraft was one of the largest immediate post-war producers and Republic's 1946 Seabee design was one of the most innovative. With apologies, here is some information on those two companies.

Taylorcraft, Gilbert Taylor started building his 65 hp "B" model in 1939. This design differed from the J-3 Cub primarily in that it had side-by-side seating. This feature was popular and some 2400 were sold before the outbreak of hostilities. During the war, Taylorcraft produced "L-2" liaison variants for the military. At the end of hostilities, production of the B model resumed with only minor changes. Like the Cub, this design had a lot of appeal and some 4200 BC-12Ds were sold — but its days, and that of the company, were numbered. Taylor did attempt new designs including the 1947 four place "Tourist," but it did not sell; only 31 were produced. By the early 50s, production had ceased.

Republic, Republic was a major producer of military aircraft. With the scaling back of military contracts, management wanted to cash in on the huge GA market expected to develop. A target of opportunity presented itself. A Republic employee, P. H. Spencer, had built a wooden pusher amphibian in the thirties. Management saw promise in this unusual, forward-looking design. Republic bought the rights from Spencer, and assigned him to re-design the craft in metal. The resultant RC-3 Seabee had good general performance. Deliveries began in January 1946. The price was \$3,995. Initial sales were encouraging. But it soon became clear that actual manufacturing costs were nearly \$13,000 per unit. Republic quickly cut its losses and never dallied in general aviation again. Production ended with 1,060 planes in October 1947.

Dean

February 2006 Factoid Question:

For the last century, the line-ups of opposing combat aircraft have generally been quite straightforward. A warring nation has produced well-known types for its own air force and its close allies. An enemy has typically responded with similar designs. Among the results we see famously opposed pairs of airplanes that have claimed the attention of even the lay public. To name a few: in World War I, there was the Sopwith Camel vs. the Fokker D.VII; in world war II, it was the Spitfire vs. the Bf. 109 or the Hellcat vs. the Zero; in Korea, the F-86 vs. the MiG 15.

Occasionally, however, due to the vagaries of international politics or the rapidly changing fortunes of war, airplanes we would have expected to fight against one another have ended up in the same air force. Likewise, battles have occurred among aircraft we would have expected to be on the same side. What are some of these odd bedfellow/odd enemy events? How did they come about?

To find the answer see Page14.

Aircraft Owners & Operators Check Your Registration, *By the FAA*

Aircraft Authentication Status

Is your aircraft properly registered? Is the aircraft you are about to operate properly registered? Have you recently purchased an aircraft?

Your aircraft may show a status of “in Question” on FAA records.

On February 1, an operator and or/owner of an aircraft attempting to operate or operating within the NAS without a currently effective registration or a registration which is “questionable” and / or without a TSA required security measure / waiver may have actions taken such as but not limited to:

1. Notification of deficiency
2. A pilot deviation may be filed against the operator

3. The operator may be denied access to the NAS

Check your aircraft registration by going to: <http://registry.faa.gov/aircraftinquiry/> / click on the link left hand side “Registrations at Risk”, type in your N number. If your aircraft is in this list then your registration is “in question.” You may contact Aircraft registration toll free at (866) 762-9434 for assistance.

See notice FR Doc 05-23852 filed 12-8-05 for complete summary by following this link:

www.faa.gov/SPANS/events/2005-Dec/21_FR_Doc_05-23852.pdf

The Story of One of “Doolittle’s Raiders”

*As told to the CPA members during the 2005 Annual Meeting
by Col. Bill Bower, USAAF (retired), transcribed By Drew Chitica.*



After December 7th 1941, the “Day of Infamy”, times were not cheery for the United States. Plunged into a war for which the nation was woefully unprepared, the Axis powers of Nazi Germany, Italy and Japan were enjoying multiple successes over ill-equipped and poorly led opponents. In the Far East Imperial Japan had, in quick succession, overran the British garrisons in Singapore and Malaya, Hong Kong and much of Mainland China and the Dutch East Indies (now Indonesia). Manila and the Philippines had fallen, General Douglas MacArthur was ordered from Corregador, captured American and Filipino troops had, at bayonet-point, endured the Bataan Death March. These were “the worst of times” and something had to be done to raise home-front morale and begin down the long road to victory.

Towards this end, President Franklin D. Roosevelt called upon a man well known throughout the 1920’s and 30’s as a “Pilots Pilot”. He had set numerous records in aviation, won the Bendix and Thompson air race

trophies, been the first pilot to land an airplane entirely by reference to cockpit instruments (the precursor to today’s instrument flight), was the only pilot up to that point to fly the infamous GeeBee Racer and live. This man was **THE** man for the job. His mission: Bomb Japan... some way, any way. His name was Jimmy Doolittle.

Lieutenant Bill Bower joined the Army in 1936 and was posted as a Stable Sergeant in the old Horse Cavalry. Dealing with the needs of “both ends of the horses” did not suit his need for adventure and he transferred to the fledgling Army Air Corps. There he learned to fly and flew practically everything the Air Corps had at the time. It was at the Air Corps base in Columbia, South Carolina where he first met then-Colonel Jimmy Doolittle. “I have a job to do and need some good people to help me,” he said. Ignoring the service warning of “Never volunteer for anything”, eighty men followed Doolittle into history. Training first in Columbia, because too many eyes were watching the operations, and too many questions were being asked of the men. They all went down to Eglin Field (now Eglin Air Force Base) in Florida where they were issued their new mounts, the B-25 medium attack bomber. Crews were put together and the work began.

“Stand on the brakes and run her up to full power, flaps set for takeoff, and

Doolittle continued on page 12

Doolittle continued from page 11

go! Make the shortest takeoff roll you possibly can” Sounds simple enough at first, but then the maximum allowable distance was marked on the runway... 400 feet! They practiced and did it again and again, and got so good it was accomplished every time. Then came the low-level over-water flying. In the meantime all extra weight was removed from the planes; the lower turret was removed and replaced by a 60-gallon fuel tank. The rear twin-50 caliber machine guns were taken out and replaced with two broomsticks painted black. Ten-gallon mess hall tins were washed out and filled with extra fuel. Each plane carried 1,000 gallons of fuel and four bombs. Where-ever they were going, it was to be a long trip and over water.

“Alright men” says Colonel Doolittle, “Get your kits and get your planes to Alameda Naval Air Station in California.” Twenty B-25s roared westward. At Alameda they were told to taxi down to the end of the runway, turn down a road towards the bay and taxi onto a wharf. Tied up at the wharf was the US Navy carrier Hornet. Each plane was lifted aboard and each crew found quarters. The Hornet then cast off and with her escort vessels sailed west under the Golden Gate Bridge. When well out to sea, the announcement came over the PA system: “We are going to Tokyo” A cheer went up throughout the ship. At last, we’re going to avenge Pearl Harbor!

“I learned to play poker on board the Hornet,” says Colonel Bower, “We played for 18 days at sea. By the time

we took off I didn’t have a penny.”

His target was in Tokyo Bay, and the Yokuska Naval Base. They had charts and maps collected from tourist agencies and from reports obtained prior to the war. On the eighteenth day General Quarters sounded and it was determined the fleet had been discovered by a Japanese picket boat. “This is for real. Get in your planes, we’re going” Pulling on his jacket and still wearing his low-quarter shoes, Bill joined his crew at number 12 B-25. He had cleaned the windscreen as they sailed but there was no time now to do it again. Weather was “iffy”; the Hornet was pitching up and down which was going to make takeoffs “interesting”. Colonel Doolittle was in the first plane to go, the ship pitched upwards just as he reached the end of the deck, he lifted off with feet to spare.

We did not have more and more deck space to take off. The navy didn’t want any of us running into the island (the tall tower on the side of the flight deck) so each of us was pulled forward and we all had just what Doolittle had... 400 feet.” and the ship was still pitching. We made it just fine but we learned much later that some crews had, ah, mismanaged the flap handle. We then settled down for the low and slow cruise, which was 135 mph, to conserve fuel. We eventually got to Tokyo Bay, flew right across it, we never were bothered by the Japanese planes flying around, we dropped our bombs and headed for China.”

Fourteen hours later around 10-12 pm and somewhere over China, the

engine fuel red lights came on. Strapping on his gun belt (he still has the weapon, by the way) and his parachute, Lt. Bower orders his crew to bail out and then follows them into the night sky, still wearing his low-quarter shoes. "I sure didn't want to lose them on the way down" he quips. (When asked later about the jump he said, "That was my first, and only, jump. All I was thinking on the way down was "Cripes, I hope I get back from this mission.") Landing near a pine tree "I guess I was just exhausted" he recalls, "I wrapped myself up in the chute and went to sleep." At dawn he awoke to find himself on a narrow ledge along the side of a mountain "It took me a whole day to get down!"

"If they smile at you, they're Chinese." 'Loosha Megwa' means 'I'm an American'. He found a Chinese peasant who took him to the village and there he joined up with his crew, all safe and sound. There they were fed and dried out. The next day they met an American missionary who told them the word was out that Tokyo had been bombed and the Japanese were scouring the countryside for the 'criminals.' They were moved from the village to a cave where they met up with Colonel Doolittle and the others. "We had a wonderful meal of rice and, ah, whatever it was." Moving quickly then to stay ahead of the Japanese, they made their way to a larger town "...maybe Kunming, maybe Lashio..." they were able to get on a train. "The Japs would fly along and strafe the train, so when planes were sighted the train stopped and we

all high-tailed it for cover. When the planes left, we got back on the train and continued on our way." We met General Chennault (of Flying Tigers fame) and some of us stayed to fly with him, the rest of us came back to the states." Of all the Raiders taking part, two died during bailout, eight were captured and four of those executed by the Japanese. "The only pilot to graduate from West Point flew to Russia, where he and his crew were interred for over a year." Bower chuckles, "And that was the only mission I ever flew where I didn't bring the plane back."

After the raid, Lt. Bower was posted to the 8th Air Force and flew more missions across North Africa and Italy. "Occasionally, (now) General Doolittle would come out to a plane with his parachute, hop on board and fly the mission. Eisenhower put a stop to that pretty quick." "We – the USA – then built the planes, trained the crews and beat the dickens out of the Germans and Japs.

There are only 16 Raiders left now, and only two pilots; "We're the biggest bunch of freeloaders you've ever seen. We've never had to pay for our reunions and never had to buy a drink... and, ah, some of us could drink others under the table. We don't do much of that anymore." The Raiders now sell art prints of the raid signed by everyone remaining and grant the money as scholarships to young aviators. Still supporting aviation, still patriots, still friends; "We all still keep in touch, mostly by phone now. But we're still a unit. We're bonded."

February 2006 Factoid Answer:

In World War II, American planes fought for Finland, a staunch German ally. In the late 1930s, that country was in dire straits. Though Finland had achieved independence in the aftermath of the 1917 Russian revolution, the USSR wanted to regain the territory, and seemed ready to invade. Britain offered modest help by sending a few Hawker Hurricanes and Blenheim bombers while the US obliged with some 44 Brewster F2A Buffalo fighters and a couple of DC-2s. So equipped, the Finns fought the Russians to a standstill, but the threat remained and anxiety was high.

Once Germany invaded the USSR, the Finns entered the war on the German side. It seemed the only hope of keeping the Russian bear at bay. The Germans then began to augment the Finnish air force, but interestingly with Curtiss P-36s they had captured from the French and Norwegians. Thus Finland, though an “Axis” belligerent, had a largely “Allied” air force.

The Brewsters did most of the fighting, and all of it was directed against the Russians. Although the Brewster was generally shunned by American forces, the Finns used them well.

Hundreds of Russians were shot down. Among the victims were Hurricanes with which the British had equipped the Soviet air force. The Finns claim to have destroyed 48 of them. Regardless of the actual count, here was a clear example of American and British aircraft, instead of being partners, fighting each other to the death.

Even more interesting, some of the American planes sent to the USSR under the lend-lease arrangement eventually reached the Finnish front, among them Douglas A-20s and Bell P-39s. Flying the Brewsters, the Finns shot some of them down. American planes fought American planes. Even more, when a Finnish Brewster engaged a Russian P-39, it was something of a New York intrastate rivalry. The Brewster factory was on Long Island while Bell was up-state.



A German Bf 109 and an American DC-2, both part of the Finnish air force, 1944. Photo Finnish Air Force. Note that the Finnish national insignia was a hooked cross. Though somewhat similar to the German swastika, it was blue in color and it predated the Nazi symbol. The Finnish mark, first used in 1918, was taken from the herald of a noble family, which in turn had adopted it from a traditional Hindu lucky sign.

By 1944, the Germans allocated some 162 Bf 109s to Finland. When the Finnish pilots traveled to Germany to pick up their new mounts, they traveled in a Finnish air force DC2!

The Bf 109s were used only for a short time as an armistice between Finland and the USSR was signed later that year. Finland switched sides, but there was little for the air force to do as the only Germans around were part of a small group protecting mines in the far north. It would have been doubly ironic if Finnish Bf 109s had been used against Germany. But the only post-armistice air action seems to have involved a Brewster which shot down a fleeing Ju87.

The small number of Finnish Hurricanes proved difficult to maintain and the engines soon wore out. In any event, there is no evidence that a Finnish Hurricane ever faced a Russian Hurricane in combat.

In 1940, the British had also exported a small number of Hurricanes to then-neutral Romania. When the Romanians eventually joined the war on the German side, they turned their Hurricanes against the USSR. Again, however, there is no evidence of a Hurricane vs. Hurricane battle.

At about the same time, 1940, the US sent several combat planes to France including the Douglas DB-7, an export version of the A-20 Havoc. This did little to stop the German invasion. Eventually, Germany overwhelmed France and set up a puppet government commonly known as Vichy. The Vichy French were allies of Germany and fought against the allied powers. Established in French colonial territories, the Vichy French were seen as formidable obstacles to the 1942 American invasion of North Africa. Navy F4F fighters from the aircraft carrier Ranger thus were assigned to attack several Vichy bases. In the process, they destroyed several of the DB-7s. Again, American planes had fought American planes.

Following World War II, current production major fighter aircraft found their way to a variety of smaller countries in many strange combinations. For example, once the occupying Germans had left, the Czechs simply moved into the undamaged Messerschmitt factories and resumed production of the Bf 109. Not only did they equip their own air force in this way, but they sold some 25 copies to the newly emergent nation of Israel. Ironically, two countries whose people had reason to hate Nazism with a passion equipped themselves with a tool originally designed to advance Nazism. By 1948-49, the Israel air force had also acquired ex-British Spitfires. So planes once implacable foes served side by side in the same air force.

Factoid continued from page 15

At the same time, mid-east tensions were rising. Egypt, as a Commonwealth country, had an air force composed largely of Spitfires. Inevitably, Israeli Spitfires would engage Egyptian Spitfires in combat. Spitfire vs. Spitfire battles occurred many times in 1949 and in them Israel claimed at least four victories.

As jets came into service, both the USAF and the Navy abandoned its top of the line World War II-era fighters. By the late 1940s, such planes had been surplused out to many smaller countries, including those of Central America. In the absence of funds to acquire more modern types, governments kept them in service for many years. Both P-51 Mustangs and F4U Corsairs were in wide service through the 1960s.



Honduran Air Force Corsair. Photo John Greenmyer Major Fernando Soto flew this plane to shoot down a Salvadoran Mustang and two Salvadoran Corsairs in 1969. Note three victory symbols just below the cockpit.

In 1969, the so-called “Soccer War” broke out between Honduras and El Salvador. The immediate cause of hostilities were riots following the finals of a soccer tournament, but deeper causes including resentment over immigration and a long history of cross-border incursions were also at play. In any event, heavy fighting continued over a four-day period. Although the top of the line fighters on both sides were antiques, the two air forces went at each other with a vengeance. Honduran Corsairs shot down a Salvadoran Mustang and later they bagged two Salvadoran Corsairs. Apparently, this was the last incident where American fighting planes were pitched against other American fighting planes.

Times, however, have changed. True, there are no recent examples of “US plane vs. US plane” or “Soviet plane vs. Soviet plane” combat. But in the present post-Cold War era, a “mixed” air force is not so unusual. Airplanes with Soviet antecedents serve with western designed ones. In India, for example, one finds English Jaguar attack bombers, French Mirages, and a host of MiG fighters sitting side by side on the same air base ramps. Germany until recently had both US F-4s and Russian MiG 29s in active service. The Polish air force has new American F-16s parked next to its Russian Sukois. What was once a quaint or unusual pattern is becoming the norm.



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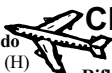
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CPA March to July 2006 Fly-in Schedule

Events Subject to Change Please Contact Host

Mar 18, 2006 Fly-In/Drive In Breakfast/Brunch to Joes, CO

Breakfast buffet 8:30 a.m. - 10:00 a.m. Other activities available: skeet shooting, Pitch 'n Putt golf; horseback riding, carriage rides. Runway info at www.runawayinn.com. Location: 27 nm on the 87-degree radial off Thurman VOR. If weather problem, alternate Saturday, March 25

Hosts: Frank and Lynn Niehus 303/648-3461 or email to flniehus@aol.com

April 7-9 Fly-in to Kerrville, TX

Tour the Mooney Aircraft factory, a special tour has been arranged by CEO and CPA member Gretchen Jahn. Enjoy a wildflower and winery tour, half-day canoe/kayak on the Guadalupe River, and stroll the streets of the German heritage town of Fredericksburg with over 150 boutiques, art galleries, and antique emporiums. Hosts: Dean Jaros and Jan McKenzie 970-686-1233 or email to mckenjin@yahoo.com

May 19-21 Fly-in to Sturgis, SD

Visit the Dakota Arms Factory and ride the Mickelson bicycle trail, possible evening in Deadwood. CPA member Guy Edwards owns the hotel, restaurant and bar. He will do much to ensure a great time. You don't have to own a Harley. Hosts: Bob and Shawn Kinney, 303/288-7371 or email to twinlake@aol.com

June 2-4 Fly-in to Canon City, CO, Royal Gorge - Wet & Wild Weekend!

Arrive Friday afternoon 3:00 PM, Tour Holy Cross Winery Saturday, Raft Class I-III whitewater (*great for all abilities*) on the Arkansas River, followed by Gourmet Dinner in new glass topped observation dome car on Royal Gorge Route Railroad Sunday. For those who dare, jump out of a perfectly good airplane with Sky Dive the Rockies (tandem jump). Hosts: Mark and Leah Greksa 970/468-0725 or email to mgreksa@comcast.net
Note: you will get wet on this trip!

June 16-18 Fly-in to Delores Point, CO (back country)

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