

EAA MILE HIGH CHAPTER



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NEWSLETTER
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THIS MONTH: This month's meeting will not be held on the regular meeting night, but instead will be delayed one week because of the conflict with the Oshkosh Convention, as voted by the membership at the July meeting. It will be held on Saturday, August 16, 1986 at the Rocky Mountain Energy Center at 7:30 P.M. The program will be an Oshkosh slide and picture night by those members who were lucky enough to be able to attend. If you have a few favorite slides, bring them along, preferably in a carousel. A slide projector will be provided. Be sure to bring all of your pictures, too.

LAST MONTH: With 52 members and guests in attendance, the meeting of July 12, 1986 was called to order at 7:55 P.M. by President Kirby White at the Rocky Mountain Energy Center. The minutes of the June meeting were approved as published in the Newsletter.

Guests: Guests present were Lou Feierabend of Boulder -- who has done a lot of glider flying and presented the program for the evening, Karen Page of Colorado Springs -- who was a guest of member Larry Constable, and Don Lund of Arvada -- who was a guest of member Chuck Ogden.

Treasurer's Report: There was none given.

Old Business: Kirby asked how the paving of the runway and taxiways at Tri-County Airport was coming along. Several members reported that the job that was to be done was pretty much finished, although it wasn't a complete resurfacing like some had initially thought it would be.

New Business: Kirby talked about the Open House that Colorado Aero Tech was planning for Sunday, August 3, 1986. They contacted him about arranging to have some Chapter 43 members bring in their airplanes for static display, and were wanting Homebuilts and Classics and Antiques, for which they would pay \$50.00 each. The Cheyenne extension was planning their Open House for Sunday, August 24, 1986, and also were in need of airplanes, and were offering \$50.00 for every airplane that flew in. Kirby said to contact him during the break for more details if interested. A discussion of the flight of the Voyager, which was in progress at the time of the meeting, was held. It was reported that the problem that caused the airplane to land was due to a propeller. The television show 20/20 had a segment on the Voyager, and those who saw it said it was quite good. Several members taped it. Guy Clark had some more pieces of phenolic for the members to take, and also was selling right angle drill attachments for Bill Amos for \$20.00 each.

New Business cont: Dean Cochran asked if anyone had any information on the Piper J-2 Cub that was tied down in back of the Jeffco Air hangar. Some of the glass is missing, and it is supposedly for sale. Jim Thompson said that he knew of someone in Rapid City, South Dakota that has Lycoming 125 GPU engine parts for sale, in case anyone was in need of some. The topic of Oshkosh rides available and needed came up. Also, Bill Amos reportedly still had a couple of spots available in the motorhome that he was going to rent for the entire Oshkosh week. Kirby asked if anyone had made it to the Chapter 660 Fly-In Picnic earlier in the day at the Longmont Airport. Several said that there had been a fair turnout, and everyone had a good time. Kirby reminded everybody of the Pancake Breakfast at the Greeley Airport the next day from 7:30 A.M. to 11:30 A.M. And he also made sure that everyone was aware of the 8th Annual Rocky Mountain Regional Fly-In at the Greeley Airport on September 5-7, 1986. Dean Cochran talked about coming across another Thorp T-18 builder when he was in Rapid City, South Dakota. He put Dean's airplane in a hangar, and generally was very hospitable to him. Dean said that there are some very nice Piper J-3 Cubs in the area. A suggestion was made by Chuck Ogden that we might want to consider delaying the August meeting one week because the Oshkosh Convention was scheduled to end one day before our meeting. That would make it difficult for many people to make it back in time, and most would not have a chance to get their pictures developed. The membership voted to postpone the meeting one week to August 16, 1986, and have an Oshkosh slide and picture night.

Gene's Corner: Gene Horsman talked briefly about a very enjoyable trip that he had made in his 1940 Luscombe 8-A to Ohio, using only map and compass. He said that he would write an account of the trip, which Kirby would put in the Newsletter.

Progress Reports: Phil Hughes said that he had recently made two major accomplishments in his life. One was soloing a Cessna 172, and the other was marrying off a son. He hadn't decided which of the two had given him the greatest pleasure! Fred Hart bought a Cessna Turbo 206, and took it to California for a familiarization flight. He likes it very much. Dean Smith bought Mickey Pratt's 1947 Stinson 108-2 Flying Station Wagon, and is in the process of getting checked out in it. He, too, is pleased with his new acquisition. Roy Maneely continues to do the detail busy work on his 1959 Bellanca 260. The cowling has been getting a lot of his attention lately. The Super Cub pieces that Bob Green brought in a few meetings ago to show what the Ceconite 7600 process looks like were finished by him and installed on the Univair Super Cub. It was flown to Lock Haven, Pennsylvania for a Fly-In. Bill Davis brought in quite a few pictures of the Moni that he is building. It looks like he is progressing nicely on it, and he is very excited about completing it.

A&P: The business portion of the meeting adjourned for coffee at 8:25 P.M. After the break, Lou Feierabend of Boulder showed the movie that he made from time-lapse photographs of clouds which he took from his home. Some of the members had seen it before, but there is always something that can be learned about clouds every time it is viewed. Those that had not seen it were quite impressed with how vividly it showed how clouds are constantly in a state of change and how unstable they can be. Thanks to Lou for the presentation.

ROSTER UPDATE: Please add the following new member to your Roster:
Don Lund, 5364 Lynn Dr., Arvada, CO 80002, H. 422-5210

GLOSSARY: From "I'd Rather Be Flying" by Donna Vasco
Tailwind: this is a family book. No comment.
Taxi: conveyance used when lift not available to town.
Throttle: what you would like to do to the guy who bumps your wing-tip.
Thrust: a forward movement generated by a force strong enough to overcome the backward movement.
Transponder: an instrument which, when turned off, immediately returns aircraft to correct altitude.
Trim Tab: device that can fly an airplane better than most pilots.

HAPPY FORTIETH: A very interesting coincidence happened on August 24, 1946 in my family (before I was born, thank you). On that day arrived three major items, all of which were ordered nine months before. One was the typewriter that I use to write this Newsletter, another was a brand new 1946 Ford, and the other was my sister Karla. The reason for the nine month wait on the typewriter and the Ford was due to a shortage of steel, and the reason for the delay in my sister is something that no one has been able to change in forty years of medical advancements. Today, the typewriter is in excellent condition and can work much faster than I can type. The Ford I have no idea about, although I hope it is still happily motoring along somewhere. And my sister is living in Scottsdale, Arizona with her husband and two kids. I have to be very careful what I say about how she has fared over the years, as she always gets a copy of the Newsletter. I guess I'll find out if she actually reads it, because if she does I will surely get a call from her. Probably collect! It's hard for me to believe that she is really that old. When she had to write an autobiography when she was in school, she appropriately entitled it, "The Typewriter, The Ford, and Me."

RESTORATION: The interesting article on the Sikorsky H19-C helicopter and those who flew it was provided by Chapter 43 member Bob Greeno. I enjoyed reading about it, and hope the rest of the members will find it as informative as I did. Bob may have some more to say about it at the meeting.

GREELEY FLY-IN: The 8th Annual Rocky Mountain Regional Fly-In Airshow which will be held in Greeley will be here before we know it. September 5-7, 1986, to be exact. Please plan to attend. We need everyone there to make a good Fly-In. On Friday night, the 5th, there will be a Pig Roast. And on Saturday night, the 6th, there will be a Steak Fry. All pilots that fly in will be served a free breakfast. Lots of activities are planned during the day, too. See the full page Poster in this Newsletter. Cathy Sheeon is putting out the Program, so talk to her if you would like to place an Advertisement. Hope to see everyone there!

FROM THE PRESIDENT: There was a pretty good turnout of airplanes at the Colorado Aero Tech Open House on Sunday, August 3, 1986. Everyone was set up and in place by about 12:30 P.M. The people started rolling in shortly after that, and were quite interested in the planes. Everyone kept a suspicious eye on the sky, however, because the clouds didn't look too friendly. They were aware of the hailstorm at Tri-County the day before, which was

FROM THE PRESIDENT cont: not kind to airplanes or cars or houses. So they were naturally spooked, and when Herrill Davenport came back with a report from Flight Service of thunderstorms and possible hail within an hour, that was enough. The last airplane was gone at around 2:45 P.M., and I was then able to breathe a sigh of relief and relax. Since I had contacted many of the people that had their airplanes there, I felt a responsibility for them and would have felt terrible if some harm had come to any of them. As it turned out, there never was any hail, but it got pretty gusty and rained a little. After putting their planes to bed, several of the owners came back to the Open House and enjoyed the free food and drinks.

FROM THE EDITOR: It sounds to me like everyone had a nice time, despite the weather. I really feel that you should have given credit to those who had taken their airplanes over to display, though. I've checked around and found out who was there, and am listing them in alphabetical order below:

Dave Biesemeier -- Smyth Sidewinder
Dean Cochran -- Thorp T-18
Herrill Davenport -- Nugget BD-2
Bill Davis -- Moni project
Mary Lou Gunson -- 1945 Ercoupe
Gene Horsman -- 1940 Luscombe 8-A
Roger Klemm -- Vari Eze
Roy Maneely -- 1959 Bellanca 260
Larry Nagele -- Vari Eze
Gary Perdue -- Moni
Vearl Root -- 1939 Waco YK57
John Schoonhoven -- 1941 Stearman
Guy & Cathy Sheeon -- 1947 Piper Super Cruiser
Jim Thurman -- 1953 Cessna 170-B
Mark Yelich -- "Mark's Mixture" Biplane
And also two T-6s and one PT-23(?) -- I have no names on these

AVIATION HAPPENINGS: August 9-10, 1986 Poker Run and Safety Seminar by Pikes Peak 99's. Starts at Meadowlake Airport and ends at Buena Vista. Contact Marty Benham at 471-7965 in Colo. Springs.
August 16-17, 1986 Steamboat Springs Fly-In and Airshow.
September 5-7, 1986 Greeley Fly-In and Airshow.
September 12-14, 1986 The 1986 Mile High Air Derby from Denver to Santa Fe. Call 278-4435 for details.
September 13-14, 1986 Grand Junction Airshow with the Blue Angels.
September 13-14, 1986 Rocky Mountain Airshow at Loveland-Fort Collins with the Snowbirds and Blackhawk and Earl & Paula Cherry.





Hello;

Hopefully this letter will not discourage you from making future visits to the mail box. But I'll bet you weren't expecting a letter from this old man and guess what, I'm begging for money.

The first three classes of Warrant Officer Helicopter Pilots in the Post WW-2 U.S. Army - Classes 51-A, 51-B, and 52-A are planning a reunion which will be held at Ft. Rucker, Alabama, in the spring of 1987.

The reunion is being held for the purpose of celebrating the 35th anniversary of our graduation.

It will also be the 45th anniversary of Army Aviation. And we think it will be a good time to renew old acquaintances.

Another purpose for our reunion is based upon the fact that the Sikorsky H19-C model helicopter was the first transportation/cargo type helicopter ever in the U.S. Army Inventory. It accomplished many "firsts" for Army Aviation. It served in combat, re-supply, troop movements and medical evacuations in Korea. We believe this helicopter deserves a place of honor in the U.S. Army Aviation Museum. However it is not there. There were only 72 of the H19-C models built by Sikorsky and there are very few remaining. It is with this realization in mind that we have established for ourselves a goal of locating an H19-C which we hope to purchase, restore and present to the U.S. Army Aviation Museum at the time of our reunion.

This old helicopter will cost between \$45,000 and \$60,000 so we positively need all the help we can get and that is the reason I've asked you for money.

There are 61 known, living members of the first three classes and it is our plan that each of us will try to raise \$1,000 from our friends and/or relatives. In that way we hope to raise the money necessary to reach our goal.

We are a legally established corporation under the State of Texas, non-profit corporation laws. Article 1 of the charter states "The name of the corporation is (H19-C Helicopter Museum Fund), Inc." Under Article IV of the charter our purpose is exactly as I have described it to you in this letter.

We are asking for only \$10.00. Hopefully that amount will not impose a burden on anyone and it will be a great help to us and I thank you.

Respectfully yours,

Bob Greens

The surviving members of the first three classes of Army Warrant Officer Helicopter pilots are planning a reunion to be held at Fort Rucker, Alabama, in the spring of 1987. These classes were trained at Fort Sill, Oklahoma, in 1951 and 1952.

Prior to the time of the reunion an effort has been made to locate and purchase a Sikorsky H19-C model Helicopter. A down payment of \$4,000.00 for the aircraft, SN 51-14272, was made in June of 1985. Restoration of the helicopter is to begin in March 1986.

When the helicopter is ultimately purchased and restored, it will be presented to the U.S. Army Aviation Museum at Fort Rucker, Alabama, at the time of the reunion.

We believe this helicopter deserves a place of honor in the Army Aviation Museum. It was the first cargo-troop carrying type helicopter in the U.S. Army inventory, and it saw extensive service in Korea during the latter part of the Korean Conflict.

As stated by the Department of the Army at the time, "...The primary mission for the H19-C is to provide short haul transport service, to expedite tactical operations and logistical support, in the forward areas of combat zones." However, in spite of that fact, the capabilities of the larger capacity helicopter was immediately recognized by the U.S. Medical Services and by Headquarters, 8th Army.

Medical evacuation soon became a routine function for the H19's. From the 15th through the 17th of July 1953, when a large scale enemy attack was launched against the 2nd ROK and I Corps front, the helicopter companies evacuated a total of 723 patients. Of this number, 301 were evacuated in a single day - 15 July 1953.

The H19's also excelled in the mass movement of troops and supplies. During the battle for Hill 1065 in June and July 1953, the helicopters were brought into their true roll of emergency re-supply. An average of six H19's were employed daily for a period of 21 days, and a total of 550 hours were flown and 880,374 pounds of supplies were airlifted by helicopters from both the 6th and 13th Transportation Companies.

After transporting supplies and/or troops to the appropriate sectors, the H19's picked up patients for the return trip and ferried them to rear area hospitals. In this manner, 323 casualties were evacuated during an eleven-day period - 10-20 June 1953.

These ships proved their worth in many other mass movements of troops and supplies. Most involved POL, ammunition, rations, water, chacoal, Engineer and Signal supplies and other miscellaneous items under both combat and routine training missions.

The H19's were used in the Operation Little Switch, Big Switch, and Operation By-Way. In these three operations alone, the helicopters transported more than 6,000 repatriated prisoners of war, and 6100 Custodial Troops (Indian) for a total of 12,425 passengers, many in litters, in a period of 45 working days.

Countless missions were flown by the H19's in Korea, involving every conceivable objective from the transportation of VIP's to the carrying of the Armistice documents from Panmunjam to Kempo Airstrip. They also carried Marilyn Monroe and her entourage, political personalities, and other morale boosters.

During this period, the H19-C served as the "work horse" and was the training vehicle for Army Aviation. It contributed to a multitude of techniques and concepts. It has contributed much to the growth of helicopter operations over the past 35 years, and, in addition, it forgave a multitude of errors during the learning period.

The surviving members of Classes 51-A, 51-B, and 52-A, believe the H19'C deserves a place of honor in the Army Aviation Museum and it is our desire to put one there. Only 72 of these ships were built by Sikorsky, and there are very few remaining. It is with this realization in mind that we are seeking your help in obtaining the necessary funds to purchase one of these old helicopters.

Contributions made to this fund are TAX DEDUCTIBLE and your help will be greatly appreciated. Checks should be made to: H19-C Helicopter Museum Fund and mailed to: GEORGE J. HOLTON
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Enterprise, Al. 36330

SHOE



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