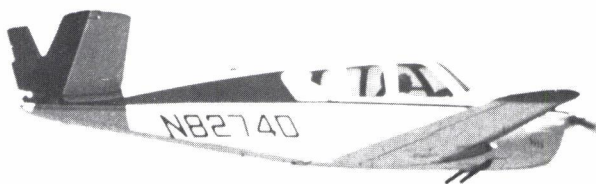


CPA FLIGHT LINES

Vol. 3, No. 1

January/February 1986



Homer & Joyce Lyle in their Beech 35 Bonanza.
Photo looks west from San Luis Valley.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

By Vern Foster

Exciting events are on the docket for CPA during 1986! This year a major focus will be on flight training/safety and aviation education. Such subjects as the FAA "Back to Basics" training series, CPA mountain flying course, the FAA/CPA Wings program at Gunnison, and the Metro College/CPA Safety Symposium are several examples of the great programs for this year. Members, spouses and aviation enthusiasts will find these activities to be fun and educational. Not to be missed are the many fly-ins, which are always enjoyed by all participants. While in the grip of winter, spring and summer seem very distant--but it will be warm flying weather soon and CPAers will be taking to the air.

Currently, CPA is involved in the Aspen Airport Safety Committee development of approach and departure procedures to eliminate some of the serious operational hazards of the busy ski season.

We continue to be active in the battle of the "tall towers" in the COS-PUB corridor. At this time, a move of location to about 6.5 N.M. east of the previous site has been agreed to by the communications company. CPA has spent eleven months on this problem to date and our efforts have averted a dangerous "tower farm" on the PUB-COS flyway.

While the above two items are only a part of our business affairs, they do highlight the fact that Colorado Pilots Association is truly "the voice of general aviation in Colorado." With the continued great cooperation of its members, 1986 will be a productive year for CPA.



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Vern Foster
303-751-9421

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Liz Wheeler
303-770-0135

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Bill Totten
303-364-5238

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT**AT LARGE**

John D. Warrender
303-351-0892

Publication Notice

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

CPA FLIGHT LINES editor

Terry Barbo

12579 E. Cedar Ave.

Aurora, CO 80012

Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

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P.O. Box 38555
Denver, CO 80238

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Terry Barbo
303-367-0670

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Lisa Thetford
303-697-9792

**Copy Deadline For
March FLIGHT LINES
February 15**

**February 6 Meeting
Heritage Hotel
I-25 & Bellevue Ave.
7:30 p.m.**

**"Back to Basics"
Flying Safety
Campaign
Mick Wilson**

COLORADO AVIATION CALENDAR

FEB. 14-16 (Friday - Sunday)

UNITED STATES PILOTS ASSOCIATION
WINTER MEETING, Hot Springs,
Arkansas. Hosted by Arkansas
Pilots Association. Weekend of
activities include tours of Falcon
Jet factory and antique aircraft
display in Little Rock. Area is
noted for its hot springs and
thoroughbred racing (which is in
season). Info: Walt Barbo,
367-0670.

FEB. 22 (Saturday)

COLORADO PILOTS ASSOCIATION FLY-IN
TO COLORADO SPRINGS. Plan arrival
by 1:00 p.m. at Colorado Jet Center
Hangar (first FBO north of the
terminal). Program to include a
film presentation by Barry Chrysler
on Admiral Byrd's expedition to the
Antarctic by sea and air using
DC-3s (consistent with 50th
anniversary of the DC-3). Also,
Steve Blucher will give a present-
ation on "Hot Air Ballooning."
Public welcome. Info: Colorado
Springs: Aviator's Mart, 574-1602
or Steve Blucher, 597-5683. In
Denver: Liz Wheeler, 770-0155.

MAR. 14 (Friday)

CPA DINNER MEETING, Heritage Hotel
(I-25 & Bellevue, Englewood), 7:00
p.m. Social hour starting at 6:00
p.m. CPA member Kathryn Hack will
share her experiences in piloting a
corporate aircraft across the
Atlantic. Public invited, but
reservations are necessary. Info:
Liz Wheeler, 770-0155, or Vern
Foster, 751-9421.

MAR. 15 (Saturday)

COLORADO BALLOON SAFETY SEMINAR,
Fairmont Hotel, Denver. Info:
Joyce VandeHoeft, 759-3907.

MAR. 22 (Saturday)

CPA FLY-IN AND TOUR OF LONGMONT
ATCC. Plan arrival at Longmont

Municipal Airport no later than
12:00 p.m. Ground transportation
provided to ATCC for tour starting
at 1:00 p.m. "Drive in's" also
welcome. Post ATCC activities
include an early dinner at "The
Convair." Aviation public
invited. Info: Liz Wheeler,
770-0155, or Vern Foster, 751-9421.

APRIL 5 (Saturday)

CPA & ALPHA ETA RHO ANNUAL SAFETY
SYMPOSIUM, Metro State College,
Denver. Program currently in
planning stage. Info: George
McCrillis, 770-0175 or 629-2982.

APRIL 19 (Saturday)

CPA BREAKFAST FLY-IN TO MEADOW
LAKE. Program still in planning
stage. Info: Liz Wheeler,
770-0155, or Vern Foster, 751-9421.



WELCOME To New Members

Scott W. Bell, Greeley
Charlie George,
Pagosa Springs
Paul Hasz, Aurora
Dr. Ben S. Johnson,
Colorado Springs
Fred H. Jaeger, Greeley
Dr. Alvin Lager, Aurora
William H. Marshall, Aurora
Larry A. Merkowitz, Aurora
Dan Petrovich, Englewood
William and Sharon Roush,
Pueblo
Carlos R. Suarez, Arvada
Nosh Tarachand, Canon City
J. Glenn Tuthill, Denver
Rex R. Walker, Boulder

ALASKA BUSH SYNDROME

By Dr. Alvin J. Lager



Occasionally, the question is asked, "Is there really an Alaskan Bush Syndrome?" The reply is a very definite, "Yes!"

Alaska is the largest state with well over half a million square miles, mostly wilderness, which is comprised of mountains, glaciers, tundra, forests and muskeg. There are fewer paved roads in this state than the state of Rhode Island. Because Alaska depends upon the airplane for almost all travel and nearly everything for existence, it has more licensed pilots than any other state. However, Alaska has an air safety problem.

According to recent studies concerning air safety in Alaska, the non-fatal accident rate for the general aviation segment is almost four times higher than for the rest of the United States. In addition, almost one-half of all non-fatal

air accidents in Alaska involve collisions with obstacles during the takeoff and landing phases of operation. These comparisons indicate that general aviation flying in Alaska is not as safe as its counterpart in the lower forty-eight. The bush syndrome may, therefore, account for this poor safety record.

The bush syndrome has no precise definition. It is considered to be an attitude towards flying by some participants in the Alaska aviation system. Descriptions include a pilot's casual acceptance of the unique flying hazards in Alaska. The geographic location lends itself to severe weather conditions and hostile terrain. Most flying in Alaska is accomplished during the summer months when there are nearly twenty-four hours of daylight. This sometimes induces

pilots to exceed their physical and psychological limits. Pilots in Alaska seem to possess a willingness to fly during extremely poor weather conditions and to operate from unimproved runways. Frequently, this willingness is coupled with over-confidence and in some cases, poor judgment.

Stories are circulated about pilots who have been involved in accidents and have survived. These pilots and their experiences have become legends and are spoken of with a sort of reverence by most Alaskans, especially young pilots who have recently arrived in Alaska. Of course, one must not discount or overlook the hazardous missions of mercy and exploration performed by pioneer bush pilots of years-gone-by, especially those who still risk their lives to save others. That is a different story.

Taking chances is considered a part of flying in Alaska, not only by pilots, but by passengers as well. Passengers affected by this syndrome may extend themselves into the area of unreasonable risk taking. They demand to fly even under the most hazardous conditions. Of course, economic pressures can help to extend all these participants' judgments into the acceptance of illogical decisions.

A review of official accident reports will support the contention that this syndrome does exist. The following case history of an accident which occurred during an attempted takeoff from a remote beach and was investigated by this author, clearly illustrates this phenomenon. This accident is a prime example of an attitude that defies all reasonable and safe operating practices.

A Cessna 207A, a wheel-equipped, standard seven-place airplane, collided with a beached, unoccupied, 18-foot aluminum skiff while attempting a takeoff from Igushik Beach, the location of a fish-camp. Both the airplane and

the skiff were destroyed. Eleven passengers were aboard the airplane at the time of this accident.

The pilot of a fish-hauling aircraft witnessed the accident while he was preparing to land on this same beach. He immediately notified Search and Rescue. All passengers were air lifted by helicopter to a Bristol Bay hospital. Ten of these passengers were examined by the hospital staff and released. One passenger, a 14-year old girl, was held for observation before being released.

Several written and oral statements relating to this accident which were made by the pilot of the accident aircraft follow:

"Landed on Igushik Beach to pick up passengers for Ekuk and Dillingham."

"A total of eleven passengers boarded the aircraft. This is not uncommon in Alaska because most people are small and light. One passenger I wanted to leave behind but she saw an open seat and pressured me to go."

"The weather was good and the wind was approximately 210 degrees at about 8 knots."

"Takeoff heading was approximately 300 degrees with 10 degree flaps."

"The aircraft accelerated kind of slow, the beach was soft, and the tide had gone out about an hour prior to the accident. My footprints impressed into the moist, silt surface about one inch." (The pilot's weight was reported to be 140 pounds.)

"Three fishnet mooring lines were stretched across the takeoff path. These lines were elevated about four inches above the surface of the beach." (They were heavy with fish.)

"At about 55 K.I.A.S. I rotated but the aircraft did not fly. I added 10 degrees more flaps and held the nose up." (The manufacturer specifies a maximum ten-degrees flap extension for take-off.)

"After a takeoff roll of approximately 2000 feet, I decided the aircraft did not want to fly. I cut the power, and at that moment I hit the boat. The aircraft flipped upside down."

The 14-year old girl who had been held for observation made several statements describing events prior to this accident: "I was in the single seat in the back. I had another teenager on my lap. When we were trying to fly, the tail touched the ground a few times. I was so scared! I knew the plane was not going to fly...."

When asked why there were so many people in the airplane, she said, "Because more people wanted to go; some had to go to the hospital, and others had to get groceries."

Further investigation revealed that a 200-lb. male occupied the right front seat. The pilot did not remember where any of the other passengers, mostly female, had been seated. The slope of the beach was estimated to be about eight degrees from the beachhead to the shoreline for this 2000 foot section. It may also be noted that the pilot had been flying in Alaska a little less than six months.

Consider all the contributing factors for this accident: The

direct crosswind under the up-sloping left wing; the additional and excessive ten-degree flap extension; the soft, moist, laterally-sloping beach; and the three elevated mooring lines. Therefore, it is very doubtful that under these circumstances this overloaded and tail-heavy aircraft could have achieved a liftoff, even if the skiff had not been on the beach.

This is only one of a great variety of recent aircraft accidents that has occurred in Alaska that seems to illustrate the bush syndrome.



* * *

About the author . . .

Dr. Lager teaches aircraft mechanics, helicopter maintenance and accident investigation courses at Emily Griffith Aviation Maintenance School. He has spent more than 24 months investigating aircraft accidents throughout Alaska and the Rocky Mountain region for the National Transportation Safety Board during a sabbatical leave and including numerous school vacation periods. Alvin has attended the University of Alaska-Fairbanks.

Colorado Pilots Association APPLICATION FOR MEMBERSHIP

Name _____ Phone: _____ / _____
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Pilot Info: Private _____ Comm _____ Inst _____ ATP _____ CFI _____ CFII _____

License No. _____ Hours _____

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Make _____ Model _____ N number _____

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My check is enclosed for \$20.00 _____ Please bill me _____

Make checks payable to: COLORADO PILOTS ASSOCIATION
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Denver, CO 80238

HEARD ALONG THE FLIGHTLINE

PHYLLIS KRAMER tells us that the 3rd Annual Mile High Air Derby will be held on September 12 this year. The Colorado Chapter of the 99s sponsored air race will route from Front Range Airport to Sante Fe, New Mexico. Last year's winners included CPA Area Rep LUCILLE BLEDSOE. 2nd place, flying a Cessna 172.

*

Understand that CPA President VERN FOSTER is losing his gate pass for automobile access to the ramp at Centennial Airport. Seems the new airport regulations limit access to aircraft owners with aircraft based at the airport. Vern owns a condominium hangar on the airport . . . but not an aircraft. Inflexible airport officials said no gate pass.

*

Front Range Airport is the new home of the COLORADO WING of THE CONFEDERATE AIR FORCE according to a press release issued by Col. Elmer Hager. The Wing will office in the old administration building recently vacated by the airport administration when it moved to its new "Contemporary Palace." CAF activities and WWII aircraft displays will give one more reason for aviation enthusiasts to visit this airport.

*

AVIATION ENTREPRENEUR DANNY TODD resurfaces again, this time as general manager and partner of a new group which has just acquired Associates Flying Club at Centennial Airport. Recall Danny was president of Frontier Commuter at the time he addressed our CPA 1984 Xmas dinner. He talks enthusiastically about his new venture . . .

which will probably be named Aeroshare . . . suggestive of air-frame timesharing. Don't be surprised to see the venture expand into a string of similar operations in other states.

*

AIRCRAFT ACCESS TO ASPEN has been the subject of a lot of press lately. There are two issues involved. First deals with potential conflict between commercial carriers and general aviation aircraft during marginal weather conditions. Carriers use private-owned nav aids and can fly legally. Occasional G/A operations in marginal VFR conditions cause the problem. Second issue relates to limited capacity of the airport. The commercial carriers use much of the available capacity during their peak hours. Accommodating general aviation in what is left is the problem. A user committee is working the issues and will make recommendations to the FAA. AOPA is alarmed. Solution is expected to be an increase in VFR minimums along with some type of reservation system.



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THE "SNITCH PATCH"

WHAT IS IT? HOW DOES IT AFFECT THE PILOT?

By Thomas Howard
Regional Manager
FAA Flight Standards Division

Many pilots are aware of the "Snitch Patch" and do not really know what it is. The "Snitch Patch," as it has been unofficially named, is actually a modification of the software used in the air traffic control system. Its primary purpose is to detect operational errors or those instances when prescribed separation standards between aircraft are reduced to less than the standard. For example, if two aircraft at the same altitude were supposed to be at least 5 miles apart, but were actually 4.8 or 4.9 miles apart, the software would advise the air traffic controller and note the deviation. The air traffic controller was then responsible for explaining how the error occurred. For this reason, the software modification has become known as the "Snitch Patch." Its actual name is the Quality Assurance Operational Error Detection Program.

The first Enroute Air Traffic Control Center in the country to receive the software modification was Salt Lake Center. The modification was installed on July 8, 1983, and has since been installed throughout the country. Since its installation, the number of operational errors has decreased.

What does the software modification mean to you, the pilot?

Those of you who fly your aircraft conscientiously and possess average piloting skills will probably never be aware, except by word-of-mouth, that something called the Quality Assurance Operational Error Detection Program even exists. However, those of you who think that plus or minus 500 feet is the same as your

assigned altitude will soon come to know what the Quality Assurance Operational Error Detection Program is, if you don't already.

The Private Pilot Practical Test Standards, under straight-and-level flight, require that the applicant demonstrate his or her ability to maintain the desired altitude plus or minus 100 feet. The "Snitch Patch" will snitch on the pilot whenever he or she deviates from the assigned altitude by 300 feet or more, and causes a loss of separation between his or her aircraft and another aircraft. Now, instead of an operational error, we have a pilot deviation which must be forwarded to the local Flight Standards District Office for investigation and enforcement action, if warranted.

It is important to remember that two things are required to activate the Quality Assurance Operational Error Detection Program. The first is noncompliance with your ATC clearance. This is usually an altitude deviation, although it could also be a heading deviation. The second is a resulting conflict or loss of standard separation with another aircraft. If you have the deviation without the conflict, the Quality Assurance Operational Error Detection Program will not activate.

If you get caught by the Quality Assurance Operational Error Detection Program the local Flight Standards District Office will take appropriate enforcement action, unless there are extenuating or mitigating circumstances. The Federal Aviation Administration does not have a very sympathetic ear for those caught since activation of the Quality Assurance

Operational Error Detection Program indicates that the pilot's ability to hold heading and/or altitude did not meet the requirements for a private pilot certificate, and that a loss of separation between air-

craft was caused by the pilot.

The moral is: Fly with the skills necessary to qualify for a private pilot certificate, and you will never have to worry about the "Snitch Patch."

COLORADO PILOTS ASSOCIATION DINNER

HERITAGE HOTEL (BELLEVUE & I-25) Friday, March 14, 1986

SPEAKER: KATHRYN HACH SUBJECT: TRANS-ATLANTIC FLIGHT

Kathryn will present a program on her transAtlantic flight to Frankfort as co-pilot in their company King AIR 200. She has 5000 hours with multi-engine, commercial, instrument ratings and has had her pilot's license since 1954. Kathryn began flying in 1927 at the age of 5, with her Father in an Eagle Rock. She is a member of CPA, AOPA, 99s, and Silver Wings. Kathryn and her husband live in Loveland where they own a chemical and instrument manufacturing company.

6:00 P.M. CASH BAR

7:00 P.M. DINNER

MENU: Prime Rib \$20.00 pp or Chicken Cordon Bleu \$17.50 pp
Fresh tossed garden salad/dressing, baked potato, vegetable,
cheese cake/strawberries

NAME: _____ DINNERS: Chicken C/B _____ @ \$17.50

PHONE: _____ Prime Rib _____ @ \$20.00

Check enclosed for: _____

SEND TO: Liz Wheeler
5242 E. Maplewood Pl.
Littleton, Co. 80121

Phone: 770-0155

(DEADLINE: FRIDAY, MARCH 7, 1986)

The Book Shelf

by Stephen Blucher



"FLY LIKE A PRO" by Donald J. Clausing (TAB 2378) is loaded with good information for all categories of pilots.

In chapter one the author states, "This book is primarily concerned with flying as transportation--the safe, routine and reliable movement of people and things from point A to point B--and flying as transportation means flying according to Instrument Flight Rules." He goes on to say only excellent weather is safe for VFR flight. He does not define "excellent."

The back cover of the book says, "This is a handbook that should be mandatory reading for every private pilot and aspiring professional flyer!" This would be a valid statement if the reader can get by the author's attitude that instrument flight plans, kerosene burners (or aircraft with more than one engine), and major airports are the only parts of the transportation system.

". . . there is almost always a large metropolitan or regional airport facility nearby. . . ." Clausing apparently has not spent much time flying the Rocky Mountain West. Imagine flying into Grand Junction to get to Aspen. One can fly a single engine plane across the mountains, drop passengers at the foot of the ski slopes, and be on the way home before the folks who went all the way to GJT have found their alternate transportation back. This can be done without filing IFR, without wasting extra time and fuel to do so,

without adding to Air Traffic Control's workload, and it can be done safely. Is that not part of the transportation system? Even the scheduled airlines have been known to fly route segments VFR to save time and fuel.

". . . the first step in mastering The Basics," says the author, "is to get your instrument rating, even if you have just barely finished getting your Private Pilot's License. Don't worry about the 200 hours you need before you can take the test. By the time you finish your instrument training you will have very close to the 200 hours anyway." 160 hours of instrument training?

Imagine the ATC system if everyone filed IFR for all their trips.

Beyond this prejudicial feeling, Donald Clausing has assembled some good thoughts about being a professional pilot. He has divided his book into separate sections having to do with the aircraft, the pilot, and the workings and attitudes of each.

The author gives the reader suggestions for safe and economic procedures. He does not attempt to train the reader how to fly; however, his material and thoughts are so well expressed that one cannot help but learn.

The section on turns, as well as much more of the book, obviously came from personal experience. Climbs, altitude control, leveling off, descents are all included. Clausing knows his subjects. All these are found in the first

chapter, "The Basics."

Other chapters include good material on flight planning, cruise control, approaches, personal and aircraft limitations, weather, emergency procedures, proficiency and judgment plus much, much more.

Despite the author's prejudices, there is information in this book that the VFR pilot can use. Balancing headwinds, speed and power settings for best fuel usage is not a magic act. The way Clausen explains it makes the chapter worthwhile reading for all pilots.

What about being a "professional pilot?" The author has devoted a chapter to this subject that includes the pros and cons, plus a great deal of personal insight.

In an overview rating I would give this book a good one. Being a "professional pilot" is more in the attitude than in the wallet. It

has nothing to do with the type of flight plan one files.

Oh yes, do not let the author throw you. Aircraft radios DO NOT operate on the FM band. They are, in fact, AM, but Clausen's lack of knowledge about the inner workings of the aircraft communications system should not detract from his good suggestions on how to use it.

Then there is the question of the professionalism of the pilot on the cover of the book and his altitude above the highway and the vehicle thereupon.

"FLY LIKE A PRO" is but one of the TAB BOOKS, Inc. Aviation Series and is available for purchase at the AVIATOR'S MART, corner of Galley and Powers, Colorado Springs (574-1602).

You may write to TAB BOOKS, Blue Ridge Summit, PA 17214, for a free catalogue of all their books.



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'THE WORLD OF FLIGHT': OSHKOSH 1986

By Dick Mansfield



Sweringen "SX300"

The Experimental Aircraft Association's international fly-in and sport aviation exhibition began on July 26 and ran through August 2. The theme this year was "The World of Flight" which was chosen to reflect the truly international flavor of the eight-day celebration of flight. It encompassed the many different aspects of aviation and membership is comprised of people throughout the world.

This year's special visitor was the British Airways supersonic aircraft, the Concorde, which arrived on Friday evening, July 26. Although the Concorde is seen regularly in New York and Washington, D.C., this was the first time the plane had made an excursion into the midwest and arrived to the thunderous roar and applause of an enthusiastic crowd of over 250,000 people. The excitement generated by the arrival of the Concorde and its subsequent stay during the week was incredible.

The "World of Flight" theme carried over into the more than 400 educational workshops, seminars and

forums that covered the entire spectrum of aviation during the ensuing week. It is also sport aviation's marketplace consisting of more than 450 commercial exhibitors as well as numerous companies represented in the General Manufacturer's Association.

Wittman Field was home to over 15,000 aircraft during the week and on Saturday it was reported that over 500,000 people were on and about the airport, while on Sunday almost 300,000 were present. They came to see the hundreds of aircraft as well as tour three exhibit halls full of displays. Each day featured a top-notch air show, and of course the Concorde was ever present.

Despite some bad weather during the early part of the week, on Friday the tower recorded over 13,000 operations. At one point there were 33 aircraft movements per minute and the total unofficial operation count for the week was well over 63,000. We learned that there were 45 controllers working

traffic at the fly-in and that they were using dual local control to handle six traffic patterns to the three runways. At another point on Friday the airport was closed as controllers sent aircraft to Fond Du Lac, Appleton, Green Bay and any other airport that could handle the overflow.

For the second year in a row there were no fatalities. Six planes made belly landings, two aircraft ran out of fuel, and a gyrocopter stalled about 20 feet above the ground injuring the pilot who was reported to have a broken arm.

In past years I noticed that the camping facilities on the airport had often included as many as 126 rows of aircraft and this year they literally ran out of row numbers, and the entire airport was filled to capacity with aircraft and aircraft campers from fence line to fence line.

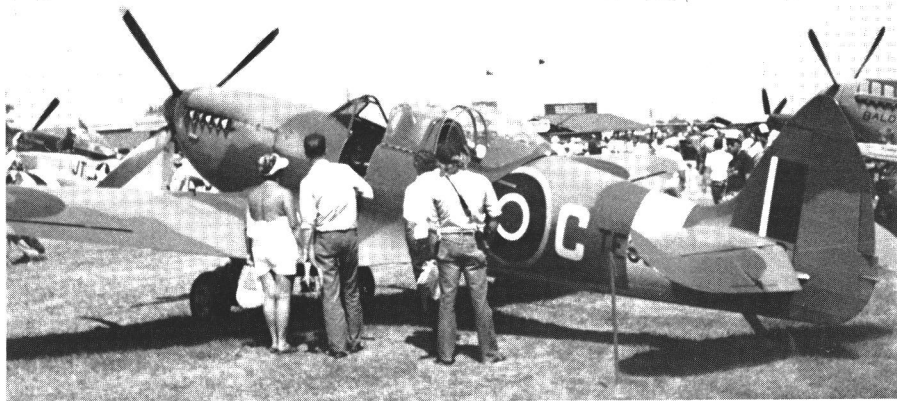
Over the years I had decided to attend Oshkosh on an every-other-year basis and at least for me this has been a very strong discipline which has provided me with increased enthusiasm and an anticipation that usually reaches its peak the day I leave. This year was certainly no exception and the added enthusiasm that prevailed

was the fact that my wife, Jill, decided to come along and spend the week with me at this great aviation party.

This year's event proved to be more than even those associated with the fly-in had anticipated. All of the different categories such as the Warbirds, Classics, Homebuilts, and Ultralights had record attendance. One of the displays that attracted a very large crowd daily was the Porsche-powered Mooney. This was a very impressive power plant and it will be interesting to note its progress over the next two years.

Another interesting aircraft on display was a Parternavia on P.K. Floats at the seaplane area just outside Oshkosh. Also on floats was a Waco Biplane, several Aeroncas, Super Cubs, and Cessnas. There was the appearance of a very rare and flyable B-24, the "Diamond Lil," which flew to Oshkosh with the Confederate Air Force's B-29 Superfortress. The Warbird reunion and parking area was filled to capacity and provided an impressive array for the spectators.

We obtained accommodations at the University of Wisconsin's dormitories near downtown Oshkosh. There is a shuttle from the campus to the airport on an hourly basis. The



Spitfire (tandem seat)

accommodations were most comfortable and delightful. The lodging, food, and the closeness of the downtown shopping areas, along with the shuttle service to the airport, made the University a very sought-after location. Rates are quite reasonable compared to the hotel/motel accommodations in the region.

The big hit of the week was the Concorde. Its arrival was highlighted by the fact that the spectators were able to hear the voice of Capt. John Cook report his locations as he neared the airport. Following several flybys, the plane

lbs. per engine and at cruise, thrust is then reduced to 6,800 lbs. each. Cruise altitude for the plane is approximately 60,000 feet at a speed of Mach 11 (that's 1,340 mph). Cabin pressure for the 100 passengers is maintained at a comfortable 5,500 feet. Range is approximately 4,000 miles. Rotation speed is 18 knots while takeoff is at 200 knots.

Because of the noise and sonic booms, the Concorde is prohibited from going supersonic over land. To keep from going too fast, the initial takeoff attitude is 14 degrees, which very quickly becomes



British Airways SST "Concorde"

finally touched down in front of the main welcoming complex.

Once the Concorde rolled to a stop, there was the mental measuring as I tried to compare it with one of our own commercial carriers. The SST is 204 feet long and has a Delta Wing that measures 84 feet wide. It is powered by four Rolls Royce Snecma engines with turbojets and afterburners. Takeoff thrust is rated at 38,000

21 degrees before the afterburners are shut down. For landing, the plane makes an approach at about 180 knots and the nose is then tilted downward some ten degrees so the pilots can see the ground. Of interest was Capt. Cook's short field technique and he demonstrated this many times, both for takeoff and landing. Also included in the display was a hushed approach and flyby which amazed everyone, as its

noise was less than a 727!!! Take note, Denver!!!

There was much to see and do around the entire airport during the week. With the many exhibit halls open daily, as well as the numerous seminars, air shows, and almost hourly flybys, there was very little that a person could not see or do or participate in.

I often found myself preoccupied with watching my wife out of the corner of my eye to see her reactions to the events that were taking place as we leisurely strolled over the entire airport area. The opportunity to meet people from different parts of the world certainly made the trip for both of us very worthwhile. We spent many hours strolling along the lines of aircraft as well as taking in the many static displays, manufacturer's booths, and spent

the late afternoons watching the air shows and the flying demonstrations.

Once again, we were impressed with the cleanliness of the airport and the family-type feeling that one gets at an event such as this where the one common bond--the love of flying--is certainly present and accounts for this overwhelming feeling. For those who have never attended this event, we think it probably should be on your "have-to-do" list.

On our way home, Jill said, "You know, I really enjoyed this. I've heard so much about it and listened to so many stories, both from you and from other pilots, but I think the next time we come, let's see, that'll be 1987, how about camping out with the plane."

Oshkosh '87, here we come!!!



AREA REPRESENTATIVES

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