

CPA FLIGHT LINES

Vol. 4, No. 10

November 1987



CPAer Dudley LeBeau's highly modified Globe Swift. Photo taken near Sterling, Colorado.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

THE PRESIDENT'S CORNER

by Don Welsh

My first airplane ride in 1928 was in an open cockpit Kinner Bird Biplane flown by a World War I type pilot.

In the intervening 60 years, aviation has changed (SURPRISE!) but nevertheless an airplane still goes up when you pull back on the controls and down when you push forward.

As general aviation pilots, we sometimes tend to become frustrated with the demands of radar control, TCA, ARSA, Flight Service Automation, etc., etc., but there are benefits for us in some of the new developments.

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All articles should be sent to:

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On Sunday, October 25, Renee and I had occasion to fly to Cheyenne and return to Front Range Airport. We availed ourselves of information from the new Automated Weather Observation System (AWOS) at Front Range Airport for departure and were off to Cheyenne.

Upon arrival at Cheyenne, we were greeted by winds of 30 knots gusting to 38 knots but no other information on turbulence or other factors.

During our return to Denver, I tuned the Stapleton ATIS and received information on not only the basic information but also reported turbulence, wind shear and microbursts in the area through the Enhanced Low Level Wind Shear Alert System (LLWAS). While the ATIS was for Stapleton Airport, the information is a valuable indication of local area airport conditions to alert an inbound pilot.

I suggest we welcome the advances in technology which improve flight safety and give due consideration to new proposals. Following careful evaluation, we can determine which suggestions deserve our support and join the fight against regulations which inhibit and stifle the growth of General Aviation.



BURLINGTON WINGS PROGRAM

by Hal Gamble

Fourteen pilots received Phase I Wings last month at the FAA Wings Program at Kit Carson/Burlington Airport, and another 10 were awarded wings in Phases II, III and IV.

The event, co-sponsored by Colorado Pilots Assn., was hosted by Larry and Sheree Mack, airport managers and owners of Burlington Aviation. Many participants attended the Saturday evening dinner at Burlington Country Club and the Burlington Trinity Lutheran Church Youth Group provided sandwiches and drinks at the hangar between flights.

Mick Wilson of the FAA initiated the program, but was hospitalized just prior to the date. Vern Foster took over as CPA coordinator. Some 45 persons attended an informative talk by CPA Safety Chairman Bruce Hulley on FAR, Part 91, and on TCA's/Airspace.

Fifteen CFI's were on hand to sign certificates for wings and for optional Biennial Flight Reviews. They included: Vern Foster, Beth Tammany, Lark McDonald and Bruce Hulley of Aurora; Steve Phelps, Broomfield; Stan Murphy, Burlington; Howard Culver and Rick Mason of Colorado Springs; Babette Andre, Bill Jones and Bill Mitchell of Denver; Ron Schoonover, Elizabeth; Samuel Love, Morrison; Terry Able, Parker; and Bob Charleston, Watkins.

Receiving Phase IV Wings was BILL MURPHY of Colorado Springs. Phase III qualifiers were TED SCHMIDT and CHUCK FISHER of Littleton; BILL TOTTON, Aurora,

and JOHN GUSTAVSON, Boulder. Phase II wings went to HAROLD PICARD, Idalia; LES VON HAGEL, Longmont; MIKE VAVREK, Albuquerque, N.M.; ED WEBER, Fort Collins; and DON BOYLE, Boulder.

Those awarded Phase I Wings were: BILL GREATHOUSE, Walsh; CURTIS SAYLES, Seibert; DALLAS FIELDS and KANTI PATEL, citizens of India now visiting the U.S., both of Atwood, KS; CARMEN BORDERS and JIM BORDERS, Genoa; RON WEBER and WALTER LITHACUM, Goodland, KS; GEORGE OUDROVICH, Steamboat Springs; BOB MITCHELL and HAROLD MITCHELL, Burlington; PAUL JACKSON, Joes; JIM IDLER, Kirk; and CARL HAMIT, Wallace, NE.



Vern Foster and Larry Mack at Burlington FAA Wings Program.

CONGRESSMAN SKAGGS HOLDS HEARING ON TCA'S

The panel hearing at the Landing Hotel at Centennial Airport on Saturday, October 24, was billed as an opportunity for Colorado pilots to make their views known on the FAA's proposed "super TCA's." The hearing revealed a host of concerns in the aviation community. And it did provide answers to a number of questions. But confusion obviously continues.

Congressman David Skaggs comes across as very sincere with motivation to be as responsive as possible to aviation interests in the state. He pleads ignorance in most aviation matters . . . and actively seeks local views in forums of this type to increase his effectiveness in his role as a member of the House Aviation Subcommittee.

The forum, which was sponsored by your Colorado Pilots Association, attracted about 125 pilots. The panel included KEITH POTTS, FAA Associate Administrator for Air Traffic; CAROL LANNER of the Colorado Chapter of 99s; BILL MARCEY of EAA; ED COLE of EAA; RAY GRUNDY, Boulder Airport manager; CHRIS BOUWHUIS, retired FAA controller and current aircraft owner based at Tri-County Airport; and HANK NEWMAN, AOPA regional representative.

Keith responded to a barrage of complaints for about two hours before making a hasty retreat to catch a return flight to Washington. But he may have been misjudged. After all, he is an active general aviation pilot with over 8,000 hours of flight time. . . and is an aircraft owner. So he can't be all bad.

As Keith explains his situation, the proposed change to TCA's is still in rule making. His office would be receptive to changes in the rule if impacts were determined unacceptable. "Don't argue against the proposal for the singular reason that you don't like TCA's," he counseled. "Be more specific. Give me information on how the change would affect you." For the next two hours, the panel and attendees did exactly that.

For clarification, it is worth noting that the proposed rule will not change existing TCA's. They will remain the same. For example, the Denver TCA will continue to have the VFR corridor along the foothills in which there will be no need to contact center. Similarly, it will still be possible to operate from airports underlying the TCA in the same manner as today. The new rule would require Mode C altitude reporting in all airspace from the surface to 12,500 feet MSL within 30 miles of the primary TCA airport. And there are some added restrictions for student operations in TCA's. Otherwise, there is no change from today's operations.

Most comments centered on the burden of adding Mode C equipment to the general aviation fleet. Carol Lanner spoke of an overdependence on high tech and consequences of overloading the air traffic control system. Ray Grundy estimated that less than half of the 200 based aircraft at Boulder are Mode C equipped. Bill Marcey testified that there is no requirement for general aviation aircraft to have accu-

rate altimeters . . . yet Mode C reads off the altimeter.

Chris Bouwhuis argued that the ATC system would saturate with too much information on controller scopes. Ed Cole made a crowd-appealing statement to use VFR markers to guide pilots away from controlled airspace . . . and noted an over reaction to midair concerns. He felt the real safety problem was in dealing with weather, not airspace. Hank Newman picked up on this theme to note that the FAA is asking for Utopia. He commented, "It is asking from general aviation and the airspace system what we don't expect from any other mode of travel . . . not even school busses."

Do meetings of this type influence Federal policy? Hard to say! In a contact with Mr. Potts' office the following week, we were advised that little, if any, change was expected in the final rule. As currently scheduled, the rule will be completed by mid November and become effective 30 days later.



THE BOOKSHELF

by Stephen Blucher

From the Wright "B" to the B-52 and the Curtis Triad to the Grumman Tomcat (F-14), American Air Power has been a proud mark for our nation.

Sometimes during the history of our country, the military minds and the political powers have not agreed on the types of aircraft needed or the proper missions for the fighters and bombers. During the Vietnam War, for example, the politicians kept our B-52s away from major targets. So says Joe Christy, author of "American Air Power: The First Seventy-Five Years."

This book is not only a history of the airplanes and politics but is a look at those who flew.

Christy obviously spent a great deal of time researching the facts. He found the reasons for the use of one aircraft and not another, and he has located and gives little known details about many phases of our air-power history.

Those who have read other selections by this author are aware of his easy-to-read style. This book is no exception.

If you have an interest in military history or are simply an aviation enthusiast, you will enjoy this book.

The pursuit of Poncho Villa to the "switch-blade Edsel;" it is all history, it is all good reading and it is all here.

"American Air Power: The First Seventy-Five Years" (TAB 2327) is available at several book stores including the Aviators' Mart in Colorado Springs or from TAB BOOKS, Inc., Blue Ridge Summit, PA 17214.

TAB also has a free catalogue listing not only their aviation selections but hundreds of other subject titles as well.

NEW BLUE MAX 'ACE'

CPAer LUCILE BLEDSOE of Wray was inducted into the Blue Max Society at the CPA Annual Meeting in October.

Lucile first started flying less than ten years ago, but her progress has been rapid. She now has nearly 4,000 hours flying time, has received Commercial and Instrument ratings and is CFI and CFII. As a flight instructor at Wray Municipal Airport, she's seen some 40 of her students get their private licenses.

The Blue Max Society was founded by "Flying Review" magazine to honor those pilots "who have, by their overall actions, unselfishly benefitted the aviation community in a number of efforts or rendered uncommon aid to others."

Lucile helps run the family business, Bledsoe Ranch Co., and is also active in civic and community affairs in Wray.



Hal Gamble presents Blue Max Society membership to Lucile Bledsoe.

WELCOME NEW MEMBERS

BENTLEY, Ian F.
7704 S. Grape Ct.
Littleton, CO 80122

GREENE, Richard
121 Meadowlook Way
Boulder, CO 80302

GRUNDY, Raymond B.
7497 Cresthill Dr.
Longmont, CO 80501

HOLLENBECK, Scott W.
P.O. Box 1438
Pagosa Springs, CO 81147

MALONE, Dennis P.
11326 W. 69th Place
Arvada, CO 80004
(Re-joined)

WEBER, Edward V.
6309 Constellation
Ft. Collins, CO 80525

USPA OPPOSES CA 'LUXURY TAX'

[The following letter was sent to The Honorable Dan Rostenkowski, Chairman Ways and Means Committee, U.S. House of Representatives, Wash. D.C. by the United States Pilots Association, Inc. on October 7 and is reprinted as an informational item for CPA members--Editor]

Dear Chairman Rostenkowski:

Proposals of the Joint Committee on Taxation have been brought to the attention of our Executive Committee and our Board of Directors. While we appreciate the very difficult task facing the Congress, and more particularly your committee, in finding ways to increase revenues, it is our considered opinion that one proposal which was included in the listing of "Description of Possible Options" should be set aside immediately without further consideration. This proposal, which would impose a ten percent "luxury tax" on the sales of new non-commercial aircraft, we find to be most objectionable.

Including general aviation aircraft in a so-called "luxury item" category fails to recognize the important contribution of the aviation industry to the transportation needs of our country. Most new aircraft manufactured today are for business use in providing transportation and for the training of future pilots. General aviation aircraft also provide a number of essential services to the public such as, air ambulance, law enforcement, crop dusting, fire fighting, airmail, transportation of organ transplants, and many other worthwhile activities. We fail to see how aircraft could be

properly classified along with such other items as yachts, china, crystal, VCR's, and social club dues. Imposition of a ten percent "luxury tax" on the sales of non-commercial aircraft would be no more appropriate or equitable than to place a similar tax on the sale of non-commercial automobiles.

The imposition of such a tax would have an extremely negative effect on, and would probably mean the termination of general aviation production in the U.S. Considering the very serious problem facing our nation relative to our foreign trade imbalance, it seems very inappropriate to even consider increasing the cost of doing business for the U.S. General Aviation industry. This industry, which because of the already excessive burden of taxation, irrational regulation of the Air Traffic Control system, and excessive product liability costs, has been brought from its once substantial exporting standing to one of the lowest points in its history. It should not be required to endure more pain.

Furthermore, considering the huge surplus in the Aviation Trust Fund, we feel that the other proposals in the "Description of Possible Options," which would raise aviation excise taxes already in existence, would demonstrate a complete disregard of prior commitments made to the flying public by the Congress when we were promised airport and safety related equipment improvements in exchange for our support of additional excise taxes.

The United States Pilots Association is a non-profit associa-

tion of fifteen state pilot organizations and their members united for mutual support, aviation safety and pilot education. The Illinois Pilots Association represents our members in the State of Illinois.

We respectfully request that you give the matters referred to above your consideration when tax increases are proposed.

Yours very truly,

Arnold W. Zimmerman, Jr.
Executive Director

HEARD ALONG THE FLIGHTLINE

In an airspace briefing at the CPA Annual Meeting in October, BRUCE HULLEY asked the question, "Can anyone tell me equipment requirements to operate in the Denver TCA?" After a brief silence, TOM DALY responded, "A Boeing 727."

At the same meeting it was noted that NOAA has increased prices on aeronautical charts to \$5.00. See a lot of pilots using outdated charts now. Expect there will be more.

KEN MONAHAN shared with us that he and JAN are expecting their first child in February. Also, Ken confided that he is about to bring his other baby back into circulation. Recall that two years ago he took the wings off his Piper Pacer and towed it home to his garage. He is "antsy" now to get back into the air and is working feverishly to get his bird airworthy before arrival of the new baby. Congratulations, Ken! . . . And JAN!

*

On September 24, 1987, the LA JUNTA FSS closed after 46 years of operation. Services formerly provided by the FSS are now handled by the Denver AFSS. Surface weather observations are being taken on a fulltime basis by contract arranged with the city of La Junta.

*

Seen! LUCILE BLEDSOE flying a new Cessna Centurian T-210. Last of the production models. She and HANK will use the aircraft in their ranching operation out of Wray, Colorado.

*

Remember FRED NORTON'S beautiful orange and white Aircoupe 5455F? It was our FLIGHT LINES cover photo back in March 1986. Fred was seen departing Jeffco in the bird on Labor Day weekend on a delivery flight to new owners in Salt Lake City. Fred said he had never realized there were so many mountains to the west of us.

*

Which gives FRED more time for hangar flying . . . which brought him recently to the BAMBOO AIR-STRIP at Centennial Airport's Denver Jet Center. Tells us if we haven't discovered this unique pilot gift store, we are missing a bet.

*

World travelers VANITA and FRANK GALLO returned in mid October from a two week trip to Southeast Asia. Busman's holiday for UAL pilot Vanita. For Frank it offered an opportunity to relive some old experiences when he was a USAF F-86 pilot based at Bangkok, Thailand.

LOS GRINGOS & AMIGOS

by Chet and Nancy Jewell



On September 11 the Gringos started on their 8th annual trip to Guaymas and San Carlos, Mexico (location: 220 n.m. south of Douglas, Arizona.) There were ten Gringos: DAVE and SUE BURKE (Gringo 1), Mooney 201WN plus two passengers; CHET and NANCY JEWELL (Gringo 4), Bonanza 7463N plus two passengers; and WALTER BELL (Gringo 6), Mooney 1905Y with one passenger.

This was a true test without our leaders, WAYNE and LISA THETFORD (Gringo 2). We had made our very first trip ever in a "toy airplane" ever eight years ago with Wayne and Lisa.

After a stopover in Truth or Consequences for brunch (provided by Ron Jones and Jean Cook) and fuel, we pulled into Guaymas Airport with 6½ hours of flying

time. Of course, we were not blessed with a tail wind but we have made this trip in 5½ hours flying time.

We believe airport immigration and customs are becoming smoother and faster each trip we make to Guaymas. To help you with the Mexican transition, AOPA has a travel packet you may request for flights in and out of Mexico. Language can be a hindrance but we always seem to communicate one way or another.

San Carlos is 12 miles west of the Guaymas Airport. We have stayed at Solimar Hotel and Country Club now for the last two years (706 266-0007). A swimming pool, hot tub, tennis courts, small gift shop and "18 hole golf course" are offered. The Junior suites (queen size bed, sitting



Gringos at dinner: Chuck and Carolyn Goetz, Chuck Thomas, Walter Bell, Sue and Dave Burke, Nancy and Chet Jewell, Jean Cook and Ron Jones.

area and patio) run \$25.00 and the kitchenettes run \$42.00. The peso was 1,480 to the dollar and the hotel accepted cash and credit cards--sorry, no checks.

We had two days of scuba diving through San Carlos Diving Center and Charter Boats (Gary Goldstein (706 266-0049)). Diving conditions were as follows: Visibility average 30' (can get up to 100'), water temperature was 84 degrees, some current and rough seas due to hurricane Max and numerous varieties of marine life. Diving prices were \$35.00 per day per person for a two-tank dive and Gary will accept credit cards. The only problem in using credit cards was a \$3.00 service charge.

The hotel had a restaurant, Club L, which we used once for dinner. Most of us tried the Guaymas shrimp, known for their good taste and large size. We also tried, at the recommendation of our taxi driver, Terraza Restaurant. This place had a pleasant atmosphere, good prices and large amounts of food were

served. The last restaurant we tried was called Gary's In Guaymas. Of course, this was recommended by Gary Goldstein and had complimentary margaritas, chips, salsa, and steamed clams.

Monday arrived too soon, and our plans were to get out of Mexico early as we needed to get to Tucson to clear customs. Unfortunately for us, it was raining on Monday morning and we could not get a taxi driver to go out in the rain. Rain in Mexico is like snow to us in Colorado. We finally started to buzz the San Carlos beach around 10:30 a.m. We reached Jefferson County Airport all safe and sound--dreading to go back to work the next day.

Again, the offer is always understood: ANYONE MAY JOIN OUR GRINGO FLYING TRIPS. Don't be sky, come and fly!

Hasta que voluamos . . . (until we fly again . . .).



Jean Cook with Porcupine fish.

FOSTER TO BE INDUCTED INTO COLORADO AVIATION HALL OF FAME

A longtime CPA member and former president, Vern Foster will be inducted into the Colorado Aviation Hall of Fame, in ceremonies scheduled November 22 in the Officers Open Mess at the Air Force Academy. Vern's nomination was officially approved October 24 at a meeting of the Colorado Aviation Historical Society at Meadowlake Airport. Four other nominees approved were: Robert Greeno, William Hinkley, John Schoonhoven and Otis Massey.

Vern's flying experience dates back prior to World War II, and at the outset of the war he volunteered for the Army's Civilian Pilot Training program and became a primary school instructor for aviation cadets. Later in the war he flew transports over the Pacific Ocean carrying troops and supplies. He's an ATP with single, multi and sea ratings as well as CFI and CFII, and has instructed in some 80 different types of aircraft. He was instrumental in designing the training course now in use by United Airlines Flight Training Center in Denver where he was a simulator instructor until his retirement from United. He was president of Colorado Pilots Association in 1984-86 during which time the membership showed its greatest increase over any comparable period since the founding of the organization. In earlier CPA years, Vern also served a term as secretary.

Vern's brother was a B-24 pilot during World War II and died in a crop dusting accident shortly after the war. Vern and wife, Kay, live in Aurora and are parents of a married daughter and son, Bill, who is a carrier rated pilot and commander in the Navy.

This year's Hall of Fame Dinner at the Academy will start with cocktails at 3:30 p.m. November 22 and anyone may attend. The tickets are \$18.00 and reservations can be made by phoning Janie Oesch at 321-2359. A bus to the Academy also will be available.

NEWS FROM AREA REPS

by Dick Mansfield, Boulder

For the second year in a row, Boulder pilots have come away with a top prize--\$200.00 cash and Silver trophy--in the 3rd Annual Mountain Flyers Aero Cup Race held on Saturday, August 22, at the Downtown Ft. Collins Airport.

Owner/pilot JOHN FRIEMAN, and his co-pilot, JOE McROBERTS, flew a 1948 Temco Swift to the first place finish.

Last year's race was won by Dave and Jan McRoberts flying their 1947 Luscombe Silvair.

**Copy Deadline for
FLIGHT LINES
20th of the month**

if timely in nature; other
Material for publication welcome anytime.

COLORADO PILOTS ASSOCIATION
CASH RECEIPTS AND DISBURSEMENTS
Year Ended October 31, 1987 and 1986

	<u>1987</u>	<u>1986</u>
Income:		
Income from Dues		
New Members	\$1,117.50	\$1,592.50
Renewals	<u>4,602.00</u>	<u>3,676.50</u>
Total Income from Dues	<u>5,719.50</u>	<u>5,269.00</u>
 Fly-In Receipts:		
Jack Pot Air Race	1,747.60	1,465.00
Poker Hand Fly-In	98.77	732.00
Other Fly-Ins	<u>2,970.00</u>	<u>3,545.00</u>
Total Fly-In Receipts	<u>4,816.37</u>	<u>5,742.00</u>
 Fly-In Expenses:		
Jack Pot Air Race	1,346.42	1,057.43
Poker Hand Fly-In	153.82	466.69
Other Fly-Ins	<u>1,310.25</u>	<u>3,171.42</u>
Total Fly-In Expenses	<u>2,810.49</u>	<u>4,695.54</u>
 Net Fly-In Income	<u>2,005.88</u>	<u>1,046.46</u>
 Sales Income:		
T-Shirts	9.00	84.00
Tiedown Kits	-	50.00
Golf Caps	46.00	138.00
USPA Lapel Pins	<u>22.00</u>	<u>-</u>
Total Sales Income	<u>77.00</u>	<u>272.00</u>
 Other Income:		
Advertising Income	690.00	162.00
Contributions A.O.P.A. Income	255.00	-
Contributions - Thetford Memorial	<u>50.00</u>	<u>-</u>
Total Other Income	<u>995.00</u>	<u>162.00</u>
 Total Income	<u>8,797.38</u>	<u>6,749.46</u>
 General Expense:		
Net Meeting Expense	861.00	(145.25)
Newsletter Expense	1,610.47	1,556.63
Org. Magazine Expense	1,615.00	1,546.25
Postage and Other Expense	3,413.93	2,548.33
Donations and Contributions	<u>100.00</u>	<u>150.00</u>
Total General Expense	<u>7,600.40</u>	<u>5,655.96</u>
 Net Income	1,196.98	1,093.50
 Bank Balance Beginning of Year	<u>6,033.91</u>	<u>4,940.41</u>
 Bank Balance End of Year	<u>\$7,230.89</u>	<u>\$6,033.91</u>

HIGHLIGHTS OF CPA ANNUAL MEETING

This year's annual meeting was held on October 24 at the Landing Hotel at Centennial Airport.

ELECTION OF OFFICERS brought in DON WELSH as president for the fiscal year which started November 1. He replaces retiring president SONNY ELGIN who now hopes to find additional time for his operational role in management of the Front Range Airport.

Other officers elected were BILL GREENER as vice president, replacing retiring LIZ WHEELER; incumbents BILL TÖTTEN as Secretary and DON VANDER PLOEG as treasurer continue in those positions. Selection of area representatives and committee chairpersons will be made in the near future by our new president.

COMMITTEE REPORTS revealed our membership is about 290, up slightly from last year, but relatively low considering the state has over 18,000 active pilots. MARGARET DWELLE, Membership Chairman, reports a fairly high drop out rate among new members with low time. This may reflect economic realities of general aviation today. But it may also reflect a possibility that CPA is not responsive to membership interest.

The association is currently evaluating results of the attitude questionnaire which was sent to the membership with this year's ballot and meeting information. Margaret advises that our response rate was excellent. A special report on the results, along with information on programs and activities for the current fiscal year, will be provided in an early edition of FLIGHT LINES.

Our Revenue and Expense Statement shows an end of year balance of \$7,230.89. Approximately 65% of income derives from dues. Fly-ins generate most of the remaining revenue, particularly the Wings Safety Clinics such as the ones held this year at Pagosa Springs and Burlington. About 87% of expense is costs related to providing printed communication to our members.

A highlight at the morning session was a presentation by HANK NEWMAN, AOPA Regional Representative and CPA member, on the critical state of general aviation. He argues that general aviation suffered a "bum rap" in the aftermath of the Cerritos accident and is now burdened with an overkill of federal regulation. The Cerritos accident involved violation of a TCA. Hank pointed out that increased regulation would not have prevented the accident . . . though increased education might have. Hank's bottom line was a case for a low cost Traffic Alert and Collision Avoidance System (TCAS) which would give an alarm in the cockpit. Hank said that such a system would eliminate 95% of mid-air. He said the alarm may not give distance and azimuth information, but it would start the headswivel process.

Those who follow the technology debate on collision avoidance systems know that Hank's views differ from those of FAA. Hank makes the case for an inexpensive airborne system to protect all aircraft. The FAA is developing a ground-based mid-air collision avoidance system with a primary focus to protect airline aircraft.

The annual meeting was concluded with a luncheon at which Mr. Fitzroy "Buck" Newsum took us back into his personal history to the TUSKEEGE EXPERIMENT. This was the history of what began as an all black fighter pilot squadron in World War II. It was a story of individuals faced with racial discrimination and overwhelming odds who nevertheless overcame all these barriers to accomplish an exceptional military record. Buck is retired from the USAF and currently employed at Martin Marietta. He uses his experience as an incentive for disadvantaged youth. But he is an inspiration for all of us.



Editor:

In the July issue of FLIGHT LINES, p. 9, re: the economic benefits of the Colorado National Air Show at Front Range Airport, relative to that of the Paris Air Show at Le Bourget, the article continues: "one ponders what the Paris Air Show generates." CPAer Arnold ("Bud") Goldberg was there (see photo in front of one of the Mirage static displays) and states the Paris Air Show generates zillions of francs (hundreds of millions of dollars) of which he contributed too many thousands, but enjoyed it immensely. He recommends making your 1989 hotel reservations now!

Arriving June 12 at the only hotel where he could get a reservation, he asked when it had opened and the receptionist answered "in early June."

Arnold Goldberg, Ph.D.

[Mr. Goldberg is a Consultant in Aerospace living in Aurora--EDITOR]



IS THAT ALL THERE IS?

An account of a 4,098 nautical mile flight from St. Louis to Edinburgh, Scotland via the North Atlantic in a twin Cessna 310

by Bob Zeitinger

Part 2 of 3

ABOUT THE AUTHOR . . . Bob Zeitinger lives in Kirkwood, Missouri and is an advertising executive in St. Louis.

Before the North Atlantic crossing, Bob had criss-crossed the U.S. a number of times and flown in and out of Canada, Mexico, and the Bahamas a number of times.

Bob and his airplane partner of some 15 years now have a straight tail Bonanza loaded with equipment, including AM-FM stereo radio and cassette player for passengers. It's the best airplane he's ever had, he says, in some 24 years of flying.

And he's ready again for the North Atlantic although he'd prefer first to fly around the perimeter of South America. He already has the charts.

Leg 3/Wabush to Frobisher, Northwest Territories: 658 n.m. (757 s.m.) 3+54 flight hours

Now, we're flying again with a continuous undercast. It is very smooth and there's no overcast, so the sun is reflecting brightly on the white cloud tops below. Very pretty, but we're missing the countryside underneath. The terrain in this area runs about 2,600 to 2,800 feet MSL, and requires an instrument flight altitude of at least 4,600. So, once again, we're at 9,000 feet and enroute on a Sunday morning from Wabush to Frobisher Bay. Present position is some 20 miles south of Schefferville, Quebec.

Now that the clouds have become broken and we can see the countryside, I've got second thoughts about not being able to see the terrain below. The "countryside" is barren. Not a single house or even a hut anywhere. We noticed the total absence of roads; there is no road between Wabush and Schefferville, a distance of only 130 n.m. (150 s.m.). But there is a railroad from Sept Isles that runs north to its termination at Schefferville. It sort of links Wabush with Schefferville. That is if you drive 30 n.m. (35 s.m.) miles east from Wabush to the railroad. It is indeed strange that these two communities weren't linked directly. But when I look thoughtfully at the rock and water terrain below, the reason for the absence of roads becomes quite clear.

The terrain below appears to be approximately 1/3 water, mostly long, narrow lakes, which probably reflects the glacial striations of an earlier time. What's left after the water is rock and more rock.

We are now some 10 miles south of Schefferville and we see a substantial number of mining operations. Each has huge quantities of red earth mounded about the perimeter of the hole in the earth. The red earth is quite a contrast to the moss and algae covered rock and dark blue green of the fir trees that surround each hole.

The barrenness north of Schefferville continues, just like the

barrenness we experienced since enroute to Wabush. I have the growing realization that the barren terrain isn't going to change. The nakedness of the "good" earth below is by now somewhat overwhelming. There is literally nothing to go by with respect to terrain features for dead reckoning. There is so much water, so many small lakes of every shape and size that it's difficult to believe a VFR chart truly records each lake. And even if it does, one would have to have the practiced eye of a veteran bush pilot to really discern one lake from another. And even then it would be like looking for one face in a stadium full of fans.

The compass and nav aids such as the ADF and a very occasional VOR are the only tools we have for navigation. It is these that we rely on with blind faith throughout travels in the U.S., southern Canada, and Mexico. Here, however, blind faith is tested. We know that if we miss a destination by only one or two miles, we would have one super predicament, even on a "clear and visibility unrestricted" day. Finding a runway amidst the never-ending look alike rock and water in this empty land would tax the skills of a really good VFR pilot.

We were perhaps 20 miles south of the village of Kuujuaq when it appeared that we would have an undercast again. Ahead, perhaps 75 miles distant, there was a whiteness down low. It was a rather perfect white, no blotches, very uniform.

As we grew closer to Kuujuaq and reviewed our charts, we realized we were approaching Ungava Bay, and that the white ahead and below was not a cloud deck. It was the ice pack that remained through the summer.

A little further north we came to Akpatok Island and near it we saw our first iceberg. It was in the clear, away from the pack ice. The water was so still that the reflection of the iceberg was clearly evident in the water. From 9,000 feet it's difficult to discern its height. But I suspect it would loom rather huge if one were in a small boat along side it. Akpatok Island is unusual in that it has a sheer edge almost perfectly perpendicular to the surface of the water. The top of the island is flat, and is charted at 800-900 feet above sea level. Those sheer walls are substantial.

When we arrive at Aeerakto Island, we will make a bend in our course and go direct from that point to Frobisher Bay, crossing Hudson Strait in the process. The strait is the outlet for Hudson Bay. The bend in our course is marked by a non-directional radio beacon, Quaqtak. I hope that this radio beacon is powered by solar energy. After surveying the barren terrain, one quickly concludes that no one willingly comes to Quaqtak regularly to fuel the generator that powers the radio beacon.

At this point, there is 37 degrees magnetic variation. At Frobisher we will experience about 42.5 degrees magnetic variation from true north.

On crossing Hudson Strait between Quaqtak and Baffin Island, I noticed a number of ice flows with an emerald green "ring" around them, yet the water in the strait is a very dark grey with a blue-green hue. In some areas all the ice flows are surrounded by the emerald green ring. In other areas only a few of the flows have it. Now, I'm looking at one that has an emerald green lake in the center of the flow. It's puzzling.

Visibility is perhaps 50-70 miles. It could be even 100 or more miles. Over the waters of the Hudson Strait there is no way to judge distance. When we started across the Strait it seemed that we would cross in no time. But it is taking forever because we can see so far. There is no perception of movement.

Now we are crossing the south-east part of Baffin Island. The island is 300-400 feet in elevation and nothing but rock, the granite-like rock found throughout northern Canada. From glacial times, it has deep grooves "scratched" in it. The area is also full of elongated pot holes, each a little lake of water.

After crossing Baffin Island's lower peninsula and Frobisher Bay, we found Frobisher Airport with its nice, long welcome runway.

We landed, radioed for parking instructions, and were directed to the fuel pump. While refueling, a giant Canadian military Hercules which had been parked on another ramp powered two of its four engines and taxied to the fuel pumps. He stopped immediately beside us. With its engines running, we couldn't help but feel like we were a goldfish blocking a whale from access to the jet fuel pump. "Strange," I thought, "with so little air traffic, and so far from civilization, that while our airplane was being refueled, a giant should arrive."

Then a Canadian government vehicle arrived. The driver introduced himself as Juels Bourgoïn, from the Canadian Air Transport office, which he said compares to our FAA GADO office. His card read "Inspector, Civil Navigation, Aviation Enforcement." He said he wanted to review our aircraft documentation and equipment. He was seemingly

pleased with the airplane's navigation equipment, the marine survival equipment with an electronic locator beacon, life jackets with lights, as well as equipment for sparsely settled areas, and mosquito netting. He cautioned us about navigation close to the magnetic pole, and ended, almost pleading, saying, "Please don't get lost."

Before going to our hotel, the Navigator Inn, we decided to check forecasts for the next day's flight to Greenland and Iceland. The met (meteorology) office is in the tower, one floor below the big windowed controllers' domain. We found the controller and others with binoculars trained toward the east. Finally, the fly specs in the distance became a formation flight of twelve jets. The Italian Air Force Aerobatic Team had arrived. They made a standard military let down; they flew over the top of the airport in a very tight formation and then peeled off one by one to land. They were followed by three, four-engine heavy military jets (similar to the Hercules) that carried support equipment and personnel. We learned that the group was on a two-month tour with performances scheduled at air shows throughout Canada and the U.S., including the gigantic annual show at Oshkosh, Wisconsin.

Frobisher is an interesting community. Its population is almost totally Inuit (Eskimo) except for the occasional Britisher or other Caucasian who operate most of the few businesses. It is a raw, gutsy town, built on the permafrost and not given to delicate colors or structures. It is a pioneer town, complete with diesel powered generators on a nearby hillside to provide electricity for running water, showers, and flush toilets.

We strolled around the village. The housing was either small cottage-type, prefabbed homes or large apartment buildings. The Frobisher elementary school and large high school are prefabbed; the design is one never before seen.

We stopped at THE drug store and visited with THE pharmacist, an Egyptian who had settled in Frobisher some eight years ago. We wanted postcards. Although he had none, his tiny store was packed with trinkets, gadgets, sunglasses, wallets, appliances, etc., of every description as well as band-aids, foot powders, and pharmaceuticals. Summertime was inventory build-up time. Even the already narrow isles were lined with unopened cartons of merchandise. In the winter shipments cease, he said, except for medicines which arrive via air. We found postcards at the candy and ice cream store across the road.

All the while we were in Frobisher the wind blew and with substantial velocity. It constantly kicked up dust from roadways and was forever out of the north. It was out of the north when we landed and it was out of the north when we took off. The wind had such strength that we were concerned about parking the airplane without tie-down ropes. None were available so we set the brakes and used large blocks of scrap wood to chock the wheels.

After dinner in the Navigator Inn dining room, we chatted with three fellows from Memphis, Alabama and Alaska who were departing the next day, as we were, for Greenland.

Their purpose was two-fold. One was to search for a bomber that had gone down on the icecap near Kulusuk. The other was to



rescue instruments from another aircraft downed on the icecap. We were told that the pilot had descended in the clouds after losing his radios thinking that he'd be able to see underneath the clouds and land. Unfortunately, he was still in the clouds, or an icecap white out, when his plane's props found the surface and were damaged by the ice, forcing him to land. Fortunately, he was rescued within six hours.

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