

CPA FLIGHT LINES

Vol. 5, No. 2

March 1988



Taylorcraft on California's Salton Sea with student Scott Hamilton. See article p. 6.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

THE PRESIDENT'S CORNER

by Don Welsh

Of recent weeks and months, we, of aviation in general, have been the object of a continuing line of articles purporting to publish the hazards created by light aircraft taking to the skies in defiance of the laws of probability, thus causing a congestion of the airways which infringes on the safety of the flying public.

I have been flying for 55 years as a pilot and I can remember no time when the general population felt that flying was safe. There has always been a sense of envy, a little awe and a little thrill of fear among the viewers of aircraft in flight from the days of the barnstormer to the Air Force Thunderbirds or Navy Blue Angels

as they demonstrate precision flying in a most professional manner.

An Aircraft Owners and Pilots Association release states: "The National Safety Council's 1987 edition of Accident Facts shows that more Americans were killed in bicycle or boating accidents during 1986 than in general aviation accidents, which represented only one percent of the total number of accidental deaths in the United States."

For whatever reason, reports on aviation by units of the media seem to dwell on the negative aspects of general aviation thus creating the impression that our airways are in disarray and we, as pilots, are running into one another.

To counteract the impression of irresponsibility created by the negative articles, we must continue to be constantly on the alert to promote safety in all aspects of our flying.

The Colorado Pilots Association is joining in a program initiated by the Aircraft Owners and Pilots Association called the "Fly-A-Reporter Program." As noted by Edmund Pinto of the AOPA, "AOPA has found that most inaccurate reporting is the result of the reporter being uninformed, rather than biased."

Let us correct that situation through our safety conscious programs.



PRESIDENT

Don Welsh
303-366-3408

VICE PRESIDENT

Bill Greener
303-989-4654

SECRETARY

Bill Totton
303-364-5238

TREASURER

Don Vander Ploeg
303-757-1310

VICE PRESIDENT

AT LARGE

John D. Warrender
303-351-0892

PUBLISHER

Colorado Pilots
Association
P.O. Box 38555
Denver, CO 80238

EDITOR

Terry Barbo
303-367-0670

TYPOGRAPHY BY

George Ferguson, Inc.

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All articles should be **sent to:**

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
Aurora, CO 80012

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AVIATION BILL STALLS ■■

Legislative action to create a State Aeronautics Office in Colorado was flying smoothly until February 19. On February 3, the bill cleared the Transportation Committee of the House on a 6 to 1 vote. And on February 17, it cleared the Finance Committee on a 9 to 0 vote. An unusual amendment was tied to the bill, however, before it left the Finance Committee. By unanimous vote, the Committee amended the bill to locate the new office as a division under the Department of Military Affairs . . . from its proposed location in the Department of Highways. The Committee then referred the bill for further review by the Fiscal Committee of the House.

But on February 19, Representative Lewis Entz, the bill's sponsor (and CPA member), advised he was unsuccessful in getting the bill scheduled in the Committee. And since the 19th was the deadline for bills in this session to reach the floor of the legislature, it appears that an aeronautics office won't make it this year. Representative Entz intends to re-submit as a late bill . . . but doesn't have much confidence that it will be accepted.

UPCOMING MEETINGS ■■

Saturday, March 26, 8:30 a.m.

OPERATION RAINCHECK SEMINAR --
Denver Center, Longmont

We will meet at Judson Aviation at 8:30 a.m. to be transported to Denver Center. The seminar will start promptly at 9:00 a.m. If you are driving, we could use help transporting members from the airport to the Center (5 miles).

The seminar covers the air traffic control system and will give both VFR and IFR pilots a better understanding of how our air traffic control system works. Lunch will be available at the cafeteria, and the seminar should be finished about 4:00 p.m.

Saturday, April 30, 10:30 a.m.

MEADOWLAKE FLY-IN

We'll meet at Space Center Aviation at 10:30 a.m. (This FBO offers 100LL at \$1.32/gal.) There will be a presentation by Dick Rawley, homebuilt aircraft designer and builder, including display of several homebuilts. This will include his 1/4 scale P-40. Lunch will be available at the Hangar Restaurant.

We are trying to arrange some demo flights by the glider club at a reasonable cost. More info in the April FLIGHT LINES . . .

**Copy Deadline for
FLIGHT LINES
10th of the month**

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



1988 CPA SCHEDULE OF EVENTS

- Sat., Mar. 26 DENVER CENTER, Longmont - FAA RAINCHECK seminar
8:30 a.m. - 4:00 p.m. Drive or if flying in, use Judson Aviation. Transportation will be provided to Center by FBO. Cafeteria available for lunch. Info: Tom Daly 337-6984
- Wed., Mar. 30 CPA COFFEE FOR STATE LEGISLATORS AND STAFF, State Capital Rotunda, 7:00 - 9:00 a.m. Opportunity for pilot community to meet with legislators. Info: Frank Gallo 337-5864
- Sat., Apr. 2 EASTER FOOD LIFT, sponsored by Alpha Eta Rho Fraternity, Metro State College. Pilots supply aircraft to transport donated food to the selected statewide sites. Info: Bill Greener 989-4654(H) or 556-2921(0)
- Sat., Apr. 23 AVIATION SAFETY SYMPOSIUM, Metro State College, Student Activity Center, 9th & Lawrence, Denver. Co-sponsored by Alpha Eta Rho and CPA in cooperation with the FAA. Theme is "Collision Avoidance." Info: Alpha Eta Rho 556-3316 or Bill Greener 556-2921.
- Sat., Apr. 30 MEADOW LAKE FLY-IN - Brunch. Info: Tom Daly 337-6984
- Thurs.-Sat.
May 12-14 COLORADO AIR SAFETY AND TRADE SHOW, Front Range Airport [See article, p. 8]
- Fri. or Sat.
May 13 or 14 CPA MEETING - Location and details to be announced
- Sat., May 21 CPA "MINI" AIR CLASSIC - Pueblo Fly-In. Precision cross country and fuel consumption contest - prizes and trophies. Also, guided tour of Pueblo Air Museum
- Fri. - Sat.,
June 10-11 MOUNTAIN FLYING COURSE - Colorado Springs Airport
Info: Vern Foster 771-9421
- Fri. & Sun.,
June 17-19 DENSITY ALTITUDE AND WINGS SAFETY CLINIC, Weld County Airport, Greeley. Co-sponsored by CPA and FAA. Info: Vern Foster 771-9421
- Sat., July 9 12th ANNUAL CPA DENVER-JACKPOT AIR CLASSIC, Front Range Airport to Cactus Pete's, Jackpot, Nevada
Info: Sonny Elgin 363-0894 or Bruce Hulley 344-2843
- Sat., Aug. 13 AIRMANSHIP WORKSHOP AND COMPETITION, Front Range Airport BBQ lunch. Info: Ian Hastie (303) 425-0937(H) or (303) 426-6460(0)
- Sat., Aug. 27 WINGS PROGRAM - Location to be announced
- Sat. - Mon.,
Sept. 3-5 CPA LABOR DAY FLY-IN, Angel Fire, NM
Info: Walt or Terry Barbo 367-0670

Sat. - Sun., BURLINGTON FLY-IN - Tour of "Old Town" and melodrama
 Oct. 1-2 Info: Tom Daly 337-6984

Fri. - Sat., CPA ANNUAL CONVENTION - Location to be announced
 Oct. 21-22

Thurs., Nov. 17 CPA MEETING - Location to be announced

Fri., Dec. 9 CPA CHRISTMAS DINNER - Location to be announced

HEARD ALONG THE FLIGHTLINE

We are told that BOB DOUBEK is planning a six-week trip to Australia on an unique flying adventure. Bob will participate as a crew member in a cross-country balloon rally. It is one of the country's bicentennial activities.

*

Jeffco Airport Manager DAVE GORDON is all smiles these days. A complaint filed with the FAA accused the airport of discriminatory practices because of an airport regulation which banned gliders. In its finding, the FAA determined that glider operations would not be an efficient use of airspace.

*

Could the cost of insurance for small aircraft be on its way down? TOM DALY tells us the annual coverage on his Turbo Skylane RG dropped from \$1900 to \$1400 . . . identical coverage.

*

Speaking of Turbo Skylanes, we overheard NEIL KEDDINGTON mention he may sell his . . . because he doesn't fly it enough to justify owning it. Suspect most of us would sell our aircraft if we used logic!

"Fly-a-Reporter" debuts as a new AOPA program to improve our general aviation image with the press. AOPA finds that most unfavorable reporting is the result of reporters being uninformed rather than biased. The program is designed to dispell many of the misunderstandings regarding general aviation pilots, flying and aviation safety. JON GALLO, Marketing Director at Front Range Airport, advises he has frequent visitors from the press . . . and would be pleased to refer a pilot to a reporter. He asks that pilots wanting to participate in the program contact him at 363-0894.

*

Anyone watch Channel 4's TOM MARTINO series on aviation safety entitled "Dying To Fly?" Probably wouldn't help to take Tom on a "Fly-a-Reporter" flight. Tom is an active general aviation pilot and bases his Skylane at Front Range Airport.

*

GARY VALENTINE, Airport Manager at Rock Springs Municipal Airport (and Race Unicom at Rock Springs for the last several years for the Denver/Jackpot Air Classic) tells us he hopes the fatal accident of last July won't dampen enthusiasm for the 1988 Air Classic.

DOWN TO THE SEA

by J. Scott Hamilton

The white Taylorcraft materializes silently, a shimmering ghostly apparition gliding through the early morning haze which veils the Salton Sea, the Mojave Desert's ancient landlocked sister to the Great Salt Lake, lying 230 feet below sea level.

I flew down from Denver, a beautiful early morning flight across the snowcapped Rockies, then over the magical landscape of Navajo country, where Rainbow Bridge overarches a finger of Lake Powell's southern shore, making a fuel stop at Page, Arizona. Spanning the Grand Canyon, radiant and colorful in the morning light, then on across the vast bleak desert ribbed with barren ruddy ridges, wending at last low level along a railroad track leading to the stoney dirt Desert Air Sky Ranch, feeling like a D-day Thunderbolt pilot looking for a target of opportunity.

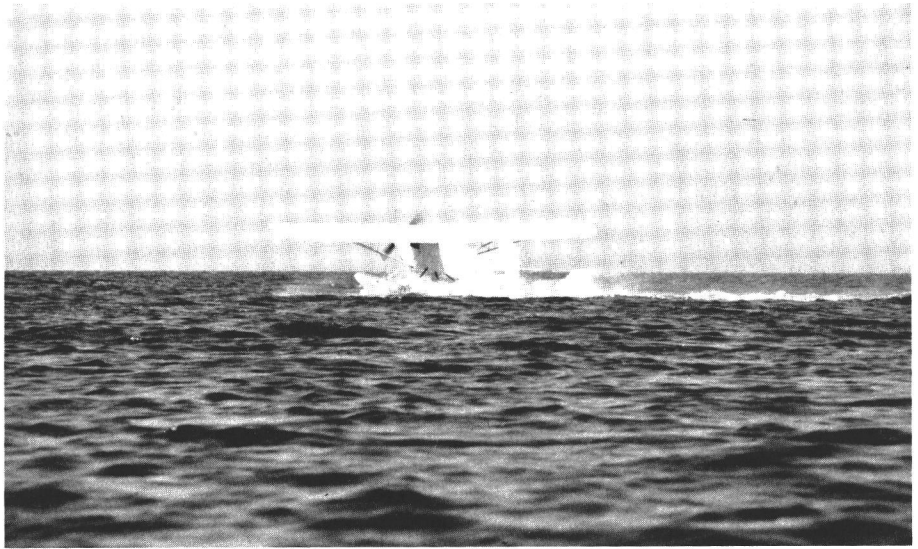
Camping on the beach overnight, I plan to meet my wife Charlotte at the Santa Monica Airport the next day for a week's vacation on Catalina Island, but today I'll attempt to achieve my long-held dream of learning to fly a seaplane.

Salton Sea Air Service of North Shore, California, is a family affair, specializing in training pilots for single engine sea and multiengine land ratings. Dad is the FAA-designated Examiner, #1 son the flight instructor, and #2 son the A&P mechanic busily overhauling whichever seaplane served as last season's trainer (the J-3 Cub or 85 h.p. T-craft) while keeping the Apache multiengine trainer fit.

Now, the light morning breeze carries the sound away from me as the T-craft's floats kiss the rippled surface of the lake and she taxis slowly toward the beach, prop ticking over at an amazingly slow 400 r.p.m., (a help in a craft which has no brakes to avoid overrunning obstacles). A few yards offshore yet, my mentor shuts off the engine and steps out onto a float, the aircraft coming peacefully, precisely to a graceful stop, its energy dissipated at the perfect instant, tips of the floats projecting onto the beach. He steps ashore with his tennis shoes still dry, bringing the float tip mooring line with him and slowly, easily spinning the little bird about until it points back out to sea, tails of the floats resting lightly on the sand. I am momentarily mesmerized by the fluid grace of this ballet of man and machine, like the deceptive grace of the Olympic skater which belies the overwhelming difficulty of the accomplishment and of the course of training which ultimately lead to such grace.

The enchanted spell is broken when he hands me the bilge pump. Ah, yes: before the grace must come the work, and work we will this day.

A seaplane in flight is just another airplane, so we will spend our day where it is different: taxiing (slowly, in displacement mode, and fast, on "the step"), taking off (from two floats or one, straight ahead and in a circle), landing, sailing and beaching. We rarely rise to sea level before starting down again. The temperature, however, rises to 113 degrees F and stays



"Climbing onto the step"—T-craft takes off to Salton Sea

there, and the desert winds rise and fall and shift, challenging us with conditions varying from glassy water which plays tricks with visual perception of the aircraft's height above touchdown to whitecaps which pound the airframe like driving a car without shock absorbers too fast down a washboard road. And every time we beach, the ritual which distinguishes the prudent seaplane pilot is practiced: pump the floats.

Flying a seaplane is a very visual and tactile experience, and my instructor says his biggest challenge is getting pilots (especially instrument-rated pilots) to stop searching the meager offerings of the instrument panel for useful information and direct their awareness outside. Once high speed taxi on the step is achieved, getting the aircraft to break free of the water and fly is a matter of very precise pitch control, judged mainly by the picture of the horizon crossing the cowlings and bracing tubes,

supplemented somewhat by elevator feedback through the control wheel. This is less of a problem for me, since I hadn't gotten around to my instrument rating yet, but just came off a period of flying ultralights with no instruments except an occasional rudimentary airspeed indicator and nothing but my feet for visual reference ahead. Still, it doesn't come easily.

Back pressure is always required while on the water. But too much and the airplane won't lift the floats up out of the water into the skimming mode of "on step" necessary as a prelude to takeoff, or will fall back off the step and decelerate. Not enough back pressure and you may earn your submariner badge instead of the seaplane rating you'd hoped for. A fraction too much or too little, and you just continue to roar on down the lake on the step without liftoff, like a self-propelled waterskier. There seems to be only one attitude in which the ship will lift off. Vary the pitch by position-

ing the cowl relative to the horizon 1/8" either side of that position and she won't fly at all. Hit the precise position, and she leaps off the water like a startled seal.

But as the day progresses and I am beaten down and desiccated I shrink, so that all-important sight picture of horizon and cowlings continues to change, elusively. Just before I shrink totally out of sight behind the panel, son again steps off the float onto the beach (his tennis shoes still dry, while mine were soaked) and dad takes his place beside me for the check ride. An hour later, with the sturdy little T-craft not visibly much the worse for wear, I trade him my dog-eared old pilot license for a fresh new temporary certificate with the added legend: "& sea." Humbled yet proud (knowing that, like my first private pilot certificate, it is

still really only a learner's permit), exhausted to the core and yet exhilarated, deeply appreciative of my instructor's patience, I must admit that this is the most fun I've ever had with a flying machine.

Next day, in Long Beach, Charlotte and I and our favorite aunt and uncle make the pilgrimage to the shrine of seaplanery, gaping like bumpkins on the sidewalks of Manhattan at Howard Hughes' awesome HK-1 flying boat, "the Spruce Goose," pinnacle of seaplane development. On the following morning, on a peak in Avalon, we are awakened by the throbbing thunder of twin Pratt & Whitney radials as the Catalina Airline/UPS Grumman Goose races past our window, banking over town before splashing down in the bay, leaving us to doze back off and dream of far-ranging amphibians and islands in the sun, set in turquoise seas.

1988 COLORADO AIR SAFETY CONGRESS AND TRADE SHOW

The Federal Aviation Agency's Flight Standards District Office at Denver, with the cooperation of the aviation industry in Colorado and throughout the nation, have announced plans for the first annual COLORADO AIR SAFETY CONGRESS AND TRADE SHOW to be held on May 12, 13 and 14, 1988, at the Front Range Airport on Denver's east side.

The three-day conclave is designed for the professional aviator, weekend flyers, balloonists, glider pilots . . . anyone with an interest in aviation. The event will feature over 14,000 square feet of exhibits by manufacturers, Fixed Base Operators, corporations, airlines, and flight education

institutions. Educational workshops and symposiums will be conducted throughout the Colorado Air Safety Congress and Trade Show to enhance safety awareness and participants' skill and knowledge.

Prominent aviation personalities and government officials will be featured as keynote speakers during both the Friday and Saturday evening banquets.

Additional information may be obtained from MICK WILSON Denver FSDO at 303 340-5499; WAYNE PHILLIPS KIMN Radio at 303 321-0950; or BABETTE ANDRE Wings West Magazine at 303 778-7145.

CPA FISCAL YEAR 1988 OBJECTIVES

APR. 2 (Sat.)

EASTER FOOD LIFT, sponsored by Alpha Eta Rho Fraternity, Metro State College. Pilots supply aircraft to transport donated food to the selected statewide sites. Info: Bill Greener 989-4654(H) or 556-2921(O)

APR 5-7 (Tues.-Thurs.)

NW CHAPTER OF AAAE AND INTERNATIONAL AIRPORTS FACILITIES CONFERENCE, Westin Hotel, Denver. Info: Neal Keddington 363-0894.

APR 12 and 19 (Tues.)

HOT AIR BALLOON GROUND SCHOOL, Life Cycle Balloon School. Info: Mike Bundgaard 759-3907.

APR 23 (Sat.)

9th ANNUAL COLORADO BALLOON SAFETY AND EDUCATION SEMINAR, Hyatt Regency Hotel, Denver, 8:00 a.m. - 5:00 p.m. Info: Mike Bundgaard 759-3907.

MAY 12-14 (Thurs.-Sat.)

1988 COLORADO AIR SAFETY CONGRESS AND TRADE SHOW, Front Range Airport. Exhibits, workshops and symposiums. Info: Mick Wilson Denver FSDO 340-5499, Wayne Phillips KIMN Radio 321-0950 or Babette Andre Wings West Magazine 778-7145.

MAY 13-17 (Fri.-Tues.)

15th ANNUAL BAHAMA FLY-IN, Jack Tar Village, West End, Grand Bahama Island, joint activity of the USPA and Arkansas Pilots Assn. Info: Ed Morris, Little Rock, AR phone, 502 548-4019.

MAY 27-30 (Fri.-Mon.)

UNITED STATES PILOTS ASSOCIATION ANNUAL MEETING, Topeka, Kansas, in conjunction with the Superbatics Airshow featuring the USAF Thunderbirds. Hosted by the Kansas Pilots Assn. Info: Walt Barbo 367-0670.

JUNE 11 (Sat.)

SUDDEN INFANT DEATH SYNDROME (SIDS) FLY-IN, Front Range Airport. Static displays, barbeque. Public invited. Info: Kathrine Yancey 363-0894.

JULY 3 (Sun.)

AIR SHOW, Eagle Airport, CO. Featuring Chutin Stars Parachutists (female performers), Manford Radius in a glider aerobatic demonstration (featured in I-MAX films), Michael Wiggins in a homebuilt aircraft aerobatic series, and Jim Franklin's dueling Wacos. Info: Danny Reynolds (303) 524-9490.

JULY 3 (Sun.)

ASPEN AIR SHOW? No details available.

JULY 29-AUG 5 (Fri.-Fri.)

EXPERIMENTAL AIRCRAFT ASSOCIATION ANNUAL OSHKOSH FLY-IN AND CONVENTION, Oshkosh, WI. A reminder for those considering this event.

JULY 30 (Sat.)

SECOND ANNUAL WESTERN FLY-IN, Craig. Golf tournament followed by BBQ and dance. Golf course next to airport. Info: Gayle Severson, Craig Chamber of Commerce, 824-5689 or Roger Gerrard 824-3231.

SEPT 10-11 (Sat.-Sun.)

EAA FLY-IN AND AIR SHOW, Weld County Airport, Greeley. Sponsored by Rocky Mountain Chapters of EAA. Aerobatic demonstrations, static displays, BBQ, camping. Info: Bob Kelley (303) 353-5514.

SEPT 10-11 (Sat.-Sun.)

AURORA BALLOON FESTIVAL, Front Range Airport. Tentative date. Over 50 balloons participating. Info: Mike Bundgaard 759-3907.

BAHAMA FLY-IN

The 15th Annual Bahama Fly-In is scheduled to be held May 13-17, 1988. This flying event, which will be a joint activity of the United States Pilots Association and the Arkansas Pilots Association, has been arranged by ED MORRIS of the APA. Ed is chairman of the USPA's Air Tours and Fly-In Committee.

Those making the trip will stay at the Jack Tar Village, West End, Grand Bahama Island. The special group rate is \$76.00 per person per day double occupancy, or \$66.00 per person per day triple occupancy. This price includes:

- Your room, 3 meals/day (wine with two meals), tips, taxes and even bar bills.

- Snorkeling and waterskiing equipment, sailboats, paddleboats, and drift fishing. Scuba diving and deep sea fishing would be optional items.

- Green fees on a 27-hole golf course. Bring your own clubs or rent them there. Golf carts cost \$1/hole.

- Ten tennis courts are available with FREE tennis clinics and equipment.

- There is an enormous (the largest in the Western Hemisphere) salt water swimming pool.

- You are invited to an evening cocktail cruise on a double deck paddle wheeler with live band.

- Bicycles, shuffleboard, ping pong, volleyball, and horseshoes are all free.

- There are TWO beaches, one on each side of the peninsula.

- For \$12.00/person, a bus can take you into the "International Bazaar" in Freeport for shopping; or for \$32.00/person, into the Casino for gambling and floorshows. However, there is a free band for dancing every night on the village grounds, plus a pop rock disco.

- There is also a Village Arcade filled with crystal, china, and other European bargains for as much as 40%-50% off U.S. prices.

PAYMENT: A deposit of \$75.00 per person must be made initially, then equal payments of \$78.00 are due Feb. 15*, March 15 and April 13. This totals \$309.00 and includes \$5.00 to cover transportation to and from West End airport and luggage handling. Withdrawal can be made up to 11 days prior to your arrival with a penalty of \$100.00 /room. A list of names for room assignment in pairs of two or more must be included with the deposit. Checks should be made payable to the ARKANSAS PILOTS ASSOCIATION and sent to:

c/o Edward M. Morris
5 Riderwood Road
North Little Rock, AR 72116

*The information on this fly-in was received too late for inclusion in the February issue of FLIGHT LINES. We are publishing it anyway even though the initial deadline for reservations is past. Anyone interested in going should contact Mr. Morris to determine if space is still available. His phone number is 501 758-4019.

EDITOR

ON THE WINGS OF PROGRESS

by Vern Foster

During World War I, the Army organized the first airmail run from Washington, D.C. to Philadelphia to New York. In late 1918, the U.S. Post Office acquired 17 surplus planes, hired 40 pilots and began the New York to Chicago airmail route. After several months, 31 of the original 40 pilots had been killed flying the mail.

In 1919, the Post Office began contracting with civilian pilots and operators to fly the airmail. During the next several years, there was a nationwide network of airmail routes operated by 25 contractors. Several mergers would consolidate these numbers into several well-known and some long-forgotten airlines.

Initially, all flying was during daylight hours. Several pilots were anxious to prove the feasibility of night operations, but with no radios, navigation facilities or airway and airport lights, the advancement seemed impossible. Pilot Jack Knight was busy flying the North Platte to Omaha leg of the transcontinental airmail when he and a few associates decided to prove that night airmail could be a practicality. They made arrangements with selected farmers along the North Platte to Chicago route to build fires at specified times to guide the pilot along the route. Airport lighting at that time was by means of fires in open-end oil drums which were ignited when the airplane was heard approaching. The pilot circled the lighted area to land before the fires died. There were no lights on the airplanes at that point.

It was a cold October night in 1921 when Jack Knight departed North Platte for Omaha. His winter flying garb was barely adequate to keep him warm in the open cockpit. Arrival in Omaha

was as planned. Here the plan began to unravel, as the relief pilot who was scheduled to fly the next leg of the trip was not on hand due to a mix-up of schedules. After a fueling delay and warming by the pot bellied stove, Jack Knight departed Omaha eastbound toward Des Moines, Iowa City and Chicago. A heroic battle was waged to stay on course as it was snowing and sleeting and some of the guiding bonfires had died out ahead of him. Jack arrived at Chicago just before dawn, an exhausted and very cold aviator. Shortly thereafter, Congress appropriated funds for a system of airway beacons, emergency fields and airport lights.

By 1924, night airmail flying was in full swing. Jack Knight will be long remembered as the "father" of night commercial flying. He was to become Captain Jack Knight of United Airlines. He retired in Michigan in the early 1940's.

In 1926, Vern Gorst of Washington state and several associates started Pacific Air Transport to operate the Seattle-Los Angeles airmail route. Gorst was a persuasive businessman and pilot. After purchasing four airplanes at bargain prices, he then located still another bargain. This was a new airplane which had just sunk to the bottom of the San Francisco Bay as a result of a power failure while departing from Oakland.

Gorst walked into the San Francisco Wells Fargo bank at lunch time seeking a loan of \$5,000 to purchase and recover the airplane. A young man newly hired in the loan department was so impressed with Gorst's story that he made the loan of \$5,000 on the spot. When the department head returned, he was very upset at the loan to "that flying

machine company." He promptly made the young man personally responsible for seeing that the loan was repaid on time. This young man was William A. "Pat" Patterson, who later engineered the merging of Pacific Air Transport, Boeing Air Transport, National Air Transport, and Varney Airlines to form UNITED AIRLINES. "Pat" left the banking business to become the first president of United Airlines, a post he held for nearly 30 years.

The beginnings were similar for Western Air Express, Continental, American, TWA, Eastern, Northwest, Pan Am and others. The late 1930's saw the U.S. flag carrier, Pan Am, operating 4-engine flying boats to Europe, Hawaii, Hong Kong and to New Zealand and Pago Pago. Hawaiian Airlines had begun limited service with a flying boat. In Alaska, small airlines and "Bush" operators were the main source of transportation services, using planes on floats, skis and wheels.

In 1927, Charles Lindbergh, a mail pilot on the St. Louis to Chicago route, flew the first solo nonstop New York to Paris flight in a specially designed Ryan monoplane. The barnstormers and flying circuses had introduced the nation to the fascinating world of aviation.

By 1931, Frank Hawks had flown coast to coast in 12 hours and 25 minutes. In June, Wiley Post and Harold Gaty had flown around the world in 8 days, 15 hours and 5 minutes in a Lockheed Vega. On the morning of October 1, 1931, Clyde Pangborn and Hugh Herndon took off from Sabishir Beach, Japan, and flew the first non-stop trans-pacific flight, landing 41 hours later at Wenatchee, Washington. They used a huge single-engine Bellanca monoplane. After takeoff, they jettisoned the landing gear to increase speed by 15 miles per hour and made a belly landing at

Wenatchee. By 1933 the era of the barnstormers was coming to an end.

Airline companies proliferated and the decade ended with several large airlines utilizing modern aircraft, such as the DC-3, Lockheed Lodestar and Boeing 247, which were flown in all weather operations.

The World War II years saw air transportation expand to global proportions as military and civilian contract crews transported personnel and cargo in a variety of large two and four-engine land planes and flying boats.

The war years left us with a worldwide system of airports which facilitated the development of air transportation. On June 17, 1947, a Pan Am Lockheed Constellation departed New York on a round-the-world flight with arrival back at New York on June 30. The 1950's saw a surge in the sale of general aviation airplanes and pilot training. Air carriers still operated the Douglas DC-3's, but the mainstays were the converted C-54 (DC-4), DC-6, DC-7, Lockheed Constellation, Convair 340 series and Martin 202/404, plus the turbo prop Lockheed Electra and British Viscount.

Helicopter commuter lines were operating in Los Angeles, Chicago and New York. The year 1959 saw the introduction of the jet transport in the U.S., with the Boeing 707 and followed into the 1960's by the Douglas DC-8, Convair 880/990, B-720, B-727, and British BAC 111. The 1970-80 period produced the B-737, DC-10, L-1011 and B-767 fleets.

The supersonic transport era was ushered in by the British/French Concorde. A dozen were built and approximately 7 are still in operation by Air France and British Airways.

In the late 1960's, Boeing, Lockheed and Douglas each had

preliminary designs for an advanced SST to cruise at Mach 3.0 versus Mach 2.0 for the Concorde and to have a capacity of 200-250 passengers with a gross weight of some 500,000 pounds. These specifications were thought to be the minimum to make the American SST profitable without government operational subsidy. The Boeing was a "swing wing" design, later made famous by the Navy's F-14 carrier fighter. Pilot training and operations would have been mostly conventional and performance specifications would have allowed operation from major U.S. airports. The British Concorde SST has operated into Colorado Springs, Dallas-Fort Worth and, of course, Dulles and even from the 6701 foot runway 18/36 at Oshkosh during an EAA Convention.

The obstacle to the SST was the need for federal subsidy for the development program. A market of 20-25 airplanes versus the usual 150 for break even point on a design made for a situation beyond the resources of the manufacturers. There were many doubters and federal approval was denied, so the program died. The American SST would have been in service on trans-oceanic routes by about 1974. I, for one, believe that the bureaucracy really dropped the ball, not only from the commercial aspect, but also considering the military benefits.

President Reagan's Orient Express or the Hypersonic Transport was envisioned in the early 1970's as a follow-on to the SST. The HST would have been flying by 1986. It would have cruised at speeds of Mach 6.0 to Mach 8.0 at altitudes of 80,000 to 100,000 feet and carry about 150 passengers.

In conclusion, the air transportation system will go into the 2000's with more efficient power plants, new and refined aircraft designs. The Boeing 747 will be

the legendary heavy weight transport of our time. The latest model is the B-747-400 with take-off gross weight approaching 900,000 pounds. I predict that by 1995 another B-747 model will be the first transport to be FAA-certificated for a takeoff gross weight of one million pounds!

On January 31, 1988, a Boeing 747SP, loaned by United Airlines and with a volunteer UAL crew under the command of Captain Clay Lacy of Los Angeles, set an all-time round-the-world record of 36 hours, 54 minutes and 15 seconds.

The next five to seven years will, hopefully, see the modernization of our air traffic control system, the building of new airports and expansion of many now in use.

As for general aviation, which is my first love, I believe it is in the "what you see is what you get" mode. I see no prospect for change unless we get into another military conflict, wherein general aviation will do pilot training as in WWII.

The "good old days" of the 1950's and 1960's are gone, never to return. We need to face some painful realities and adjust to the crowded sky environment while striving to protect our rights as pilots.

FAA Administrator McArtor and his people are facing an awesome task, and I wish them well. He has stated that all segments of aviation will be treated equally. I have confidence in Mr. McArtor and the FAA. Patience will be needed during the time of "catch up" and "getting the horse before the cart" after years of neglect of our airway and air traffic control system. It will get worse before it gets better. However, I am confident improvements will be noticeable by 1992. Meanwhile, let's keep the white side up and smile.

THE BOOKSHELF

by Stephen Blucher

With the proliferation of computers in our lives, more and more work is being done by those wonderful inventions. BUT all work and no play makes the computer a dull

If you happen to own an IBM PC, or an APPLE II, or a COMMODORE G4/28, have I got a book for you!

Brand new from TAB BOOKS, JET:82 Challenging New Adventures will add to your existing JET software (you have JET software, don't you?) new and authentic flight simulations.

I am new to this computer world, but the other day I did manage to depart an airport in a Cessna 172, make a short flight, get back to the airport and land. Admittedly, I have made better landings, but any one you can walk away from . . . old Chuck Yeager didn't have a lot of nice things to say Then I took off in an SR 71, went straight up, then down and RRRRIPPED the wings off. Yeager had even fewer nice things to say about that.

With simulation you can do just about everything except physically hurt yourself, and with "JET," the above-mentioned hardware and software and a little practice, you will be dog-fighting with the best.

F-16s, Lear 25s and more are all in your personal hangar to fly whenever you like. Before you ever "leave the ground," the book puts you through a ground school so you will understand why everything happens as it does.

I found reading the book to be a great deal of fun in itself. The flying I did was a different

program, so I am looking forward to the challenges of "JET."

As with all the books that appear in this column, this one (TAB 2872) is available at the Aviator's Mart in Colorado Springs or from TAB BOOKS, Blue Ridge Summit, PA 17214.

The FLY MART

FOR SALE

1959 Cessna 175, Low Airframe Time, TTE 800, Full IFR, May Annual, N7173M Based at Jeffco. Bought Another Airplane. Scott Hamilton 466-7315.

1969 Cessna T210, Cruise 223, Svce 30,200, NDH, KNS80, RNAV/DME, KY 197, MK16, Dual ILS, XPDR, Enc, T12C ADF, Cent IIB, 6 place Panel Mount Intercom, 02, LR Tanks, 3 Blade, Most Factory Options. Nice in and out. 2689 TTAFE, 1225 SMOH. Runs good. Just out of \$5,000 annual. Blue Book \$30,900. Take \$28,000 Firm. 687-3059 evenings (Colorado Springs).

R/STOL 1974 Skylane, low time. Many extras. Basic IFR. Great mountain airplane. Downtown Ft. Collins. Ron Hanawalt 484-1342 (evenings).

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